

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

**NATIONAL
REGISTER**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See Instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the Instructions. For additional space use continuation sheets (Form 10-900-a). Type all entries.

1. Name of Property

historic name Ritzville Historic District
other names/site number N/A

2. Location

street & number Main St. between Adams & Division; Railroad Ave. between not for publication
city, town Ritzville Adams & Washington vicinity
state Washington code WA county Adams code 001 zip code 99169

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>27</u>	<u>11</u>
<input type="checkbox"/> public-State	<input type="checkbox"/> site		buildings
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		sites
	<input type="checkbox"/> object		structures
			objects
		<u>27</u>	<u>11</u> Total
Name of related multiple property listing: <u>N/A</u>		Number of contributing resources previously listed in the National Register <u>1</u>	

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.

See continuation sheet.

Jacob E. [Signature] Date 3/16/90
Signature of certifying official

Washington State Department of Community Development Office of Archaeology and Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Patrick Andrews 5/2/90
 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] Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/Trade: business, professional, financial
department storeEducation: libraryTransportation: rail-related

Current Functions (enter categories from instructions)

Commerce/Trade: business, professional, financial
department storeEducation: libraryTransportation: rail-related

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th & 20th Century RevivalsOther: commercial vernacular

Materials (enter categories from instructions)

foundation brick, concretewalls brick, stoneroof compositionother cast iron, pressed metal

Describe present and historic physical appearance.

Introduction: Located in the business center of the Adams County seat, the Ritzville Historic District is a three block area that encompasses the city's principal commercial structures, built mostly between 1889 and 1920, including the railroad depot, library, hotel, mercantile blocks, garages, fraternal halls, theater and shops. The district is characterized by large multi-storied brick buildings, with arched fenestration and corbeled brick cornices, and smaller one-story brick storefronts. Although the integrity of individual buildings has been compromised, the district as a whole retains its original compact boundaries, most of its historic building stock, and the general character that it had when the city was the world's leading wheat shipping center.

Description: Located in the heart of the fertile wheat growing belt of southeastern Washington, 65 miles southwest of Spokane, Ritzville (pop. 1,700) is the seat of Adams County and an important trade center for the region. Before agricultural settlement began in the 1880s, the area was characterized by bunchgrass-covered prairies. But by the 1890s, farmers had cultivated thousands of acres, transforming the landscape and creating one of the world's most productive grain growing districts.

The railroad precipitated agricultural development of the region and concurrently gave rise to its chief trade center. In December 1880, Northern Pacific engineers platted a townsite near land owned by Philip Ritz, the area's first settler. Almost at once, the company was selling lots to immigrants enticed by glowing reports of prosperity.

The plat of the townsite reflected the standard grid-iron favored by the railroad. Streets were laid at right angles parallel and perpendicular to the railroad's route, and lots and blocks were uniform in size and rectangular in shape. Bisecting the plat on a northeast-southwest axis, the Northern Pacific right-of-way cut a broad swath through town. A frame depot, built in 1881, was located at the center of the plat, providing a focal point for subsequent development.

Not surprisingly, commercial activity located near the tracks and along the broad avenues that ran parallel to them. The streets adjacent to the railroad (facing the tracks)--Railroad Avenue to the north and Market Avenue to the south--were lined with warehouse and mill structures in the late 19th century. Shops, stores, and offices congregated on a parallel avenue one block north of the depot, a location sufficiently removed from the noise of the trains but close enough to permit easy access for travellers and freight. Within a decade, Main Avenue (as it was eventually called) was the principal commercial street and the site of Ritzville's major business blocks.

Throughout the late 19th and early 20th centuries, as the city's economy boomed with the rapid growth of the wheat trade, Ritzville's commercial district grew increasingly dense. Larger buildings, sited more closely together, replaced the initial free-standing frame structures. But geographically, the district remained surprisingly compact, with commercial development generally limited to a three block area on Main between Adams Street on the southwest and Columbia Street on the northeast, and some adjacent development on side streets between Railroad Avenue and Broadway. Beyond this small district were the residential areas of the community, with some industrial activity spread out further along the railroad line.

For the first decade, Ritzville remained a city of frame structures, plank sidewalks, and dirt streets. Business was conducted in wooden buildings with the false fronts characteristic of western boom towns. But devastating fires in June 1888, and September 1891, led to a change in the character of the district.

Both fires hit hard at downtown structures. Among casualties of the first blaze was the general store of N.H. Greene, a prominent early settler and merchant, who rebuilt in brick the following year. Greene's new two-story building at the northeast corner of Main and Washington Streets (#22) was the first masonry structure in town, and its largest commercial building. In 1892, shortly after the second fire, the city's first banking house built a two-story brick structure on the southwest corner of Main and Adams (#30). These early brick buildings, both still standing, were the first signs of the new scale and character of downtown Ritzville.

See continuation sheet

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An economic slowdown in the first half of the 1890s curtailed building activity, but by decade's end the boom was on again. Record wheat harvests at the turn of the century, plus a steady influx of settlers, fueled downtown construction. By 1900, the first brick structures on most of the blocks in the Main Street district had been built, including the three-story Ritzville Hotel at Main and Adams (#2); the two-story Renaissance Revival style Spanger Building (#5) near the intersection of Main and Washington; and the two-story Snyder Building (#10) on Main between Washington and Division. All of these early structures still stand today.

Others soon followed in the dramatic building boom of 1900-1910. In 1901 alone, for example, several major new multi-storied brick blocks arose, including the Ritzville Trader's Block (#6) on Broadway and Washington, the O.R. Haight Building (#11) on Main between Washington and Division, the Pioneer State Bank Building (#15) at the corner of Main and Division, and the Rosenoff Building (#25) on Main between Washington and Adams. The following year, the distinctive Gritman Building (9), with its conical turret, was built at the corner of Main and Washington.

Two more spurts of construction occurred during this prosperous decade. In 1904, almost the entire southeast side of Main between Adams and Washington was rebuilt in brick, including the two-story German American Bank on the corner of Main and Washington and the adjacent Dorinan Building (#23-24), both constructed by the Tennell Brothers. That same year, on the corner of Railroad Avenue and Adams Street, the Gilson Building (#33) was constructed and ornamented with granite trim, costing \$100,000 according to Coast magazine. The next year, the second Trader's Block (#7) at Main and Washington was built, leading to the creation of the largest commercial establishment in the county.

Finally, in 1910, the front block of the Ritzville Hotel (#2), the third block of the Trading Company (#8), the new brick Northern Pacific Depot (#38), and the Adams (later Desert) Hotel on Main and Columbia were completed, thus ending major commercial construction in the city center for decades to come. With the exception of the Desert Hotel, which burned in 1983, all these structures still stand.

