

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED **DEC 30 1977**  
DATE ENTERED **MAY 22 1978**

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

New Market; Stehtsamish (prehistoric)

AND/OR COMMON

Tumwater Historic District *use this*

**2 LOCATION**

STREET & NUMBER

*roughly bounded by I-5, Capitol Way + Capitol Park*  
Tumwater Canyon of the Deschutes River

CITY, TOWN

Tumwater

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Washington

VICINITY OF

3rd - The Honorable Donald L. Bonker

CODE

53

COUNTY

Thurston

CODE

067

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

**4 OWNER OF PROPERTY**

NAME

Multiple

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Thurston County Courthouse

STREET & NUMBER

East 11th and South Capitol Way

CITY, TOWN

Olympia,

STATE

Washington

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Washington State Inventory of Historic Places

DATE

December, 1974

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Office of Archaeology and Historic Preservation

CITY, TOWN

Olympia,

STATE

Washington

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Tumwater Historic District is located approximately one and one-half miles south of Olympia, Washington. The District consists of a narrow strip of land bordering the lower Deschutes River. At the north end of the District, the river enters Capitol Lake, or Budd Inlet, the southern-most finger of Puget Sound. Here the terrain changes rather abruptly from river canyon to flat, alluvial plain. Today the proximity and noise of Interstate 5 and the hubbub and activity of the adjacent Olympia Brewing Plant nearly overshadow this pleasant, parklike gorge. The District is essentially surrounded by modern development which tends to obscure the importance of its role in regional history.

The settlement of Newmarket at this site in 1845 was inspired by the central feature of the district, the falls of the Deschutes River. Cascading 82 feet to Puget Sound, these falls form a natural attraction that is enhanced today by the well-kept pathways and overlooks of the Tumwater Falls Park. However, for the new settlers of 1845 and for those who followed them, these falls provided a basic source of power for development.

#### The Upper Falls

The Historic District begins at the upper of the three falls. To maximize their power, these falls were dammed first by logs, then by concrete. Several structures, including a gristmill and sawmill once utilized the power of these falls, or diverted the water force by flume to other areas along the river. Ira Ward and Smith Hays founded a sawmill at the upper falls in 1852 on the west side of the river, harnessing their power by flume to operate two single sash saws. The Olympia Light and Power Company constructed a penstock from these falls to their lower plant in 1905. The headgates for this penstock are still visible on the east side of the falls, and are still utilized by the Tumwater Falls Park. Until about 1920, there was an active shingle mill near the upper falls.

At the upper falls before the turn of the century were the Hazard Stevens Elk Pens, a tourist attraction which lured trolley riders of the Olympia, Tumwater and Brighton Park Motor Company to the end of the line at Tumwater.

Adjacent to the upper falls is a 300-foot long concrete fishway covered by metal grillwork. It is part of the Deschutes River salmon run constructed in 1952 by the Washington State Department of Fisheries. At the head of the fish ladders, just outside the District boundaries, are two holding pens constructed in 1961 to count, measure, and cultivate the fish. This upper facility is augmented by a 75-foot ladder around the middle falls and an extensive system of ladders reaching 500 feet along the lower falls. The salmon run is included within the District boundaries because, while it is not an historic feature of the area, it has become over the past 25 years intimately associated with the Deschutes River and Tumwater Falls.

The falling water cascades under a wood and concrete footbridge, as well as two other concrete automobile bridges before reaching the middle falls. The lower Custer Way Bridge was originally constructed in 1880 as a single span reaching 300 feet. Its dirt-covered wooden deck was supported by numerous pilings, all of which were replaced by the present-day concrete structure in 1916. Between the upper and middle falls on the west bank is a granite monument erected by the children of Leopold Schmidt, commemorating the arrival of the first settlers to Tumwater.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input checked="" type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES      1845 to present

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Tumwater Historic District is notable for its many-faceted significance in historic and prehistoric archaeology, in patterns of early settlement and industrial use, and in architectural as well as natural beauty.

The falls of the Deschutes River have long been a center of human activity. Preliminary archaeological investigation indicates that the area near the mouth of the Deschutes River may have been occupied for 500 years or more before the coming of the white settlers. It may have been a permanent village site, located advantageously for the harvesting of shellfish and salmon. The site affords an excellent opportunity to discover more concerning the culture of the Southern Puget Sound Indians and the prehistory of the area.

In 1845, the area served as a northern branch of the Oregon Trail when Michael T. Simmons and his party defied the Hudson's Bay Company and ventured north of the Columbia River. The town of Newmarket established an American foothold in the region, predating the boundary settlement between the United States and Great Britain in 1846. It was at New Market that the first permanent white settlement on Puget Sound was founded in what was to become Washington State.

The falls of the Deschutes generated the power for the first industrial development on the Sound - Simmons and Company's gristmill and sawmill. Later this industrial activity expanded to include an amazing variety of small manufactories and water-driven machinery. Although many of these sites are no longer recognizable, the early industrial period is well-represented in the old Olympia Brewhouse with its ornamental brickwork and its picturesque setting and design. Situated at the mouth of the Deschutes River, the Brewhouse is the focal point of old Tumwater and of the Historic District.

