

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

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

1 NAME

HISTORIC Old City Hall Historic District
AND/OR COMMON

LOCATION

STREET & NUMBER
CITY, TOWN Tacoma
STATE Washington
VICINITY OF
COUNTY Pierce
CODE 53
CODE 053
2744
6th CONGRESSIONAL DISTRICT
3rd - Donald L. Bonker
NORMAN DICKS

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input checked="" type="checkbox"/> PARK
			<input checked="" type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Multiple (see attached sheets)
STREET & NUMBER

CITY, TOWN
STATE
VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. County-City Building
STREET & NUMBER 930 Tacoma Avenue, South
CITY, TOWN Tacoma
STATE Washington 98402

6 REPRESENTATION IN EXISTING SURVEYS

TITLE National Register Nominations for Old City Hall & Northern Pacific Headquarters

DATE
 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Office of Archaeology and Historic Preservation

CITY TOWN P. O. Box 1128, Olympia
STATE Washington

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

Liddle & Hewitt
703 Pacific Avenue
Tacoma, Washington 98402

North Pacific Bank Note Co.
117 S. 8th
Tacoma, Washington 98401

Mr. & Mrs. John Heaton
702 Pacific Avenue
Tacoma, Washington 98402

Mr. Lyle N. Swedberg
2808 N. Mason
Tacoma, Washington 98407

City of Tacoma
930 Tacoma Avenue S.
Tacoma, Washington 98402

Mr. & Mrs. John B. Thomas
3020 S. Union
Tacoma, Washington 98409

Morley Studios, Inc.
720 Pacific Avenue
Tacoma, Washington 98402

Johnson-Cox Company, Inc.
726 Pacific Avenue
Tacoma, Washington 98402

Mr. A. C. Olafson
Route 1, Box 48F
Orting, Washington 98360

Mr. Robert L. Kurtis
c/o ABC Printers
731 Commerce Street
Tacoma, Washington 98402

Mr. Edmond P. Richards
734 Pacific Avenue
Tacoma, Washington 98402

Washington Building Company
c/o Conrad Peterson
1212 Washington Building
1019 Pacific Avenue
Tacoma, Washington 98402

Ms. Harriette Raab
P. O. Box 489
Vashon, Washington 98070

Cicovich & Ghilarducci
722 Commerce Street
Tacoma, Washington 98402

Mr. George T. Gagliardi, Trustee
512 Washington Boulevard
Tacoma, Washington 98402

Bonnell Investment Company
760½ Commerce Street
Tacoma, Washington 98402

A. Conifer, Ltd.
P. O. Box 11246
Tacoma, Washington 98411

American National Red Cross
702 Broadway
Tacoma, Washington 98402

Mr. Fred Pease
708 Broadway
Tacoma, Washington 98402

Ms. Maria Barbon
724 South Grant
Tacoma, Washington 98405

Mr. William O. Rakness
718 South Grant
Tacoma, Washington 98405

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 2

Ms. Jean M. Tart
Box 102
Tacoma Country Club
Tacoma, Washington 98498

Mr. L. R. Lahey
c/o Frank M. Jacobs
801 Pacific Avenue
Local #61 Building Corporation
c/o Mr. William J. Pallock
805 Pacific Avenue
Tacoma, Washington 98402

Mr. and Mrs. L. Ghilarducci
809 Pacific Avenue
Tacima, Washington 98402

Mr. and Mrs. Theodore Kennard
811 Pacific Avenue
Tacoma, Washington 98402

Mr. Robert A. Dunbabin
2241 Eastlake Avenue E.
Seattle, Washington 98102

Ms. Alice Wilder
1 Washington Plaza
Suite 1000
Tacoma, Washington 98402

Mr. John Anderson
4123 North 30th
Tacoma, Washington 98402

Sec Pac Old Tacoma City Hall
1400 Tower Building
Seattle, Washington 98101

Mr. Etal McNerthney
P. O. Box 1997
Tacoma, Washington 98401

Mr. George H. Salzer
P. O. Box 366
Steilacoom, Washington 98388

Tencoma Corporation
c/o Vale and Gregory Knight
1500 Washington Plaza Building
Tacoma, Washington 98402

Mr. Herbert F. Syford
Suite 404
747 St. Helens
Tacoma, Washington 98402

United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Mr. E. D. Ficklen
P. O. Box 57
Spokane, Washington 99210

Ms. Margaret Udall
c/o Udall Realty Inc.
2205 N. 30th
Tacoma, Washington 98403

Ms. Leah Grigsby
7311 - 50th Avenue, N.E.
Seattle, Washington 98115

Mr. R. Wheeler and Helen Daugherty
c/o Mr. Herbert Syford
Suite 404
747 St. Helens
Tacoma, Washington 98402

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old City Hall Historic District is located on a bluff at the north end of Tacoma's business district, overlooking Commencement Bay. It is situated on a rectangular grid oriented at compass points although several intersecting streets create triangular blocks at the edges of the district. Visually, the District consists of four large pivotal structures located at the boundaries and bracketing supplemental structures of wide variety but with generally consistent facade heights. Within the District and adjacent to it are structures already included on the National Register of Historic Places. The Old City Hall (5.17.74) and the Northern Pacific Office Building (5.12.76) stabilize the northern boundary of the district and the Pantages Theatre/Jones Building (11.7.76) just south of the district boundary, complements the Winthrop Hotel. Elements of seven city blocks form the District. Beginning at the eastern boundary, the primary north-south streets are A Street, Court A (once Ash Street), Pacific Avenue (the main downtown arterial), Commerce (once Railroad Avenue), and Broadway (once C Street). The western boundary, formed by St. Helens Avenue and Court C, is drawn to include the ownership of facades on the west side of Broadway; storefronts along the first named streets do not contribute to the significance of the district and are visually isolated from it. Ninth Street, the southern boundary, is the only east-west cross street through the district. Eighth Street continues only from Pacific to A; Seventh, only from Commerce to Pacific. The northern boundary is formed by Freeway Spur, an elevated roadway of recent construction which is successfully masked by the Old City Hall and the Northern Pacific Office Building. Pacific Avenue arcs to the east and is partially covered by Firemen's Park, a recent landscaping immediately across from A Street and the eastern boundary of the district.

All blocks are laid out so that major building entrances face the streets which run north and south, and the buildings are constructed with common walls which cover the entire depth of the block, deleting any need for alleys. Thus, with the exception of Pacific Avenue, where business fronts face each other, business fronts tend to be located on the east. The western exposures represent the back of the structures. Court A is, therefore, more appropriately in an alley. From the bluff to Pacific Avenue the land is level, but Commerce and Broadway form terraces on the steep hillside. As a result, a facade which appears as a single story on the west side of the street is scaled a full three stories on the east.

The pivotal structures dominate the District skyline. As a result, there are a number of vistas that rise and conclude within the boundaries. Views north along Broadway, Commerce and Pacific conclude with the Elks Temple, Old City Hall and Northern Pacific Office Building. Similarly, sight lines from the eastern portion of the district terminate with the last two buildings mentioned. Views to the south along Broadway are distinctly terminated by the Winthrop and Bostwick Hotels as they are on Commerce by virtue of the dominance of the Winthrop Hotel and the Motoramp Garage.

The Elks Temple is a particularly distinctive structure and stands apart from any other in the district by virtue of its massing, treatment of detail, and stark white color. The Second Renaissance Revival design rises in reinforced concrete from Commerce Street on a heavy water table. The first story is rusticated and has its principal approach through the south wall from the terrace level of the Spanish Stairs, midway between Broadway and Commerce. Immediately above and facing on Broadway is the main building entrance. The entrance facade is divided into three bays, each with a round arched window opening at street level (one serves as the entry portal) surmounted by a tall rectangular opening at the second story level. Each second story window is provided

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

7

PAGE

2

with a small iron-railed balcony supported by a scrolled bracket or keystone and decorated with pascari. The bays are separated by pilasters surmounted with Ionic capitals. Immediately above the second story windows is an entablature capped by a monumental parapet with antefixae. The same treatment continues on the east and south although the north elevation is not articulated. The south elevation, facing the Spanish Stairs, is five bays wide. At each end bay there is a rectangular opening in place of the round arched window; an oeil-de-boeuf executed as a cartouche appears above these openings. The balance of the windows are treated as on the Broadway elevation although balconets of several styles are provided the windows on the south and east that correspond to the street level window level on the west.

At the opposite end of the District on Broadway is the Winthrop Hotel, a substantial brick-faced concrete structure rising a full nine stories above the street. It is not related in appearance to the Elks Temple but it serves as an anchor for the southwest corner of the district in much the same fashion as the Temple does for the northwest. The greatest mass of the Second Renaissance Revival building is executed in a tan brick on a U-shaped plan. This main body rests upon a broad two story base of gray terra cotta. The street level floor is unadorned although the second story is penetrated by tall window openings flanked by sets of pilasters; pairs of griffins face each other between the pilasters above the window opening. An entablature rests upon the pilasters and encircles the entire building. Because of the difference in the level of Broadway and Commerce, the entablature appears as an intermediate cornice on the Commerce Street side of the hotel. The surrounds of the small windows above the entablature are decorated with the same gray terra cotta although the treatment is applied only to that tier of windows resting on the cornice. The windows of the next four stories are undecorated. Above the seventh floor, however, there is an intermediate cornice of tan stone and the windows of the remaining floors are enhanced with surrounds of the same material. The space between the windows of the eighth and ninth floors is decorated with a swag and the facade itself executed in a lighter shade of brick. A penthouse appears above the ninth story cornice. It is of a still lighter shade of brick and is finished with such refinements as pilasters, rusticated brickwork, quoins and swag ornaments; a balustrade caps the penthouse cornice.

The Italianate treatments of the Old City Hall and the Northern Pacific Office Building are addressed in those nominations. The bulk of the remaining structures exhibit Italianate or eclectic treatments of many different kinds. Perhaps the most uniform collection of facades exists between 726 and 736 Pacific Avenue. These Italianate structures provide exceptional variety in window and cornice treatments and display a particularly lively and harmonious appearance. The Weeks Building (734-6 Pacific) and the Davie Building (732 Pacific) are especially noteworthy in that they retain unmodified first floor storefronts, rare in the district. In the remaining structures, segmented arch window openings predominate, occasionally enhanced with hood ornaments (711-17 Pacific). The anonymous, utilitarian brick and glass facades of the garage buildings along Commerce and Broadway represent another important type in the District. While they are amorphous in design, they do provide a uniform connective tissue between more significant elements. Some of

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

the structures approach the Commercial style although none as fully as the Motoramp Garage (741-47 Commerce); the Morris Motors Building (711 Broadway) has Commercial elements as does the Colonial Hotel (701 Commerce).

Probably the most interesting of the primary structures is the Bostwick Hotel. It was built in 1889 by Henry Clay Bostwick, an early Tacoma physician significant in the creation of the city's first bank. The Bostwick Block, situated on the northern triangular junction of St. Helens, Broadway and Ninth Street, is the only remaining structure of three which were all built at the same time. The other two were the Tacoma Theater and the Gross Bros. Store. The trio was seen at the time as having stimulated further construction in downtown Tacoma in 1890. The upper three floors of the four story Bostwick Block served as a hotel and the main floor housed a bank -- the Western Trust Company of Tacoma. According to a plaque placed by the DAR in 1970, it was in the Bostwick that the custom began of standing for the national anthem. The facade of the Bostwick was given substantial relief by a repeating pattern of bays and recesses, the effect heightened by a gable roof on alternating bays. A high parapet connected the protruding gables and ran the entire circumference of the building; over the un-gabled bays, the parapet form replicated crenellations. The windows were all tall and rectangular with the exception of round-arched openings in the fourth floor recesses. By far the most striking feature of the Bostwick was an exterior finish which duplicated panelling forms usually reserved for interiors. The surface of the building was covered with boards and mouldings, dividing it into a series of rectangles and squares. It appeared that every possible vertical surface was similarly treated, even the parapet and the interstices of intermediate cornices. Unfortunately, this highly decorative treatment has been masked by (or removed in favor of) a layer of stucco or gunite applied as early as 1924. In addition, two bays were removed from the northern end of the building and the facade completely reworked so that at present it does not resemble the remaining portions of the building. More windows appear on the ground floor store fronts than were included originally but in large part the massing and outline of the building are the same as when built.

Many of the structures have been altered, however, the impact and extent of the alteration vary greatly. The most common alteration is a reworked street-level storefront. Sometimes the treatment is minor, such as the unification suggested by the owner's sign spanning the dissimilar facades at 722-726 Pacific. Sometimes the alterations have greater impact, such as the joining of a three story Commercial style building with a single story store front by the device of an arcaded brick facade which bears no relationship to the buildings it masks or to the structures on either side (811-13 Pacific). Some alterations, such as the loss of a cornice (Olympus Hotel and 718-20 Pacific, for example) are not immediately noticeable and appear related to seismic considerations. Other alterations are more permanent and damaging: most of the intrusive structures in the District are actually historic buildings that have been altered beyond recognition. The intrusions have little real impact on the appearance of the district since in every case but one the set-back is the same as the surrounding structures. The typical intrusion

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 4

is an emasculated historic building finished with an applied facade material (819-23 Pacific and 738 Broadway).

There are only three exceptions to the structural density in the District. There is an open parking lot immediately to the north of the Tacoma Motoramp Garage. Fire destroyed the original structure on this site, a business block stylistically cohesive with those to its north along the western side of Pacific. The second exception was noted above, the parking lots in the 802 block. The third consists of lots on Commerce Street to the north and south of the Morris Motors (Wright) building (south of the Spanish Stairs). There is some indication that these spaces were never developed.