By 1910, the district featured major buildings at all its prominent intersections, most of the intervening lots had been built, and the perimeters of the district were firmly set. In the following decades (1910-1930) smaller brick buildings gradually replaced most of the remaining frame structures but no substantial multi-storied buildings arose. In part, major construction declined after 1910 because so much had been built the preceding decade; there was no reason to build larger buildings or expand the district beyond the established boundaries.

Today, the district includes only a handful of buildings that were built after 1920, and these are located on the site of older frame structures rather than historic brick buildings. The only major building in the district constructed since 1920 is the Ritz Theater (#16), a distinctive Art Moderne structure completed in the mid-1930s on the northern edge of the district.

The compact boundaries of the district, and the short time span of its construction, have contributed to a consistent architectural character which underscores the cohesiveness of the area. All buildings, for example, are constructed of brick; fenestration is composed of segmental and round arch windows on upper stories; storefront bays feature cast iron posts and lintels; and nearly every building boasts a brick cornice with decorative corbels and dentils. Only a few buildings have features that vary from this formula, and these include the Gritman Building, with its conical turret; the Gilson Building, with granite columns and trim; and the Rosenoff and Greene buildings, with their distinctive classical stone facades. Research has not uncovered architects associated with these designs, and it is likely that most of the work is attributable to skilled local builders.

Integrity: Although the district has survived with almost no major losses and only small scale in-fill, the integrity of individual buildings has not fared so well. Nearly every building has suffered alterations at the street level, and many have had upper level windows boarded. In some cases the alterations are severe, but often the changes are superficial and reversible. For example, some upper story windows still exist behind the boards, and transoms and cast iron storefronts often have been covered rather than destroyed. The evidence of the original storefronts--the cast iron posts and cornices, for example--often peeks out from behind the more recent fabric. Several buildings have retained exceptional integrity, notably the Ritzville Hotel and the Rosenoff Building.

Despite alterations to individual buildings, however, the district as a whole retains much of the character it gained during the first decades of this century. The size and scale of the district remains unchanged from that period, its major landmarks nearly all survive, and almost no new construction intrudes on the historic setting.

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Inventory: The following inventory lists all 38 buildings in the district, identified by map number and historic name if known (or common name in parenthesis), date of construction, classification, and a brief description and history. The 27 contributing buildings are those structures built during the historic period which retain sufficient integrity of form, fenestration, and fabric to convey their basic historic character. The 11 noncontributing buildings are those structures built outside the period of significance or so altered in form, fabric, or fenestration as to not convey their historic character.

1. Ritzville Public Library Lot 6, Block 2
Built 1907 Contributing

The Ritzville Public Library is a one story brick structure, designed by Spokane architects Preusse and Zittel in a restrained Neoclassical style, characterized by a pedimented entry pavilion and corbeled brick cornice. Funded by philanthropist Andrew Carnegie, the well preserved building has been in continuous use as a library since 1907, and for many years was the meeting place of the city council and various service organizations. The library was listed in the National Register in 1982.

2. Ritzville Hotel Lot 10, Block 3
Built 1901, 1910 Contributing

Sited on the northeast corner of Main and Adams streets, the Ritzville Hotel is an imposing three-story frame structure faced in a brick veneer, and measures 55 feet along the Main Street facade and 95 feet along Adams. The building features regularly spaced double-hung windows with the original one-over-one wood sash set in segmental arch openings. Each window is trimmed with brick hoods, each floor is articulated with a dog-tooth brick course, and the cornice of the building is ornamented with a corbeled brick frieze. The Main Street entry includes original plate glass display windows and single leaf entry doors with transoms and sidelights. The Main Street facade is sheltered by a flat roof canopy supported by metal posts. Inside, the hotel retains much of the original woodwork and finishes, including tin ceilings, leaded glass cabinets, and original bathroom fixtures.

The Ritzville Hotel was established in 1896 by Sebastian Ott, the owner of the Ritzville Flouring Mill. Ott built a two-story, gabled frame structure that year, and in 1901 expanded the hotel with a three-story rear addition built along Adams Street and faced in brick (still standing.) About 1910, Ott replaced the original frame building on Main with a second brick veneered structure that perfectly complemented the existing rear wing. For the first decade of the 20th century, the Ritzville Hotel was the largest in the city; today, it is the only historic hotel in town and one of the best preserved commercial structures in the city.

3. (B&J Restaurant) Lot 9, Block 3
Built c. 1905 Contributing

This one-story brick structure is illustrated in historic photographs that date from about 1905, and is included on fire insurance maps of 1909 at which time it was a grocery. The building features a single storefront measuring 36 feet along Main Street and 75 feet deep with a recessed center entry and a decorative brick panel on the upper wall. The storefront has been extensively altered with replacement display windows, covered transoms, and a large nonhistoric canopy.

4. (Circle T Inn) Lot 8, Block 3
Built post-1939 Noncontributing

As late as the 1920s, frame shops with false front facades stood at this location. The one-story brick structure currently on the site was built outside the period of significance and does not contribute to the historic character of the district.

5. F.G. Spanjer Building Lot 7, Block 3
Built 1898 Contributing

The Spanjer Building is a two-story brick structure which measures 50 feet across the Main Street facade and 95 feet deep, and reflects a vernacular Renaissance Revival idiom characterized by the arcade of round arches on the upper story. The second story facade is divided by three brick piers into two recessed bays. Within each bay are two round

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arched openings surmounted by brick hood moldings rising from corbels and a brick springer course. Each arch holds a pair of round headed, double-hung windows which have been covered in recent years. The wall surface between the arches is decorated with panels and round medallions of rough faced stone trim. The cornice features a frieze of corbeled brick with a dentil course at the parapet. The ground story bays still feature the original cast iron columns, kick plates, and display windows although the canopy and transom have been altered.

F.G. Spanjer arrived in Ritzville in the late 1880s, and in 1894 entered business with Claus Clodius to form the Ritzville Trading Company, a hardware, implements, and general mercantile firm. In 1898, Spanger began construction of this two-story brick building, where he established his own business. When completed, the Spanjer building was the first brick structure on the block. In 1905, the Trading Company purchased this building and connected it internally with a new brick building on the corner, creating in the process the largest commercial complex in Adams County.

6-8. Ritzville Trading Company Buildings
Built 1901, 1905, 1910

Lots 4,5,6,7, Block 3
Contributing

The Ritzville Trading Company is a three-part complex of two-story brick buildings constructed between 1901 and 1910. The oldest portion of the complex is the rear block (#6) which faces onto Broadway across from the County Courthouse. This building, which measures 50 feet along the Broadway facade and 100 feet along Washington Street, features segmental and round arch openings in the second story (with the original double-hung windows now boarded) and a cornice with corbeled brick frieze. The parapet boasts a raised nameplate on the facade that identifies the structure as the "Traders Block." Although the storefront has been altered, the original cast iron columns and storefront cornice are clearly visible.

