

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 06001214

Date Listed: 12/29/2006

Balfour Dock Building
Property Name


Pierce
County

WA
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

12/29/2006
Date of Action

=====

Amended Items in Nomination:

Significance:

The Period of Significance is revised to read: 1900-1940.
[The resource did not cease being an important industrial resource in the Tacoma port with the termination of its original use and operator (1935). It remained a vital industrial component of the waterfront up to and including the period of its last major alteration circa 1940--the removal of a portion of the southern section of the original building. These evolving physical and functional changes define a logical end date for the period of significance and are reflected in the current extant property.]

Verbal Boundary Description:

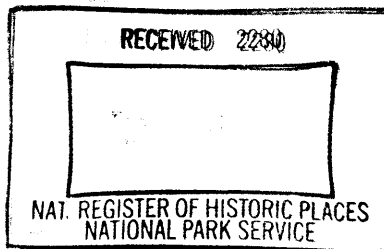
The correct Town/Range/Section notations are: NW 1/4 of Section 4, T 20N, R 3E and SW 1/4 of Section 33, T21N, R3E

These clarifications were confirmed with the WA SHPO office.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Balfour Dock Building

Other names/site number Working Waterfront Museum

2. Location

street & number 705 Dock Street not for publication

city or town Tacoma vicinity

State Washington code WA county Pierce code 053 zip code 98402

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] 11-9-06
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I, hereby, certify that this property is:
- entered in the National Register.
 See continuation sheet
 - determined eligible for the National Register.
 See continuation sheet
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other (explain:)

Signature of the Keeper [Signature] Date of Action 12/29/2006

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

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

Contributing	Non-Contributing	
		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing:

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Functions or Use

Historic Functions

(Enter categories from instructions)

INDUSTRY: industrial storage

Current Functions

(Enter categories from instructions)

RECREATION AND CULTURE: museum

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: warehouse/wharf

Materials

(Enter categories from instructions)

foundation Stone; concrete; wood

walls Wood

roof Asphalt

other

Narrative Description

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

8. Statement of Significance**Applicable National Register Criteria**

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Industry

Architecture

Engineering

Period of Significance

1900 - 1935

Significant Dates

1900 (original construction); 1901 (north addition)

ca. 1925 (north addition demolished)

ca. 1940 (south half of original building demolished)

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation**Architect/Builder**

Unknown

Narrative Statement of Significance

(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form.) SEE CONTINUATION SHEET

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 Engineering
- Record# _____

Primary location of additional data:

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

Name of repository:

Tacoma Public Library Northwest Room

10. Geographical DataAcreage of Property 2.01 acres**UTM References**

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>5</u> <u>42</u> <u>586</u> Easting	<u>5</u> <u>233</u> <u>965</u> Northing	3	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing
2	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing	4	<u> </u> Zone	<u> </u> <u> </u> <u> </u> Easting	<u> </u> <u> </u> <u> </u> Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet.

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet.

11. Form Prepared Byname/title Michael Sullivan, Spencer Howard, and Eugenia Wooorganization Artifacts Consulting, Inc.date August 17, 2006street & number 201 N. Yakima Ave.telephone 253.572.4599city or town Tacomastate WAzip code 98403**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.
Sanborn Co. Fire Insurance Maps. Pierce County Assessor's Map.**Photographs**Representative **black and white photographs** of the property.
Historic photographs.**Additional items**

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

Property Owner (Complete this item at the request of the SHPO or FPO.)name Foss Waterway Development Authority, Don Meyer, Executive Directorstreet & number 535 E. Dock St.telephone 253.597.8122city or town Tacomastate WAzip code 98402

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Narrative Physical Description

Note: The following description of the Balfour Dock Building contains a significant amount of technical language due to the nature of building's construction and structural engineering methods.

Constructed in 1900 as part of a mile-long complex of wheat warehouses, the Balfour Dock Building is located along the waterfront in Tacoma, Washington. Set between the Northern Pacific's Half Moon Rail Yard to the west and the Thea Foss Waterway to the east, this broad, single-story, timber-frame building occupies a 143' x 300' footprint on a flat rectangular lot. The structure bears primarily on concrete footings, its foundation walls set on fill retained behind a rock sea wall. The eastern third of the building extends out over the Thea Foss Waterway on flat, heavy timber trusses and poured concrete beams. Composite timber and metal trusses provide the framing and structural divisions inside the building. Sidewall posts carry the trusses, and wood studs infill between the posts. A second set of inner posts, interconnected by north/south running beams, provides bridging for lateral rigidity between the trusses.

Multiple-pane windows punctuate each bay along the side facades. A band of clerestory windows below the peak of the roof provides additional day lighting. Horizontal wood siding clads both the interior and exterior of the side and south facades. A brick masonry firewall on a rubble sandstone foundation forms the north end wall. Asphalt shingles protect the wood-frame gable roof. Broad overhanging eaves with prominent brackets and a boxed soffit along the south gable end accentuate the building's roofline. A wood-frame wharf supported on wood pilings extends along the building's east side. Dock Street borders the west side, with parking areas at the north and south ends.

Setting and Site

The overall grade of the site is at street level, with an elevated asphalt parking area on the south end. The gravel lot in the southwest corner, level with the street, was previously a truck loading area. Four feet above that, the elevated asphalt lot is level with the building's floor slab and provides vehicle access to the interior. A plywood-framed concrete retaining wall runs along the east side of the site to an asphalt-covered ramp leading to the wharf from the northeast corner. Concrete and asphalt parking and loading areas occupy the north end and exit to Dock Street. Railroad tracks and a low, wood-frame loading dock previously ran the length of the west side of the building. That space is now landscaped with beauty bark, grass, and a concrete sidewalk. Two fire hydrants dot the sidewalk and a massive anchor is displayed on the north end. A concrete curb separates the sidewalk from two-lane, two-way Dock Street. Across the street, a narrow gravel strip and a chain-link fence separate the public space from Half Moon Rail Yard.

Alterations:

- 1901: North addition built (which was subsequently demolished in the 1920s).
- 1930s: Approximately 300 feet of the building's south end demolished.

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-Site's north end in-filled for parking, at grade with floor slab of the Eureka Dock (a warehouse built in 1894 located north of the Balfour Dock Building).

-A north-end gable-roofed structure was added and subsequently demolished.

Foundation

The Balfour Dock Building's foundation rests on fill, over water. It was designed to support the massive dead weight of 100-lb wheat sacks stacked eight high throughout the building.

Land-Side Foundation

A 29"-wide rubble sandstone foundation carries the north masonry end wall. Warm, buff-colored sandstone set in hard, primarily Portland cement containing mortar comprises the upper 20" above grade. The truss posts are supported by 30"-wide poured concrete footings. A poured concrete, two-layer perimeter foundation supports the outer edge of the remaining land-bearing building mass.

The foundation exhibits fair to poor condition, but remains intact with historically significant additions. The perimeter concrete foundation shows some cracking and embedded wood pieces. Exposed rebar ends on the west side exhibit some corrosion. A substantial crack on the north end of the east side extends through the brick wall down into the foundation to a width of approximately two inches.

Alterations:

-A concrete perimeter foundation, equal in height to and abutting the stone foundation, was added using framed in 8-foot board lengths between the truss post footings.

-A 21-inch concrete perimeter foundation wall addition was inset above the existing concrete foundation and framed in 12-foot board lengths with exposed half-inch diameter rebar ends.

Water-Side Foundation

A concrete seawall forms the sloping edge of the water-side foundation. The seawall is comprised of piers set on a concrete base on approximately 20' centers over rock fill. There is concrete parging on the slope between piers. The piers carry poured concrete posts, which support the wood truss posts of the building structure. Flat-trussed joists, recessed slightly into the concrete piers, extend out over the water. Four clustered wood piers carry this outer end.

The trusses consist of 12" x 12" diagonal end web members let into 12" x 12" top and bottom chords, using joggle joints to prevent slippage. A second 12" x 12" beam rests on the top chord of the trusses. The remaining web members consist of 6" x 12" pieces let into the top and bottom chords. Two vertical bolts on either end of each truss secure the beam-ends and wharf framing. Wood joists span north/south between the trusses. Vertical board skirting clads the south end. The water-side foundation is still intact with a historically significant north-end addition. The overall foundation system exhibits fair to poor condition, and the foundation in Bays L and M exhibits partial failure.

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Alterations:

- A board-formed concrete foundation was added beneath the north end.
- A poured 8-foot diameter concrete drum carries the outer end of the concrete beam and seawall pier.

Wharf

Wood piers support beams with joists extending east/west as framing for wood decking. The piers are spaced on approximate 20' centers and average four deep. Metal cleats are mounted along the outer edge of the wharf decking. The wharf remains intact but is structurally deteriorated. On the south end, the piers and decking have completely failed. There is extensive decking loss on the north end and extensive barnacle accumulation on the lower portions of the piers.

Alterations:

- Ongoing repairs.

Structural System

The heavy timber structural system integrates metal tension and wood compression web members similar to railroad trestle engineering. This structural system enables a broad, open interior space with an important north/south view corridor along the building's central portion. The trusses employ a single, continuous, bottom chord the length of the 150-foot span.

Truss system

The 9" x 14" x 150' bottom chord spans east/west over the entire volume of the building, carried on either end by side supports and sidewall framing. Each pitched composite Howe truss features vertical members in tension and diagonal web members in compression. Diagonal compression members are wood. Metal truss rods form the tension members. Sixteen trusses carry the roof. Trusses are spaced on approximate 20' centers. The trusses are intact and in good condition. Some water staining is evident.

Alterations:

- No major alterations.

Side Supports

Rough-sawn, painted wood 13½" x 13¼" posts set in from the outer wall augment the sidewall truss support. Extensions of these posts continue above the truss' bottom chord. Each post is set on a nominally 2' square concrete base 1" above the floor slab. Lateral stability stems from painted wood beams running north/south beneath the truss' bottom and top chord bolted to the post on either side. Painted diagonal compression members run between beams, braced between the post and upper beam. The side supports remain intact and in good condition.

Alterations:

- No major alterations.

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Exterior Walls

The exterior wall has minimalist cladding over the internal framing structure. Cladding materials convey the utilitarian function and intended role of the structure.

East & West Sidewall Framing

Sidewall framing, comprised of 2" x 6" studs on 24" centers, in-fills between the outer 11½" x 12" rough-sawn wood posts. An 8" x 8" beam runs along the top of the posts beneath the truss end. Wall framing above this beam consists of 3'-tall 2" x 4" studs on 24" centers. Two 2" x 4" studs form the top plate. Sidewalls consist of fifteen bays each.

The sidewall framing remains intact. The west wall framing is in fair condition. The east wall framing in Bays L and M exhibit a 12"-plus sag due to wharf and foundation failure. Plywood panels tie the sidewall framing and top plate together at the sag. Additional plywood panels cover open spaces above the windows.

Alterations:

-Some wood studs have been cut to accommodate new entrances and loading bays.

North End Wall

The north end wall consists of a four-wythe brick masonry firewall. Buttresses, projecting on both sides of the wall, divide it into eight bays. Buttresses are 21" wide with the exception of the west end buttress, which is 29" wide. The common bond wall with headers every sixth course features 3½-4" x 2¼" x 7¾" brick with ¼" struck joints. Purlins from the former north-end extension are carried in the pockets at the top of the buttresses.

The north end wall remains intact, although it exhibits some cracked brick. A substantial crack on the east side extends down through both brick and mortar and into the foundation. The former chimney is missing, and the parapet is missing bricks and shows damage on the west side, where the paint is also peeling extensively. Numerous previous anchors and attachments remain embedded in the wall, including joist hangers from the former north extension.

Alterations:

-Grooves were cut into the east side of the north wall as flashing for the former gable-roofed structure abutting the north end wall.

-The brick has been painted.

-A shed roof addition was mounted to the outer face.

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South End Wall Framing

The south end wall consists of 2" x 6" studs on 24" centers. A 2" x 6" top plate, laid flat, separates the lower wall portion from the gable end. Studs above and below the top plate consist of continuous lengths. Gable-end bracing between the studs tie into the roof framing system above the trusses. The south end wall remains intact; the framing remains in fair to good condition.

Alterations:

South end wall framing was added to enclose the building after a 300-foot portion was demolished in the 1930s.

East & West Sidewall Cladding

The interior of the sidewalls are clad in 5¼" painted wood tongue-and-groove siding. The interior cladding is recessed 1¾" – 2" from the face of the posts with 1/16" – 1/4" spaces between boards. Tinplate flashing is run up behind the siding at the floor-wall juncture. The exterior sidewalls are sheathed in horizontal wood siding. The interior cladding remains largely intact, although it exhibits some deterioration, general soiling, and broken boards. There are plywood replacement sections on the west wall. East wall alterations are concentrated in the southeast end. Exterior siding exhibits moderate paint failure.

Alterations:

- Two former service openings on the west side have been enclosed.
- Existing openings on the east and west sides were added and later enlarged.
- Vertical board and batten siding was added over existing cladding in the northern two-and-a-half west wall bays in 1998.

South End Wall Cladding

The south end interior wall features off-white tongue-and-groove 5¼" x ¾" horizontal wood cladding. Board lengths range from 6' – 16'. Sheathing stops at the post edges and beneath the bottom chord of the truss. Six-inch metal flashing extends along the base of the interior wall and the posts adjacent to the end wall. Flashing is nailed to the wall, posts, and wood flooring. Studs are exposed above the bottom chord of the truss. Exterior cladding consists of painted horizontal siding.

The cladding remains intact on the exterior and partially intact on the interior. The exterior siding exhibits moderate paint failure; the interior siding is soiled. There are drip marks from water entry between the boards in the gable end, as well as wet- and dry-staining.

Alterations:

- South end wall was added to enclose the building after a 300-foot portion of the south end was demolished in the 1930s.
- Horizontal 3½" x ¾" painted bead board was added adjacent to the personnel door.
- Horizontal 7¼" x ¾" wood siding was added in the west end.
- New plywood sheathing was also added in west end.

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Roof & Drainage

Roof Framing

Wood sheathing covers the rafters. Exterior brackets—continuations of truss and sidewall framing—carry the projecting eaves. Large painted 6" x 10" brackets with decoratively cut ends and 4" x 6" diagonal braces define the bays, and smaller 6" x 6" brackets with 4" x 4" diagonal braces subdivide each bay. The smaller brackets, also painted, continue through the sidewalls to the interior with decorative cut ends on both sides. The south gable end features boxed eaves. The roof framing remains intact and is in fair condition. Some water staining is evident on the sheathing.

