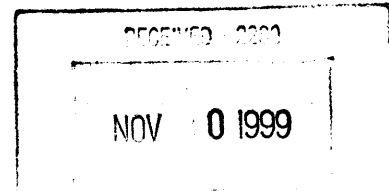


United States Department of the Interior  
National Park Service

1631



### 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 West Downtown Historic Transportation Corridor  
other names/site number \_\_\_\_\_

#### 2. Location

street & number See Boundary Description not for publication \_\_\_\_\_  
city or town Spokane vicinity \_\_\_\_\_  
state Washington code WA county Spokane code 063 zip code 99201, 99204

#### 3. State/Federal Agency Certification

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

Signature of certifying official [Signature] Date 11/23/99

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 the Keeper Edson H. Beall Date of Action 12/30/99

**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**  
Contributing      Noncontributing

49                      15                      buildings  
\_\_\_\_\_  
sites  
1                      structures  
\_\_\_\_\_  
objects  
50                      15                      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 CBD, Spokane

**Number of contributing resources previously listed in  
The National Register**

6

**6. Function or Use**

**Historic Functions** (Enter categories from instructions)

Cat: Domestic  
Commercial/Trade  
Social  
Agriculture/Subsistence  
Industry/Processing  
Transportation  
Education

Sub: multiple dwelling/hotel  
warehouse/specialty shops/business  
meeting hall  
processing  
mfg. fac./energy fac./industry storage  
rail-related/road-related  
college

**Current Functions** (Enter categories from instructions)

Cat: Domestic  
Commercial/Trade  
Social  
Government  
Health Care  
Industry  
Transportation  
Vacant

Sub: multiple dwelling/hotel  
warehouse/specialty shops/business  
clubhouse/civic  
correctional facility  
medical business  
mfg. facility/industrial storage  
rail-related/road-related

**7. Description**

**Architectural Classification** (Enter categories from instructions)

Late 19<sup>th</sup> and 20<sup>th</sup> Century American Movements  
Modern Movement

**Materials** (Enter categories from instructions)

foundation stone, concrete  
roof other  
walls brick, stucco, concrete  
other terra cotta, stone, metal

**Narrative Description** (Describe the historic and current condition of the property on one or more 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.

**Areas of Significance**

(Enter categories from instructions)

- Architecture
- Commerce
- Engineering
- Industry
- Transportation

**Period of Significance**

1890-1949

**Significant Dates**

1916

**Significant Person**

(Complete if Criterion B is marked above.)

**Cultural Affiliation**

**Architect/Builder**

Arthur Cowley, Kirtland K. Cutter, Isaac J. Galbraith, Emil Guenther, Arthur Held, George Keith, Karl Malmgren, Fred Phair, Loren L. Rand, Archibald Rigg, Harold C. Whitehouse

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

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## 9. Major Bibliographical References

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### Bibliography

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

#### Previous documentation on file (NPS)

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

#### Primary Location of Additional Data

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

Name of repository:

Spokane Historic Preservation Office, Spokane

Washington State University, Pullman, WA

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## 10. Geographical Data

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Acreage of Property   38  

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing		
A	11	468280	5278100	C	11	467480	5277800
B	11	468280	5277800	D	11	467480	5278080

See continuation sheet.

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

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

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## 11. Form Prepared By

---

name/title William Aberle, Salina Davis, Andrew Duffin, Brenda Jackson, Jeff Johnson, John Mann, Donna Turnipseed

organization Washington State University, History Department, Graduate Seminar date May 4, 1999

street & number P. O. Box 644030 telephone (509) 335-2819 (Professor Janice W. Rutherford)

city or town Pullman state WA zip code 99164-4030

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### Additional Documentation

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Submit the following items with the completed form:

#### Continuation Sheets

##### Maps

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

A sketch map for historic districts and properties having large acreage or numerous resources.

##### Photographs

Representative **black and white** photographs of the property.

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

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### Property Owner

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

name Multiple; See Continuation Sheet

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

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

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West Downtown Historic Transportation Corridor

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7. NARRATIVE DESCRIPTION

Located in the southwest quadrant of the central business district of Spokane, Washington, the West Downtown Historic Transportation Corridor lies on either side of a seven-block stretch of the Northern Pacific Railroad grade. The Corridor is specifically oriented along Railroad Avenue and West 1<sup>st</sup> Avenue as a result of the development of the railroad and U. S. Highway 10. Three blocks wide at its widest point, the corridor encompasses a four-block length of former Highway 10 that ran along West 1<sup>st</sup>. The district is generally bounded on the north by Sprague and West 1<sup>st</sup> Avenues, on the west by Cedar Street, on the south by West 2<sup>nd</sup> Avenue, and on the east by Lincoln and Post Streets. The irregularly shaped includes an additional block on the west end of Railroad Avenue (the original Northern Pacific right-of-way and part of Browne's Addition) and portions of the block along the south side of Railroad Avenue between Lincoln and Post Streets.

A majority of the buildings within this district are located within the Railroad Addition of the city of Spokane, platted and filed on January 20, 1881. Others sit in the First Addition to the Railroad Addition, platted and filed one year later. There are sixty-five properties within the Corridor, fifty of which are contributing and fifteen non-contributing to the district's historic significance.

Six of the sixty-five have been individually placed on the National Register of Historic Places: the Commercial Block at 1111 - 1119 West 1<sup>st</sup> Avenue; the Eldridge Building at 1319-1325 West 1<sup>st</sup>; the Grand Coulee at 106 South Cedar Street; the Montvale Block at 1001-1009 West 1<sup>st</sup>; the Seehorn-Lang Building at 151-165 South Lincoln Street; and the Steam Plant at 815 West Railroad Avenue. All of these except the Grand Coulee are listed on the Spokane Register of Historic Places, too. Also listed on the local register is Wells Chevrolet Service Building at 115 South Adams Street. Two National Register Districts lie adjacent to the West Downtown Historic Transportation Corridor: The Riverside Historic District to the north and Browne's Addition to the west.

**Natural Setting**

Spokane, Washington, is located in the heart of the upper Columbia Plateau. Situated in a basin of sparse Ponderosa pine, the city is at the foothills of the Selkirk, Okanagan, and Kootenay Mountain Ranges to the north and east. Channeled scablands and basalt plains covered with sagebrush and bunch grass stretch west of the city. To the south there are miles of grain fields covering fertile, rolling hills dissected by seasonal streams. The land in the vicinity of Spokane lies on a deep layer of reddish-brown basalt, the result of volcanic activity some fifteen million years ago. In the process of carving a channel through the basalt, the Spokane River created the basin where Spokane is now located. Remnants of the basalt layer typify the banks and cliffs of the Spokane River. More resistant rock created the spectacular Spokane Falls, now at the center of the city.

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**Architectural Character**

The buildings in the corridor fall into three broad categories that relate to the development of a transportation/commercial neighborhood: railroad-dependent buildings; single room occupancy hotels and other lodgings; and automobile showrooms and automobile service and supply shops. Their materials range from brick, to heavy reinforced masonry, to reinforced concrete and concrete block with timber, steel, or concrete framing. Characteristic types of buildings in the district include: large brick warehouses, three- to four-story commercial style blocks, elegant automobile showrooms, and one-story auto-related businesses. Today, the West Downtown Historic Transportation Corridor represents Spokane's best intact collection of railroad dependent buildings, automobile-related commercial buildings, and multi-story lodging blocks. This concentration of representative building types associated with transportation in the late nineteenth and early twentieth centuries is one of the factors that makes the corridor eligible for National Register listing under Criterion C. The other is that despite its utilitarian character, the district contains many buildings designed by notable Spokane architects including: L. L. Rand, G. A. Pehrson, Albert Held, and Arthur Cowley.

Transportation improvements were critical to Spokane's development as a regional distribution center. The arrival of the Northern Pacific Railroad in 1881 stimulated growth and urbanization. Warehouses, lumberyards, and fuel depots clustered around rail lines and single room occupancy hotels housed transient workers. By the turn of the century, Spokane had become a major railroad town with nine railroads, five of which were transcontinental, coming through the city.

The 1889 fire that raged through the central part of Spokane destroyed few buildings in the West Downtown Historic Transportation Corridor, but buildings constructed in the district after the fire reflected new standards and styles. Ordinances requiring fire resistant buildings set construction standards and subsequently newly erected buildings were constructed of brick or masonry.

**Railroads-Dependent Warehouses and Businesses**

No building symbolized the commercial age better than the warehouse. In this district, twenty-five warehouses served as the receiving and distribution points for a continuous supply of manufactured goods arriving and leaving by train. Spokane's West Downtown Historic Transportation Corridor exemplifies that development. Most of the district's buildings that face the Northern Pacific Railroad were built between 1891 and 1911 as railroad-dependent businesses. They are framed two- to four-story brick warehouses and factories, many of which stand upon uncoursed basalt foundations. Most were designed in a utilitarian style characterized by recessed segmentally arched windows and openings and simple corbeled brick that served as limited ornament. Later warehouses are concrete or concrete block with industrial metal windows. Freight platforms or loading docks connect many of the warehouses at the second story level to the railroad grade which was constructed in 1916. One railroad-dependent building has exposed wood siding on three elevations and is an anomaly in the district.

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Single Room Occupancy Hotels and Lodgings

On the streets that run parallel to the railroad, lodgings for transient workers emerged in the form of single room occupancy hotels (SROs) and other lodging houses. Ten commercial style brick lodging houses stand extant along West 1<sup>st</sup> Avenue (old Highway 10). Two brick commercial style apartment buildings remain on West 2<sup>nd</sup>. A majority of the twelve are framed, brick blocks with terra cotta or metal trim. Most have brick, basalt, or poured concrete foundations. Roofs are typically flat. Eight of the hotels were constructed in the first decade of the twentieth century. The earliest, the Montvale Block, dates from 1899, part of the rebuilding boom that followed the 1889 fire.

Automobile-Related Businesses

The advent of the automobile brought change to the West Downtown Historic Transportation Corridor. In the area that had been the site of carriage houses and livery stables (some early wooden buildings), auto sales and repair facilities now emerged. Many new automobile businesses occupied former carriage, harness, or blacksmith shops. By the mid-1910s, car dealers began to build structures specifically designed to show, sell, and service automobiles. Grander and more dignified buildings that incorporated auto showrooms graced Spokane's early "Auto Row" which occupied West 1<sup>st</sup> (U.S. Highway 10) and Sprague Avenues. These new buildings had wider expanses of showroom windows along the street fronts. The new brick edifices ranged from one to three or more stories in height and generally had terra cotta or stucco accents. Their frames, which had to support the weight of many automobiles on the upper floors, were often of poured reinforced concrete. To the rear, they afforded access to the railroad grade through iron or concrete ramps abutting the grade. The introduction of the automobile in Spokane sparked conflicts over traffic. The Northern Pacific Railroad ultimately had to raise its tracks to allow for the passage of cars. The raised grade changed railroad access and all of the businesses in this neighborhood that fronted on the railroad had to modify their buildings in order to permit access to rail cars.

Only four extant buildings were constructed in the West Downtown Historic Transportation Corridor between 1914 and 1918. Three structures were associated with the automobile industry. The most significant of the four was the Steam Plant, erected to supply power to parts of Spokane. This impressive brick and terra cotta structure with its towering smokestacks, believed to have been designed by Spokane's premier architect Kirtland Kelsey Cutter, marks the east end of the district. During the two decades after World War I, nine brick buildings, all related to the growing automobile industry, were erected in the corridor. Most were built in the mid-1920s; only one was constructed after 1930. Of these twelve post-war automobile-related buildings, a majority are brick. The structural systems tend to be brick bearing walls reinforced by piers that support laminated wood beams strengthened with steel. Roof lines are typically flat, though some are bowed by stretched beams to shed water. The building boom of automobile-related structures that occurred during the twenties was never matched again in the West Downtown Historic Transportation Corridor. Automobile businesses moved south and east after 1940. Two additional automobile-related buildings were added during the 1940s.



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Owners of several structures in the West Downtown Historic Transportation Corridor have rehabilitated or are rehabilitating their buildings for adaptation to modern uses. Examples are: the Commercial Block, the Eldridge Building, the Steam Plant, and the Seehorn-Lang Building.

Integrity

The Northern Pacific railroad tracks dominate the West Downtown Historic Transportation corridor. The contributing buildings, constructed in vernacular commercial styles of brick facades and regular fenestration, depict cohesive design elements typical of late nineteenth and early twentieth century American architecture that retain historic integrity in both original design and construction techniques. Concentrated along West 1<sup>st</sup> Avenue, multi-story brick SROs and other lodging houses typify modest vernacular workmanship with minimal terra cotta and stone ornamentation. The railroad tracks bisect the district and, with the extant access ramps between warehouses and the grade, continue to portray the historic association between local businesses and the railroad. In design, the narrow Railroad Avenue and alleys adjacent to the tracks imbue the district with a visual rhythm that echoes the feeling of a historic distribution center. The large showroom storefronts and garage doors that characterize early automobile-related businesses still represent the concentration of automobile businesses that clustered along U. S. Highway 10 after the car had become dominant. Virtually the only integrity issues arise from the modest modifications to many of the ground level storefronts.

The location of railroad tracks, U.S. Highway 10, and brick buildings combine to exhibit cohesive industrial streetscapes dependent upon transportation systems. Although there are other extant warehouses associated with the railroad in other parts of Spokane, the West Downtown Historic Transportation corridor represents the most intact, cohesive group of buildings that retain their identity as transportation dependent businesses. Ninety per cent of the buildings in the Corridor are contributing resources and illustrate late nineteenth and early twentieth century transportation associated structures.

Following is a list of architectural descriptions of the individual structures in the West Downtown Historic Transportation Corridor the numbers of which correspond to the site map.

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**1. 815 West Railroad Avenue/152 Post Street**

**Contributing**

Historic Name: Central Steam Heat Plant

Common Name: Steam Plant Square

Legal Description: Railroad Addition, Block 26, Lots 3&4

Date Built: 1916/1917

The distinguishing feature of this fifty-foot-high rectangular brick building is the pair of tapered twin brick smokestacks that rise one hundred seventy-five feet above the main facade and terminate in flared corbeled brick. The smokestacks are landmarks of the Spokane skyline. The north Railroad Avenue elevation features a central three-story arched multi-lighted industrial steel window that provides a second level opening to the raised railroad grade. The brick on the lower half of this elevation is laid to resemble rusticated stone. The main part of the south facade has five two-story arched multi-lighted steel windows with pivoting sections for ventilation. All arched openings are framed with wide white terra cotta tiles. Above the five arches on the south stretches a band of five rectangular multi-paned windows which continue on the west elevation: sill and hoods form string courses of terra cotta. A terra cotta cornice is superimposed by a parapet wall of brick with terra cotta coping. A connector clad in white stucco joins the east elevation to the Seehorn Lang Building to the west forming, of the whole, "Steamplant Square." The lower part of the south elevation continues to include a simple addition to the building on the east, part of which dates from later periods. The Steam Plant retains its integrity and can be seen as typical of power plants of the day.

**2. 151-165 South Lincoln**

**Contributing**

Historic Name: Cudahy and Hammond (Seehorn-Lang Storage and Transfer)

Common Name: Seehorn-Lang Building

Legal Description: Railroad Addition, Block 26, Lot 1

Date Built: 1898

This early modest commercial brick warehouse has been remodeled, perhaps during the 1920s or 1930s and is attached to the Steam Plant by a new connecting addition clad in stucco. It is now part of Steamplant Square. This newer Lincoln Street facade is two stories high. The ground floor has three evenly space entries separated by pairs of large store front windows. Transoms and a stone stringcourse top these openings. A ribbon of eighteen 9/2 double-hung sash windows stretches across the second story. The ribbon is framed by simple stone trim. Small pent tile roofs supported by modillions shelter the three entries. Simple sculpted tiles ornament the first floor piers; piers are capped with high relief terra cotta panels.

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**3. 3. 901 West 1st Avenue** **Non-Contributing**

Common Name: Town Center Motel

Legal Description: Railroad Addition, Block 5, South 70' of Lots 5&6

Date Built: 1961

This L-shaped modern brick, concrete, and simulated flagstone motel stretches along Lincoln Street with a northern ell on the south alley adjacent to Litho Arts. It was built after the district's period of significance.

**4. 909 West 1st Avenue** **Non-Contributing**

Historic Name: Clyde Hotel

Common Name: Dempsey's Brass Rail

Legal Description: Railroad Addition, Block 17, North 1/2 Lot 5

Date Built: 1901

The facade of this two-story rectangular hotel building has been completely covered with fluted wood siding. The first floor is made up almost entirely of modern windows with three glass entries. The upper floor metal windows are also modern two-lighted windows. Drastic modifications render the property non-contributing.

**5. 911-915 West 1st Avenue** **Contributing**

Historic Name: Melrose Hotel

Common Name: Carr Sales Lighting Center

Legal Description: Railroad Addition, Block 17, Lots 1-4

Date Built: 1906

This is a three-story buff-colored brick hotel in the middle of the block between Monroe and Lincoln. The first floor of the facade has been completely altered by the application of smooth aggregate stucco. A continuous band of plate glass windows span nearly the entire storefront. At the east side of the facade, a small contemporary door opens into the structure. The upper two stories, which retain original character, have regular fenestration: eight double-hung one-over-one sash windows across each story. All are flat arches with keystones and voussoirs. Those on the third floor are connected by a simple corbeled belt course. A parapet topped with metal tiles superimposes a classic metal cornice. A metal fire escape hangs from the west side of the upper two stories.

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**6. 917 West 1st Avenue**

**Contributing**

Historic Name: Fisher Hotel

Common Name: Carr Sales

Legal Description: Railroad Addition, Block 17, Lots 3

Date Built: 1907

This three-story rectangular brick hotel fronts First Avenue; its west elevation is visible from the parking lot next door. The remodeled first floor is clad in aggregate stucco punctuated by a large glass storefront and show windows. A large metal sign that spans the facade has covered the transom area. The upper two stories are original. Buff brick is accented with red brick trim. There are four double-hung one-over-one sash windows across each story; red brick trim simulates quoins and keystones. A copper cornice is superimposed by a parapet of red and buff brick raised panels, the middle of which bears the name "Fisher."

**7. 118-120 South Lincoln**

**Contributing**

Historic Name: Rasher-Kingman Carriage Company

Common Name: Litho-Art Printers

Legal Description: NPRY Co., Sub. of R/W, Block A, Lots 32&33, Lease #100591

Date Built: 1900

This two-story rectangle masonry frame warehouse retains much of its historical architectural integrity. The main eastern facade has four major window bays, one of which has been modified as an entrance to the daylight basement. The large arched windows on the ground floor have been modernized, with the upper portions covered or painted. The tall, narrow windows on the second story have flat arches and these also have been covered or painted. A belt course caps the second story windows and above this rises a parapet which flares into several courses of corbeled brick. Situated between the two southern window bays, the off-center main entrance is flanked by piers that are capped with an entablature.

**8. 122 South Lincoln**

**Non-Contributing**

Historic Name: Mitchell Lewis Staver Company

Common Name: Vic B. Linden & Sons

Legal Description: NPRY Co., Sub. of R/W, Block A, Lots 32&33, Lease #100591

Date Built: 1916

Although the simple brick parapet and cornice of this simple one-story red brick warehouse remain, the modifications are drastic enough to render the building non-contributing: the central entry has been modified with T-one-11 siding and plywood and painted bright aqua.

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**9. 152 South Lincoln**

**Contributing**

Historic Name: Spokane Dry Goods Company Warehouse

Common Name: Crescent Service Building

Legal Description: Railroad Addition, Block 8, Lots 4,5,6

Date Built: 1908

Architect: Loren L. Rand

This 140,000 square foot six-story brick commercial warehouse faces Lincoln Street and is connected to the railroad by two brick ramps on the north elevation and to the display house by one ramp on the south. The building is articulated horizontally into three parts by buff brick belt courses between the first and second and the fifth and sixth floors. Openings on the first floor on all elevations are arched and irregularly spaced. The Lincoln Street entrance on the north side has a classical surround topped by a stone entablature. Second through fourth floor fenestration is regular: paired one-over-one double-hung sashes flanked by single one-over-one double-hung sashes are flat arched with buff voussoirs. The sixth floor windows are arranged in the same pattern, but they are round arches with prominent keystones. A decorative corbeled brick cornice line tops all. It is typical of brick warehouses of the era.

**10. 919 West Railroad Avenue**

**Non-Contributing**

Historic Name: D.H. Anderson Company

Common Name: Milgard Manufacturing Company

Legal Description: Railroad Addition, Block 25, Lot 3

Date Built: 1916

Directly west of the Crescent warehouse building is Milgard Manufacturing. A one-story brick warehouse, it has with four garage entries separated by decorative concrete pillars. A large portion of the original building is gone.

**11. 923 West Railroad Avenue**

**Contributing**

Historic Name: Charles Uhden Produce

Common Name: Nott-Atwater

Legal Description: Railroad Addition, Block 25, Lot 2

Date Built: 1891/1916

The south elevation of this two-story brick warehouse has been painted light blue. There are four garage door bays on the ground floor. The three on the east end are symmetrical with segmental arches. The north facade faces Railroad Avenue and is connected to the grade by a large iron and concrete ramp with brick side-wall at the second level. Openings are irregular arched windows and doors. The arched entrance on the west end of the façade has been replaced with a

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larger garage door that was accommodated by the addition of a steel beam that spans above it. Six of the seven windows on the upper floor are symmetrical with segmental arches. These are one-over-one double-hung wood sash windows that have been modified with metal storm windows. The seventh window, on the west end, is larger and covered by plywood. A rusted metal cornice adorns the parapet wall.

**12. 157 South Monroe St.**

Contributing

Historic Name: Nott-Atwater Building  
Common Name: Nott-Atwater Building  
Legal Description: Railroad Addition, Block 25, Lots 1 and 2  
Date Built: 1912  
Architect: Fred Phair

This two-story commercial warehouse is clad in rusticated brick and sits upon a foundation of poured concrete. The seven segmentally-arched windows on the first floor facade are single-paned plate glass with multi-lighted transom windows. Brick voussoirs with keystones comprise the panels above. The corresponding fenestration on the second floor is in pairs of nine-over-nine double-hung sash windows. The parapet rises to simple stepped pediments on either end of the facade.