One characteristic which distinguishes the Old City Hall Historic District from its surroundings relates to its position as a geographic focal point. New Tacoma was built on the bluff overlooking the water, so that any development to the north required massive movements of land and fill below, and northward along the waterfront. Development eastward across the City Waterway was restricted by the boundaries of the Puyallup Indian Reservation, which included the tideflats. The fill and dredging required to develop this into a port facility did not occur until just prior to World War One. Until that time, the tideflats consisted of the swampy headwaters with a few lumber-related enterprises located in proximity to the City Waterway.

The bluff roughly borders A Street above this City Waterway. The hillside on which the town was built slopes westward from and parallel to a north-south pattern. (This pattern was platted by Colonel I. W. Smith after Frederic Law Olmstead's plan was rejected after the Panic of 1873). Geographically, Commencement Bay north of the Northern Pacific Headquarters Building sweeps in a northwestern direction. Conforming to this phenomena, additional streets were forced to angle into those parallel to the bluff. These streets also conform to the irregular slopes of the hillside. The District, within this configuration of parallel strips and angular intersections, represents the farthest northeast corner of the early downtown business area. To the north were streams, gulches and uncleared virgin timberlands. It was far easier to clear the area to the west of Pacific first and then to clear north and then southeastward towards Commencement Bay.

To the north, at the present time, the District contrasts the waterfront and the upper area along the bluff. The new Schuster Parkway leads from Seventh and Pacific, past the northern end of the original Northern Pacific "halfmoon yards". Of the early Commencement Bay waterfront development, nothing remains except several warehouses east of the bluff along the City Waterway. A new grain warehouse, located approximately upon the site of the Northern Pacific wharf, is visible to the north.

Along the northern part of the bluff, two streets enter the District, Broadway and Stadium Way (formerly Cliff Avenue). Originally, this was a residential area. It is now a transitional zone which allows for an intermixture of multiple family dwellings and commercial structures. There are many apartment houses and vacant lots. At the

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

northern end of this transitional zone, one enters the Stadium-Seminary Historic District. At the southern end of the bluff, Stadium Way merges south into Commerce Street and eastward onto the freeway spur which follows midway along the bluff.

To the south and west of the District, the qualities which distinguish the District from its surroundings are the product of its historic significance and its architectural characteristics. Within the District, the commercial activities located in the primary and secondary structures were more related to transportation and housing than other forms of business activity. The Northern Pacific Headquarters building housed the offices of the major transportation and real estate facility, both in terms of land and sea travel and commerce. It also housed the Weyerhaeuser Company when it started in 1900. When Eastern investors, Presidents and future residents of the city arrived, they were drawn to this sector of downtown Tacoma because of the functions undertaken in these two structures. The totem pole as a tourist attraction was located at 10th and A to bring people directly into this area. The Municipal Dock on the City Waterway below 10th and A, and the Interurban at Eighth and A, were in this area. It is no wonder, then, that the hotels are located in the District, with the Winthrop as a pivotal structure, or that social needs would be met by the Elks Temple (all varieties of fraternal and social organizations once met in the District). In contrast, the surrounding area saw the more traditional forms of businesses with the addition of banking and finance institutions along Pacific.

Architecturally, the District exhibits styles no longer extant in the surrounding areas. One must travel four blocks further south along Pacific to find once again the facades which reflect the eclecticism of the later 19th century represented in the District. Some of these have been seriously altered to adapt to their current uses. Only within the District can one visualize the appearance of Pacific Avenue prior to the turn of the century. Between Ninth and 13th on the west side of Pacific, every early building has been demolished - parking garages and newer structures have been built.

The area south from Broadway has also undergone a progression of building to the accompaniment of contrasting styles. However, the changes have not been as detracting, perhaps because modern construction has not intruded to the degree it has along Pacific and because the Pantages Theater (1916-1918) across Ninth at Broadway, and the Bostwick Hotel (c. 1889) across Broadway at Ninth, combine with the Winthrop Hotel (1925), also at Ninth and Broadway, to tie the two areas together.

Intrusive modern construction and the disruption of the original facade lines are, therefore, the major features which separate the District from its surroundings to the south, particularly along Pacific Avenue. The quality of mutually supporting facades exists within the District and not immediately outside. Although some of this cohesiveness has been disrupted through intrusive alterations, it has not been done to the point of destroying the continuity. Late 19th century eclectic styles blend to present a street view of an earlier date than the surrounding area. (This could also be said for Ninth Street south along Broadway. There is more compatibility with Pacific between Seventh

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

and Ninth and Broadway between Ninth and 11th than there is between Pacific from 11th to Seventh). One is allowed to step back in time and view an architectural micricosm with relatively few intrusions.

Architects have been identified for the pivotal structures and for several of the primary structures. Their contributions span the history outlined relative to the District. Some were practicing Tacoma architects; others of stature were commissioned from the East and Middle West. Their buildings reflect training and experience which range from the traditional American method of apprenticeship to training at the Beaux Arts in Paris.

Charles B. Talbot, who began designing the Northern Pacific Headquarters building in 1886, was an architect for the railroad. He was also one of their Vice Presidents and a professional photographer. He is known most for his series of blueprint photographs (in the Washington State Historical Society Museum) documenting railroad construction related to the Northern Pacific in Washington State. He undoubtedly operated the blueprint apparatus atop the Northern Pacific Headquarters building.

In 1890, Hatherton and McIntosh of San Francisco won the contest for the design of the Tacoma Chamber of Commerce building, which was to be on a site at Seventh and Pacific Avenue. A land swap occurred in that year, however, which placed the Chamber of Commerce building at the corner of Ninth and Broadway (now the location of the Winthrop Hotel), and the City Hall (1893) was located instead at Seventh and Pacific. The cornerstone of the old City Hall credits Hatherton as the architect for the building. He was the official architect for the city of San Francisco and designed its city hall.

Two architects who practiced in Tacoma and whose work can be seen in the District were C. A. Darmer and Frederick Heath. Both of these men's work spanned several decades within the city. C. A. Darmer was born in Germany and received his architectural training there. He worked for architectural firms in both San Francisco and Portland, Oregon and first arrived in Tacoma in 1884. In 1885, Darmer and William Farrell became partners. Darmer became the "official" architect for Charles B. Wright, the Philadelphia based Northern Pacific official responsible for much of early Tacoma's planning and construction. Darmer's work can be seen throughout Pierce County and Western Washington State in residences, business blocks and warehouses. Of all the architects working in the city during these early years, he was the most prolific. His early work within the Old City Hall Historic District can be seen in the blocks along the western side of Pacific Avenue (1886-1888). Later he designed the Bradley Garage at 707 Pacific (1906) and the Olympus Hotel at 815 Pacific (1909). It is possible, too, that he designed the small building to the south of the Olympus Hotel (1904).

The architectural firm of Heath and Twichell designed the Park Hotel at Eighth and A (1909). Frederick Heath received the traditional American apprentice training in the architectural offices of Warren H. Hayes in Minneapolis, where he worked for ten years before coming to Tacoma. He was the official architect for the Tacoma School District, and is known specifically for his redesign of the Tacoma Land Company Hotel. Originally designed by

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 7

the Philadelphia architects G. W. Hewitt and W. D. Hewitt, this hotel eventually became Stadium High School, named after the stadium (1909-1910), also designed by Heath, located next to the school. Heath's commercial structures include the National Realty building (now Puget Sound National Bank, 1909-1911), which at the time of its completion was the highest building west of the Mississippi.

The architect for the Elks Temple, E. Frere Champney, graduated from the Ecole des Beaux Arts in 1900. His first professional association was with Carrere and Hastings of Buffalo, New York. While employed there, he was the chief designer for the firm's projects at the Pan American Exposition. Champney left this firm to work for the federal government, and continued his exposition work in St. Louis (1904) and at the Lewis and Clark Exposition (1905) in Portland, Oregon. He also designed several post offices and county warehouses. In 1907, Champney came to Seattle, and two years later he formed a partnership with Augustus Warren Gould, with Champney the chief designer.

When the Citizen's Hotel Corporation began their search for an architect for the Winthrop Hotel, they found one whose reputation centered around the design of large hotel buildings, W. L. Stoddard of New York City. Stoddard graduated from Columbia University, received his apprenticeship under various New York firms, and in 1908 set up his own practice. Among his other hotel buildings were the Lord Baltimore in Baltimore, Maryland, the Reading in Reading, Pennsylvania, and the Tutweiler in Birmingham, Alabama.

A discussion of architectural styles can better be undertaken by classifying construction within time frames:

1. 1886-1893

- A. West side of Pacific between Seventh and Ninth, excluding the two corner structures (Motoramp Garage and Colonial Hotel).
- B. East side of Pacific between Seventh and Eighth, except garage at 707 Pacific.
- C. Bostwick Hotel
- D. Old City Hall
- E. Northern Pacific Headquarters building

2. 1900-1909

- A. Puget Sound Electric Railroad Depot
- B. Park Hotel
- C. Garage in 703 block on Pacific

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 8

- D. Olympus Hotel
 - E. Tacoma Beauty Supply (possibly)
 - F. Stothart Hotel
3. 1910-1925
- A. Garages along Broadway and Commerce between Spanish Stairs and Stothart Hotel, (some of these might have been built around earlier structures)
 - B. Elks Temple and Spanish Stairs
 - C. Morris Motors (Wright) building
 - D. Winthrop Hotel
 - E. City Hall Annex
 - F. Colonial Hotel
 - G. Tacoma Motoramp Garage

The old City Hall Historic District can be most appropriately defined architecturally first as a series of pivotal structures exhibiting their own styles derived from a variety of Revival influences, with the exception of the totem pole. Secondly, it is a series of primary and secondary structures, basically vernacular in style, but influenced by Revival styles.

The early period of construction between 1886 and 1893 was dominated by Italian Revival Themes. The Northern Pacific Headquarters building was influenced by the late Italian Renaissance, while the City Hall reflects the influence of the Italian town hall of the early Florentine Renaissance. Buildings on the west side of Pacific between Nos. 726 and 736 are also influenced by various phases of the Renaissance.

In the second period of construction between 1900 and 1909, one sees the use of a change in scale; for example, in the Olympus Hotel along Pacific Avenue or the Provident Building (1903) outside the District between Ninth and 10th on Pacific. Back in the District, the Park Hotel across A Street from Firemen's Park represents a modification of the Mission style by its use of decorative glazed tiles.

In the third period of construction, one finds a further modified vernacular building in the Colonial Hotel (1913) with its pedimented entrance at Seventh Street. The Winthrop Hotel (1925) represents a very late example of a Classic revival, and here, on all three

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 9

sides, Neo-classic motifs are much in evidence with dressed stone, restrained bas-reliefs, balconettes and decorative terra cotta urns and garlands. The Elks Temple is influenced by the classicism of the Beaux Arts.

The building material is rather consistent, with stone, brick, stucco and concrete the major elements. Much of the original quality of some of the brick, stucco and terra cotta work as been altered through recent paintings, using colors which must be considered incompatible with the original appearance of the buildings. Another noticeable design feature are the iron fronts between 713 and 725 on the eastern side of Pacific and Commerce. They were constructed in 1887 by the Standard Iron Works, J. R. Lister and Sons, Tacoma.

It should be emphasized that the Old City Hall Historic District is a blend of an historic district with an architectural district. The architectural qualities of the District are predominant in the pivotal structures which exhibit well identified adaptations from recognized architectural styles. These structures tie together primary and secondary structures of less architectural significance. The history associated with these latter structures represents a vital association with Tacoma's past which interacts with their architectural significance. As outlined above, they are important because they provide a relatively cohesive, unbroken line, not only in the relationship of one building to another, but also in relationship to time.

8 SIGNIFICANCE

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

SPECIFIC DATES 1873-1925

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

From the very beginning, the town site of New Tacoma depended on the moneyed interests of the Eastern Seaboard, particularly that of Philadelphia, and the decision in 1873 that it become the terminus of the Northern Pacific Railroad. This decision was made by these Eastern gentlemen, notably Jay Cooke (who went so far as to send his sons to Old Tacoma in order to establish a bank), knowing the full potential of the 1870 federal land grant. Sam Wilkerson, an associate of Horace Greeley and Henry Ward Beecher, traveled the Puget Sound at this time and wrote a pamphlet for Cooke, lauding Puget Sound as the "Mediterranean of the Northwest".

There is nothing on the American continent equal to it. Such timber - such soil - such orchards - such fish - such climate - such coal - such harbors - such rivers . . . And the whole of it is but the western terminus of our railroad. The empire of the Pacific Coast is to be enthroned on Puget Sound. Nothing can prevent this - nothing . . . There is no end to the possibilities of wealth here . . . Jay, we have got the biggest thing on earth. Our enterprise is an inexhaustible gold mine.
 (Josephson, The Robber Barons, p. 94)

Wilkerson continues emphasizing the domain as large as a European kingdom, and noting that Puget Sound was to be the "chained slave of the Northern Pacific Railroad" (p.95). Cooke, of course, was to be king and slavemaster.