In 1905, the company spanned the alley behind the structure and constructed a second block to the rear of the original building. This new building (#7), with its facade on Main Street, measures 50 along Main and 95 feet along Washington. Like the first building, the second structure features alternating segmental and round arched openings along Washington Street with one-over-one double-hung windows now boarded. The Main Street facade features six round arched windows on the second story. A pronounced corbeled brick cornice runs across the building and raised rough faced bricks ornament the Main Street facade and a center bay along Washington Street. The original cast iron storefront columns are still visible on the Main Street facade, although the transom has been covered and a flat metal canopy projects over the sidewalk. When the second structure was built, the alley between the two blocks was enclosed and used as a drive-through, providing access to the rear of both structures.

In 1910, the final portion of the complex was completed when a second block was built on Broadway (#8). The new building measures 50 feet along the Broadway facade and extends back to the rear of the Spanjer Building (which had become a part of the Traders Block complex in 1905). Like its neighbors, the new block features segmental and round arched windows and a corbeled cornice. The ground story includes cast iron posts and the original storefront windows.

The interior of the complex still includes original tin ceilings in several patterns; original doors with transoms; wainscoting; and leaded glass in the offices.

In 1894, Claus Clodius, F.G. Spanjer, and D. Von Holt founded the Trading Company and built a frame store at the corner of Broadway and Washington. In 1901, the firm was sold to A.T. Kendricks, who built the first part of the present Traders Block that year at the Broadway and Washington location. In 1905, the addition at Main and Washington was built, doubling the size of the complex. At the same time, the company purchased the neighboring Spanjer Block. According to newspapers of the day, these "measures mean much to the future of Ritzville." Finally, in 1910, the firm erected the last portion on Broadway, creating a structure that was then, and remains today, the largest commercial complex in the county. The company sold furniture, hardware, agricultural implements, and general merchandise.

9. H.E. Gritman Building
Built 1902

Lot 10, Block 4
Contributing

The Gritman Building is a two-story brick structure which measures 50 feet along the Main Street facade and 90 feet along Washington, and is distinguished by a corner turret with conical roof. Fenestration across the second story

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features segmental and round arched openings with brick hood molds and sills. Decorative brick work forms a frieze beneath the cornice, and a parapet along Main Street features a nameplate identifying the building. The rounded turret is faced in decorative sheet metal which simulates quarry-faced stone and brick. Metal brackets support the conical roof, which is faced with sheet metal laid to resemble tiles. The tower is surmounted by a metal finial. Windows on the upper story are boarded, except for the double-hung wood sash windows on the turret. The Main Street storefronts have been extensively altered and a flat metal canopy shelters the sidewalk. The upstairs interior features the original windows behind the boards, wainscoting and other original wood trim, although the first floor has been altered.

H.E. Gritman established a drug store in this building in 1902, and rented the remainder of the space to various businesses, including the telephone exchange, a saloon, and a basement bowling alley. Illustrated in a 1908 edition of Coast magazine, the building remains one of the most distinctive structures in the city.

10. William Snyder Building SW 1/2 Lot 9, Block 4
Built 1899 Contributing

This simple, two-story brick building features a single storefront, 26 feet across the Main Street facade and 90 feet deep. The upper story is a recessed panel framed by brick piers and capped by a cornice with corbeled brick and a dog-tooth brick frieze. Paired, double-hung windows with the original one-over-one wood sash, are set in segmental arch openings. A decorative brick stringcourse runs across the middle of the upper facade. Beneath the cornice, a semi-elliptical panel originally featured a datestone. The storefront is composed of a recessed center entry flanked by two display bays. The transoms and kickplates remain in place.

William Snyder arrived in Ritzville in 1886, and constructed this building in 1899 to house his clothing store. At the time of its construction, it was the only brick building on the block. Snyder remained in business at the location until 1903, after which time the building was a general merchandise and dry goods store for many years.

11. O.R. Haight Building NE 1/2 Lot 9, Block 4
Built 1901 Contributing

Measuring approximately 25 feet along Main Street and 85 feet deep, this two-story brick structure was constructed in 1901 by a Ritzville businessman. The building features two sets of paired arched openings on the second story. Within the arches are the original double-hung, one-over-one wood sash windows, with elaborate fanlights still intact. The windows are framed with brick hoods, and the building is crowned by a simple decorative brick cornice. The ground floor features the original cast iron posts and cast iron storefront lintel, although a nonhistoric canopy shelters the entry.

12. (Whispering Palms) Lot 8, Block 4
Built post-1937 Noncontributing

This building, faced in stone veneer and stucco, reflects the moderne style of the mid-20th century and was probably built in the 1940s. Until the 1930s, frame structures were located at the site.

13. Lot 7, Block 4
Built post-1939 Noncontributing

This brick building post dates the period of significance. Until the 1930s, frame structures were located at the site.

14. (A & C Bakery) Lot 6, Block 4
Built c. 1910 Contributing

This simple one-story brick building measures approximately 50 feet along Main Street at the corner of Division. It is divided into two storefronts framed by brick piers and capped by a cornice with simple corbeled brick ornament. The well preserved storefront bays are supported by iron posts and lintel and feature recessed central entries, flanked by plate glass display windows. During the historic period, the building housed grocery and clothing stores.

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15. Pioneer State Bank Lot 10, Block 5
Built 1901 Contributing

The Pioneer State Bank building is a two-story brick structure that measures 50 feet along Main Street and 86 feet along Division. The building has a beveled corner entry bay and segmental arch openings with brick hoods and sills. The original double-hung windows (paired on the Main Street facade) have been boarded. The frieze is ornamented with decorative brick panels and the cornice features a series of brick corbels and dentils. The ground story of the building has been extensively altered, and the original plate glass display windows and transoms have been filled with brick. On the interior, the ground story has been largely altered, but the upstairs includes much original woodwork, including wainscoting.

Pioneer State Bank, the second bank in the community, was founded in 1901 by N.H. Greene, who constructed this building later that same year. When Greene died in 1905, he was succeeded by his son Orr. In 1920, Pioneer merged with First National Bank, and the new institution made its headquarters in this structure. The second floor of the building was used as a Masonic hall for many years, and on the lower level a post office, grocery store and dry goods store shared the building with the bank in the early 20th century.

16. The Ritz Theater Lot 9, Block 5
Built c. 1935 Contributing

The Ritz Theater is an outstanding example of the moderne style of the 1930s, characterized by a smooth stucco finish, horizontal banding on the second story, a restrained cornice, and an ornate vertical marquee which features curved elements, a stepped profile, and neon lighting. Next to the theatre, the parking lot features moderne pyramidal pylons. Before the theater was built there were several small frame structures on the lot.