Alterations:

- Sheathing has been repaired on the west end of the south side.
- Contemporary sheathing was repaired with plywood on the west-side eaves.
- Front shed roof was replaced, utilizing 6" x 6" diagonal bracing, which is mounted in metal brackets and carries 6" x 6" rafters clad with 4" x 6" framing and plywood. The upper end of the rafters rests on a 2-inch brick ledge along the end wall.

Roof Cladding

Asphalt shingles cover the building and the front shed roof. Metal step flashing ties into the masonry wall. The north end wall is capped with metal flashing. The roof cladding retains minimal to no intact fabric, although the important use of metal step flashing continues along the north end wall. The step flashing is loose, with gaps between sheets and deteriorated sections.

Alterations:

- 1983: Building stripped and re-roofed for \$28,000.
- 1995: Building re-roofed.

Roof & Site Drainage

Broad eaves direct run-off away from the building. Downspouts remain at every other bay along the west wall, although the gutter is gone. Downspouts and a contemporary metal gutter direct drainage away from the north shed roof, although one downspout is missing on the west end. The west slope is missing a gutter along its entire length.

Alterations:

- Gutter removed from the west side.

Windows

The small multiple panes of the windows of the Balfour Dock Building and high placement of the windows in the wall provide important visual character and identify the building as a warehouse.

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Clerestory Windows

The fixed, wood-sash, clerestory windows have twelve panes (three vertical and four horizontal) set in wood frames. The frames and sash are painted. There are four windows per bay for a total of 60 per side and 120 overall. The windows remain intact and in fair condition with some broken and loose panes.

Alterations:

Corrugated, vertical, yellow translucent fiberglass sheeting was installed over the west clerestory windows.

Sidewall Windows

Sidewall windows are fixed, wood sash, twenty-one pane (three vertical, seven horizontal). The windows are set in wood frames. They have minimal sills and interior trim within the frames. Wall cladding overlaps the frames, ending in an unfinished edge around the window boxes. There are two windows per bay for a total of 30 per side and 60 in all. Windows remain intact but exhibit extensive glass breakage and loss. The frames and sash are in good condition. Door additions and enlargements along the west wall have removed some of the windows.

Alterations:

- Windows in the northernmost bays on both sides were covered with plywood in 1998.
- A hopper window was installed in Bay N, on the west side, with additional window box framing.
- Windows in Bay O on the west side were covered with unpainted wood siding.
- Windows in Bays F & G on the east wall were partially covered.
- Plastic outer panels were added.

Double-Hung Windows

Wood-sash, one-over-one, double-hung windows provide daylight for the northeast corner offices. Windows feature painted interior wood casings, sills, and aprons. A metal sash stay locks the meeting rails. There are five windows total, all at the north end of the east facade. The windows remain intact and in good condition. Some general soiling and paint deterioration is evident.

Alterations:

- No major alterations.

Multiple-Pane with Transom Windows

Three wood sash, twelve-pane (three horizontal, four vertical) fixed sash windows feature a four-pane hopper transom above. The windows have painted wood casings, sills, and aprons. A metal catch secures the transom, and a metal chain prevents the opened transom from dropping against the window below. These windows provided daylighting to the northeast corner restrooms. Although covered by plywood, the windows remain intact and in good condition.

Alterations:

- No major alterations.

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Entrances

Historically, entrances differed by location due to functionality. West side entrances served off-loading from the railroad, and the east entrances served the loading of ships. End wall entrances were strictly utilitarian, providing personnel and service access between the former south end of the warehouse and the north extension. Entrances on either end also connected to the entire length of the nearly mile-long complex of warehouses which previously stood all along the waterway.

North End Wall Entrances

Personnel doorways with flat, metal lintels are located in Bays P and Q. These doorways feature metal-clad doors. The concrete interior floor extends to the outer wall face. Service access doorways in Bays P and V are approximately 8' x 7'. The Bay P opening is in-filled. Both feature rowlock segmental arches with one-piece sandstone sills. Although the opening in Bay P is now in-filled, the doorway in Bay V features metal protective plates on the jambs and a metal roll-down door. A 2" diameter metal pipe protrudes from beneath the sill. Loading doorways now occupy Bays T and U, and there is a contemporary personnel doorway in Bay R (see *Alterations*).

Original, historically significant doorways remain intact and are in overall fair to good condition. The lower brick course over the service access doorway in Bay V has detached from the upper courses. Mortar joints in this doorway were not struck. There is some broken and cracked brick on door jambs used for loading, as well as on the service doorways.

Alterations:

- Former service access in Bay P was in-filled with brick.
- Approximately 9' x 10'-5" loading doorways with concrete lintels were added in Bays T and U. The interior concrete floor was brought to the edge of the opening as a sill for seamless transition between delivery trucks and the interior flooring. Approximately 3'-6" protective metal plates were bolted to the brick jambs.
- A double personnel door with contemporary wood stairs and an ADA ramp was added in Bay R in 1998 for access to the Working Waterfront Maritime Museum.
- The loading doorway in Bay T was in-filled with a contemporary, wood frame panel. The panel, clad in horizontal wood siding, has two nine-pane windows surmounted by a twelve-pane transom. A 2'-4"-tall projecting concrete and rubber bumper was added, as well as metal doors for loading doorways in Bays T and U.

South End Wall Entrances

The top-hung, sliding wood frame, plywood-clad main door occupies the central portion of the end wall. The door is mounted on an internal channel-type track, and metal doorstops and guides are mounted to the concrete floor. The adjacent contemporary personnel entry features a six-panel metal door. A historically significant sliding door is located west of the main doorway. It is wood framed with 3/4" x 7/8" vertical bead board cladding. An 18"-tall metal kick plate runs along the base of the door. The doors remain in fair condition.

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Alterations:

- Former personnel doorway on the east side of the wall was closed off with in-kind tongue-and-groove siding.
- The main door was added as part of the end wall enclosure.
- A loading doorway and concrete delivery area were added, with rubber bumpers on the southwest corner for trucks; this door was subsequently closed off.
- The contemporary personnel entry was installed adjacent to the main doorway.

West Side Wall Entrances

West side loading doorways, approximately 8' x 8', occupy the south portion of every other bay (see *Alterations*). Originally, a low deck along this facade facilitated off-loading of materials from rail cars. Openings remain partially intact and in fair to poor condition. Extensive alterations have relocated, expanded, and in-filled original openings.

Alterations:

- Exterior deck removed from the edge of the building.
- A loading deck and sliding wood doors were added on the southwest corner to service truck-based commerce; these openings have since been closed off.
- Loading doorways in Bays I and M were enlarged. Plywood-clad, top-hung sliding doors were installed at these doorways.
- Loading doorways were enclosed in Bays E, G, and J with wood siding similar in profile and finish to the adjacent wall cladding.
- A personnel entrance in Bay J was added with a contemporary six-panel metal door. This installation necessitated a cut into the interior and exterior wall cladding.
- Upgrades to the personnel entrance in Bay E included a contemporary door and an exterior wood stairway and landing.

East Side Wall Entrances

A broad, top-hung, wood-frame door on the east wall provides access from the building interior to the wharf. Smaller personnel and additional service doors provide wharf access from the north end of the building. Doors remain in fair condition.

Alterations:

- Personnel doorways added in bays.
- Sliding top-hung door added in the existing doorway.

Interior

Land Side Interior

A smooth-finished concrete slab comprises the interior flooring over the land-bearing foundation. Expansion joints separate the slab from the perimeter foundation walls. A 2-inch gap divides the concrete floor slab from the wood flooring over the water.

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The Working Waterfront Maritime Museum occupies the north end. Facilities consist of a reception area with an office immediately to the west. The south end of the warehouse is a large open volume. A small, approximately 8' x 4', wood-frame, sheetrock-clad bathroom occupies the northwest corner. A sprinkler control room has been installed in Bay I within an existing wood frame and sided enclosure.

The interior volume and view corridor have been retained on the south end. The slab exhibits 2"-plus settlement in the southeast corner and extensive cracking with some cementitious patching. Debris fills the gap between the concrete slab and wood flooring.

Alterations:

- 1935: Building altered for grocery warehouse (\$44,000).
- 1939: Warehouse altered (\$2,600).
- 1959: Vehicle repair building constructed (\$5,000).
- 1995: Miscellaneous building repairs.
- 1995: Wall constructed.
- 1998: Interior remodeled for Working Waterfront Maritime Museum.
- A concrete floor slab, framed in 12-foot board lengths with half-inch exposed metal rebar on 5' centers, was added over the existing foundation.

Water Side Interior

The original plank subflooring and the finish flooring remain predominately in the central portion. The 3½" x 3" wood subflooring is spiked to the beams and covered with 3¼" x 1" tongue-and-groove flooring. Tar paper separates the sub- and main flooring. Work and office spaces are located in the north end. There is restricted access in the south end due to wharf failure. Volume and spatial relations remain intact in the south portion. Flooring remains largely intact, though there is extensive flooring deterioration and also buckling of the new 6" plank flooring in Bay I. Substantial pigeon feces have accumulated on the flooring.

Alterations:

- 1935: Building altered for grocery warehouse (\$44,000).
- 1939: Warehouse altered (\$2,600).
- 1959: Vehicle repair building altered (\$5,000).
- 1995: Miscellaneous building repairs.
- 1995: Wall constructed.
- 1998: Interior remodeled for Working Waterfront Maritime Museum.
- Contemporary flooring was repaired in Bays H and I. Some smaller repairs were done in Bays B, C, and G with 9½"-wide wood planks running east/west.
- North/south planks replaced with 6"-wide planks over sub-flooring.
- Saw-cut section of flooring was removed and replaced between posts on the east/west alignment between Bays B, C, D, E and the north side of Bay F.
- A bituminous ramp was poured over the flooring between the concrete slab and the east sidewall doorway.

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Hardware & Fixtures

Hardware

The utilitarian door hardware is attached to door additions, repairs, and other changes. The sliding door in the east corner of the south end wall still boasts a historically significant pull handle and rollers for overhead track mounting. Minimal hardware has been retained. Extant hardware is in fair condition.

Alterations:

Contemporary hardware installed for contemporary doors.

Lighting Fixtures

Contemporary lighting fixtures are mounted to the bottom chord of the trusses to provide additional lighting for the central and west portions of the structure's south end. There are four lights on every other truss for a total of twenty fixtures. Two each of two types of utilitarian lights provide lighting for the eastern portion of the south end, and one fixture in the central portion. An exposed bulb provides lighting in the restroom. Institutional schoolhouse-type fixtures provide artificial illumination for the northeast corner, first floor offices, hallway, and restrooms. The contemporary lighting fixtures remain in good condition. The fixtures are in fair to poor condition with broken bulbs and extensive soiling.

Alterations:

-Contemporary fixtures installed.

Building Systems

Fire sprinklers run the length of the building along each bay. Service lines run along the west wall with trunks extending eastward in Bays M and I. The firehouse heel is located between Bays D and E. The structure's south end bathroom features contemporary, utilitarian fixtures. Exposed metal conduit runs along the building perimeter with drops at the doors for switches. The main electrical hook-up for the Working Waterfront Maritime Museum is on the building's northwest corner. Systems are minimal for the functional requirements of the structure.

Alterations:

-1944: Five plumbing fixtures added.

-1950: Five more plumbing fixtures added.

-1960: One counter-flow furnace added for heating.

-1963: One 1000-gallon propane tank added for heating.

-1995: A sink, basin, and WC added in the northwest corner of the structure's south end.

-Electrical system upgrade.

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Narrative Statement of Significance

The Balfour Dock Building is the last remaining unaltered section of a continuous timber frame warehouse that defined Tacoma's main waterfront for almost a century. Built in 1900, the 350'- long wood structure straddles the shoreline immediately beneath Tacoma's downtown and serves as fragmentary evidence of an industrial waterfront that once ringed the city. It was designed and built in the bridge-building language of nineteenth century railroad engineering, with stout pilings supporting its over-water deck, and 150'-wide timber trusses carrying the overhead load of its monitor style roof. As both a historic building and a catalog of the typical architectural forms and materials from the earliest days of the waterway, the Balfour Dock Building serves today as the most authentic link between the bustling working waterfront of the past and the thriving urban waterfront of the present.

The Balfour Dock Building, located along the Thea Foss Waterway, is eligible for individual listing in the National Register of Historic Places under Criteria A and C. The period of significance begins in 1900 when the building was constructed and ends in 1935 when the mercantile firm for the which the building was named, Balfour, Guthrie & Company, ceased leasing the building. The building maintains an important association with events that contributed significantly to the broad patterns of Tacoma's waterfront development. The Balfour Dock Building provides a tangible connection with statewide economic development and shipping of Washington's wheat resources for worldwide distribution. The Balfour Dock Building's architectural merit stems from its status as one of the Pacific Northwest's few remaining and one of Tacoma's only two remaining waterfront warehouses dating to the turn of the nineteenth century. The building's structural system is representative of the skilled engineering abilities and high quality materials available at the time of construction.

Historic Context

Located in western Washington, Tacoma is the second most populous city in the state. Geographically, the city continues to be shaped by its placement overlooking Commencement Bay in the southern Puget Sound region and by the steep contours of its topography. Puget Sound is the deep sea inlet arm of the Pacific Ocean named after Peter Puget, an aide to British Captain George Vancouver, the first non-native to discover the inlet in 1792. Rising prominently to the southeast is Mount Rainier (elev. 14,410 feet), an active volcano providing a dramatic backdrop to the city. Named after British Naval officer Peter Rainier, the mountain's Indian name is *Tahoma*. To the north and south of the city are the Puyallup and Nisqually rivers. The region's native populations, the Puyallup and Nisqually Indians, were hunters and gatherers living in an area that provided abundant sources for sustenance—salmon, shellfish, fowl, seal, deer, and bear, in addition to fruits, berries, and plant life.