Cooke, however, was bankrupt before he could assume real power. The Panic of 1873 destroyed him financially, and New Tacoma was left to fend for itself for several years while the Eastern establishment argued the fate of the Northern Pacific Railroad. Gradually, however, much like the first train chugging slowly through the switchback across Stampede Pass for the first transcontinental run in 1887, Tacoma came into its own, its fate, growth and future constantly dependent on the financial manipulations and encouragement from the East. Charles B. Wright, who took it upon himself to be Tacoma's benefactor through various positions of authority in the Northern Pacific Railroad's hierarchy (living in Philadelphia, never Tacoma), saw a chance to transplant in the undeveloped wilds of the railroad terminus along Commencement Bay a mirrored reflection of a well developed Eastern city. There was to be first no wild frontier town, or so he thought. New Tacoma was to begin with respectability.

The Old City Hall Historic District comprises the area of downtown Tacoma east of Broadway, north of South Ninth Street, and west of the eastern border of Firemen's Park overlooking the City Waterway and tideflats. The northern boundary extends diagonally from the park to the northern property line of the old Elks Temple to Broadway. Three pivotal structures, the Northern Pacific Headquarters building (1886-1888), the old City Hall (1893), and the

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

Elks Temple (1916), are clustered together at the northern border of the District dominating its physical appearance (the Northern Pacific Headquarters building and the old City Hall are on the National Register of Historic Places). This is enhanced by the Spanish Steps, a southern supplement to the Elks Temple. Historically and geographically, this area represents the real center of New Tacoma, for it was built on the edge of a wooded bank, and below and beyond along the waterfront lay the Northern Pacific's "halfmoon yards" and wharf. Broadway, extending northward, eventually developed into one of the early "respectable" residential areas, much in contrast to the hastily constructed board and batten houses to the west of Broadway.

The uniqueness of this area can best be perceived by first seeing it as not only an extant architectural entity, but also as a site whose importance goes back to before the determination of the Northern Pacific Railroad terminus. As an area of downtown Tacoma, the site has undergone several generations of construction. Finally, Broadway (formerly C Street) has served as a transition street between the business development south of Broadway and Ninth, an area which competed with Seventh and Pacific for civic dominance.

Originally, this area from Ninth to 11th on Broadway was the center of activity. The first Northern Pacific Headquarters building, the City Hall and County Courthouse were located here. The site of the Winthrop Hotel (on the northeast corner of Ninth and Broadway) was to be the location of the City Hall until a land swap with the Chamber of Commerce (c.1890) resulted in a shift in civic emphasis, preceded by the Northern Pacific's decision to build at Seventh and Pacific. Placing the Chamber of Commerce on this future Winthrop Hotel site and the City Hall near the Northern Pacific Headquarters building can be seen, therefore, as a symbolic and perhaps not so unconscious recognition of the early relationship between the government and the railroad.

These two areas, Seventh and Pacific and Ninth and Broadway, were united structurally and visually only after the transportation revolution gave birth to the primary use of the automobile. The garages which dominate Broadway and Commerce, while not of primary importance architecturally, are of extreme importance to the history of the District.

Before Nicholas De Lin arrived in 1852 to construct his mill near what is now the end of the City Waterway (near Dock Street and Puyallup Avenue) and before the Judsons planted oats on what became the site of the Tacoma Hotel (between Ninth and 10th on A Street), this area

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

was of significance to the Puyallup Indian culture. Early settlers of Old Town report a burial ground in the near vicinity of the Northern Pacific Headquarters building. Recorded as between Seventh and Pacific and the bank below, this location was also to have contained a hieroglyphic rock of such size that when Pacific Avenue was graded in 1873-74, the rock could not be moved. If this account is correct, the rock, purported to be the sacred rock of the Puyallup Indians, still lies buried beneath the street. (Prosch, McCarver and Tacoma, pp. 97-98).

The early development of the downtown area which encompassed the District was related in part to the delineated boundaries of the Puyallup Indian Reservation which included the tideflats. It was not until after 1900 that a land commission was organized which allowed for private ownership of land on the tideflats and its eventual industrial development. What this meant for New Tacoma was that all waterfront development essential to Northern Pacific's commercial enterprises had to occur in a lineal pattern on the southern portion of Commencement Bay bordering the New Tacoma town site. The town site was chosen because of the natural deep water port to its north. It could easily accommodate ships, while the tideflats, if available, would have required time consuming development.

Hence, the town developed on the bluff and westward hillsides, and the transportation facilities below the bluff and northward along Commencement Bay. The position of the "halfmoon yards" (which grew gradually as the waterfront area was filled) ultimately determined the location of the Northern Pacific Headquarters building above it, and, therefore, determined the future course of the Old City Hall Historic District. A determining factor throughout the development of Tacoma has been transportation in its various forms and the accompanying commercial enterprises needed to assist in the movement of goods and people on both land and water. It begins with the rawness of a company town where unfamiliar men congregated to build a railroad. It ends with the complexities of a growing city. The process reached its peak in 1925 with the construction of the Winthrop hotel and the demolition of the Donnelly Hotel across the street (at Ninth and Pacific) to make way for an automobile garage. How significant that four years later the Tacoma to Seattle interurban railroad, whose headquarters were located northwest of Firemen's Park on A Street, ceased operations. Couple this with the increasing marine and industrial development of the tideflats following World War One, which caused movement away from southern Commencement Bay as a commercial hub, and we witness the beginning of the end of this terminal point at Seventh and Pacific. By the 1920's, Tacoma's downtown place to congregate became once again Ninth and Broadway.

It is customary to refer to the east side of Pacific Avenue between Seventh and Ninth as Whiskey Row because of the number of saloons and questionable boarding houses which lined the streets. Development of these establishments is understandable if one remembers the proximity of the railroad yards and wharfs and the workers whose needs must be met. The earliest of these was Jacob Halstead's Halstead House. Located at 707 Pacific and built in 1879, it represents in part the first generation of architecture in the district. Of clap-board construction with a "French" roof (as stated by an early reporter), the first story contained the restaurant and saloon, the upper two stories hotel rooms and the girls.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

This was sandwiched in between two structures of a later date, representing a second generation of building which used brick for construction, the Bodega Bar at 709 Pacific (C. 1890) and the Bradley Hotel at 701-3 Pacific (c. 1893). Prior to construction of the hotel, this was the site of St. George's Hall. It was a meeting place for assorted fraternal and secret societies. All the earlier saloon buildings and boarding house structures still exist on this block except the Halstead House, which was razed in 1906 in order to construct a garage for the convenience of the customers of the Bradley Hotel.

Of even more notoriety was Harry Morgan's Theater Comique at 815 Pacific, now the location of the Olympus Hotel. Accompanied by a saloon and gambling house, it opened in 1887. The theater was a brick structure to the rear of the saloon and had seating for 300 people. The balcony contained screened boxes where the occupants could see the stage but were invisible from without. Behind the balcony was an open space of chairs called "Bum Box". Morgan was known for offering the best entertainment, the most dishonest gambling (or honest gambling if you were one of his supporters), and a gang quite adept at rolling loggers (evidently their favorite target). Harry Morgan's establishment represented the zenith of corruption in the city's morals during these early years, and a year after the Theater Comique opened, a campaign began to close it down. Morgan responded by starting his own newspaper, the Morning Globe, to strike back at his critics. (Its competitor was the Tacoma Daily Ledger. Morgan hired William Lightfoot Visscher as editor in 1889. While his task was to paint Morgan as a public benefactor, he was also recognized as a brilliant editor, and Tacoma honored him by naming a street for him.)

Morgan died in 1890, and the war against vice was never successful. It took the introduction of Prohibition in 1916 in Washington State to eliminate the aura of what the city always saw as a necessary evil in the two block area between Seventh and Ninth on the eastern side of Pacific Avenue. The bordellos acquired more respectable names - the Interurban Hotel, the Eau Claire Apartments, the Ohio Hotel, and the U. S. Hotel. These saloons, barber shops and cigar stores were replaced with stationery, auto parts, the more fashionable Olympus Hotel (1909) and the Grand Theater, located across Pacific from the Donnelly Hotel at Ninth.

Two things should be noted about the effect of this two block vice-filled haven for the unfamiliar man. It did definitely affect the way the District developed commercially relative to the surrounding area. But it should be noted that the activity was restricted and that the development of the rest of the District is in contrast to it. A determining factor in this changing course has to have been the construction of the Tacoma Hotel at one end of the District. (This structure, designed by Stanford White in 1884, was located between Ninth and 10th on the eastern or bay side of A Street. The hotel was destroyed by fire in 1935. This was formerly the site of General John W. Sprague's residence. He came to Tacoma as a representative of the Tacoma Land Company, a subsidiary of the Northern Pacific Railroad, and was instrumental in assuring that New Tacoma became the terminus. When the steamer ferry became the popular form of inter-Puget Sound travel, the Tacoma Municipal Dock was located below the hotel with a staircase leading from the foot of 10th Street to the City Waterway). The second determining factor was the construction of the Northern Pacific Headquarters building (1886-1888) as the northern anchor of the District.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

8

PAGE

5

One can easily see this area as an enigma to the early developers. Business and banking establishments grew to the south and west of the District in a clear, but restricted north-south pattern parallel to the hillside. This development was confined first by the Puyallup Reservation on the tideflats, and secondly because immediately encircling the business district were the first residential areas. It was not until residential areas were opened further from the downtown area (c. 1890) that businesses could geographically expand. Those who decided to establish enterprises downtown prior to 1890, therefore, had no choice but to build around Whiskey Row, which was there first, in the hopes that better businesses would crowd the questionable out. This, of course, did not happen for the two grew side by side, but it serves as a possible explanation as to how one can equate the magnificence of the Tacoma Hotel between Ninth and 10th on A Street, with Morgan's den of iniquity a block away on Pacific. Recognizing that their headquarters should be near their yards and wharf, they had to build one step away from the Halstead House. It must have been even more disturbing to see the Theater Comique arise before their headquarters building was completed. To their minds, however, every structure competing with Whiskey Row must have represented one more successful attempt in Tacoma's struggle towards respectability. It was important to succeed, for some of the saloon owners from Old Town two miles up-Bay were owners in New Tacoma. With the former's reputation for perpetual brashness, there must have been some fear in the early 1880's that Tacoma might never get off the ground.

Henry Villard's moves to acquire control of the Northern Pacific stock and his completion of the transcontinental route to his terminus city of Portland in 1883 undoubtedly shocked the fledgling community of Tacoma. Villard had acquired control of the Northern Pacific Railroad in 1881 after first secretly purchasing its stock for over a year. Earlier he had consolidated Western transportation facilities through his Oregon Railway and Navigation Company and has constructed competing railroad lines throughout the West, especially along the Columbia River. This hampered Northern Pacific's attempt to complete the transcontinental line. After Villard acquired control of the company, he joined it with his Pacific Coast properties under a new holding company, and the transcontinental route to Portland was completed; trains would ferry to Kalama to complete the ride to Tacoma.

For the first time since 1873, the banking interests of the East had control of the railroad, and Tacoma as its terminus was once again taken seriously. Villard had allowed the town site to stagnate. Charles B. Wright, through positions of authority (President and eventual Chairman of the Board) in the Northern Pacific Railroad, wished to cultivate it, to create a planned community. By 1887, with the completion of the transcontinental line through Stampede Pass in Washington's Cascade Mountains, Tacoma's future was on a surer footing. This was the setting when construction began around Whiskey Row.

One might visualize this area after the completion of the Northern Pacific Headquarters building in 1888 as an island of saloons around which rushed the tide of respectability. This is first seen northward from the Tacoma Hotel along A Street, and simultaneously north along the western side of Pacific Avenue. The peak of this development is 1893, the completion of the City Hall. One might also include the Chamber of Commerce building (1892) on the corner of Ninth and Broadway in this spurt of activity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 6

Just as Pacific Avenue became at this time the civic and economic anchor of the downtown, A Street (particularly its eastern side) served as a visual anchor in its own right. As one moved north along A Street, one once saw a progression of compatible business facades which began further south and included the Mason block immediately south of the Tacoma hotel and the Tacoma Building at 11th and A (Weyerhaeuser Company's original headquarters). This progression culminated in a small triangular park, Firemen's Park. While little of this visual continuity remains along this street, originally it did exist. From the Tacoma Hotel, one could move north across Ninth to the Charles T. Uhlman Market block (1889) and Engine Company No. 6 (1891), the first brick fire station and the first public building constructed for that purpose. These three buildings shared the same construction materials - brick, stone and stucco - and shared also the same architectural design and decoration. It is unfortunate that the architects for these two structures are unknown, for it is obvious they attempted to create a visual continuity with the surrounding buildings.

In 1894, three years after completion of the fire station, which remained the headquarters for the Tacoma Fire Department until 1968, Firemen's Park was constructed on a triangular piece of land to the north of the station. By remembering that the City Hall was completed the previous year, we can see the outer rim of the District connected and Whiskey Row encircled. The original Firemen's Park, overlooking Commencement Bay and the tideflats, was a grass covered area where many of the original fir and cedar trees had been retained along its eastern boundary. It was the first, and for a long time the only, park or designed open space in the downtown area. As time passed, memorial trees and rose gardens were planted in the park and ivy engulfed the fire station, all this enhancing what was popularly called "pretty little Firemen's Park". Two features ultimately associated with the park, although originally not part of it, have been retained in the reconstituted new Firemen's Park - Fawcett's Fountain and the Tacoma Totem Pole. The fountain is included in the Historic District although the Totem Pole, located east of the intersection of South Ninth and A Street, is not.

The fountain, which originally stood at the junction of Broadway, St. Helens and Ninth Street, is a copy of a municipal fountain which sat on a wharf at Long Beach, California. It was presented to the city in 1908 by A. V. Fawcett, an early Tacoma Mayor. His purpose was to assure that anyone walking along the street could get a cool drink of water, an idea that must have seemed novel at the time. It is a tumulus of rusticated stone with three drinking fountains. During the 1940's, the fountain was moved to Firemen's Park. After a brief period of storage, it is now located in a park (intended as an extension to Firemen's Park) located between the Northern Pacific Headquarters building and the Bradley Hotel at Seventh and Pacific, and has been restored to working condition.