17. (Carpet Store) Lot 5, Block 9
Built post-1930 Noncontributing

This one-story corner building is built on the site of what was a vacant lot in the 1920s. The current appearance of the building features nonhistoric windows, a covered transom, and a metal canopy.

18. (Hanson Flower's) NE 1/2 Lot 4, Block 9
Built c. 1905 Contributing

The one-story brick building is distinguished by an elaborate bracketed cornice and a parapet with corner battlements. The upper wall beneath the cornice is faced with decorative brick panels, but the lower level has been extensively altered. In the early 20th century, the building was a jewelry store, and the building still retains the old jewelry cases, old safe, and old desk.

19. (Burt's Hardware) SW 1/2 Lot 4, Block 9
Built c. 1905 Contributing

A one-story brick building, with a 25 foot facade along Main Street, the building is characterized by corner brick piers and a corbeled brick cornice. The storefront, which features a recessed center entry, has been somewhat altered. The interior, however, still retains the original wood floor and tin ceiling. The building originally housed a bakery.

20. (Sears) Lot 3, Block 9
Built between 1910 and 1920 Contributing

This one-story, two-bay brick block was constructed sometime between 1910 and 1920. The bays are divided by brick piers and the building features an ornamental brick cornice. Decorative diamond shaped brick panels enliven the upper wall. The street level storefront has been altered and a flat metal canopy covers the sidewalk. Historically, the building served as a meat market and a clothing store.

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21. (Pfann's Drug Store) Lot 2, Block 9
Built post-1939 Noncontributing

The one-story building at this site was built after the period of historical significance and replaced several false-fronted frame buildings located at the site through the 1930s.

22. N.H. Greene Building Lot 1, Block 9
Built 1889 Contributing

The Greene Building is a two-story, Classical Revival brick structure faced in a concrete veneer. Located at a prominent intersection, the building measures 40 feet along the Main Street facade and 90 feet along Washington. The building features segmentally arched windows on the upper story, with original double-hung one-over-one wood sash. The windows are framed in surrounds with entablature hoods and prominent sills. The upper story is capped by a projecting cornice beneath a parapet with battlements. Although the storefront bays have been altered, the building still features massive cast iron columns and lintels, and the Washington Street elevation is scored to create a rusticated veneer that simulates the coursed ashlar of classical buildings. The upstairs interior retains much integrity, including original woodwork and bath fixtures.

The Greene building was the first brick structure in town, constructed on the site of an earlier frame store destroyed in the fire of June 1888. N.H. Greene and his son Orr ran a general store here until 1895 when they sold the business to James Smith and Hans Thomson. In the late 1890s, the new owners added a rear storefront bay along Washington, and after the turn of the century faced the brick with a concrete veneer to create a more monumental appearance. The second floor was used throughout the historic period as a meeting hall.

23. German American Bank Lot 5, Block 10
Built 1904 Contributing

The German American Bank is a two-story cream colored brick building, characterized by arched fenestration, and measuring 25 feet along the Main Street facade and 94 feet along Washington Street. The building is lighted by regularly spaced windows with original sash, including one-over-one double-hung units on the upper story and large single pane windows with fixed upper lights on the first story. The windows are set in segmental arch openings and are capped by stone hoods on the first floor and brick hoods on the second. The beveled corner entry bay is articulated with brick in a decorative overlapping pattern and features a single leaf entry door. The cornice of the building is ornamented with decorative brick dentils. The upstairs interior still includes the original skylights and a ballroom with oak floor, stage, and pressed tin ceiling. The first floor interior includes the antique vault, teller's cage, and tin ceilings.

The German American Bank opened its doors July 1, 1904, in this new building constructed in junction with the neighboring Dorman building by the Tinnel Brothers at a cost of \$16,000. The bank was capitalized at \$100,000, and Claus Clodius served as president. The buildings replaced earlier frame structures, and represented a major construction boom downtown. The bank (renamed the American State Bank during World War I) remained at this location until 1923, when the firm folded in the wake of the post-war recession. At that time, the two-year old Ritzville State Bank moved into the structure, with Henry Martin serving as president.

24. Orris Dorman Building SW 1/2, Lot 5, NE 1/2 lot 4, Block 10
Built 1904 Contributing

This two-story cream brick building measures 50 feet along Main Street and 94 feet deep, and is divided into two storefront bays. The upper story is punctuated with tall and narrow segmental arch openings, with the original double-hung wood sash windows and transoms still intact. On the ground story, the original cast iron storefront cornice and posts are still partially visible as is the transom, although other elements have been altered. A simple brick parapet rises above the cornice.

Orris Dorman hired the Tinnel Brothers to construct this building to serve as his real estate office in 1904. Other tenants during the historic period included a drug store, and the second story housed a meeting hall.

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25. A.F. Rosenoff Building
Built 1901

SW 1/2 lot 4, Block 10
Contributing

Perhaps the most ornately detailed building in the district, this two-story brick structure is faced with a Classical Revival facade of cast stone. The ornate facade, which measures 30 feet along Main Street, features a bracketed cornice with pediment and parapet; a decorative frieze with swags; Corinthian pilasters between the upper story windows; heavy entablature hoods over the windows; and original double-hung wood sash, with clathri-like muntins in the upper lights. The ground story also retains good integrity, including iron posts, a transom ornamented with leaded glass, and the original storefront with display windows and recessed center entry. For many years, the Rosenoff Drug Store was located here and the upstairs served as apartments and offices. For a period (beginning in 1902) architect J. Flood Walker made his office here.

26. Myers Dry Goods Store Building
Built c. 1901-1904

Lot 3, Block 10
Contributing

This one-story brick block is divided into two well preserved storefronts with cast iron posts and lintels and other original fabric, although the transoms have been boarded. The upper wall features recessed brick panels, rowlock brick ornament, a corbeled brick frieze and a dentil course at the cornice. The Myers dry goods store was located here for many years.

27. Built c. 1901-1904

NE 1/2 Lot 2, Block 10
Contributing

This well preserved one-story brick building features an original storefront which includes cast iron columns, iron storefront cornice, transom windows, and kickplates. The building may be built in conjunction with the neighboring Myers block.

28. SE 1/2 Lot 2, Block 10
Noncontributing

This one story structure has been completely remodelled and no longer reflects any historic characteristics, although a brick structure was located here as early as 1904.

29. (Rummers)
Built Pre-1909

Lot 1, Block 10
Noncontributing

A one-story brick building was here by 1909 but has been completely remodelled and faced in stucco.

30. Adams County Bank Building
Built 1892

NE 1/2 Lot 5, Block 11
Contributing

A two-story brick building, the Adams County bank features flat arched fenestration with the original double-hung wood sash, stone lintels and sills, and a monumental corner entry featuring a stone surround and a paneled door. The cornice and parapet are ornamented with simple decorative brick work. The building measures 30 feet along the Main Street facade and 75 feet along Adams Street. A two-story, 34 foot addition along Adams was built in 1901 for the vault and more offices, and is extremely plain with double-hung windows on the second floor, and display window (now partially closed) and single leaf door on the first story.