Euro-American settlement along the shores of Commencement Bay began in the 1850s. Similar to many other western settlements, Tacoma's non-native origins began with the railroad. Tacoma was founded on industry and has always been an industrial powerhouse along its waterways. The city was developed

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largely due to the Northern Pacific Railroad (NPR), which designated Tacoma as the western terminus in 1873. Tacoma possessed ideal conditions for handling ocean and rail traffic quickly and economically. It had a deep harbor, good shore facilities for wharves, and an abundance of cheap land that could be acquired by the railroad for resale. As described by Ronald Magden and A.D. Martinson in their book, *The Working Waterfront*,

“Commencement Bay could dock 50 ships at one time, and...the harbor was deep enough for vessels of any draft to enter in any weather. Moreover, the bay’s forty-three miles of tideland waterfront made it possible to expand dockage for future commercial use. Expansion could be accomplished by dredging waterways at a relatively small cost.”¹

Tacoma’s earliest industrial area extended along the shoreline of Commencement Bay from Point Defiance south through the City Waterway. The first docks were constructed in 1873 in anticipation of the NPR’s linking of Tacoma with Kalama, Washington Territory. Railroad officials founded the Tacoma Land Company, which purchased large tracks of property including most of the tide flats. A significant portion of the west side of Commencement Bay was given to the NPR as incentive to continue laying track to Tacoma. In the 1870s, lumber, coal, fish and fur were the main exports.

According to *The Working Waterfront*,

“The lumber industry processed 87,000,000 board feet during the year 1887. Wheat from eastern Washington, previously monopolized by Portland, was now brought to Tacoma for milling and shipment. A typical example was the arrival on December 7, 1887, of the *Wendur*, which loaded 3,000 tons of wheat. Flour mills, warehouses and grain elevators quickly appeared on reclaimed tide flat lands.”²

A November 1889, *Northwest Magazine* advertisement by the Tacoma Land Company boasted Tacoma’s advantages. It was the only wheat shipping port on Puget Sound and it cost \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.³ Tremendous economic and population growth came to Tacoma in the 1880s, spurred by the railroad. By 1900, the waterfront was lined with warehouses and wharves for lumber, grain and shipping firms. It was in this time of economic prosperity that the NPR constructed the Balfour Dock Building.

The Northern Pacific Railroad jealously protected its ownership of the Tacoma waterfront as a proprietary transfer point for all goods and materials arriving by rail and ship. The linear complex of warehouses along the western bank of the City Waterway connected deep moorage for bulk cargo vessels directly with rail sidings for quick loading. Bulk goods, particularly bagged flour and grain, could be loaded off rail cars on one side of the structure, stacked, repackaged or simply moved through the covered area, and then be lifted directly into the holds of waiting ships tied to the dock less than 200 feet away.

Structurally and territorially, the long warehouses created a barrier against any waterfront activity not controlled by the Northern Pacific Railroad, including passenger ferries, competing shipping vessels,

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pleasure boating and freeloading. The Balfour Dock Building is one of two remaining warehouses on Dock Street (the other being the Eureka Dock) that were part of the mile-long wheat warehouses dominating the waterfront on the City Waterway (Thea Foss Waterway). The NPR undertook a substantial building program on the west bank of the waterway around the turn of the nineteenth century. The channel from the Eureka Dock (1894) to the Eleventh Street Bridge was dredged to a depth of 25' to prepare for the construction of a wharf and three warehouses at a cost of \$500,000. The Balfour Dock Building was one of the three warehouses connected to make up the largest wheat warehouse on the Pacific coast (1,700' x 143'). The other warehouses were the London Dock and the Alaska-Pacific Dock. Construction of the complex nearly doubled Tacoma's grain storage capacity. Only the northern half of the original Balfour Dock Building remains today.

The warehouses were specially designed with sailing ships in mind. Tall, masted, grain ships could nose into the prevailing southwest wind right alongside the docks, be loaded or unloaded by stevedores on a level deck, and then pivot on a stern line in the wide waterway and sail directly out of the harbor. The NP docks, as they were known, could serve a long line of ships on a north-south axis allowing any one of them to depart without moving even a mooring line from an adjacent ship. In this way grain ships could be constantly lining the waterfront docks on the western edge of Commencement Bay and operate without congesting other shipping activity in the waterways around the St. Paul and Tacoma Lumber Company Mill (Simpson Kraft) and the main channel of the Puyallup River.

Northern Pacific Railroad

The Northern Pacific Railroad (NPR) and the City Waterway made it possible for the wheat warehouse industry to thrive. The NPR was granted a charter by Congress in 1864, which provided the private company with large subsidies for its operations. The transcontinental line followed a proposed northern route from Lake Superior to Puget Sound. Construction did not begin until 1870. In 1873, Tacoma and Seattle were in competition to become the western terminus for the railroad. As Murray and Rosa Morgan describe in their book, *South on the Sound, An Illustrated History of Tacoma and Pierce County*,

"At Tacoma, promoter Matthew McCarver had blocked up 1,100 acres by purchase and had options on 1,600 more. A terminal site of 2,700 acres with an unbroken two-mile stretch of waterfront was available. Additional purchases to the south in an area of natural parks and beautiful lakes could swell the terminus site to 10,000 acres. Seattle interests offered about 2,500 acres and 450 lots within city limits, another 6,500 acres near the town, and a cash bonus of \$60,000. Only 4,500' fronted on navigable water."⁴

Tacoma was chosen in 1873 as the terminus, but the transcontinental line would not be completed until 1883.

The NPR was originally controlled by Jay Cooke and Company, the country's leading investment banking firm. Jay Cooke was the principal backer of the NPR and also handled most of the government's Civil

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War loans. The Panic of 1873 hit the United States in the fall. Within two months of selecting Tacoma as the terminus, Jay Cooke and Company failed. The New York Stock Exchange closed for ten days. Foreclosures were common and banks failed. Factories closed down causing the loss of thousands of manufacturing jobs. Many of the other major railroads failed as well. The country had experienced unregulated growth after the war and the railroad system was overbuilt. The Panic was followed by the Depression and the country did not recover until 1878.

The Panic of 1873 slowed progress in Tacoma. Author Caroline Gallaci describes the effect that the depression had on Tacoma,

“For the next 10 years Tacoma’s history was a painful process of survival. When Jay Cooke’s financial empire collapsed, Henry Villard obtained control of the Northern Pacific Railroad. The results were devastating for the Puget Sound terminus. Villard’s economic interests resided in Portland and along the Columbia River where his navigation companies monopolized commerce. Therefore, when under his leadership the railroad transcontinental line was finally completed in 1883, Portland – not Tacoma – was the primary beneficiary. Corporate headquarters remained in Oregon while trains were ferried across the Columbia to Kalama and Puget Sound. But at least one of the train ferries was given the name *Tacoma*.”⁵

Villard’s financial empire eventually collapsed in 1883. Charles Wright, President of the Tacoma Land Company since 1873, took control of the NPR after Villard. Under his leadership, corporate policies changed. There was new hope that Tacoma’s economic situation would change. The NPR agreed to complete the railroad line through the Cascade Mountains—this was the final link over Stampede Pass which was completed in July of 1887. Tacoma was on its way to its biggest boom period. The 1890 Census recorded 36,006 people in the city, a significant increase over the 1,098 people in 1880.⁶ Scores of brick business blocks and hotels were constructed and residential areas moved outward away from the business core, forming distinct neighborhoods for the working class and for the more affluent residents.

Waterfront & City Waterway Development

Development of Tacoma’s waterfront and City Waterway was tightly linked to the Northern Pacific Railroad. Colonel Isaac W. Smith was retained by the Northern Pacific Railroad to plan for the commercial development of the area now known as the Thea Foss Waterway. He foresaw the construction of wharves, warehouses, and offices on 80’ lots on both sides of a 600’-wide dredged channel. NPR saw dredging as a way to extend its port facilities southward from its wharf on Commencement Bay. The Puyallup River entered the bay through several channels, each one depositing silt and debris that made navigating the developing port difficult. The immense City Waterway dredging project was done in phases. To accommodate the growth of the railroad and developing industries along the banks of the waterway, branches of the Puyallup River, creeks, and channels near the waterway were filled in to create more buildable land.⁷ For more than two years (starting in 1888), the Tacoma Land Company used a giant dredge (120’ long x 32’ wide) to dig 2,500 to 3,000 cubic yards of submerged silt,

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sand, and muck.⁸ Dirt dredged on the west side of the channel was used to fill the tideland across the channel. By 1901, two miles of warehouses and grain terminals lined the shoreline northward along the City Waterway and Commencement Bay.⁹ The waterway dredging project was completed in 1905, funded by federal money. By the fall of 1900, the railroad was the single owner and private developer of four miles of tidelands along Commencement Bay.¹⁰

The earliest waterfront businesses on the west side of the waterway included a brickyard, a produce commission store, a foundry and three lumber companies. On the east side were a sawmill and a door manufacturing plant. Nearby, Thea and Andrew Foss operated a rowboat rental company in 1889. They expanded this business and transported logs on towboats under the name Foss Launch and Tug Company. The name was changed to the Foss Maritime Company early in the business and continues today. The City Waterway was renamed the Thea Foss Waterway in honor of Thea Foss after her death in 1927.

Public Wharves and the Port of Tacoma

Since the 1870s, the Northern Pacific Railroad held tight control over Tacoma's waterfront along the southern section of Commencement Bay. The municipal government did not own any part of its own tidelands. The city was cut off from any direct access to the harbor because NPR's plans included no public wharf or direct transportation link between the city and the waterfront.¹¹ The railroad set wharfage rates so shippers, farmers and small businesses had no choice but to pay the high rates. A struggle for public control of Tacoma's waterfront was inevitable. As described in *The Working Waterfront*,

"The economic boom of the 1880's was followed by the depression of the 1890's, giving rise to political unrest on both the local and national levels. Many reforms were advocated, including mounting citizen pressure to curb the excessive power of business interests affecting public services. As an example, early in the movement Tacoma purchased property of private water and electric companies in order to decrease the cost to the consumer. It was only logical that the next step would be public ownership of docks and unimproved tidelands."¹²

In 1895, State Senator E.W. Taylor introduced a bill advocating for publicly owned docks. The bill had the support of the Tacoma Trades Council and farmers, but opposition by the railroad companies and Tacoma City Council was too strong and the bill died in committee. Another movement formed in 1907 to create public port districts. A new bill also advocating for publicly owned docks sponsored by State Senator Ralph Metcalf of Tacoma made its way through both houses of the Legislature but was vetoed by Governor Albert E. Meade.

It took a strong local leader and the support of citizens to finally bring a municipal dock to Tacoma. Angelo Fawcett, twice-elected Mayor of Tacoma, advocated for public ownership of public utilities. A municipal dock committee was formed in 1910 to oversee the process of obtaining property to build a dock. Members of the municipal dock committee emphasized Tacoma's need for an attractive 'front door'

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to properly greet the many people who visited Tacoma by water.¹³ A large part of trade passed through Tacoma's harbor on its way to Seattle where there was an attractive point of entry before reaching the business district. A faction of Tacoma business people believed that trade and commerce would increase if the City had a more welcoming waterfront, while another group supported the railroad's interest in preserving its waterfront monopoly.

In part as a negotiated trade for vacating 19th Street to permit the construction of Union Station, the City purchased five lots north and eleven and one-half lots south of the Eleventh Street Bridge from the Northern Pacific Railway for \$278,000. Under Fawcett's leadership, Tacoma's first municipal dock opened in February 1911, not as a new building but as a divided section of the original mile long warehouse. The five lots north of the Eleventh Street Bridge constituted a portion of the property on which the Alaska-Pacific Dock was situated. The dock was one of the three wheat warehouses constructed in 1900. The City remodeled it so it could serve as a temporary municipal dock to accommodate steamships of the Mosquito Fleet. The Municipal Dock was the first of the Northwest's publicly owned docks and a forerunner to the Port of Tacoma. A permanent dock was to be built south of the Eleventh Street Bridge. The City invited leading architecture firms to submit plans for the new dock but a permanent one was never built. Gallaci describes the effect of having a public dock:

"The Municipal Dock really was a symbol of significant change in the City of Destiny. Within two years, in 1913, construction workers had completed a new Eleventh Street Bridge connected to the public dock but leading as well across the Thea Foss Waterway toward the undeveloped Puyallup River delta."¹⁴

The bare-knuckle negotiations between the Northern Pacific Railroad and the City of Tacoma over the opening of the waterfront to public access also produced a section in the City Code that prohibited the sale or long-term lease of City-owned waterfront property. At the time, it was broadly believed that the railroad would regain political control of City Hall and use it to reacquire the waterfront it had sold to the City, thus regaining its controlling grip on the productive shoreline.

To bring more business to the waterfront, the City also built factory buildings on its property south of the Eleventh Street Bridge. As a *Tacoma Daily Ledger* article describes,

"One of the most significant operations in the handling of the idle waterfront property has been the construction of a half dozen factory buildings south of the Municipal Dock building for infant industries. It means a good deal to a struggling factory to have the city supply the land and building (and providing only that the factory guarantee to eventually pay the cost in rent) and thus allow the entire capital for development."¹⁵

In 1913, the companies renting the buildings included the Pacific Machine Company, Case & Shaffer Furnace Company, A.O. Bird Produce Company, Tacoma Steam Boiler Works, Star Iron Works, and Tacoma Welding Company.

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While Tacoma was building its city docks, the State Legislature had renewed interest to create public ports. The pro-public port forces were successful and the bill became law on June 8, 1911. As described in *The Working Waterfront*, "The Port District Act permitted counties to create special port districts within their boundaries; establish municipal corporations within port districts; and granted port districts governmental powers relating to levying taxes and issuing bonds for development, operation and maintenance of harbor facilities and rail transportation both to and from the harbor."¹⁶

The first vote on whether or not to create the Port of Tacoma took place in 1912, and the proposition was narrowly defeated. But by 1918, conditions in Tacoma and Pierce County had changed enough that more people were in support of a public Port. Proponents anticipated increased maritime activity after the conclusion of World War I. In addition, the opening of the Panama Canal was also thought to mean increased commerce on the Pacific Ocean. Private dock operators would not be able to handle the additional cargo and there was a need for more modern facilities than the docks built around the turn of the century. In November 1918, the citizens of Tacoma and Pierce County voted overwhelmingly for the creation of the public Port of Tacoma. A bond issue was necessary to acquire land, construct warehouses, and build connections to the existing railroad tracks. In 1919, the people voted to pass a bond issue to finance the initial phase of Port development. Two piers were constructed and the Port of Tacoma began commercial shipping in 1921. With each successive year, the Port grew in capacity, becoming a strong port with modern equipment. The Port undertook massive engineering feats, dredging channels, filling tidelands, and constructing large piers, with its expansion of the harbor and industrial development. The Port of Tacoma would ultimately gain national and international attention and compete with the world's best ports.

