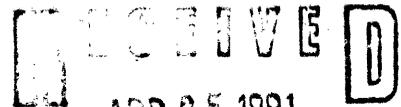


United States Department of the Interior
National Park Service



National Register of Historic Places
Multiple Property Documentation Form

NATIONAL REGISTER

This form is for use in documenting multiple property groups relating to one or several historic contexts. 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. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic U.S. Post Offices in Washington 1893 - 1941

B. Associated Historic Contexts

Appropriations for and construction of U.S. post offices/federal buildings by the federal government in Washington from 1893 to World War II (1941).

C. Geographical Data

State of Washington

8/7/91
Note -

At the time this MPS was submitted, Roch A. Soukward was the official USPS official for the San Bruno center of USPS. (He took Steven Steilstra's place.) Soukward has since been replaced by Norma Gellison. Because Soukward was the official representative when this was submitted, we deemed accept his signature on the cover letter as the signature for the cover document. *Joubert*

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

See letter dated 6/18/91 for signature of FPO
Signature of certifying official

Date

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Annabeth Wheeler
Signature of the Keeper of the National Register

8/7/91
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

The theme of this nomination concerns the federal building programs in Washington as manifested in the construction of post offices in the last decade of the 19th Century and the first four decades of the 20th Century. The buildings included also record the evolution of both the political/economic philosophies and the design philosophies of the federal government through its building programs.

As selected through initial field surveys and preliminary significance evaluations, the buildings in this group represent outstanding and well-preserved architectural examples of the progression of federal architecture from the last decade of the 19th Century through the transition of style which ended with the onset of World War II. The buildings completed in this era represent a discrete body of federal architecture.

With the War's end the federal government turned again to its construction programs, but modernization and efficiency became the new symbols of America's post-war philosophy. The use of design to provide a symbol of the monumental presence of the federal government in its post offices had ended with the beginning of the War.

This thematic nomination includes twenty-three post offices owned and administered by the U.S. Postal Service (USPS) throughout the state of Washington. The buildings included in this nomination represent a portion of the continuum of federally-constructed post offices allocated to the state between the turn of the century and 1941. The nominated buildings exhibit a variety of styles and sizes but maintain a common demeanor representative of the federal presence. Although three of the nominated buildings have received additions, all maintain high integrity and have been well-preserved.

The buildings specifically included in this nomination, which span the years between 1893 and 1941, along with other federally-constructed post offices in Washington currently listed in the National Register, represent the two major eras of federal construction between 1893 and the onset of World War II. Imbedded in these construction periods are transitions in federal design philosophy, changes in funding programs, and changing economic conditions of the state and nation. The purpose of this nomination is to provide an overview of these various factors within the thematic period with which to establish a context for the evaluation of the individually nominated buildings.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 1 USPS - WASHINGTON

All of the buildings included in this nomination were constructed from standardized plans developed from guidelines provided by the Office of the Supervising Architect in the Treasury Department. Variations in design styles reflect both the transition in the design philosophies of the Supervising Architect and the requirements developed in response to the Depression. These variations in design, as well as functions, are also somewhat related to the communities in which they were placed and reflect the economic/political/governmental context of those communities.

ORGANIZATION OF THIS NOMINATION

This nomination consists of two parts: the theme (or cover) document and twenty-three individual nomination forms, one for each of the buildings included in the theme.

The cover document lists the properties to be nominated as well as federally-constructed post offices listed in the National Register, defines the theme, discusses the criteria used in determining the significance of the nominated buildings, and examines the historical context in which the buildings were constructed. The purpose of this discussion is to establish a broad overview to which the significance of the individual properties can be related. The nominated properties were selected by consultation between the USPS and Washington State Historic Preservation Office.

The individual nomination forms are included to provide more complete information on each of the properties. The information provided in these forms includes: physical descriptions of the properties, discussions of their significance and relationship within the theme, a brief historical overview of the community in which they are located, and a summary of local newspaper coverage during the construction period.

The following list includes the twenty-three USPS properties included in this nomination. This list is followed by federally-constructed post offices currently listed in the National Register.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 2 USPS - WASHINGTON

PROPERTIES NOMINATED AND OWNED BY THE USPS

<u>Office</u>	<u>Date Occupied</u>	<u>Architect</u>
Port Townsend PO ¹ & CU ²	1893	OSA ³ 4
Tacoma PO & CH ⁵	1910	James Knox Taylor ⁶ /OSA
Walla Walla PO & FB ⁷	1914	James Knox Taylor/OSA
Vancouver DS ⁸	1918	James A. Wetmore ⁹ /OSA
Hoquiam PO & FB	1932	James A. Wetmore/OSA
Colfax MPO ¹⁰	1933	James A. Wetmore/OSA
Chehalis MPO	1934	James A. Wetmore/OSA
Longview MPO	1934	Bebb, Gould & Graham ¹¹
Montesano MPO	1935	Louis A. Simon ¹² /OSA
Prosser MPO	1935	Louis A. Simon/OSA
Kelso MPO	1936	Louis A. Simon/OSA
Bremerton MPO	1937	Harry B. Carter ¹³ /OSA
Centralia MPO	1937	Louis A. Simon/OSA
Sunnyside PO & FB	1937	Louis A. Simon/OSA
Toppenish MPO	1938	Louis A. Simon/OSA
Colville MPO	1938	Louis A. Simon/OSA
Camas MPO	1939	Louis A. Simon/OSA
Sedro-Woolley MPO	1939	Louis A. Simon/OSA
Okanogan PO & FB	1940	Louis A. Simon/OSA

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number E Page 3 USPS - WASHINGTON

PROPERTIES NOMINATED AND OWNED BY THE USPS--continued

Raymond MPO	1940	Louis A. Simon/OSA
Lynden MPO	1940	Louis A. Simon/OSA
Clarkston MPO	1941	Louis A. Simon/OSA
Omak MPO	1941	Louis A. Simon/OSA

POST OFFICE BUILDINGS CURRENTLY LISTED IN THE NATIONAL
REGISTER OF HISTORIC PLACES

<u>Office</u>	<u>Date Occupied</u>	<u>Administered By</u>
Port Townsend PO & CU (HD) ¹⁴	1893	USPS ¹⁵
Spokane FB & PO	1909	GSA ¹⁶
Yakima PO & CH	1912	GSA
Bellingham PO & CH	1913	GSA
Olympia PO	1914	GSA
Everett PO & CU	1917	GSA
Ellensburg PO	1917	School District
Wenatchee PO Annex	1918	City of Wenatchee
Port Angeles PO & FB	1933	GSA
Longview MPO (HD)	1934	USPS
Snohomish MPO (HD)	1938	City of Snohomish
Wentachee PO	1938	City of Wenatchee

(Notes follow on next page.)

United States Department of the Interior
National Park Service

APR 25 1991

**National Register of Historic Places
Continuation Sheet**

Section number E Page 4 USPS - WASHINGTON

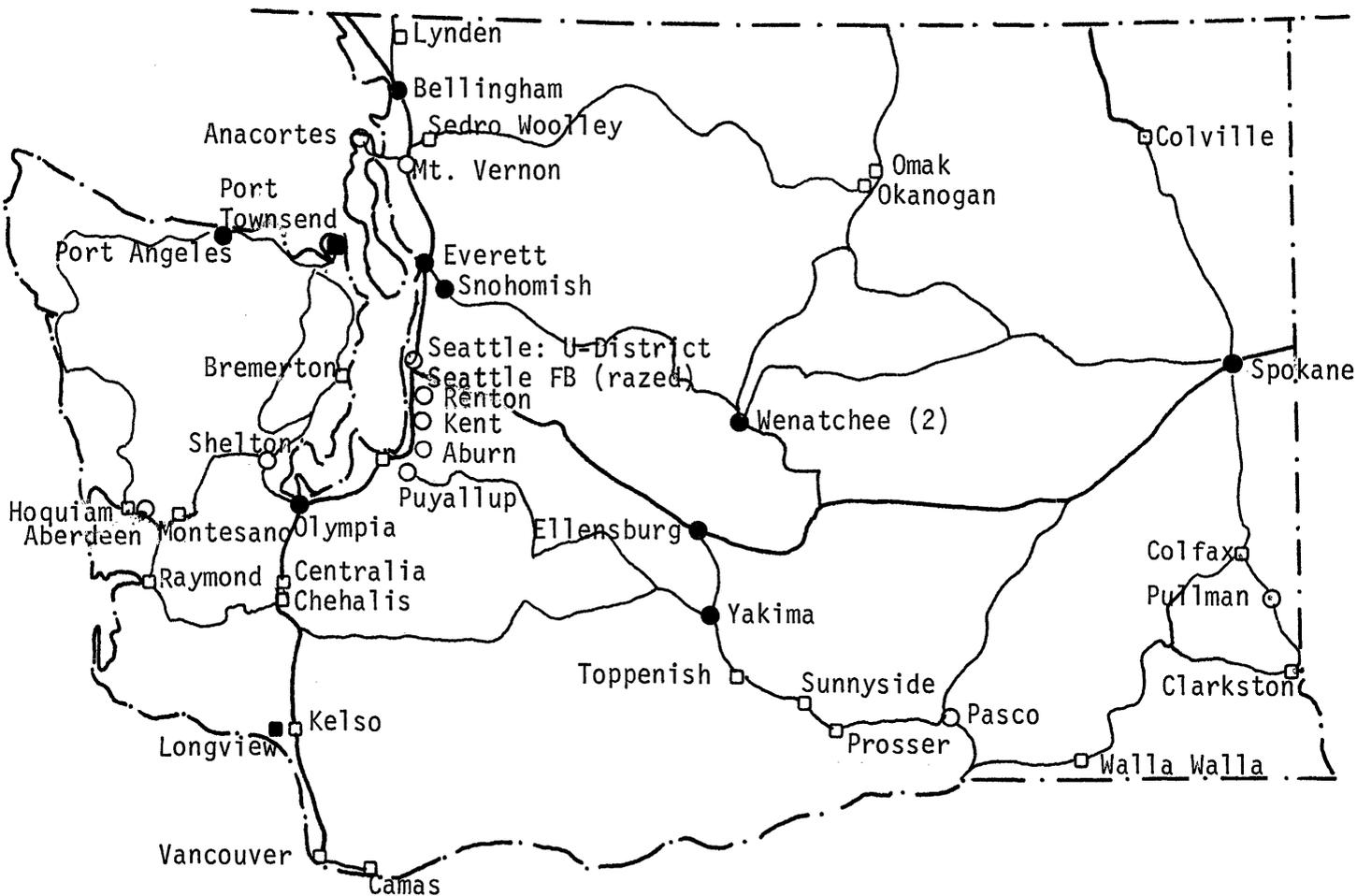
Notes:

- ¹PO: Post Office
- ²CU: Customs House
- ³OSA: Office of Supervising Architect
- ⁴: Several architects ...
- ⁵CH: Courthouse
- ⁶James Knox Taylor: Supervising Architect.
- ⁷FB: Federal Building
- ⁸DS: Downtown Station
- ⁹James A. Wetmore: Acting Supervising Architect, was an attorney who administered the office, but was not involved in design work.
- ¹⁰MPO: Main Post Office
- ¹¹Bebb, Gould, & Graham: Charles Bebb, Carl Gould, and John Graham, Sr., prominent Seattle architects.
- ¹²Louis A. Simon: Supervising Architect.
- ¹³Harry B. Carter: Consulting Architect (no biographical information available)
- ¹⁴HD: Historic District
- ¹⁵USPS: United States Postal Service
- ¹⁶GSA: General Services Administration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 5 USPS - WASHINGTON



FEDERALLY-CONSTRUCTED POST OFFICES IN WASHINGTON

- Included in this Nomination
- Not Included
- Listed in National Register

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 6 USPS - WASHINGTON

According to Postal Service records, public building appropriations, and newspaper accounts, 45 post offices were constructed in Washington between 1893 and 1941; 13 from 1893 to 1920; none during the 1920s; and 32 from 1930 to 1941.

The U.S. Postal Service owns 29 of these buildings. They include: Port Townsend (1893), Tacoma (1910), Walla Walla (1914), Vancouver (1918); Hoquiam (1932), Colfax (1933), Longview (1934), Chehalis (1934), Montesano (1935), Prosser (1935), Kelso (1935), Puyallup (1936), Bremerton (1937), Centralia (1937), Renton (1937), Seattle-University Station (1937), Sunnyside (1937), Anacortes (1938), Colville (1938), Shelton (1938), Toppenish (1938), Camas (1939), Sedro Woolley (1939), Kent (1940), Raymond (1940), Okanogan (1940), Lynden (1940), Clarkston (1941), and Omak (1941).

GSA administers seven buildings. They include Spokane (1909), Yakima (1912), Bellingham (1913), Olympia (1914), Everett (1917), Port Angeles (1933), and Pasco (1932).

The city of Wenatchee owns two federal buildings (1918 and 1938) and has converted them to a museum complex. The Mount Vernon (1936) and Snohomish (1938) buildings are owned by their respective cities. The King County Health District owns the former Auburn MPO (1938) and uses it as a clinic.

Local school districts own the former MPOs in Ellensburg (1917) and Aberdeen (1918). The former Pullman MPO (1931) is privately-owned and used as a movie theater. Seattle's first federal building (1909) was razed during the 1950s.

FEDERAL PUBLIC BUILDINGS CONSTRUCTION PROGRAMS

This section discusses federal building programs on a national level. The relationship of these programs within the context of Washington State is in a following section.

The history of post office construction before WWII can be divided into three distinct phases. From 1893 to 1914, under the provisions of the Tarsney Act, buildings could be designed within the Treasury Department or submitted to competitive bids among private architects. From 1915 to 1930, the Secretary of the Treasury implemented policies that standardized the design of public buildings, in contrast

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 7 USPS - WASHINGTON

to the previous practice of preparing an individual design for each structure. From the onset of the Great Depression (1929 to 1930) a new era of government building was initiated with the development of public works programs designed to stimulate local economies.

Prior to 1902, when the first "Public Buildings Omnibus Act" was passed, federal buildings were funded on an ad hoc basis. Appropriations bills rarely contained allocations for more than three buildings at one time. Site acquisition and construction occurred only with Congressional authorization.

The Public Buildings Omnibus Act of 1902 authorized 150 new projects. Since it provided for a large body of projects rather than requiring individual authorization, it saved a considerable amount of time in Congress. However, the omnibus bills created the opportunity for political abuse in that Congressmen were eager to please their constituents by distributing "federal presents." Political influence, rather than operational requirements, seemed to dictate size, ornamentation, and location. This approach provoked allegations of waste and cries of "pork barrel" from the press.

The utilization of the omnibus buildings approach greatly increased the number of buildings under the control of the Treasury Department. In 1899 there were 391 federal buildings under the Department of the Treasury; this number increased to 1,126 by 1912 (Craig, 1979, p. 213). Many of the new buildings went to smaller cities and developing towns, which received their first federal buildings.

After experimenting in 1903-04 with submitting smaller projects (less than \$500,000) to competing architects in the project vicinity, it was decided that these projects would be designed "in-house" by the Supervising Architect's office. A return to the "classical style of architecture" for government buildings was also announced during this period. Stylistic elements were drawn from the French Beaux-Arts and Neo-Classical traditions. In addition, America's architectural heritage was reflected in Colonial Revival design.

During the tenure of Supervising Architect James Knox Taylor (1898-1912), buildings were individually designed. Toward the end of his tenure (1912), concern was expressed

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 8 USPS - WASHINGTON

that the costs of federal construction in comparison to privately-constructed commercial buildings was too high. It was felt that designs should be standardized. Taylor felt, however, that government buildings could not be designed and constructed as standardized units.

After Taylor resigned as Supervising Architect, James Wetmore served as Acting Supervising Architect from 1912 to 1913. Oscar Wenderoth followed Wetmore from 1913 to 1915. During Wenderoth's tenure, legislative changes took place that profoundly affected government architecture, particularly small-scale projects. The designs of 1913 and 1914, however, differed little from Taylor's. Post offices designed during Wenderoth's administration, through the use of ornamentation, symmetry, and fine materials (using Renaissance Revival details), brought the idea of the Beaux-Arts movement to small cities and towns. "They [small town post offices] are generally the most important of local buildings, and taken together, are seen daily by thousands, who have little opportunity to feel the influence of the great architectural works in the large cities" (The Architect, Vol. XV, No. 23, March 1918, p. 188).

The Omnibus Public Buildings Act of 1913 set the stage for a change in federal construction policy. Although the Act authorized a large number of construction projects, it also stipulated that no new post office buildings would be authorized for communities with postal receipts totaling less than \$10,000. Pressure to control "wasteful spending" on unneeded public buildings also led to the establishment of the Public Buildings Commission in the 1913 Act.

In his annual report for fiscal year 1913, the Supervising Architect seemed somewhat skeptical of the commission's ability to render assistance. He hoped, however, that the commission would discuss thoroughly:

"... the two mooted questions of the so-called 'standardization of buildings' and the claim that the public buildings erected under the direction of the Supervising Architect cost appreciably more than similar buildings erected by municipalities, by county and state governments, and by private individuals. The reports of the debates in the House and Senate show that there is great

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 9 USPS - WASHINGTON

diversity of opinion among members of Congress on these two subjects, and that they are matters of frequent discussion. It is believed that it is due this office that Congress be authoritatively informed of the limitations of the scheme of 'standardization' and, also, whether the Supervising Architect is actually to be charged with fostering extravagant methods of building construction." [Annual Report of the Supervising Architect of the Treasury, for Fiscal Year Ending 30 June 1913", Washington, D.C.: Government Printing Office, 1914]

The Public Buildings Commission, chaired by Secretary of the Treasury William McAdoo, presented its report to Congress in 1914. The report strongly recommended that buildings be standardized in order to reduce cost. It was followed by the establishment of four building classes and building criteria in McAdoo's annual report of 1915. The purpose of the classification scheme was "to provide a rational system of uniformity and business economy in designing and constructing public buildings, so that buildings suitable to the public needs may be built without waste of government money." [Ibid., p. 9] The result of this report was the complete reshaping of post office construction policies after 1915. Buildings were to be less costly but durable, simple, and architecturally desirable. The policies of standardizing plans and constructing cost-efficient public buildings continued throughout the 1920s. An effort was made to use the same design as frequently as possible, with variation in floor plans only if an unusual, specific need arose.