Although there are relatively few extant structures in the District, the few that remain are well worth preserving. The Crosby house, built by an early Tumwater family, has been recognized as historically significant to the community by its inclusion in the Washington State Register of Historic Places. The Schmidt house is associated with Tumwater's most celebrated resident and the brewing business which he established there. The mansion has high architectural quality and is well-maintained by the Olympia Brewing Company. The Henderson house is more modest in design, but is an increasingly rare example of turn of the Century domestic architecture in Tumwater and Olympia. As a sign of Tumwater's interest in its past, the City has committed itself to the restoration and adaptive reuse of the building.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Information supplied by the Olympia Brewing Company, Tumwater, Washington  
 Interviews with local residents, including Jim Brown of Tumwater  
 Material compiled by Derek Valley, Curator, State Capitol Museum  
 Snowden, Clinton; The History of Washington; New York, Century History Co., 1909

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 30 acres  
 UTM REFERENCES

D	A	1,0	5,0,7	2,8,0	5,2,0,7	2,5,0	A	B	1,0	5,0,7	4,6,0	5,2,0,7	4,0,0
		ZONE	EASTING	NORTHING					ZONE	EASTING	NORTHING		
E	C	1,0	5,0,7	6,8,0	5,2,0,7	0,9,0	C	D	1,0	5,0,7	3,0,0	5,2,0,6	4,8,0
		ZONE	EASTING	NORTHING					ZONE	EASTING	NORTHING		

VERBAL BOUNDARY DESCRIPTION

see Continuation Sheet 10, 2.

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Shanna Stevenson, Thurston County Liaison

Office of Archaeology and Historic Preservation

712 Carlyon Avenue

Olympia

DATE: October, 1977

TELEPHONE: (206) 943-4212

STATE: Washington

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE: *Jeanne M. Welch*

TITLE: Deputy State Historic Preservation Officer

DATE: December 15, 1977

**FOR NPS USE ONLY**

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION: *[Signature]* DATE: *5.22.78*

ATTEST: *Derek Valley* DATE: *5.12.78*

KEEPER OF THE NATIONAL REGISTER

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1. Olympia Brewing Company  
P.O. Box 947  
Olympia, Washington 98507  
Attention: Mr. Don Lee, Director  
Public Relations
2. Ms. Helen Shumate, President  
Daughters of the Pioneers ✓  
2638 East State Street  
Olympia, Washington 98506
3. The Olympia Tumwater Foundation  
Tumwater Falls Park ✓  
P.O. Box 4098  
Tumwater, Washington 98501  
Attention: Mr. Carl Reder, Vice-President
4. Puget Sound Power and Light  
P.O. Box 287 ✓  
Olympia, Washington 98507  
Attention: Mr. Louis Yarborough, Southern  
Division Manager
5. Ms. Patricia J. Waddington ✓  
1422 Fourth Street  
Cheney, Washington 99004
6. Department of General Administration  
218 General Administration Building AX-22  
Olympia, Washington 98504 ✓  
Attention: Mr. Vernon Barnes, Director

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The Middle Falls

The middle falls are characterized by rippling water over large basalt boulders. In contrast to the well-kept ivy and gravel walkways now bordering the rapids, the west bank of the river was once the site of the Washington Flouring Mill. Built in 1863, it was a large three-story wooden structure operated by George Gelbach. The millworks were powered by an undershot waterwheel fed by means of a dam constructed adjacent to the site. The Washington Mill ground grain produced on the farms south of Tumwater.

Also located at the middle falls was the first electrical power plant of the Olympia Light Company, constructed in 1883. The two-story structure utilized a dam to create the reservoir for power production. Hydrogen gas and electrical power were produced here for business and residential use, as well as to run the Olympia, Tumwater and Brighton Park trolley car system. Still visible in the middle falls area are the stone foundations from the power house.

Paralleling the Deschutes River on its west bank was the Olympia-Chehalis Valley Railroad. The roadbed is still discernible along the Tumwater Falls Park trail. Between the lower Custer Way Bridge and Simmons Road it functions as the District boundary.

The Lower Falls

The lower falls are the most impressive of the three cataracts. Spanning the falls is a wooden truss bridge, a replica of the original built before the turn of the century. The Tumwater Falls Park has constructed a system of wooden steps leading to a concrete observation deck below the falls. From this vantage point, the spray and the view of cascading water are spectacular. These were the falls that first drew Michael Simmons and his party to establish a settlement at Newmarket.

It was here that Simmons established a mill in 1846 to grind flour for the small settlement, then still dependent upon Hudson's Bay provisions. This mill structure of logs was located at the base of the falls on the west bank of the Deschutes. The mill had a granite foundation and utilized millstones from the riverbed in grinding wheat from the newly-established farms on Bush Prairie, south of Tumwater. The mill was sold to Crosby and Gray in 1849. The Simmons party further utilized the lower falls to establish the first American sawmill on Puget Sound in 1847. The foundation pilings from this mill are still visible.

Later the Horton Water Pipe Factory was constructed at this very advantageous spot. The factory was a single-story shed structure of wood erected in 1868. Like the other

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manufactories below the falls, it was built on pilings over the water in order to better utilize its force. The Horton factory produced wooden pipes hollowed out by water-powered drills. This facility was later purchased by Isaac Burlingame in 1870 and still later (1880) converted into a sawmill.

The second power plant of the Olympia Light and Power Company displaced the sawmill. This was a large, rectangular stone building with seven tall, round-arched windows on its north elevation. It rested on a mammoth concrete foundation which is now used as the observation deck at the northern end of the Tumwater Falls Park. The plant utilized a metal penstock from the upper falls and could produce up to 45,000 kilowatts.

Still within the west lower falls area to the north was the Lincoln Flour mill built and operated by Clanrick Crosby. A five-story, white frame structure built in 1861, it remained a landmark until destroyed by fire in 1905. The water-powered, four stone gristmill had a 50 bushel per day capacity.