Balfour Dock Development Chronology

Construction of the three new warehouses that made up the largest wheat warehouse on the Pacific Coast commenced in April 1900 by the Northern Pacific Railroad. Plans were for the structures to be located just north of the Eleventh Street Bridge. The warehouses were built on filled-in tide flats and rested on cement piers. Collectively, the three warehouses measured 1,700' x 143'. Firebrick partitions separated the three buildings and each warehouse had a solid concrete foundation and a truss roof system. A substantial seawall was built in front of the new wheat warehouses, providing a permanent retaining wall for the filled-in ground. For the construction, scows were loaded with rock from Mud Bay. Each scow carried 18 tons of rock; it took 150 scow loads of big rock to dump into the water and 80 scow loads of beach gravel to fill in the crevices.¹⁷ The seawall kept the water from flowing under the buildings, which helped to preserve the piling and foundations.

Two dredgers deepened the channel in front of the new wheat warehouses. The warehouses had ideal access to water and rail transport. The NPR's Half Moon Rail Yard was adjacent to the west and the waterway lay to the east, making the loading and unloading of wheat convenient and practical. The volume of goods, lumber, wheat, and merchandise that passed through the yards was tremendous. At times, freight trains were delayed a couple of hours from entering the yards because the tracks would be

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blocked with railcars waiting to be unloaded and there would be no room for switching at the yards. The Tacoma yards of the Northern Pacific Railroad contained fifty-six miles of track. Wheat grown mostly in central and eastern Washington would get shipped on railcars to Tacoma warehouses. The completion of these wheat warehouses helped relieve the load from some of the existing grain warehouses which were at capacity. They gave Tacoma a storage capacity of 5,500,000 bushels of wheat, which was double its former limit. The new warehouses added 2,500,000 to 3,000,000 bushels to the Port's capacity. In the grain shipping season, a large amount of sacked wheat was often shipped through the ocean wharves to California and other points so the real storage capacity of the waterfront warehouses exceeded 5,500,000 bushels. This represented the cargoes of forty-five grain carriers, with each carrier taking away an estimated 3,000 to 4,500 tons. Tacoma's shipments of wheat and flour became fourth highest in the country, rivaling Portland's.¹⁸

An electrically-driven conveyor system was used to load sacked grain directly into holds of ships moored to the wharf. Wheat packing required incredible endurance. As Ronald Magden describes in *The Working Longshoreman*,

"In a ship's hold longshoreman grabbed 100-pound wheat sacks as they came down bundle conveyors from the coaming of the hatch. Barefooted, they trotted across other sacks until they reached the spot to drop the sack into place. Wheat packers earned the highest pay on the waterfront, 50 cents an hour."¹⁹

Three grain exporting firms were the first to lease the warehouses—Balfour, Guthrie & Company; Kerr Gifford & Company; and the Northwestern Warehouse Company (part of George W. McNear & Company). The earlier constructed Eureka Dock (1894) was not part of the three new wheat warehouses but was located north of the Balfour Dock. It measured 400' x 130' and had a capacity for 410,000 bushels. The Eureka warehouse and wharf was designed by C.O. Bean, an engineer of the Tacoma Land Company, and was leased by the Tacoma Warehouse and Elevator Company in 1896. The building served the McCormick Steamship Company in the 1930s. It is the only other surviving warehouse from the era.

The Balfour Dock Building's structural system is representative of the skilled engineering abilities and high quality materials available at the time of construction. The pitched main building trusses and above-water flat foundation trusses represent the cumulative collaboration of both railroad engineering and natural materials that are no longer obtainable. Railroad engineers honed their skills while constructing bridges and trestles for the westward expansion of the transcontinental railroad, and designed the complex assemblage of tension and compression web members comprising the Balfour Dock Building's impressive trusses. Old growth Douglas Fir stands, harvested from the Pacific Northwest forests and since depleted, provided unparalleled 150' continuous bottom cord span across the warehouse volume.

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Balfour Dock, 703-705 Dock Street

Balfour, Guthrie & Company, a British mercantile firm, was established in San Francisco in 1864. Its parent company was a Liverpool mercantile house known as Balfour, Williamson & Co. The company leased the northernmost warehouse and established a branch office in Tacoma in 1887, remaining through 1935. It was the largest import-export concern on the Pacific Coast with branches in Portland and Seattle. Balfour, Guthrie & Company exported more wheat than any other foreign shipper. Other of their exports included flour, lumber, and canned salmon. Their imported products included Portland cement, pig iron, salt, and tin plates. The warehouse and wharf came to be known as the Balfour Dock. The one-story warehouse measured 650' x 143' and its capacity for grain was 750,000 bushels or 22 tons.²⁰ An extension to the north side of the building was added in 1901, just one year after the original warehouse was built. The extension was demolished in the 1920s and is currently a surface parking lot.

In 1935, Younglove Grocery Company, a Tacoma wholesale grocery house founded in 1906 by Edward A. Younglove, moved to the Balfour Dock. In this spacious, new location, the company was better equipped to handle the grocery wholesale demands in Tacoma and its surrounding communities. The facility had easy access to rail and water transport systems which helped make the Younglove Grocery Company one of the most complete and efficient wholesale distributing centers on the Pacific Coast. The company also operated a Cash and Carry store out of the warehouse for wholesalers only. In early 1935, Mr. Younglove had plans to rebuild the warehouse but these plans were never realized. A wholesale produce department was added in 1939. Some time in the early 1940s, about 300' of the south half of the building was demolished. A building permit to "alter warehouse \$2,600" was issued in 1939 but it is unclear whether the subsequent demolition was linked to the permit. The Younglove Grocery Company operated out of the Balfour Dock until 1947. One year later, Associated Grocers Co-Op of Seattle bought the Younglove Grocery Company.

Younglove Grocery Company shared the vast Balfour Dock with other businesses in the 1940s, including IGA Stores (1940, 1943-44), Twentieth Century Food Stores (1943-44), Far West Food Stores (1945-47), and Thriftway Food Stores (1945-47). Associated Grocers also operated from the warehouse for two years (1949-50). The next tenant was Centennial Flouring Mills (1951-56), the pioneer flour miller in Tacoma, operating the huge Tacoma Grain Company plant on the north waterfront. Centennial Flouring Mills sealed up the warehouse and used it to store bulk wheat. The Balfour Dock was left vacant in 1957 and 1958 but gained a long-term tenant with Puget Sound Freight Lines from 1959 to 1989. Puget Sound Freight Lines was a major trucking and barge firm in the region. In addition to occupying the Balfour Dock, it had occupied the Milwaukee docks on the Milwaukee Waterway for nearly fifty years. The firm was the last to operate small Mosquito Fleet freight boats on Puget Sound. The Mosquito Fleet consisted of passenger steamers and cargo boats that plied the Puget Sound from city to city through the 1930s. Before automobiles grew in popularity and prior to the state-run ferry system, people depended on small boats for transportation. To meet this need, a fleet of locally owned and operated ferries provided transportation around Puget Sound. From the late 1800s to the 1930s, these small vessels carried farm crops to market, took rural citizens to the city (Tacoma and Seattle) and brought visiting relatives from

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one part of Puget Sound to another. Steamboat traffic declined as automobiles became a more popular mode of transportation and the era of the Mosquito Fleet for passenger steamers ended in the 1930s. Mosquito Fleet freight boats continued for a few more decades.

The City of Tacoma bought twenty-six acres along the west side of the waterway in 1991, and planned to redevelop the area for tourist and commercial activity. Totem Marine Services and Yacht Sales occupied the Balfour Dock Building from 1991 to 1993. The City spent the next two years making repairs and renovating the building. In 1995, the Thea Foss Waterway Maritime Center opened its doors at the northern end of the building, using 10,000 square feet of space. The rest of the warehouse was used by the Tacoma Police Department for storage. The Thea Foss Waterway Maritime Center changed names over the years, being known as the Commencement Bay Maritime Center in 2000 and as the Working Waterfront Museum since 2002. The museum currently shares the warehouse with Powerboats Northwest which uses the building for boat storage.

London Dock, 825 Dock Street (also 911 Dock Street)

Now demolished, the warehouse adjacent to and south of the Balfour Dock was first occupied by Kerr, Gifford & Company, a Portland business. Kerr Gifford & Company's warehouse and wharf were more commonly known as the London Dock. The company operated from this location until 1916. The warehouse was the first of the three wheat warehouses to open—it received its first installment of wheat on September 10, 1900. The ship to receive the first load was the *Howard Troop*. Several hundred truckmen worked to unload 300 cars standing on the Northern Pacific railyards on the west side of the warehouse. The large wheat bin in the center of the warehouse had not yet been completed so only cleaned wheat was handled. Once the building was completed, about 100 cars of wheat were handled daily. Like the Balfour Dock Building, the London Dock Building measured 650' x 143' and had a capacity for 750,000 bushels or 22 tons of wheat.

Foster-Rogers Milling Company leased the London Dock from 1927-28, sharing space with J.W. Haldon and Son, a wholesale flour and feed company that remained through 1931. George H. Osgood, glue manufacturer (1930-36), and Coast Adhesives (1930-33) were subsequent tenants in the warehouse. The Waterside Milling Company was the main occupant from 1929 until 1936 when the London Dock was destroyed by fire. The Waterside Milling Company ran an unusual business, manufacturing a wide range of raw materials used in dynamite, blasting powder, face powder, bottle tops, phonograph records, fertilizer, meal feed and glue. Output of the factory came from just two main sources—soybeans and wood. The wood was ground into a fine powder and sifted through silk cloths for use as a base for bakelite products. A variety of products ranging from fountain pens to telephone and radio insulation panels owe part of their being to the Tacoma factory.²¹ The soybeans were used primarily in the making of glue and their byproducts served as an excellent fertilizer and meal feed. Given the London Dock's wood construction and the type of manufacturing taking place inside, it was no surprise that the warehouse burst into flames on January 7, 1936, and that the spectacular fire caused by exploding wood

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dust destroyed the London Dock. The explosion was felt throughout downtown Tacoma. A *Tacoma Daily Ledger* article describes,

“Holocaust threatened the entire waterfront as a smart southwesterly wind fanned the inferno. The blaze, however, was brought under control by the brave work of the firemen who kept it confined within brick fire walls. The Balfour Dock, cut off by a fire wall from the London Dock, which was entirely gutted, was the most seriously threatened. Fire made its way along the roof for more than 50 feet before it was checked by firemen who scaled the walls of the structure. First at the scene was the fireboat, which quickly had seven separate streams of water playing on the building. It was soon joined by four other private boats with pumping systems belonging to Foss Company and the Tacoma Tug & Barge Company.”²²

No replacement structure of the same size was ever built, but smaller boat and miscellaneous storage buildings have been erected on the site.

Northwestern Warehouse Company/Tacoma Municipal Dock, 1025 Dock Street

The Northwestern Warehouse Company, a subsidiary of George W. McNear & Company from San Francisco, originally occupied the southernmost warehouse which was completed in November 1900. George W. McNear & Company had been dispatching cargo from a nearby dock in Tacoma in previous years and was familiar with the City's port accessibility. The company decided to operate a branch to remain competitive. At 400' x 143', the Northwestern Warehouse Company Dock (also known as the Northwestern Dock) was smaller than the Balfour and London Docks. It had a capacity for 500,000 bushels.²³ In 1907, the Alaska-Pacific Steamship Company started operating from the warehouse along with the Northwestern Warehouse Company, and the warehouse came to be known as the Alaska-Pacific Dock.

In 1910-11, the City acquired the south 300' of the Alaska-Pacific Dock to use as the new Municipal Dock. The Alaska-Pacific Steamship Company stayed for only another two years until 1913. Once again, the north portion of the dock reverted to its original name as the Northwestern Dock. From the beginning, the City viewed the Municipal Dock as a temporary structure to serve as the new City-owned dock until a permanent one south of the bridge was constructed. The City had grand plans for a permanent Municipal Dock but these plans were never realized. The City spent approximately \$14,000 to make alterations to the dock so it could service the vessels of the Mosquito Fleet.

As early as 1924, the condition of the Municipal Dock had deteriorated and the City Engineer declared the dock unsafe. The City Council directed the Puget Sound Navigation Company, the firm leasing the Municipal Dock from the City, to make arrangements to use the Northwestern Dock (adjacent to the north) for taking in and discharging passengers from the steamers while temporary repairs were made to the City-owned dock. Five years later in 1929, repair work to the dock finally occurred at a cost of \$90,000. Concrete pilings replaced old wooden ones. The steamers plying between Tacoma and Seattle

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used the Northwestern Dock during the extensive repairs which took several months. The Northwestern Dock was demolished in the early 1940s. Also at this time, passenger ferry runs stopped coming to Tacoma. The Municipal Dock housed the Tacoma Seamen's Institute in the 1940s and 1950s. By 1960, the Municipal Dock was no longer used. The footbridge connecting the dock to the Eleventh Street Bridge and downtown was severed. The Municipal Dock stood vacant for decades. It was shored up in the late 1980s and the City considered plans to renovate the old dock in the 1990s. However, the Municipal Dock sustained considerable damage in the 2001 Nisqually earthquake and was demolished in 2002.

Summary

Today, the 106 year old Balfour Dock Building stands as the only remaining warehouse of three original warehouses that once made up the largest wheat warehouse on the Pacific Coast. Its significance is tied directly to the development of Tacoma's railroad, shipping, and wheat industries. The building is an intact physical reminder of the historically important role the waterfront and waterway have played in establishing Tacoma as one of the key port cities in the country. The Balfour Dock Building's interior spaces and volume have proven to be flexible over many decades in successfully allowing different uses while maintaining its integrity. The building is also an excellent intact example of a method of construction representative of the skilled engineering abilities and high quality materials available at the time of construction. The building's complex truss system represents the cumulative collaboration of both engineering and use of heavy old growth timber that is no longer obtainable.