The classification scheme developed by the committee is as follows:

- * **CLASS A:**
Definition: Buildings that include a post office of the first class with annual receipts of \$800,000 or over; the site forming part of a city development plan or situated on an important thoroughfare of a great city; improvement on an adjoining property reaching the higher valuation of metropolitan real estate.

Character of Building: Marble or granite facing; fireproof throughout; metal frames, sashes, and doors, interior finish to include the finer grade of marble,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 10 USPS - WASHINGTON

ornamental bronze work, mahogany, etc. Public spaces to have monumental treatment, mural decorations; special interior lighting fixtures.

- * CLASS B:
Definition: Buildings that include a post office of the first class with receipts from \$60,000 to \$800,000; valuation of adjoining property somewhat below the higher valuation of metropolitan real estate.

Character of Building: Limestone or sandstone facing; exterior frames and sash metal; interior frames, sash and doors wood; interior finish to exclude more expensive woods and marbles; ornamental metal used only where iron is suitable. Restricted ornament in public spaces.

- * CLASS C:
Definition: Buildings that include a post office of the second class with receipts of \$15,000 or over, and of the first class to \$60,000 receipts; valuation of surrounding property that of a second class city.

Character of Building: Brick facing with stone or terra cotta trimmings; fireproof floors; non-fireproof roof; frames, sashes and doors wood; interior finish to exclude the more expensive woods and marbles; the latter used only where sanitary conditions demand; public spaces restricted to very simple forms of ornament.

- * CLASS D:
Definition: Buildings that include a post office having annual receipts of less than \$15,000; real estate values justifying only a limited investment for improvements.

Character of Building: Brick facing, little stone or terra cotta used; only first floor fireproof; stock sash frames, doors, etc., where advisable; ordinary class of building, such as any business man would consider a reasonable investment in a small town.

James A. Wetmore resumed the reins of the Supervising Architect in 1915 and retained the title of Acting Supervis-

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 11 USPS - WASHINGTON

ing Architect. Wetmore was a lawyer by training and was concerned more with administration than the design of buildings. During his administration the Superintendent of the Architectural Division, Louis A. Simon, exercised considerable influence on the design of federal buildings. After 1914, designs became standardized and ornament less lavish.

Construction of public buildings had tapered off with the onset of WWI and came to a halt during the war. After the war ended, construction of previously authorized buildings resumed slowly. For example, 20 buildings were constructed in 1919, 10 in 1920, 3 each in 1921 and 1922, 9 in 1923, and 13 in 1924. No new construction laws were enacted until the Public Buildings Act of 1926. This Act contrasted with previous omnibus acts which had authorized appropriations for specific buildings. Two public buildings commissions--one for the District of Columbia and the other for the rest of the country--recommended a new building program which would base building location and size on a business approach rather than Congressional logrolling. The 1926 Act ordered the Treasury Department to implement a "business considerations" policy in response to protests over unneeded projects that were merely a means for a Congressman to win local favor. The standardization of plans for small post offices was also carried forward from the policies of the Public Buildings Commission's report of 1914. A survey report completed under the direction of the 1926 Act identified over 2,300 towns and cities with postal receipts over \$10,000 that were without federal buildings. The estimated cost of constructing these buildings was \$170,420,000. [Ibid., p. 13]

The policies of standardizing plans and constructing cost-efficient buildings continued throughout the 1920s. Post offices, particularly those in small communities, were constructed in so far as possible according to plans established in conformance with conditions and community needs. Stylistically, the majority retained the basic elements of Beaux-Arts massing and plan. Classical details were minimized (to reduce costs) and floor plans did not vary unless a specific need arose.

The crash of 1929 and the subsequent Depression delayed the full implementation of the building program outlined in the 1926 Act. In 1930, Congress authorized increased funding

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 12 USPS - WASHINGTON

for public building by amending the 1926 Act. This legislation established a trend in public works projects that arose in direct response to the Depression. It served as a precedent for subsequent policies and acts that would attempt to reduce unemployment and stabilize the economy.

The Federal Employment Stabilization Act of 1931 was a major step in the government's efforts to aid the national economy through building programs. The Act established the Federal Employment Stabilization Board, which was charged with advising the President as to the trend of the economic and employment situation. [46 Stat 1086] The President would then transmit to Congress "such supplemental estimates as he deems advisable for emergency appropriations to be expended during such period upon authorized construction in order to aid in preventing unemployment and permit the Government to avail itself of the opportunity for speedy, efficient, and economical construction during any such period." Emergency appropriations were to be used, among other things, for carrying into effect the provision of the Public Buildings Act of 1926. The Act also provided for acceleration of emergency construction, advanced planning, and increased appropriations by \$100,000,000.

Design policies also continued to stress standardization. A set of "Cabinet Sketches" was produced by the Treasury Department which provided standard floor plans for post offices of different sizes. Where practicable, individual treatment was given to exterior details. In order to achieve rapid construction, emphasis was placed on minimizing the number of individual drawings.

In 1933 the Treasury Department was reorganized and the Supervising Architect's office was placed within the Procurement Branch in the Division of Public Works. Also in 1933 the Public Works Administration (PWA) was created under the National Industrial Recovery Act and additional legislation was passed for funding new projects through emergency construction programs. The funds appropriated under the 1926 Act became unavailable, except for those projects under contract. In 1934 Louis A. Simon became the Supervising Architect, a position he held until 1941. He became responsible, therefore, for carrying out the bulk of federal construction through the balance of the Depression era.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 13 USPS - WASHINGTON

The proliferation of federal building programs increased the bureaucratic complexity of federal construction. The Treasury Department's annual report of 1935, for example, listed construction projects under the following programs: the original Public Buildings Program under the 1926 Act; Public Works Administration projects; the Emergency Relief Construction Program; and the Building Program for the District of Columbia under the 1926 Act. [Ibid., p. 17]

The number of post offices constructed under these programs grew rapidly. There was a push to provide post offices in those communities that had been identified in the survey report resulting from the 1926 Act, as well as in towns that had not been included in the report or subsequent amendments. As indicated below, the emphasis on economic revival was reflected in the distribution expansion of the building programs.

...[W]ith a view to relieving countrywide unemployment the Secretary of the Treasury and Postmaster General, in the selection of towns or cities in which buildings are to be constructed, shall endeavor to distribute the projects equitably throughout the country so far as may be consistent with the needs of the public service; and the Secretary of the Treasury and the Postmaster General may also select for the prosecution under this appropriation such projects not included in such report as in their judgment are economically sound and advantageous to the public service. [48 Stat 1062].

Emphasis on standardization and the allocation of economic benefits of federal construction programs to the various producing industries was indicated in the Annual Report of the Secretary of the Treasury (Fiscal Year ended 30 June 1935). An advisory committee on engineering was formed and was charged with the task of developing a Manual of Design to serve as a guide in the development of plans and specifications for new structures. A directive board was established to study the requirements of each project in its preliminary stage, taking into consideration the best utilization of the site selected, the general character of the design in its broad sense, the selection of the most appropriate materials for the construction and finish, the availability of local materials, the relationship of the proposed building to its

APR 25 1991

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 14 USPS - WASHINGTON

surroundings, and the development of an equitable balance in the use of materials that would spread the benefits of the public building program as much as possible among all the producing industries.

The Annual Report of the Secretary of the Treasury for 1937 reported that standardization had been successful in achieving its goals of efficiency and stimulating employment. It is also interesting to note the reference to 11 standard designs to meet the sectional architectural traditions.

A large portion of the program has consisted of small post office buildings spread over the entire United States. Type designs were developed and, in order to meet the varying requirements of the Post Office Department and the sectional architectural traditions, eleven designs were required. By thus standardizing the designs, there resulted a great saving in time and cost of production of the drawings and specifications and the placing of these projects on the market was greatly expedited. The buildings which have been constructed from these type designs have proved economical and satisfactory.

The policy of preparing drawings and specifications permitting to the greatest practicable extent the use of materials and products native to the localities has resulted in stimulating employment and spreading the benefits of the building program.

In 1935, 185 post offices were constructed by the federal government. This number was followed by 260 in 1936, 303 in 1937, and 259 in 1938.

Under Government Reorganization in 1939, the Public Buildings Branch of the Procurement Division was placed under the administration of the Federal Works Agency. The Supervising Architect was also consolidated under the FWA. The Public Buildings Administration, headed by a commissioner of public buildings, was charged with the responsibility of administering these functions. It appears that the post office construction policies remained substantially the same as under the previous organization.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number E Page 15 USPS - WASHINGTON

The architectural styles of the Depression Era, particularly after 1933, tended toward modernized, simplified buildings. The buildings retained the symmetry and proportions of their predecessors but were stripped of the architectural ornamentation that characterized the pre-1920 buildings and even those of the first three years of the 1930's. The design was a basic rectangular box with flat facade; and detailing suggested Classical elements, but in rudimentary form. In addition to the various Revival influences, Art Deco was used but even this motif worked with stylized Classical elements. However, these buildings were still of quality construction, using brick, stone, and terra cotta, and they continued to symbolize the stability of the federal government.

The quest for efficiency of plan preparation and rapid construction, and the influence of the international or modern design movement created a building that is termed "starved classical". The end of the Depression Era also brought the end to this building type. Construction essentially stopped during World War II and the post offices which followed were designed to meet the changing operational functions of modern postal facilities.

FEDERAL ARTS PROJECTS

Like the accelerated post office construction of the Depression Era, the New Deal Federal Art Projects were developed to alleviate unemployment in the arts and to decorate federal architecture. Three programs were administered through the Treasury Department and one through the Works Progress Administration. [The New Deal Art Projects: An Anthology of Memoirs, O'Connor, 1972, p. 12]. These programs were as follows:

Treasury Department Programs

1. The Public Works of Art Project (PWAP), which lasted from December of 1933 to June of 1934. This was an emergency relief program applied without a strict relief test. It employed roughly 3,700 artists and cost \$1,313,000.
2. The Section of Painting and Sculpture, later the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 16 USPS - WASHINGTON

Section of Fine Arts. This was the program primarily responsible for murals and sculpture found in post office buildings throughout the country. Commissions were awarded based on anonymous competitions without reference to the artists' economic need, i.e., it was not, strictly speaking, a relief program. The program began in October of 1934, the final commission was completed in 1943. There were 1,400 contracts awarded at a total cost of about \$2,571,000.

3. Treasury Relief Art Project (TRAP) was created in July of 1935 by a funding allocation from the WPA to the Treasury Department. TRAP was administered by the Section of Fine Arts, applying the same relief rules that governed WPA employment. The project employed 446 persons at a cost of \$833,784; it was discontinued in 1939. The project's primary output was painting and sculpture used to decorate federal buildings.

Work Progress Administration

4. Federal Art Project (WPA/FAP) was a large relief project devoted to the plastic arts. The WPA/FAP was part of a larger program called Federal Project No. 1, which included the WPA drama, music, and writing projects. The over-all project began in August of 1935, employed over 4,000 persons, cost \$35 million, and was terminated in 1943.

In decorating its new public buildings, the Treasury Department supported the arts in the manner of the traditional patron. The Department selected both artists and subject matter in the process of conveying the ideals of the New Deal to the public users of its facilities. In accomplishing that task, the Section of Fine Arts made it clear what was considered as appropriate style and subject matter for its programs. Literal interpretation of the American scene, particularly events that were representative of the communities in which they were located, was the essence of that appropriate style. Though some artists felt that this standard was repressive, many critics praised the Section for bringing art out of the studios and museums and into public

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 17 USPS - WASHINGTON

buildings, some in towns where people had never seen original works of art.

The themes portrayed in the local buildings expressed the experiences, history, and ideals of the local communities, so their artistic significance varied with the local context. The style was conservative and realistic, one that was identifiable and did not require the interpretation of an art critic to be appreciated by the local populace. It was a style that it could relate to. The mural art and the public buildings in which it was located provided the link between the federal government in its New Deal programs, and the local citizen.

DEVELOPMENT OF COMMUNICATIONS AND MAIL SERVICE IN WASHINGTON

The late 1700s brought Spanish, English, American and other explorers to the coast of the Pacific Northwest. With the landing of Bruno Heccta in 1775, the Spaniards had first claim to present-day Washington. The wealth promised by the trade of sea otter pelts, however, attracted British traders. They began commercial trading operations in 1784 which soon engendered Spanish resistance. An accord was reached in 1790 which left British ships in control of Northwest trade until 1794; thereafter, American trading vessels dominated.

In 1805, Lewis and Clark traveled down the gorge of the Columbia River; they spent the winter of 1805-06 at its mouth and established Fort Clatsop (seven miles south of present-day Astoria). News of their expedition led to the entry of John Jacob Astor into Northwest fur trade. In 1810 he established the Pacific Fur Co. and, in 1811, founded Fort Astoria at the mouth of the Columbia. In 1810 the British-owned North West Fur Co. (absorbed by the Hudson Bay Co. in 1821) established the Spokane House (ten miles below the falls at the juncture of the Spokane and Little Spokane rivers)--the first trading post in present-day Washington. Other posts were founded at the confluence of the Okanogan and Columbia rivers (Ft. Okanogan) and on the Snake River (Ft. Nez Perce).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 18 USPS - WASHINGTON

In 1824 Fort Vancouver was established by the Hudson Bay Co. (HBC) as the first permanent settlement in present-day Washington. The Fort became the hub of the Pacific Northwest and it was here and near Fort Nesqually on the Puget Sound that farming activities were begun.

The founding of a mission at Waiilatpu in the Walla Walla Valley by Marcus Whitman in 1836 was the first of the Protestant and Catholic missions that would guide the area's next decade of development. In 1839 the Tshimakain Mission, near Spokane, and Nisqually Mission near present-day Tacoma, were established. Catholics established the Cowlitz Mission in 1839 and continued their work throughout the 1840s.

The great movement west began in the 1840s; emigrant trains departed the Missouri and suffered through the vast American desert to reach the green promise of the Willamette River Valley; however, few ventured north of the Columbia. In 1845, the Colonel Michael Simmons party settled in Tumwater, at the head of Puget Sound. A year later, they established a gristmill. In the same year Levi Smith founded Smithfield (changed to Olympia in 1849), and J. Borst and Sidney Ford settled in the Centralia area.

On June 15, 1846, a treaty between the United States and Great Britain established the present U.S./Canadian boundary. Two years later, on 13 August 1848, Congress established the Territory of Oregon, which included present-day Oregon, Idaho, Washington, and portions of Montana and Wyoming. To protect the settlers of the new territory from Indian attack, the U.S. Army stationed troops in 1849 and established Fort Vancouver as military headquarters. Fort Steilacoom was also established (near Olympia).

A year later, the first U.S. post offices in the future state of Washington were established--Vancouver and Nesqually received post offices on January 8; Monticello (November 28) and Pacific City (December 26) followed in the same year. Also in 1850, the census of Oregon Territory counted a total of 13,294 whites; only 1,049 lived north of the Columbia.

The discovery of gold at Sutter's Mill and the rush of the '49ers to California created the first market for the

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 19 USPS - WASHINGTON

development of the Territory's resources. San Francisco became the focal point of the region's trade and commerce. The lumber and timbers needed to erect the booming city came from Northwest forests. Mills sprang up on the lower Columbia, the Olympic Peninsula, around Puget Sound and Bellingham Bay. Vancouver, Tumwater, Seattle, Tacoma and Whatcom Creek became the sites of budding industry and community.

The influx of settlers brought about the need for communication with the "states." Mail service during the era of the fur traders and missionaries was outside the realm of the U. S. Post Office Department; letters were entrusted to whomever was heading west into the wilderness or returning east to civilization. Official recognition of the need for mail service was provided by the Post Roads Act of March 3, 1847. Under Oregon, the act provided that a U.S. route be established between Oregon City, via Fort Vancouver and Fort Nesqually, to the mouth of Admiralty Inlet. Section 6 of the Act authorized the Postmaster General to contract for transporting mail from Charleston, South Carolina, to Chagres, touching at St. Augustine and Key West, and also at Havana, in the Island of Cuba, if deemed expedient, and across the isthmus of Panama, and from thence to Astoria, or the mouth of the Columbia River, touching at Monterey, St. Francisco [sic], and such other places as necessary.

Section 7 authorized the establishment of a post office at Astoria, and such other places on the coast of the Pacific, within the territory of the United States, as "public interest may require."

Section 8 required that any contract made in pursuance of the act provide for the purchase by the United States of the steamships to be employed in conveying the mail. Concurrently, Congress passed on the same date "An act providing for the building and equipment of four naval steamships." The act's purpose was to encourage the building of war steamships by private interests so that they might be converted to public use in time of emergency. The U.S. Navy would develop the specifications, monitor the construction and administer the mail contracts for the Isthmus route to the west coast.

J.M. Shively, a resident of Astoria, Oregon Territory, carried the first official U.S. mail from the east, across

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 20 USPS - WASHINGTON

the plains, to Oregon in 1847. On his return from a trip to the East, he also carried an order from Postmaster General Jacob Collamer designating Astoria as the mail distributing point and first post office west of the Rockies. Shively's appointment as postmaster of Astoria was approved by Congress on August 14, 1848. Astoria's position as the mail distribution point for the entire West Coast was of only short duration, however, and in 1849 San Francisco claimed that role. Thus San Francisco became the point from which mail to the Northwest accumulated until conveyed by ship to Astoria or Portland. Portland received the first U.S. mail between the Atlantic and Pacific, via the isthmus of Panama, when the Caroline entered its harbor in June 1850. Regular runs began the next year with the steamship Columbia providing service.

North of the Columbia, the U.S. mails were carried from Vancouver (changed to Columbia City August 5, 1850; then back to Vancouver December 10, 1855) by canoe to Montecello, then up the Cowlitz River to Cowlitz Landing (near present-day Toledo). From the landing, horse and rider maneuvered the trail to Olympia (changed from Nesqually August 28, 1850). Michael Simmons, Olympia's founder and first postmaster, also served as Collector of Customs and Indian Agent.

This first mail route was established (under Oregon) by the Post Roads Act of 27 September 1850--from Nesqually, via Conlitz [sic] settlement (Cowlitz Farms or Landing), to the mouth of the Cowlitz River (Monticello). W.L. Frazer secured the first contract to carry mail semi-monthly between Monticello and Olympia. Anthony B. Rabbeson took over the route between Cowlitz Landing and Olympia in July 1851.