**13. 170 South Lincoln St.**

Contributing

Historic Name: Spokane Dry Goods Company  
Common Name: Display House  
Legal Description: Railroad Addition, Block 25, N. 50' of Lots 7&8  
Date Built: 1909

This well-designed tripartite six-story brick warehouse has been modified on the ground level but retains complete integrity in the mid and upper stories. Because of its design, it is representative of warehouses of the era. On the Lincoln Street facade a new central splayed entry flanked by large show windows has been added. Three large second story windows, each with one large pane topped by three multi-lighted transoms, are original. The three mid-stories are articulated from the lower part of the building by a simple stone belt course. Regular fenestration of five one-over-one double-hung sash windows characterize the three middle stories. All are flat arches with buff brick voussoirs and keystones in relief. Above the second projecting string course rises the top floor which has three pairs of arched windows connected by a buff string course. The cornice line is an arcade of small corbeled buff brick arches. The north and south elevations are similar but longer and all stories have seven windows across.

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**14. 916-924 West 2nd Avenue**

**Contributing**

Historic Name: Barton Auto Company

Common Name: Spokane Store Fixtures, Mr. Tux

Legal Description: Railroad Addition, Block 25, Lots 9-11, N. ½ of Lot 12

Date Built: 1911

The one-story brick rectangular automobile sales building of stretcher bond brick has been divided into two store fronts, three bays each, with doors in the central bays. The upper part of the facade, a parapet, has decorative courses of brick punctuated by geometric designs of white terra cotta. Several terra cotta tiles surround iron tie rods. A simple stepped and pedimented parapet terminates the simple facade. This upper portion retains integrity. All store front openings have new aluminum doors and windows; transoms above doors have been covered and doors have been relocated from original positions. The east half of the facade has been cleaned; consequently the brick is much lighter than the other half of the building. A new wall now covered with plywood and punctured by aluminum doors has been applied to the east elevation.

**15. 916-924 West 2nd Avenue**

**Contributing**

Historic Name: Barton Auto Company

Common Name: Broadway Costume

Legal Description: Railroad Addition, Block 25, South ½ of Lot 12

Date Built: ca. 1911

This simple brick rectangular automobile sales building is in the middle of the block: the flat facade rises to a stepped parapet which, according to historic photographs, was added in the 1920s. Terra cotta trim and decorative brickwork match that of adjacent buildings # 14 and # 16. Several terra cotta tiles surround iron tie rods. At the ground level, the full width of the facade has new aluminum store windows and the transoms have been covered. Doors are off-center. Despite storefront modification this building and its neighbors still retain character-defining features of storefronts from the period of significance.

**16. 928 West 2nd Avenue**

**Contributing**

Historic Name: Fisk Tire Company

Common Name: Bike Works

Legal Description: Railroad Addition, Block 25, South ½ Lot 1

Date Built: 1918

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This one-story corner automobile service building appears to connect to buildings #14 and #15. The entry is a clipped corner on the northeast corner of Monroe Street and West 2nd Avenue. The West 2nd Avenue facade is divided into three large bays; the east most bay with a small door.

The stepped parapet that rises above the storefront windows includes geometric designs created by brickwork and terra cotta. The west elevation is similar to the south but has five irregular openings: two are display windows, three are boarded over, and one is a garage door. Blue and white awnings partially restrict the view of covered transoms. Together with buildings #14 and #15, this unpretentious brick and terra cotta automobile related structure creates nearly a full block along West 2nd Avenue that still conveys the character of early twentieth century businesses.

**17. 1001-1007 West 1st Avenue**

Contributing

Historic Name: Montvale Block

Common Name: Montvale (Music City/Stark's Vacuums)

Legal Description: Railroad Addition, Block 18, Lot 5 and 6

Date Built: 1899

This large three-story brick hotel has been altered on the first floor, but retains a high degree of its original integrity on the second and third floors. It is rectangular with a poured concrete foundation. The major elevations are divided into recessed bays with symmetrically placed windows within the bays. Four of the five bays across the West 1<sup>st</sup> Avenue facade have triple one-over-one double-hung windows which are original. The four large double-hung sash and transom windows in the central bay of this facade are also original. Windows in the outer bays of the third floor are arched; all others are flat arches with radiating brick voussoirs. Brick dentils decorate the bays. The details of the east elevation are similar, but there are four irregular recessed bays with different numbers of windows in each. The first floor on the east elevation has a variety of openings, some new. An original arched entry sits toward the south end of the building. There is a cornice line of corbeled brick above which rises a stepped parapet. The word Montvale appears in the parapet.

**18. 1011-1013 West 1st Avenue**

Contributing

Historic Name: United States Rubber Company

Common Name: Music City Annex

Legal Description: Railroad Addition, Block 18, Lot 4

Date Built: 1912

This long narrow four-story buff brick automobile service building fronts First Avenue and reaches through to the alley on the south side. Only its facade and rear elevation are visible. The first floor retail space has been modified with new windows; transoms have been covered with T-111 green



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siding, which also covers space beneath windows. Regular fenestration is composed of five windows across each story of the upper floors. Windows are fifteen-over-one double-hung sashes with decorative ochre labels and sills. The wall of the facade rises to a flat parapet; there is an elaborate classical cornice just beneath the parapet top.

**19. 1015-1017 West 1st Avenue Contributing**

Historic Name: IOOF Lodge (Odd Fellows)

Common Name: IOOF Lodge

Legal Description: Railroad Addition, Block 18, Lot 3

Date Built: 1909

Architect: Albert Held

This three-story rectangular red brick meeting hall reaches from West 1st Avenue to the alleyway behind. Only the facade and rear elevation are visible. Original multi-lighted transoms remain under a terra cotta belt course. The two upper stories are divided into five window bays. Second story windows are double-hung 8/1 sashes with terra cotta keystones; third story windows are also eight-over-one double-hung sashes with segmental arches. Their keystones merge with the classical entablature of white terra cotta on which the I.O.O.F. initials appear. A simple parapet arises above the cornice topped by terra cotta tiles. The alleyway elevation has three bays separated by raised brick piers. Small multi-lighted arched windows over multi-lighted casement windows open onto the alley. Irregular entries and windows at the ground level are segmentally arched.

**20. 1021-1033 West 1st Avenue**

Contributing

Historic Name: The Madison Hotel

Common Name: New Madison Hotel

Legal Description: Railroad Addition, Block 18, Lots 1&2

Date Built: 1906

The New Madison is a nearly square five-story corner brick SRO. The north elevation facing 1<sup>st</sup> Avenue is divided into six bays. The west elevation facing Madison is divided into eleven smaller bays. Two string courses articulate the first from the upper floors and the top story from the mid-floors. Virtually all windows are recessed paired double-hung one-over-one sashes. Top story windows have transoms above; third story windows have flat arches with radiating voussoirs in brick relief. Spandrels are slightly inset. A corbeled brick cornice flares slightly. The first floor storefronts on the West 1<sup>st</sup> Avenue elevation are new. Irregular garage doors, windows, and entries remain on Madison Street elevation.

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**21. 122 South Monroe** Contributing

Historic Name: Washington Machinery & Supply

Common Name: Burchett's Studio

Legal Description: NPRY Co. Sub. of R/W, Lot 39 and E. ½ of Lot 40, Lease #207237

Date Built: 1900, 1935

This simple two-story square brick warehouse has components from two different periods. The whole has a flat roof and one prominent chimney at the north elevation. The facade, the newer portion, which sits on a poured concrete foundation, is sheathed in a variegated novelty brick. The facade features nine bays with new show windows arranged on either side of a central entry and bay; the bays are divided by slightly projecting piers which end at the second floor windows. The central arched entry features some radiating brick detail. The rear portion of the building is of older brick on an uncoursed basalt foundation. Irregular windows, most of which have been replaced or filled with concrete were originally segmentally arched with brick voussoirs, typical of the utilitarian brick structures in the district.

**22. 1012 West Railroad Avenue** Contributing

Historic Name: Washington Machinery & Supply

Common Name: Burchett's Studio

Legal Description: NPRR sub right of way, W ½ of Lot 40, E ½ of Lot 41, Lease 232331

Date Built: 1904

This simple warehouse is typical of the solid brick structures of this district. It has had new windows installed in the segmentally arched openings on the second floor and new warehouse-type doors installed on the first floor. The plain facade has virtually no detail which is indicative of its commercial/warehouse uses.

**23. 1016 West Railroad Avenue** Contributing

Historic Name: Washington Rubber Company

Common Name: Simchuck Sales/Triangle Nut

Legal Description: NPRR sub right of way, W ½ of Lot 41, E ½ of Lot 42

Date Built: 1908

This four-story red brick warehouse which connects to adjoining warehouses on either side exhibits typical characteristics of the district. Recessed segmentally arched window openings have been fitted with four-over-four double-hung sash windows. Exposed steel beams mark the corner entrance with a simple, round steel post supporting them. A simple corbeled brick cornice crowns the building.

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**24. 123 South Madison**

**Non-Contributing**

Historic Name: Spokane Paint & Oil Company

Common Name: 123 South Madison

Legal Description: NPRY Co. Sub. of R/W, W 1/2 of Lot 42, Lots 43&44, Lease #222189

Date Built: 1907

This warehouse building faces Madison with its north and south elevations each fronting alley ways. It is made up of two components, both brick. The rear component is three stories; the front, two. Both sit on rock foundations. The north and south elevations are punctuated by irregular openings, some filled in. The facade has been covered by stucco. The first floor has four large windows: two multi-paned, two plate glass. There are two entries framed in wood. A parapet wall rises some four feet above the flat roof. The stucco is crumbling and the brick with a portion of the original business sign is visible.

**25. 152 South Monroe**

**Contributing**

Historic Name: D. Holzman Company

Common Name: Old Spaghetti Factory

Legal Description: Railroad Addition, Block 24, Lot 6

Date Built: 1890/1916

This large rectangular four-story warehouse has retained its original character, and thus retains its integrity. The original window configuration of one-over-one double-hung sash windows with a small transom above has also been maintained with the original character. Round-arched door openings are located at either end of the facade and one (south-end) serves as the main entrance. A simple brick string course and parapet grace the roof line.

**26. 1007 West Railroad Avenue**

**Non-Contributing**

Historic Name: D. Holzman Company

Common Name: Barton Body Shop

Legal Description: Railroad Addition, Block 24, Ely. 37 1/2' of Lot 4 and Lot 5, Lease #204,803

Date Built: 1904

This simple two-story square block masonry warehouse is covered in stucco. The facade features three windows on the upper floor and one window and two garage openings on the ground level. Windows are multi-lighted casement industrial windows, slightly recessed with no surrounds. The west elevation has eight windows across the first and second floors. A metal awning protects the entrance on that elevation. A metal chimney has been added. The original building is visible only at the rear elevation.

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**27. 151 South Madison**

Contributing

Historic Name: Advance Threshing Machine Company

Common Name: Barton Oldsmobile

Legal Description: Railroad Addition, Block 24, Lot 1 and 2, lease 209, 957

Date Built: 1905

This two-story rectangular brick warehouse sits on a rough cut uncoursed stone foundation. The Madison Street elevation has regular fenestration of paired recessed segmentally arched windows; one-over-one double-hung sash on the first floor and 2/2 double-hung sash on the second. A corbeled brick cornice and parapet rise above the second floor windows. The Railroad Avenue elevation is obscured by a large concrete ramp which gives access to the grade. The north and east elevation are typical of this district: red brick with segmentally arched recessed openings. Thus, this building is representative of early twentieth-century automobile showrooms.

**28. 1002 West 2nd Avenue**

Non-Contributing

Historic Name: Federal Tire Sales

Common Name: Barton Oldsmobile

Legal Description: Railroad Addition, Block 24, South 1/2 of Lots 7&8

Date Built: 1923

The major elevations of this square brick automobile service building have been completely modified from original appearance with a metal mansard roof, stucco over the transoms, and new automobile aluminum showroom windows. Only the west elevation, now painted white, reveals original brick.

**29. 1101-1109 West 1st Avenue**

Contributing

Historic Name: Willard Hotel

Common Name: Otis Hotel

Legal Description: Railroad Addition, Block 19, Lots 5&6

Date Built: 1911

Architects: Cowley and Rigg

The first floor of the West 1<sup>st</sup> Avenue elevation of this large five-story brick SRO is clad in new, novelty brickwork with new large show windows. The entrance features a broken pediment built of wood. The Madison Street first floor elevation still exhibits the original rusticated brick. A large decorative marquis over the entrance was probably added later. Two belt courses articulate the three vertical sections of the building: the retail first floor, three stories of hotel rooms and a top story with classical cornice and parapet above. Each section of the stories above the first floor is

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separated into three bays by decorative brickwork, which resembles quoining. Most upper story windows are regular, recessed, double-hung one-over-one sashes. There are brick quoins on the corners of the building.

**30. 1111-1119 West 1st Avenue Contributing**

Historic Name: Commercial Block

Common Name: Commercial Apartments

Legal Description: Railroad Addition, Block 19, N. 120' of Lots 3&4

Date Built: 1906

Architect: Isaac J. Galbraith

The first floor storefronts of this three-story brick SRO are framed with cast-iron pilasters stamped with Union Iron Works, Spokane. There are five entrance bays flanked by large, newer show windows across the first floor facade. Upper floors contain nine window bays; a raised brick hood superimposes each one-over-one double-hung sash window. The flat roof features a stepped parapet that rises above a bracketed cornice. This building has recently been rehabilitated for low-income housing.

**31. 1121-1129 West 1st Avenue**

Contributing

Historic Name: Jefferson and Norman Hotels (Hotel Windsor)

Common Name: Jefferson Hotel and Apartments

Legal Description: Railroad Addition, Lot 1, Block 19

Date Built: 1904/08

This two-part, three-story brick SRO contains the Jefferson and Norman Hotels. Classical entries are centrally located in each segment on the 1<sup>st</sup> Avenue facade. The Jefferson entry features a keystone volute. A metal and neon sign covers a similar decoration on the Norman entry. Both Jefferson and 1<sup>st</sup> Avenue first floor elevations have been painted cream. Upper story fenestration on the west elevation is irregular segmentally arched one-over-one double-hung windows; first floor openings vary in shape and size. An original central entry on this elevation is surrounded by a broken swan's neck pediment and classical columns. A sign plaque set in the parapet, a cornice with dentils, radiating voussoirs above flat-arched windows, and quoins are made of stone painted stone.

**32. 119 South Jefferson**

Non-Contributing

Historic Name: Stoddard-Wendle Motors

Common Name: Follet Music

Legal Description: NPRY Co. Sub. of R/W, Lots 46-50, Block 7, Lease #69703

Date Built: 1941

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This one-story concrete block automobile repair and storage building occupies the entire length of the block between Madison and Jefferson. The large multi-paned, metal, industrial windows have no surrounds. The building does not exhibit characteristics that typify the district's buildings.

**33. 154 South Madison**

Contributing

Historic Name: F.T. Crowe & Company  
Common Name: Luminaria/La Maison  
Legal Description: Railroad Addition, Block 23, Lot 6  
Date Built: 1909

This two-story brick warehouse is block square with an uncoursed basalt foundation. The building consists of two former buildings wrapped into one; the small addition on the south was added later. The building to the west was Pacific Hide and Fur; the building to the east was F. T. Crowe. Today, the building retains much of its integrity since, the first floor retains the original character storefront with two large sections of plate glass and four one-over-one double-hung segmentally arched windows. The top floor has irregular smaller one-over-one double-hung sash segmentally arched windows. The facade rises to a two-story parapet. The secondary elevations have similar fenestration, but are divided by two piers into three bays. A ramp on the second floor runs to the railroad on the north elevation. A small addition, originally a garage, projects from the south elevation.

**34. 1111 West Railroad Avenue**

Non-Contributing

Common Name: GMAC Delco  
Legal Description: Railroad Addition, Lot 4, block 23  
Date Built: 1984

This is a square concrete block automobile parts building with a poured concrete foundation. It features a gently pitched gable entry at the loading dock and two small doors open onto the south alley elevation.

**35. 1117 West Railroad Avenue**

Contributing

Historic Name: Bissinger Hide and Fur Company  
Common Name: Mauer Construction  
Legal Description: Railroad Addition, Lot 3, Block 23  
Date Built: 1910

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This long rectangular two-story brick warehouse features uneven fenestration on the Railroad Avenue elevation. Two garage doors are capped with iron I-beam lintels. Four tall windows on the main façade are segmentally arched, as are two openings on the lower level. On the long west elevation, four iron rods are visible at floor levels between stories. Molded brick caps a parapet wall.

**36. 1129 West Railroad Avenue**

Contributing

Historic Name: Hughes & Company Plumbing Supply

Common Name: Pella Warehouse

Legal Description: Railroad Addition, Lot 2, Block 23, Lease #229,047

Date Built: 1905

This one-story warehouse is actually an addition to building #37. Its brick facade, which faces Railroad Avenue, has four irregular segmentally-arched openings; two windows and two doors. There is damaged brick corbeling at the roof line. Stucco covers the north elevation.

**37. 151 South Jefferson**

Contributing

Historic Name: Hughes & Company Plumbing Supply Warehouse

Common Name: Pella Warehouse

Legal Description: Railroad Addition, Lot 1, Block 23, Lease #229,047

Date Built: 1906

This two-story brick warehouse, now painted, fronts Railroad Avenue and connects to the grade by way of a wood ramp. There are six openings on the north facade: a garage door in the center of the ground level is flanked by two segmentally arched windows now blocked in. Above, a plain wood door opens onto the ramp; it is flanked by two segmentally arched 4/4 double-hung sash windows. The long, west elevation on Jefferson Street has four regular segmentally arched windows on the second story and three on the first. The single entrance has had a small craftsman portico attached. The north elevation with garage door, ramp, and five openings has a metal pent roof across its width. Even though changes have been made, the building remains representative of brick warehouses of the era.

**38. 1104 West 2nd Avenue**

Contributing

Historic Name: Hotel Boja

Common Name: Alberta Apartments

Legal Description: Railroad Addition, Lot 7, Block 23

Date Built: 1910

Architect: Arthur Cowley

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This three-story large rectangular brick hotel sits on the corner of Madison Street and Second Avenue with entrances on both. The visible portion of the foundation is poured concrete. The first floor of the facade fronting Second Avenue has been completely modified with new variegated brick, brown corrugated metal, and new aluminum storefront windows. The original rusticated brick and arched entrance on Madison Street remains, but the north end has a new, all glass storefront framed in brown corrugated metal. The upper floors, classical metal cornice, and belt course between the first and second floors retain most of their original character. Simulated quoining ornaments the building. The regular recessed flat arch windows have been replaced with modern three lighted sliding windows or filled in. The secondary elevations on the west and north are typical of other buildings in the district: red brick with segmentally arched openings.

**39. 1108 West 2nd Avenue**

Non-Contributing

Historic Name: Car Quest

Common Name: Car Quest

Legal Description: Railroad Addition, Lots 8&9, Block 23

Date Built: 1963

This rectangular red brick automobile parts warehouse faces West Second Avenue. The east wall consists of irregular fenestration of large 4 by 4 pane windows that have dark metal mullions. Slightly projecting brick pilasters define the corners of the building. The upper elevation of the structure has been covered with plywood and painted white. A large wood sign, "CAR QUEST," decorates both facades on the second story. The foundation is of reinforced concrete.

**40. 1120 West 2nd Avenue**

Contributing

Historic Name: Power City Auto Repair

Common Name: Sherman Handicraft Furniture

Legal Description: Railroad Addition, Lot 10, Block 23

Date Built: 1910

This one-story brick rectangular automobile repair building retains a significant degree of integrity by virtue of the fact that the parapet with double terra cotta cornice remains above the now modified garage doors. A ribbon of industrial style windows still stretches across the facade above the entries. One garage door remains on the east side but the west two-thirds of the ground floor have been modified with new brick and large aluminum windows and doors.



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**41. 1126 West 2nd Avenue**

Contributing

Historic Name: March-Strickle Building  
Common Name: Truck Town  
Legal Description: Railroad Addition, Lots 11&12, Block 23  
Date Built: 1921

Built of stretcher bond brick, this one-story square automobile sales building occupies the east corner of West Second Avenue and Jefferson Street. A corbeled cornice line separates the storefront level from the simple stepped parapet. The West 2nd Avenue facade has five large bays; the central bay is an entry with a complete classical pediment over a new metal door while flanking bays are large showroom windows. Original transoms remain over two of the showroom windows on the Jefferson Street elevation. The north end of the building is a garage. The north elevation, which fronts on an alley, has a ribbon of 2/2 double-hung windows and a garage door on the east end. Truck Town is typical of small twentieth-century automobile dealerships.

**42. 108 South Jefferson**

Contributing

Historic Name: The Parsons Hotel  
Common Name: The Parsons  
Legal Descriptions: Railroad Addition, Block 20, Lot 6  
Date Built: 1909  
Architect: Keith and Whitehouse

This large, rectangular, five-story pressed brick and terra cotta SRO exhibits the typical tripartite design common to many late nineteenth and twentieth century commercial buildings. Terra cotta belt courses articulate base, shaft, and top floor with cornice. The base, or first floor, is divided into bays by brick piers laid in a bond to resemble rusticated stone. The first belt course rests on the terra cotta capitals of these piers. Street-elevation fenestration of the shaft and capital sections of the building is divided into inset bays arranged in a pattern of one, two, and three double-hung one-over-one sash windows in each bay. All are flat arched except those on the fourth floor, which are segmental arches. All have terra cotta keystone ornaments. The cornice is an arcade of pointed arches of corbeled brick punctuated by green diamond tiles. The base of the building was significantly altered by stuccoed infill in the ground story store windows, and upper story windows were replaced throughout when the building was renovated in 1981. Still, historic, character-defining features are distinguishable.

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**43. 1209 West 1st Avenue**

**Non-Contributing**

Historic Name: Old National Bank, 1st Avenue Branch  
Common Name: Foundation of the Continuity of Mankind  
Legal Description: Railroad Addition, Lots 4&5, Block 20  
Date Built: 1955

This one-story building has a Roman brick front with an offset recessed aluminum entry sheltered by a permanent metal awning. The back portion of the building is pink stucco. There is a glassed in foyer on the west elevation.