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Endnotes

- ¹ Magden, Ronald and A.D. Martinson (1982). *The Working Waterfront, The Story of Tacoma's Ships and Men*. Tacoma: I.L.W.U. Local 23, p. 4.
- ² Ibid, p. 7.
- ³ "Tacoma, The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and the Only Wheat shipping Port on Puget Sound." Advertisement. *The Northwest Magazine* (November, 1889): p. 39.
- ⁴ Morgan, Murray and Rosa Morgan. (1984). *South on the Sound, An Illustrated History of Tacoma and Pierce County*. Woodland Hills, CA: Windsor Publications, Inc. p. 43.
- ⁵ Gallaci, Caroline Denyer. (2001). *The City of Destiny and the South Sound, An Illustrated History of Tacoma and Pierce County*. Carlsbad, CA: Heritage Media Corp. p. 47.
- ⁶ Ibid, p. 49.
- ⁷ Brooker, Jerri. "Birth of a Waterway." (March 2000), p. 1.
- ⁸ Morgan, Murray. "Thea Foss Waterway, from Mudflats to Tomorrow's Parks." Tacoma Public Library, Northwest Room, Murray Morgan Essay Collection, 1960. <http://www2.tacomapubliclibrary.org/v2/nwroom/morgan/Foss.htm>
- ⁹ Gallaci, Caroline Denyer. (2001). *The City of Destiny and the South Sound, An Illustrated History of Tacoma and Pierce County*. Carlsbad, CA: Heritage Media Corp. p. 47, 51.
- ¹⁰ Ibid, p. 101.
- ¹¹ Gallaci, Caroline Denyer. (2001). *The City of Destiny and the South Sound, An Illustrated History of Tacoma and Pierce County*. Carlsbad, CA: Heritage Media Corp. p. 101-02.
- ¹² Magden, Ronald and A.D. Martinson (1982). *The Working Waterfront, The Story of Tacoma's Ships and Men*. Tacoma: I.L.W.U. Local 23, p. 8.
- ¹³ Tacoma Daily Ledger (September 4, 1910), p. 11.
- ¹⁴ Gallaci, Caroline Denyer. (2001). *The City of Destiny and the South Sound, An Illustrated History of Tacoma and Pierce County*. Carlsbad, CA: Heritage Media Corp. , p. 102-03.
- ¹⁵ Tacoma Daily Ledger (May 3, 1914).
- ¹⁶ Magden, Ronald and A.D. Martinson (1982). *The Working Waterfront, The Story of Tacoma's Ships and Men*. Tacoma: I.L.W.U. Local 23., p. 10.
- ¹⁷ Tacoma Daily Ledger (July 1, 1900).
- ¹⁸ Morgan, Murray and Rosa Morgan. (1984). *South on the Sound, An Illustrated History of Tacoma and Pierce County*. Woodland Hills, CA: Windsor Publications, Inc., p. 89.
- ¹⁹ Magden, Ronald (1991). *The Working Longshoreman*. Tacoma: R-4 Typographers, Inc., p. 37.
- ²⁰ Tacoma Daily Ledger (May 21, 1900).
- ²¹ _____. January 4, 1935.
- ²² _____. January 8, 1936.
- ²³ _____. May 27, 1900.

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- Tacoma Daily Ledger.* (April 24, 1900): 3. "Three Big Exporters Center at Tacoma."
----- (May 27, 1900): 20-21. "Panoramic Views of Tacoma Harbor and its Big Docks and Warehouses."
----- (July 1, 1900): 3. "Are Building a Stone Seawall."
----- (August 4, 1900): 5. "Flames Close to New Warehouses."
----- (August 8, 1900): 4. "Inspecting the New Warehouses."
----- (August 9, 1900): 6. "New Fire Chutes Aid the Firemen."
----- (August 10, 1900): 3. "New Sheds Will be Safe from Fire."
----- (August 22, 1900): 4. "New Warehouse Nearly Finished."
----- (September 8, 1900): 3. "Warehouse to be Ready Monday."
----- (September 11, 1900): 5. "London Dock Opened."
----- (September 18, 1900): 3. "Balfour Dock Receives Wheat."
----- (October 3, 1900): 3. "New Wheat Dock Begins Shipping."
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----- (October 9, 1910): 6. "Municipal Dock Committee Gives All Details of Proposed Project."
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----- (February 26, 1911): 13. "Open New Dock Tuesday Night."
----- (September 11, 1911): 2. "Plans Provide 5-Story Dock."
----- (January 9, 1912): 18 Supplement. "Work to Be Started Soon on Tacoma's New Municipal Dock."
----- (November 30, 1913): 21. "City of Tacoma Developing its Own Rail and Water Terminals."
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----- (May 15, 1924): 1. "Municipal Dock Will Be Closed."
----- (August 1, 1929): 11. "Municipal Dock Will Cost \$90,000."
----- (September 15, 1929): D: 9. "First Concrete Piling Placed in Dock Here."
----- (January 4, 1935): 3. "Novel Tacoma Factory Busy."
----- (March 3, 1935): B7. "Construction of Warehouse is Advancing."
----- (January 8, 1936): 1. "\$260,000 Fire Hits Landmark."

- Tacoma News Tribune.* (October 12, 1928): 5. "New Grocery Organization Starts Here."
----- (January 21, 1935): 14. "Wholesale Grocers to Move."
----- (August 19, 1948): 1. "Younglove Grocery Sold."
----- (August 21, 1955): B-7. "Along Tacoma's Waterfront."
----- (September 25, 1981): C-13. "Puget Sound Freight Lines Closes its Office."
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Verbal Boundary Description

The nominated property is located in both the NW $\frac{1}{4}$ of Section 04 in Township 20, Range 03E and in the SW $\frac{1}{4}$ of Section 21 in Township 21, Range 03E in Tacoma, Washington.

Legal description: South 40 feet of Lot 25 & all of Lots 26 through 32, of Block 66, together with the east 20 feet of Dock Street. Tacoma Tidelands Addition.

Parcel number: 8950002171

Boundary Justification

The nominated property encompasses the entire tax lot historically associated with the Balfour Dock Building.

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Contemporary Photograph Log

<p>1 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: North facade and Thea Foss Waterway, looking south</p>	<p>7 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Above-water foundation and wharf detail</p>
<p>2 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Half Moon Rail Yard, Dock Street, and north and west facades, looking southeast.</p>	<p>8 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: East side wall, looking northwest</p>
<p>3 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: North facade, looking south</p>	<p>9 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: West side wall framing</p>
<p>4 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: West (side) and south facades, looking northeast</p>	<p>10 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: West side wall entrance, framing, and windows</p>
<p>5 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: South facade, looking northeast</p>	<p>11 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Original clerestory windows</p>
<p>6 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard</p>	<p>12 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard</p>

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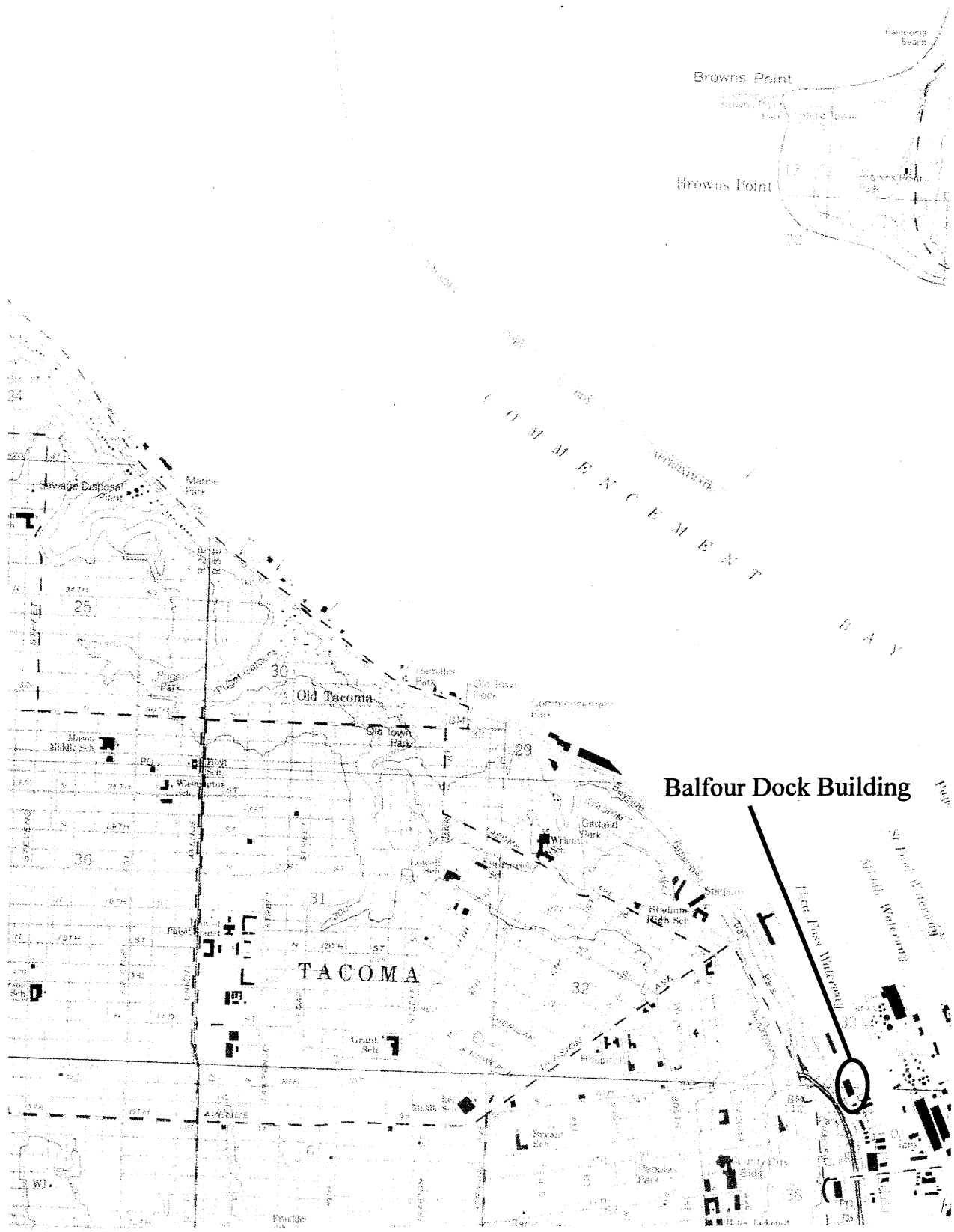
BALFOUR DOCK BUILDING
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Date: 2004 View: East (side) facade and wharf, looking northwest	Date: 2004 View: Side wall windows and interior walls
13 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: North entrance and ADA ramp for museum	16 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Truss system (interior)
14 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Original vertical tongue & groove wood frame door	17 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Museum work area (interior)
15 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Museum work area (interior)	18 of 20 Balfour Dock Building 705 Dock Street Tacoma, Pierce County, WA Photographer: Spencer Howard Date: 2004 View: Truss detail

**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS**

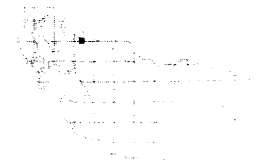
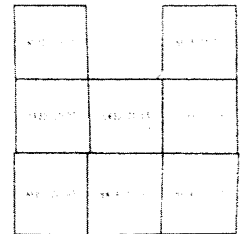
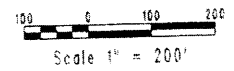


USGS map detail showing the location of the Balfour Dock Building in circle at lower right.

**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS**



SW33-T21N-R03E



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Balfour Dock Lots

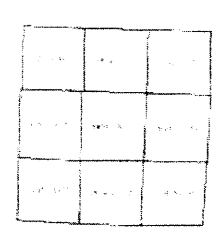
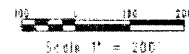
Assessor's plat map detail showing the location (north lots) of the Balfour Dock Building.

**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS**



Balfour Dock Lots

NW04-T20N-R03E

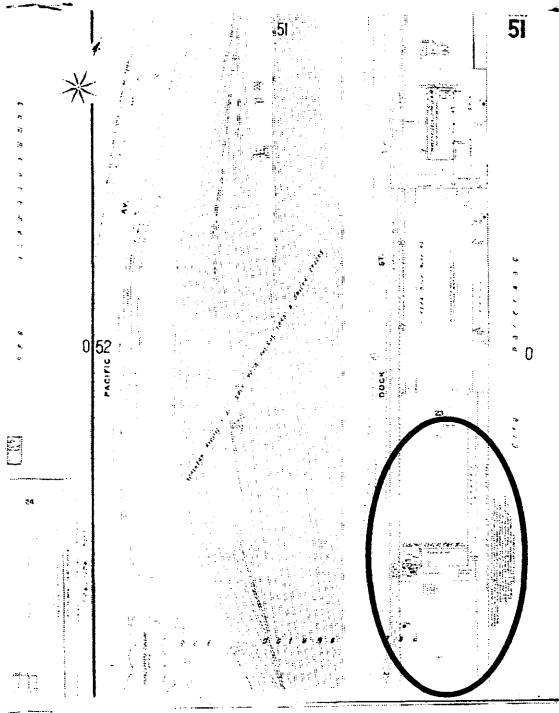


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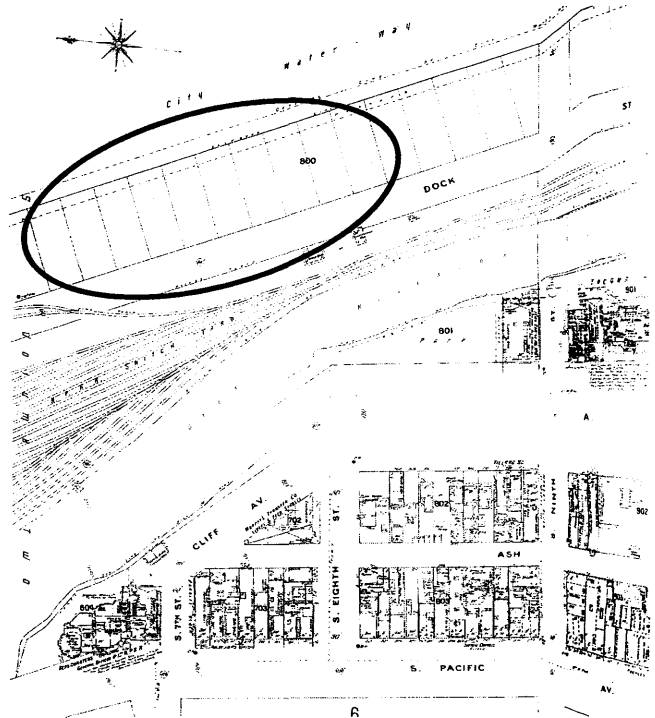
Public Services Building
2401 S. 35th Street, Room 102
Tacoma, Washington 98401

Assessor's plat map detail showing the location (south lots) of the Balfour Dock Building.