The Post Road Act of August 31, 1852 authorized two new routes to serve the area north of the Columbia--from Gray's Harbor mouth of the Chehalis River to Olympia, and from San Francisco to the head of Puget's Sound. In the next year, 3 March 1853, the Act provided, "The mail route from Panama to Astoria is hereby extended to Fort Stilacoom and Olympias on Puget Sound." This route would cross the mouth of the Columbia, then by land to Oysterville, across Willapa Bay by canoe to South Bend, then by boats to Montesano on the Chehalis River, and finally, over land to Fort Steilacoom and Olympia.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 21 USPS - WASHINGTON

The 2nd of March 1853 marked the beginning of a new era for the inhabitants north of the Columbia--the formation of Washington Territory. Dissatisfied with the attention given by government officials and isolated from the territorial capitol in Salem (moved from Oregon City in 1851), delegates from the north side of the territory petitioned for the creation of the new territory of Columbia. Although the request was approved soon after the convention in Monticello in November 1852, it was the territory of Washington, not Columbia, that was created. By this date, additional settlements had been founded at Port Townsend and Seattle in 1851, and Tacoma and Bellingham Bay in 1852.

Isaac I. Stevens received the appointment to govern the 4,000 or so inhabitants of the new territory. His additional duties included the survey of a northern transcontinental railroad route and the negotiation of treaties with Northwestern Indians. To address one of the issues raised by the Monticello delegates, Congress had appropriated \$20,000 with which to carve a military and emigrant road from Walla Walla, across the Cascades to Steilacoom. Opened in October 1853 across Naches Pass, the road was never used as a military road and was little used by Puget Sound settlers--population shifted north to Seattle, and Snoqualmie Pass, via Yakima, became the preferred route to Walla Walla.

In his address to the First Annual Session of the Legislature on February 28, 1854, Governor Stevens discussed, among other topics, roads and mail service. He cited the need for a road from the Falls of the Missouri (Fort Benton) to the crossing of the Columbia (Walla Walla) which would connect the Walla Walla-to-Steilacoom road. In addition, a road between Walla Walla, along the Columbia, to Columbia City (Vancouver) was necessary. The roads would open up the riches of the Territory and facilitate its settlement. Attention was also given to the "magnificent and gigantic enterprise of connecting the Mississippi and the Pacific with iron roads" in that a northerly route should be developed to the great harbor of the Puget Sound as well as San Francisco.

While Steven's attention to the Territory's future development focused on overland routes, his commentary regarding the mails shifted to the Pacific and the Columbia:

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number E Page 22 USPS - WASHINGTON

Allusion has been made to our defective mail arrangements. For six weeks the present winter has this territory been without communication with the States. Yet in this interval sailing vessels reached Seattle from San Francisco and brought to that port information on the 12th of January which only reached the same place by mail more than six weeks subsequently.

There are reasons growing out of the condition of the Territory which call for an efficient mail service by steamers. There are nearly five thousand Indians on the shores of the Sound, a large revenue district with innumerable ports affording facilities to the invasion of revenue laws and a disputed Territory....For the management of public business, for the protections alike of the Indian and the settler, for the enforcement of the revenue laws and for the upholding [of] the dignity and the integrity of national and territorial rights, it is essential that a line of steamers should run direct from San Francisco to Puget Sound and that an effective mail service by steamers be organized on the Sound itself. [Gates, Messages of Governors, p. 6.]

Although announcements that the government was accepting bids for regular steamship mail service on Puget Sound were published in January 1854, it would be several years before official U.S. mail contracts were let. Meanwhile, mail was being carried on the Sound by John Scranton's MAJOR TOMPKINS as an adjunct to passenger and freight traffic. An official U.S. mail contract was not approved and granted by Congress until 14 March 1857. James M. Hunt and John H. Scranton were to provide weekly service at \$22,400 per year for four years. The steamship CONSTITUTION left Olympia on August 28, 1857 on the first steamship mail route on the Sound. Steilacoom, Seattle, Port Madison, Teekalet (Port Gamble), Port Ludlow, Port Townsend, New Dungeness, and Whatcom were on the route. This is the route that was reported in the 1857 Report of the Postmaster General which indicated a total of 180 steam boat route miles as the only route listed in the territory. (A review of the Postmaster General reports, indicates no official routes or expenditures for mail service under Washington Territory until this date. Apparently the Oregon to Olympia and beyond routes were included under Oregon mail service.)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 23 USPS - WASHINGTON

Gold discoveries in the Colville region of eastern Washington and along the Frazer River in Canada, and Indian wars dominated the influences on the territory's development between 1850 and 1860. The establishment of army forts at the Cascades (on the Columbia River) in 1855, and Simcoe, Naches (both in the Yakima area), and Walla Walla in 1856, and Fort Colville in 1859 led to the control of the eastern portion of the territory and its settlement after hostilities ebbed in 1859. West of the Cascades, forts Slaughter, Maloney, Thames, Townsend and Bellingham were established in 1856.

In 1859, Oregon became a state and Washington Territory gained the portion of southern Idaho and western Wyoming that had gone with the former territory. The census of 1860 counted 11,594 inhabitants in this area; however, virtually all of this number was west of the Cascades. The 1860 Report of the Postmaster General totaled 698 miles of postal routes in the new Washington Territory. Steamboat routes comprised 340 miles and the remaining 358 miles were included under "other modes not specified." The other modes included stage coaches, wagons, canoes and other boats, and horseback. By that time, the military road between Vancouver and Olympia had finally been completed and stage coaches began making the run. These stages also linked--with a boat trip or two in between--with the California Stage Company line which ran 710 miles between Portland and Sacramento (where connections could be made with overland stage to St. Louis and the east.

Discovery of gold in the Clearwater region of Idaho in 1860 led to the growth of Walla Walla (founded in 1859) as the primary outfitting center of the eastern region and as the Territory's largest city by 1870. Walla Walla benefited from its historic position on the Oregon Trail and from its proximity to Wallula on the Columbia River. It was the western end of the Mullan wagon road (completed in 1862) which had at its eastern terminus Fort Benton on the Missouri River. Furthermore, Walla Walla occupied the southern end of the Colville wagon road which supplied northeastern Washington. As a focal point of the nascent transportation system of the interior, Walla Walla was the hub of U.S. mail activity. The Post Road Act of 2 June 1862, for example, authorized several routes from Walla Walla: to Pierce City and Orofino, via Lewiston; to Elk City; via Antoine

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 24 USPS - WASHINGTON

Plante and the Coeur d'Alene Mission to Hell Gate (Missoula, MT); and to Florence City (all destinations were gold mining camps). The other authorized route was from Seattle to Snohomish, the seat of newly created Snohomish County.

The Columbia River became the major arterial of transportation to the interior of the Territory with The Dalles, Oregon, and Walla Walla as the centers of trade. Dominating this route was the Oregon Steam Navigation Company (OSN) whose steamers held the monopoly between Portland, Wallula and Lewiston. Between 1861 and 1864, for example, OSN carried 93,000 passengers and 60,000 tons of freight above the Celilo Falls portage into the gold county. OSN also carried the mails and was the brunt of all disparaging comments regarding service--particularly during the winter months when the river could become impassable.

In 1863, Washington Territory was reduced to the present state boundaries with the creation of Idaho Territory. The Boise Basin became the new focus of mining activity and stage and freight companies operating out of Walla Walla added Boise as a major point of distribution. W.H. Rockefeller initiated a pony express service and by September 1863, four express companies were serving the area. In addition to Walla Walla, Boise soon established a link with Salt Lake City and the central Overland Trail Route. Ben Holladay and his Overland Stage Line won the first U.S. mail contract that served the route between Salt Lake City, via Boise, and Walla Walla that was authorized in the Post Roads Act of June 30, 1864. Later, Wells Fargo and the Northwestern Stage Company would make the connection with the central Overland Route out of Salt Lake City and finally out of Kelton, Utah, as the Central Pacific Railroad pushed eastward.

In the decade of the '60s, the population of the Territory doubled; but in 1870 census that amounted to only 23,955 inhabitants. Only seven places were incorporated--Walla Walla was the largest with a population of 1,394; Olympia followed with 1,203 residents; and Seattle, the only other city over 1,000, claimed 1,107 inhabitants. East of the Cascades, cattle and sheep ranchers, and wheat farmers settled in the Colville Valley, the Spokane Plain and the rolling Palouse country. Fort Colville anchored the north-

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 25 USPS - WASHINGTON

eastern corner and Walla Walla was the center of supply and exchange. Late in the decade, experiments with irrigation opened up the promise of the Yakima River basin. On the west side, timber products remained the mainstay of the economy with coal mining and fishing making important contributions.

Mail service was also expanding as the founding of new communities necessitated the expansion of routes. The 1870 report of the Postmaster General indicated 1,678 total route miles in Washington as compared to 698 in 1860. Steamboat service accounted for 365 miles while the remaining 1,313 miles were listed under Celerity, certainty and security. The two steamship routes originated from Seattle (to Whatcom) and Olympia (to Victoria in Canada). On the Oregon side, and serving Walla Walla, was the steamship route between Portland and The Dalles (119 miles). These routes served the port communities, which in turn served as distribution points from which riverboat, wagon or horseback carriers moved the mails into the hinterlands.

Mail and communications routes, although expanding, remained less than adequate. In his address to the second biennial session of the legislature on 7 October 1869, Governor Alvan Flanders stressed that roads are "one of the most immediate and pressing wants to our Territory." He added:

...and there is no place in the Territory where a good wagon road is more needed than between Monticello and Olympia. Neither is there any road in which more of the people of the Territory are interested than in this. Over this road passes all the mail to and from the Sound country. In the best weather it is bad, and in bad weather it is well nigh impassible.

Regarding mail facilities:

Our Territory is but illy supplied with mail facilities. A mail route was established more than two years ago, from Walla Walla to Seattle, via Yakima over the Snoqualmie Pass. A contract was awarded for carrying a weekly mail. But the bidder failed to perform the service. Since that time the route has been advertised, but the Post Office Department has not awarded the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 26 USPS - WASHINGTON

contract. The Department should provide for carrying the mail on the route. Additional mail service is also much needed between Olympia and Port Townsend. A weekly mail is entirely inadequate to the continually increasing business between these two important points, and the intermediate towns. We should have at least a triweekly mail. A daily mail is also much needed between Olympia and the Columbia river. [ibid., p. 152.]

The decade of the '70s followed the pattern established in the decade just past. Although the population tripled to 75,116, the inhabitants, with few exceptions, were spread across the Territory with an almost equal distribution on both sides of the Cascades. Walla Walla maintained the lead as the largest city with 3,588 residents. Seattle remained in second position with a population of 3,533 followed by Vancouver, at 1,722, and Olympia at 1,232. Tacoma at 1,098 was the only other city having more than 1,000 residents. Port Townsend approached that mark with 917 residents. Colfax (444), Spokane (350), Yakima City (267), Puyallup (227), Snohomish (149), and Colville (66) were among the other twenty-two communities that were listed in the census.

Although the basic economy had not yet begun take off, the stage was set. Since the formation of the Territory and Governor Steven's initial survey work, the promise of steel rails across a northern continental route had remained only that until 1883. Ten years earlier, Tacoma citizens had rejoiced when the first train of the Northern Pacific Railroad (NP) reached their city as the western terminus of the line. But, the line only extended south 106.6 miles to Kalama on the Columbia River. One of several financial crashes that plagued the efforts cross the nation with rails delayed the driving of the final spike. Previous to the NP line several local lines were developed. These include a portage railroad around the cascades of the Columbia River. and the "Rawhide Railroad" completed between Walla Walla and Wallula on the Columbia by Dr. D.S. Baker in 1875. Seattle, after being upstaged by Tacoma for the NP terminal, organized the Seattle & Walla Walla Railroad and Construction Company. By 1877, the line extended south through Renton, the east to Newcastle and its coal mines--there it ended.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 27 USPS - WASHINGTON

The 1880 Report of the Postmaster General reflected the initial expansion of the railroads in the Territory. Of the 3,013 mail route miles 204 were by railroad and 1,369 were by steamship. Four railroads operated over four routes: the NP ran 136.3 miles between Kalama and Wilkeson; the Seattle and Walla Walla, 20.28 miles between Seattle and Newcastle; the Thurston County Railroad Construction, 15.31 miles between Olympia and Tenino; and the Walla Walla and Columbia, 32.37 miles between Walla Walla and Wallula. Steamships ran three routes out of Port Townsend and one each out of Seattle and New Tacoma. The Port Townsend routes extended to Neah Bay, 101 miles; Sitka, Alaska, 897 miles; and Semiahmo, 130 miles. The New Tacoma route extended to Port Townsend, 89.75 miles; and the Seattle route extended to Sehome (one of the four cities that would become Bellingham), 150 miles.

Railroads, particularly the Northern Pacific, conveyed the Territory into rapid and substantial economic growth. Henry Villard, with the support of Portland boosters was able to acquire control of the Oregon Railway and Navigation Co. (OR&N--formerly OSN) in 1879. The Walla Walla-Wallula route and the Cascade to The Dalles line were consolidated under OR&N. The objective of the Portlanders was to forestall the Northern Pacific's siting of its terminus on the Puget Sound and, instead, place it in Portland--to retain the monopoly in the Inland Empire trade. Thus, tracks were laid along the north bank of the Columbia between Portland and Wallula. To capture the rich wheat trade of the Palouse the OR&N extended branch lines to, among others, Colfax and Pullman by 1885. Villard, who had also gained control of the NP, resumed its construction in 1879, and using Ainsworth as a base, reached eastward to Spokane Falls by July 1881. A silver spike driven at Gold Creek, Montana completed the first northern transcontinental route on September 8, 1883.

The next stage of Northern Pacific construction was the Cascade route which crossed the Columbia River at Pasco Station (established in November 1884) and extended northwestward along the valley of the Yakima River. Passing through the ranching and farming settlements that would become Prosser, Sunnyside and Toppenish and reaching Yakima in March 1885, the railroad dangled its promise of boom. To the joyful 400 or so citizens of Yakima City that promise,

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 28 USPS - WASHINGTON

instead, brought doom. It seems that there was greater speculative value to the NP in a town it could plat and control, so the station site was established four miles north of the city. Not to be left behind, the townspeople moved their buildings to North Yakima. In March of the next year, the ranching and farming town of Ellensburg greeted the NP as it pushed toward Tacoma which was finally reached in June 1887.

Now the full capacities of the timber resources west of the Cascades, the eastern pine forest, and the vast farmlands of the east side would be tapped to full potential. The census of 1890, the state's first, (statehood on November 11, 1889), indicated a tremendous jump in population--357,232; nearly five times greater than 1880. Seattle, which had at last gotten its first rail link to Tacoma, via Puyallup, by the Columbia and Puget Sound Railroad, gained the lead as the state's largest city. With a population of 42,837, Seattle was rebuilding after consumption by fire of the entire fifty-block business area in June 1889. Tacoma, with the completion of the transcontinental railroad route across the Cascades, was becoming a major lumber milling, grain processing, metals smelting, and commodities shipping center. With 36,006 residents, Tacoma had renewed hopes of catching Seattle. Spokane, on the NP, was becoming the trade and financial center of the wheat, timber and mining regions of the Inland Empire. It too, was rebuilding after fire destroyed its 32-block business district in August 1889. The city's population had boomed from only 350 in 1880 to 19,992.

Walla Walla, Olympia, Port Townsend (riding a boom in expectation of a railroad link with Portland), and Vancouver comprised the next tier with populations of 4,709, 4,698, 4,558, and 3,545, respectively. Kelso, on the bank of the Cowlitz, and La Camas, the paper and lumber milling town on the Columbia had populations of 354 and 417, respectively.

Designated by President Lincoln as a military reserve on June 19, 1862 (and Second National City), Port Angeles was a port of entry and newly elected seat of Clallam County, but was not recorded in the 1890 census.

In central Washington, North Yakima and Ellensburg, now both county seats and on the NP line, claimed 1,535 and 2,768

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 29 USPS - WASHINGTON

residents, respectively. The Grays Harbor towns of Aberdeen and Hoquiam, whose citizens harvested sea and forest for their livelihood, and Montesano, the county seat, all claimed over 1,000 residents. Montesano had received a rail link in November 1889 when the Puget Sound and Grays Harbor Railroad completed its link with Kamilche on the Puget Sound. It got its transcontinental connection when the Tacoma, Olympia and Pacific Railroad was completed in 1891. It was not until 1895, however, that Aberdeen was able to get a link to the NP Grays Harbor branch; Hoquiam waited until 1898. Shelton, a lumber town north of Kamilche and in its formative stage with 648 residents, would soon have rails through its center.

The rail lines that would link the Grays Harbor communities with the NP were extended from Centralia, which was founded in 1873 on NP route between Kalama and Tacoma. Centralia's sister city and Lewis County seat, Chehalis, also enjoyed its position on the NP. Timber, agriculture, manufacturing and coal mining provided the foundation upon which the communities prospered. Although settlements had sprouted in the area in the 1850s, they were first recorded as cities in the 1890 census--Chehalis with 1,309 residents and Centralia with 2,026. Puyallup, a burgeoning farming town east of Tacoma and on the Columbia and Puget Sound rail line to Seattle, climbed to a population of 1,732. Up the fertile Green River Valley, the farming town of Kent reached a population of 853. Kent's northerly neighbor, Renton, was beginning its coal-fueled rise as a result of its position on the Seattle and Walla Walla railroad. Its development just underway, Renton had a population of only 406.