This does not complete this overview of structures along A Street, where by 1909 one generation of structures had replaced another. Two of the earliest hotels to appear in this area on the western side of A Street between Eighth and Ninth were the Villard house, next to the Uhlman Market block, and the Cliff House, facing Eighth and A. The Villard House, named for the railroad magnate, was built by Robert Motau, and it predated the Tacoma Hotel (1884). The Villard House "bus" was a familiar sight on the streets. Until the hotel

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 7

closed circa 1917, it was considered one of the great hostelries of its time. The Cliff House was viewed as more of a boarding house and was surrounded by livery stables, blacksmith and carriage makers. In 1909, this was replaced by Savage, Scofield and Company's new Park Hotel, which still stands as it was originally built across from Firemen's Park. It is possible that the construction of this hotel was in direct competition to the Olympus, built the same year a block and a half away on Pacific, and the Stothart on Broadway.

The year before the Park Hotel opened for business, C. A. Darmer designed a three story brick structure on the lot next to it for I. M. Larsen's tent and awning business (now razed). Earlier this same site saw a bowling alley, and earlier yet the home of a painter. In the middle of this block, one would have found in 1892 the Vance Shirt and Underwear Company.

It is significant to repeat the instances of carriage houses and livery stables in the area bordering Eighth and A, for as one crosses Eighth Street one encounters a structure which represents a shift in transportation from the horse to one of greater sophistication - the Interurban. When the Puget Sound Electric Railroad Company organized in 1900, its founders, Henry Bucey and Fred Sanders, intended to provide rapid service between Seattle and Tacoma in contrast to the slow moving horse or steamer. Service began two years later, and the two story triangular building now called Park Place, at Eighth and A, served as depot and headquarters. Rail transportation reached its peak in 1919 when almost three million people rode the rails. After that, service gradually declined as roads improved, people bought automobiles and motor stages became the popular form of mass transportation. The Interurban ceased operation in 1928.

Development along the western side of Pacific Avenue between Seventh and Ninth progressed in some ways similar to that along A Street. The building facades were compatible, and this continuity was maintained with business blocks further south. The structures along A Street (the Tacoma Hotel, the Uhlman Market block and Engine Company No. 6) gave one the feeling of bold simplicity and individuality which terminates with the restrained elegance of the Northern Pacific Headquarters building at the northern end of the District. The buildings along Pacific are typically fin-de-siecle and reflect the business activity of this main street.

C. A. Darmer, one of Tacoma's first major architects, records in his typescript autobiography that all the buildings in Block #704 were destroyed by fire in the winter of 1884-5. This must have been the series of wooden false fronts which lined the western side of Pacific north from Ninth Street. These included William Fife's real estate office, a gun store, and assorted shops including the California Bakery. This was Fife Block No. 1, and Fife replaced the charred remains with a hotel (1888) on the west side of Pacific at Ninth Street, named after himself and designed by C. A. Darmer, who also designed many of the still standing structures along the western side of Pacific. William Fife was a land developer for whom real estate and the mining potential of the Pacific Northwest were main interests. The town of Fife is named for him. His son was an actor and instrumental in the formation of the Tacoma companies of the Washington National Guard which served during the Spanish-

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 7

American War. When the Fife family moved south to California, they became associated with the Knowlands of Oakland, owners of the Oakland Tribune, with influence in the Republican Party.

When Tacoma began to feel the Depression of 1893, Fife was forced to close the hotel. At the time, William Rockefeller held a mortgage on it for money borrowed by Fife to develop his mining enterprises. Eventually, around 1897, John C. Donnelly took a lease on the building and reopened it. Thus, the Donnelly Hotel became a major enterprise until 1925, when it was demolished to make way for the Tacoma Motoramp Garage.

Two structures still standing were built prior to the Fife Hotel. The Maritime Building (1886) at 726 Pacific, now part of Johnson-Cox Printing Company, was one of them. It began as an office building, and in 1906 it contained as many as 13 businesses, one an office for the international Rothchild syndicate. Many of the other buildings were built at the same time as the Fife Hotel (1888) and contained a variety of businesses from shooting galleries and saloons to Thomas Pratt's wholesale grocery, clothing stores, and typewriter agencies. It is interesting to note that the upper stories in many cases were meeting halls for fraternal, social and religious organizations. At one time or another, the Odd Fellows, Tacoma Athletic Club, Ladies Gymnasium Association, Theatrical Mechanical Association, Woodmen of the World, Sons of Veterans, Knights of Pythias, Salvation Army, Longshoremen, Elks and the Y.W.C.A. had meeting rooms and offices in this two block area. Many of these halls were also used as small theaters, seating from 50 to 100 people.

By 1916, it becomes obvious that the printing industry had already begun to dominate, particularly on the Commerce Street side, providing a certain degree of consistency with the present. The Bell Press was one such enterprise. It published, among other things, the West Coast Trade and the Tacoma New Herald. (Earlier, in 1877, the Tacoma Herald, the city's first newspaper, was published a block away on Broadway near the site of the Winthrop Hotel). This was at 717-19 Commerce, and next door to the south was the Tacoma Engraving Company and the Swedish Printing Company, which published the Tacoma Posten for Swedish immigrants. The Northwest Printing Company was located three doors further south.

Across Commerce, to the west and in the Chamber of Commerce building (a frame structure) at Ninth between Commerce and Broadway, one could find the Tacoma Daily Times Publishing Company, with their printing and editing rooms next door. The Chamber of Commerce building was completed in 1892, a year before the City Hall, and housed, apart from their offices, a variety of businesses, including the Beutel Business College, lawner's offices and finance companies. In 1897, C. L. Hoska's funeral parlor was on the southeast corner of this building (Ninth and Commerce) where we later find the publishing company. Conrad Hoska was one of Tacoma's most prominent undertakers (his business was alter acquired by Buckley-King Company, still in operation). Hoska also established the Washington Burial Case Company (now the Washington Casket Company).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 8

The completion of the City Hall one year after the Chamber of Commerce building signaled the encirclement of Whiskey Row and the end of Tacoma's first major building boom. 1893 marked the beginning of a worldwide depression which continued to be felt in Tacoma until the Klondike gold rush in Alaska started bringing money south again at the turn of the century. The next economic peak seems to have been 1906. Then followed the national panic of 1907, a time when some Tacoma businesses moved to Seattle. But the environment for business gradually improved, and by 1916 those structures which complete the northern anchor of the District had been built - the City Hall Annex (c. 1910 - 1913) (there is some question about this building; it might have been built earlier), the Colonial Hotel (c. 1913), the Elks Temple (1916), and the Spanish Stairs (1916). The latter provided a pedestrian access from Broadway to Commerce and the City Hall. This boost in economic activity can in part be credited to the addition of three transcontinental railroad lines into Tacoma between 1905 and 1915 - the Union Pacific, Great Northern and Milwaukee Road - and the end of the Northern Pacific monopoly.

During this time, too, one sees a shift in emphasis along Whiskey Row on the east side of Pacific Avenue. The Halstead House was torn down to make way for an automobile garage next to the Bradley Hotel. That structure associated with Harry Morgan's gambling and theater was demolished to make way for the Olympus Hotel (1909), another Darmer design. At the time of its construction, the land was owned by Leopold Schmidt, associated with the Olympia Brewing Company in Tumwater, Washington. It took twenty some years to do it, but gradually some progress was being made towards altering the complexion of Whiskey Row along the eastern side of Pacific Avenue. The alterations, however, were consistent with the overall development of the District. Transportation was still the determining factor with the addition of new transcontinental lines and the competition which resulted, and the gradual, silent intrusion of the automobile.

Even though the automobile eventually dominated the last block in the District between the Elks Temple and Ninth Street and between Commerce and Broadway, as a site its complexion was quite different. Photographs and evidence found in the city directories suggest that this area represents one of the earlier residential streets. Wood was the dominant building material. It is, too a possible location of some of the homes of the Chinese before their expulsion in 1885. The Sandborn Insurance map published in the 1880's shows a Chinese laundry and other Chinese shops. (In November, 1885, the majority of Tacoma's Chinese population were marched ten miles south the Lakeview, where they were placed on a south bound train to Portland, Oregon. This had been preceded by several months of agitation for their removal. A vigilante group of 27 Tacomans, which included Judge James Wickersham, were indicted but never convicted for their role in the expulsion).

It becomes obvious, at any rate, that the street represents some form of transition between the development to the west along St. Helens and that to the east along Pacific. Both these latter streets saw traditional business activity. Development along Broadway and Commerce was less defined, a catch-all category of miscellaneous activity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 9

During the 1890's, furnished rooms and small home-run businesses dominated the street. We find four dressmakers located along Broadway and seven lodging houses or places with furnished rooms. Another visible activity was associated with horse transportation, blacksmiths, horse shoers, livery stables and veterinarians, clustered about the furnished rooms. But one gets the feeling that even though there was development, it was never as complete as that along the surrounding streets. The reason why has not been documented, but it could have been because of its early residential use. The one exception to this has been noted - the Chamber of Commerce building at Ninth and Broadway. But this building's sights were set southward towards business activity along Broadway, not northward, where if one continued along Broadway one entered the north end residential areas.

It appears that the area immediately to the south of the Spanish Stairs never saw much activity apart from the Morris Motors (Wright) building on Commerce Street which still remains. But with the increasing demand for automobiles, a use for the remaining land was found. By 1916, the dedication year for the Elks Temple, quite a number of automobile sales companies and garages had either taken advantage of the unused space or built around extant structures. Where before the carriage makers and blacksmiths had surrounded the hotels and furnished rooms, we now find the automobile sales companies performing the same function.

The automobile, then, served as another element which assisted Tacoma's growth pattern in the same manner as did the breaking of Northern Pacific's monopoly through the arrival of other transcontinental lines. Growth was seen in all aspects of Tacoma's life, and thus it is not surprising to see the Benevolent Protective Order of Elks needing a new headquarters building and meeting hall. Plans were drawn by E. Frere Champney of Seattle, and construction was undertaken by the prominent Tacoma firm of Cornell Brothers. This structure, located on the site of the St. Charles Hotel, opened its doors February, 1916. Its location, slightly northwest of the City Hall and Northern Pacific Headquarters building, visually terminated the northern end of Tacoma's downtown development.

Of even greater significance at this time, when the proximity of a residential neighborhood to the north of the Elks Temple is understood, is the Spanish Steps to the south of this edifice. Were these not to exist, pedestrian access to the City Hall from Broadway would have constituted a lengthy detour around business blocks. These stairs were built to satisfy city fire code requirements for a second story exit from the Elks Temple, and it is unknown if pedestrian access was noted as a determining factor of their design. However, in 1936, when the Elks Club attempted to close the stairs to the public, city officials intervened as legal owners of the dedicated street, thus emphasizing the importance of the steps to foot traffic.

By 1916, the characteristics of the Old City Hall Historic District were well identified. But growth continued, and as early as the end of World War One there were discussions centering around the need for a new hotel. This dream became a reality when in May, 1925, the Winthrop Hotel began operations on the Chamber of Commerce building site at Ninth and Broadway. Henry A. Rhodes (founder of Rhodes Department Store and the Rhodes Investment Company) and Everett Griggs (then President of the St. Paul and Tacoma Lumber Company,

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER

8

PAGE 10

now St. Regis) were instrumental in founding the Citizens Hotel Corporation which financed the construction through 2,400 stockholders. The majority were Tacomans. W. F. Stoddard, a New York architect who specialized in large hotel buildings, was commissioned to design the structure; F. A. Pratt and A. I. Watson of Tacoma were contractors.

The opening of the Winthrop Hotel, named after Theodore Winthrop, pioneer American explorer and first to refer to "The Mountain" as Mt. Tacoma, was a grand event, the signal of better things to come for the entire Tacoma citizenry, an example of what the city could do if given the chance. The financing was done by Tacomans, it was built by Tacomans - a true community effort. A quote from a 1928 news article explains it best:

From the manager on down through the ranks of the many employees, the organization is Northwestern in character and not Californian. It reflects an identification with the Northwest, a spirit typically Northwestern and a hospitality that Pacific Northwesterners may readily distinguish in character as their own. Tourists will find that the Winthrop has a personality of its own, distinguished from that encountered of hotels in other parts of the country.
(Tacoma Public Library, newsclipping file on the Winthrop Hotel)

Thus, the hotel functioned until the early 1970's when it was converted into apartments for senior citizens.

When the Winthrop Hotel was in its planning stages, a major discussion centered around its location. Why the Chamber of Commerce building was demolished to make way for the new structure might be understood by noting the existence of several parking garages in the near vicinity. Then shortly after completion of the Winthrop, the Donnelly Hotel was demolished to make way for the Motoramp Garage. Later, news articles note the acquisition of some of the garages by the hotel. There can be no doubt the automobile was a determining factor.

From the beginning, when Tacoma was designated the Northern Pacific terminus in 1873, transportation dominated the significance of the Old City Hall Historic District. The choice of Tacoma as the terminus was dependent on its natural deep water port, which was to be used in the Far East Trade. The railroad wharf determined the location of the Northern Pacific Headquarters building. The shipping docks and the location of the Municipal Dock below the Tacoma Hotel determined the place where people would first congregate upon arrival in the city. As people entered the city, their need for housing necessitated the hotels, boarding houses and furnished rooms which abounded. This was a continuous building activity, with four hotels alone built within the District between 1909 and 1913. Transportation around the area dictated the existence of first the horse, then the Interurban, and finally the automobile.