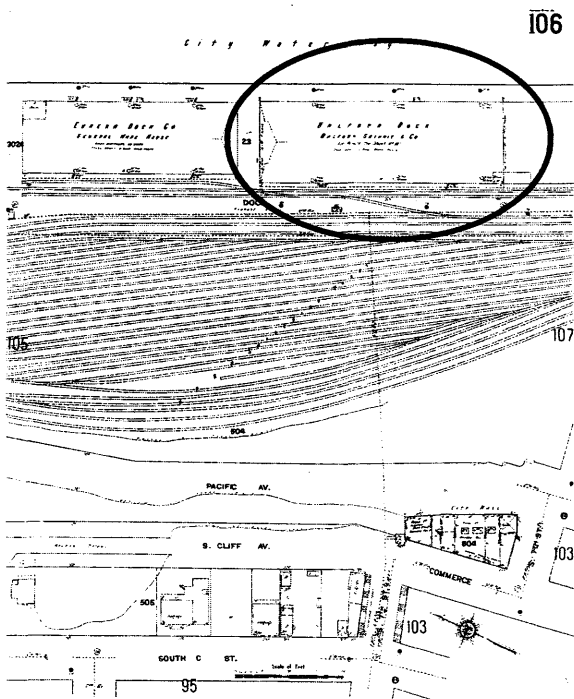
**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS**



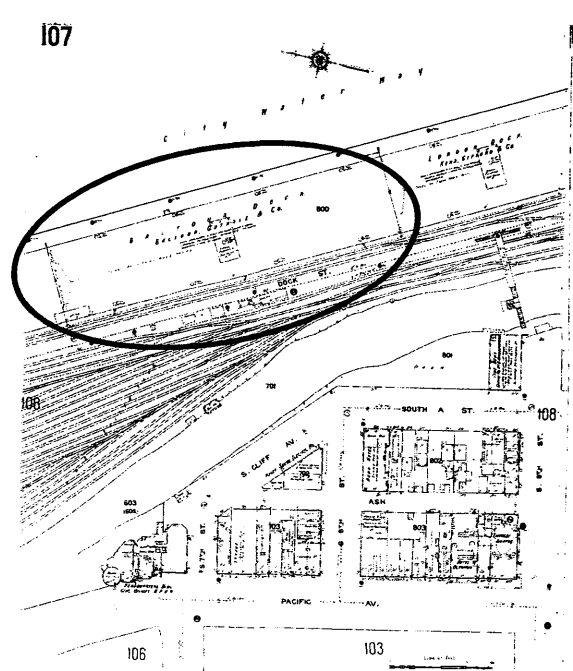
1896 Sanborn Map. North portion of Balfour Dock Building site before construction.



1896 Sanborn Map. South two-thirds portion of Balfour Dock Building site before construction.

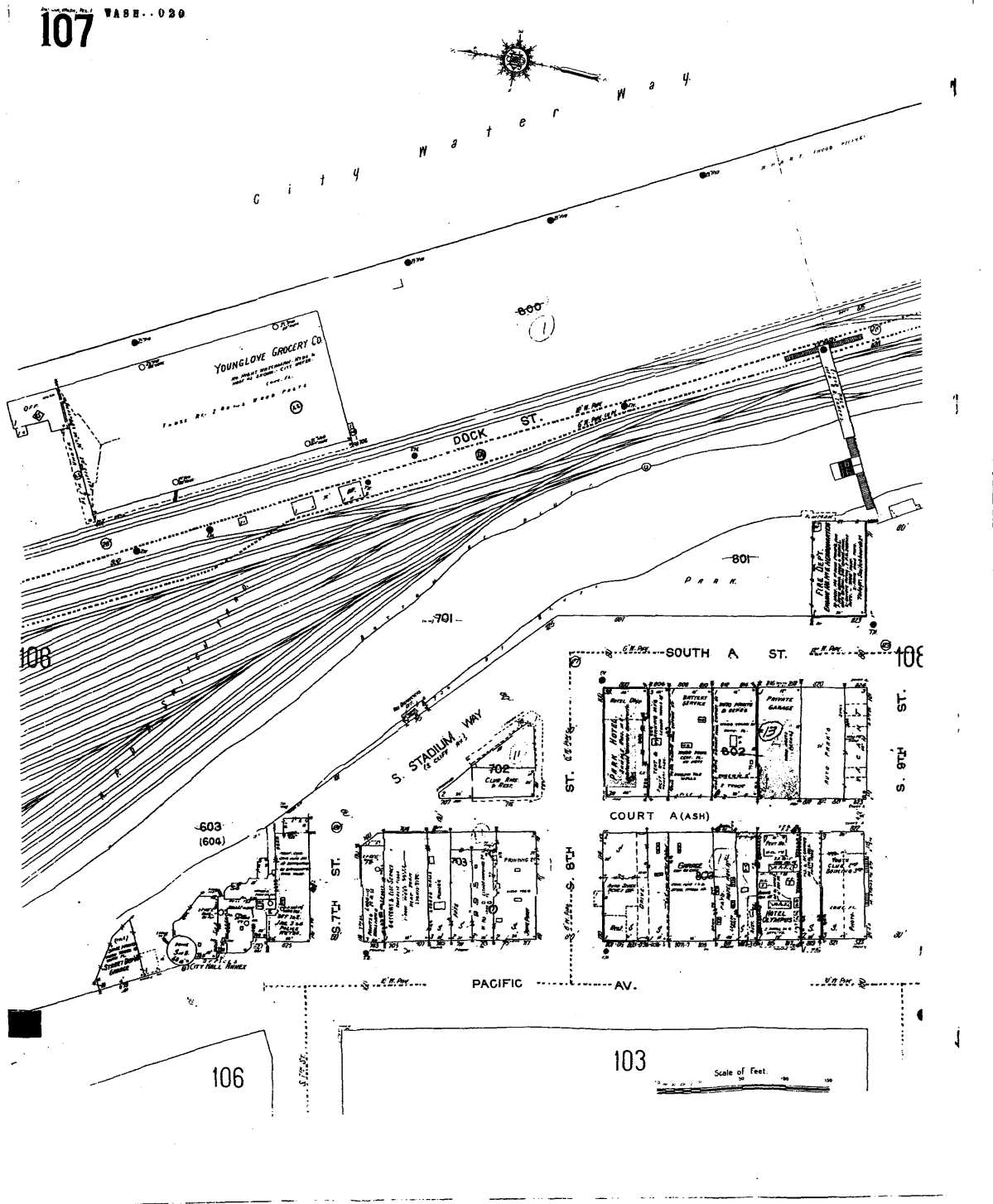


1912 Sanborn Map. North portion of the Balfour Dock Building.



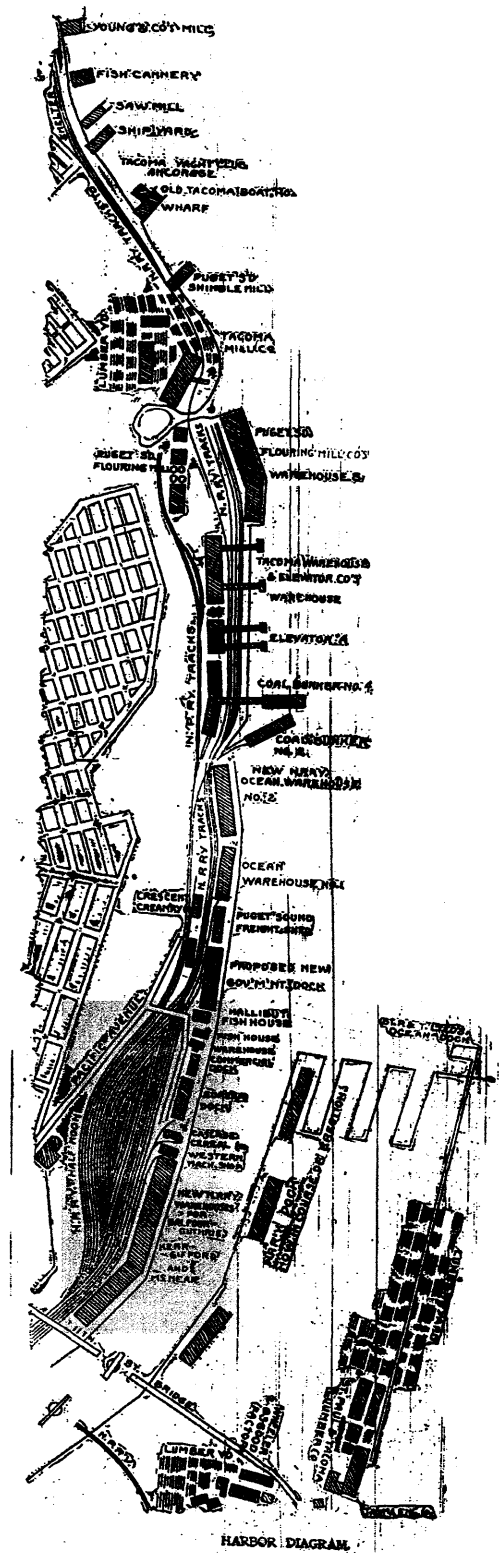
1912 Sanborn Map. South two-thirds portion of the Balfour Dock Building.

NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS



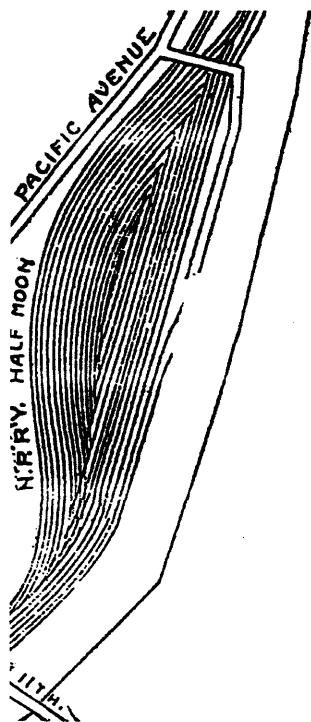
1950 Sanborn Map. Younglove Grocery Company in the Balfour Dock Building.

**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS**

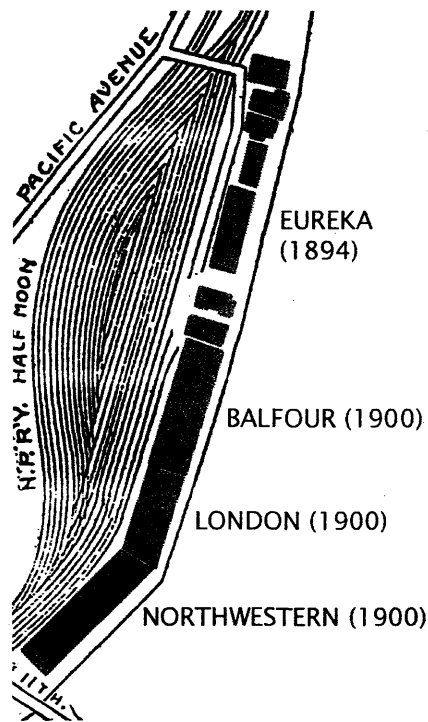


1900. Tacoma Waterfront. The series of figure ground maps on the following two pages show the evolution of Tacoma's waterfront between the Eleventh Street Bridge and the mouth of the Thea Foss Waterway from 1890 to the present (2006). The dates in parentheses denote when the buildings were built or demolished.

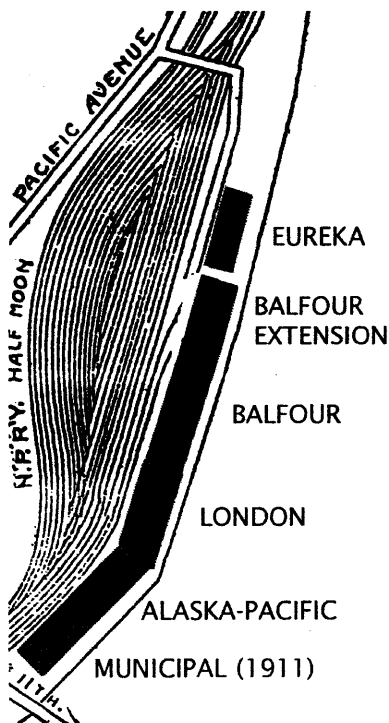
NATIONAL REGISTER NOMINATION
 BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
 MAPS



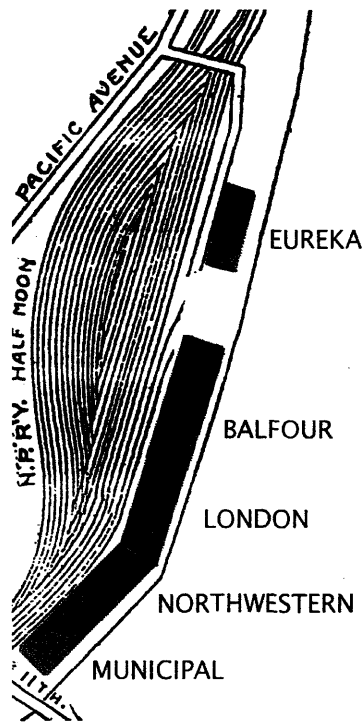
1890



1900

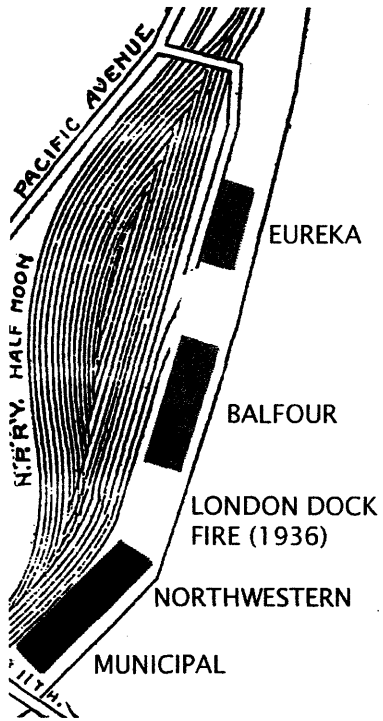


1911

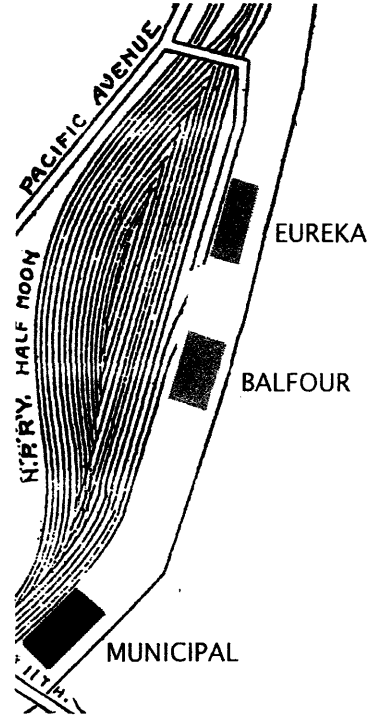


1930

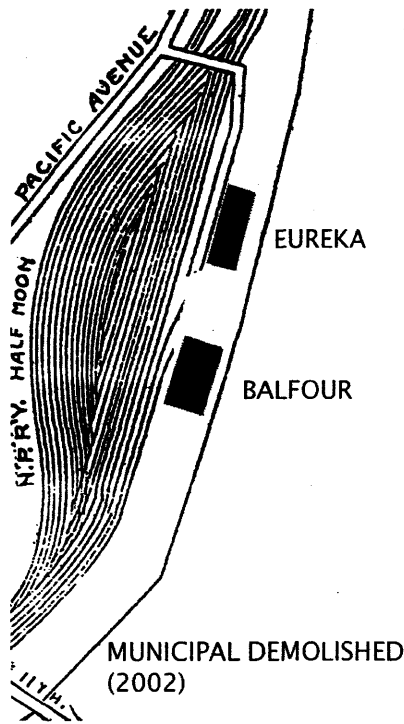
NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
MAPS