Snohomish, the seat of Snohomish county, also relied on the forests for its livelihood. With the connection to Seattle by the Seattle, Lakeshore and Eastern Railroad in 1888, the city was booming--it claimed 1,993 residents. North of Snohomish, in Skagit County, Anacortes and Mt. Vernon were the leading towns. Anacortes, a thriving port city of 1,131 residents, relied on logging and fishing for its livelihood. Mt. Vernon, which would gain its wealth from the soil of the verdant Skagit River Plain, had 779 residents. Sedro, with the county's first shingle mill, was the southern terminus of the Fairhaven and Southern Railway. Originating from Bellingham Bay, the line also reached north

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 30 USPS - WASHINGTON

into Canada. Sedro's competing sister community, Woolley (also with saw and shingle mills) became the railroad center of the county. The Seattle and Northern Railroad (S&N) begun in 1889 the extension of its rails from Anacortes, and in the eastward run to the Cascade foothills, they passed through Woolley. (An objective, though never achieved, was a direct line to connect with the transcontinental lines in Spokane, thus positioning Anacortes as a major deepwater port.) From the south entered the Seattle, Lakeshore and Eastern line which joined the S&N at Woolley. Lumber and coal built the rival towns which, in 1890, were not included in the census. (In 1898, Sedro and Woolley combined to form Sedro-Woolley.) Meanwhile, Mt. Vernon had just incorporated in 1890 and was in the midst of the Seattle and Montana Railroad construction plans as it pushed its way up the coast (which as most of its northerly counterparts would become part of the Great Northern system). Although the city had to contribute 100 acres of land in addition to a station and right of way, the prospect of having a railroad outweighed any feeling of high-handedness on the part of the railroad.

Four communities fringed Bellingham Bay: Whatcom, New Whatcom, Sehome and Fairhaven. Over 10,000 people resided in these towns and, with recently completed railroad connections to Seattle and to Vancouver, Canada, a period of boom was underway. Salmon, timber, and agriculture coupled with the rails would lead the communities into the new century. Lynden, just a few miles from the Canadian border, also based its economy on saw and shingle mills. River steamers (as on the Skagit, Snoqualmie, Chehalis, etc.) plied the Nooksak and supplied the 560 residents of Lynden with mail and goods.

In the northeastern corner of the state, Colville Village (formerly Fort Colville) now had 530 souls. The Spokane Falls and Northern RR had entered the village in the previous year as it sought the wealth of the mines of southern British Columbia. Mining again flourished in the Colville region but logging predominated. The fertile valley also contributed to the growing county seat's farming base. Spokane, from where the northbound rails had originated, was also sending branch lines west (in hopes of another cross-state route) and south into wheat country, and east to tap the vast silver wealth of the Coeur d'Alenes. Colfax, Whit-

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 31 USPS - WASHINGTON

man County seat and commercial center of the rich Palouse, was growing in the prosperity of the wheatlands. Its rail connection came from the west as the Columbia and Palouse Railroad (OR&N system) competed with the NP to haul golden grain. Pullman, a few miles south of Colfax, was optimistic about its position--being served by both the NP and OR&N. A farming town which would soon prosper from the cultivation of minds with its college, Pullman had a population of 868.

Proliferating railroads, while building the channels along which the natural wealth of the state would flow and the towns in which its booming population would be housed, eroded the ability of the stage coach and steam boat companies to operate in the expanding economy. Of course the time had long past when "Blanket Bill" Jarman delivered mail to the settlements of Bellingham Bay in a canoe paddled by nine Indians. And, "Dutch Ned" no longer carried mail into Kent on horseback as he had done in the early 1880s.

A January 1868 editorial in the Weekly Message of Port Townsend, exemplified the problems with river and road and, perhaps, the appeal of the rails in avoiding such conditions. In any case, a plea was made to the legislature to devise:

...some means whereby an easy and rapid communications can be had between Puget Sound and Oregon. At present the only means of transportation for passengers, merchandise or mails, is by means of a wagon road, which is undoubtedly the very worst road that can be found on the whole globe; often impassable, always impractical, a terror to travelers, and a source of delay and loss in transporting mails. How many bags of books and other public documents have been used, since this Territory was organized, to fill up deep ruts or bridge over sloughs will never be known except to mail contractors, who are not careful to make public their delinquencies. Our mail communication is and has been a source of great discomfort and disappointment of private citizens as well as Editors, and whether we get the Sound mail brought by ocean steamer or not, we need a better road to the Columbia than we now have...

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 32 USPS - WASHINGTON

A following editorial a few weeks later continued:

Roads were impassable, streams frozen over, mail bags swept away by freshets, mail coaches overturned or permanently stuck fast in some bog hole.... The fact that the Columbia being closed by ice, and the impossibility of getting the mail through by the overland route was as well known in San Francisco as it was here;

According to the 1894 Report of the Postmaster General, the steel web of seventeen different railroad companies reached across the state and into its communities. A total of 2,729.39 miles of railroad routes were in operation as of 30 June 1894. They ranged from the 2.5-mile Olympia Light and Power Co. line between Tumwater and Olympia to the Great Northern Railway's 316.59-mile route between Spokane and Everett (or the 419.71-mile NP route between Wallula and Missoula, Montana). Steamboat service remained the arterial of Puget Sound mail service with 2,132.24 route miles. Almost half of this mileage, however, was traveled between Port Townsend and Sitka, Alaska. The remainder of the 8,204.63 route miles consisted of mail messenger, special office service and star routes. Star routes, essentially the remaining stage coach and river steamer routes, lumbered over roads and along streams for 2,681.83 miles.

The Great Northern Railroad (GN) with its 316-plus-mile leg across the state was Spokane's second transcontinental connection. Spokane's citizens granted GN over \$1,000,000 in right of way to gain the route through the city in hopes of reducing the exorbitant freight rates extracted by NP. (When GN's J.J. Hill took over NP in the aftermath of the Panic of 1893, those hopes vanished.) At the western end, Everett was founded in 1890 as a purely speculative venture--first as the deep water terminus of the GN and, second, as a future lumber and manufacturing center. Completion of the GN line came in January 1893 when the final spike was driven at Scenic, WA. In the state's mid-section, the community that would become Wenatchee was moving itself to a spot on the GN line to begin anew--as division headquarters for the GN as well as the base for steamboats running the Columbia and Okanogan rivers.

The railroads, the shifting of the timber industry from the Great Lakes region, and the opening of rich wheatlands,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 33 USPS - WASHINGTON

were priming Washington's growth engine. In 1893, however, severe financial panic shadowed the entire nation. Washington, too, saw its spark retarded, thus slowing the dramatic population growth of the previous decade.

Gold on the Yukon heralded the return to prosperity. Seattle, having in 1897 received the first steamer (and its "ton of gold") from the Yukon became the outfitting center for the Alaskan adventurers. Tacoma was also temporarily lifted from its doldrums, but would never again rival Seattle for preeminence on the Sound. By 1900, Seattle was boasting a population of 80,671. Tacoma remained the state's second largest city, but had barely gained in its decade to reach 37,714. Spokane, almost doubling its population, was gaining rapidly with 36,848 inhabitants. Some cities, including Port Townsend, Vancouver, Olympia, Montesano, and Centralia lost population during the 1890s. In total, however, the state gained over 160,000 residents and jumped to 518,103.

The next decade, the first of the Twentieth Century, gave Washington its greatest growth ever (until the 1970s). In 1910, 1,141,990 people resided in the state. Railroads, their immigrant loads, and an urbanizing population fueled the further development of the state's resource-based industries. West of the Cascades, timber and salmon generated wealth--by 1905 Washington led the nation in lumber production and produced over 4,000,000,000 board feet in 1910. In the same year, fisheries produced a value of \$5,559,000 and employed 3,643 workers. Factory production was also spurred by the influx of population--in 1909 3,694 plants employed 69,120 workers and produced a value of \$220,746,000. Agriculture, the mainstay of the dry side, was also important in the fertile river valleys west of the Cascades. These farms, however, were smaller and produced more specialized products than the vast wheat fields of the Columbia Basin and Palouse.

Irrigation came to the mid-section. Although private irrigation companies had been formed with the advance of the railroads, the federal government consolidated old and formed new projects in the Okanogan and Yakima valleys. The founding of Okanogan and Omak (early ranching and mining settlements) came with the development of irrigation, authorized by the federal government in December 1903. Wenatchee, which

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 34 USPS - WASHINGTON

would become a world leader in apple production, received its privately-developed Highline Canal in 1903. Yakima, which would also become a major apple producer, Sunnyside, Prosser, and Toppenish in the Yakima Valley and Ellensburg in the Kittitas Valley all gained from irrigation's gift. In the Spokane Valley, irrigated tracts were also creating an apple producing center. Finally, irrigated tracts across the Snake River from Lewiston gave rise to the city of Clarkston.

Seattle was now a major city with 237,194 residents. Spokane became the second city with 104,402, while Tacoma fell behind at 87,743. Everett, the mill town, and Bellingham, the 1903 melding of four rivals, pushed 25,000. Walla Walla reached 19,364. Yakima and Aberdeen bracketed 15,000. Vancouver, Hoquiam, Centralia and Olympia claimed between 5,000 and 10,000 residents. Raymond, Toppenish, Clarkston, and Okanogan appeared on the census for the first time.

This first decade of the Twentieth Century was the era of city building. New skylines of brick and stone, anchored by rails of steel, rose across the state. Recognition was also coming from the federal government. Federal buildings housing customs houses, courts rooms, government agencies, and post offices signified a higher plane of development than wooden storefronts and dusty streets.

FEDERAL POST OFFICE CONSTRUCTION IN WASHINGTON

Even before Washington became a state, its first federal building was under construction at Port Townsend. The brick foundations were being set in the bluff overlooking the gateway to the Puget Sound. As customs port of entry for the Sound and a booming port city, Port Townsend was able to gain a congressional authorization/appropriation of \$70,000 under "An act for the erection of a public building at Port Townsend,..." of 3 March 1885. The act approved a custom house, post office, and government offices. As the year was ending, Uncle Sam purchased a site for \$9,177 (11 December). Another \$12,000 was authorized and appropriated on 4 August 1886. Plans were drawn under the tenure and signature of Supervising Architect (SA) M.E. Bell.

In the next year, construction began; but, soon after the basement walls were completed, work ceased. It had been

United States Department of the Interior
National Park Service

JUN 28 1991

National Register of Historic Places
Continuation Sheet

Section number E Page 35 USPS - WASHINGTON

decided that a larger building was needed and additional appropriations were granted to provide for construction. On March 30, and October 8, 1888, amounts of \$38,000 and \$120,000 were appropriated. Upon revision of the plans, a contract was awarded for completion of the building in August 1889. (The plans bear the signature of SA Jas. H. Windrim, but Will A. Freret served a one year term following Bell.) After a year's work, the building was ready to receive its Chuckanut sandstone exterior walls. Local contractors, Gise and Eisenbeis, would set the Bellingham Bay stone.

The letting of the masonry contract prompted the Port Townsend Leader on 12 November 1890, to crow optimistically about its city's importance on the Puget Sound--even though its growth to over 4,000 residents was paltry compared to the 36,000 souls residing in Tacoma, and Seattle's 42,000 residents (over 38,000 new since 1880). According to the Leader, the "fuss about Tacoma being made a port of entry was campaign material pure and simple."

Congress is not anxious to build at Port Townsend a customs house in the belief that there will be no business to transact within its walls after it is erected. Besides which the chamber of commerce believes it has just as much influence with the powers that be at Washington as its sister body of the City of Destiny [Tacoma], and when the time arrives Port Townsend's claims will not be found wanting.

Although Port Townsend would maintain its port of entry status until 1913, its claims were, in the end, "found wanting." The building of the railroad, upon which the future of the city would ride, halted when the funding bank closed its doors in November 1890. Boom turned to Bust. And, Congress, despite petition by the local Chamber of Commerce in early 1892, ignored the request for the funds needed to complete the building as planned. In spite of this, Supervising Architect Willoughby J. Edbrooke, when inspecting the nearly completed building in January 1893, commented that "Port Townsend has the handsomest and most costly [\$241,822] post office on the Pacific Coast." He even agreed that it really needed two towers (as per the design of the expanded building--only one was completed, and it was shortened.) (When the building was completed, Jeremiah O'Rourke was

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 36 USPS - WASHINGTON

SA; he was the fifth SA whose tenure the project spanned.)

Next in line was Seattle, the state's largest city and gateway to Yukon gold. "An act providing for the erection of a public building at the city of Seattle," of 2 March 1899, authorized \$300,000 for a building to house a federal court, custom house and post office. The Sundry Civil Expense Act provided an appropriation of \$75,000. The Seattle Post-Intelligencer (P-I) had confidently announced on March 1, "Seattle's building is now assured." Two years elapsed before the P-I could report: "Seattle among the cities to be benefited by the Omnibus Bill." By action of Congress on that day, another \$450,000 was added to the building fund--Seattle was now in line for a \$750,000 building (with \$200,000 allocated for the site). Another \$100,000 was appropriated, making \$175,000 available for site purchase.

James Knox Taylor, Supervising Architect for the Department of the Treasury, arrived in Seattle on July 6, 1901 to inspect the twenty sites that had been offered for the new federal building. In a P-I article of the following day, Taylor commented favorably on the city's growth; his last visit had been just after the 1889 fire. A week later, upon departing, Knox advised the P-I that a site would be selected in a few weeks. "PUBLIC BUILDING SITE IS SELECTED" headlined the August 21 issue of the P-I. The Crawford & Conover site at Third and Union had won out over the Yesler site. In making the announcement Knox commented "some of the telegrams received last week were absurd in assuming that there was crookedness anywhere in the treasury department in dealing with this matter." He explained that it was desirable to have a site convenient to the businesses and in the path of future growth. In addition, the steep hills of Seattle made it difficult to find a site that could accommodate so large a building. On February 24, 1902, the title of the site passed to the federal government--it cost Uncle Sam \$75,390.77.

A few months later in the Omnibus Public Building Act of 6 June 1902, the building limit increased another \$150,000 to a total of \$900,000. Section 5 of the Act brought good news to the boosters of Spokane and Tacoma. Each city was authorized \$100,000 for the purchase of a site (not less than an entire city block) for post-office, court-house, and custom-

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 37 USPS - WASHINGTON

house buildings. Later in the month, on the 28th, Congress made appropriations for the cities: \$250,000 for Seattle; and \$100,000 each for Spokane and Tacoma.

Congressman Wesley Jones (R) was working for his Spokane constituents. The Spokesman-Review (S-R) of 23 February 1902 reported that Jones had submitted a report on the need for a government building in Spokane to the Committee on Public Buildings. In his report he stated that the rapidly growing city of 50,000 was the "greatest railroad center in the northwest, having three transcontinental and five branch lines." Many fine buildings of brick, stone and steel had been constructed. Manifold government business was conducted in the city--Spokane was entitled to federal recognition.

The Tacoma and Spokane authorizations had barely been made when site requests were advertised in the Tacoma Daily Leger and the Spokesman-Review. On July 22, both papers would report that federal building sites were plentiful--13 offers provided Tacoma with "Sites In Plenty," and Spokane's 16 offers left Uncle Sam a "Wide Choice." The next day, the S-R queried local businessmen "Where To Put The New Post-office." Opinions varied, but since property values would be affected, a fair decision was favored. An editorial of the same day, "What is Your Choice," extended an invitation:

The selection is a matter of present and future importance. ...it will stand for decades or even centuries. It is therefore important that the public's wishes should be heard, and to be heard they must be expressed. To this end the SR invites a full and free expression of individual opinion.

The SR edition of December 16 reported that a \$100,000 site at the corner of Riverside and Lincoln had been selected by Uncle Sam. Postmaster Hartson advised interested parties that even though a site was selected construction was not necessarily imminent. He added:

It is now up to congress to make an appropriation for a building in Spokane. Of course this will be a matter of time as it always takes a long period to get a United States building erected. It is a popular superstition

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 38 USPS - WASHINGTON

that congress has a spell of public building every five or six years only, and we may have to wait until a wave comes along. After congress acts there must still elapse considerable time, as the architect's office in Washington must then take up the matter. I have been told that if no more work was put into the architect's office it would take over a year to attend to the matters already there.

Of course this same message was being conveyed in Seattle and Tacoma as it would in many Washington towns in the next couple of decades. Authorizations and actual appropriations of funds would come in bits and pieces. This pattern had already been demonstrated in the completion of the Port Townsend building and in the early stages of the Seattle, Spokane and Tacoma buildings. Indeed, the Omnibus Public Building Act of 3 March 1903 authorized Tacoma and Spokane \$400,000 each for buildings. Also in legislation of that date, each city was granted a \$30,000 appropriation to commence construction (this did not mean, however, that construction would soon begin--but it did allow the Supervising Architect's office to begin planning). The Spokesman-Review reported the spirited debate that accompanied the passage of the building's bill. According to the replay:

Mr. Mercer of Nebraska moved the passage under suspension of the rules of the senate omnibus public building bill with the house amendments.

Mr. Mann demanded a second, which was ordered 167 to 11 amid cries of "Pork!" "Pork!" as the members walked between the tellers.

While the cry of pork barrel politics was ringing from the house floor, "need more money" was the cry from Tacoma. According to the Leger, not enough money had been authorized to construct a building large enough for the city's needs. Senator Addison G. Foster (R) was gathering data to document that the present authorization would handle only present business and not accommodate Tacoma's rapid growth. (This script would be used again in years to come.) In the week that followed, Foster requested that his hometown building be deferred; if there was not enough money available to "erect a

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 39 USPS - WASHINGTON

federal building commensurate with demands of a growing city" there was no use designing it until additional funds were granted. The planned design competition was postponed.

A few miles up the Sound, in Seattle, progress was apparently being made. "To break ground at federal site," opened Seattle's week of November 18, 1903. The P-I reported that earth would be moved the next day. The armory, fire headquarters, and another building would be razed. At issue was the big tree that was proposed to be taken to the St. Louis fair. Assurances were given--it would be saved.

Another stave was added to the pork barrels of the three cities on 28 April 1904 with the passage of Sundry Civil Expenses Appropriations--Seattle was granted \$100,000 and Spokane given \$120,000, gained favor over Tacoma, which received only \$30,000. Tacoma, by the way, had not yet found success in its quest to gain a larger building.

A sketch of the Seattle federal building graced the front page of the P-I on 16 November 1904. It depicted a change in design; one that Treasury officials insisted would be at city expense. Since the city's proposed regrade of Third Avenue would require a \$35,000 redesign of the entries, Treasury felt that the city should bear the extra cost. As Seattle's skyline was rising progress was again being made on the federal building. The building's final appropriation of \$375,000 was granted in the Sundry Civil Expenses Appropriations Act of 5 March 1905 (for a total of \$900,000). With the iron superstructure gaily decked with flags and bunting, the Masonic Grand Lodge laid the cornerstone on 15 September 1905, although three years would pass before the Seattle Post Office would move into its permanent home. On November 11, 1908, five years after ground was broken, the three-story Chuckanut stone edifice in the Second Renaissance Revival mode was occupied--it had cost \$724,583.50 to construct.