But travel is but one form of communication, representing movement from place to place. Communication also exists between people, and two particular forms dominate the history of

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 11

the District. The need for socializing (apart from and in competition with the saloons) was met through the variety of religious, social and fraternal organizations whose halls were located within the District. Entertainment was supplied by their dual purpose as theaters. And finally, man's need for the printed page and other forms of visual communication were provided by the number of printing and publishing establishments, a form of business activity which still remains.

The significance of the Old City Hall Historic District lies in its contributions made in transportation and commerce, communications, politics and economics. The success with which this was achieved was at first determined by and dependent upon the financial manipulations of those attempting control of the Northern Pacific Railroad and by its competitors. That dependency was eventually eroded by the changing American economic scene which saw successive depressions following economic peak, railroad bankruptcies, including the Northern Pacific, railroad consolidations, and a shift in transportation emphasis from the railroad to the automobile. The pivotal structures in the area symbolize and summarize the heights of Tacoma's early development and the contributions of the Old City Hall Historic District to the history of the city.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See attached sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 16.7

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY - Based on information supplied by:

NAME / TITLE

Caroline Gallacci and Patricia A. Sias, Historic Preservation Officer - Tacoma

ORGANIZATION

Community Development 909 Broadway Plaza

DATE

January, 1977

STREET & NUMBER

2820 North Carr St., Tacoma

TELEPHONE

(206) 593-4960

CITY OR TOWN

Tacoma, Washington

STATE

Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

City Directories:	1891	1906	plus others needed to establish major dates, business, and owners
	1892	1912-13	
	1897	1916	

Photograph collections at the Washington State Historical Society Library

Special manuscript file on Tacoma Totem Pole, Washington State Historical Society Library

Newspaper clipping files at the Tacoma Public Library: Hotels, Winthrop Hotel and Puget South Electric Railroad Company

HUNT, Herbert. Tacoma: Its History and Its Builders. 3 Vols. Chicago, S.J. Clarke, 1916

PROSCH, Thomas. McCarver and Tacoma. Seattle, Lowman and Hanford, 1906.

Insurance Maps of Tacoma, Washington. New York, Sanborn Map Company, 1885, 1896

Hans Bergman, ed. History of Scandinavians in Tacoma and Pierce County with Brief History of Tacoma and Early Settlement. Tacoma, 1926.

DARMER, C. A. Review of the architectural work in the building construction of the Pacific Northwest, particularly in Tacoma, Washington, as carried out by C. A. Darmer, Architect, c.1935, typescript, located in Tacoma Public Library, Northwest Room.

JOSEPHSON, Matthew. The Robber Barons. New York, Harcourt, Brace and World, 1962.

FLETCHER, Sir Banister. A History of Architecture on the Comparative Method. New York, Scribners, 1953.

SIAS, Patricia A. An Examination of Influences on Selected Tacoma Architecture, 1890-1914. Tacoma, Washington, University of Puget Sound, 1971. Master Thesis.

HARVEY, Paul W. Tacoma Headlines. Tacoma, Tacoma News Tribune, 1962.

Bibliographic Note: It is practically impossible to determine all the original, and changing uses of the business blocks in the district. Turnover was high, in cases from year to year. What has been stated in the significance portion of the nomination are samples of uses, obtained from The City Directores listed above.