Extending into Budd Inlet on the west and to the north from the lower falls were many small businesses housed in a multistory wooden structure built on pilings over the water. Included in this complex were the Kendal furniture and chair factory, the Esterly mill and the Pressey box factory. Also along this shore were two moulding, sash and door mills, one owned by Abraham Whitemarsh and built in 1872, and the other by S. N. Cooper. This hive of activity contrasts sharply with the serene pools and heavy growth of trees and bushes which now characterize the mouth of the Deschutes River.

The small promontory to the north of those sites gave rise in 1860 to the Long Bridge - a wagon bridge connecting Tumwater and Olympia over Budd Inlet. This 1150-foot long structure was 15 feet wide and 6 to 10 feet above mean tide level. A 40-foot section of bridge over the Deschutes River channel rotated to allow ship traffic through a 20-foot passage.

#### Archaeological Site

Prior to white settlement at Newmarket, the area at the mouth of the Deschutes River was the site of prehistoric and historic occupation by members of the Nisqually Tribe. The archaeological site which remains (designated 45-TN-40 and located within Section 26, Township 18 North, Range 2 West) is included within the boundaries of the District. This shell midden site extends from the mouth of the river along the tidal margin encompassing about two acres of land on the west bank. It is now covered by natural vegetation including conifer, deciduous trees and underbrush.

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Remains of this fishing village and shellfish collecting site are evidenced by up to one meter of cultural deposits. Material observed includes shellfish such as blue mussel, native oyster, butter clams, horse clams and cockle, moon snail and whelks. Lithic material includes cryptocrystalline artifacts and fire-cracked rock. Large mammal, fish and bird bones have been noted, as well as historic material from the Newmarket settlement including nails, glass and wood.

Minor development and land deformation has occurred on the site, causing some displacement of the original features. A portion of the site was covered with fill dirt, and Simmons Road has been maintained over part of the site since white settlement of the area. However, a large portion of the site remains relatively undisturbed.

The Village of Tumwater

In the same vicinity, west of the river and within the District boundaries, there is little remaining to mark the once bustling community of Tumwater. Between Deschutes Way and Simmons Road there is a dense growth of evergreens, apple and maple trees. At the north end of Simmons Road some lots and hedges from houses no longer extant are still discernible. Along Simmons Road, the end of the railroad bridge from the old Olympia Brewery is still visible among the trees and grasses.

The open area adjoining the archaeological site to the north remains an open space as it was during the 1880's. However, the bay has been considerably filled by siltation from the Deschutes River since the damming of Capitol Lake in 1949. There are now seven islands of siltation in the upper basin north of the old brewery and opposite the archaeological site, making the topography of the area appear considerably different than it does in historic photographs.

Deschutes Way lies between the western boundary of the District and Interstate 5 and runs parallel to each in a north-south direction. In the 1880's, the street boasted a series of stores, businesses and homes. The Lee and Biles Store was a two-story gable roof structure with a bullseye window in the front. The upper story was used as a dance hall. Other structures were mostly boomtown in style, such as the Eastman General Store near the Custer Street bridge and the Crosby Store (1852) at the north end of Deschutes Way near the Nathaniel Crosby house. Hotels, rooming houses, and even a headquarters for the literary society supplied the needs of the community. From this collection of 19th century structures, only two houses remain to symbolize the flourishing village on the falls.

The Henderson House

One of these is the Henderson House on Deschutes Way, built in 1905 in a somewhat austere version of the Queen Anne style. The building is included within the District boundaries, and has been categorized as a Secondary structure. The two and one-half story house is set on a concrete foundation, recently shored up by its new owner, the



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City of Tumwater. The original shiplap siding has been covered with grey asbestos shingles.

On the southwest corner of the house is a six-sided turret which is its most noticeable architectural feature. Four narrow double-hung windows encircle the turret, which has red fishscale shingles on its teepee-shaped roof, and is topped by an ornate finial. The entrance occurs just below the turret.

The west facade has undergone the greatest degree of alteration. The present entry was originally a window which formed a three-sided bay with the adjoining windows. A covered, ballustrated front porch with a pedimented dormer has been enclosed and brackets supporting the turret have been removed. The south elevation is also of interest. Its pedimented cross-gable is pierced by a multi-paned window similar to those on the north and east facade. The gable and second-story project out over a three-sided bay window at the first floor level.

Although the Henderson house is only in fair condition, having suffered from some water damage and general disrepair, the City of Tumwater and the Tumwater Historic Commission have begun to maintain it. Their plans are to reinstate its original design and to use the house as a focal point for the revitalization of the area.

The Crosby House

Across the street and to the north of the Henderson house is the second remaining residence of old Tumwater which stands within the District boundaries. Built in 1858, the Nathaniel Crosby III house has staunchly withstood the encroachment of Interstate 5 at its back door. Occupied almost continuously since its construction, the house is now owned and maintained by the Daughters of the Pioneers of Washington, Olympia Chapter. In 1969 it was placed on the Washington State Register of Historic Places. Because of its association with early and notable Tumwater settlers, Crosby house has been classified as a Primary structure.

The house is a one and one-half story, wood-framed Classic Revival cottage with some Gothic embellishments. The east or main elevation features flushboard siding at the ground story level. The major entrance is a four-panelled door with sidelights and a glazed transom. Six over six, double-hung sash, corniced window surrounds, and lapped siding characterize the remaining elevations.