**44. 1219 West 1st Avenue**

**Non-Contributing**

Historic Name: Child, Day & Churchill Auto Supplies  
Common Name: SSS  
Legal Description: Railroad Addition, Block 20, Lot 3  
Date Built: 1911

The main, northern facade of this simple, rectangular two-story brick automobile parts building has been covered with aggregate stucco. The only opening on the ground floor is an inset, off-center diagonal entry. The second story industrial steel multi-lighted windows on the facade are covered with a grill. The initials of the current occupants, SSS, are in relief on the facade. The brick side elevation has been painted. There are three double-hung, one-over-one second story windows near the north end of the east elevation.

**45. 1225-1229 West 1st Avenue**

**Contributing**

Historic Name: Wells Chevrolet  
Common Name: CNE  
Legal Description: Railroad Addition, Block 20, Lot 1  
Date Built: 1925

A poured reinforced concrete frame supports this two-story brick automobile showroom building which is connected to the old Riegel Brothers next door by a skywalk. The structure has a rectangular footprint, with the long side facing Adams Street and the short end providing the main entrance on West 1<sup>st</sup> Avenue. The east elevation contains but few irregular windows. The ground level of the north facade features an inset central entrance flanked by modernized windows. The upper three bays contain multi-lighted square steel-sash windows, the flanking windows larger than the central one. The west facade has nine bays of varying sizes in an irregular rhythm. South of the central bay is located a larger bay with paired windows; further south is another smaller bay, then two large bays. The northern bays mirror the southern ones, however, the

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lowers level bays have been modernized with doors, windows, or covered with wood. The upper level multi-level steel sash windows are original. Slightly projecting piers separate the bays and rise above the parapet wall on the west facade. Piers do not separate the bays on the north facade, but piers define the corners and punctuate the parapet that rises to a single stepped central gable. The building features decorative geometric brickwork and concrete elements. This building is very typical of automobile showroom designs during the era, and in the district.

**46. 124 South Jefferson**

Contributing

Historic Name: Morris & Company

Common Name: Pacific Pac Ice

Legal Description: NP RY Company of R/W Block A, Lot 53, lease 226686

Date Built: 1910/11

This two-story square brick warehouse has four symmetrical window bays on the second floor articulated by projecting piers with decorative brickwork in relief. The two middle piers rise to embrace the decorative parapet that holds the original company sign: "Morris & Co." Piers terminate in shallow domes. The four windows in these bays have been bricked in. A sandstone belt course separates the two stories. The brick on the first floor is laid to resemble rusticated stone. Windows on either side of the blocked, off-center entry have been replaced with irregular sashes. The front steps have been removed. A metal panel advertising the name of the current occupant, "Pacific Pak Ice" has been placed across the facade just above the belt course. The south elevation has three bays with inset panels but irregular fenestration. A simple, brick rectangular addition on the building's north side has had an irregular contemporary carport added.

**47. 1214-1220 West Railroad Avenue**

Contributing

Historic Name: Spokane Paint & Oil Company

Common Name: Blue Chip Auto Body

Legal Description: NPRW Company sub 7 of R/W, Block A, Lots 54 and 55

Date Built: 1910

This four-story brick manufactory and warehouse has been enclosed by subsequent construction. Shortly after the building completion, Morris & Co. meat packers began construction on a building to the east, facing Jefferson, which was eventually expanded so that the buildings became adjacent. The construction of the Northern Pacific grade separation hemmed in the south elevation. Finally, with the completion of the Wells Chevrolet service building in 1926, the building was enclosed on three sides, leaving only alley access from the north. The fenestration on the northern facade is irregular in rhythm, but the same on each floor. There are two pairs of windows at the eastern portion of the building and two pairs in the central portion, set more closely

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together, and then a single window at the western end. All windows are two-over-two double-hung sash with flat arches. Many of the panes have been replaced with safety glass. The uncoursed basalt foundation is apparent on the ground level, which has a single garage door opening spanned by a steel beam, above which sits a multi-lighted transom that extends further east than the door. An elevator shaft at the northwest corner of the building results in an asymmetrically stepped parapet wall on the northern facade, rising from a low point in the middle toward either side, with a peak at the western side that is far higher than that at the east.

**48. 115 South Adams**

Contributing

Historic Name: Wells Chevrolet Service Building  
Common Name: Lambert Candy Building  
Legal Description: Railroad Addition, Block 20, Lot 1  
Date Built: 1926

This two-story, brick automobile building abuts the railroad to the south and is connected by an enclosed bridge to the former Chevrolet dealership to the north. The bridge allowed the movement of automobiles from one building to the other. The windows in the alley bridge have been modernized. The primary west facade is divided into five bays by slightly projecting piers that also define the building's corners. The brick piers extend above the parapet wall and terminate in semi-circular cast concrete finials punctuated by a recessed bulls-eye resembling wheels. The central opening on the ground level has a garage entrance door flanked by windows. The windows in the lower level are not original and, although the flanking bays are symmetrical, they are configured differently. The second story bays, except the narrower, southernmost bay, contain five rows of twenty paired, light-steel sash windows in four columns each.

**49. 152 South Jefferson**

Contributing

Historic Name: George H. Gallagher Company  
Common Name: Pella Warehouse  
Legal Description: Railroad Addition, Block 22, W 20.20 feet of Lot 3 and E 19.80 feet of Lot 4 and all of Lot 5 and 6, lease 100542  
Date Built: 1906

This typical two-story red brick warehouse originally had a square footprint, but was expanded in 1908 to resemble a rectangle. The fenestration on the ground level of the facade is irregular in rhythm and size; the windows are segmentally arched. The windows on the second floor are symmetrically arranged in six bays of segmentally arched two-over-two double-hung sash windows. The windows are modernized but retain their original character. The entrance is centrally located with a ramp and stairs decorated with a copper marquis suspended from the building by chains. A corbeled cornice extends up to a parapet. Three ramps connect the second

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story of the building to the railroad at the north elevation: two leading to the Pella section of the building, one leading to the Hobson Auto Supply section of the building. The foundation is uncoursed basalt with concrete reinforcement on the north elevation.

**50. 1213 West Railroad Avenue**

Contributing

Historic Name: George H. Gallagher Company/Pacific Transfer

Common Name: Hobson Auto Supply

Legal Description: Railroad Addition, Block 22, E 29.8 feet of Lot 3, W 30.2 feet of Lot 4, lease 22298

Date Built: 1908

This typical brick, rectangular, two-story warehouse fronts Railroad Avenue with the middle door of the second floor connected to the grade by way of a concrete supported ramp. A concrete loading dock at the ground level offers access to a large central garage door now modified. Four windows, originally 4/4 double-hung sashes remain; one is covered with plywood. A small door opens into the east side of the facade. The north elevation is joined to building #49 and its fenestration matches that of the other building. A garage door and a new aluminum entry replace the original openings on the ground floor. All openings are segmentally arched and the building sits on uncoursed stone, typical characteristics of district warehouses.

**51. 161 South Adams**

Contributing

Historic Name: Peck and Hills Furniture Company

Common Name: Borning Corp.

Legal Description: Railroad Addition, Block 22, Lot 1 and 2, lease 233555

Date Built: 1905

The western facade of this four-story stucco-clad warehouse rises to a parapet wall with a central gable and two end gables. The fenestration on the top three floors is regular, with six bays of inset, large, multi-lighted, industrial metal windows with no surrounding ornament. The openings on the ground floor are irregular with an off-center garage door and an entry surrounded by a simplified classical pediment and fluted pilasters.

**52. 1204-1208 West 2nd Avenue**

Contributing

Common Name: Gentle Touch

Legal Description: Railroad Addition, Lot 7, Block 22

Date Built: 1931, remodeled in 1966

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Built of stretcher bond brick, this one-story square automobile sales building occupies the corner of West 2nd Avenue and Jefferson Street. The building was originally two buildings now incorporated into one. The West 2nd Avenue facade is therefore divided into two parts, the brown brick of slightly different colors. Both halves are flat simple fronts with minimal brick and terra cotta ornament. Each has three bays: the west, a garage door flanked by modified openings, one a door, one a window; the east, a central door with showroom windows on either side. The Jefferson Street elevation has irregular fenestration consisting of show windows, multi-lighted industrial windows, doors, and garage doors.

**53. 1222 West 2nd Avenue**

**Non-Contributing**

Historic Name: The Automobile Clearing House

Common Name: Mid-City Concerns

Legal Description: Railroad Addition, Lots 10 & 11, Block 22

Date Built: 1920

This long narrow one-story brick building, once an automobile clearinghouse, has been greatly modified by the addition of concrete block, aggregate stucco, and new store windows and door. The entire south half has been painted dark green. The west elevation is covered by corrugated metal.

**54. 1226 West 2nd Avenue**

**Contributing**

Historic Name: Helen Apartments

Common Name: Helena Apartments

Legal Description: Railroad Addition, Lot 12, Block 22

Date Built: 1911

This three-story rectangular tan brick apartment building sits on the corner of Adams and Second Avenue. There are entrances on both facades. The first floor of the Adams Street facade retains its original character. Horizontal bands which simulate rustication stretch along the first floor topped by a belt course that is continuous with the sills of the second story windows. The central entrance is a projecting pavilion topped by a classical cornice with modillions; the glass door is new. Fenestration on the first floor is irregular. By contrast, the first floor facade of the Second Avenue entrance has been clad in an artificial basalt veneer. A contemporary awning shelters the large arched entry. The upper two floors on the primary facades have recessed flat arch window openings. Those on the Second Avenue facade are paired in three bays. Those on the Adams facade are irregularly spaced. All have been replaced with two-lighted aluminum windows that retain proportions of the original double-hung sash. A parapet rises above a classical metal cornice with modillions repeated in cornice over Adams Street entrance. The secondary

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elevations are typical of the district with segmentally arched windows. The foundation is uncoursed basalt.

**55. 1312 West 1st Avenue**

Contributing

Historic Name: Cole-Spokane Motor Company  
Common Name: Watts Automotive  
Legal Description: Railroad Addition, Block 1, Lot 3  
Date Built: 1913

This is one of two adjacent long, narrow, one-story brick automobile sales buildings that span the block between West 1<sup>st</sup> and Sprague Avenues with business facades facing both. These buildings typify automobile service buildings and are of brick construction strengthened by interior piers which support beams of laminated 2"x12" timbers. Steel rods tightened by turnbuckles have bowed the beams to accommodate a sloping roof. The north facade on Sprague is clad in rough variegated red brick and is divided into three bays. Four piers with decorative inset concrete panels separate the bays and rise to punctuate the simple parapet with four square projections. The central section of the parapet rises in a simple, squat, truncated pediment. A metal belt course separates the storefronts from the parapet wall. All windows have been modified. Diagonally laid black wood panels have been placed in the transoms over large plate glass panes. Double glass-paneled wooden doors open into the central bay. The southern facade on 1<sup>st</sup> Avenue is very similar to the north, but the brick has been painted terra cotta brown. The windows here retain their multi-lighted transoms and the central bay accommodates a garage door. There are raised brick panels in each of the bays just below the parapet line. The date, "Erected 1905," added belatedly in the panel above the garage, is inaccurate. The 1910 Sanborn map shows wooden houses at this site and City Hall records confirm a 1913 building date.

**56. 1317 West Sprague and 1318 West 1st Avenue**

Contributing

Historic Name: Independent Garage  
Common Name: Watts Automotive  
Legal Description: Railroad Addition, Block 1, Lot 2  
Date Built: 1917

This one-story brick building is very like the adjacent building at 1312 West 1st. Its structural system is the same. The smooth northern facade facing Sprague has four large, regularly spaced multi-lighted wood windows. A simple parapet that steps up to a wide flat curve at the center is trimmed with a plain wood band painted black. Scattered white geometric tiles decorate the simple facade. The south facade on West 1<sup>st</sup> Avenue is very similar to the north except that it has only three openings: large storefront windows topped by a row of smaller panes on either side of a garage door.

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**57. 1301-1303 West 1st Avenue**

Contributing

Historic Name: Riegel Bros. Dodge  
Common Name: Password  
Legal Description: Railroad Addition, Block 21, Lots 4&5  
Date Built: 1920  
Architect: Lewis R. Stritesky

This corner two-story square automobile showroom was constructed of rough textured, brown brick and its walls rise to a parapet on both the north and east facades; on the north the parapet rises in to a central squat pediment. There are three large bays on the north side and four on the east; all are arched at the second story and are separated by piers. Large new multi-lighted stationary windows have replaced the originals in all bays except the west bay on the north side which has a new bronze and glass door at the ground level. New boxed green awnings separate the upper from the lower story windows. Marble decorative elements ornament the window corners, the piers, and the parapet wall. There are four green tiles on each pier at the top and bottom, articulated by vertical rows of headers. A cornice line of black metal runs the full width of both major elevations. South and west elevations are wrapped by building #58.

**58. 1309 West 1st Avenue**

Contributing

Historic Name: C. H. Hornberg Automobile Company  
Common Name: Spokane Home Health  
Legal Description: Railroad Addition, Block 21, Lots 4&5  
Date Built: 1913

This one-story brick automobile sales and service building is an "L" that wraps Riegel Bros. Dodge, building #57. It fronts both 1<sup>st</sup> Avenue and Adams Street. The east elevation, facing Adams, maintains its historic integrity. It has five large bays separated by projecting piers. A garage door flanked by narrow openings occupies the central bay. Three of the remaining four bays contain windows, one a second garage door. A metal cornice spans the width above the openings. Above the cornice a simple parapet rises to a truncated pediment in the center. Simple geometric shapes decorate the central part of the parapet. The West First Avenue facade has four bays and evidence of piers despite the addition of a sheer metal surface on the upper half and awnings above modernized windows. The south elevation, the rear, is painted white, with six regular garage doors. The west elevation terminates in a stepped parapet topped with tiles; it has two-bricked up openings.



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**59. 1319-1325 West 1st Avenue**

**Contributing**

Historic Name: Eldridge Buick

Common Name: Eldridge Building

Legal Description: RR Addition, Block 21, Lots 1 and 2.

Date Built: 1925

This imposing three-story red-brick automobile showroom building sits on the southeast corner of W First Avenue and Cedar Street. Built as an automobile showroom, it was erected on a poured concrete foundation and a reinforced concrete frame. The two primary elevations, finished in red brick with terra cotta trim, are divided into bays by piers that rise to a terra cotta entablature topped by a parapet punctuated by two pavilions ornamented with circular forms. There are six bays, irregular in size but regular in pattern, across the West First Avenue facade: eight regular bays across the Cedar Street elevation. The parapet pavilions are directly above the two entries on West First Avenue. The two upper stories have regular fenestration in the bays; all windows are large multi-lighted industrial steel windows. Regularly spaced first floor storefront openings are all fitted with large vertical plate glass panes surmounted by multi-lighted bands. A garage door at the southern end of the Cedar Street facade, just below the southernmost pavilion, offers access to a ramp that provides additional parking inside the building and on its rooftop, once storage access for new automobiles coming in off the railroad grade. Some original interior features that contribute to the building's retention of integrity include a magnificent multi-colored tile floor which remains intact in all three of the retail businesses that now occupy the ground story.

**60. 160 South Adams**

**Non-Contributing**

Historic Name: Carman Manufacturing Company

Common Name: Tull and Gibbs

Legal Description: First Addition Spokane Falls, Block 40, E. 39 feet Lot 4 and all of Lot 5

Date Built: 1905

This vacant three-story warehouse is the only building in the district to have exposed wood siding on three elevations, and thus retains the integrity of its construction. The east elevation that fronts Adams Street and the north which faces the railroad grade have horizontal wood siding; patchwork board siding on the deteriorated south elevation rises above a lean-to porch over a loading dock. The west elevation is brick, and has the remnants of a basalt and brick party wall once shared with the now-demolished adjacent building. A ribbon of 9/9 double-hung wood sash windows span the second story of the east elevation. There are small multi-lighted windows on the third floor. Windows on the first floor have been partially covered over and are irregular. The north elevation has a sliding door near the east side and a ramp of poured concrete extends from the third story to the level of the grade.

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**61. 159 South Cedar**

Non-Contributing

Historic Name: Commercial Creamery Company

Common Name: Commercial Creamery

Legal Description: First Addition Spokane Falls, Block 40, all Lots of 1,2,3, and W 11 feet of Lot 4

Date Built: 1902/1917/1922/1928/1942

This large, two-story concrete building was built around a pre-existing rectangular brick structure in 1942. In places, original brickwork has been stuccoed over. The east portion of the building, which still exposes brick cladding, is one story high. The west elevation still boasts the six bays of 1940s glass brick windows and openings. Other elevations also reflect original fenestration but long, narrow applied arches of decorative blue cement blocks now surrounded the windows of both stories in six prominent bays on the south and west elevations. This modification has rendered the building non-contributing.

**62. 1302 West 2nd Avenue**

Contributing

Historic Name: Ben's Trim Shop

Common Name: Jones Automotive Engines

Legal Description: Railroad Addition, Lot 7, Block 22

Date Built: 1921

This simple long narrow one-story brick automobile repair shop sits on the corner of Adams and West 2nd Avenue. Both facades are divided into bays by raised piers of brick laid to simulate rusticated stone. The nine regular bays on Adams have been modified either by wood covering or by new windows and doors. The three bays on West 2nd Avenue have been modified except for an original garage door. A concrete block addition has been added to the west facade. The regularity of the building's bays and piers and its simple corbeled cornice line retain its original character.

**63. 108 South Cedar**

Contributing

Historic Name: Hotel Upton

Common Name: Grand Coulee Apartments

Legal Description: Browne's Addition, Block 14, Lot 1 and 2

Date Built: 1910

Architect: Loren L. Rand

This four-story corner brick SRO fronts both West 1<sup>st</sup> Avenue and Cedar Street to the north and east, respectively. The ground floor retains the original commercial and retail display spaces, with some slight alterations. Upper floors are lighted by light wells visible through segmentally arched

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window openings on the south and west elevations. An arched entry flanked by Tuscan columns announces access to the upper floor apartment units on the east elevation. The upper floors feature recessed double-hung wood sash windows in pairs between brick piers (5 facing 1<sup>st</sup>, 6 facing Cedar) which rest on terra cotta bases and are capped with composite capitals. Terra cotta lintels with projecting keystones top all windows on both facades. The building terminates in a pressed tin, classical cornice composed of moldings, modillions, and dentils. Iron fire escapes with decorative railings hang from both the primary facades.

**64. 120 South Cedar**

Contributing

Historic Name: Riegel Brothers Truck Department

Common Name: Motion Auto Parts

Legal Description: Browne's Addition, part of lots 5-12, Block 14.

Date Built: 1949

This large one-story brick building has an irregular footprint, due, in part, to the many additions made to the west side of the building. The main part of the original structure is a large brick block now topped with a metal Quonset roof. The storefront is attached, offset, at the front, the Cedar Street elevation. At the buildings southeast corner rises a tower topped with a modernistic sign. Typical of streamline architecture, the storefront windows form a large curve and the northeast corner of the main building is also curved. At the roofline, four cream colored narrow string courses provide the only ornamentation. A prominent red awning has been attached to the curved storefront.

**65. Northern Pacific Railroad Grade**

Contributing

Historic Name: Railroad Grade

Common Name: Railroad Grade

Legal Description:

Date Built: 1916

A portion of the Northern Pacific Railroad grade, originally planned to extend from Cedar Street to Division, runs through the entire length of the West Downtown Historic Transportation Corridor. Mid-block sections, built on raised earth berms, are encased in poured reinforced concrete walls set in panels. Simple iron fencing separates the tracks from adjacent buildings on either side of some of these sections. Ramps from the warehouses on either side of the tracks penetrate these areas irregularly along the length of the grade. At street crossings, the raised tracks are supported by three poured reinforced concrete arcades, one in the middle of the street and two at either curb. Above the arcades, the railing on either side of the tracks, is a concrete balustrade pierced by elongated octagonal openings, the piers between serving as balusters.

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**8. STATEMENT OF SIGNIFICANCE**

Spokane, Washington, was founded in 1871. It grew to become a supply center for the region's farmers, ranchers, and miners and as a point of departure for local resources. The city's West Downtown Historic Transportation Corridor is historically significant because of its association with the expansion of railroads, the advent of the automobile, and the rise of Spokane as a regional distribution center. The district's extant buildings that housed railroad-dependent businesses, automobile-related concerns, and worker lodgings are associated with the city's growth. The Northern Pacific reached Spokane in 1881, and with its completion as a transcontinental railroad in 1883, it linked the northern reaches of the United States with the nation's central distribution centers and allowed for increased industrial, agricultural, and urban growth. After the turn of the century, the automobile had an equally far-reaching impact on Spokane and other western cities. These transportation developments signaled a pattern of events that made a significant contribution to the development of Spokane, the Inland Empire, and the West. They endow the West Downtown Historic Transportation Corridor with significance under National Register Criterion A.

The District has a high concentration of building types that represent: a) railroad-dependent businesses primarily warehouses, but also manufactories for local markets; b) lodgings related to the traveling and transient population that came to Spokane as a direct result of its growth, most notably, Single Room Occupancy Hotels, or SROs, designed to make maximum use of space; and c) the sales and service enterprises associated with the rise of the automobile. The West Downtown Historic Transportation Corridor district is the best and most cohesive example of transportation-related resources associated with the period of significance because even though there are extant warehouses all along the Northern Pacific railroad grade to the east, only in this western corridor are there also significant concentrations of other railroad-dependent properties, automobile-related businesses, and numbers of lodging houses in such close proximity to one another. Brick and concrete structures represent the prevailing building patterns for turn of the century and early twentieth century warehouses and manufacturing establishments. Harness, saddlery, and carriage shops preceded the automobile showrooms and service stations now present. In the early twentieth century, Spokane moved from animal power to internal combustion. While blacksmith shops and other related businesses were torn down, others made the transition to the new transportation era. The row of SROs along West 1<sup>st</sup> Avenue is the only remaining example of such a high concentration of this type of building in the city. These lodgings are modestly but carefully styled brick commercial structures very much like countless others built after the Chicago School's influence in American cities. This high concentration of these three building types, representative of transportation corridors in other cities, makes the district eligible for National Register listing under Criterion C.

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\*The term "SRO" was used nationwide, and particularly in cities with a significant migratory population, to identify and differentiate these hotels from the more traditional apartments, lodging and boarding houses. A Multiple Property Documentation Form has been prepared for Spokane's SROs (See Holstine, Bibliographical References).