FLOWERS

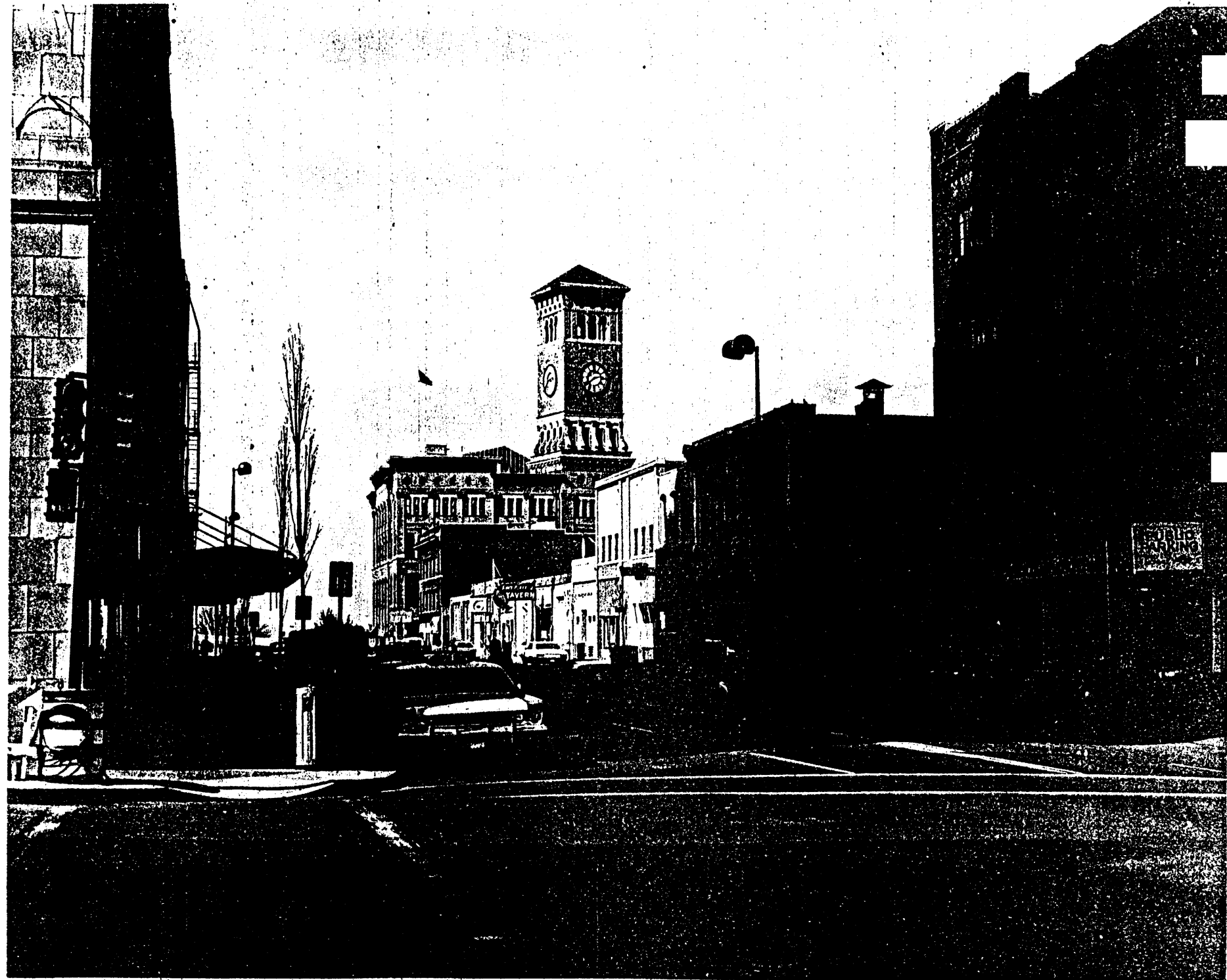
GILBERT'S

HOTEL OLYMPIUS

FREE TV
COFFEE SHOP
Mirror Room
Restaurant
HOTEL OLYMPIUS

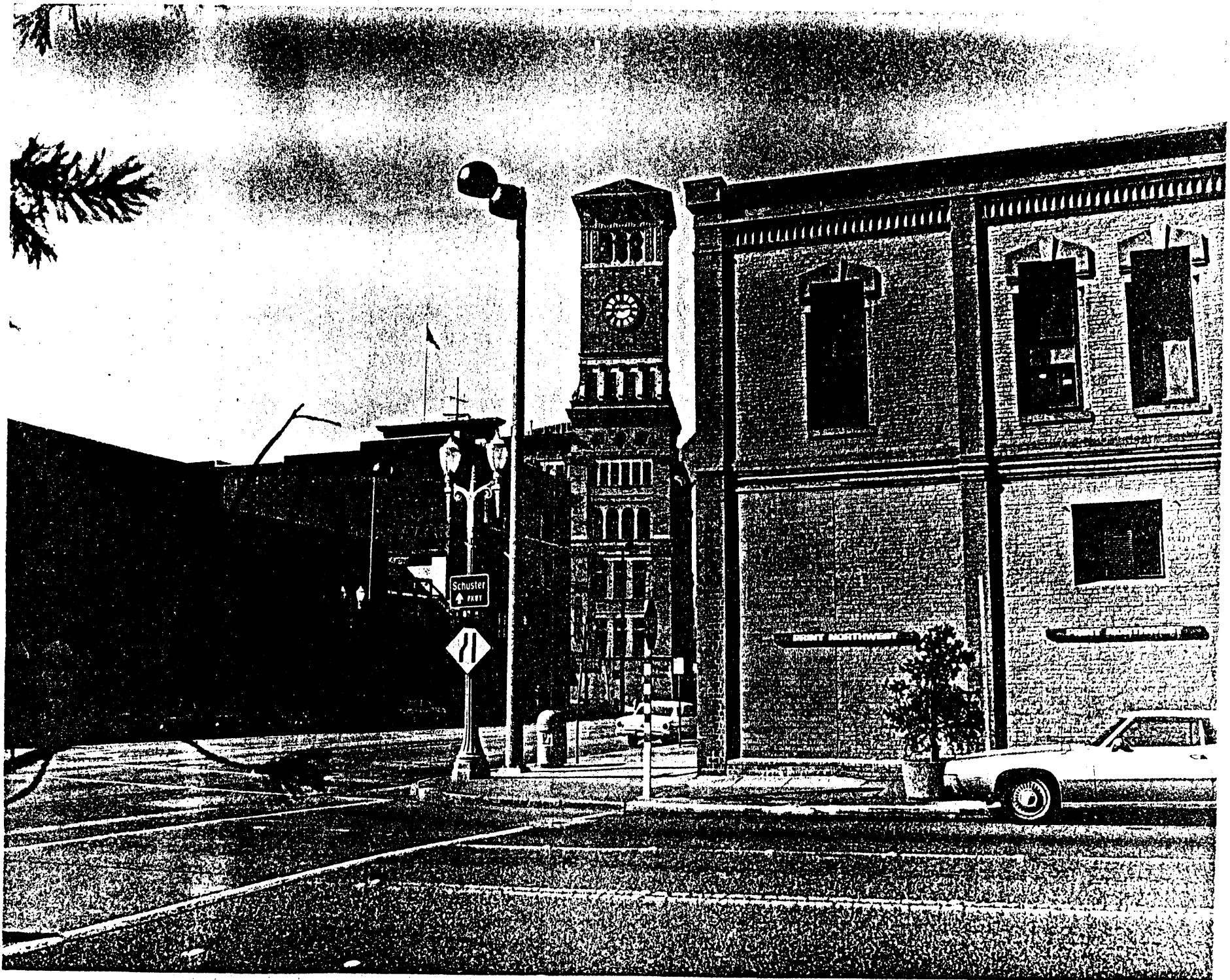
ROBBLE'S

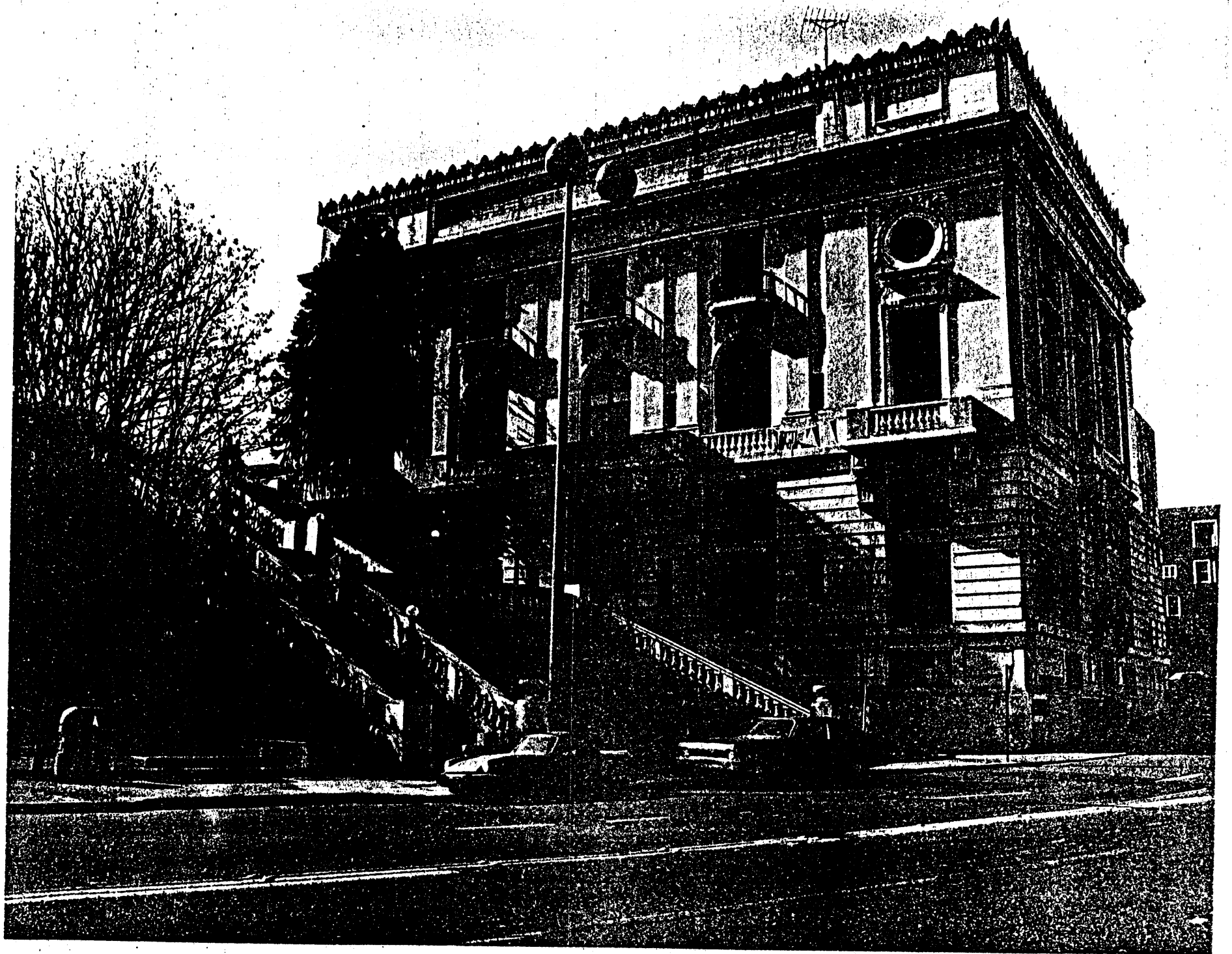




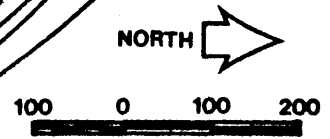
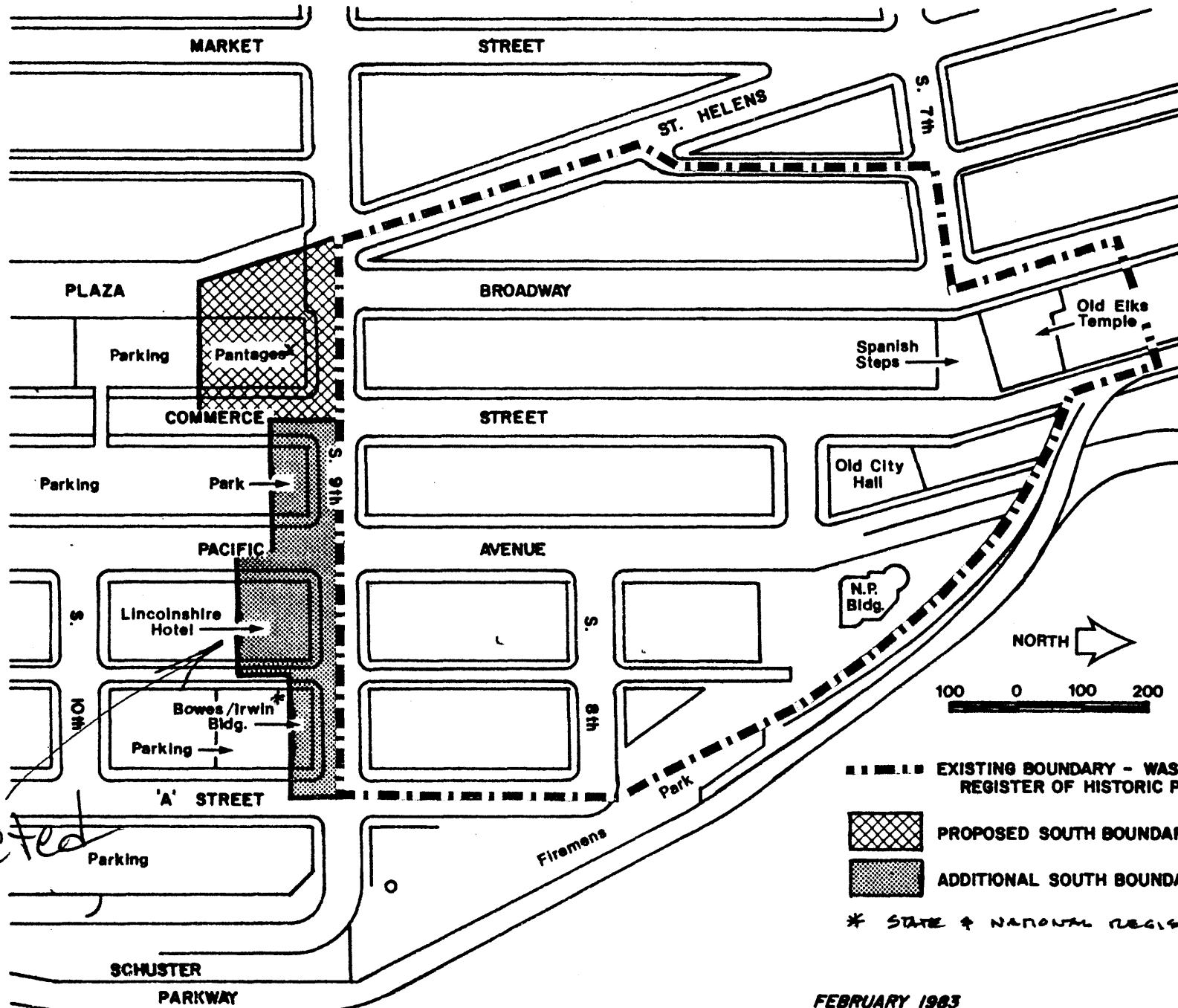








OLD CITY HALL HISTORIC DISTRICT EXPANSION

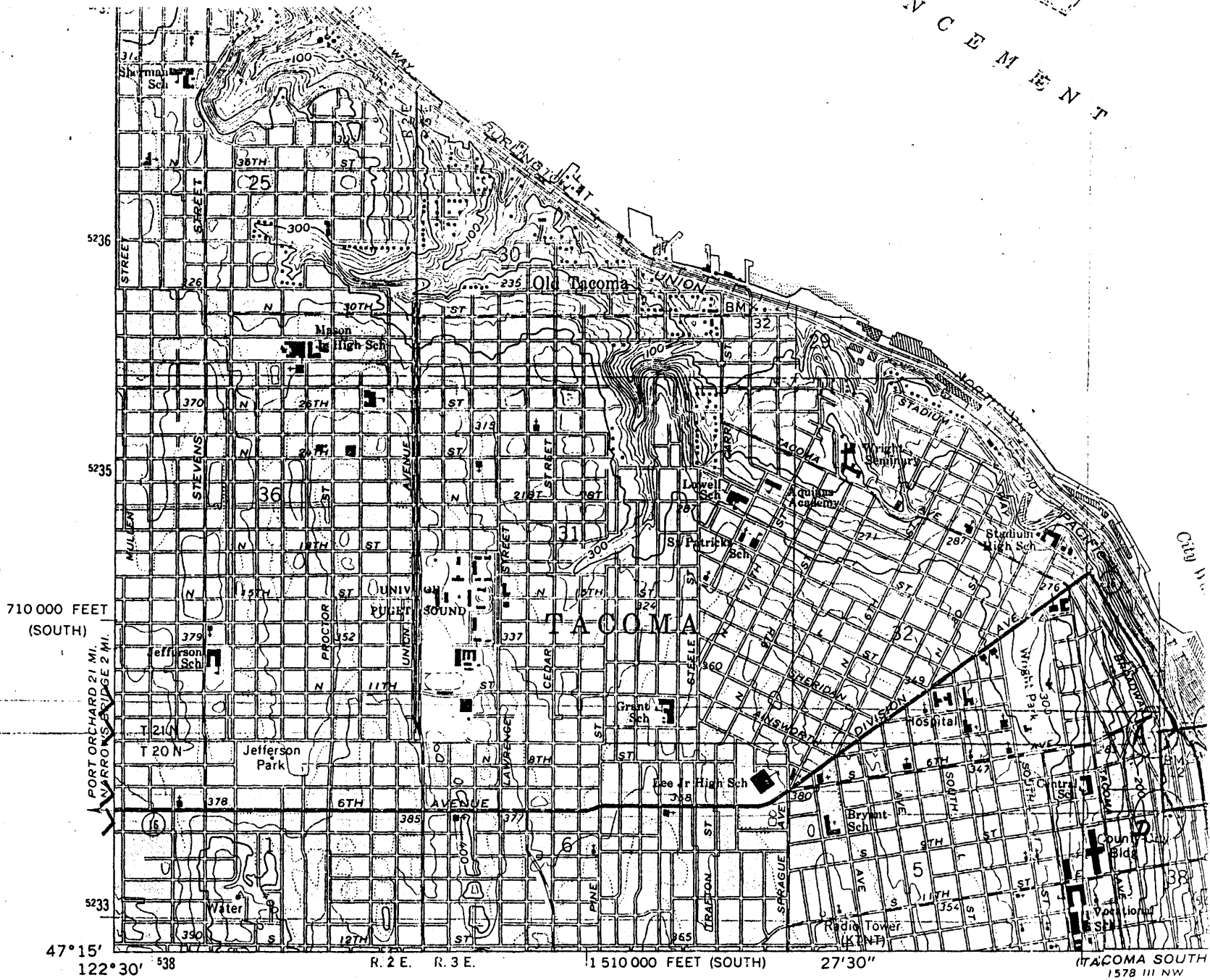


- EXISTING BOUNDARY - WASHINGTON STATE REGISTER OF HISTORIC PLACES
- PROPOSED SOUTH BOUNDARY EXPANSION
- ADDITIONAL SOUTH BOUNDARY EXPANSION
- * STATE & NATIONAL REGISTER

rejected
OT

V C E M E N T

542330 E
5233820 N
542350 E
5233470 N



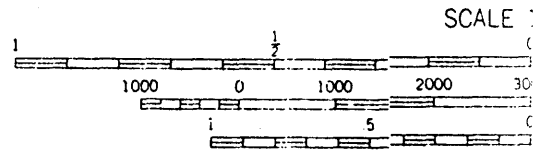
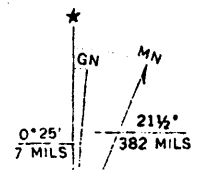
(STEILACOOM)
1478 II NE

Mapped, edited, and published by the Geological Survey

Control by USC&GS

Topography by photogrammetric methods from aerial photographs taken 1957. Field checked 1961
Selected hydrographic data compiled from USC&GS Charts 6407 and 6460 (1958)
This information is not intended for navigational purposes

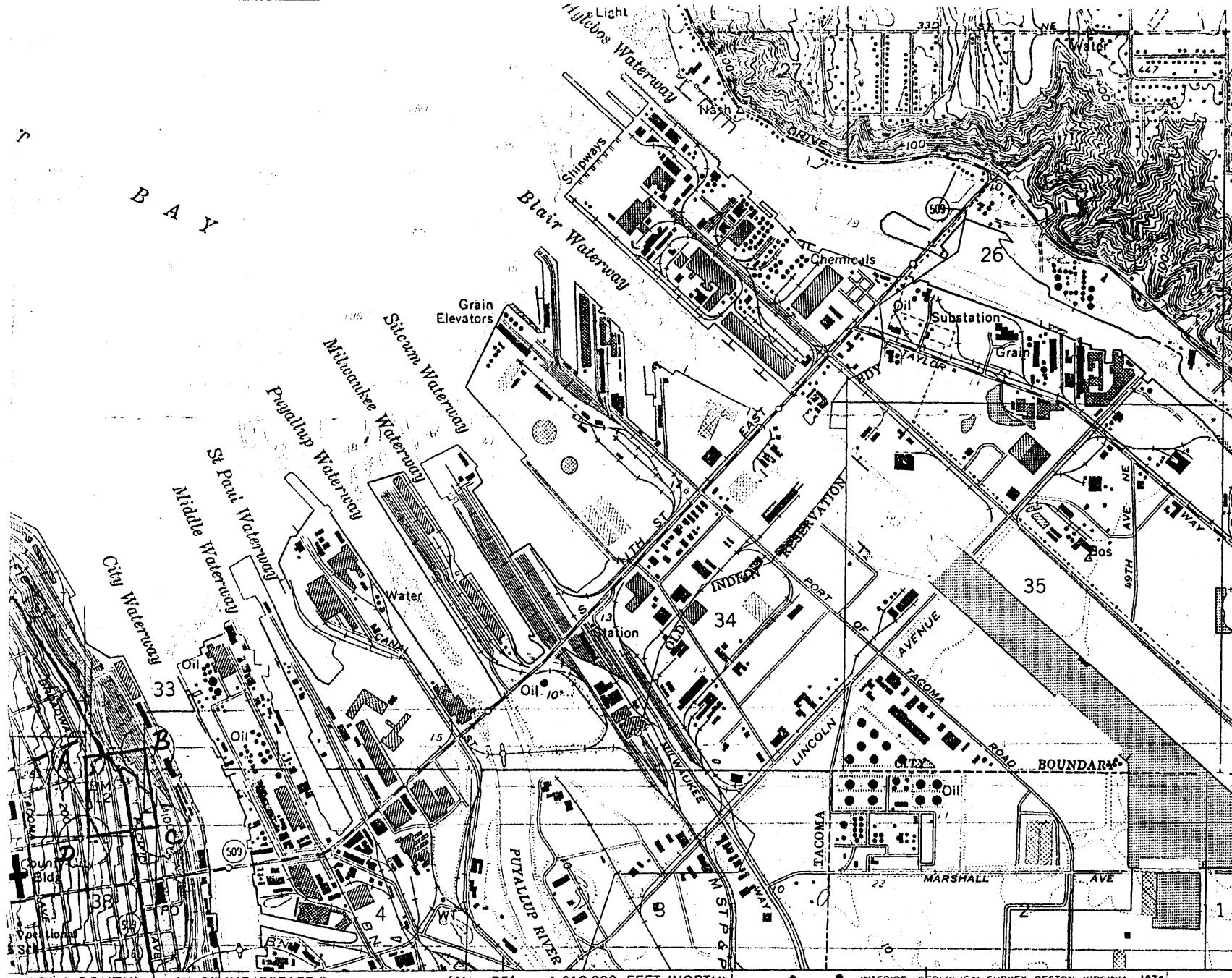
Polyconic projection. 1927 North American datum



SCALE :

CONTOUR INTERVAL
DOTTED LINES REPRESENT
NATIONAL GEODETIC VERTICAL DATUM

OLD CITY HALL
HISTORIC DISTRICT



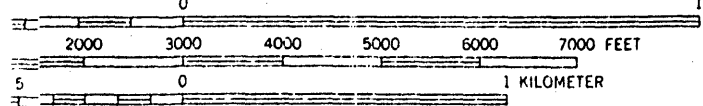
5237
5236
5235
5234
5233000m.N.