1940

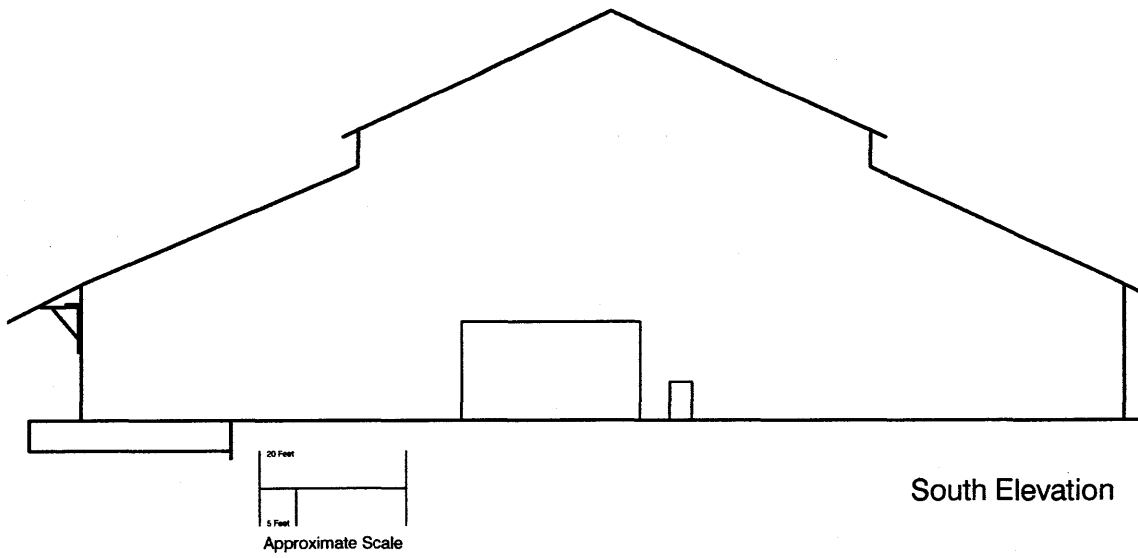
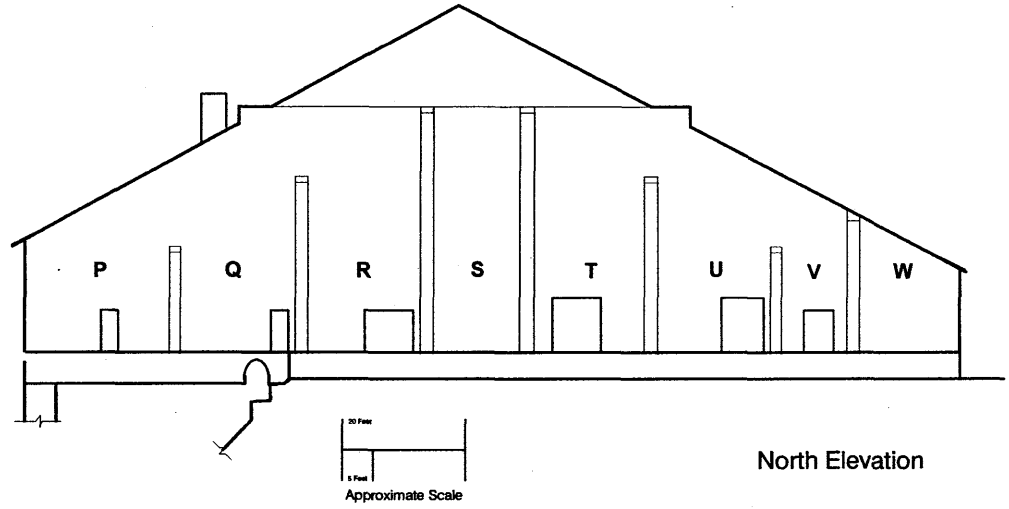


1950-2000

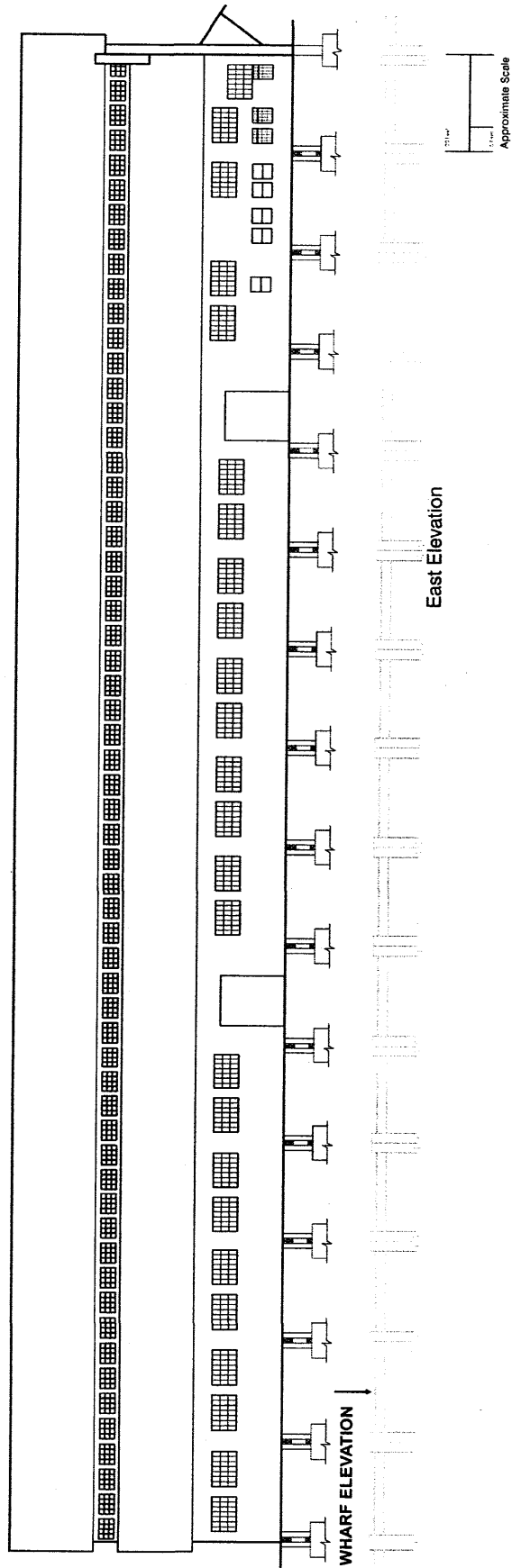


2006

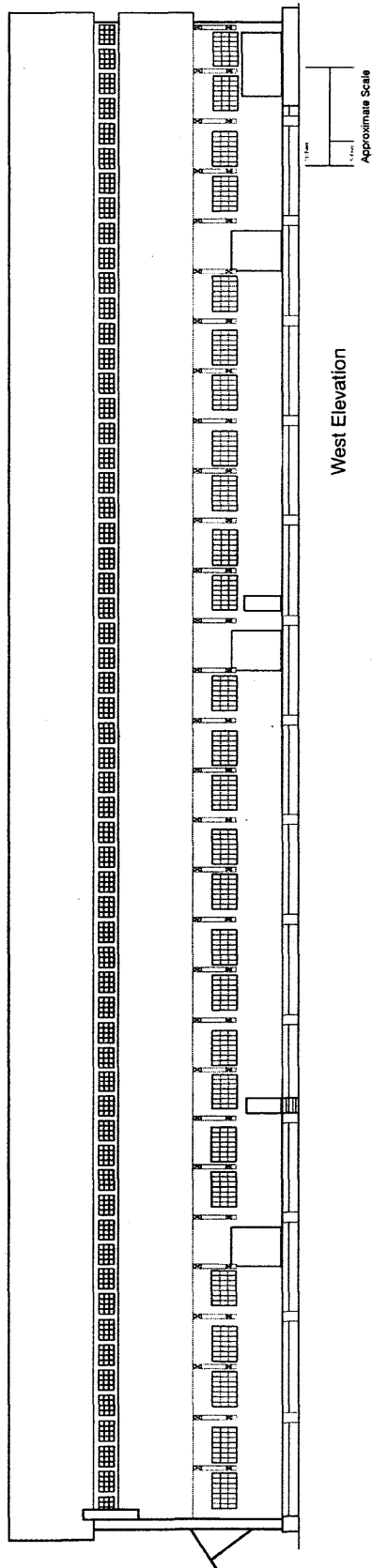
**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
DRAWINGS**



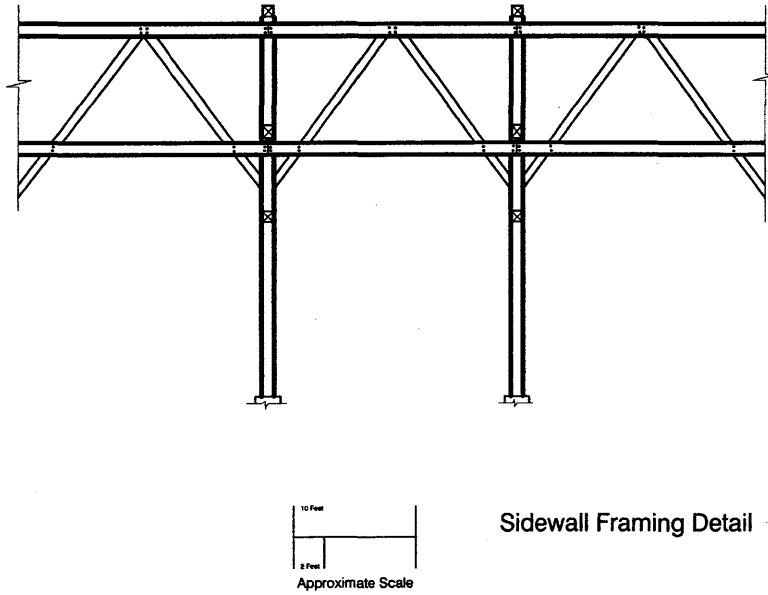
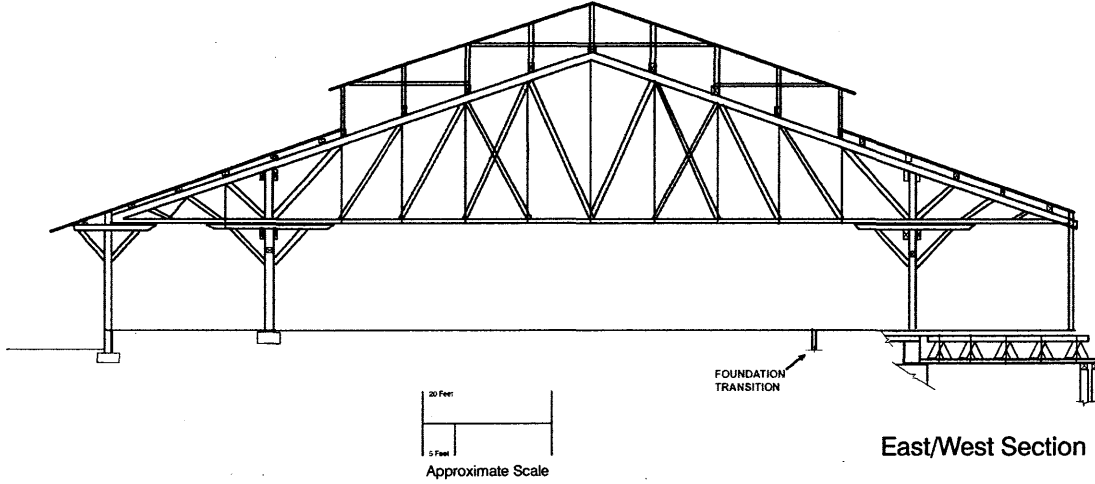
**NATIONAL REGISTER NOMINATION
BALFOUR DOCK, 705 DOCK ST., TACOMA (PIERCE COUNTY) WA
DRAWINGS**