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**Settlement**

In 1810, the North West Company, a company of Canadian fur traders, established the "Spokane House" at the confluence of the Spokane and Little Spokane Rivers, the first white settlement in the region. They chose the site because members of the Spokane tribe traditionally traded here for horses with the Nez Perce. Later, Spokane's founders, recognizing the importance of the Spokane Falls as a potential power source for future industry, selected a location south of this earlier establishment and organized the city around the falls. Arriving in 1873 as a speculator, James N. Glover, together with partners J.J. Browne and Anthony Cannon, bought up squatters' rights in anticipation of future development. Their promotional efforts were a success. The value of the surrounding land for farming and ranching, coupled with the discovery of mineral wealth in the adjacent mountain ranges resulted in extensive growth. From only 350 residents in 1880, Spokane's population grew nearly tenfold by 1885. A devastating fire in 1889, which destroyed 32 city blocks, created a surprisingly minor setback as the population continued to increase until the Panic of 1893. The tent city that sprang up among the ashes quickly gave way to a building boom that paralleled the population growth, and by the first anniversary of the fire, five hundred new buildings had been constructed in the downtown area. The successful rebirth of Spokane after the 1889 fire was celebrated when the city hosted the 1890 Northwestern Industrial Exposition. Spokane promoted its role as a transportation and distribution center by marketing the region's manufacturing, mining, and lumbering industries.

The turn of the twentieth century brought increases in population and construction that made previous growth seem relatively insignificant. The Dutch Hypotheekbank financed a significant portion of this growth and by 1896, the company owned twenty-five percent of Spokane, largely in the form of valuable downtown property. In 1900, the population of Spokane totaled approximately 36,000 and by 1910, it neared 104,000. Construction during this decade was just as impressive, and each year the number of new buildings surpassed that of the year before.

**The Coming of the Railroads**

Spokane's phenomenal growth was given impetus by the appearance of the Northern Pacific Railroad in 1881. The integration of the United States economy across regions and from coast to coast increased significantly with the construction of railroad networks. Railroads provided low-cost freighting and they quickly became central to factory zones. By 1890 a total of 258,784 miles of track linked the east coast with the west. By the turn of the century, nine railroads converged in Spokane and connected the city to the east and west coasts. While there were other railroad centers in Spokane during the early years of the twentieth century, this one, situated around this particular stretch of Northern Pacific track, is the only one that retains such a high concentration of the buildings that represent this period of growth.

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The Northern Pacific

Congress chartered the Northern Pacific in 1864. As the second transcontinental railroad line constructed in the United States, it linked the Pacific Northwest with the Great Lakes region and points east. A lack of funds created by the ongoing financial drain of the Civil War prevented payment of a cash subsidy for construction, and instead the U.S. government issued a 60 million-acre land grant to the Northern Pacific, the largest ever offered to an American railroad. This grant resulted in a checkerboard of railroad and government-owned lands that stretched from Duluth, Minnesota, to Tacoma, Washington, the line's western terminus.

The sale of bonds financed construction and in 1870 work began from Duluth. In 1873, however, economic over-extension forced J. Cooke and Co., the project's financier, into insolvency and precipitated a Wall Street panic and nationwide depression. Although construction slowed during this period, the sale of bonds remained brisk and the popularity of the railroad strong. Early investors received reimbursement for their bonds by 1875 and railroad construction resumed in earnest in 1879.

Railroad magnate Henry Villard became a leading force in bringing rail traffic to Spokane. He took over the Oregon Steam & Navigation Company in 1879, and by 1881, had purchased a majority of Northern Pacific stock. Construction of the transcontinental line was completed in September of 1883, and commemorated with a gold spike ceremony at Gold Creek, Montana Territory, on September 8. Villard's financial over-extension, however, caused him to lose control of the company less than a year later. The Great Northern Railroad also went transcontinental in September of 1893, and by joining Duluth, Minnesota, to Portland, Oregon, allowed Spokane to enjoy the benefits of direct rail links with the two largest Pacific Coast communities north of San Francisco. Regional carriers also flourished. The Spokane and Palouse Railroad, originating in Spokane, reached Colfax in 1886, Genesee, Idaho, in 1887, and Lewiston, Idaho, in 1899. The same year, the Spokane Falls and Northern Railway, owned and operated by D.C. Corbin, ran from Spokane, through Stevens County, past Northport on the Columbia River, and into British Columbia. In 1887, Corbin built the Spokane and Idaho line, which ran from Spokane to Coeur d'Alene, Idaho. By 1900, eight different rail companies ran trains in and out of Spokane. Of these, five were transcontinental: the Northern Pacific, the Great Northern, the Chicago, Burlington and Quincy, the Union Pacific, and the Canadian Pacific. Spokane had indeed become a key regional transportation hub and had benefitted immensely from the proliferation of the transcontinental rail business.

Influx of Labor

Itinerant laborers flocked to the opportunities provided by expanding economic sectors such as mining, lumbering, agriculture, manufacturing, brokering, and commercial endeavors within the city. Moreover, nearby and extensive tracts of unsettled land suitable for homesteading beckoned settlers. The seasonal nature of many of these

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enterprises required a migratory and flexible labor pool. At the same time, it created periods of both unemployment and labor shortages.

To accommodate the growing and fluctuating labor force, a distinctive style of working-class housing, the single room occupancy hotel, emerged in Spokane at the turn of the century. Commonly known as SROs, these structures characteristically stood three to four stories in height, with the ground floor given over to commercial space for businesses catering to the needs of both the occupants housed within, and to the pedestrian traffic present in many burgeoning cities. According to the U.S. Census Reports for 1900 and 1910, Spokane's SROs housed a very specific population during the early decades of the twentieth century. Most of the West Downtown Historic Transportation Corridor's 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 were literate and had resided in their current domicile for less than eight months. Because of the autonomy and anonymity that the SRO provided to this transient population, it was often preferred over more traditional forms of housing, such as apartments, boarding and rooming houses, which were also present in the corridor, and which provided a wider breadth of accommodations and services. While SROs appeared throughout the downtown Spokane area, the greatest surviving concentration is found in the West Downtown Historic Transportation Corridor, primarily along West 1st Avenue where an extant row of them remains in use.

The Railroad Grade

In some ways, railroads proved to be a mixed blessing. While they connected Spokane with the outside world, they also complicated city planning and urban life. Specifically, freight and passenger trains in the city caused street congestion and presented an ongoing hazard to vehicles and pedestrians alike. The advent of the automobile greatly magnified the problem and eventually necessitated the employment of a gate tender at each railroad street intersection. 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. Even prior to automobile traffic, the Northern Pacific had proposed that the railroad grade be raised to alleviate problems at intersections. In 1908, James J. Hill traveled to Spokane to address the growing controversy over the proposed change. Three years later Morton Macartney, Spokane's City Engineer, and W.L. Darling, a Northern Pacific engineer, finally announced a formal plan to elevate the tracks between Cedar Street on the west to Division Street on the east. W.H. Hoy and Company of St. Paul, Minnesota, won the contract to perform the work which specified a poured-in-place concrete grade at an elevation of twelve to fourteen feet above street level. Also included in the construction plan was a new passenger station to be located at Browne and Sprague Streets, still in use today as the Intermodal Transportation Center.

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Not all went according to plan, however. The grade separation presented a number of problems for businesses fronting Railroad Avenue, the Northern Pacific right-of-way. Those businesses whose sole entrance fronted Railroad Avenue would be effectively sealed off from the main street-level thoroughfares, and single-story structures faced an even greater obstacle since the absence of a second floor left them without access to the elevated railroad grade. Principle objections to the railroad grade focused on the potential for compromised property values and property damage. These issues launched a wave of litigious action against the grade separation. Lawsuits stalled construction progress in April of 1913, though most were settled out of court and construction resumed by early 1915. On April 16, 1916, the *Spokesman Review* ran the front-page headline: "After Twenty Years Grade Separation Dream True -- \$2,500,000 Project Soon Completed." A massive symbol of Spokane's economic rise was now in place. Even though cars and trucks have replaced trains as the nation's preferred people and freight carrier, the grade separation remains in use and continues to leave an indelible mark in downtown Spokane.

#### Ascendancy of the Automobile

The population boom in Spokane during the 1880s had brought into focus the need for a reliable mass transit system in the city. Initial development of this system was taken on by real estate promoters. The city's outlying subdivisions were too far from downtown to attract buyers without the presence of some form of transportation linking them to the rest of the city. Because electric systems were less expensive to build and maintain than steam or cable systems, Spokane quickly adopted this system for its interurban railways, and Frank Sprague developed the first electric street railway in 1888. By the early 1900s, most of the city's existing systems had been taken over by the local utility company, Washington Water Power. In 1902, the city council licensed a second street rail company, Spokane Traction Company, to compete with Washington Water Power.

The competition between these two companies posed a number of problems for Spokane. After World War I, the city council realized that Spokane was not big enough to support two street railroads, and in 1922, the two companies merged, forming Spokane United Railways. Washington Water Power retained ownership of the new company. However, increased competition from automobiles continued to cause problems for Spokane's street railroads. In the 1930s, competition from the automobile forced Spokane United Railways to look for a more cost-effective way to provide transportation. By 1936, the company had shut down the last of its street rail lines and converted completely to buses. A name change accompanied the shift to buses, and Spokane United Railways became the Spokane Transit System.

The growing number of automobile owners in Spokane in the early years of the twentieth century was representative of the national trend toward an automobile-centered society. Nationally, the wealthy such as doctors, businessmen, and engineers were the first to own cars. The emergence of the Ford Motor Company in 1903 meant the rise of the first mass-produced automobiles. Also in 1903, Olds Motor Works set a world record



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by producing 3,000 cars. By 1907, Ford set an automobile sales record by selling 8,423 automobiles, and by 1914, the company had instituted complete moving assembly line production of automobiles. Other companies adopted this practice, as well. The moving assembly line and standardized production allowed Ford and others to design and build cars to meet the needs of rank and file Americans. Lowered production costs and Ford's creation of a generous credit policy made the automobile available to middle class Americans.

In June of 1915, a relay from Chicago to Seattle commemorating the opening of the National Park Highway broke the previous record of 100 hours for transcontinental travel. The automobiles involved in setting the new record made the trip in ninety-seven hours. Widespread publication of the National Park Relay demonstrated that the automobile could free people from the strict time schedules associated with travel by rail. By the 1920s the automobile challenged the railroad industry as primary passenger carrier. Five and a half million cars were manufactured in 1929. And the industry proved resilient. Even the Great Depression did not economically damage the "Big Three" automobile manufacturers, Chrysler, Ford, and General Motors.

The first car came to Spokane, Washington, in 1899. By 1913, there were approximately 1,500 cars in the surrounding area. In 1909, the Spokane Motor Car Company began building commercial automobiles in Spokane. Spokane's "auto row" emerged along West 1st Avenue and its adjacent streets at this time to meet the demand. Automobile dealers preferred the corridor because of the accessibility of the railroad and the shipment of automobiles on rail lines. In 1915, John A. Nichols, Jr., the district manager of Dodge Brothers Motor Car Company in Spokane, proclaimed that he could get orders and deposits for 750 cars if the factory could deliver them. That year, Spokane's first automobile show featured a parade of over 1,000 cars. By 1910, *The Spokesman Review* was devoting a special Sunday section to automobiles; it was full of advertisements for automobile dealers downtown. Statewide, Washington had 30,000 automobiles by the middle of 1914.

With the production of thousands of cars came the need for better roads and the United States passed the Federal Aid to Roads Act in 1916 to allow expenditures for new and improved roads. For Spokane, too, the condition of roads was an issue. The October 10, 1910 issue of *The Spokesman Review*, Spokane's largest newspaper, reported the appropriation of \$220,000 for improved roads in Washington State. Expenditure reports such as this were common as the demand for better roads paralleled the increasing numbers of cars. Surfaces for roads were improved when asphalt and other surfaces appeared in 1917. By 1920, Washington State was rapidly developing its highway system. By 1925, U.S. Highway 10 had emerged on West 1st Avenue. Historic photographs from this period show the familiar shield associated with the federal highway system imprinted with a large "10" on buildings along West 1st Avenue. In 1928, the highway had been re-routed to Sprague Avenue. During the 1930s, the highway was re-routed again, this time down West 3rd Avenue.

By 1911, the automobile industry recognized Spokane's growing importance as a distribution center. In that year, A. Tayler, local manager of Paterson Motor Car Company boasted sales in Washington, Oregon, Idaho, and

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Montana as well as North and South Dakota. That same year, Regal Motor Car Company made Spokane its main distribution point for the Northwest. Most of Spokane's flourishing dealerships emerged around Highway 10 and First Avenue in the West Downtown Historic Transportation Corridor. Wells Chevrolet, Riegel Bros. Dodge, Eldridge Buick, and others sold automobiles along this corridor.

**Architects and Builders of the West Downtown Historic Transportation Corridor**

The West Downtown Historic Transportation Corridor meets Criterion C not only because the three major categories of buildings in the district are characteristic of these types of buildings that emerged throughout western cities as the railroad and automobile spurred growth, but also because some of the most prominent architects in Spokane worked on buildings within the corridor. Following are biographical sketches of the builders and designers who helped build some of the major monuments of the city of Spokane and who also worked in the West Downtown Historic Transportation Corridor.

Arthur Cowley

Buildings in District: Otis Hotel (1911 with Archibald Rigg); Jefferson Hotel (1908 Addition); Alberta Hotel (1910)

Besides the Otis, Arthur Cowley also designed the addition to the original Jefferson Hotel in the corridor. Cowley was born in Spokane on October 9, 1878, and was the son of missionary to the Spokane Indians and early settler, Henry Thomas Cowley. The Cowleys were among the first four families to settle the region. He briefly attended Oberlin College before earning a degree in civil engineering from the University of Wisconsin in 1903. Upon his return to Spokane, Cowley was the chief draftsman for the Great Northern Railroad, and later he was employed by the City of Spokane. Cowley was associated with notable architect J.K. Dow before opening his own architectural firm in 1906, and worked in the profession until his retirement in the 1930s. Cowley was an active member of the Spokane Motor Club and in 1909 won the club's cup for the world's speed record, which he set on the Spokane track in a Stoddard-Dayton at 60 miles per hour. Arthur Cowley died in 1949. Cowley's many contributions to Spokane include three former Spokane Fire Department stations, the Altadena apartments, and several private residences. The majority of his work, however, was dedicated to the design of warehouse and automobile-related buildings including the Riverside warehouse, Consolidated Motor Freight warehouse, Electrical Products buildings, Grossman Paint factory, Inland Auto Freight warehouse, and Babcock Motors garage.

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Kirtland K. Cutter, Karl Malmgren (Cutter & Malmgren)

Buildings in District: Steam Plant\*\*

Born in Cleveland, Ohio, in 1860, Kirtland K. Cutter studied at the Arts League in New York before traveling throughout Europe to study painting, drawing, and sculpture. He arrived in Spokane in 1887 and was employed by his uncle as a cashier at Spokane's First National Bank. Cutter practiced architecture with J.C. Poetz from 1889-1894 designing a number of buildings after the 1889 fire. The firm of Cutter & Poetz earned a gold medal for their design of the Idaho Building at the 1893 Chicago World's Fair. Karl Malmgren was born in Sweden and educated both there and in Germany. He practiced architecture for eight years in Europe before his arrival in Spokane in 1889 where he was employed by Cutter & Poetz. Upon the retirement of J.C. Poetz in 1894, Malmgren became Cutter's partner, and they practiced together until 1917. In 1923, Cutter relocated to Long Beach, California, where he often worked in conjunction with the Olmstead Brothers, and continued to practice until his death in 1939.

Isaac J. Galbraith

Buildings in District: Commercial Hotel (1906)

Issac Galbraith, a Pennsylvania native, traveled to Montana in 1887, where he was commissioned to design the Montana State Building for the Chicago World's Fair in 1893. Galbraith arrived in Spokane around the turn of the century and practiced architecture there for 12 years, designing a variety of downtown structures including the Gandy Block and the First Methodist Episcopal Church. The Holmes Block, a National Register property on North Monroe, is one of the few remaining examples of his work.

Emil Guenther

Buildings in District: D. Holzman Co. (1890/1916)

Guenther practiced architecture in Spokane from 1890-1895 and designed many of the early school buildings. He later moved his architectural practice to California.

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\*\* Apparently there is no documentation that establishes absolutely that Cutter designed the Steam Plant, but the foremost scholar on Cutter's work, Henry Matthews, believes that he did.

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Albert Held

Buildings in District: Odd Fellows Hall

Albert Held was born in Minnesota in 1866 and graduated from the University of Minnesota. He arrived in Spokane in 1889 and was the first Spokane architect to join the American Institute of Architects. He designed many warehouses, including the Holley-Mason, the Kelley Clarke Company warehouse, Benham & Griffith warehouse, Marshall-Wells Hardware Company, a Spokane Dry Goods warehouse, and a number of apartment buildings and schools.

George Keith, Harold C. Whitehouse (Keith & Whitehouse)

Buildings in District: Norman Hotel (Jefferson) (1908); The Parsons Hotel (1909)

Harold C. Whitehouse was born in 1884 in Summerville, Massachusetts. He studied at the Boston Art Club and in 1902 worked as a draftsman for Fox, Jenney, & Gale, a Boston marine architecture firm. He arrived in Spokane in 1907, where he first worked with architect, J.K. Dow before forming a partnership with George Keith in 1908. In 1911, he returned to school and studied architecture at Cornell University. Upon completion of his studies he returned to Spokane where, in 1914, he entered into partnership with Ernest V. Price where he remained until his retirement in 1964. His most notable building is the Cathedral of St. John the Evangelist. He also designed the Hutton Settlement; the Chemistry Building and a number of fraternity houses at Washington State University; and the Art & Music Buildings at the University of Washington.

Gustav A. Pehrson

Buildings in the District: The Eldridge (1925)

Gustav A. Pehrson was born in Sweden in the late 1800s and graduated from Uppsala University before attending Oxford University in England. He arrived in the United States in 1905 and worked as a draftsman in Chicago before traveling to Spokane in 1913. Pehrson was employed as a draftsman by the architectural firm of Cutter and Malmgren before going into private practice. He designed many Inland Empire buildings including the Paulsen Medical and Dental Building, Culbertson's Department Store, the Catholic Chancery, the Chronicle Building, the Rookery Building, and the Roosevelt Apartments.

Loren L. Rand

Buildings in District: Spokane Dry Goods (1908); Grand Coulee (1910)

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Loren L. Rand was educated at MIT, and subsequently worked in Grand Rapids, Michigan, and Minneapolis, Minnesota, before moving to Spokane in 1888. Rand designed a number of prominent buildings in Spokane, many of which are, or were, local landmarks. These include the First Presbyterian Church, The Marble Bank, The Riverside and Main Additions to the Crescent Building, and several of Spokane's public schools including, most notably, Lewis & Clark High School. Rand also worked with J.K. Dow in designing the Tidbal Block, the Bennett Block and the Masonic Temple.

Archibald Rigg

Buildings in District: Otis Hotel (1911 with Arthur Cowley)

The Otis Hotel is the only remaining example of the one-year partnership of Cowley and Rigg. Archibald Rigg was born in Ontario, Canada, in 1878. He was educated at Trinity College in Toronto, Columbia University in New York and the University of Edinburgh. After working in Illinois, he arrived in Spokane about 1900. In 1903 Rigg worked for Albert Held, and in 1905 he was employed by the firm of Cutter and Malmgren. He moved to Indianapolis for a few years before returning to Spokane and forming a partnership with architect Julius Zittle in 1912. They designed structures at Eastern Washington University, Gonzaga University, and Mount St. Michael's. In 1920, Rigg teamed up with Roland Vantyne and the firm designed a number of Spokane landmarks including the Symons Building, the old Shriner's Hospital, Edgecliff Sanitorium, and the Hutton School. Rigg died in 1959.

Fred Phair, Builder

Buildings in District: Spokane Dry Goods warehouses (Crescent Service, 1908; Display House, 1909); Nott-Atwater (1911)

Fred Phair was Spokane's leading contractor during the West Downtown Historic Transportation Corridor's period of significance. He was born in Buttevant, County Cork, Ireland, on November 27, 1863. He traveled to the United States in 1883, spent the next five years studying carpentry and earned a diploma in draftsmanship from the Cooper Institute. In 1888 he married and moved to Spokane where he worked for a time as a journeyman before going into business for himself. In 1892, Phair worked with Cutter on the Idaho Building for the Chicago World's Fair and later duplicated the building in England. Phair served for a time as director of the Spokane & Eastern Trust Company and was trustee of the Brunot Hall school. He was contractor for some of Spokane's best known buildings including the Paulsen Building, the Masonic Temple, Spokane Dry Goods Warehouse, the Spokane Club, the San Marco Apartments and the Cathedral of St. John the Evangelist. In 1932, struggling with illness and financial hardship, Phair took his own life at age 69.

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Following is a list of the histories of the individual buildings in the West Downtown Historic Transportation Corridor numbered to correspond with the sketch map that accompanies this nomination.

**1. 815 West Railroad Avenue/152 South Post Street**

Historic Name: Central Steam Heat Plant

Common Name: Steam Plant Square

Date Built: 1917

Listed on National Register of Historic Places

One of Spokane's most prominent skyline features, the Central Steam Heat Plant, with its graceful twin smoke stacks, is historically significant for its role in the evolution of the power industry in the Inland Northwest and its 70-year contribution to sustaining a major share of downtown Spokane's buildings. Built in 1916, it at one time provided heat to more than 300 central business district structures. Listed on the National Register of Historic Places, the building is thought to have been designed by the renowned Spokane architectural firm of Cutter & Malmgren. The building is notable for both its engineering and architectural design. The building underwent a series of changes in the generation of heat and power and remained in operation until 1986.

**2. 151-165 South Lincoln**

Historic Name: Swift & Co. Meat Packers (Seehorn Storage and Transfer)

Common Name: Seehorn-Lang Building

Date Built: ca. 1898

Listed on National Register of Historic Places

From 1898-1900 this building served as the warehouse for Swift & Co. Meat Packers. Seehorn Storage and Transfer moved into the building around 1910 and remained until about 1925. William E. Seehorn, founder of Seehorn Storage and Transfer, came to Spokane in 1880, from Adams County, Illinois. In 1882, Seehorn was employed at the Northern Pacific hotel by J.M. Grimmer, a pioneer in Spokane's transfer and storage business. Seehorn remained with the Northern Pacific hotel until 1887 when he started his own transfer business, which was later run by family members, including well-known Spokane entrepreneur Elihu I. "Billy" Seehorn. The company's familiar logo, made up of a letter "C" on a shield with longhorn steer horns growing out of each side, and all within another large "C" ribbon with the company name on it, was prominently displayed in advertisements in both the 1911 Polk's Directory and the 1911 telephone directory. W.E. Seehorn made his home on a 160-acre farm in Plaza. In 1925, the building was remodeled and street-level storefronts were added giving the building its current appearance. Two longtime occupants of the new storefronts were the Holland Furnace Co., at 157-159 S. Lincoln, and Hoag (later Western) X-Ray Co., at 155 S. Lincoln, both of which moved in during the late 1920s and remained into the 1960s.