100 000 FEET (NORTH)

← B 542580
5233860
← C 542640
5233520

TACOMA SOUTH (1 MI. TO INTERSTATE 5)
1578 III NW

SCALE 1:24 000



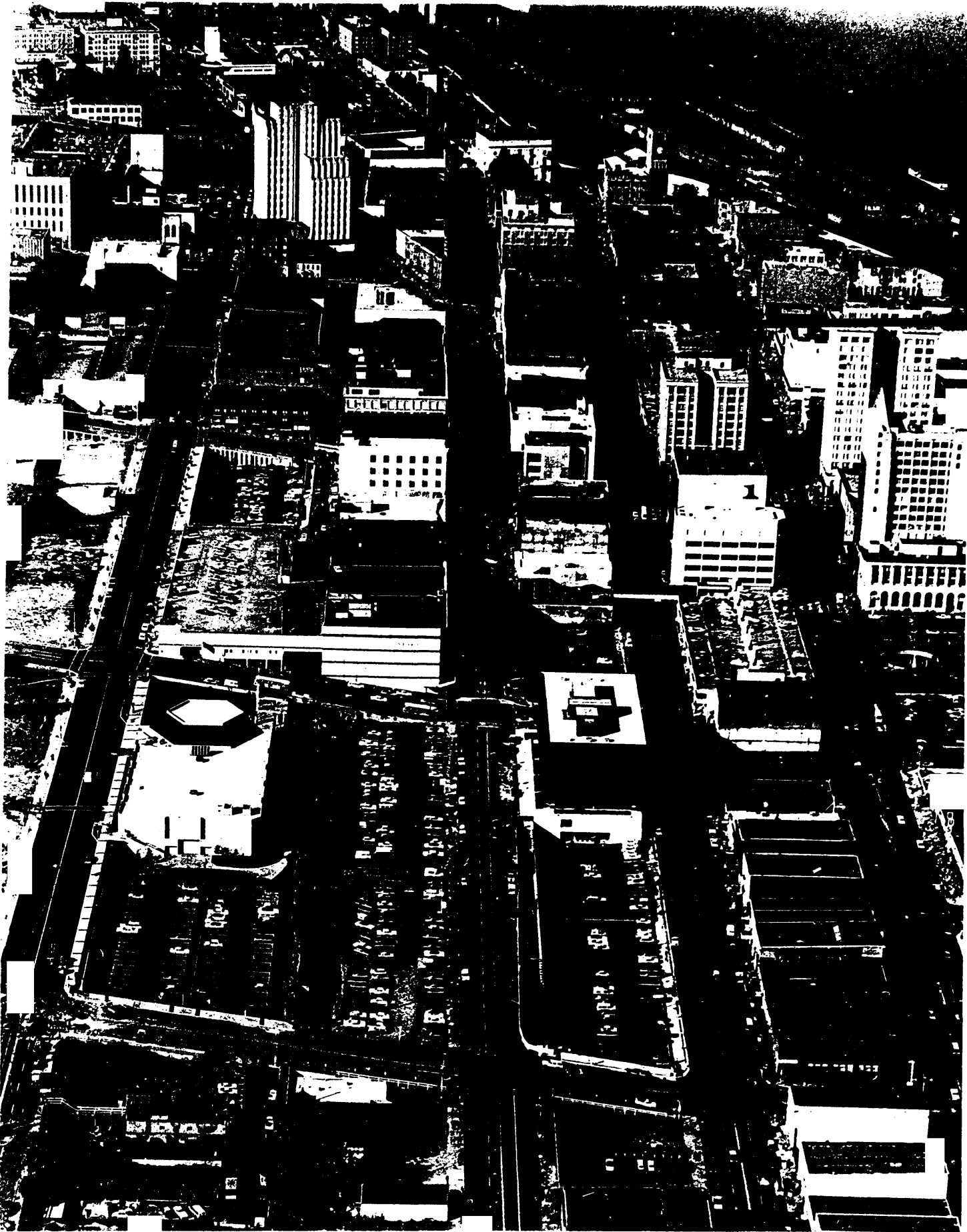
CONTOUR INTERVAL 20 FEET
LINES REPRESENT 10-FOOT CONTOURS

ROAD CLASSIFICATION

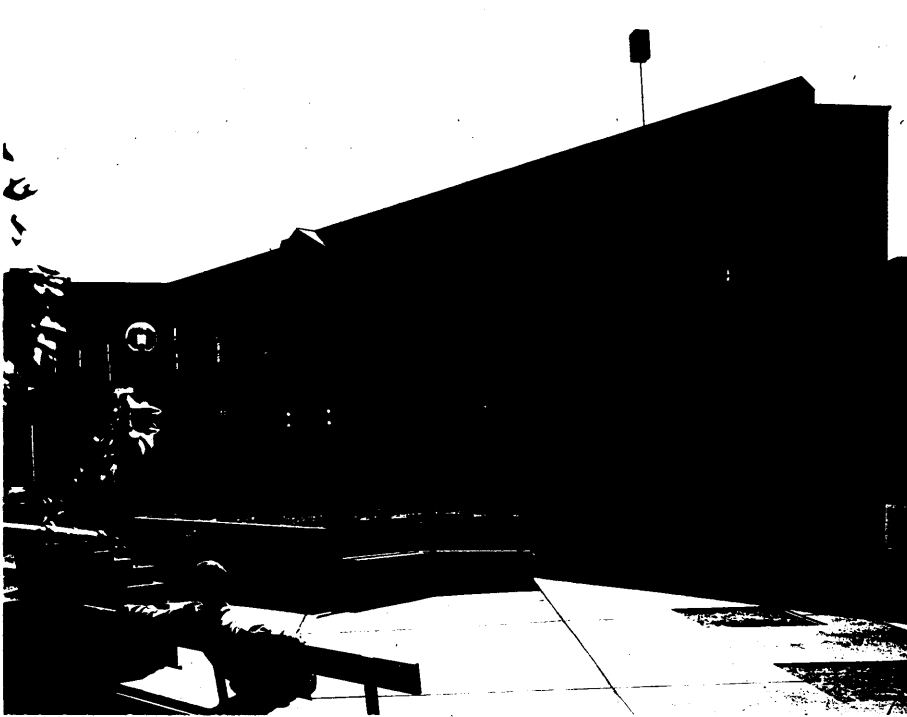
- Heavy-duty —————
- Medium-duty - - - - -
- Light-duty - - - - -
- Unimproved dirt - - - - -
- State Route

(PUYALLUP)
1578 III NE

CENTRAL BUSINESS DISTRICT



BLOCK 702



From 'A' Street (Firemen's Park,
looking southwest)



From 8th & Court 'A'
(looking northeast)

BLOCK 704
(East Side)



Looking south from 7th Street

CITY HALL ANNEX
(ALLIED ARTS)



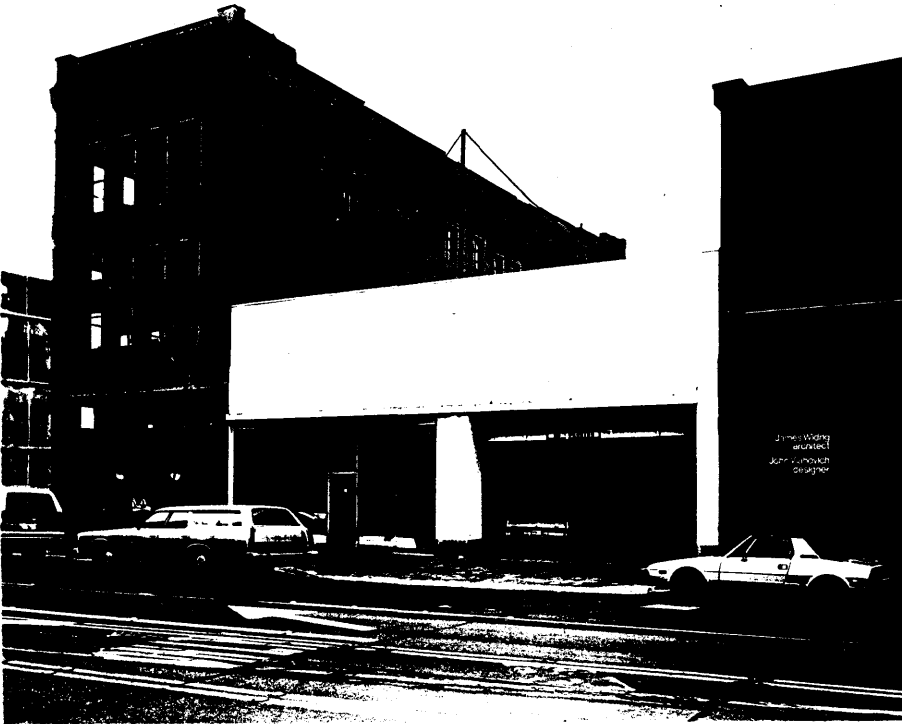
Looking east from Commerce
(Tideflats in distance)



Looking west from Schuster
Parkway (Pacific)



**BRADLEY HOTEL, 701-3 Pacific
(from Court 'A' looking southwest)
(Primary)**



**BRADLEY GARAGE, 705-7 Pacific
(Site of Halstead House)
(from Pacific Ave. looking northeast)**

BLOCK 703



From left to right
a) 709 Pacific, BODEGA BAR (Primar
b) 711-17 Pacific, PRINT NORTHWEST
(looking southeast)



701 Pacific (garage in foreground,
from Court 'A' looking southwest)

SURROUNDING AREA



Looking south from 9th & Pacific



Looking south on Broadway from near the Spanish Stairs

SURROUNDING AREA



PANTAGES THEATER (on National Register) south side 9th & Broadway looking southeast



BOSTWICK HOTEL, north side, 9th & Broadway & St. Helens, looking northwest

Looking southwest from 9th & Broadway (site of Tacoma Theater)



PIVOTAL STRUCTURES



**SPANISH STAIRS
(from Commerce)**



**ELKS TEMPLE, 565 Broadway
(from Commerce)**

PIVOTAL STRUCTURES



**ELKS TEMPLE (from Broadway
looking northeast)**



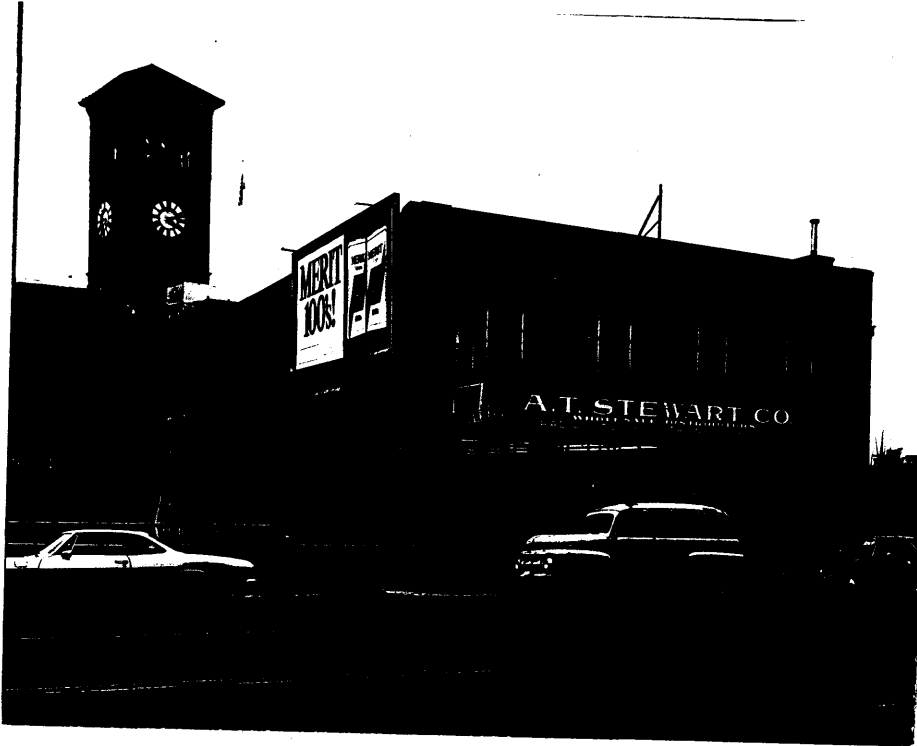
**WINTHROP HOTEL, 776 Commerce
(from 9th & Commerce)**