While Seattle's building was moving haltingly toward completion, the buildings in Spokane and Tacoma had not yet progressed beyond debate. Although Tacoma had received an appropriation of \$75,000 when Seattle received its final installment in 1905, the size issue remained unresolved. Likewise in Spokane, Postmaster Hartson stated (in a July 6,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 40 USPS - WASHINGTON

1905 article): "We must have a five-story building; a three-story one will not accommodate the business," then added,

Mr. Taylor, the Supervising Architect of the Treasury, positively refused to draw plans for a foundation of a five-story building unless it was settled that a five-story building was to be erected. If he moved now it would commit us to a three-story building with no chance of adding two more stories. I have urged, therefore, that nothing be done until Congress meets, as I feel confident that we can get the additional \$200,000 then to permit the erection of two more floors.

In the next year's Omnibus Act, June 30, 1906, the efforts of Congressman Jones for Spokane and Senator Foster for Tacoma raised the roof so to speak. Each gained authorization for an additional \$100,000 (which allowed a partial fourth floor). The same legislation introduced two new towns to the game of "piecing together the federal building puzzle." North Yakima and Bellingham received site authorizations/appropriations of \$15,000 and \$20,000, respectively.

When it reported the news that the city had received a \$20,000 site appropriation on June 30, the Bellingham Herald restored the hopes of federal building boosters. Just two days before, a cut in funding to \$10,000 had seemed imminent when Senator Scott, Chair of the Senate Committee on Public Buildings, had designated the bill as the "Pork Barrel Bill" and reduced the allocations for all Washington projects. In North Yakima, the Daily Republic was able to report only partial success in restoring its city's original \$20,000. A compromise resulted in the \$15,000 grant.

Congressman Wesley Jones, at home in Yakima over July 4th, was given a banquet by local businessmen. With respect to the federal building site, he stated: "This is an important matter and the people of this city should look to the matter at once. There should be no trouble in agreeing on a site.... [I]t would be best for progressive men to get together on the site question." An article of July 9, which called for site bids, gave some advice for those hoping for a rapid completion of the federal building: "The government acts slowly, but builds strongly."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 41 USPS - WASHINGTON

While the quest for a site proceeded smoothly in North Yakima, Bellingham experienced competition from rival groups, each envisioning the federal building as a boost to its section of town. As reported on October 9, one site was favored by the postmaster because it was central to the business district. Since the other site seemed to be at a disadvantage, its boosters visited the federal site agent at his hotel in a promotional effort. As a counter, the first group worked to raise subscriptions to purchase the site and donate it to the government. The government finally selected the first site in December with the promise from its sellers that they would contribute \$12,000 to grade the site. On December 15, 1906, the Herald reported "choice of federal site relieves market" which had been "hanging in the balance pending the location of the federal building."

A new year, another appropriation, yet still no buildings rose from the earth of Tacoma or Spokane. The Sundry Civil Expenses Appropriations of 4 March 1907 added \$205,000 to Tacoma's fund and \$200,000 to Spokane's. Before beginning construction, however, the matter of the appropriate building material for the Spokane federal building had to be resolved. Apparently, Supervising Architect James Knox Taylor dictated brick for the upper stories rather than stone. Even though W.H. Maxwell's bid was well within the approved limit, brick was specified to save money. But, the Chamber of Commerce, working through a special committee, protested. An article of May 5, 1907 told the results: "Dispatch from Washington says architect has yielded to protest from Spokane." This would be one of the few battles won by local interests.

On October 4, 1907, the S-R reported the great fanfare associated with the laying of the federal building's cornerstone. Throngs listened to the speakers of the day, who included Governor A.E. Mead and Congressman Wesley Jones. Jones' address typified those that would follow at cornerstone ceremonies for years to come.

A federal building is desirable not only from a governmental standpoint, but from a local standpoint. The government should have a place of its own in which to transact its business just as an individual or company. These structures are usually built with a regard for

United States Department of the Interior
National Park Service

11 2 5 1981

National Register of Historic Places Continuation Sheet

Section number E Page 42 USPS - WASHINGTON

artistic beauty and are therefore great educators along these lines. They bring a certain distinction to the cities possessing them not accorded to other places and they remind us of the grandeur and power of the nation. They stimulate patriotic impulses and strengthen our love for the institutions and principles of our country.

With no less eloquence, Reverend C. Ross Baker closed:

Imperishable to the principles which this building represents and may the purposes for which it was constructed grow into still greater proportions until we shine the acknowledged Jupiter in the constellation of nations.

While the Spokane building was midway through its construction, the question "Indiana or native stone" arose in Tacoma. It was April of 1908 when W.H. Maxwell, the low bidder, proposed the use of Indiana limestone (as had been used in Spokane) for the federal building. According to the Daily Leger, some leading Tacoma citizens wanted to use the Pierce County Wilkerson sandstone "from the standpoint of local pride." The Chamber of Commerce appealed to hometown Congressman Francis W. Cushman (R) to require local stone.

In May, as the type of stone to be used in Tacoma was bantered about, the new federal building authorizations were carried in the Omnibus Public Building Act of May 30, 1908. (Three days previously, Spokane had received a \$75,000 appropriation for continuing its building.) The Act authorized Bellingham and North Yakima each \$120,000 for buildings to go on the sites that were now owned by Uncle Sam. They also received appropriations of \$25,000. Walla Walla and Everett were authorized sites and buildings at \$140,000 and \$130,000, respectively. They received appropriations of \$35,000. The several years of effort by Congressman Cushman, Senator Piles, and the Olympia Chamber of Commerce finally achieved success as the city received a \$20,000 authorization/appropriation for a site.

Additional pieces of federal appropriations were enacted into place by the Sundry Civil Expenses Appropriations of March 4, 1909. Spokane received its final \$75,000 and now

APR 25 1914

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 43 USPS - WASHINGTON

had its full authorization of \$600,000. North Yakima, Everett, and Bellingham received \$50,000, \$40,000, and \$30,000, respectively. The process of selecting building sites was underway in Everett, Walla Walla and Olympia. Although the experience was described as somewhat unpleasant by the Walla Walla Evening Bulletin, the process seems to have been routine in the Everett and Olympia.

Spokane's fully equipped and modern post office building was opened to public inspection in October 1909. An S-R article of October 10, described the workings of the mail room through which "90,000 letters a day" passed. Limestone from Bedford, Indiana, graced the three-story Second Renaissance Revival facade (a partial fourth story still hides behind the balustraded parapet). Washington's second federal building of the new century was now complete. It too, symbolized Uncle Sam's authority as conveyed in the Second Renaissance Revival mode. Furthermore, it displayed his architect's penchant for the stone that cloaked its exterior; Bedford--not Pierce County--supplied the stone. "Housewarming by Uncle Sam" announced that the Tacoma Federal Building was open for business on July 16, 1910. The Leger devoted a full page in its Sunday, July 17 edition to describe the "magnificent limestone pile" in photo and word.

Washington's three metropolises now had federal buildings, and the timing was excellent. The state had taken a prodigious leap in the century's first decade. In ten years its population boomed from 518,103 to 1,141,990. Homesteaders and job seekers, lured by the Eden depicted in railroad brochures, rode steel rails west to the promise of new lives. Logging, farming, fishing and mining created wealth which was manifested in the raising of brick and stone facades along bustling streets. Seattle almost tripled its population to 237,194; Spokane did the same and claimed 104,402 residents; and Tacoma more than doubled its count to 83,743. The March 17, 1909, banner headline of Tacoma's Daily Leger boasted "30,000,000 DURING THE COMING TWO YEARS INVESTED IN TACOMA." The railroads, public works and private investors were molding the city's major public and private buildings. Spokane's boom was evidenced by the issuance of \$8,766,226 in building permits for the year 1910 alone. Wheat, silver, timber, and, by 1914, five transcontinental railroads, were building the capital of the Inland Empire.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 44 USPS - WASHINGTON

Bellingham and Everett climbed near the 25,000 mark; Walla Walla approached 20,000; North Yakima and Aberdeen approached 15,000; and Vancouver would soon reach a population of 10,000. Shipping, lumber milling and fishing fueled the growth of the coastal cities. Walla Walla and North Yakima derived wealth from the soil. The Yakima Valley, as the case of Ellensburg (4,209) in the Kittitas Valley, and Wenatchee (4,050) on the Columbia River, blossomed as man-made channels made precious water more abundant. Port Townsend, once destined for greatness, was holding on with 4,181 residents. Olympia, having staved off attempts by North Yakima and Ellensburg to gain the seat of government, remained the state capitol with a population of 6,996.

The Public Buildings Omnibus Act reflected the growth of the West. In Washington, four more cities were granted the federal gift--Ellensburg, Aberdeen, Vancouver and Wenatchee. The Act of June 25, 1910 also authorized \$200,000 for a new post office site in Seattle. Bellingham, North Yakima, and Olympia were granted increased building limits; \$200,000, \$80,000 and \$30,000, respectively. Appropriations were also made; Bellingham, \$25,000, and North Yakima, \$10,000.

The Wenatchee Daily World summarized the early maneuverings by the Washington delegation in working toward its city's \$10,000 site appropriation. Representatives William E. Humphrey (R) of Seattle, William W. McCredie (R) of Vancouver, and Miles Poindexter (R) of Spokane had appeared before the house committee on public buildings in early April. Humphrey requested \$500,000 for a branch post office in Seattle and increases for Bellingham and Everett to \$320,000 each. McCredie asked for buildings at Olympia, Chehalis, Hoquiam, Aberdeen and Vancouver. Finally, Poindexter requested \$100,000 each for buildings in Wenatchee and Ellensburg and \$50,000 for a building in Waterville, the Douglas County seat.

The Sunday Herald, just a couple of days before passage of the Act, wrote "Congress taps second pork barrel" in lamenting Bellingham's apparent loss of the rumored increase in its federal building authorization--Senator Samuel Piles (R) of Seattle caught blame for failing to gain insertion of the key paragraph. Two days later "Postoffice Will Cost

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 45 USPS - WASHINGTON

\$320,000" headlined the Herald--the \$200,000 increase had regained life. But, on June 25th, the Herald wrote, "Bellingham's \$200,000 Goes A Glimmering," as the entire bill was held up pending a joint resolution by the House and Senate. Such was the process of carving up the federal pork.

In Yakima, where Uncle Sam had purchased his site in a routine manner in 1907 and the start of building construction was near, the specter of dissent arose. The Daily Republic reported on May 14, 1910, that Mayor Armbruster objected to the old site because growth had made it obsolete. He had forwarded a petition to the Secretary of the Treasury to consider choosing another site. Treasury kindly explained that it had no authority to sell the site and such a matter would have to be handled by the congressional delegation. On May 27, construction bids were opened. "Reject Bids" came the news on June 13; however, the prospect of more money seemed favorable. Senator Wesley Jones came through by gaining the additional \$80,000; but, on the existing site.

With respect to the offering of a site to Uncle Sam, the Ellensburg Capital demonstrated an insight unparalleled by its sister tabloids. As revealed in an article of July 8, 1910 when announcing the call for post office site bids:

...it appears that the man who goes into the contest will have to employ a lawyer, an engineer, a photographer, topographer, chemist, and laborer to dig a pit, as appears by the specs. ... It will be seen by these facts that bidding on a site for a government building is not a trivial matter, but like all other government business, is hedged about with red tape of the very reddest hue,...

March 4, 1911, brought the next year's round of federal appropriations--Bellingham, \$125,000; North Yakima, \$75,000; Walla Walla, \$50,000; Olympia, \$50,000; Everett, \$20,000; Ellensburg, \$7,000; Aberdeen, \$12,500; Vancouver, \$12,500; Wenatchee, \$10,000; and Seattle, \$200,000. The latter appropriations from Ellensburg through Seattle were for sites, the buildings not yet having been allotted.

The \$12,500 appropriation for Vancouver was just the amount needed to pay for the site offered by Catholic Church.

United States Department of the Interior
National Park Service

APR 25 1911

National Register of Historic Places Continuation Sheet

Section number E Page 46 USPS - WASHINGTON

It seems that the setting of the allocation based on prevailing land values in the community, coupled with the fear that a building might not materialize if a reasonably priced site was unavailable, worked miracles in obtaining favorable transactions. As reported by the Vancouver Daily Columbian on February 1, 1911, hometown Congressman, W.W. McCredie, was working to gain a building appropriation of \$250,000, "as it is thought that the growing importance of Vancouver entitles the city to a federal building of a size that cannot be put up for less...."

On February 11, the site offered by Samuel Benn for \$12,500 was accepted by Uncle Sam as suitable for his new building in Aberdeen. Benn had offered his site only after the one site offered in the original call was deemed unacceptable by federal site inspectors. Although transferred to Uncle Sam on July 29, 1911, the site question would later reappear as indifference shifted to controversy.

The name W.H. Maxwell shifted from Tacoma to North Yakima (with an interlude in Great Falls, Montana). He won the right to construct Uncle Sam's new building with a low bid of \$170,000. On March 21, 1911, a team of horses and a plow commenced excavation.

Stone made the front page of the April 2, 1911 edition of the Bellingham Herald. Dreamers in Bellingham actually held the belief that if the "proper amount of pressure is brought to bear upon government" "Chuckanut may yet supply building stone." C.I. Roth, proprietor of the quarry, was giving a price that would best the Bedford stone. Architect Taylor's response crossed the banner of the Herald on April 6--"BEDFORD STONE MUST BE USED." Every political influence would be used by locals to get local stone. By applying the skillful use of editorial reporting, the Herald stated:

Through some powerful influence that has evidently cast its spell over the government officials, as well as the contractor who has been awarded the task of building the \$320,000 federal building ..., it now appears that a cheap grade of limestone, coming from the quarries at Bedford, Ind., will be shipped across the 3,000 miles of country and used in the local building, in preference

United States Department of the Interior
National Park Service

May 25 1991

National Register of Historic Places Continuation Sheet

Section number E Page 47 USPS - WASHINGTON

to the material that could be secured from the Chuckanut quarries, located at the very back door of Bellingham.

On April 7, Roth offered to cut his prices. "Architect willing to use Chuckanut stone" proclaimed the Herald on April 8. Unfortunately, the contractor was not willing and the battle waged on. The Herald edition of May 19, reported (undoubtedly with relish) that Mayor DeMattos could see no reason why he should approve the contractor's permit to block a portion of the street during the construction of the federal building. He was "reminded of the Indiana stone deal by which civic pride was humbled." He stated: "I cannot see why the city should be expected to grant special privileges to a Nebraska contractor who is coming here to build a building with Indiana stone." In spite of a stormy beginning, the Indiana cornerstone was laid "in the bright sunshine of a perfect autumn afternoon." As reported on September 11, 1911, a great crowd attended the dedication of one of the "handsomest structures of its kind in the country," and listened to the address of Congressman W.E. Humphrey, the person responsible for the increased building appropriation.

Sundry Civil Expense Appropriations of August 24, 1912 provided funding for the continuation of the four federal buildings under construction--North Yakima, \$40,000; Bellingham, \$75,000; Walla Walla, \$20,000; and Olympia, \$10,000. Actually, the North Yakima building was already complete--it was opened to public inspection on June 22, 1911. According to the Yakima Morning Herald, the federal courtroom substituted as a concert hall while the remainder of the building was thrown open for inspection. According to the Herald:

Beginning shortly after the regular dinner hour, the big revolving doors, which proved a decided novelty for more than a few, began turning merrily with the flow of visitors.

For those had lived in the community from when it first "sprouted" as a "dusty, dirty village," the dedication of the three-story stone building was a milestone in its history. Credit was given to Senator Wesley Jones though whose efforts the magnificent Second Renaissance Revival building became reality.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 48 USPS - WASHINGTON

As 1912 opened, Olympia's federal building was out for construction bids. But, before that aspect of the building's history could be completed, the issue of stone again came to the forefront. According to the Morning Olympian of May 11, the Chamber of Commerce had received a telegram from Senator Poindexter. He intimated that the Senate committee was favorable to raising the building cost to \$150,000. Additionally, Tacoma was urging the use of Tenino stone. On May 24, it was announced that a Virginia firm would construct the building at a cost of \$92,700. Tenino stone would be used.

It is perhaps through the efforts of the state's quarry owners that the Tenino stone was allowed. In June of 1911, the quarry owners banded together and sent letters of protest and inquiry to Supervising Architect Taylor. They demanded the reason why the stone industry of the state of Washington was being slighted in the construction of federal buildings. They argued that the local stone was abundant and of excellent quality, the industry was capable of supplying "stone in any shape; rough, sawed, planed, turned, cut and carved in the most fanciful design known to the architectural community;" the young and growing industries of the state were in need of patronage; and finally, the Bedford stone stained with age and in the moisture of the coastal climate. Indeed, "the new federal building at Tacoma, although but two years old, is fast assuming the same sombre shade as St. Paul's Cathedral in London, or some of the ancient structures erected in Europe before Columbus discovered America."

With the stone issue resolved, the next item was an increase in appropriation. In August a bill for a \$50,000 increase had passed the Senate, but was hanging in the balance in the House appropriations committee. The action that was supposed to have taken place failed to materialize Congressman Stanton Warburton (R-Tacoma) was absent. On August 10, 1912, the Olympian announced "Appropriation Thought Lost." Since Warburton was not present, the bill was cast aside for lack of a sponsor. "Warburton Neglects Olympia Postoffice" informed the Olympian on September 4. According to Senator Poindexter who had informed the chamber of commerce of the matter: "Warburton, it appears, was unable to explain why Olympia wanted more money...evidently unfamiliar with the situation as far as Olympia was concerned."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 49 USPS - WASHINGTON

Finally, on December 17, the Olympian could report "Olympia Receives \$30,000 For New Federal Building." A telegram from Congressman Warburton conveyed the news. Now, work that had been suspended for seven weeks--because the initial grant was insufficient to complete the work--could continue.

Ground was broken for Walla Walla's federal building on March 8, 1912. The site on which soil turned was one of twenty-nine that had been offered in 1908. It had cost Uncle Sam \$5,000 and the citizens of Walla Walla \$8,000--they donated the difference between the asking price and government offer. July 27 brought news of the cornerstone ceremony. Postmaster E.L. Brunton's orchestra played the music. According to the Morning Union, this was "the first time on record that the music for the laying of a federal building was furnished by the custodian of the site and the custodian of the building when it is completed."