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**3. 901 W. 1st Avenue**

Common Name: Towne Center Motel

Date Built: 1961

The Towne Center Motel was built on the sites of the Lion and Lincoln Court Hotels after they were demolished in 1960.

**4. 909 West 1st Avenue**

Historic Name Historic: Clyde Hotel

Common Name: Dempsey's Brass Rail

Date Built: 1901

In the early years, the upper floor of this building offered furnished rooms for rent under the name of the proprietor, although in 1908 it appeared in Polk's as both the Brennan and the Skookum Hotel. In 1912 it appeared as "Roslyn House" in Polk's, but not until 1921 did the furnished rooms on the upper floor consistently rent under a hotel name. From 1921-1936 the building was known as the Clyde Hotel. Between 1936-1940 it was known as Casey's Apartments, the Olive Apartments, and the 1st Avenue Apartments. The commercial space on the lower floor housed a number of businesses over the years, including a harness shop, printing services, a restaurant, a typewriter store, a pool hall, a tavern, a barber, and a shoe repair shop, among others. The building was remodeled in 1986-87, and the current occupant, Dempsey's Brass Rail, moved in in 1988.

**5. 911-915 West 1st Avenue**

Historic Name: Melrose Hotel

Common Name: Carr Sales Lighting Center

Date Built: 1906

Daniel Dwight, real estate developer and Spokane City Councilman between 1892-1895, owned this building in its early years. Between 1907 and 1912 the lower floor housed the O.R. Nestos Harness and Saddlery shop, while furnished rooms were rented on the upper floors. In 1912, the name "Melrose Hotel" was adopted for the upper floor rooms, and the name remained until 1943. In 1945, the hotel became the Vera Hotel, and in 1947 it was renamed yet again. The building was known as the Dean Apartments/Hotel until 1960, when the upper floors were vacated. The commercial spaces on the ground floor housed a variety of businesses prior to the expansion of Carr Sales, next west, in 1983. Pittsburgh Paint company moved into W. 913 in 1929 and remained until the early 1940s. The space at W. 915 was occupied by Beneke Seed Company between 1922-1952. Sampson Ayres Music Co. took over the space after Beneke, and remained until Carr Sales occupied the building in 1983.

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**6. 917 West 1st Avenue**

Historic Name: Fisher Building

Common Name: Carr Sales

Date Built: 1907

Like many other buildings of its size in Spokane's central business district, the Fisher Building offered commercial space on the ground level and living quarters above. The building was once owned by David B. Pierce, who operated a harness shop in Spokane for almost 50 years. In 1913, Pierce's shop was next door at W. 923 1st Avenue, prior to that it had been located a block east. The rooms on the upper floors rented under a number of names over the years. Built as the Fisher, the building was known between 1910 and 1912 as the Hotel Colvert. By 1921, the name had been changed to the Waldorf Hotel. Between 1922-1923 it was the Antlers Hotel and from 1934-1959, the Pierce Hotel. Various businesses occupied the commercial spaces, one of the longest lasting was the Oriental Import Company, which occupied W. 917 from 1912-1951. Carr Sales Electrical Supply, the building's owner since 1964, was also an early occupant, first appearing in 1929 under the name, R.T. Carr Radios.

**7. 118-120 South Lincoln**

Historic Name: Rasher-Kingman Carriage Company

Common Name: Litno-Art Printers

Year Built: 1900

The Rasher-Kingman Carriage Company occupied this warehouse from its construction around 1900 until at least 1903. By 1909, the National Packing Company had moved into the building. The Mitchell-Lewis-Staver Company, manufacturers of carriages, agricultural implements, and automobiles purchased the building for \$15,000 in 1916, two years after they had located their warehouse and offices in it. Mitchell-Lewis-Staver remained in the building until 1926. In 1927, the Sullivan Machine Company and Austin-Henderson Company, specializing in machinery, particularly elevators, bot moved into the building. Sullivan Machine Company stayed until 1937, and Austin-Henderson stayed until 1940. The current occupant, Litno-Art Printers, moved into the building in 1955.

**8. 122 South Lincoln**

Historic Name: Mitchell Lewis Staver Company

Common Name: Vic B. Linden & Sons

Date Built: 1916



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The Mitchell Lewis Staver Company, manufacturers of agricultural implements, carriages, and automobiles built this building for a showroom after purchasing the building next door in July 1916 (118-120 S. Lincoln). By 1922, the building was occupied by Spokane Electrical and Supply Company, which remained until 1953, sharing space at times with Harper-Megee and Barston-Megee wholesale radios. Vic B. Linden sign painters, the current occupant, moved into the building in 1954.

**9. 152 South Lincoln Street**

Historic Name: Spokane Dry Goods Company Warehouse

Common Name: Crescent Service Building

Address:

Date Built: 1908

On November 24, 1907, the *Spokesman Review* touted the Spokane Dry Goods Company Wholesale Building, then under construction, as "one of the most important structures in the entire wholesale and jobbing district in the city," and noted the foresight of the second-story freight openings built in anticipation of the Northern Pacific grade separation. L.L. Rand was the architect and Fred Phair Construction served as contractor of the 140,000 square foot building, the final cost of construction nearing \$160,000. The company, whose corporation owned the Crescent Department Store, was founded by Spokane businessmen, J.M. Comstock and R.B. Paterson, and had a more general business in wholesale manufacture and sales throughout the Inland Northwest and Montana. The Great Depression forced Spokane Dry Goods Company to vacate the building and relocate its offices to the Crescent by 1937. Thereafter, the building housed various tenants and became a U.S. Army warehouse during WWII. The Crescent moved back into the building 1949, when it became the Crescent Warehouse and Service Bldg., the title it kept until the late 1980s, when it was bought out by Frederick & Nelson. Owned by the Northern Pacific Railroad, the building has been vacant since 1991.

Robert Benton Paterson and J.M. Comstock were co-proprietors of a dry-goods store at Charles City, Iowa from 1884-1889. During the summer of that year, however, they were lured by the promise of opportunity looming in the West, and relocated to Spokane. The Crescent opened its doors on August 5, 1889, the day after the fire, and was incorporated in 1895 under the name Spokane Dry Goods Company. The more familiar name of "Crescent" was retained for retail trade. In addition to serving as President of the corporation, Paterson served as Vice President of Dry Goods Realty Company, a holding company for the corporation's real estate, as a director of the Spokane Eastern Trust Company, the Union Trust Company, the Western Union Life Insurance Company, the Warehouse and Realty Company, and numerous others. He was a member of the Spokane Club, Spokane Country Club, and the Spokane Chamber of Commerce.

**10. 919 West Railroad Avenue**

Historic Name: D.H. Anderson Company

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Common Name: Milgard Manufacturing Company  
Date Built: 1916

D.H. Anderson spent \$7,000 to replace the frame warehouse for his wholesale produce company with this one, constructed of brick, in 1916. The new building included a loading platform on the grade of the Northern Pacific tracks, and the company remained in the space until 1928. The building was used as a warehouse by Montgomery Ward for a time, but by 1935 once again housed a produce wholesaler when Barthell Fruit Company took occupancy. The building is currently occupied by Milgard Manufacturing, which specializes in glass doors and windows.

**11. 923 West Railroad Avenue**

Historic Name: Charles Uhden Produce  
Common Name: Nott-Atwater  
Date Built: 1891/1916

This warehouse was constructed in 1891 for Spokane Commission Company produce wholesalers. In 1894, Charles Uhden Produce took over the building. Uhden had joined the firm O.B. Nelson & Company, Grocers, after the 1889 fire, and remained with them until 1893, when he formed his own business. In response to the raising of the railroad grade, Uhden built the current two-story brick structure, incorporating the previous stone structure. Despite Uhden's accommodation of the new railroad grade, his building became blocked from the street frontage, as did many other buildings. Uhden remained in the building until 1939. In the 1940s and 1950s the building housed a warehouse for Ainslie Company, manufacturers of paper boxes and cartons. The building was later used by Nott-Atwater Company, a rubber goods supplier, which occupied the adjacent building to the west.

**12. 157 South Monroe St.**

Historic Name: Nott-Atwater Building  
Common Name: Nott-Atwater Building  
Date Built: ca. 1912

Fred Phair constructed this warehouse in 1911 for Nott-Atwater Company, suppliers of rubber goods, belting and roofing materials, on the site of an earlier one-story building. It is possible that the previous building was incorporated into the new one. Nott-Atwater occupied the building from 1912 until at least 1992. The building has been vacant since 1994.

**13. 170 South Lincoln**

Historic Name: Spokane Dry Goods Company  
Common Name: Display House

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Date Built: 1909

Dry Goods Realty, the holding company for Spokane Dry Goods, had this building constructed in 1909 to house Mulvehill Hat Company and the Tyler Millinery Company. Designed and constructed by L.L. Rand and Fred Phair, the building is consistent in style and height with the Spokane Dry Goods Company warehouse next north, upon which they had previously collaborated.

**14.-15. 916-924 West 2nd Avenue**

Historic Name: Barton Auto Company

Common Name: Spokane Store Fixtures, Mr. Tux

Date Built: ca. 1911

City directories indicate this building was not used for automobile-related pursuits in its early years. From 1920 to 1922, however, Culton-Moylan-Reilly and the Spokane Chandler Company (both automobile companies) shared the building. In 1924, Wells Chevrolet occupied the building. Wells operated there for two years, moving to 1st Avenue in 1926. In 1927, Barton Auto Company began operating from the 916 West 2nd address. In 1929, the other half of the building housed the used car lot for Wallace Brothers, who remained in the building until 1932 when Barton Auto expanded their operations. Barton continued to use this building as their main showroom until 1961 when the company moved to 1002 West 2nd Avenue. The Star Leather Company occupied this building in the 1960s. By the 1970s Libby Photographers, Kimmel Athletic Supply, and Jemco Industries, a leather importer, occupied the building.

**16. 928 West 2nd Avenue**

Historic Name: Fisk Tire Company

Common Name: Bike Works

Date Built: 1918

After its completion in 1918, 928 West 2nd was home to tire companies for many years. The Fisk Rubber Company had moved in by 1920. By 1928, Wholesale Tires, a part of the nearby Barton Auto Company, occupied the site. The Fisk business returned, this time as the Fisk Tire Company in 1929. The building is significant for its continuous housing of tire businesses.

**17. 1001-1007 West 1st Avenue**

Historic Name: Montvale Block

Common Name: Montvale (Music City/Stark's Vacuum)

Date Built: 1899

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This property is significant for its architectural integrity as a turn of the century commercial building and for its association with working class housing and the rapid growth of the City of Spokane from 1900-1910. It is an excellent representative of the SRO property type. The Montvale Block was constructed in 1899 for Judge John W. Binkley, a probate judge, financier and civic leader, who operated the hotel until his death in 1931. Together with his cousin, and law partner, Jacob R. Taylor, Binkley organized the Northwestern and Pacific Mortgage Company, which subsequently merged with the Dutch-owned Northwestern Hypotheekbank, the lender responsible for providing the millions of dollars that fueled Spokane's most prolific building boom from 1900-1910. Binkley organized Spokane's first industrial expositions and fruit fairs and helped establish the Fort George Wright Army post in Spokane. The commercial spaces housed a variety of businesses from bakeries to plumbing companies. A single story addition, added in 1910 and demolished in 1967, housed a variety of other businesses, including a motorcycle shop. After the death of Judge Binkley, his daughter sold the building in 1936 to friend and long-standing tenant, William Kilmer, owner of Kilmer & Company Hardware, which occupied some or all of the ground floor from 1911-1967. Stark's Vacuum and Music City have occupied the commercial ground level space in the building since 1967 and 1966, respectively.

**18. 1011 West 1st Avenue**

Historic Name: Washington Rubber Company

Common Name: Music City Annex

Date Built: 1912

From its construction in 1912 through the mid-1940s, this warehouse served as an important tire storage and sales facility. In 1912 and 1913, Gorham-Revere Rubber Company occupied this building. From 1914 to 1940, U.S. Rubber was located here. Pacific Electronics operated in the building during the mid-1940s, and Edwards Warehouse Furniture used it from 1954 to 1956. In 1971, Music City began utilizing it as a warehouse and Music City Annex.

**19. 1015-1017 West 1st Avenue**

Historic Name: IOOF Lodge (Odd Fellows)

Common Name: IOOF Lodge

Date Built: 1909

The local IOOF lodge purchased this lot for \$31,000 from the Samaritan Lodge of Spokane. The cornerstone of this building, designed by Albert Held, was laid on January 1, 1909, after a parade in which eight hundred men marched. The \$70,000 building was dedicated on November 1, 1909, and was said to be the finest lodge in the northwest. The ground floor initially housed the Herring-Hall-Marvin Safe Company and the Turnbull undertaking rooms. The Riley Candy Company occupied the space from 1917 to the mid-1940s. The Metronome Dance Hall was on the first floor from 1950 to 1953, and the Hi-Spot Dance Hall from 1954 to 1956. The second

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floor held the IOOF lodge room, the Rebekah lodge room and several auxiliary meeting rooms. The lodge rooms were finished in mahogany and said to be some of the most elaborate in the west, with matching mahogany furniture, stained glass windows and a \$3,000 carpet. The third floor contained a banquet and dance hall, a parlor and a kitchen. This floor was finished in oak.

**20. 1021-1033 West 1st Avenue**

Historic Name: New Madison Hotel

Common Name: New Madison Hotel

Date Built: 1906

F.P. Hogan had this SRO constructed in 1906. A brick, sash and door manufacturer, Hogan was born in Ireland in 1848, and moved to Spokane in 1887. Hogan donated lands for portions of the Audubon and Manito parks, served on the Spokane's Public Safety Committee, and sat on the committee responsible for investigating misappropriations of funds after the 1889 fire. The *Spokesman Review* reported in 1908 that the New Madison "is virtually full all of the time, a large part of its patronage being permanent. It caters especially to the traveling trade, however." The first floor held commercial space while the 2nd, 3rd and 4th floors were hotel rooms arranged in suites, with each group of rooms having a private bath. Ninety bathtubs were installed. The fifth floor was designed for the Blair Business College, which remained in the building until the early 1920s. The space included classrooms, individual lockers, and shower and tub baths for the school's athletic teams.

The hotel changed hands frequently in the early years, and twice in 1908, between the same two individuals, B. C. Wiltse and O.L. Rankin. Wiltse sold the building to Rankin \$45,000, and bought it back six months later for \$50,000. In June of 1909, Wiltse sold the building again for \$50,000, to Mrs. George Merrill, who had owned and managed hotels elsewhere in the city. In 1912, the hotel was purchased by C. Knutson, an international hotelier, who planned to spend \$25,000 for renovation and redecoration. The building was renamed the New Madison in 1923. In the 1930s, the first floor was occupied by a second hand furniture store, operated by the building's owner, C.P. Sudweeks, who began conversion from hotel to apartments a few units at a time.

In 1932, Sudweeks spent more than \$12,000 remodeling and refurnishing the hotel, which included an enlargement of the lobby. Gustave A. Pehrson served as the project architect. During the 1930s Fox Beer Parlor was located in the building. In 1942, the New Madison was completely converted into apartments for wartime housing with 25 units each on the second, third, fourth and fifth floors. There were also three units on the first floor which had their own entrance near the rear on Madison. M. Isbister Plumbing and Heating Company occupies the first floor of the building from 1907-1910. The firm installed the plumbing and heating in many prominent Spokane buildings including the Paulsen, the Sacred Heart Hospital and one of the apartment buildings constructed by Fred Phair. Other buildings occupants included the Harold Job Print, the print shop of the Inland Herald Daily News in 1911; The Perfection Tire Shop in 1920; and Wilson's Cafe and Waffle Lunch during the

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1920s and 1930s. The upper floors continue to operate as residential units, and the ground floor businesses still cater to residents of the neighborhood.

**21. 122 South Monroe**

Historic Name: Washington Machinery & Supply

Common Name: Burchett's Studios

Date Built: 1900

Washington Machinery & Supply occupied this warehouse building from 1903 to about 1919, J.M. Armstrong and E.W. Talbot, proprietors. Armstrong was a Civil War veteran, originally from Iowa, who arrived in Spokane in 1883. He earned his law degree at Columbia University in 1871 and, upon arrival in Washington Territory, served as Colfax Land Agent from 1883-1885, and was elected county clerk from 1889-1893. In 1890, he helped found the Le Roi mine and in 1895 he became its treasurer. Armstrong was financially involved in other mining ventures, too. Safety Stepladder was in the building during 1927 and 1928, followed by General Electric Supply Corporation from 1929 until 1953 or 1954. Burchett's Studios and Robert's Formal Wear have occupied the building since 1978 and 1980, respectively.

**22. 1012 West Railroad Ave**

Historic Name: Washington Machinery & Supply

Common Name: Burchett's Studios

Date Built: 1904

Washington Machinery and Supply occupied this building from 1904 to about 1919. From 1928 to 1940, the building served as a warehouse for Nott-Atwater, located at 157 S. Monroe. From 1941 to about 1953 General Electric Supply Company used the building as a warehouse. Stranahan Motorcycle Dealers occupied the structure from 1966-1975, and B Four Motorcycle Supplies took over occupancy in 1976-77. In 1979 the building was purchased by William F. Burchett.

**23. 1016 West Railroad Avenue**

Historic Name: Washington Rubber Company

Common Name: Simchuck Sales/Triangle Nut

Date Built: ca. 1908

Washington Rubber Company occupied this warehouse building from 1908 to 1911. From 1916-1924, it was used by Commercial Creamery, located at 159 S. Cedar. The Superior Egg and Poultry Company occupied the building from 1926-1936, and in 1939 and 1940 Arthur Jackson operated an "automobile laundry" there. H.V. Cate, Merchandise Brokers, were in the building from 1941-1950. In 1955, Triangle Nut Company, owned by

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Simchuck Sales, occupied the building. The building is significant as an early railroad dependent building and also in its association with the rise of the automobile as the site of an early carwash.

**24. 123 South Madison**

Historic Name: Spokane Paint & Oil Company

Common Name: 123 S. Madison

Date Built: ca. 1907

Spokane Paint & Oil Company spent \$7,000 in 1906 to construct this warehouse building and relocated there from their previous location at 716-720 West 1st Avenue. Founded in ca. 1895 by R.S. Oakley, the business grew into one of largest paint and building materials businesses in the Northwest. In May 1909, Oakley sold the business to H.G. Robbins and A. Haagensen, for over \$100,000, retaining a one-fifth interest for his son, R.H. Oakley. Robbins, a hardwood lumberman recently from the East, was the principal stockholder of the new ownership. Aside from this building which Spokane Paint & Oil continued to occupy until 1918 as warehouse and company offices, Spokane Paint & Oil owned another warehouse in the district, on the railroad tracks between Jefferson and Madison Streets. Cater Transfer, a local Spokane business, founded in 1897, occupied the building at 123 S. Madison from 1918 to 1959. Subsequently, the building has housed a variety of tenants, and is currently vacant.

**25. 152 South Monroe**

Historic Name: D. Holzman Company

Common Name: Old Spaghetti Factory

Date Built: 1890/1916

This warehouse building was constructed in 1890 for D. Holzman and Company Wholesale Wines and Liquors, which was housed on Howard Street prior to the 1889 fire. The business had been established in June of 1884 by David A. Holzman, Joseph A. Rubens and J.A. Schiller, the company's principals, who occupied this building until 1915. They also operated the Northwestern Bottle Works in the building's basement. At the time of its construction, the building was the only permanent structure on the south side of tracks between Jefferson and Post Streets. At some point during their years of occupancy, Holzman and Company invested \$20,000 to add two stories to the structure. After prohibition laws ended Spokane's liquor business in 1916, Economy Stores grocers purchased the building and at the same time obtained a 50-year lease for the land on which it stood from the Northern Pacific Railroad. Frank Sweeney, President and general manager of Economy Company, reported in the *Spokesman Review* that "prohibition has had a wonderful effect on our business . . . Paychecks that formerly went to the saloon to be cashed have come to us in large number. The man who cashes his check now buys groceries." Economy Stores was established in 1915 and had seven stores in the Spokane area and an additional eight scattered throughout the northwest. They remained in the building until 1918. It appears that the building was vacant from mid-1918 until 1921 when Westinghouse Electric and Manufacturing Company moved in, remaining

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until the late 1940s. The building was vacant again from 1958 until 1971, when the present occupant, The Old Spaghetti Factory, assumed residency.

**26. 1007 West Railroad Avenue**

Historic Name: D. Holzman Company

Common Name: Barton Body Shop

Date Built: 1904

This building was constructed in 1904 and extensively remodeled in 1941 and 1948. From 1904 to 1915, it served as a warehouse for D. Holzman & Company Wholesale Liquors and Cigars, which occupied the building directly to the east. The 1929 Sanborn map shows it as a seed mill and warehouse, with an electric seed cleaner in the northwest corner. In 1941, it was known as the Matthews Warehouse, owned by W.R. Matthews. Barton Auto Body Shop has been in the building since 1944-1945.

**27. 151 South Madison Street**

Historic Name: Advance Threshing Machine Company

Common Name: Barton Oldsmobile

Date Built: ca. 1905

In 1905, the Advance Threshing Machine Company moved its warehouse to this location from near Bernard Street, and was sole occupant of the building until 1933. The business was later known as the Advance Rumeli Thresher Company Inc. From 1933 to 1963, the Allis-Chalmers Manufacturing Company, which dealt in tractors and farm machinery, was located here. In the late 1960s, Barton Oldsmobile, the current owner of the building, began using it as a warehouse.

**28. 1002 West 2nd Avenue**

Historic Name: Federal Tire Sales

Common Name: Barton Oldsmobile

Date Built: 1923

This service building has been continuously used by automobile-related businesses since its construction. From 1923 to 1928, the structure housed the Federal Tire Sales Company. From 1961 to the present, the building has been the home of automobile dealer Barton Oldsmobile.