The rear addition, which originally served as a back porch, was enclosed after acquisition by the Schmidt and Crosby families in 1947 for donation to the Daughters. The front porch has also been altered by the removal of a flat balustrated roof deck, probably an original feature, and the addition of a shed roof with vergeboard trim.

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This scalloped, carpenter Gothic eaves and raking trim is thought to be a later addition to the Crosby house, although it may have been applied as early as the 1880's.

Spacious for its time, the Crosby house has a parlor with fireplace, a dining room, and kitchen on the first floor. A narrow stairway leads from the entry to the second story where there are four bedrooms. The stair rail is said to have been made from the single straight branch of a yew tree. The house has been furnished in the style of the period by the Daughters of the Pioneers. A small rocker and table are original Crosby furnishings.

The Olympia Brewery

Across the river from Tumwater's early residential center, further industrial activity took place. Opposite the Long Bridge in the 1860's was the Biles and Carter tannery, a complex of frame buildings. The owners, James and Clark Biles, also built their homes near the tannery. Beginning near the Biles and Carter tannery and continuing up the hill behind it was the trail north to Olympia along the ridge east of Budd Inlet. This was carved from the forest in 1847 to connect the two settlements. At the site of the tannery still stands Tumwater's (and one of Olympia's) most prominent landmarks, the old Olympia Brewery complex.

Beginning with an existing carpenter shop, in 1896 Leopold Schmidt constructed a series of wooden structures and piers which housed the brewery operations until the existing brick facility was built in 1906. The wooden buildings included: a small one-story ice factory powered by the lower falls; a four-story flat-roofed, commercial style brew house; a five-story wooden storage building; and a two-story bottling and keg plant. Near it was a keg washing plant, also a two-story frame structure.

The present complex is a series of attached industrial buildings, which together have been classified as Pivotal structures owing to their landmark qualities (both architectural and historical) within the District. The old brewhouse, built in 1905-1906, is the most prominent and picturesque of the complex. It is a six-story Italianate style structure approximately 60 feet by 75 feet in dimension, set on a concrete base and fashioned in header bond masonry of Chehalis brick. Hipped roofs at various levels of the tower are sheathed with copper. Supporting the broad projecting cornices of the tower at its several roof levels are metallic console brackets. On the lower section of the tower were originally some ornate finials which topped the vents from the huge brew vats housed within the structure.

On the upper portions of the north facade, or the major elevation of the old brewhouse, are variously grouped, arcaded window openings, accentuated by brick pilasters and corbelled paneling. The lower part of the north facade is a variation on the same theme.

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Tenino sandstone is used extensively as a facing material on the lower stories, to give a sense of solidity to the base of this Italianate tower. Some of the lower level windows of the brewhouse have been bricked or boarded over in later years. All of the windows are of triple thickness for insulation purposes, and all have metal lintels. At the northwest corner of the brewhouse there is a sandstone cornerstone reading "Designed by Vilter Mfg. Co., Milwaukee, Wis. 1905-1906."

East of the brewhouse are two small cement block structures constructed in 1927 for the proposed papermill. To the east of these are galvanized storage sheds approximately 200 feet by 30 feet. Adjoining the storage sheds is an 80-foot square, two-story concrete building built in 1907 as a cooperage shop and piton plant. One of the first reinforced concrete buildings constructed in the area, it is also enhanced by console brackets similar to those on the brewhouse.

Near the northeast corner of the building complex is a small brick structure housing the pump facilities for the first artesian well used by Leopold Schmidt. Other well openings are to the south of the brick papermill building. South of the concrete building is a large brick rectangular structure approximately 320 feet by 80 feet in dimension, built on a concrete foundation in compatible style for the Tumwater papermill in 1927. Its present use is for brewery storage.

Next to the papermill structure is the other original brewery building which was used as a cellar for the brew. Built in two sections in 1907, the 125-foot by 60-foot building is of red brick similar to that of the brewhouse with identical metal bracketing along the cornice line. The top floor of the five-story structure has similar arched windows. The ornamental brickwork of this building is much like that of the brewhouse, with corbeled pilasters and a decorative frieze surrounding the top of the building. On the south elevation is a small elevator tower with more ornamental brickwork and two bullseye windows. The west end of this structure was rebuilt in concrete in 1945 to provide office space for the Boeing Company contractor.

Extending south up the hill from the brewery complex were the Olympia Light and Power trolley tracks. The trolley grade is still visible from the present road access to the old brewery area. Here also the Union Pacific tracks merged with the Port Townsend and Southern Railroad, which extended across a wooden wagon and railroad bridge near the brewhouse to the west side of the river. The Union Pacific still services the old brewery area. At one time a boardwalk was also constructed above the river along this grade.

The Schmidt House

Gracing the hill to the south of the old brewery is the Leopold Schmidt house. Because of its architectural interest and its obvious historic significance, the Schmidt house has been designated as a primary structure. Built contemporarily with the

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old brewery, the mansion was called "Three Meter," its supposed distance from the brewhouse. The house is a two and one-half story structure combining Colonial Revival elements with bungalow influences in a west wing added in the 1920's. The original house is set on a sandstone foundation, the west wing on concrete. The exterior is wood shingled.

The south facade of the original portion of the house has a frontal bellcast gable with returns. The formal entrance portico is set off to the east side. The portico is supported by six Doric columns and an entablature with triglyph frieze. The door is paneled and framed by a glazed transom and sidelights. There is a large picture window west of the entry with a "greek key" surround. The second-floor double-hung windows of the south facade have decorative muntin arrangements. The third floor has a squared Palladian window with multiple panes.