Established by pioneer settler J.D. Bassett in 1891, the Adams County Bank was the first financial institution in the county. The following year, Bassett hired R.B. Ott to build this structure, which is now the second oldest brick building in the community. In 1901, the bank was re-named the First National Bank of Ritzville, and in 1920, the bank merged with Pioneer National Bank and moved its operations to the latter structure. This building remained vacant for several years afterward.

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31. Kalkwarf Motor Company Building
Built c. 1903, 1910

Lots 6,7,8,9,10, Block 11.
Contributing

This one-story brick and concrete block structure was the first carriage shop and, later, motor car garage in the commercial district. Built about 1903, the building was expanded on the rear (and doubled in size) in 1910, creating a building that measures 100 feet along the Adams street facade and 125 feet deep. The building is constructed of concrete block with a facade of brick veneer on Adams Street elevation. The facade also features a stepped parapet that rises above the gable roof. The building has several large windows and garage doors, separated by brick piers and supported by iron beams. An original entry door is located in a central round arched bay. In the 1920s, the building was known as the Big Bend Motor Company, and the garage could handle 45 automobiles.

32. (Adams County Insurance)

NW 1/2 lot 10, Block 10
Noncontributing

This small, one-story brick structure does not contribute to the historic character of the district, although it is on the site of a one-story brick veneered insurance office building that was constructed sometime between 1910 and 1920.

33. E.D. Gilson Building
Built 1904

Lots 9, 10; Block 10
Contributing

The Gilson Block is an imposing two-story brick structure with granite trim. Built in 1904 with cream colored brick and granite hauled in by rail, the building measures 50 feet across the Railroad Avenue facade and 60 feet along Adams Street. The building features segmental second floor openings with one-over-one double-hung wood sash windows still surviving in several bays (and bricked-over in others). The windows are set beneath granite block lintels with keystones, and rest on granite sills. The corners of the upper story are articulated with granite quoins, and a granite stringcourse divides the upper story from the cornice. The cornice is composed of a corbeled brick course, with a granite nameplate in the frieze. Above the cornice, the brick parapet is ornamented with several merlons. The most distinctive feature of the facade, however, is the corner entry bay which is supported by a massive granite column with decorative foliated capital and a stout granite plinth. The storefronts feature broad display windows with transoms, framed with cast iron columns and lintels. Most of the historic storefronts remain intact, although the transoms have been boarded. On the interior, original woodwork and tin ceilings survive. The lodge room features hardwood floors and tin ceilings, and is furnished with early 20th century theater chairs.

E.D. Gilson arrived in Ritzville in 1885, and played an important role in the civic life of the community. Over the years he served as deputy county auditor (1885-1887), marshal and judge (1890), clerk of the city school district (1890-1900), secretary of the Adams County Republican Party (1892-1894), Ritzville street commissioner and tax collector (1891-1893), deputy sheriff (1895-1898), city clerk and mayor (1898-1904), Adams County sheriff (after 1904), and president of the Commercial Club (1910-1911). In addition, Gilson had extensive business interests in real estate, and in 1889 established a real estate and insurance firm, and from 1898-1906 was editor of the Adams County News.

The Gilson Block, which had downstairs offices and an upstairs hall, was variously used by the post office, fire department, and bus company as well as numerous fraternal orders including the Masons, Knights of Pythias and, since its construction, the Odd Fellows.

34. The Journal Building
Built c. 1910-1920

Lot 9, Block 10
Noncontributing

This one story brick building features two storefront bays, framed by brick piers. The upper wall has recessed panels above each storefront, and the cornice is decorated with corbeled brick courses. Although the upper wall remains relatively intact, the storefronts have been extensively altered and original windows and doors were replaced. The building has housed a printing shop since it was constructed.

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35. Kalkwarf Hardware Store
Built c. 1910-1920

Lot 8, Block 10
Contributing

The Kalkwarf Hardware building is a one-story structure faced in concrete, with a simple bracketed cornice, a center entry door, and two double-hung windows flanking the door. The Kalkwarf family founded the Ritzville Hardware Company at the turn of the century.

36.
Built c. 1901-1909

SE 1/2 Lots 6-7, Block 10
Noncontributing

Although now faced in stucco, this one story brick building was constructed before 1909. The building features two storefront bays, each one characterized by a center entry, flanking display windows, and cast iron columns. But the windows have been replaced, the transoms covered, and the original cornice of the structure obscured by stucco veneer. The building originally housed a cigar store and restaurant in the storefronts and a theater in the rear, and later variety and tire stores.

37. (Eagles Buildings)
Built between 1900-1909

NW 1/2 Lots 6-7, Block 10
Noncontributing

This one story brick building originally featured two storefront bays. Only a portion of the original building is visible, and the remainder has been obscured by nonhistoric siding, canopies, and storefront alterations. During the historic period, the building served as a meat market.

38. Northern Pacific Railway Depot
Built 1909-1910

Washington Street & Railroad Avenue
Contributing

The well preserved Ritzville passenger depot is a handsome one-story brick structure with a gable roof, bellcast eaves, and stepped parapets with stone coping. The depot features original one-over-one double-hung windows, single leaf doors with transoms, concrete foundation, and small round arch windows in the gable ends. The interior is also well preserved, and includes terrazzo floors and tile wainscoting. The depot was completed in 1910, replacing an outmoded frame structure built in 1881. For the next seven decades, the new depot served as the focal point for all rail-related trade in Ritzville and is an enduring symbol of Ritzville's heritage as a railroad town.

An asphalt shingle, gable roof with hip flares over wide eaves and awnings complements the Mission-style depot. The building is constructed of bricks with segmentally arched windows throughout. There are two bays on opposite sides of the building (northwest and southeast), one of which contains the ticket office. All windows are double-hung sash with transoms above. A concrete belt course encases the building and acts as a sill for the windows.

The foundation is constructed of concrete block and is deteriorating. There is a concrete curbing encircling the bottom of the building next to the foundation. An attractive deck outside the depot, including the platform area and sidewalks, is made of brick set in a decorative patio-style pattern. This deck runs the entire length of the block along the tracks on the southeast side of the depot and just around the building (15-30 feet) on all other sides.

A newer concrete loading dock and a large sliding metal door is located at the northeast end of the depot. Another freight door on the southeast side of the building facing the tracks is original, made of wood, and slides open on a track above the door inside the building.

The depot's exterior is relatively unchanged with the exception of the newer concrete loading dock, which probably replaced a wooden dock. A modern aluminum window has been installed in a door on the northwest side of the building, as has an aluminum drain pipe running from the rain gutter away from the southeast corner of the building. These minor changes do not detract from the overall historic character of the structure.