**29. 1101-1109 West 1st Avenue**

Historic Name: Willard Hotel

Common Name: Otis Hotel



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Date Built: 1911

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In 1911, Dr. Joseph Gandy, one of the first residents of Spokane, had this SRO designed by architects Arthur Cowley and Archibald Rigg. The building is the only remaining example of Cowley's and Rigg's one-year partnership, and was built with the intention of profiting from the flood of itinerant workers descending upon Spokane in the early years of the 20th century. Originally named the Willard Hotel, a single room occupancy hotel, the Otis was designed to provide working class housing for Spokane. In 1921, the Willard was renamed the Atlantic Hotel when it changed hands and became part of an expanding hotel chain owned by Spokane investor and hotelier, Victor Dessert. Dessert had built the Russ House, Spokane's first hotel, in 1885. The building burned during the fire of 1889, and was rebuilt in 1890, and renamed the Pacific Hotel. By 1941, the hotel was called the Milner Hotel, the Earle Hotel by 1948, and in 1956 it became the Otis. The Otis Hotel still functions as a single room occupancy hotel with commercial space on the first floor. A group of investors who recently rehabilitated the adjacent Commercial Building are considering a historic rehabilitation of the Otis to improve its livability for low income residents.

**30. 1111-1119 West 1st Avenue**

Historic Name: Commercial Block

Common Name: Commercial Apartments

Date Built: 1906

Designed by architect Isaac J. Galbraith, this SRO was built for Dr. Joseph Gandy and his wife, Harriet Ross Gandy, on property she purchased in 1900 and 1902. Harriet Gandy was one of the earliest residents of the city, coming to Spokane with her first husband, Andrew J. Ross, in 1884. In 1886, they purchased the 480 acres of railroad company land that eventually became known as Ross Park Addition. In partnership with Spokane city founders, A.M. Cannon and J.J. Browne, Andrew Ross helped build the first street railway system in the city and was founder of the Exchange National Bank, Spokane's leading bank by 1900. The Rosses also held mining interests in the area. Both civic activists, they founded the city's first kindergarten system and influenced the establishment of numerous schools. Andrew Ross was one of the organizers, (as was Mrs. Ross' future husband Joseph Gandy) and first president of the Spokane Pioneer Society, for which Mrs. Ross served as president in 1914.

After the death of Andrew Ross in 1898, his widow married Joseph Gandy. A Union Army veteran from Wisconsin who served both in the Civil War and the Northwest Territories, Gandy received a degree in medicine from the University of Michigan in 1873 before coming west to settle in Tacoma, Washington Territory, in 1876. While representing Pierce County on the Washington Territorial Legislature in 1879, he learned of Spokane and moved there with his first wife and their two children in 1880. In 1884, he was elected to the City Council and

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served as its President. He also served in the first, second, and fourth terms of the newly created Washington State Legislature. He was one of the organizers of the Exchange National Bank and a director until 1898. After his retirement from the practice of medicine in 1889, he devoted his time to property management. His interests included the Gandy Block, the Tull & Gibbs Building, the Union Block and the adjacent Otis Hotel (constructed in 1911).

Harriet Ross Gandy died in the early 1920s and Joseph Gandy in June of 1934. Ownership of both the Commercial and the Otis Hotels passed to his son, Lloyd E. Gandy. Lloyd Gandy was born in Puyallup, Washington Territory, in 1877 and received his law degree from the University of Michigan in 1903, and returned to Spokane to practice. He was involved in local and state politics, and was elected to the State Legislature in 1910. Upon his death in 1963, his property holdings on First Avenue remained in the Gandy family, passing on to his son, Joseph E. Gandy, II, until their sale in 1971.

Designed by Isaac Galbraith, the Commercial was one of the first mixed-use buildings in the neighborhood, built to serve Spokane's working class. A 1910 survey of tenants showed them to be employed, unmarried males and females in their 20s and early 30s, who stayed in the building for a year or less. Original tenants of the ground floor commercial space included the Palace Meat Market and the Crescent Furniture Store. The upper floors served as apartments until 1970, and as hotel space until the early 1980s. Recently, a group of investors rehabilitated the Commercial to serve as low-income housing.

**31. 1121-1129 West 1st Avenue**

Historic Name: Norman and Jefferson Hotels (Hotel Windsor)

Common Name: Jefferson Hotel and Apartments

Date Built: 1904/1908

In 1905, H.E. Oechsli bought out the interest of his former partner, John Carstens, in the Spokane Meat & Poultry Company building, which had been constructed in 1904. In 1908, he announced plans to add an additional two stories to the one-story building and to build another three-story building beside it, designed by architects Keith & Whitehouse and Arthur Cowley, who designed the anchoring SRO on the east end of the block. The addition to the original building was completed in 1909 and the upper two floor opened as the Hotel Windsor. The adjacent new building opened as the Windsor Annex in 1911 or 1912. Spokane Meat & Poultry remained in the west segment until 1915 or 1916. In 1914, the original building became the Jefferson. The annex was called the Wayne Hotel from 1914 to 1919, and the Irby Hotel in 1920. After 1920, both buildings were referred to as the Jefferson until about 1935, when the former annex became the Norman.

**32. 119 S. Jefferson**

Historic Name: Stoddard-Wendle Motors

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Common Name: Follet Music

Date Built: 1949

Stoddard-Wendle Motors built this building as an automobile repair and storage facility in 1949. From 1958 until 1965 it served as a U. S. Forest Service Engineering Shop. During the 1970s and 1980s, the building was used as a U. S. General Services Administration motor pool facility. It is presently occupied by Follett Music.

**33. 154 S. Madison**

Historic Name: F.T. Crowe & Company

Common Name: Luminaria/La Maison

Date Built: 1909

This building was built in 1909 as a warehouse for F.T. Crowe & Company, Building Suppliers, who remained in the building until 1915. The two-story building, with basement, cost \$11,000 to build. F.T. Crowe & Company had established its headquarters in Spokane in 1903, and was a pioneer in the use of plaster board. Unusual conveniences in the building included an endless chain elevator used to carry cement sacks to the second floor and an electric freight elevator. From 1915 to 1965, Pacific Hide and Fur, originally owned and operated by Joseph Thiebes and Charles Symmes, occupied the building. The business fronted Railroad Avenue until the 1950s. Luminaria, a specialty lighting store, has been in the building since 1988, and La Maison, a decorator fabric store, occupies the attached garage.

**34. 1111 West Railroad Avenue**

Historic Name:

Common Name: GMAC Delco

Date Built: 1984

GMAC Delco had this square, concrete block building built on the site of the Pacific Hide & Fur warehouse in 1984.

**35. 1117 West Railroad Ave.**

Historic Name: Bissinger and Company

Common Name: Mauer Construction

Date Built: 1910

Bissinger and Company, dealers in hides and fur, moved to this warehouse facility in 1909 from their previous location at 925 West 1st Avenue, and remained in the building until 1963. The current occupant is Mauer Construction.

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**36. 1123 West Railroad Avenue**

Historic Name: Hughes & Company Plumbing Supply  
Common Name: Pella Warehouse  
Date Built: 1906

This building was constructed in 1906 for Hughes & Company Plumbing (153 S. Jefferson). It was later used by Seattle Brewing & Bottling Company as a warehouse.

**37. 153 South Jefferson**

Historic Name: Hughes & Company Plumbing Supply  
Common Name: Pella Warehouse  
Date Built: 1906

Built in 1906, this building served as a warehouse for Hughes and Company Plumbing Supply wholesalers, located at Howard and Railroad. Hughes and Company Plumbing was organized by G.H. Hughes in 1895 and incorporated in 1906 with G.H. Hughes as president, E. Hughes as vice president, and T.B. Hughes as secretary/treasurer. March-Strickle Automobiles, located directly across Railroad at 1126 West 2nd Ave., used the building for automobile storage in the late 1920s. From mid-1933 to the mid-1940s, Spiger & Company Wholesale Auto Accessories was located here. Northwest Modernizing Company and Holmes Radio Service also used the building during the 1940s. Since 1983, the building has been used by Pella as a warehouse, as has the building directly west across Jefferson.

**38. 1104 West 2nd (172-1/2 South Madison)**

Historic Name: Hotel Boja  
Common Name: Alberta Apartments  
Date Built: 1910

Bodeneck & Jacobs, furriers, purchased this property for \$20,000, with plans to move and modernize an existing structure and construct a new one. Instead, they opted to improve the entire lot and spent \$35,000 to construct the Hotel Boja, which was completed in 1910, and designed by Arthur Cowley. The hotel contained 60, 11' x 13' single chambers with sinks. Each floor had two general bathrooms and one private bath. Much like larger SROs, this building gave over its ground floor to commercial space and made maximum use of the upper floors through the use of single room housing with shared baths, a design which allowed plans for an eventual, though unrealized, two story addition. By 1928 the name had been changed to the Alberta Apartments. The building continues to serve its original purpose by housing commercial ventures on the ground floor and providing lodging on the above.

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**39. 1108 West 2nd Avenue**

Historic Name:

Common Name: Car Quest

Date Built: 1963

This lot housed the Jones Auto Company in the 1930s as well as other automobile-related businesses. The present building was constructed in 1963 and is the current home of Car Quest.

**40. 1120 West 2nd Avenue**

Historic Name: Power City Auto Repair

Common Name: Sherman Handicraft Furniture

Date Built: 1910

Power City Auto Repair began operations at this address around 1920. The company remained until 1930. In 1935, Anderson & Freeborn opened an automobile repair shop in the building. Around 1940, one of the employees, Tom Moar, bought the business and renamed it Power City Machine Shop. In the early 1960s, this building housed 2nd Avenue Radio and TV Repair. It has since become home to a furniture store.

**41. 1126 West 2nd Avenue**

Historic Name: March-Strickle Building

Common Name: Truck Town

Date Built: 1921

Shortly after its construction, this automobile sales building was home to the March-Strickle Motor Company. The company occupied the site from 1925 to 1930. The Hatch Motor Company, a Chrysler dealer, used the building in the early part of the 1930s. Later car dealers followed: the Richmond W.J. Company from 1930-1935 and the Dick DuBois Company until 1940, for example. Automobile distributor Hyland "Bernie" Hudson occupied the building from 1945 until 1950. Stoddard-Wendle Motors moved in from 1955 to 1960. The building has remained in automobile-related use, today housing Truck Town.

**42. 108 South Jefferson Street**

Historic Name: The Parsons Hotel

Common Name: The Parsons

Date Built: 1909

W.E. Parsons, a member of the railroad contracting firm of Winters, Parsons and Boomer, purchased the lot at the southwest corner of First and Jefferson in October of 1908, from Harry Oechsle and contracted with the

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architectural firm of Keith & Whitehouse to design and engineer a five-story SRO for him. The hotel cost \$100,000 to build, not including the \$33,000 cost of the land. It contained 104 rooms, all of which had hot and cold running water. There were twenty private baths on the four upper floors, and seven commonly shared restrooms on each floor. The rooms were ready for occupancy in November, 1909. In July of 1910, Parsons leased the hotel to C.A. Harrison, pioneer hotelier of Seattle. The first occupant of commercial space on the ground floor was Northwestern Auto Supply Company, who moved into the space in 1909. A variety of automobile-related businesses later occupied the building's commercial space, including the Northwest Auto Supply Company, dealers in Pierce-Arrow, Studebaker, and Velie automobiles, and the Paige Automobile Agency. The space later housed a restaurant and lounge, among other businesses. It is currently a police substation. In 1977, the Parsons Hotel was closed and slated for demolition before the City purchased it in 1979 and renovated it in 1981 for low-income housing, a purpose which it had served since it was built as an SRO.

**43. 1209 West 1st Avenue**

Historic Name: Old National Bank, 1st Avenue Branch

Common Name: Foundation of the Continuity of Mankind

Date Built: 1956

Old National Bank of Washington contracted with Walter G. Meyers & Son to construct this building for their 1st Avenue branch in 1956. The bank occupied the building until 1983. It stood vacant until the Foundation of the Continuity of Mankind moved in in 1992.

**44. 1219 West 1st Avenue**

Historic Name: Child Day & Churchill Auto Accessories

Common Name: SSS

Date Built: 1911

The tenancy list for this building reflects West 1st Avenue's rise as Spokane's automobile row, as well as its subsequent decline in that role, as automobile dealerships and service stations moved south to 2nd Avenue. Child Day & Churchill Auto Accessories occupied this building from its construction in 1911 until 1929. Between 1930 and 1939 the building housed Colyear Motor Sales Company Auto Accessories. In the 1940s and 1950s, the building was occupied by Standard Sales Company Electrical Appliances, Henning D. Severson Household Appliances, and a vending machine company. In 1962, after a period of vacancy, Spokane Surgical Supply, the current occupant moved in.

**45. 1225-1229 West 1st Avenue**

Historic Name: Wells Chevrolet

Common Name: CNE

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Date Built: 1925

This building stands testament to West 1st Avenue's heyday as Spokane's "auto row." Built as the showroom for Wells Chevrolet in 1925, the building was one of several elegant dealerships lining West 1<sup>st</sup> Avenue. The completion of the Wells Service Building (no. 48) in 1926 allowed Wells to unload automobiles directly from the railroad into their showroom. After Wells Chevrolet went out of business during the Depression, the building continued to house dealerships or automobile related businesses into the 1970s, when West 1st was replaced in its role as automobile row by Avenues to the south. In the 1980s and 1990s, the building housed a succession of floor covering businesses.

**46. 124 South Jefferson**

Historic Name: Morris & Company

Common Name: Pacific Pac Ice

Date Built: 1910/11

Construction on this building began in 1910 and was completed in 1911 when Morris & Company Meat Packers of Chicago moved into it, with A.K. Hartshorn as the company's manager. Morris & Company remained in the building until 1916. Michael and Jones Packing Company, Wholesale Meats resided in the building between 1921 and 1939, with Pacific Packing Company occupying a portion of the building beginning in 1934. By 1940, Pacific Packing Storage Company, wholesale meats, was the building's sole occupant, and the company eventually evolved into Pacific Pac Ice, the current occupant.

**47. 1214-1220 West Railroad Avenue**

Historic Name: Spokane Paint & Oil Company

Common Name: Blue Chip Auto Body

Date Built: 1910

Spokane Paint & Oil Company had this building built to serve as their planing mill and sash and door factory. The partitioned building, which Spokane Paint & Oil continued to occupy until at least 1916, later saw divided use. By 1928, the western portion of the building had been incorporated into the Wells Chevrolet complex, which spanned Adams between 1st Avenue and the railroad, as used car storage. In 1916, the eastern portion of the building was occupied by Crane Company Plumbing Supply, which also built the two-story addition behind M&J Meat Packing Company, facing Jefferson Street. This arrangement continued into the 1950s, with Reigel Brothers Dodge replacing Wells Chevrolet in the western portion of the building. In 1958, Ross Tires, Inc. altered the interior to serve as its tire recapping plant and tire storage facility. Blue Chip Auto Body currently occupies the space.

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**48. 115 South Adams**

Historic Name: Wells Chevrolet Service Building

Common Name: Lambert Candy Building

Date Built: 1926

Historically significant in its association with Spokane's first "auto row," this building was constructed as the service department for the Wells Chevrolet building directly to the North. With the completion of the building in 1926, it became possible to unload automobiles at the railroad grade level and convey them directly to the showroom on West 1st Avenue. After the demise of Wells Chevrolet during the Depression, the building continued to house automobile related businesses, including Better Chevrolet Service, Day-Majer used cars and service, and Riegel Bros./Riegel Becker truck, service and body/paint shop. By the mid-1960s auto row had moved south and a tobacco wholesaler and a candy wholesaler occupied the building. The building stood vacant through the early 1990s.

**49. 152 South Jefferson**

Historic Name: George H. Gallagher Company

Common Name: Pella Warehouse

Date Built: 1906

This building was constructed by Edwin A. Cheatham in 1906 and was the home of George H. Gallagher Company, suppliers of wagon and agricultural implements, from the time of its construction until 1910. Spokane Transfer Company owned the building, and probably used it as a warehouse between 1912 and 1928. The Seiberling Rubber Company occupied the building for the next two years, before Spokane Paper and Stationery moved in in 1931. Spokane Paper and Stationery, under a variety of names, and other, perhaps related, paper wholesalers, such as McGinnis Independent Paper Company and Independent Paper Company, remained in the building until 1977 when Pella, the current occupant, moved in. An addition was added to the west side of the building, which is separately owned and occupied by Hobson Auto Supply.

**50. 1213 West Railroad Avenue**

Historic Name: George H. Gallagher Company/Pacific Transfer

Common Name: Hobson Auto Supply

Date Built: 1908

This building was an addition to the George H. Gallagher Company building at 152 S. Jefferson, next east. By 1963, however, the western portion had a separate owner, Jones Automotive. The current owner and occupant, Hobson Auto Supply, acquired the building and occupied it in 1976.



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**51. 161 South Adams**

Historic Name: Peck and Hills Furniture Company

Common Name: The Borning Corp.

Date Built: ca. 1905

Portions of this building date back to 1905 and were built for F.S. Harman & Company Furniture Wholesalers, of Tacoma, Washington, who remained in the building until 1914. Since insurance rates were high on frame buildings constructed along the railroad tracks, the *Spokesman Review* reported that the building was constructed with "a system of pipes that can flood any floor of the building in case of fire." In 1916, Carman Manufacturing moved in from across the street and remained until 1923.

In 1927, Peck & Hills, a large furniture manufacturer with offices in Los Angeles, San Francisco, Boston, New York, and other major U.S. cities, began construction of a reinforced concrete, 4-story plus basement addition to the existing frame 4-story warehouse, which was refaced with concrete to blend with the new structure. Both buildings were served by a Northern Pacific switch track, and contained such amenities as elevators and sprinkler systems. Peck & Hills Furniture Company moved into the building that year and remained until 1935. Peck & Hills was organized in Chicago in 1896 and incorporated in 1902. Bekins Moving & Storage Company occupied the building from 1936 until 1977, sharing the space with other businesses including Frank's Radio, Greater Mountain Chemical Company, and others.

The Borning Corporation, manufacturers of hospital equipment, most notably birthing beds, moved into the building in 1980 and remained through 1989. The firm was founded by inventor, Dr. Lowell Fenwick, in 1977. The company was purchased in 1987 by Hillrom Corp., of Batesville, Indiana, the world's largest manufacturer of hospital beds. Hillrom, Corp. was a subsidiary of Hillenbrand Industries. Thereafter, Borning Corp. was a subsidiary of Hillrom, Corp., and listed in the Polk's Directory as Tanglefoot, Ltd., Hospital Birthing Beds. Thereafter the building is listed as vacant.

**52. 1204-1208 West 2nd Avenue**

Historic Name:

Common Name: Gentle Touch

Date Built: 1931

Even though this automobile sales building was not constructed until 1931, the address itself has a long history of automobile-related businesses. The 1925 Polk's City Directory lists G.A. Sindler as an automobile dealer at 1208 West 2nd. In 1930, Henry Wunderlich sold automobiles at this address. In 1933, three businesses were at these addresses: Bearing and Rim Supply, Otis Elevator Company, and Sindler Batteries. By 1935, the new building housed Bearing and Rim Supply, an automobile parts distributor. This company continued to occupy the building

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until at least 1945. In the 1960s, the building was home to Supersonic Automatic Car Wash. Other businesses moved in with Supersonic in the 1970s such as Kustom Wheels and Speed Equipment in 1975. Gentle Touch continues to provide car washes at the site.

**53. 1222 West 2nd Avenue**

Historic Name: The Automobile Clearing House

Common Name: Mid-City Concerns

Date Built: ca. 1920

From 1920 to 1925, this building was occupied by The Automobile Clearing House, Herman Berg, proprietor. Thereafter, it housed a succession of automobile related businesses including Triangle Garage, Second Avenue Garage, Flower-Hunziker Fender & Body Works and Jones Auto Supply and Auto Wreckers. The current occupant is Mid-City Concerns, a social services organization.

**54. 1226 West 2nd Avenue**

Historic Name: Helen Apts.

Common Name: Helen Apts.

Date Built: 1911

Andrew Riedel began construction on this three-story brick building in 1911, in part to house the O.A. Riedel print shop, which remained in the building until 1933. From its completion in 1912 until the present the building's upper floors have functioned as single-family apartments. Other commercial ventures on the ground floor included the J.W. Hachmeier shoe repair shop, J.B. Howard confectioners, the Claus Borgeson beer parlor and Mrs. Betty Anderson's restaurant. Since 1987, Dinghy's Tavern, a popular neighborhood tavern, has occupied a portion of this commercial space.

**55. 1312 West 1st Avenue, 1311-1315 West Sprague**

Historic Name: Cole-Spokane Motor Company

Common Name: Watts Automotive

Date Built: 1913

This building was constructed as the salesroom and offices for the Cole-Spokane Motor Company, E. B. Snyder, President. Cole offered two car models, a four cylinder and a six cylinder. In 1917, Independent Garage moved into the building, leaving Cole-Spokane with only its show room. In 1918, Independent moved next door and Cole-Spokane moved out. Farnham Bros. Columbia Six Motor Car Company, distributors of Stutz automobiles moved in that year. In the following two years, only one of the brothers, H. C. Farnham started Commerce Trucks, distributors of Commercial Motor Car Company, and Moreland Distillate Trucks. This business remained

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until 1921. In 1923, Washington Welding moved into the Sprague Storefront and remained until 1931. The Alemite Garage moved into 1312 West 1st and remained until Kluss Bros. Automotive service and parts, formed by former Alemite employees, took over in 1939. Kluss Bros. eventually moved into the Sprague storefront as well, which had been occupied by a succession of garages. Watts automotive, the current occupant of 1312 and the building next door moved in in 1966, and again in 1989, after moving elsewhere temporarily. Throughout most of its history, this building has housed automobile-related businesses. United Specialty Advertising, the current occupant of the Sprague storefront, moved in in 1975.

**56. 1318 West 1st, 1317-1319 West Sprague**

Historic Name: Independent Garage

Common Name: Watts Automotive

Date Built: 1917

Independent Garage moved into this building when it was completed from next door and remained until 1920. Thereafter, a succession of automotive service garages used the space including the J.P. Jacobson garage, W.E. Brazier garage, Bert Stutsman garage, B & B garage, Better Chevrolet Service garage, Carburetor Service garage, and others. In 1952, Jolley's Automotive Service and Repairs moved into the space, and remained until 1982. Watts automotive, the current occupant, moved into the space in 1983 moved to another location on Francis for six years, and returned in 1989.