The Public Building Omnibus Act of 4 March 1913, authorized buildings for vacant sites and sites in two additional cities; the last building authorizations until the mid-1920s. The following cities got their buildings: Seattle, \$300,000; Ellensburg, \$75,000; Aberdeen, \$112,500; Vancouver, \$140,000; and Wenatchee, \$85,000. Everett's was increased \$50,000. Sites were authorized in Colfax, the Whitman County seat, and Pasco, the Franklin County seat, at limits of \$7,000 and \$10,000, respectively.

The battle for the 1913 authorizations was detailed in the Wenatchee Daily World, which, of course, had a strong interest in the melee because of its building hopes. On February 17th, it was reported that the \$85,000 local item passed the Senate after an all-night and "bitter struggle" over public building expenditures. Senator Kern of Indiana had added an amendment which would prohibit erection of buildings or purchase of sites for post office purposes exclusively when the postal receipts were less than \$10,000 per year; sixty buildings in the bill would be affected. The March 3 edition reported "No Money For Post Office." According to Chairman Burnett of the house buildings committee, "The public buildings bill is dead--dead as a doornail." Two days later, all was well--the World reported that a compromise had been effected. President Taft signed the bill, but with objections.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 50 USPS - WASHINGTON

He did not feel that some of the small town post offices recommended for appropriations were justified; however, "the bill itself contains certain restrictions upon future appropriations of a similar kind that may tend to prevent the vicious "pork barrel" feature of bills of this character."

His reference to the small town post offices probably included Colfax and Pasco (populations of 2,783 and 2,083). The Colfax Gazette of February 21 reported the passage of Congressman William L. LaFollette's (R-Pullman) bill which provided \$7,000 for a post office site--it was now just a matter of holding on for Taft's signature. In Pasco, the Express of February 7 informed its readers that the mayor had taken up the matter of a public building with Congressman LaFollette and Senator Jones. Apparently LaFollette's response was not encouraging, but Jones would do what he could. When it came time to announce the \$10,000 site authorization on March 21, the Express gave credit to Jones. It added that the movement for a public building had begun the year before when Jones was campaigning in Pasco. At that time he had expressed favor for a Pasco federal building, and as stated by the Express, "he was true to his word and it was largely through his efforts and influence that the appropriation was secured."

Meanwhile, the buildings in Olympia, Walla Walla, and Bellingham were progressing. The Bellingham Herald was able to report on April 30: "Bellingham's \$300,000 Federal Building Being Occupied Today; Post-Office To Open Tomorrow." The three-story Second Renaissance Revival building was a monument to the citizens of Bellingham. The battle over the stone in the building's richly detailed facade had apparently been forgotten. Since Walla Walla and Olympia would use local stone, problems of another nature affected the construction of their buildings.

It was structural steel that caused delay in both Walla Walla and Olympia. For Olympia it was the second delay--the most recent being caused by a change in plans and specifications. On May 8, it was reported that the Treasury Department was readying new specifications which called for structural steel construction. The passage of the Sundry Civil Expense Appropriations Bill of June 23, was reported on June

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 51 USPS - WASHINGTON

28--\$30,000 was granted (Walla Walla also gained its final appropriation of \$35,000). "Will Resume Work on U.S. Building Soon" advised the Olympian on August 1--the structural steel was being fabricated in Des Moines, Iowa, and would arrive on September 15. "Work To Be Started On Federal Building Soon" reiterated the Olympian on its September 19th banner. Finally, on October 24, the steel had been shipped, the contract was let for its erection, and the foundation was being altered for its accommodation.

Walla Walla's delays were minor; the steel caused several weeks delay and off-colored face bricks, in the last two carloads, added a couple of weeks more. The December 17, 1913 edition of the Evening Bulletin, with its half-page history and description of the new federal building, demonstrated the local pride in "Uncle Sam's Christmas gift to the city of Walla Walla." As stated in the article:

Uncle Sam in the guise of Santa Claus will leave a package in Miss Walla Walla's stocking this year, that while not altogether unexpected, will bring a great deal of pleasure, for it will fill a long felt want.

The post office, which occupied the entire main floor of the two-story federal building, opened to the public on March 4, 1914. With a Mediterranean flair, the Neo-Classical building exhibited elaborate brick work, wrought iron balconets, an arched corbel table, sandstone detailing, and bracketed eaves to a town that took pride in its substantial buildings.

Deficiency appropriations of \$7,000 and 10,000, respectively, were made for the Colfax and Pasco sites on July 29, 1914. These were exactly the amounts needed to purchase the sites that would someday be allocated post offices. In Pasco, the corner site opposite the new Knights of Pythias Building and endorsed by Chamber of Commerce in April 1913, would be deeded to Uncle Sam in January 1915. A battle over sites had threatened to renew the old township feud--which the Express believed would be extremely undesirable--but the need for cooperation in gaining a building grant prevailed.

Colfax, situated in a narrow valley, proved problematical to the federal site inspector when he visited the city

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 52 USPS - WASHINGTON

in March 1914--none of the five sites were large enough to meet the size requirements. Inspector L.T. Shirley observed: "dame nature has not blessed Colfax with many suitable sites for government buildings." Eventually, one of the original offers was accepted. Strong endorsement was given that site by property owners in the southern part of town--they paid the several thousand dollar difference between the price that was asked and the \$7,000 Uncle Sam would pay.

Three days after Colfax and Pasco received their deficiency appropriations, Olympia was granted its final \$30,000 in the Sundry Civil Expense Appropriations of August 1, 1914. Uncle Sam's Christmas gift to Olympia was occupied by the Post Office on December 24, although not all the furniture arrived until January 1915. The new home of the post office, in its Neo-Classical stateliness, befitted the capitol of the state of Washington.

With headlines heralding war in Europe beginning to dominate page one of the state's tabloids, news of federal building construction, particularly after the initial building authorization, did not seem quite so important. Though there were no new authorizations after 1913, the appropriations continued through June 1917, allowing those buildings committed to be completed. Sundry Civil Expense Appropriations continued to be the primary vehicle for delivering the authorized funds. On March 3, 1915 the following appropriations were made: Everett, \$85,000; Ellensburg, \$10,000; Aberdeen, \$1,000; Vancouver, \$10,000; and Wenatchee, \$1,000. Of course the inevitable debates on the "pork barrel" arose in the preliminaries to the passage of the bill.

The Ellensburg Capital covered the most recent round. February 18 brought news that "Our Post Office Seems To Be On Active List." According to the report:

Later news clarifies the issue of last week. It seems that in protesting against the proposal of Congressman Gillett of Massachusetts to wipe out all appropriations for commencement work on authorized public buildings, Congressman Johnson of Aberdeen vigorously opposed such actions with the result... that his demand was exceedingly popular. Mr. Gillett was snubbed severely and his motion was voted down with enthusiasm.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 53 USPS - WASHINGTON

That issue resolved, problems with the site arose in July. Dissention in the local congregation that had sold its church to Uncle Sam resulted in a warrant, alleging the defacement of church property, being served on the demolition contractors. A settlement was reached in August and the building came down. As the year came to a close Santa was again busy. The Capital of December 23 announced: "Uncle Sam at last asks for bids.... "Good News" Ellensburg receives a fine Christmas gift! The new post office building is to be built!"

In Everett, the federal building moved a step nearer reality as the banner of the Daily Herald announced "BIDS FOR EVERETT POSTOFFICE BUILDING OPENED AT WASHINGTON." A Montana bidder was low, at \$105,500 for limestone. A Seattle contractor bid \$123,500 for Washington granite. The stone wars were again on as Senator Jones, the next day, urged granite construction--he would request exception of the low bid. The banner of March 25 announced that request. That edition reported that Everett citizens were pouring "a hot fire of telegrams into Washington." It advised that "strong influence must be exerted." Government economy moves were dictating the spending of as little of the allocations as possible. Furthermore, the department was expected to accept the lowest bid without regard to material.

On March 31, the Herald revealed to its readers: "Everett Victim of Juggling By Bureau Leaders." As it marched down the column it added: "This Community Not the Only Sufferer from Shifty Administration Tactics" and "Appropriations Bluff to Overcome Deficits." As explained in the body of the article:

Regardless of whether the government constructed Everett's new public building of granite or sandstone, the former of which would cost something like \$15,000 more than the latter, Everett becomes the latest victim to the present policy of government retrenchment and economy made necessary in the first place by the inadequacy of the present tariff law and other revenue-producing measures, and secondly by the war in Europe which has served to accentuate and bring to a crisis the weakness of the nation's financial arrangements.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 54 USPS - WASHINGTON

Protest against adding Everett to this list is practically useless, as the list is long.... This, of course, does not alter the fact that Everett has been made the victim of outright robbery at the hands of the treasury department,...

If it was only genuine economy that the government had undertaken, Everett might willingly shoulder its share of the burden, but when it realized that the congress just closed ... appropriated many millions more than the previous congress, much of which, it is alleged, has gone to the benefit of the southern democratic states, Everett and its sisters in distress would appear to have real grounds for a grouch.

On April 17, the Herald's banner headline advised: "COMMERCIAL CLUB'S FEDERAL BUILDING EFFORTS BEAR FRUIT." A Treasury department agent would be sent to investigate the availability of local stone. In May, a local quarry superintendent reported that the agent had been in the mountains. But most importantly, the stone issue was resolved. The Seattle contractor--not the one listed in the original article--would use Wilkerson sandstone. It wasn't granite, but was, at least, a Washington stone. Work progressed to the point that the cornerstone was placed on November 17. Senator Jones and Congressman Humphrey joined in the "impressive ceremony" which marked "a milestone in Everett's civic progress" as "one of the great events in its history."

The year 1916 in Aberdeen began with the news that the five cottages occupying the post office site would soon be moved. The January 18 article also reported that the Treasury Department had requested an additional \$41,000 for the building. The Daily World was puzzled by the request, but guessed that the government might locate all of its Aberdeen offices in the building. In closing it was expected that construction of the building would mean "a big business boom for the property in the near vicinity of the new structure, the building of a new postoffice always resulting in several permanent buildings being erected in the same vicinity." On January 24, Congressman Albert Johnson wired his neighbors that the deficiency bill would carry \$45,000 for the city.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number E Page 55 USPS - WASHINGTON

Bold letters--"FEDERAL BUILDING SITE STIRS ROW"--crossed page one of the next day's edition and indicated that not all had been resolved with regard to the post office site. Petitions were being circulated--a site near the business district was needed. "Stenzel Wants Heron Street." "Benn Leads Opposition." Stenzel, a prominent property owner along Heron street was unavailable for comment. E.B. Benn was; and according to him, the present agitation was "actuated by purely selfish motives and fathered by a few Heron Street property owners who would rather see no public building at all than one located on another street." He feared that the country-wide agitation against the "pork barrel" would make it hard to gain a new appropriation if the present one were lost because of arguments over the site. He added:

The present site is fairly well located; anyway, no serious objection was made to it when it was acquired by the government five years ago [from Samuel Benn]. The knockers only got busy when they saw that the building was actually about to be built; and that it might not be to their selfish interests to have it constructed on the present site.

Many signers of the petition are, no doubt, sincere, but did not realize what they were doing, as did signers of the petition to Pilate for the crucifixion of Christ. The instigators of both petitions were purely selfish, and were actuated by about the same reasons, to-wit: a few pieces of silver.

As a man involved in Republican politics, Benn was able to recount the history of the quest for the public building. He had worked with both congressmen Cushman and McCredie to gain funds for the site. Continuing his statement:

The bill passed and in due time the government called for bids. Did the knockers put in a bid? No; times were good and real estate booming, and they were too busy raising the rent of Heron street tenants to bother with a little thing like a public building. And besides that, it might have cost them some money.

Telegrams representing both views were wired to Secretary of the Treasury McAdoo. The mayor and council

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 56 USPS - WASHINGTON

supported the Benn site. A proponent of the other view (and with an alternative site to sell) urged a location closer to the business center and warned that the building of the post office on the Benn site would "be an irreparable injury to the town." The battle ended when, as reported on February 3, officials of the Treasury department advised senators Jones and Poindexter that a change would not be considered.

Telegrams were also wired to Congressman Johnson (R) from Aberdeen's sister city, Hoquiam. "Hoquiam can't use \$125,000 building," Johnson was told by a group of 12 men who denounced his request in the upcoming appropriations bill as "pork." They felt that \$50,000 would be sufficient to meet the city's needs. The Daily World quipped: "Johnson ... will be surprised, probably, to learn that the town does not want very much money spent there." It later reported that "after recovering from their astonishment at last night's message, residents got busy this morning with counter petitions."

When the Deficiency Appropriations Bill of February 28, 1916 passed, Hoquiam was not listed. Only those cities that had been previously authorized buildings received appropriations. Aberdeen got its \$45,000 as promised by Johnson; Vancouver received \$45,000; and Ellensburg was granted \$30,000. In the next round, the Sundry Civil Expense Appropriations of July 1, 1916, more funds were doled out to begin or continue building construction: Ellensburg, \$30,000; Aberdeen, \$45,000; Vancouver, \$55,000 and Wenatchee, \$44,000.

By time the July 1 appropriation was passed, work on the Aberdeen building was underway. Hendrickson & Co., the same firm working on the Everett building, had begun construction on May 23. On the same date, the Capital reported that the Ellensburg site was staked for excavation--it too, would be underway. It would be until fall, however, that the Vancouver Columbian could report on September 7, that ground was broken at its new post office. The Daily Herald reported that the Everett Post Office was ready on November 22, and would be occupied as soon as Wall Street was paved. The cornerstone of the Aberdeen Post Office was laid with appropriate ceremony on December 9. According to the Daily World, the Masonic Blue Lodge "consecrated the stone by pouring upon it corn, wine and oil in keeping with an ancient custom. In Wenatchee, federal building boosters waited another year.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 57 USPS - WASHINGTON

Two events in the city's progress introduced the new year in Vancouver. On February 5, 1917 the Columbian covered the opening of the "mammoth bridge of steel across the Columbia" and laying of the federal building cornerstone. Orator D.S. Cohen remarked: "some events mark epochs in the history of a community. The official laying of the cornerstone of the new federal building yesterday was one of these events."

By time the final round of the piecemeal appropriations was approved in the Sundry Civil Expenses Bill of June 12, 1917, the United States had entered the European arena of World War I. This would be the last of this approach to public building funding. Once the appropriated buildings were finished, there would be no more in Washington for over a decade. Ellensburg received \$5,000; Aberdeen, \$21,500; Vancouver, \$30,000, and Wenatchee, \$40,000.

In Ellensburg, the finishing touches were being completed when the Capital reported that there was "a great difference of opinion in regard to the exterior of the structure, some consider it handsome, while others do not so consider it, but as to the interior there is no difference--it is admittedly beautiful throughout." "...Ellensburg will have a federal building of which every citizen can be proud." A month later, on July 5, the building's opening was reported. Hundreds viewed the "magnificent piece of work" as they toured Uncle Sam's local house of business. Even though it was the least expensive of the state's federal buildings, costing only \$60,607, it was nonetheless a source of civic pride. Composed of red brick in two-story Neo-Classical dress, the building expressed federal authority without pretension. Embellishment of the facade was limited to sandstone beltcourses and flat capitals. The brick work is functional rather than artistic. Indeed, the building exemplifies the government's move to a business rather than a "pork barrel" approach to constructing its public buildings.

The Everett building, on the other hand, maintained the richness of detailing of its predecessors. It shares the strong Neo-Classical characteristics of Olympia's building. Academic formality establishes a demeanor coincident with its function. The import of its business is proclaimed in its six Ionic columns, which extends the building's two stories. Stability is unequivocally set in its stone. Upon its open-

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 58 USPS - WASHINGTON

ing on August 25, the Daily Herald devoted a full page to describing the handsome addition to the city's civic core.

With the front page dominated by war news, the construction of Wenatchee's post office was relegated to back pages. A historic day, however, was proclaimed by the Daily World on April 19, when R.S. Rainwater lifted the first spade of earth to commence construction of the federal building. In spite of the war, the contractor was able to maintain a flow of materials. Although he hadn't been able to get the quantities desired, he received enough to continue. On July 19, news of the post office moved to the front page when its banner announced "MASONS TO LAY CORNERSTONE POST OFFICE BUILDING." According to the Daily World the ceremony marks

an epoch in the development of Wenatchee that 25 to 50 years from now will be looked back to with interest by the present residents of the valley and their descendents as well as those who may later become residents of this singularly blessed locality.

When the Daily World of Aberdeen placed on its banner on April 6, 1917, "UNITED STATES AT WAR," another sort of building--the building of ships--dominated construction news. Although the federal building was not forgotten, the launching of the first federal wooden ship on December 1--the largest wooden vessel afloat--was attended by 2,500 people and was the event of the year.

A month later, on January 3, 1918, it was reported that Aberdeen's federal building was nearing completion. At the same time in Vancouver, the new post office, with government offices on the second floor, opened to the public. A full entry portico, supported by eight massive sandstone columns, conveyed a sense of solidity and formality to those entering. Buff-colored brick and sandstone had been arranged to create a distinctive building in the Neo-Classical tradition.

On May 9, an announcement was made by the Aberdeen Daily World that its post office would open by June 15. The battle over sites and years of waiting were now over. The two-story federal edifice was complete. A relatively modest building in the mode and size of Ellensburg, it did, however, boast Palladian windows which, at least, decorated the otherwise

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 59 USPS - WASHINGTON

simple red brick and sandstone facade.

In what would be the last event of its kind for over a decade, the Daily World of Wenatchee pointed with pride to the opening of the post office. As a topping to the very ample description of the building it was added:

From the moment they stepped inside the lobby they almost without exception indulged in "OH's" and "AH's" and other expressions of astonishment as their admiring gaze turned from one feature to another, from the neatly tiled floor to the handsome oak fixtures and panels, a feeling of pride took possession of them. Wenatchee, at last, they felt, has a public building commensurate with its size and importance.

The "charms of the post office building," however, were muted when observed from the outside. As in Ellensburg, the Neo-Classical building signified the federal presence in a straight-forward manner--two stories of buff-colored brick with stone trim in a nominally articulated facade.