The interior of the depot is also intact. On the southwest end of the building, a room 19 by 26 feet is designated on the floor plan drawings as the women's waiting room. Off to one corner is the women's toilet with a corner sink and a pull-flush toilet, still in working condition. Opposite this room by way of a passageway is the men's waiting room, 26

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by 23 feet, also with a men's toilet off to one corner. The waiting rooms are separated by the ticket office with the ticket window opening to the passageway. The ticket office measures 18 by 16 feet with the operator's table running lengthwise across the bay window on the southeast end of the room. The waiting rooms and ticket office areas of the interior depot are wainscoted with white terra cotta tile, and the floors are of terrazzo tile. The entire area is unaltered and in excellent condition.

Through the men's waiting room is a door leading to the baggage and express rooms. The express office was originally divided by a counter with a cash drawer, separating the public area and the work area. This room has been altered with the addition of a wall in place of the counter and the installation of a modern aluminum sliding window in the door entering the express office from the public area on the northwest side of the depot. The baggage area measures approximately 40 by 26 feet and includes a raised wooden dock, which opens on the outside loading dock on the northeast side of the building via a large sliding metal door. A fish rack, used to store fish caught in nearby Sprague Lake, once stood over a drain in the floor in the northeast corner of the room. An old scale stands in the baggage area and is in excellent working condition.

The entire depot, both inside and out, has retained its overall integrity and historic character. It accurately reflects the style and method of construction of the early 20th century, as well as the important role played by railroad transportation in the development of the community.

The Northern Pacific Railway Passenger Depot is historically significant for its central role in the development of the railroad town and agricultural trade center of Ritzville. Centrally located and virtually unaltered, the depot is a strong reminder of the importance of the railroad in the economy and social life of the town and its hinterland. For nearly a century, passengers and freight bound for distant markets--including record wheat harvests--went by train. New settlers arrived to establish homesteads in the fertile wheat growing region, brides came to join new husbands on lonely farms, and young men left for military service in foreign lands. At the center of all the activity was the depot, which still reflects its historic character.

Historical Background: The original Northern Pacific Depot was on the opposite side of the tracks from the present structure. Plans for a new depot were drawn up in 1909 by the Office of the Chief Engineer, St. Paul, Minnesota. There were three revisions providing for a larger building before the plans were finalized early in 1910. The \$20,000 depot was completed by a contractor J.H. Brady of St. Paul on December 2, 1910. "The building is finished in modern style, with all the conveniences, including two waiting rooms, water and toilets, lighted by electricity and heated by steam" (Spokesman-Review, December 3, 1910).

An opening celebration was held on December 9, 1910. The Ritzville Commercial Club arranged for the ceremonies which included a banquet at the Adams House for 150 people. The toastmaster for the event was attorney Edward A. Davis. D.A. Scott delivered a welcoming address in the depot, with Judge George T. Reed responding. The ceremony was attended by several officials from the Northern Pacific Railway, including I.B. Richards, general superintendent, western division; H.C. Nutt, general manager, western division; Henry Blakely, general freight agent, western division; J.L. Deforce, division superintendent of Pasco; Judge George T. Reed, western counsel of Tacoma; Lee Conroy, traveling passenger agent; Mr. Snyder, travelling freight agent; A.G. Kamm, trainmaster; and C.E. Simenson, superintendent of buildings and bridges. The railroad officials were given a tour of the city, visiting public buildings and local businesses (Spokesman-Review, Spokane, Washington, December 10, 1910).

The new depot accommodated more travellers than had the previous building. Successful wheat crops attracted additional settlers and more businesses and by 1911, the population of Ritzville reached 1,859. In 1920, eight trans daily stopped in Ritzville. During World War II, six trains daily were reported to pass through town. An extra ticket clerk was added because Ritzville was the main exchange point for men stationed at the Harder bombing range in eastern Adams County. During holidays, extra cars would be added to handle the increased demand. During those days, ticket sails of \$5,000 a month were not uncommon (Ritzville Journal-Times, April 15, 1971).

Between 1971 and 1988, the depot was used by Burlington Northern mainly for storage. On July 7, 1988, Burlington Northern officials signed an agreement deeding the depot to the city of Ritzville and signing a lease for use of the right-of-way on which the depot stands. Plans for the building include a museum of local history, a tourist information booth, and possibly offices for the Chamber of Commerce.

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The railroad was instrumental to the settlement of Ritzville in transporting crops to national and international markets, and in bringing settlers to the area. It provided the main means of transportation for over 50 years, although it provided transportation services for nearly a century. The Northern Pacific Depot serves as a notable reminder of that history.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

 nationally statewide locallyApplicable National Register Criteria A B C DCriteria Considerations (Exceptions) A B C D E F GAreas of Significance (enter categories from instructions)
CommercePeriod of Significance
1898-1939Significant Dates
N/ACultural Affiliation
N/ASignificant Person
N/AArchitect/Builder
Tinnel Brothers, Preusse & Zittel, others:
see inventory

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Distinguished by a cohesive group of commercial buildings from the late 19th and early 20th centuries, the Ritzville Historic District is the well preserved business center of Adams County, constructed at a time when the city was the world's greatest wheat entrepot and a booming agricultural trade center. The compact district is characterized by multi-storied brick blocks and smaller shops, with arched fenestration, corbeled cornices, and cast iron storefronts. Nearly all the major landmarks of the period survive--including banks, hotel, mercantile establishments, and the depot--and few nonhistoric structures intrude on the setting. Although the integrity of individual buildings has been compromised, the general character of the district is intact; its size, scale and nearly all its building stock are retained; and it clearly reflects its historic role as the commercial center of the region.

Historical Background: Located on the bunchgrass prairies of southeastern Washington, Adams County was first settled by stockmen in the late 1860s. A decade later, however, the first agricultural settlers arrived, staked homestead claims, and began to cultivate the land.

Philip Ritz, a Walla Walla farmer who claimed over 8,000 acres in the area, settled near present-day Ritzville in 1878. Although accounts at the turn of the century portrayed Ritz as one who "never did anything to advance the interests of Adams County or Ritzville," he induced a small group of immigrants from the Dakota Territory (recently arrived in Walla Walla) to join him on the frontier.

Among those who took claims in May, 1878, were J.M. Harris and J.G. Bennett. In 1879, Harris planted the first wheat in the region, but the crop was eaten by squirrels before it matured. The next year, however, Bennett successfully harvested his crop, proving the suitability of the soil for grain production.

These early harvests coincided with the coming of the railroad. In 1880, the Northern Pacific, which was pushing its transcontinental line westward to the Puget Sound, hired Ritz to lay roadbed on the portion of the line that traversed Adams County. The same year, engineer John Sprague platted a townsite on land adjacent to Ritz's claim. The plat was a 30-block gridiron, bisected by the tracks, with broad avenues running parallel to them. In 1881, the railroad arrived, a frame depot was built at the center of town, and the community's first store was built by William McKay.