PIVOTAL STRUCTURES

TOTEM POLE



BLOCK 705
(East Side)



MORRIS MOTORS (WRIGHT) BLDG
(looking east)



Looking south from 7th near
the Spanish Stairs

BLOCK 705
(West Side)



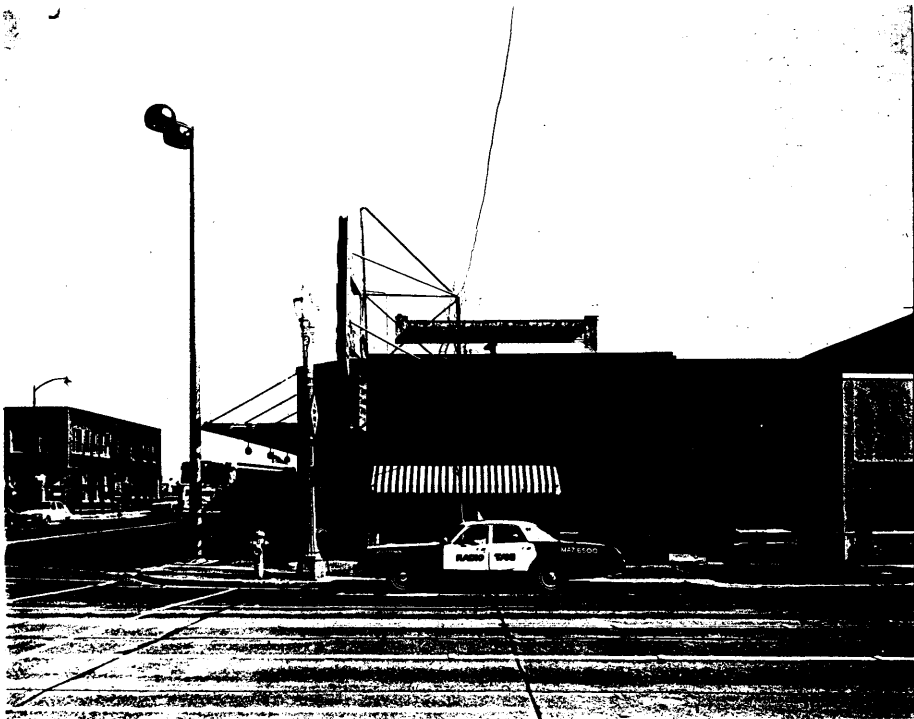
MORRIS MOTORS
(WRIGHT) BLDG.
(looking northwest)



Looking south from 7th Street

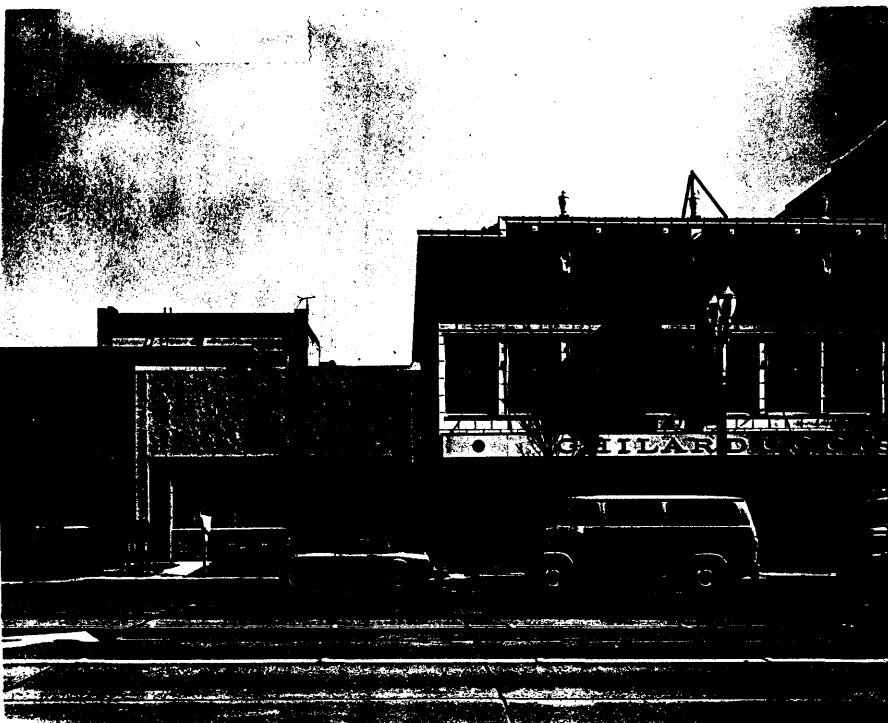


301-03 Pacific (looking west
from 8th & Court 'A')



Looking east from Pacific

- a) 805 Pacific, UNION OFFICES
 - b) 807-09 Pacific, GHILARDUCCI'S
- (looking east from Pacific)



- 811-13 Pacific
- (looking east from Pacific)



BLOCK 704
(West Side)

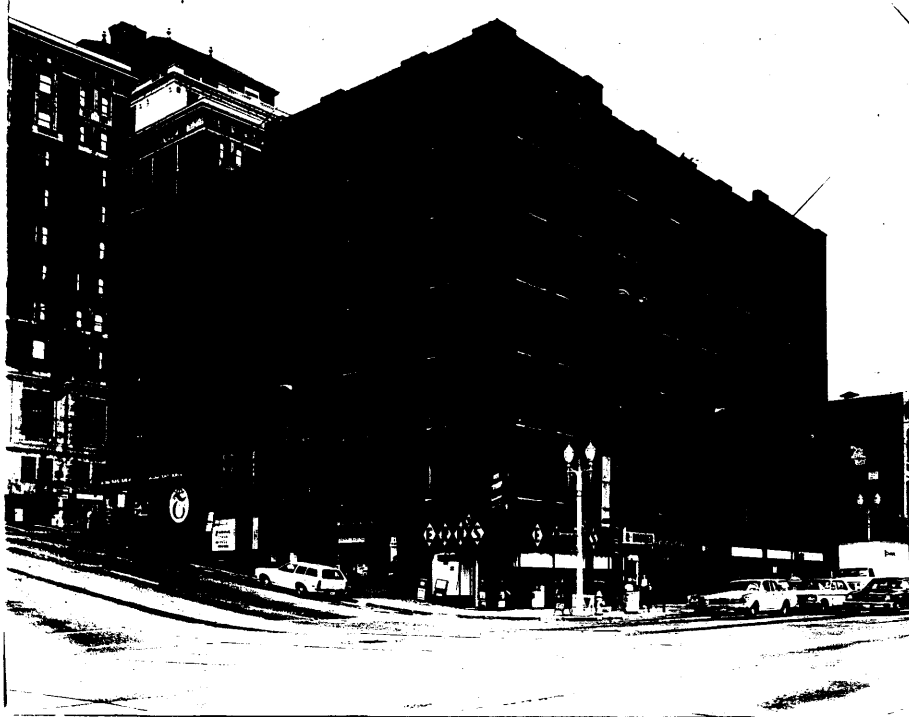


- a) 728-30 Pacific (Primary)
 - b) 732 Pacific, DAVIE BLDG. (Primary)
- (looking west from Pacific)



- a) 722-24 Pacific, part
 - b) 726 Pacific, MARITIME BLDG. (Primary)
- (looking west from Pacific)

BLOCK 704
(West Side)



741-47 Commerce, TACOMA
MOTOR RAMP GARAGE
(looking northwest from 9th
& Pacific)



734 -36 Pacific, WEEKS BLDG.
(Primary)
(looking west from Pacific)

FIREMEN'S PARK
(Eastern Boundary)



Looking south (Fire Station ruins
in foreground)

**FIREMEN'S PARK
(Eastern Boundary)**



**FAWCETT'S FOUNTAIN (looking east
between N.P. Hdq. & Bradley Hotel)**



Looking southeast

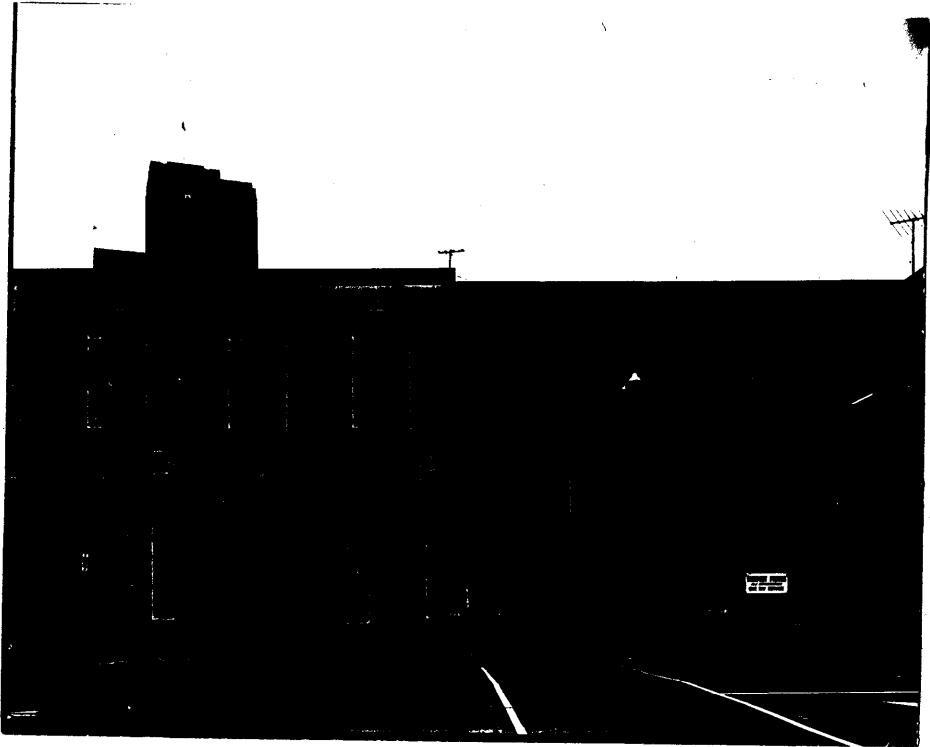


PARK HOTEL, 802 So. 'A'
(looking southwest)
(Primary)



Looking northeast from 9th
& Court 'A'
(Tacoma Savings & Loan in
foreground; South wall of
Park Hotel in background)

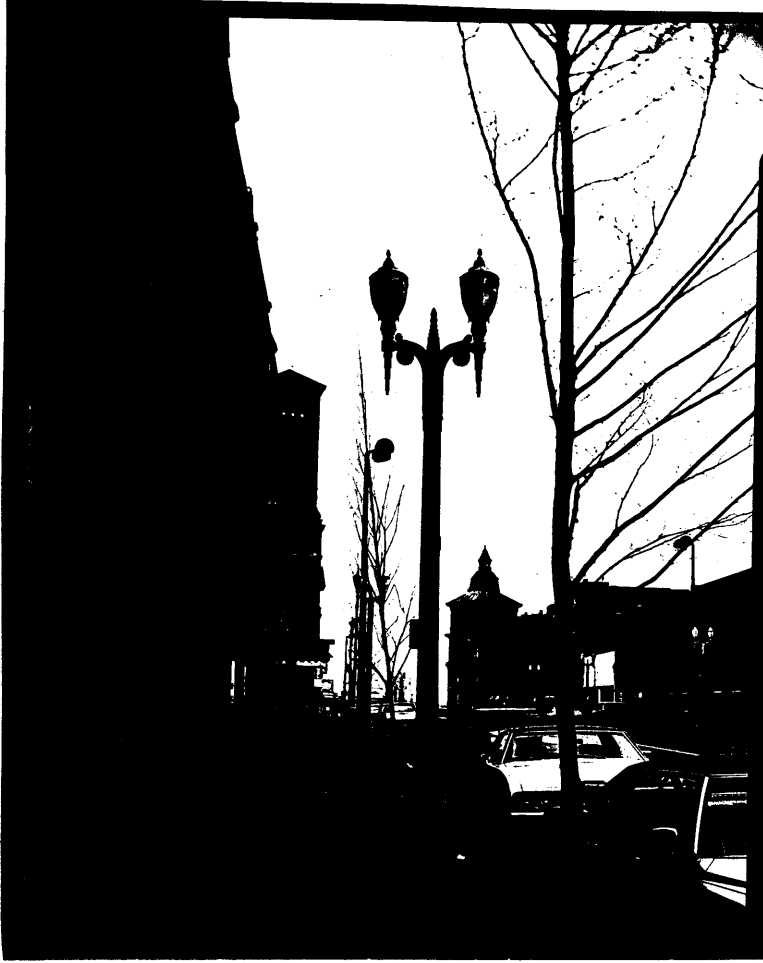
BLOCK 704
(West Side)



a) 718-20 Pacific
b) part of 722-24 Pacific
(looking west from Pacific)



714-16 Pacific
(looking west from Pacific)



**Street View: Pacific Avenue looking north showing
light standard**

SURROUNDING AREA



Original TACOMA SAVINGS &
LOAN BLDG. Southwest corner
of 9th & 'A' Street



Court 'A', looking south from 9th



815 Pacific, OLYMPUS HOTEL (Primary)
(looking east from Pacific)



819-23 Pacific
(looking east from Pacific)



From 8th & Court 'A'
(looking southwest)

PIVOTAL STRUCTURES

NORTHERN PACIFIC HEADQUARTERS
7th & Pacific



OLD CITY HALL
7th, betw. Pacific
& Commerce