**57. 1301-1303 West 1st Avenue**

Historic Name: Riegel Bros. Dodge

Common Name: Password

Date Built: 1920

Riegel Bros. Dodge, later Riegel-Becker Motors, Inc., moved from next door into this building upon its completion in 1920 and remained until business was discontinued in 1962. The Riegel brothers, Dee and Guy, got their start in the taxi business, forming the Seven-Seven Company, later consolidated with Spokane Taxi Company. In 1914, the brothers acquired the first Dodge franchise in Spokane. With success came expansion, and over the years Riegel Bros. operated in a number of buildings on West 1st Avenue. This building represented the affluence they had achieved and is an example of the elaborate automobile showrooms that emerged during this period. The foundation of this building was designed to hold another four floors, and the interior had an oak finish with the panels and ceiling decorated with Tiffany paintings. The floors were made of Tennessee marble. The building cost \$125,000 with the expectation that \$200,000 would eventually be spent in alterations or additions. The current occupants, Bonded Adjustment, Inc. and Password, moved into the building in 1966 and 1967, respectively.

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**58. 1309 West 1st Avenue**

Historic Name: The Hornberg Building

Common Name: Spokane Home Health

Date Built: 1913

The C.H. Hornberg Company, automotive sales and service, moved into this building on August 2, 1913, when construction was completed. The *Spokesman Review* declared the building, which had 10,000 square feet of space and frontage on both 1st and Adams, "one of the largest used exclusively for automobiles in the city." In 1915, the Seven-Seven Dodge distributors (later Riegel Bros.) moved into the building after remodeling and modernizing it. Although Riegel Bros. built a new headquarters next door in 1920, they retained this building until they discontinued business in 1962. In 1966, Physicians and Surgeons Supply Company, Inc. moved into the building, and remained until 1979 when Spokane Home Health moved in.

**59. 1319-1325 West 1st Avenue**

Historic Name: Eldridge Buick

Common Name: Eldridge Building

Date Built: 1925

The Eldridge building is a distinctive example of the commercial structures associated with the evolution of the automobile culture. Constructed in 1925 for one of the Northwest's leading Buick dealerships, the building was acclaimed "the largest building in the state of Washington devoted to the sales and service of motor cars." The building established an anchor for the West 1st Avenue neighborhood, which has historically been linked to commercial transportation resources. Associated with the carriage industry before 1910, as well as with the railroad, the neighborhood later emerged as Spokane's auto row. The building was designed by one of Spokane's most influential and important architects, G. Albin Pehrson. It housed Eldridge Buick from 1925 to 1936, when the dealership was sold and became Kauffman Buick. The Eldridge family retained ownership of the building. The building was leased in 1958 and eventually purchased by Seely Business Systems. Currently, the building contains retail and commercial space on the ground floor, with office space above.

**60. 160 S. Adams**

Historic Name: Carman Manufacturing Company

Common Name: Tull & Gibbs

Date Built: 1905

Carman Manufacturing Company, which proclaimed itself to be the "successors to Spokane Mattress & Upholstering Company" in the 1905 Polk's Directory, used this building as its headquarters and warehouse from its completion in that year until 1915, when they moved to the building across the street at 161 S. Adams. The

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present owner of the building, Tull & Gibbs Furniture Manufacturers, used the building as a warehouse from 1917 to 1957. P.D. Tull and W.C. Dice founded their small furniture company in 1891 and took over the stock and location of the Spokane Furniture Company in 1894. F.D. Gibbs, formerly a general agent for the Northern Pacific in Spokane, took over Dice's share of the business in 1897, and in 1900 the firm was incorporated as Tull & Gibbs, with Tull as president and Gibbs as secretary/treasurer. In 1903 the company expanded into Portland, Oregon, and acquired the H.C. Breeden furniture store. By 1941, the growing company required 80,000 square feet of floor space, in addition to this warehouse. From 1958 to 1977, Pratt Furniture occupied the building as a warehouse. It has been vacant since 1978. Harry J. Carman and his brother, Joseph L. Carman, Jr., arrived in Tacoma, Washington, from Illinois in 1891. Joseph established the company as the Pacific Lounge and Mattress Company, and Harry joined the business in 1893. They expanded to Seattle in 1895, and in 1898 they reorganized and incorporated under the name, Carman Manufacturing, with Joseph as President and Harry as Vice President and Manager of the Seattle branch. In 1905, the company bought out the Spokane Mattress & Upholstering Company, and relocated its headquarters to Spokane.

**61. 159 S. Cedar**

Historic Name: Commercial Creamery

Common Name: Commercial Creamery

Date Built: 1902/1917/1922/1928/1942

It appears that a pre-existing brick building has been incorporated into the modern, poured concrete building. The 1910 Sanborn Fire Insurance Maps show Washington Evaporating Company and Shallinger Produce as occupants of this site. Commercial Creamery, the current occupant, moved to the site in 1916. In 1917, the company made an addition to the building, repair work was conducted in 1919 and further alterations were made in 1922 and 1928. The 1928 Sanborn seems to show these additions enveloping the structures seen on the 1902 and 1910 maps. It is unclear how much of the preexisting structure was incorporated in the 1942 renovation, which Avenue the building its current appearance, but it is apparent that at least part of the prior building remains.

**62. 1302 West 2nd Avenue**

Historic Name: Ben's Trim Shop

Common Name: Jones Automotive Engines

Date Built: 1921

Built in 1921, this building housed the Northwest Transport Truck Company for two years. It then served as a home for two automobile dealers, the Logan-Grant Company and the Hatch Company. From 1928 to 1932, Modern Auto Paint and Body Works operated in the building. For a brief stint from 1934 to 1935, the structure was the home of Betty's Café. It became an automobile-related business again in 1937 when Ben's Trim Shop moved in. It stayed until 1940. The shop moved by 1960 and today the building houses an engine shop.

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**63. 108 South Cedar Street**

Historic Name: Hotel Upton

Common Name: Grand Coulee Building

Date Built: 1910

Listed on National Register of Historic Places

The Hotel Upton was built during, and in response to, an unprecedented period of growth in Spokane between 1900-1910. It was built by Imperial Investment Company, whose principal owner, Andrew Laidlaw, was a mining and real estate investor with other interests in the business district, British Columbia and Alberta, Canada. Laidlaw was also the principal owner of Clay Products Company of Spokane. Imperial Investment Company purchased the lots for \$38,000 from James Cronin and Charles Theis, who had purchased the property 13 months earlier for \$20,000. The increase in property value was due to Cedar Street being opened across the railroad to 2nd Avenue, as well as speculation that a future bridge would more directly link the neighborhood to the north side of the river. The hotel was designed by noted Spokane architect, Loren L. Rand, and occupied the previous site of a one-story brick blacksmith shop. At the time of construction, Cedar Street had only recently been expanded across the railroad tracks to the south, which provided greater north-south travel. Like other single room occupancy hotels, the Hotel Upton was built to accommodate the many itinerant laborers that flocked to Spokane to benefit from expanding industries such as mining, agriculture, lumber and railroads. The name was changed to the Grand Coulee in 1933.

**64. 120 S. Cedar**

Historic Name: Riegel Bros. Truck Department

Common Name: Motion Auto Parts

Date Built: 1949

Riegel Bros. Dodge, one of the most successful automobile dealerships in Spokane, constructed this building to house its truck department. This building was built as the truck department for Riegel Bros. Dodge, one of the most successful automobile dealerships on West 1<sup>st</sup> Avenue. Founded in 1914, Riegel Bros. remained in the neighborhood in a variety of buildings until business was discontinued in 1962. The building cost \$350,000 and increased the company's floor space to a total of 141,000 feet with 66,500 feet of parking space. By 1952, the building housed Parts Wholesalers, Inc., operated in conjunction with the dealership. The building remained a parts wholesale business after Riegel Bros. discontinued business and it still does. Motion Auto Supply, the current occupant, moved in during 1990. A separate structure was built on the site in 1951 and the building was expanded in 1954, 1956, and 1962 in such a way as to incorporate the ancillary structure.

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**65. From West Cedar Street to Division Street**

Historic Name: Northern Pacific Railroad Grade

Common Name: Northern Pacific Railroad Grade

Date Built: 1916

First conceived in 1908, the Northern Pacific Grade separation raised the track bed twelve to fourteen feet above street level. The initial structure ran from Cedar street on the western end to Division Street on the east and was constructed of steel reinforced concrete. Built by W. H. Hoy and Company, St. Paul, Minnesota, the grade cost \$2.5 million. Many lawsuits resulted from this massive project, since it forced adjacent building owners to building new floors and ramps to access rail deliveries. These complaints brought construction to a halt for two years, but were eventually adjudicated and the project was finished in 1916.

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**10. GEOGRAPHICAL DATA**

Verbal Boundary Description

The boundary of the West Downtown Historic Transportation Corridor runs west along the north side of West 2<sup>nd</sup> Avenue from Lincoln Street for approximately four and one-half blocks. The boundary turns north between 1308 and 1312 West 2<sup>nd</sup> Avenue to the alley just north of West 2<sup>nd</sup> Avenue, where it turns west again to Cedar Street. The boundary runs north along the east side of Cedar, crossing the Northern Pacific railroad grade. Here, the boundary turns west to wrap around the two buildings fronting the west side of Cedar Street between the railroad grade and West 1<sup>st</sup> Avenue. The boundary runs east along the south side of 1<sup>st</sup> to 1318 West 1<sup>st</sup> Avenue where it turns north to Sprague Avenue. Continuing east on Sprague for a short distance, the boundary turns south at 1311 Sprague Avenue to return to 1<sup>st</sup>. The boundary runs east along West 1<sup>st</sup> Avenue for four blocks, returning to Lincoln Street. At the corner of 1<sup>st</sup> and Lincoln, the boundary turns south to the Northern Pacific railroad grade, where it turns east again. The boundary runs east along the railroad grade for one block, where it turns south at Post Street. The boundary turns west again along the alley between West 2<sup>nd</sup> Avenue and the railroad grade, returning to Lincoln Street, where it turns south to rejoin West 2<sup>nd</sup> Avenue.

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**10. GEOGRAPHICAL DATA**

Boundary Justification

The West Downtown Historic Transportation corridor encompasses the warehouses on either side of the Northern Pacific Railroad Grade and the vehicular related businesses and lodging houses that line the streets running parallel to the tracks on West 1<sup>st</sup> and West 2<sup>nd</sup> Avenues. The existing buildings within the district maintain their historic integrity and represent Spokane's most cohesive group of structures associated with rail, vehicular, and lodging houses. The western boundary at Cedar Street coincides with the western limits of Spokane's central business district; beyond Cedar Street an open space surrounding the Maple Street Bridge gives way to the historic Browne's Addition. The northwest corner of the district abuts the Riverside Historic District. From there, with the exception of two vehicular related businesses at the west end of the district, the north boundary extends along the south side of West 1<sup>st</sup> Avenue. While the historic auto row on West 1<sup>st</sup> included the north side of the street (with four extant buildings), the high concentration of parking lots and open spaces on the north side of West 1<sup>st</sup> Avenue is inconsistent with the rest of the district. The district terminates to the east at Lincoln Street, where working class housing and vehicular related buildings give way to theaters, luxury hotels, and other buildings that have been considered part of Spokane's "Arts District." To the south of the railroad, then district extends to the north side of West 2<sup>nd</sup> Avenue; just as the auto row on West 1<sup>st</sup> Avenue did in the historic period of significance. While the south side of the street contains a high concentration of automobile-related buildings, the majority were built after the period of significance during the post World War II era. Those that survive from the early period are no longer a cohesive collection. The railroad grade, which dissects the district, typifies structural engineering feats of the early twentieth century. The combination of the railroad grade and the dense collection of buildings within the West Downtown Historic Transportation Corridor present an intact historic district that portrays transportation related businesses and warehouses.

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**Property Owners**

- |   |  |
|---|--|
| <p>1. Steam Plant<br/>815 West Railroad Avenue<br/>Owner: Steam Plant Square, LLC<br/>1325 West 1<sup>st</sup> Avenue<br/>Spokane, WA 99204</p>   | <p>7. Litho-Art Printers<br/>118-120 S. Lincoln<br/>Owner: Ed Jeffers, Sr.<br/>118 South Lincoln<br/>Spokane, WA 99204</p>               |
| <p>2. Seehorn-Lang<br/>151-165 South Lincoln<br/>Owner: Mary S. lang<br/>2503 West Rockwell Avenue<br/>Spokane, WA 99205</p>                      | <p>8. Vic B. Linden &amp; Sons<br/>122 South Lincoln<br/>Owner: Ed Jeffers, Sr.<br/>118 South Lincoln<br/>Spokane, WA 99204</p>          |
| <p>3. Towne Center<br/>901 West 1<sup>st</sup> Avenue<br/>Owner: DY Corp.<br/>901 West 1<sup>st</sup> Avenue<br/>Spokane, WA 99204</p>            | <p>9. Crescent Service Bldg<br/>152 South Lincoln<br/>Owner: Northern Pacific Railroad<br/>P. O. Box 1515<br/>Spokane, WA 99204</p>      |
| <p>4. Dempsey's<br/>909 West 1<sup>st</sup> Avenue<br/>Owner: Danner Enterprises, LLC<br/>4550 E. South Hayden Lake Road<br/>Hayden, ID 83835</p> | <p>10. Milgard Mfg<br/>919 West Railroad Avenue<br/>Owner: Northern Pacific Railroad<br/>P. O. Box 1515<br/>Spokane, WA 99210-1515</p>   |
| <p>5. Melrose Hotel<br/>911 - 915 W. First/<br/>Owner: Carr Sales<br/>911 West 1<sup>st</sup> Avenue<br/>Spokane, WA 99201</p>                    | <p>11. Uhden Produce<br/>923 West Railroad Avenue<br/>Owner: Northern Pacific Railroad<br/>P. O. Box 1515<br/>Spokane, WA 99210-1515</p> |
| <p>6. Fisher Bldg.<br/>917-25 W. First<br/>Owner: D. W. Barnett<br/>3417 North Columbia Circle<br/>Spokane, WA 99205</p>                          | <p>12. Nott-Atwater Building<br/>157 South Monroe<br/>Owner: Northern Pacific Railroad<br/>P. O. Box 1515<br/>Spokane, WA 99210-1515</p> |

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|-----|--|--|
| 13. | Display House<br>170 South Lincoln<br>Owner:   | 12130 Blythe Way<br>Oakland, CA 94619  |
| 14. | 916-924 West 2 <sup>nd</sup> Avenue<br>Owner: Triple J., Inc.<br>004126 South Martin<br>Spokane, WA 99203-4231                           | 21. Burchetts<br>122 South Monroe<br>Owner: Burchett et al<br>122 South Monroe<br>Spokane, WA 99204                                  |
| 15. | Same as #14  | 22. 1012 Railroad Avenue<br>Owner: Burchett<br>122 South Monroe<br>Spokane, WA 99204-0594  |
| 16. | 928 W. 2 <sup>nd</sup> Avenue<br>Owner: Triple J., Inc<br>004126 South Martin<br>Spokane, WA 99203-4231                                  | 23. Simchuck Sales/Triangle Nut<br>1016 West Railroad Avenue<br>Owner: Simchuck Sales<br>12612 East Apache Pass<br>Spokane, WA 99206 |
| 17. | The Montvale<br>1001-1007 West 1 <sup>st</sup> Avenue<br>Owner: Robert Brewster, Jr.<br>South 2049 Oneida Place<br>Spokane, WA 99203     | 24. Spokane Paint & Oil Co.<br>121-123 South Madison<br>Owner:   |
| 18. | Washington Machinery & Supply<br>1011-1013 West 1 <sup>st</sup> Avenue<br>Owner: Burchett et al<br>122 South Monroe<br>Spokane, WA 99204 | 25. Old Spaghetti Factory<br>152 South Monroe<br>Owner: Northern Pacific Railroad<br>715 South Bancroft<br>Portland, OR 97201        |
| 19. | Oddfellows<br>1015-1017 West 1 <sup>st</sup> Avenue<br>Owner: Joseph M. & Mary Z. Dinnison<br>6205 South Ferral<br>Spokane, WA           | 26. Barton Body Shop<br>1007 Railroad<br>Owner: Barton Properties<br>1002 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99204           |
| 20. | New Madison<br>1021-1033 West 1 <sup>st</sup> Avenue<br>Owner: Meisenheimer Trust  |  |

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- |  |   |
|--|---|
| 27. Allis Chalmers<br>151 South Madison<br>Owner: Barton Oldsmobile<br>1002 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99204                               | 154 South Madison<br>Owner: Geoff Loftin, Luminaria<br>154 South Madison<br>Spokane, WA 99202                                       |
| 28. Barton Oldsmobile<br>1002 West 2 <sup>nd</sup> Avenue<br>Owner: Barton Olds<br>1002 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99204                   | 34. GMAC Delco<br>1111 Railroad Avenue<br>Owner: OEM Parts Center<br>3821 South Gandy<br>Spokane, WA 99203                          |
| 29. The Otis<br>1101-1109 West 1 <sup>st</sup> Avenue<br>Owner: John & Min Ha<br>110 South Madison<br>Spokane, WA 99214                                    | 35. Mauer Construction<br>1119 Railroad Ave<br>Owner: Geoffrey & Kathryn Loftin<br>154 South Madison<br>Spokane 99204               |
| 30. The Commercial<br>1111-1119 West 1 <sup>st</sup> Avenue<br>Owner: Otis Associates Unlimited<br>1115 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204   | 36. Pella Warehouse<br>1123 West Railroad Avenue<br>Owner: Dupree Ent. Ltd.<br>504 East 11 <sup>th</sup><br>Spokane, WA 99212       |
| 31. Jefferson Hotel<br>1121-1129 West 1 <sup>st</sup> Avenue<br>Owner: G. G. & D. J. Wiley (1121)<br>1123 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204 | 37. Pella Warehouse<br>153 South Jefferson<br>Owner: Dupree Ent. Ltd.<br>504 East 11 <sup>th</sup><br>Spokane, WA 99202             |
| 32. Follett Music<br>119 South Jefferson<br>Owner: Barton Oldsmobile<br>1002 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99204                              | 38. Alberta Apts.<br>1104 West 2 <sup>nd</sup> Avenue<br>Owners: Dong Hae Ha and Soon K. Ha<br>4119 East Pratt<br>Spokane, WA 99202 |
| 33. La Maison/Luminaria  |   |

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|-----|---|---|
| 39. | 1108 West 2 <sup>nd</sup> Avenue<br>Owner: M. Bruschi<br>1108 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 94201                                  | Spokane, WA 99204-0614  |
| 40. | 1120 West 2 <sup>nd</sup> Avenue<br>Sherman Handcraft Furn.<br>Owner: Royal Chevrolet<br>1125 West 2 <sup>nd</sup> Avenue<br>Spokane 99201-4505 | 46. Morris & Co.<br>124 South Jefferson<br>Owner: Dan Meyers<br>125 South Jefferson<br>Spokane, WA 99204                                    |
| 41. | Trucktown<br>1126 West 2 <sup>nd</sup> Avenue<br>Owner: Clay Bleck<br>1125 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 992100-4505               | 47. Spokane Paint & Oil Co.<br>1214-1220 Railroad Avenue<br>Owner: Pacific Park, Inc.<br>124 South Jefferson<br>Spokane, WA 99201-4110      |
| 42. | The Parsons<br>108 South Jefferson<br>Owner: Spokane Housing Authority<br>55 West Mission<br>Spokane, WA 99201-2348                             | 48. Wells Chevrolet Service Bldg<br>115 South Adams<br>Owner: Kolva-Sullivan, LLC<br>115 South Adams<br>Spokane, WA 99201-4105              |
| 43. | 1209 West 1 <sup>st</sup> Avenue<br>Owner: Foundation of Continuity of Mankind<br>1209 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204         | 49. Pella<br>152 South Jefferson<br>Owner: Dupree Ent., Ltd.<br>504 East 11 <sup>th</sup><br>Spokane, WA 99202                              |
| 44. | Child Day/Churchill Auto<br>1219 West 1 <sup>st</sup> Avenue<br>Owner: Gregory Green<br>Spokane, WA 99201-0301                                  | 50. Hobson Auto Supply<br>1213 West Railroad Avenue<br>Owner: Leo & Margaret Hobson Jr.<br>22401 East Dalke<br>Otis Orchards, WA 99027-9251 |
| 45. | Wells Chevrolet<br>1225-1229 W. First<br>Owner: Charles G. little<br>1312 West 1 <sup>st</sup> Avenue   | 51. Borning Corp<br>161 South Adams<br>Owner: Lowell Fenwick<br>161 South Adams<br>Spokane, WA 99210-4646                                   |



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|--|---|
| 52. Gentle Touch<br>1204 West 2 <sup>nd</sup> Avenue<br>Owner: Barton & Walter<br>1002 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99201-4504                   | 1309 West 1 <sup>st</sup> Avenue<br>Owner: Spokane Home Health<br>1309 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99201                                       |
| 53. Mid-City Concerns<br>1222 West 2 <sup>nd</sup> Avenue<br>Owner: Cliff Tvedten<br>c/o 1222 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99203                 | 59. The Eldridge<br>1319-1325 West 1 <sup>st</sup> Avenue<br>Owner: Wells & Co.<br>1325 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204                      |
| 54. Helen Apts.<br>1226 West 2 <sup>nd</sup> Avenue<br>Owners: Won T. Shin and Mesung Shin<br>5806 West Lone Wolf<br>Spokane, WA 99208                         | 60. Tull & Gibbs<br>160 South Adams<br>Owner: Tull & Gibbs, Inc.<br>P. O. Box 93<br>Spokane, WA 99210   |
| 55. Watts Automotive<br>1312 West 1 <sup>st</sup> Avenue<br>Owner: Charles Little<br>1312 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99201-4114                | 61. Commercial Creamery<br>159 South Cedar<br>Owner: Commercial Creamery Co.<br>P. O. Box 93<br>Spokane, WA 99210-0093  |
| 56. Watts Automotive<br>1318 West 1 <sup>st</sup> Avenue<br>Owner: Charles Little<br>1312 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99201-4114                | 62. Jones Automotive Engines<br>1302 West 2 <sup>nd</sup> Avenue<br>Owners: R. L. & B. A. Jones<br>1302 West 2 <sup>nd</sup> Avenue<br>Spokane, WA 99201-4616 |
| 57. Password/Riegel Brothers<br>1301-1303 West 1 <sup>st</sup> Avenue<br>Owner: K & B Investment<br>1303 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204-0613 | 63. Grand Coulee<br>108 South Cedar<br>Owner: Grand Coulee Partners<br>1325 West 1 <sup>st</sup> Avenue<br>Spokane, WA 99204                                  |
| 58. Hornburg Building  |   |