Although public-building rumblings would be hinted from time to time in the tabloids of pork-starved small towns, only those rumblings from Europe garnered the federal dollar. Except Colfax and Pasco, Washington's cities were fortunate; buildings were erected without major delay or disappointment. Thirteen cities now had federally-constructed post offices. All authorized buildings had been completed. Colfax, Pasco, and other towns that were deserving would wait for a new era of federal construction.

Nationwide, only 56 buildings were completed from 1920 to 1925 (compared to 52 in 1918 alone). The federal government was reassessing its approach to the construction of public buildings and until the Public Buildings Act of 1926, which established the foundation for federal construction in the decade of the 1930s, economy prevailed.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 60 USPS - WASHINGTON

The growth that Washington experienced during the first decade of the century slowed dramatically during the next. Although the state increased its population by over 200,000 to 1,356,621, several cities lost population and for those that did grow, it was modestly. The decade of the 1920s was one of retrenchment for the state's economy. The expansion generated by War turned to contraction as the production machine changed gears. Farmers, miners, loggers and even their bankers got caught in the shift. Thus, in many respects, Washington as its neighbors Oregon, Idaho and Montana got an early taste of the Crash of October 1929. In essence, the depression came early.

The public building program outlined in the Act of May 25, 1926 would establish the foundation for new federal buildings in the state and future programs that were specifically designed to provide economic recovery. As mentioned, no new federal buildings/post offices were authorized in Washington after the Omnibus Act of 1913. This was true of the nation as a whole: between 1921 and 1930 only 122 post offices were constructed by Uncle Sam. Most of the 1920s buildings followed the Public Buildings Act of May 25, 1926 (also known as the Keyes-Elliott Act). This act expanded the scope and consolidated the funding of post office construction. It set the groundwork for the massive federal building programs of the 1930s. Between 1931 and 1939, 1,584 post offices were constructed across the nation--three times as many as had been constructed in the previous fifty years.

In response to the duties imposed by the 1926 Act, the House of Representatives issued House Document 710 (February 14, 1927) to identify potential projects under the \$100,000,000 allocation provided by the Act. The report recommended 278 projects, including 118 new buildings in towns which had not previously received federal buildings. In addition, the committee estimated a need for 2,311 public buildings across the nation and recommended another \$100,000,000 to expand the program. The report listed four projects in Washington. The first was the Seattle post office annex, included under Section 3, for which \$15,000,000 was provided to render old appropriations adequate. The others were proposed under the \$100,000,000 authorization and included: Seattle Immigrant Station, \$485,000; Hoquiam post office, \$105,000; and Pullman post office, \$90,000.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 61 USPS - WASHINGTON

News of the listing of the government's first new public buildings project since 1913, surely spawned more than a few surprises. Boosters of Colfax and Pasco, with sites having been owned by Uncle Sam for a over a decade, must have expressed wonderment. It was understandable that Hoquiam could be granted a federal building since the lumbering and shipping center was climbing to a 1930 population of over 12,000. Pullman, on the other hand, was a sleepy college and farm town (except when the Cougars beat the Huskies) which would claim only 3,300 or so residents in 1930. But, Pasco would gain barely more than a hundred new people in reaching 3,496. And, Colfax, the governmental center of the rich Palouse, would actually decline and settle back to one person less than its 1910 count of 2,783.

Inevitably, it was the rumor mill from which the news of Pullman's building was extracted. According to the Pullman Herald of September 24, 1926, the postmaster's convention in Tacoma was the source; however, Congressman John Summers (R-Walla Walla) was able to provide confirmation that Pullman was indeed on the favored list. Pullman's Post Office had achieved a milestone joining Spokane, Yakima, and Wenatchee as the only 1st class post offices east of the Cascades. This, in turn, gave Pullman an advantage over Colfax and Pasco. At year's end the Herald left its readers with a question to ponder: "Did Santa Unload a Federal Building."

The course followed by the Pullman Herald in negotiating the federal building game of "twist, turn, stop and start" took its readers through an inquiry from government architect James A. Wetmore regarding site availability (December 31, 1926); "Federal Building Bubble Is Dented" (January 21, 1927); "Federal Building Hopes Are Revived" (February 11); "Pullman Gets Call For Federal Building" (February 18); and finally, "\$20,000 To Start Federal Building" (March 2). Senators Wesley Jones and C.C. Dill (D-Spokane) and Congressman John Summers had been successful in gaining Pullman the only new federal building in Eastern Washington. Initially, at least, the pattern for appropriating federal buildings was following the piecemeal pattern of decades past.

In the opposite corner of the state, the Port Angeles Evening News was negotiating a parallel path. As the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 62 USPS - WASHINGTON

nation's Second National City (so proclaimed by President Lincoln on June 19, 1862 when he created a major federal reserve), Port Angeles had long had federal land on which a post office could be constructed. Although the attempt to gain a federal post office had begun in 1913--immediately following the coupling of railroad and timber to stimulate industrial boom--WWI kept the city off the list. This was reflected in the lamentations of the Evening News of June 3, 1926, when Port Angeles was not on the latest list of future government buildings. On January 17, 1927, however, the banner headline proclaimed: "\$145,000 FOR FEDERAL BUILDING HERE." It appeared that this would "settle the long fight that has been carried on by the people of the city to bring about this desired thing." As it turned out, the headline was premature--it did not, after all, make the 1927 list.

News for Pullman was good as the new year 1928 got underway. The new Washington Hotel (funded by community stock sales) had just opened, building permits were strong, and bank deposits and postal receipts were up; according to the Herald, 1927 had been a year of great progress and achievement. February 10 brought the news that Pullman would get \$20,000 in the appropriation bill. As listed in the Appropriations Bill of March 2, 1928, it was for acquisition of a site and commencement of construction. Rumors were rife that a site had already been selected, but were found to have their "inception in the minds of practical jokers...." It was not until June 29 that the Herald made the announcement: "Post Office Is Located Alder And Paradise." The government would pay \$17,500 for two houses and a vacant lot.

The Second Deficiency Act of May 29, 1928, appropriated \$2,175,000 for Seattle's federal office building--acquisition of a site and commencement of construction. This funding was in lieu of the previously approved post office building. The Seattle Daily Journal of Commerce announced on June 30, that site bids would soon be called. According to Congressman John Miller (R) of Seattle, the building would house all government offices except the courts. In addition, \$100,000 of the authorized \$585,000 for the immigration station (which would also house the assay office) had been included in the same act. This building would occupy the property that was to have been the site of the post office annex. Banner headlines announced in the December 11 Journal of Commerce that

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 63 USPS - WASHINGTON

contract bids were called for the immigration station.

As January 1929 opened, the Journal of Commerce described the extensive federal work planned for Seattle--\$1,775,000 of the expected \$5,000,000 authorized for local was already available. The site for the new federal office building had cost \$700,000; construction would begin in early spring. A sum of \$1,500,000 would be requested for a marine hospital on Beacon Hill; total cost estimated at \$3,500,000.

In Hoquiam, Postmaster Philbrick was urging caution in the push for its post office. He reviewed the current funding situation and gave assurances that the intimations of other towns benefiting from federal appropriations at the expense of Hoquiam were "misleading and untrue." He explained that Hoquiam was included in the second year construction quota at \$105,000; an amount which he held to be inadequate to meet the city's needs. It was his opinion that if a rush was made to get a building, only the present allocation would be available, but, with patience, another \$50,000 might be available. Two days later, on January 30, the Chamber of Commerce requested assistance from the Seattle Chamber in gaining an immediate appropriation. They ignored Philbrick's warnings and felt that caution would be "inadvisable."

House Document 613, issued on February 26, 1929, again reinforced the hopes of the citizens of Hoquiam and Pullman. Included in Statement A--Projects proposed under the \$200,000,000 authorization contained in the public buildings acts of May 25, 1926, and February 24, 1928--the Hoquiam building was estimated at \$135,000 and the Pullman building was estimated at \$100,000. The list also continued to carry an estimated \$585,000 for an immigrant station in Seattle. Finally making the list was Port Angeles, at \$85,000--an amount well below the \$145,000 that was originally expected. Pasco made the list at \$50,000. Post offices in two new cities, Longview and Chehalis, both at \$95,000, were listed. Finally, a new \$1,275,000 marine hospital was allocated to Seattle, and border stations were authorized at Blaine (\$158,000), Sumas (\$65,000), and Oroville (\$59,500). Statement C--First-class post offices not included in the allocations of the \$248,000,000 program--listed post offices for Bremerton and Centralia. Statement D--Second-class post offices with receipts

United States Department of the Interior
National Park Service

APR 25 1931

National Register of Historic Places
Continuation SheetSection number E Page 64 USPS - WASHINGTON

of \$20,000-40,000 not included in the program--proposed post offices in Mount Vernon, Anacortes, Kelso and Puyallup. Finally, Statement E--Sites acquired or authorized but not included--Colfax. The Document also revised individual cost estimates to increase the total projection in Washington from \$685,000 to \$2,702,500. Nationally, the amount allocated to public buildings was increased from the original \$100,000,000 to \$200,000,000 plus an estimated additional \$48,000,000 from the sales of existing excess facilities. The number of buildings to be constructed was also increased to 571.

Immediately following the issuance of the document, the Second Deficiency Act of March 4, 1929 appropriated Hoquiam \$25,000 for acquisition of a site and commencement of construction of a post office under an estimated total cost of \$135,000. By April, four sites had been offered for the new building. As June ended, W. Arthur Newman, federal engineer, could not confirm that a suitable site for the city's "long-wanted" federal building had been found. He advised Hoquiam residents--as he would in numerous other towns across the west--that if they desired quick action, they should get together and "not dicker over sites for a long period of time." Hoquiam did pull together, a site was found, and, by year's end, Congressman Johnson informed the Chamber of Commerce that a building would soon be authorized.

"New Federal Building To Be Built Here," greeted New-Year's-day-1930 readers of the Longview Daily News. It was told that a bill answering the request for \$200,000 was not yet law, but it soon would. Optimism prevailed. How could Longview possibly fail--a \$50,000 site on Jefferson Square was already donated by the Longview company; and anything was possible for the city of 10,000 that less than ten years before had been but a paper dream. Longview, a planned city, was becoming the premier lumber milling town in the state.

"Will Protest Changes For Federal Building," reported the January 3 edition of the Pullman Herald. High construction bids and inadequate appropriations would cause elimination of several decorative features. In response to the Chamber's objections, Senators Dill and Jones gave assurances that the original plans would be followed. Congressman Summers, with a "watchful eye on Pullman's interests," also assisted and by January 17, the Herald could report that an

APR 25 1991

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 65 USPS - WASHINGTON

additional \$7,000 was approved to restore the original plans. Good news accompanied the recap of 1929; the wheat crop and improved prices indicated better times. It was noted, however, that only half of the 1929 crop was sold. The effects of the recent Wall Street crash were just beginning to sift down to Pullman.

"Federal Office Structure May Be Started Now" announced the Hogiam Washingtonian on January 10. The legal documents had been filed and the Chamber urged immediate action. On the 28th, Congressman Johnson was requested to speed up work on the post office. His response was reported on February 8: "postoffice building sure to be slow." He also pointed out, in response to complaints he had received on the choice of the site, that he had nothing to do with its selection.

In Pasco, the post office was not totally forgotten. The January 16 edition of the Herald reported that the chamber had included acquisition of a federal building as one of its 1930 goals. The best news that could be reported on the post office for the year came on December 11. The government was requesting bids on the survey of its building site. The Herald commented that the site was flat and level and "the only known obstructions are large alfalfa roots and survey specifications do not require them to be shown on the map."

The Colfax Gazette, which opened the year by stating that Colfax businessmen were optimistic about the 1930 business prospects, could find little to report on the federal building. In May it was reported that Congressman Summers told a local businessman that final action on the building would not take place until December. In December, the news was limited to a bid request to survey the government lot.

By late spring dirt was flying in only two cities--Seattle and Pullman. In Seattle, the foundations were being dug for the immigration station and for the federal office building. In Pullman, the Herald observed "Dirt Flies Fast On Federal Building Site." A Minneapolis firm would construct the building which would be one story of buff-colored brick detailed by stone and terra cotta. R.C. McCroskey of Garfield presided at the September cornerstone ceremony. The Herald noted that much of the steelwork was in place and expected that the building would be ready in early spring.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 66 USPS - WASHINGTON

Only words, however, were flying in Hoquiam and Longview. In April, the Hoquiam chamber established a committee to study the matter of using local materials in the construction of the federal building. "Local Products To Be Used In U.S. Building" responded Congressman Johnson in September. The old issue of native stone was resurrected in October as the Chamber urged its use for the building. Senator Dill was called into action in November as he promised to assist in speeding action on construction. Three days later, on November 7, the Washingtonian bore the discouraging news that early work was held unlikely. The response received by the Chamber stated that while it was fully cognizant of the depression in Hoquiam and other places, the department was already doing everything possible to speed construction. It became evident that Senator Welsey Jones would not deliver a Christmas package from Uncle Sam when it was reported on December 25 that construction would not begin until April.

A battle over the site proposed for the federal building threatened that project in Longview. News was good in June as the Daily News indicated that \$210,000 was included in the Second Deficiency Appropriation Bill that was now before the House appropriations committee. Then, on October 21, came the news that an objection had been made to the site. The next day, Mr. Newman, the federal engineer, advised that it was best to "pull together since dissention has caused delay in other cities." He added:

The idea of the President is to expedite this building program, to get labor and mechanics at work and start buying material, much of which will be obtained locally if building is begun here. The project means circulation of money, and after it is built, one of the show places of the city. A federal building is generally accepted as the indication of permanency and stability.

On the 23rd, the businessmen pulled together--a petition, bearing 300 signatures, was submitted for the original site.

Even though the Cougars were defeated in the Rose Bowl the day before, the Herald edition of January 2, 1931 maintained a spirit of optimism in recounting the past year's accomplishments. Among them were the increased rating for the Pullman Post Office and the \$82,000 being spent on

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 67 USPS - WASHINGTON

construction of its new home, which, by the end of March, was ready for business. As reported on April 3, the "magnificent" post office building was one of the finest in Eastern Washington. Most importantly, the Herald boasted that it embodied the federal expectation that the city would grow--it was adequate to house facilities for a town of 30,000 (ten times more than Pullman's 3,322).

The smallest of the state's federal buildings to date, the one-story Pullman building housed only the post office. Nonetheless, the building clearly stated the federal presence. Its Neo-Classical facade--with pedimented entry architrave and balustraded parapet--conveys tradition while its brick and terra cotta signify solidity and permanence.

It was again the time of year that Congress spoke of topics upon which hung the words of small town tabloids and made the dreams of mainstreet boosters--public buildings appropriations. On February 5, "Pasco's New Post Office Seems Assured Now; To Cost \$65,000." The next day, "\$150,000 For Post Office Building In Chehalis Is Asked." On February 27, coincident with the issuance of House Document 788 on the next round of authorizations, "Allocation of \$115,000 For Kelso Asked." And, the day following, "New Post Office To Be 80 X 50"--Colfax would get its \$80,000 building.

House Document 788, issued on February 27, 1931, listed all public buildings projects that were in contention for federal appropriation. The four categories of projects included under the \$504,000,000 program were as follows: 1,085 in places without federal buildings; 245 in places with federal buildings; 191 extensions of federal buildings; and 103 marine hospitals. Listed for Washington under the proposed \$415,000,000 authorization contained in Acts of May 25, 1926, February 24, 1928, March 31, 1930, and February 16, 1931 were 30 projects; 21 post offices, 5 border stations, and 1 each quarantine station, immigration station, marine hospital, and court house. Border stations were appropriated at Blaine, \$158,000; Metaline Falls, \$58,500; Oroville, \$59,500; and Sumas, \$65,000. A border station at Laurier was allocated but not yet appropriated \$56,000. The immigration station and marine hospital were appropriated and the court house and quarantine station were only authorized--all for Seattle.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 68 USPS - WASHINGTON

Chehalis (\$150,000), Colfax (\$80,000), Hoquiam (\$135,000), Longview (\$210,000), Pasco (\$65,000) and Port Angeles (\$190,000) were granted building appropriations. The second column of the coveted list included those cities which were "allocated to be appropriated." This would trigger a new generation of chambers of commerce letters and debates over building sites. Those new cities included Aberdeen (\$250,000), Anacortes and Auburn (\$85,000 each), Bremerton (\$135,000), Centralia (\$110,000), Kelso (\$115,000), Kent (\$80,000), Montesano (\$85,000), Mt. Vernon (\$90,000), Puyallup (\$90,000), Renton (\$85,000), Shelton (\$80,000), Spokane (\$790,000), and Wenatchee (\$300,000). Aberdeen, Spokane and Wenatchee had already weathered one battle and each claimed a victory. For some on the list the effort to gain a building would be lengthy; for others only frustration would result.

In Hoquiam, the news of February 25, 1931 was "Structure Of Three Stories To Be Erected." The long wait was over; the building was designed and bids would soon be called. The building would be concrete with brick face and limestone and granite trimmings. A companion article summed up the long struggle: "We are nearing the end of that stage, and the pounding of the pile driver, the grinding rattle of a concrete mixer, and the tap-tap of carpenter work will be welcome sounds." W.T. Post of Tacoma presented the lowest of 13 bids for the project--\$120,900 for sandstone and \$118,900 for terra cotta. But, the bids were too high and a month of negotiations and plan revisions ensued.

Congressman Johnson was in home in June for the summer congressional break and commented: "The building will be the handsomest federal building in western Washington...." He also explained (for his hometown supporters) the reason Chehalis and Longview got larger appropriations:

...the funds for the Hoquiam postoffice were appropriated under the Coolidge administration when rigid federal economy was the watchword, while Chehalis and Longview were appropriated for in the congress which expired March 4 and which inaugurated a greatly enlarged building program in order to help the unemployment situation.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 69 USPS - WASHINGTON

By July piles were driven and concrete was being poured in Hoquiam. Architects Graham, Bebb & Gould of Seattle had been selected for the Longview building--the first in the state to use private architects. An eastern firm won the "keen competition" and was awarded the \$1.294 million Seattle Federal Office Building contract. Also in Seattle, the \$1.6 million marine hospital (Graham, Bebb & Gould design) had just begun construction. And, plans and specifications were being completed for the Pasco, Colfax and Port Angeles buildings. Finally, a site had just been selected in Chehalis.