The west wing is a successfully compatible design. A broad covered porch wraps around to the west elevation. The porch roof, supported by Doric columns, may have originally been intended as an arbor framework, for the rafters are ornamentally sawn and decoratively spaced. The roof features two bellcast pedimented dormers.

The north elevation overlooks the old brewery with a panoramic view of the Olympic mountain range. There is an imposing Palladian window within the gable end of the original house, and below it a small porch with Doric pilasters, now enclosed. Balconies originally enhanced the view from the north facade, but these have been removed. A pathway which once led from this side of the house down to the brewery is overgrown with trees and other vegetation.

The east elevation is characterized by a projecting squared bay which terminates in the pedimented door at roof level. Below this bay at ground floor level are two bullseye windows. A garage has been appended at the northeast corner of the house, but fortunately does not obscure either elevation.

In addition to the garage, another small outbuilding has been constructed on the property east of the house. Originally a stable and coachhouse as well as a greenhouse stood on the grounds. The property is now beautifully maintained by the Olympia Brewery with a rich variety of trees and plantings to the south and east of the house. Also on the grounds is a memorial garden where the remains of Leopold and Peter Schmidt and their wives are interred.

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The creation of a Tumwater Falls Park has helped to preserve the area's natural environment, and to maintain the integrity of the historic sites along the falls. The Park provides visitor access to the river canyon, otherwise somewhat restricted by freeway and industrial encroachment. The Washington State Department of Fisheries salmon run along the falls also contributes to the uniqueness of the area and the need for its continued protection.

The area traces its beginnings to the Nisqually Indians and their habitation there. The Nisqually first called the site Stehtsamish and the occupants of the site called themselves Steh-chass. Tumchuck and Tum wa ta were Chinook Jargon terms applied during the early historic period.

The Steh-chass utilized the surrounding plains, covered with Gerry Oak, bunch grass and dense stands of Douglas fir, to obtain a wide variety of land mammals including elk, deer, bear and rabbit. In addition to their meat, these animals provided bones, antler, and hides for various tools and uses. Roots and bulbs (including the important Camas bulb), berries, nuts and acorns were gathered from the forests and unearthed with digging sticks from the prairies. The Steh-chass also gathered grasses and roots for manufacturing baskets and clothing. Closer to Puget Sound and along the streams, lakes and marshes, deciduous trees such as alder, ash, and maple, and the huge red cedar conifer, as well as the thick understory of salal, devil's club, salmonberry and ferns provided more materials for weaving and basketry. Reeds, grasses, and cattails were also used for weaving capes, mats and sleeping pads.

Food sources from Puget Sound included fish, sea mammals, shellfish and water fowl. Five species of salmon fed and spawned in the streams and rivers of the southern Sound at specific periods of the year. Coho and chum salmon, dried and smoked, were the primary food staple during the winter and spring. Seal oil was extracted from the animal and was used in the preservation of berries and in mixing paints. Shellfish remains, manifested in shell middens, are constant reminders that the Nisqually's consumed quantities of geoduck, butter and rock clams, moon snails, whelks, mussels, large barnacles and numerous other varieties of shell fish. The shellfish were dug, cooked, dried or smoked, and stored for continued feeding during the winter months. Ducks, geese and other indigenous birds were trapped and their eggs collected for food. Bird bones were fashioned into arrow points for hunting.

The Puget Sound Salish constructed permanent structures for winter use. Cedar, the principal wood used, was adzed and lashed to houseposts. Roof boards were loosely placed over the house and could be adjusted to vent the interior house fire smoke. For ceremonial occasions, the Nisqually often painted their houses. Temporary summer and hunting camps were established wherever resources were being gathered. In this situation, cattail mats and saplings were used for temporary, transportable structures.

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The Steh-chass are known to have occupied the Tumwater site at the mouth of the Deschutes River as a fishing and food gathering camp. They may have established a permanent village here as well. The archaeological potential of this site is considerable, particularly in view of the fact that most sites situated at the mouths of rivers on Puget Sound have been destroyed by modern development.

A few former Hudson's Bay Company employees and shipwrecked sailors had sparsely settled the Puget Sound region by the mid-1880's. However, it was Michael T. Simmons and his party that made the first major settlement there. Simmons had come over the Oregon Trail in 1844 and had first planned to settle in the Rogue River Valley of Oregon. His plans changed because of the Territorial ban on black settlers which affected a well-to-do black man, George Bush, with whom Simmons had become close friends.

While wintering at Washougal near Fort Vancouver, Simmons reconnoitered a promising site for settlement, accompanied by three Owens brothers and two other men. Simmons was attracted to the area around the falls of the Deschutes River at the southernmost tip of Puget Sound. In 1845, a party of thirty brave souls including the Simmons, Bush, James McAllister, David Kindred and George Jones families, as well as two single men - Jesse Ferguson and Samuel B. Crockett - set out for the falls of the Deschutes River, in spite of Hudson's Bay Company discouragement.

Equipped with provisions given on credit by the Hudson's Bay Company, the party arrived at Budd Inlet in October, 1845. They survived the winter in one cabin, living on game and fish. To repay their credit with the Hudson's Bay Company, the settlers split shingles. Simmons named his settlement "New Market" to signal the Hudson's Bay Company that they had a new competitor.

Others of the party took claims south of the town site on what was to become "Bush Prairie" in honor of George Bush's claim there. This area was to provide the grain and produce for the mills that eventually sprang up along the falls. George Bush was noted for his generosity to new immigrants. If they were destitute, he gave them provisions, encouraging them to stay on at New Market.