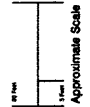
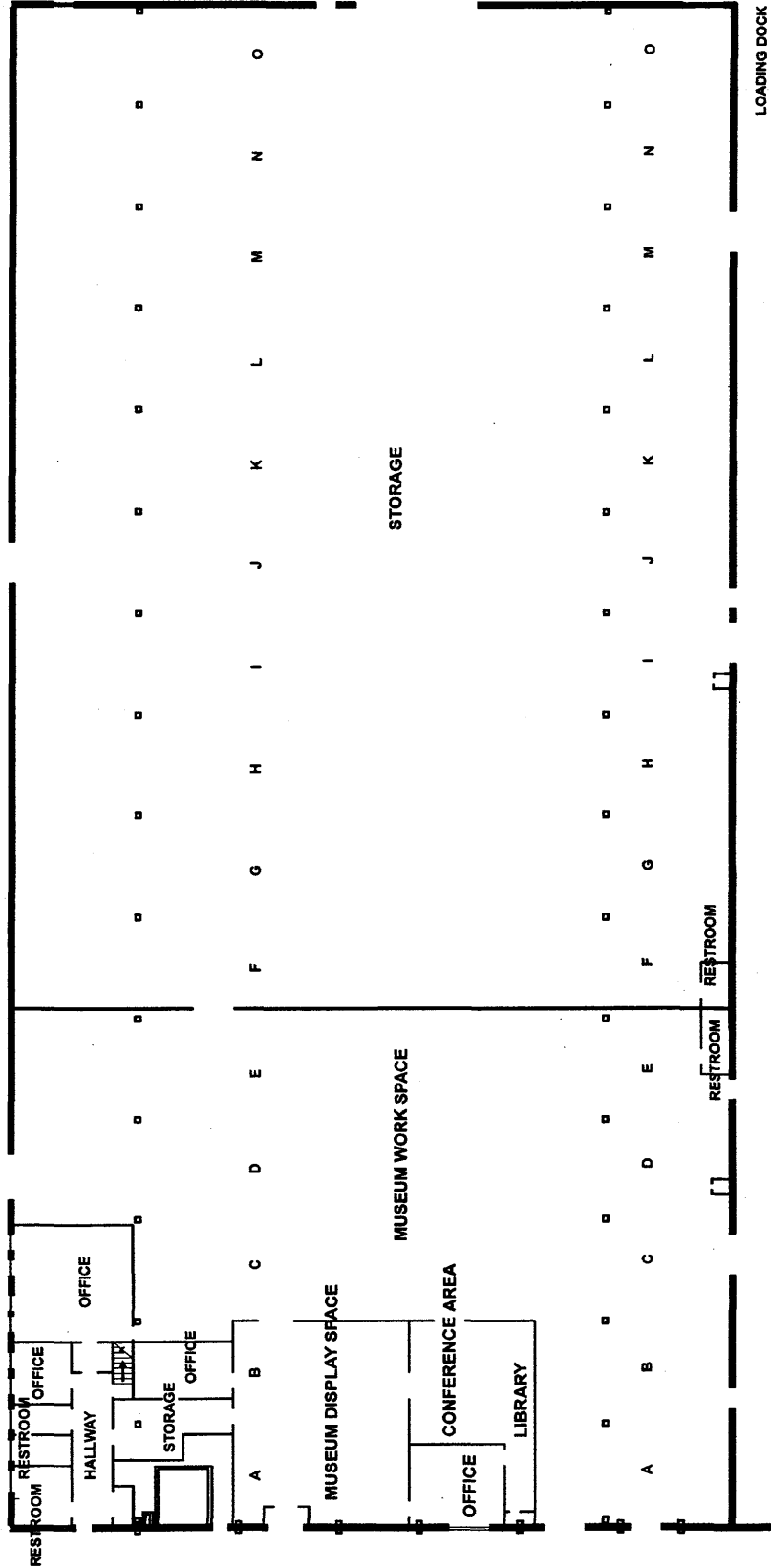
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DRAWINGS



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DRAWINGS**

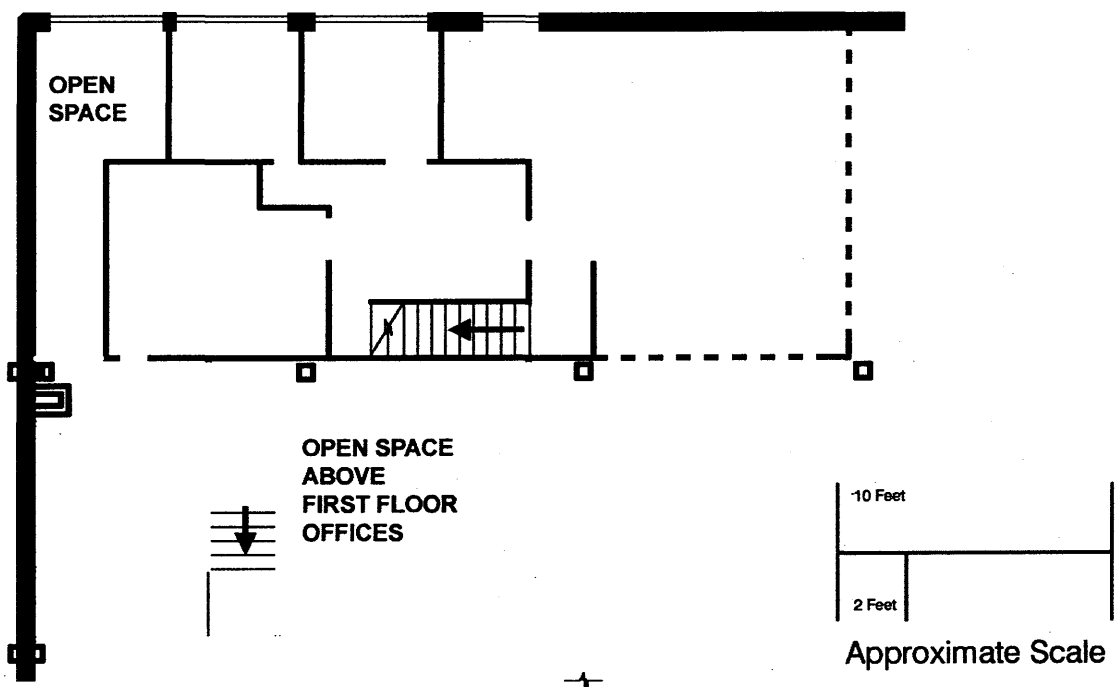


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First Floor Plan

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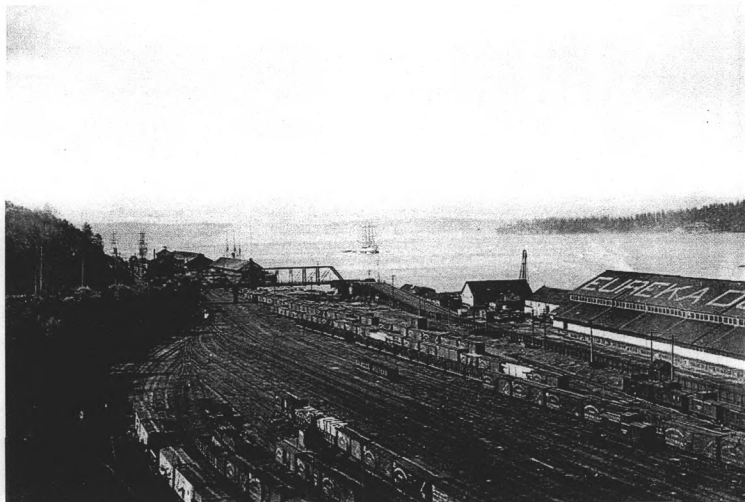


Mezzanine Floor Plan

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Ca. 1890. Northern Pacific Half Moon Railyards before construction of the wheat warehouses.
View: South. Source: Washington State Historical Society.

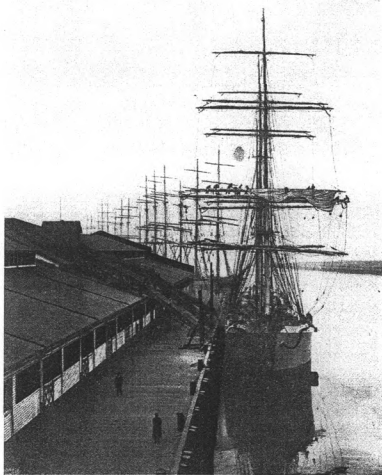


Ca. 1901. Northern Pacific Half Moon Railyards and the Eureka Dock. View: North.
Source: University of Washington, Special Collections. Photographer: Wilhelm Hester.

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PHOTOGRAPHS**

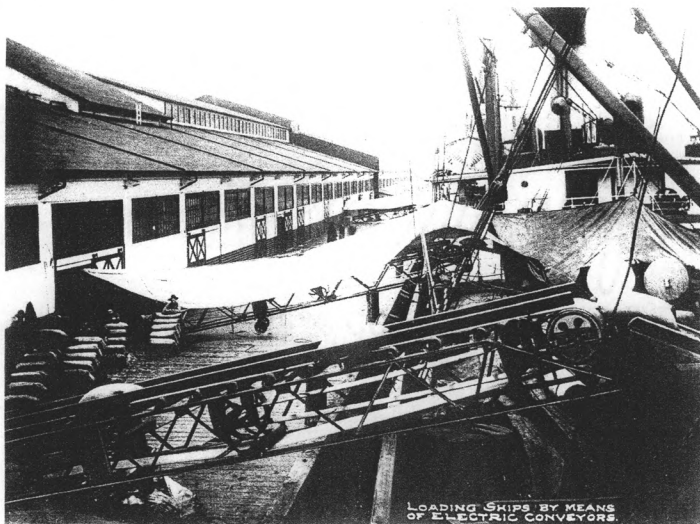


1901. Ships receiving wheat from the Alaska-Pacific, London, and Balfour Docks. Source: Washington State Historical Society.

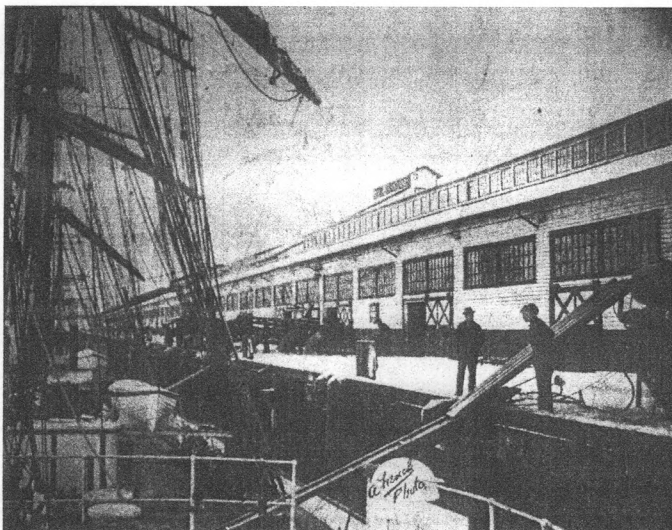


Ca. 1901. String of deep water sailers loading Tacoma's famous wheat warehouses. Source: "Tacoma, Where the Rails Meet the Sails."

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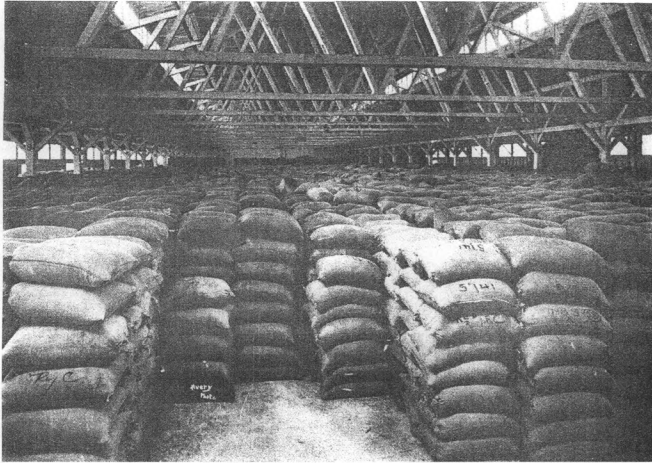


Ca. 1901. Loading of ships by means of electric conveyors. Source: Tacoma Public Library.

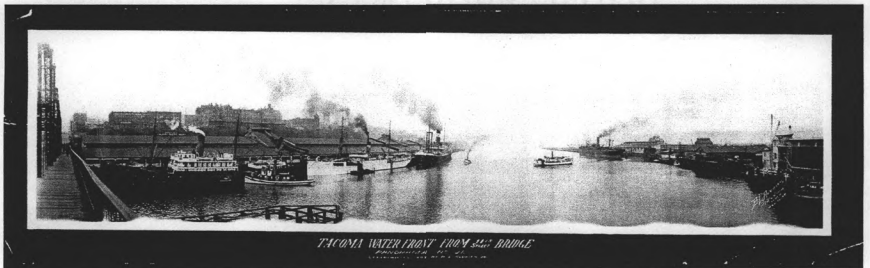


1902. Loading of wheat from the Balfour Dock onto the "Puritan." Source: Tacoma Daily

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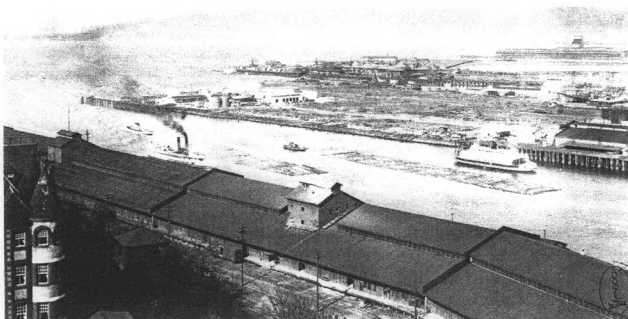


Ca. 1901. Balfour Dock Building interior with sacks of wheat. Source: "Tacoma, Where the Rails Meet the Sails."

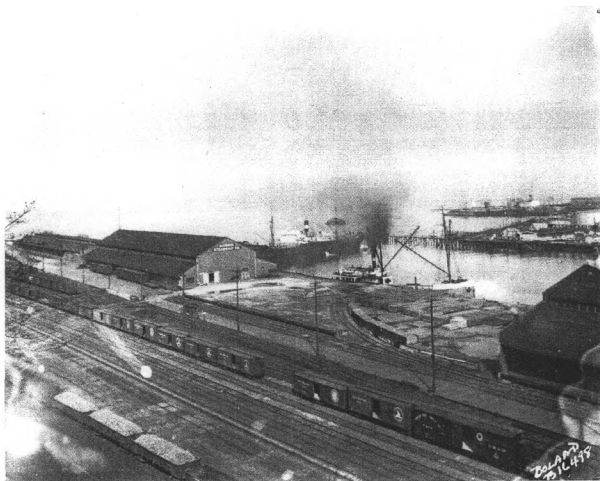


Ca. 1905. Tacoma waterfront and City Waterway (Thea Foss Waterway). View: looking Northwest from the Eleventh Street Bridge. Source: Library of Congress.

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Ca. 1905. View of London Dock (center), Northwestern Dock (right), and Balfour Dock (left), with tugboats in the City Waterway and tide flats beyond. Source: Washington State Historical Society.



Ca. 1930. Eureka Dock (McCormick Steamship Co.) on left. Partial view of Balfour Dock on right. The vacant space was the site of the northern expansion of the Balfour Dock. Source: Tacoma Public Library.

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1930s postcard aerial view of downtown Tacoma with Balfour Dock left of center. Source: Artifacts Consulting, Inc.



1940s postcard aerial view of downtown Tacoma with Balfour Dock in upper center. Source: Artifacts Consulting, Inc.

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1947. Younglove Grocery Company in former Balfour Dock Building. Source: Artifacts Consulting, Inc.