Settlers arrived almost as soon as rail was laid, attracted in part by reports of the region's fertility. By 1884, additional cars were added to the daily trains that brought immigrants and their household goods to the district. With increased settlement, Adams County was separated from Whitman in 1883, and Ritzville--the largest community in the region--was named county seat the following year. The city was incorporated in 1888 (with N.H. Greene elected mayor), and incorporated again in 1891 under new state law.

Despite the activity, however, wheat harvests were not uniformly good in the first years of settlement. Agricultural pests damaged crops in the late 1880s, and the effects of the national depression of 1893 lingered until mid-decade. Moreover, the small Ritzville business district, which consisted of a few frame shops north of the railroad, was devastated in a conflagration in June, 1888, and by a second blaze in September 1891.

Undaunted, merchants built the first brick blocks in the commercial center immediately after those fires. In 1889, N.H. Greene replaced his burned-out frame shop with a two-story brick building, the first masonry structure in town. In 1892,

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shortly after the second fire, newly chartered Adams County Bank erected a two-story brick block (both of these structures survive). The confidence reflected by these buildings foreshadowed construction to come.

Indeed, by the late 1890s, Ritzville and the region entered a boom period that lasted almost two decades. Record wheat harvests in 1897 and 1898 precipitated an influx of settlers, particularly Russian Germans, and harvests continued to break records during the first years of the 20th century. In 1901-1902, for example, more wheat and flour was shipped from Ritzville than from any other primary shipping center in the world.

The boom in agriculture led to a boom in the city. By 1905, downtown Ritzville boasted paved streets, electric lights, and a telephone system. Its flour mill had a capacity for 550 barrels a day in 1909, and numerous grain warehouses lined the tracks, including the first steel wheat storage tank in the state. Nearly 40 trains a week carried passengers and freight into and out of the city by 1910. As a county business center, Ritzville was home to three important banks, two major hotels, and the region's largest general mercantile stores.

The growth in the economy changed the face of Main Street. Almost as soon as the boom period arrived in 1898, the newspaper reported that "never before . . . has there such a demonstration of prosperity" as that represented by the new brick blocks arising in the district that year, like the Spanjer Building. The same good news was repeated during the building boom of 1901 when the Trader's Block, the Ritzville Hotel, the Pioneer State Bank, and the Rosenoff buildings--all multi-storied brick structures--were completed.

In 1904, Coast magazine reported "rapid improvement in the upbuilding of the business district," including completion of the two-story brick German American Bank, Dorman Building, Gilson Building and upcoming second Trader's Block. Yet another flurry of building activity occurred in 1910 when the new Ritzville Hotel, Northern Pacific Depot, and the final phase of the Trader's Block opened to the public. In just ten years, much of the downtown district had been rebuilt. The size and scale of the structures--out of proportion to a town of less than 2,000 people--indicated the economic vitality of the region.

The importance of the district to the commercial and civic life of the city was clear. Within a three or four block area, Ritzville citizens found dry goods store, hardware stores, implement dealers, and numerous shops. Here also was the library and city council chambers, the fire station and post office, and the fraternal halls and theaters that formed the civic and social life of the community. But the district was also of regional importance. The Ritzville Hotel was the largest in the county for many years, and an important resting place for salesmen, immigrants, and travellers. The Trader's Block, composed of three imposing buildings, was the county's largest mercantile firm. The Pioneer State Bank, German American Bank and Adams County Bank were the major financial institutions in the county, and helped fuel the growth of the region. Finally, the depot was a focal point for the transfer of people and commodities for the entire area. Remarkably, each of these buildings was constructed by 1910 and each remains today.

Although the regional economy slowed between 1912 and 1914, it boomed again in the second half of the decade, and during that latter period the last of the historic brick structures on Main Street were built, largely replacing the remaining frame structures of an earlier era. Yet no major structures were constructed afterward, in large part because the considerable construction of the late 1890s and early 20th century was sufficient to serve the community for many years to come.

Today the district retains essentially the boundaries and most of the buildings that it had in 1920, with few additions. The historic architectural character of the district is also apparent, and relatively unchanged from 1910. Main Street is still dominated by multi-storied brick blocks at prominent corner locations, with ground level storefronts and upper level offices and halls. The buildings reflect the conventional vernacular designs of the day, with regularly spaced arched fenestration, ornamental cornices, and storefronts framed by cast iron posts and lintels. In some instances, the design of an individual building is particularly distinctive--like the Classical Revival facades of the Rosenoff and Greene buildings, the conical tower of the Gritman Building, or the granite trim of Gilson Block. But the underlying continuity of the district is established less by these features than by the uniform use of brick, the regular rhythm established by rows of arched windows, and the consistent corbeled brick at the cornice level. Although considerable integrity has been lost at street level, and many upper floor windows remain boarded, collectively the district still reflects the scale, style, and general character of a small town business center at a time of booming prosperity.

9. Major Bibliographical References

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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 Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

10. Geographical Data

Acreage of property approximately eight acres

UTM References

A	<u>11</u>	<u>395340</u>	<u>5219840</u>	B	<u>11</u>	<u>395240</u>	<u>5219930</u>
C	<u>11</u>	<u>395310</u>	<u>5220060</u>	D	<u>11</u>	<u>395430</u>	<u>5220120</u>
E	<u>11</u>	<u>395480</u>	<u>5220030</u>	F	<u>11</u>	<u>395490</u>	<u>5219940</u>
G	<u>11</u>	<u>395410</u>	<u>5219840</u>				

See continuation sheet

Verbal Boundary Description

The Ritzville Historic District is roughly rectangular in shape and is described thusly: Beginning at the northwest corner of Lot 10, Block 3, proceed northeasterly along the rear lot lines of Lots 10, 9, and 8, Block 3. Then proceed northwesterly along the west lot line of Lot 7, Block 3, to Broadway. Then proceed northeasterly along Broadway until Washington Street. Then proceed southeasterly along Washington Street to a point parallel to the rear lot line of Lot 10, Block 4. Then proceed northeasterly along the rear lot lines of Lots 10 through 6, Block 4, and continue across Division Street and along the rear lot lines of Lots 10 and 9, Block 5. Then proceed southeasterly along the east lot line of Lot 9, Block 5, to Main Street. Then proceed southwesterly along the north side of Main Street to the west edge of Division Street. Then proceed southeasterly

See continuation sheet

Boundary Justification

The district boundaries include the contiguous historical commercial center on Main Street and adjacent structures on Adams, Washington, Division, Broadway, and Railroad. The boundaries are defined by a change in scale and character (i.e., non-commercial land uses) or a loss of historic fabric.