The first industrial development on the Sound was at New Market. At first it was the demands of everyday life that created businesses such as the gristmill, built during the winter of 1846-1847 by Simmons. The unbolted flour was a welcome change from boiled wheat and the poor quality flour from Hudson's Bay Company. This mill first harnessed the power of the falls.

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The newly arrived immigrants next formed the Puget Sound Milling Company, and built a sawmill near the lower falls. The equipment for the mill was purchased from Hudson's Bay Company at Fort Vancouver for 20 cents a pound. This mill produced much of the lumber which built the new settlement. It was the first in a long line of lumbermills in the area of the falls, some of which operated until the early 20th Century.

Settlement in New Market was generally slow after the first settlers arrived. The town's growth was hampered by the Mexican War, the fear of Indian reprisals after the Whitman Massacre, and later by the California gold rush. Finally, new blood arrived in the form of the Crosby family. After Nathaniel Crosby II had reported on the abundance of opportunity in the Northwest following a voyage there in 1847, the entire Crosby clan emigrated from Maine to the new Oregon country. Twenty-four members of the family came aboard the brig "Grecian" in 1850. Two of the senior Crosby's sons settled in New Market, and purchased Michael T. Simmons' mills and claim for \$32,000. It was Clanric Crosby who later built a large five-story flour mill on the lower falls and established many businesses including the mill, a general store, and a steamboat company. The Crosby brothers also built homes harkening to their New England heritage. One of these, built by Nathaniel Crosby III in 1858, still stands today in the northwest portion of the Historic District.

By 1863, the settlement had become known as Tumwater and other entrepreneurs had come to seek the advantages of the Deschutes River falls. During the 1860's and 1870's a profusion of small factories grew up along its banks, including a tannery, several lumber and flour mills, a water pipe factory, furniture, wagon and millwork shops, a prune drying company, a blacksmith shop and a box factory. Supporting these manufacturers were a number of general stores, shops, hotels, boarding houses, a literary society, a school and a church. Flumes crisscrossed the falls in an effort to most effectively utilize their power.

The coming of the railroad in 1878 expanded the marketing possibilities of the manufacturers along the falls. Successively known as the Thurston County Railroad Construction Company, the Olympia and Chehalis Valley Railroad, and the Port Townsend Southern Railroad, the 15-mile track from Tenino to Olympia connected with the Northern Pacific system. It ran parallel to the Deschutes River along the west banks of the falls before turning westward to Butler's Cove. By the 1890's the Olympia Light and Power Company had built a generator at the middle falls and its adjunct, the Olympia, Tumwater and Brighton Park Motor Railway provided street car transportation from Olympia to Tumwater. One major attraction at the end of the line, near the upper falls, was Hazard Stevens' famous elk farm.

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The diversity of manufacture, the development of water power, and the growth of supporting transportation systems make the Tumwater falls area an important study in 19th Century pioneer industry. Although most of the community's industrial structures are no longer extant, photographic documentation and historic archaeology can together provide a relatively complete picture of Tumwater's early industrial activity. The 1890's saw the development of power sources in other areas beyond the falls and sawmilling was removed from the depleted timberlands around Tumwater. Olympia was overshadowing Tumwater in size and importance as the State Capital. However, it was not until 1896 that Tumwater's most noted industrialist came to make his mark on the settlement.

A native of Germany, Leopold E. Schmidt had spent his early years in this country as a sailor and carpenter. He later became interested in brewing and returned to his native land to attend brewer's school. He came back to Montana, and in 1876 started the Centennial Brewery at Butte.

While visiting the site of the new capitol building in Olympia, Schmidt was told of the artesian wells in Tumwater. After sampling the water and testing it professionally, he determined to transfer his brewery business to Tumwater. He purchased the site of the Biles and Carter Tannery at the mouth of the Deschutes for \$4,550, and obtained the water rights to the lower falls as a source of power. Capital Brewing Company produced its first beer, Olympia Pale Export, in October, 1896. At first only a small carpenter shop occupied the site, but several other buildings were soon erected as the brewery began full production. The beer became very popular and the brewery complex grew steadily, replacing its wooden structures with the brick masonry buildings now on the site.

The brewery suffered in 1914 when Washington, Idaho, and Oregon voted dry. When national Prohibition came into effect, the Tumwater plant began producing "Applju," an apple drink. By 1921, the unsuccessful venture closed its doors. In 1927 the site and buildings were purchased by the Tumwater Paper Company to house a paper mill. The Depression cut short these plans; however, some of the structures built for the paper mill operation still stand. In the 1940's the buildings were purchased by Jensvold Manufacturing Company, a firm involved in the production of parts for the Boeing Company. More modifications were made in the buildings at that time.

After World War II, Western Metal Craft Company produced kitchen cabinets at the old brewery. By the late 1950's that operation had been phased out and the buildings remained vacant until 1965 when the Olympia Brewing Company repurchased the site. The structures are now used for storage. The beautiful old brewhouse, built by the Brewery in 1906, has resisted all of these changes. It remains as an outstanding example of industrial architecture relating to the history of the District as an important early manufacturing center on Puget Sound.



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Many residences were built coinciding with the development of the Brewery at the turn of the century, including the Schmidt house itself and the Henderson house, where employees of the Brewery lived for many years. Other substantial homes of the period which once stood within the District were the Esterly house, the Biles house, and the McIntosh house.