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64. Motion Auto Parts  
120 South Cedar  
Owner: D. R. Riegel  
P. O. Box 2200  
Spokane, WA 99210-2200

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2.	Melrose Hotel/Carr Sales 911-915 West 1 <sup>st</sup> Avenue	5
3.	Display House/Spokane Dry Goods 170 South Lincoln	13
4.	Bike Works/Fish Rubber 928 West 2 <sup>nd</sup> Avenue	16
5.	New Madison Hotel 1021-1033 West 1 <sup>st</sup> Avenue	20
1287.	Montvale Block 1001-1007 West 1 <sup>st</sup> Avenue	17
1288.	Old Spaghetti Factory/D. Holzman 152 South Monroe	25
1289.	Barton Oldmobile/Allis Chalmers 151 South Madison	27
1290.	The Eldridge 1319-1325 West 1 <sup>st</sup> Avenue	59
1291.	Otis Hotel/Willard Hotel 1101-1109 West 1 <sup>st</sup> Avenue	29
1292.	Commercial Block 1111-1119 West 1 <sup>st</sup> Avenue	30
12.	Jefferson 1121-1129 West 1 <sup>st</sup> Avenue	31
13.	Luminaria/La Maison	33

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	154 South Madison	
14.	Alberta 1104 West 2 <sup>nd</sup> Avenue	38
15.	Trucktown 1126 West 2 <sup>nd</sup> Avenue	41
16.	Parsons 108 South Jefferson	42
17.	Wells Chevrolet 1225-1229 West 1 <sup>st</sup> Avnue	45
18.	Pacific Pak Ice 124 South Jefferson	46
19.	Wells Service Building 115 South Adams	48
20.	Helen Apartments 1126 South Adams	54
21.	Watt's Auto 1312 West 1 <sup>st</sup> Avenue	55
22.	Burchett's Studio 122 South Monroe	21
23.	Riegel Brothers 1301-1303 West 1 <sup>st</sup> Avenue 1309 West 1 <sup>st</sup> Avenue	57, 58
24.	Jones Auto 1302 West 2 <sup>nd</sup> Aveneu	62
25.	Grand Coulee 108 South Cedar	63
26.	Motion Auto	64

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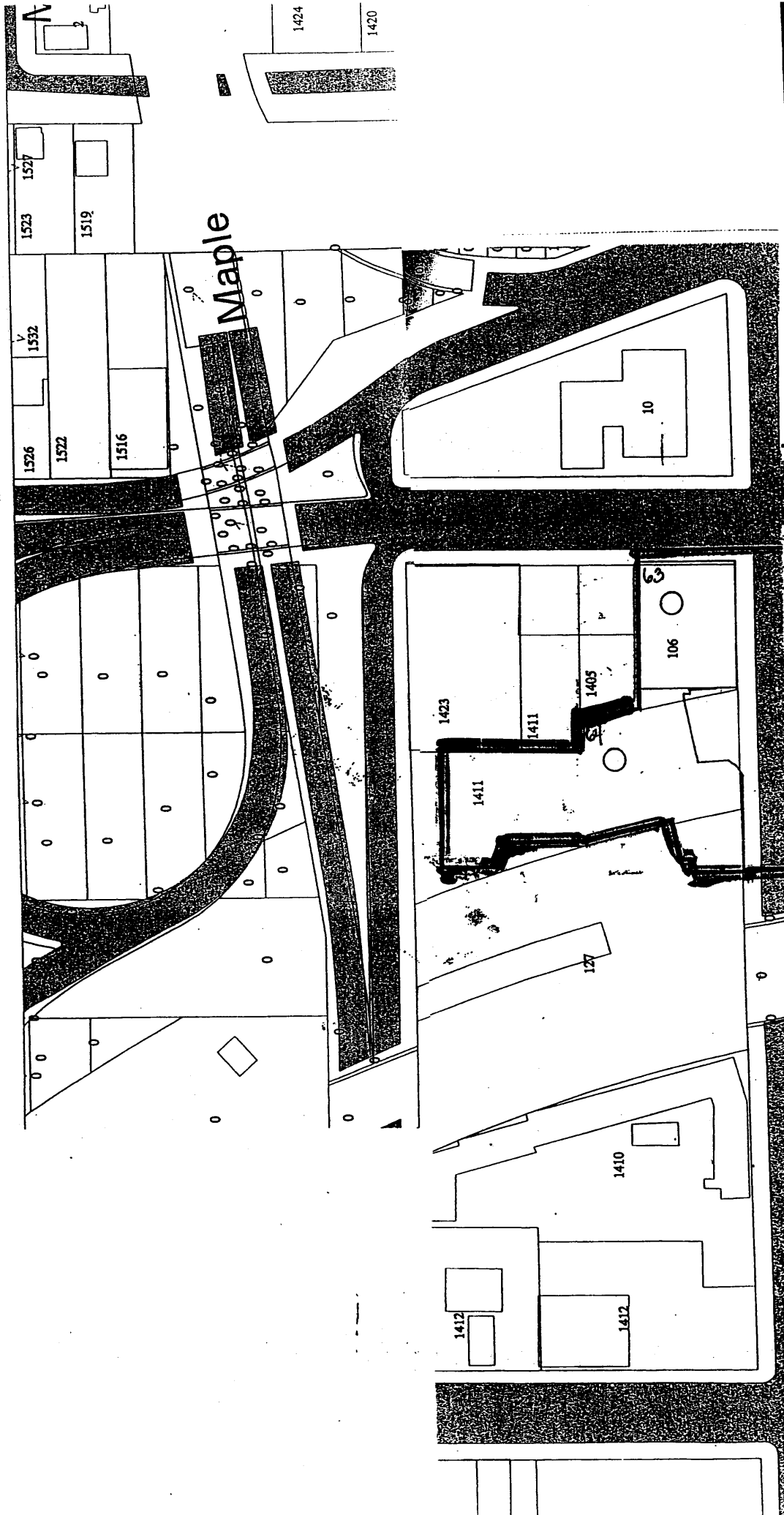
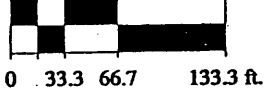
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- 120 South Cedar
27. The Hornberg Building 58  
1309 West 1<sup>st</sup> Avenue (Adams Street facade)
28. Top of Union Pacific Grade, looking East from Maple St.
29. 916-924 West 2<sup>nd</sup>
30. West 1<sup>st</sup> Avenue, looking East.
31. West 1<sup>st</sup> Avenue, looking East.
32. West 1<sup>st</sup> Avenue, looking East.
33. Underneath Northern Pacific Grade at Lincoln
34. Loading dock for Carr Sales
35. Northern Pacific Grade next to Pacific Packing
36. Alley between NP grade and West 2<sup>nd</sup> Avenue, looking east from Monroe
37. Bridge connecting Crescent Service Buildings
38. Northern Pacific Grade between Lincoln and Madison
39. Railroad Avenue between Jefferson and Adams
40. Railroad Avenue behind Spokane Paint and Oil

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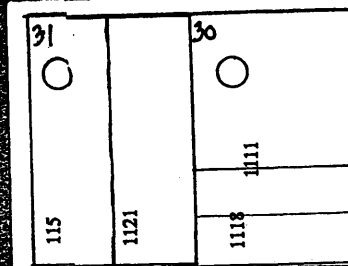
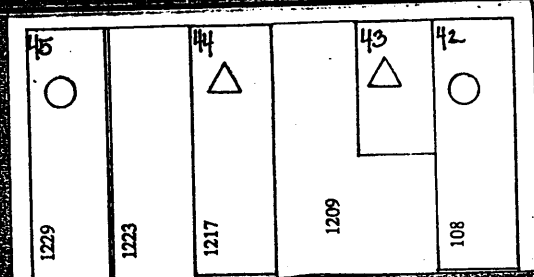
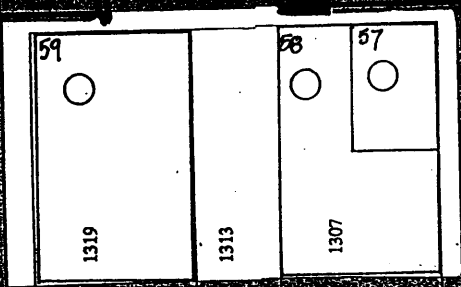
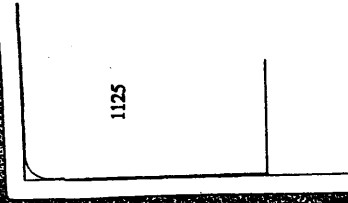
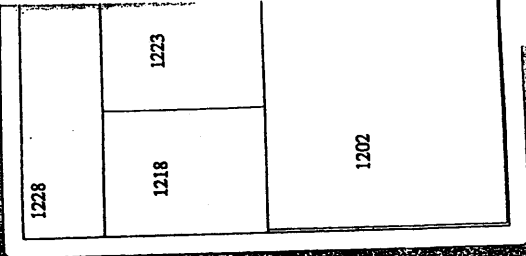
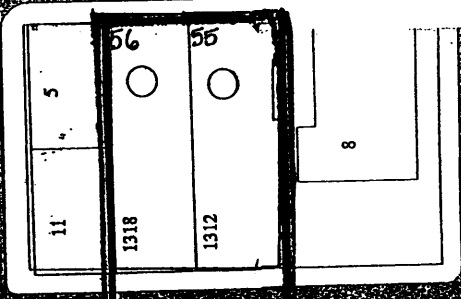
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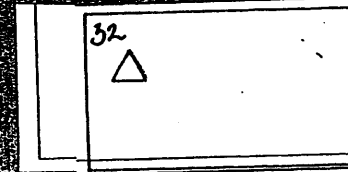
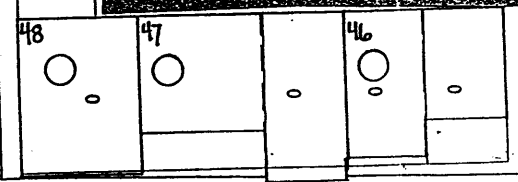
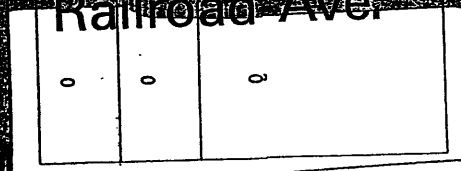


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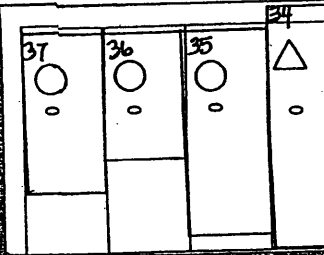
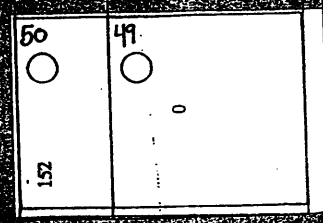
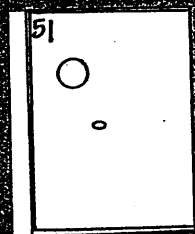
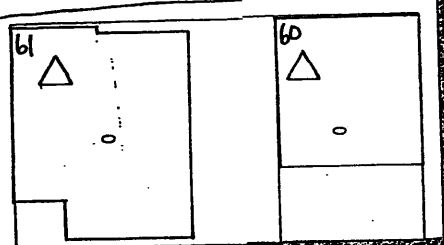
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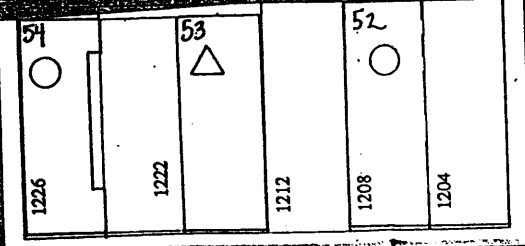
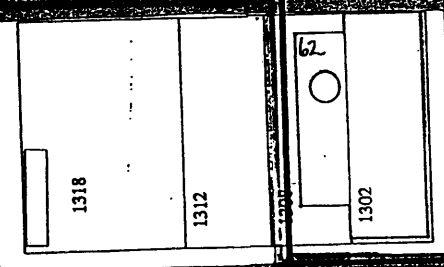
Railroad Ave.



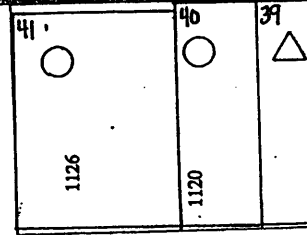
Cedar St



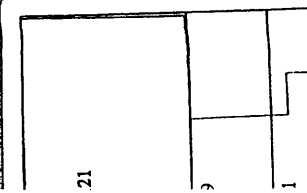
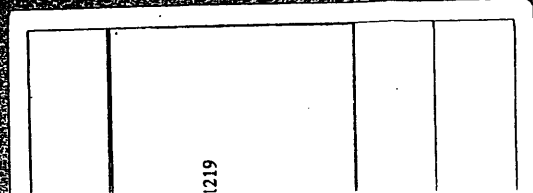
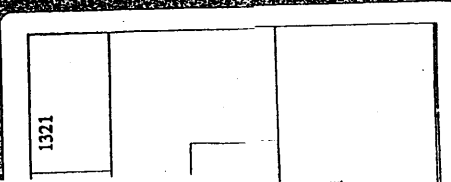
Adams St



Jefferson St

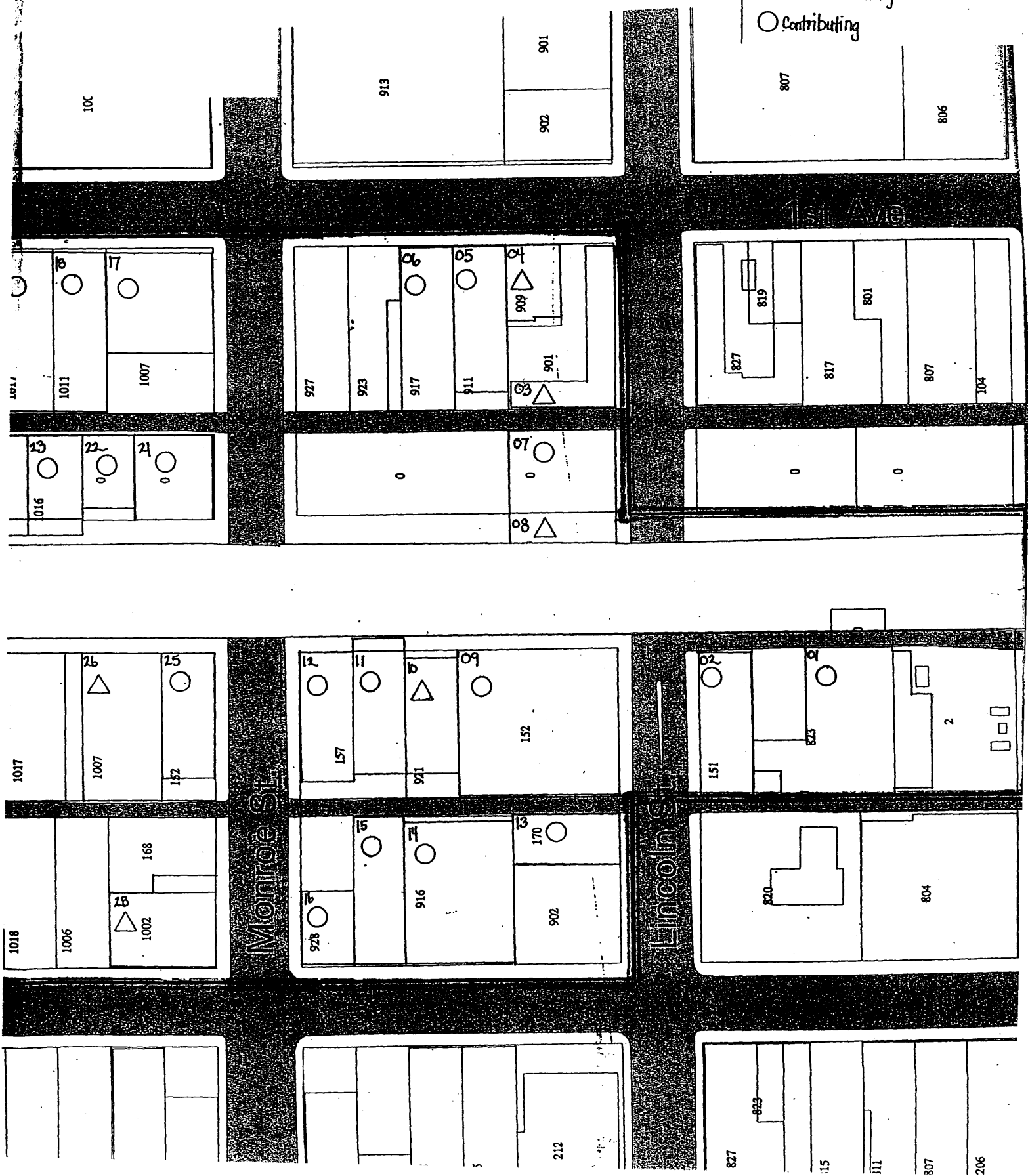


2nd Ave.



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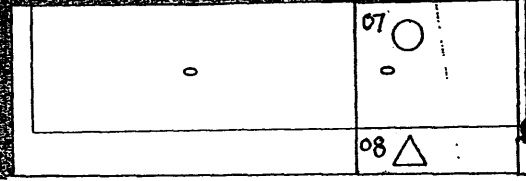
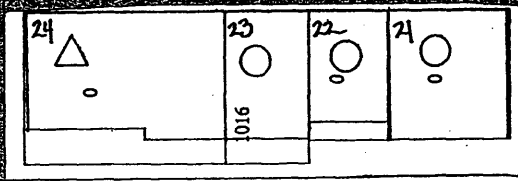
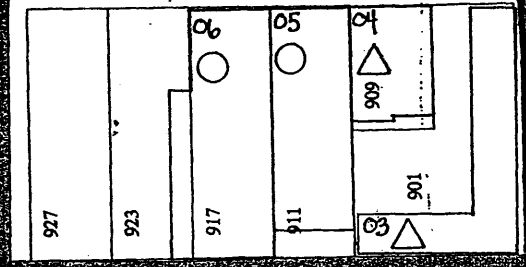
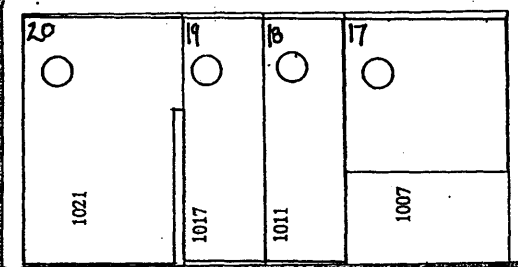
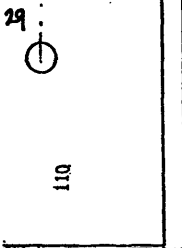
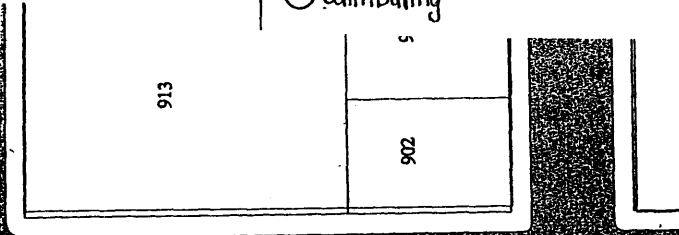
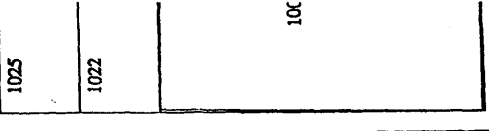




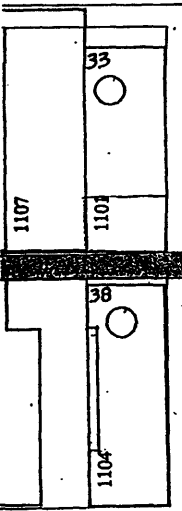
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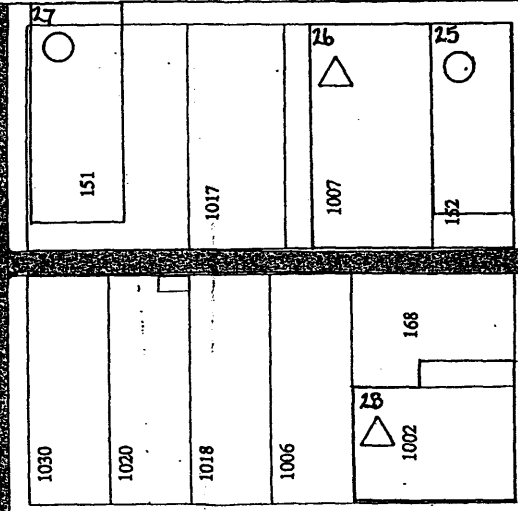
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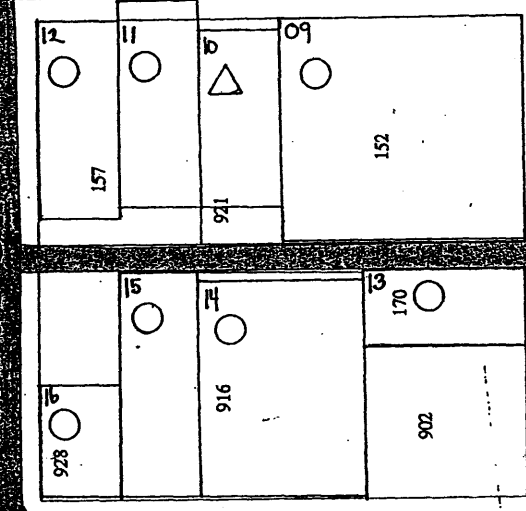
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Madison St



Monroe St



Lincoln St