See continuation sheet

11. Form Prepared By

Name/title Leonard Garfield; research and text on Ritzville Depot by Marcia Riley, EWU
organization Archaeology & Historic Preservation date October 25, 1989
street & number 111 W. 21st Ave., KL-11 telephone (206) 586-2901
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along the west side of Division to the rear lot line of Lot 5, Block 9. Then proceed southwesterly along the rear lot lines of Lots 5 through 1, Block 9, and across Washington Street to the west edge of the street. Then proceed southeasterly along Washington to the mid-point of Railroad Avenue. Then proceed northeasterly 150 feet, then southeasterly to the railroad right-of-way, then southwesterly along the right-of-way to the east edge of Adams Street. Then proceed along Adams Street to the north side of Railroad Avenue. Then proceed southwesterly along Railroad Avenue 125 feet. Then proceed southeasterly and along the rear lot line on Lot 5, Block 11, across Main Street, and along the west lot line of Lot 6, Block 2. At the rear lot line of Lot 6, Block 2, proceed northeasterly to the point of beginning.

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Section number Photographs Page 1

Key to Photographs

Ritzville Historic District, Ritzville, Adams County, Washington

Photographer: Leonard Garfield

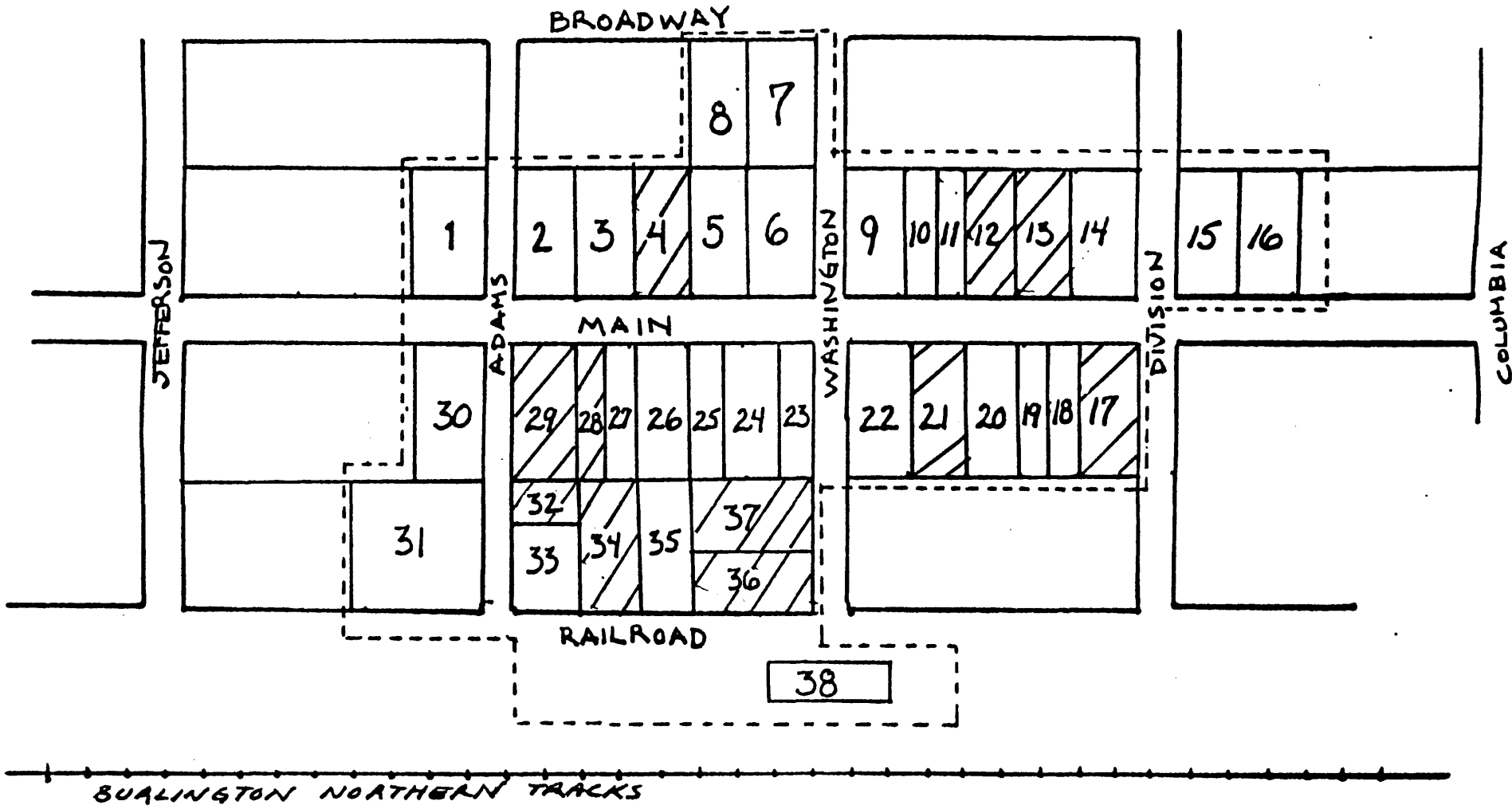
July, October 1989

Negatives at OAHF, Olympia, Washington

1. Main Street, north side (#11-5), looking SW
2. Ritzville Public Library (#1), looking N
3. Ritzville Hotel (#2), looking N
4. Ritzville Hotel (#2), looking N
5. Spanjer Building (#5), Traders Block (#6), Gritman Building (#9), looking N
6. Spanjer Building, Traders Block, looking N
7. Traders Block (36), looking W
8. Traders Block (#7, #8), looking E
9. Gritman Building (#9), looking N
10. Snyder Building (#10), Haight Building (#11), looking N
11. A&C Bakery (#14), looking N
12. Main Street, NW side, looking SW from Division
13. Pioneer State Bank (#15), looking N
14. Ritz Theater (#16), looking N
15. Main Street, NE side, looking SE from Division
16. Sears Building (#20), Greene Building (#22), looking NE
17. Greene Building (#22), looking NE
18. Greene Building (#22), Gritman Building (#9), looking NW
19. German American Bank (#23), Dorman Building (#24), looking S
20. Rosenoff Building (#25), Myers Building (#26), looking S
21. Adams County Bank (#30), looking S
22. Kalkwarf Garage (#31), looking SW
23. Kalkwarf Garage (#31), Adams County Bank (#30), looking W
24. Gilman Building (#33), looking N
25. Gilman Building and Journal Building (#34), looking NW
26. Railroad Avenue, NW side, looking SW from Washington
27. Northern Pacific Depot (#38), looking NE

RITZVILLE HISTORIC DISTRICT

Ritzville, Adams Co.



- - - - - = Boundary
- 9 = Contributing Building
- = Noncontributing Building