Through the early to mid-1900's the heart of Tumwater remained a small business and residential district although most of the community's growth occurred elsewhere. The construction of Interstate 5 through the area in 1957 destroyed many early Tumwater homes and businesses and radically altered the topography and integrity of the historic landscape. This highway creates a visual and physical barrier to the west and north of the District. While it restricts human access to the river and falls, the freeway has probably also discouraged potentially incompatible development within the area. The only other major and recent developments in the vicinity of the District are the large, modern buildings of the Olympia Brewing Company on the east side of the river, and a restaurant overlooking the upper falls on the west bank.

In the summer of 1977 a plan for the preservation, development, and restoration of the Tumwater Historic District was written under an internship grant from the National Trust for Historic Preservation and the State Capitol Museum in Olympia. In the plan, proposals for the adaptive reuse of the old brewhouse as well as ideas for the restoration and better utilization of the remaining structures in the District are presented. A further idea proposed involves the development of an historic park in the District which would tie together the existing Tumwater Falls Park as well as the proposed Capitol Lake rejuvenation with its planned pathways and park areas. Reconstruction of some of the factories along the falls showing their ingenuity and craftsmanship has also been suggested. All of these plans further reinforce the importance of the District to the community and emphasize the need for its recognition and for a thoughtful preservation policy.

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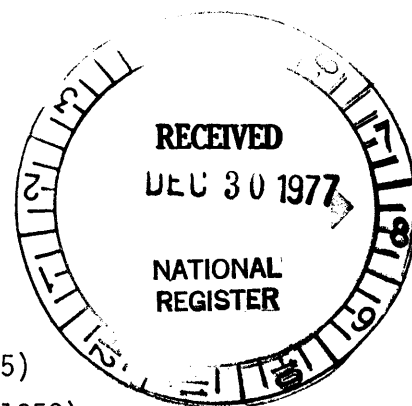
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The Tumwater Historic District boundary begins on the west bank of the Deschutes River at a point just above the Upper Falls. From there it turns west and northwest around the curve of the falls following the outer edge of the Department of Fisheries fish ladders. It then turns north along the gravel pathway of Tumwater Falls Park and passes under the Lower Custer Way Bridge. Just past the bridge it turns sharply west up the slope to include the old roadbed of the Olympia-Chehalis Railroad. It then turns north along the outer edge of this roadbed, passing under the Upper Custer Way Bridge and continuing north to the edge of Simmons Road. From there it runs northeast along the edge of Simmons Road approximately 500 feet. It then turns abruptly west and runs up the bluff along the southern property line of the Henderson House to the edge of Deschutes Way. From there it follows along the edge of Deschutes Way to the northwest corner of the Crosby House property.

From there the District boundary runs due northeast in a straight line to the shoreline of Capitol Lake. It then turns southeast and runs across Capitol Lake encompassing the old Brewery complex. From the eastern boundary of the old Brewery complex, it turns southwest to the southeast corner of the grounds of the Leopold Schmidt House. From there it runs west along the southern boundary of these grounds to the eastern property line of Tumwater Falls Park. It then runs south along that property line, passing under the Upper Custer Way Bridge, to the north side of the Lower Custer Way Bridge. From there it turns sharply west and down the slope to the gravel pathway of Tumwater Falls Park. It then follows south along that pathway, passing under the Lower Bridge, and continuing southeast along the curve of the river bank to encompass the old headgates of the Olympia Light Company's penstock at the Upper Falls. Finally, it turns southwest across the Deschutes River just above the Upper Falls to the point of beginning.

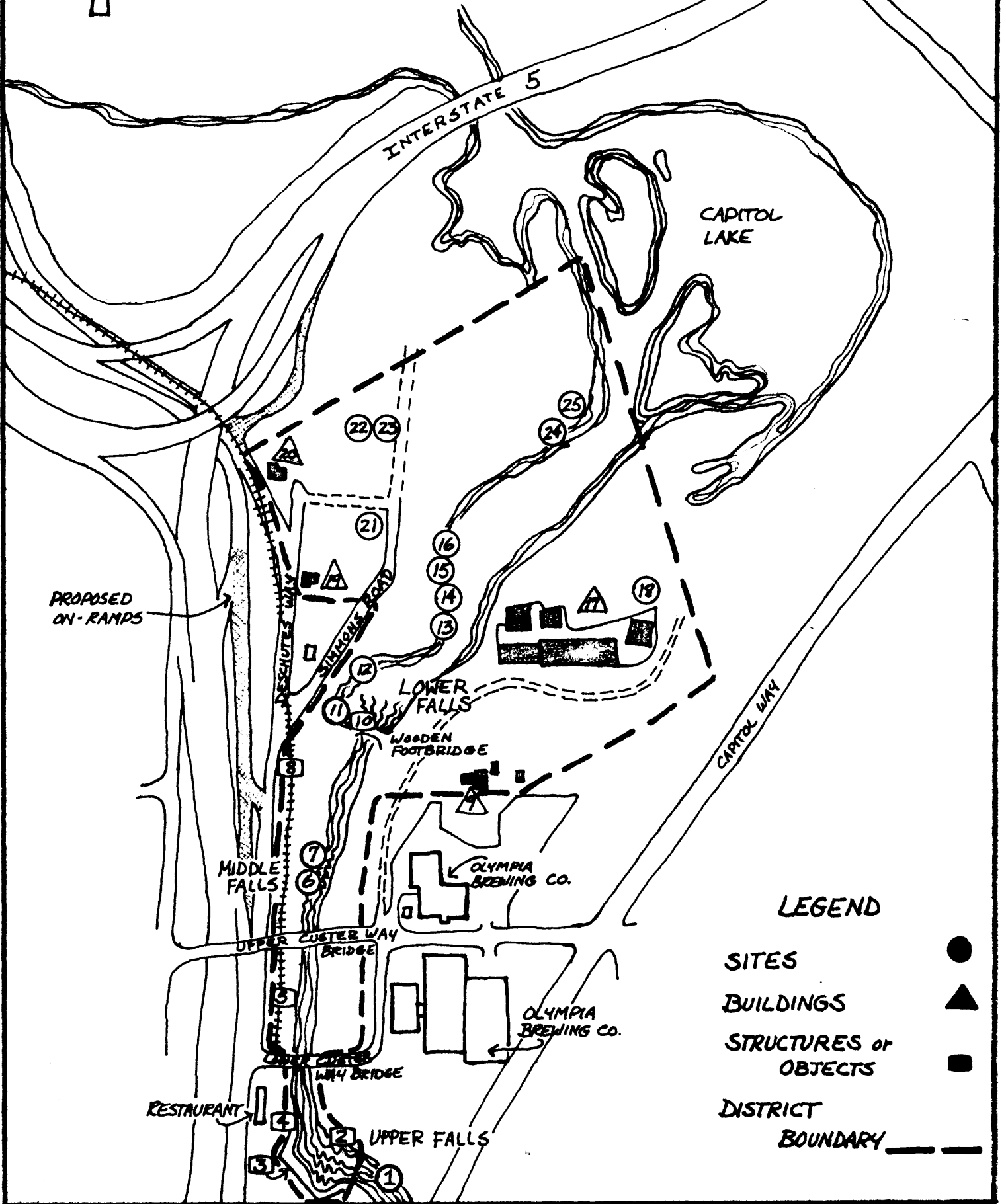
TUMWATER HISTORIC DISTRICT  
SKETCHMAP KEY



1. Ward and Hayes sawmill (1852)
2. Olympia Light and Power Company penstock headgates (1905)
3. Washington State Department of Fisheries fish ladders (1952)
4. Granite monument commemorating arrival of first settlers to Tumwater
5. Roadbed of the Olympia and Chehalis Valley Railroad
6. Washington Flouring Mill
7. Olympia Light Company Power Plant (1883)
8. Puget Sound Power and Light Substation (a recent facility)
9. Primary Historic Structure: the Leopold Schmidt House
10. Olympia Light Company Power Plant No. 2 (1905)
11. Simmons gristmill (1846)
12. Horton Water Pipe Factory (1868)
13. Puget Sound Milling Company (1847)
14. Lincoln Flour Mill (1861)
15. Kendal Furniture and Chair Factory, Pressey Box Factory, and others
16. Esterly Mill
17. Pivotal Historic Structure: Old Olympia Brewery Complex (beginning 1906)
18. Biles and Carter Tannery (1860's)
19. Secondary Historic Structure: Henderson House (1905)
20. Primary Historic Structure: Nathaniel Crosby III House (1858)
21. McIntosh House (1890)
22. Biles House (1860)
23. Esterly House (1895)
24. Whitemarsh sawmill (1872)
25. S. N. Cooper Glazing



# TUMWATER HISTORIC DISTRICT



## LEGEND

SITES ●

BUILDINGS ▲

STRUCTURES or OBJECTS ■

DISTRICT

BOUNDARY - - -

1. SITE I.D. NO

## HAER INVENTORY

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

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts

3. PRIORITY

1

4. DANGER OF DEMOLITION?  
(SPECIFY THREAT) YES NO UNKNOWN

ARCH: concrete

7 5 9 5

5. DATE

1915

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

8. NAME(S) OF STRUCTURE

Lower Custer Way Crossing

9. OWNER'S ADDRESS

Tumwater Engineering Department  
Second and Bates  
Tumwater, WA 9850210. STATE  
COUNTY

WA

COUNTY NAME

Thurston

CITY/VICINITY

Tumwater

CONG.  
DIST.

C 3

STATE  
COUNTY

COUNTY NAME

CITY/VICINITY

CONG.  
DIST.

11. SITE ADDRESS (STREET &amp; NO)

Crossing: Deschutes River

12. EXISTING  
SURVEYS NR NHL HABS HAER-I HAER NPS CL6 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

Olympia, Washington

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

15. CONDITION

70  EXCELLENT71  GOOD72  FAIR73  DETERIORATED74  RUINS75  UNEXPOSED76  ALTERED82  DESTROYED85  DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

February 1979

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

The Lower Custer Way Crossing is a three span Luten arch. The 190 foot structure includes two 75 foot arches, and carries an 18 foot roadway across the Deschutes River. It was built in 1915 under the direction of the Thurston County engineering office. Charles G. Huber, who constructed bridges throughout the State, including a number of Luten arches in eastern Washington, was the contractor.

The Luten arch, which was introduced to the United States from Germany in 1900, was one of the early scientific solutions to bar reinforcing in concrete. Unlike many of the earliest solutions to arch reinforcing which indiscriminately placed steel shapes throughout the concrete, the Luten system pointed to later techniques which distributed the steel primarily in the tension zones. In the Luten system, several bars forming a complete loop were laid transversely through the vault and invert of the arch. These series of loops were also laid throughout the length of the structure at regular intervals. The bars were bent to conform to the semicircular section of the vault, and were placed

18. ORIGINAL USE

vehicular

PRESENT USE

vehicular

ADAPTIVE USE

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

State Department of Transportation files.

Carl Condit, American Building Art, 2 Vols., (New York, 1961), 2:197 (the explanation of the Luten system was taken almost verbatim from his book).

(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

Tumwater Historic District

DISTRICT I.D. NO