"Members of all fraternal, patriotic, and benevolent societies and their families, as well as all citizens of Hoquiam and vicinity..." were invited by Mayor Shaw to the cornerstone ceremony to be held on September 20. According to the Washingtonian of September 22, hundreds saw the "historic event." Congressman Albert Johnson and grand orator James Callahan addressed the Masonic ceremony and advised that every good citizen "get back to the fundamentals, consideration of American ideals, and to the constitution itself." Callahan warned "that socialism, bolshevism, anarchy, despotism and class government, whatever their merits or demerits, all mean a destruction of that driving force of human ambition and equal opportunity."

By year's end, work had begun on the post offices in Port Angeles, Pasco, and Colfax. It had ceased, however, in Hoquiam. Financial and labor troubles, and materials delays had resulted in the forfeiture of W.T. Post's construction bond--a new contractor would take over in 1932. In Longview, it was announced that drawings for the city's new post office were done--the architects had been pushed by the Chamber to speed up work so work could begin and aid the unemployed.

The Washingtonian announced the resumption of work on the Hoquiam federal building on January 5, 1932. Local labor would be employed by the San Francisco contractor; a large crew would soon be at work laying brick. The January 21 edition of the Pasco Herald reported that the Chamber was planning the cornerstone ceremony--also, building permits, stockyards business, and rail shipments were up. Saturday, April 30 marked the date on which the Pasco cornerstone was laid. According to an editorial of April 28, the "long campaign" was, at last, closed.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 70 USPS - WASHINGTON

This construction is the happy culmination of a campaign that has lasted for years. When the writer arrived here 14 years ago there was agitation, spasmodic but fairly definite, looking toward this achievement. At times there was opposition--disagreement over location, but finally there was a united front.

"Lay Cornerstone With Ceremony" reported the Colfax Gazette on May 27. Years of work and waiting finally neared conclusion as a steady rain accompanied the Colfax rites. On June 21, bricklaying was underway on the \$124,483 federal job in Port Angeles. The Wilkerson sandstone trim would soon arrive and the cornerstone would be laid on July 30. In Longview, A.M. Lundberg of St. Louis bested 18 other bidders in gaining the federal building contract at \$169,000--local labor would be used as far as practicable. Meanwhile in Chehalis, they awaited plans from the overworked federal architect's office.

As a prelude to the pomp and ceremony of the laying of the cornerstone in Port Angeles, the Evening News, in its Welsh Rarebits column, felt it necessary to clarify for posterity the drama that had been played upon the stage that would become the symbol of American ideal.

In the cornerstone will go a few coins of the present age, some 1932 newspapers and a legend of the trials and tribulations of this community in trying to get an adequate building to house the multifarious governmental activities. Years from now, the building will be torn down to make room for a greater one. Either that, or centuries of erosion will crumble it. The writer would like to see one stark naked truth embedden in the stone--and were he to write it, curious futurists who gather at her ruins in ages ahead would read and wonder why union carpenters and building artisans who gave their time and talents freely to make early construction of the building possible, failed to find employment on it in any great numbers.

In the on-march of progress we sometimes walk over the bones of those who blazed the trails. Removal of legal barbed wire entanglements which make the post office site a No-Mans land, and threatened to seriously delay its construction was done with tools of union carpenters

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 71 USPS - WASHINGTON

and other artisans of the building trades with materials furnished by patriotic and civic-minded businessmen. A tenant claiming homestead rights on the property was in the courts threatening to hold the property. A warning had been sounded that the fight would be carried to the highest courts of the land. Negotiations reached an impasse. Civic leaders and government builders were frankly nonplussed. Then along came a delegation of union artisans. These men suggested a compromise. If the occupying tenant would give up all claims to the property so the federal building contract could go forward, these men would take donated materials, give their time and talents free--and build a compromise cottage.

The tenant agreed. She moved from the federal building site immediately, keeping her word. The artisans went to work and the compromise cottage was built from basement to chimney. All barriers were removed and the federal building contract moved ahead. In the tangle of negotiations, it was told that few of the public spirited artisans who made construction possible, received employment. It is one of the unexplainable workings of the present-day world which whirls by so swiftly in its machine that scant attention is given to humans at the roadside.

"REDS HAVE NO PLACE IN U.S." flashed the July 30 banner of the Evening News in reporting Grand orator Walter F. Meier's cornerstone address. Congressman Lindley H. Hadley (R) of Bellingham, on the other hand, praised the work of local groups in gaining the federal building. According to Hadley, "Port Angeles has earned this fine new federal building--it did not come to you via the old pork barrel route."

While piles were being driven to commence construction of the post office in Longview on August 23, the final coats of plaster and paint were being applied in Colfax. Standing two stories tall, clad with red brick and terra-cotta trim, and designed in the finest American tradition, Colfax had a fine new federal building. As told by the Gazette, the post office moved "without a hitch" on September 11 and was rated "100%" by the inspector on September 30. On that same date, the Bee-Nuggett of Chehalis reported that bids would soon be called for construction of its Colonial building of red brick

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 72 USPS - WASHINGTON

and terra-cotta trim (essentially a duplicate of Colfax). At the same time the Pasco postmaster was readying his building for dedication--provided that the marble arrived in time. An invitation was tendered by the Herald for the open house to be held on October 23. Red brick and terra-cotta trim was again used to articulate the traditional Neo-Classical style of the federal government. Like Pullman, it was reduced to one story, and its embellishment shifted toward economy.

With November just four days old, the Bee-Nuggett told its readers: "Next Tuesday's election one of most important in our history." "Democratic cyclone struck Republicans," was the news of November 11. History indeed had been made. Franklin Roosevelt was elected president and would have all Democrats in his Washington Senate and House delegations. (Since statehood only two Democrats had gone to Washington: C.C. Dill, the House from 1915-19, and Senate from 1923-35; and Samuel B. Hill from Waterville, the House from 1923-36.)

A photograph on the front page of the December 6, 1932 Washingtonian displayed a three-story brick building appropriately trimmed in sandstone and terra cotta. Also in the Neo-Classical mode, but tempered by the modern, the monument to the labor of local citizens and their elected officials, would open for inspection by Hoquiam residents the next day.

"New Seattle Federal Building Outstanding" heralded the Journal of Commerce on February 8, 1933. The first tenants of the \$2.2 million building would move in on March 1. It was with pride that the building was described as one of the nation's first modernistically designed federal buildings.

The exterior of the building ... reveals a gigantic mass of granite, brick and terra cotta, moulded along modernistic lines, which adds to the dignity and stability of the downtown skyline. ...

Covering an entire block it rises to a height of nine stories. ... It is a structural steel building, with reinforced concrete foundation, which is supported by a virtual forest of Douglas fir pilings.

The lines of the massive walls are relieved by artistic arrangement of brick and terra cotta trim and by the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 73 USPS - WASHINGTON

girder of aluminum spandrels that gleam forth in their well chosen setting. This is the first extensive use of aluminum on the west coast....

As February progressed, work commenced on Chehalis' federal building. Local brick would be used. Terra cotta would come from Spokane. Boise would provide cut stone. And, marble from Vermont would cross the nation. "Officials Here To Select Site For Post Office" revived news of a post office in Montesano. As reported by the Vidette on February 16, 12 proposals were under consideration. Readers were also reminded that the government economy program had reduced the original appropriation to \$76,500. But, the federal agent added: "In a county seat, the government will likely favor a building of a more ornamental type."

On March 25, the Evening News reported the public inspection of "an edifice of richness and beauty, inside and out, of great utility, value and enduring construction." The Port Angeles Federal Building was now complete in a combination of Georgian, Federal and Renaissance Revival styles executed in red brick, stone and terra cotta.

It was not until May 30 that progress was reported on Longview's post office. Work had been halted for several weeks after the contractor slipped into receivership. According to Congressman Martin F. Smith (D) work would begin soon.

Although it would be another year before news of its post office moved into prominence, the Prosser Record Bulletin brought news of greater significance to the region. On July 13, it reported that 3,000 - 4,000 men would be employed on the \$11,000,000 Roza Irrigation Project. It was hoped that this would rekindle the local economy since Benton County real estate valuations were reduced almost \$770,000 over last year; down to \$9,341,549. On August 3, the outlook was brighter for the reopening of the Old National Bank and the \$63,000,000 Grand Coulee Dam project had been approved.

As promised by Hoquiam Congressman Martin Smith, work again commenced in Longview, and on September 23, the copper box containing items of historical import was deposited, under Masonic scrutiny, within the cornerstone. Smith addressed those attending the solemn event.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 74 USPS - WASHINGTON

At the opening of the new year 1934, plans were under way for the dedication of the Chehalis Post Office. The Bee-Nuggett of January 5, gave notice that dedication of the new building would be held on Wednesday, January 10. At the ceremony, hundreds of visitors were entertained by the high school orchestra and endured speeches by Mayor West and Postmaster Imus. For Imus, his dreams had been fulfilled: "... when I joined the postal service 27 years ago I became fired with two ambitions, one to become postmaster and the other to have a Federal Building for my town." Former Congressman Al Johnson was thanked for making such a building possible.

As January ended, the property occupied by the "old K.P. Building" was selected for Montesano's post office site. It was also reported that Congressman Smith gave assurances that plans would be rushed and construction hastened. In April, the site was surveyed. Postmaster Mrs. A.M. Robinson indicated that efforts would be made to hire local men.

Longview's Post Office, a "marvel of design and construction, opened in a formal dedication on Sunday, April 15. Congressman Smith, held up by duties in Washington, could not attend and sent greetings instead. The Elks performed a dedicatory ritual while the American Legion drum corps and Kiwanis Boys band played music. In harmony with the other buildings on the square, the building was termed by its architects as "modified classic." Departing the Neo-Classical, the design was modern in its adaptation of the traditional form. It simplified and it used mass to convey architecture's historical elements. Like Seattle's Federal Office Building, the Longview building, in Washington sandstone, red brick, aluminum, and modernistic, was one of a kind.

With the dedication of the Longview Post Office, all buildings which had been authorized by the public buildings acts approved May 25, 1926 and February 24, 1928 were built. Though House Document 788 of February 27, 1931 expanded the list, it had not provided appropriations. Thus, the latest group of towns that would be gifted the federal presence was listed in House Report 1879 of June 2, 1934--it slated 14 cities for federal post offices under Deficiency Appropriation Bill of Fiscal Year 1934 and the Emergency Appropriation Bill of Fiscal Year 1935. All these cities had previously

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 75 USPS - WASHINGTON

been listed in House Document 788 of February 27, 1931--all were now authorized funding, but some at a reduced level.

The 23 Washington post offices constructed between 1935 and 1941 represent those authorized under various emergency appropriations that were enacted "with a view to relieving country-wide unemployment." The Secretary of the Treasury and the Postmaster General were directed to distribute projects equitably throughout the country so far as may be consistent with the needs of the public services. They also had latitude to select projects not included in the report promulgated by the direction of the 1926 Act. The Federal Employment Stabilization Act (February 10, 1931) had addressed the use of planned and accelerated emergency construction to aid in preventing unemployment. This Act, with several other federal programs designed to bring economic relief, provided a foundation for the next wave of Washington post offices.

In just the couple weeks following the issuance of HR 1879, Washington's congressional delegation must have been at work. When enacted on June 19, 1934, the emergency construction appropriation of \$65,000,000 approved in the Deficiency Act provided for post offices in Prosser and Montesano which were not on the list. Prosser was allocated \$53,500 and Montesano \$56,300. Those listed included: Aberdeen, \$250,000; Auburn, Renton, and Anacortes, \$85,000 each; Bremerton, \$121,500; Centralia, \$99,000; Kelso, \$103,500; Kent and Mount Vernon, \$80,000 each; Shelton, \$72,000; Spokane, \$586,000; Puyallup, \$90,000; Seattle, \$150,000; and Wenatchee, \$300,000. The projects in Shelton, Kelso, Bremerton, Centralia, and Spokane were specifically authorized by Congress or the Treasury and Post Office departments under the Emergency Relief and Construction Act of 1932.

In Montesano, the appropriation was old news--a site was already in hand and the drafting of building plans was well underway. July was a month of activity for the members of the list. The Kelsonian announced on June 30 the call for site offers. This was Kelso's second attempt to find a site--in the first round not only were the offers rejected as being too high, but opposition arose in the form of a petition against the proposed location. A new postmaster would guide Kelso in its quest for a site and completion of its building. T.H. Van Noy, "a native of North Carolina,

APR 25 1988

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 76 USPS - WASHINGTON

where authentic democrats grow," replaced Mr. Maurer, who, according to the article, "embedded his republicanism in him so deeply that he has continued steadfast adherence to the principles and policies of that party." Politics aside, eleven bids were received three weeks later.

"Prosser Club Discusses Site For Post Office" was the news of July 19 in Prosser. A large group, including Congressman Knute Hill (D), attended the meeting of the Commercial Club. Hill advised his hometown group that he had received a telegram from Postmaster General James A. Farley informing him that \$60,000 was available for the building. The dominant sentiment--expressed by several speakers--was "that harmony might prevail and that the present business alignment might not be unduly disturbed. A week later, fourteen site bids were received. In Puyallup, the agricultural center of south Puget Sound, twenty-five sites "from the heart of the business district to lots now in the hinterland" were offered. The Mt. Vernon Argus reported: "Twenty Eight Bids For Post Office Opened." The governmental and agricultural center of the Skagit Valley was now in the fray.

The months of August and September would be dominated by the dynamics of public discourse. And, that discourse centered around the question asked by an Argus editorial of August 9: "Where Should The Post Office Go?" In answer to his own question the writer answered: "It is the opinion of the Argus that it would be a great misfortune to the city if a building, such as we anticipated the new post office to be, is located on a site out of harmony with the business district as it is now." August 23, the Bulletin in Prosser quoted a local attorney "...government has no right to disturb the business equilibrium of the town. I would rather see the whole project abandoned than to force a shift in the business section and cause some of our buildings to be emptied." Status quo seemed to rule attitudes regarding an appropriate location for a post office.

Sites were selected in September. In Prosser, the Bulletin reported "a feeling of relief." Puyallup and Kelso apparently escaped controversy since not a contrary word reached the press. In Mt. Vernon, the Argus disclosed that an attempted public ballot on the post office site had been turned by anxious citizens into a soliciting contest. The

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 77 USPS - WASHINGTON

Chamber of Commerce "protested the vote and sent a telegram to postal authorities requesting that they disregard the results of all polls." (A frivolous gesture--postal authorities did not select sites by public ballot.) When the Argus of October 4 reported that surveying of the site had started, the result of the only vote that counted was in.

While Auburn's fecund fields lay dormant awaiting the planting of spring's vegetables, its Chamber of Commerce regained hope that its harvest would include a new federal building. Recent inquiries by the Chamber produced results "with unusual promptness," as reported in the February 22, 1935 edition of the Auburn Globe-Republican. Congressman Wesley Lloyd (D) of Tacoma and Senator Schwollenbach (D) were both in sympathy with the Chamber's request. After all, the city's hopes of a new post office had been alive since March 5, 1931 when it was announced that an \$85,000 building was planned for the city. May and June of 1934 brought forth renewed efforts by the Chamber to shift the allocation to the list which actually reaped federal appropriations.

"Ground Is Broken For New Post Office," as reported in the Montesano Vidette of March 28, ushered in the most important phase of gaining a federal building. (This news, of course, followed "plans of one-brick structure reveal beauty," "construction bids advertised," "action on post office bid promised," "post office contract awarded," or, not to be forgotten, "request use of local stone.") The month of March in Prosser, Montesano, and Mt. Vernon marked the bite of steam shovel or horse-drawn plow into damp earth--it would be April in Puyallup and May in Kelso. Townspeople would now have a gathering point--which would eventually become the post office lobby--as building supervision became the main event. The construction superintendent of the Mt. Vernon post office wryly observed in an Argus interview: "[I] can use quite a lot of superintendents. Their criticism and advise are much needed. [I do] not quite see how the building can go up without them."

In another couple of months the Masonic orders would send men afield to assist in the consecration of cornerstones as the symbols of representative government rose from nurturing earth. Boy Scouts, the American Legion and high school bands would play supporting roles to politicians extolling

United States Department of the Interior
National Park Service

APR 25 1991

National Register of Historic Places
Continuation SheetSection number E Page 78 USPS - WASHINGTON

the virtues of democracy--and certainly reminding voters by whose efforts the buildings became possible.

A "service dignified and rich in symbolism" took place in Prosser in May. "Pomp" marked the "Middle Age" rites--the first since the cornerstone of the county courthouse was laid in 1910--of June in Montesano. Everett Congressman Mon Wallgren (D) and Senator Lewis Schwellenbach were not able to join the 200 who witnessed the July ceremony in Mt. Vernon. Still, Wallgren was praised in his efforts to get the building. The "ancient rite" was held in Kelso in August. Here, Congressman Smith praised the citizens of Kelso for their cooperation. It took the Kiwanis to dedicate the cornerstone in Puyallup's September event. Congressman Wesley Lloyd, who who played a major role in getting the local building, told of the hardship of early postal days.

Bremerton had fallen somewhat behind its group. As the other group members were in the midst of cornerstone rites, the banner of the Daily News Searchlight revealed matters of a less salubrious nature: "BREMERTON MORAL CLEANUP DEMANDED." The local Rear Admiral threatened to place the city off-limits to this enlisted personnel. While the morals campaign was underway, the matter of a post office site was being pondered. The Searchlight seemed in a quandary. On August 9, it asked in a front page editorial: Where Do We Stand Now? On the 13th, it requested the opinion of the public and charged that politics were being played. The next day it queried: What Is Your Federal Building Site Choice? and provided a ballot box to "Sound Out Sentiment." On the 15th, an editorial explained that it was merely trying to provide some guidance to far-off Washington. The 16th advised of a "Mass Gathering To Discuss New Building." The Central Trades and Labor Council would preside. "GOVERNMENT ABANDONS N.Y. HOTEL SITE" greeted readers on the 17th. Also: "Mass Vote Is Against 6th Street;" and a front page editorial "Does Majority Rule Mean Anything?" The Searchlight fully expected that in spite of public sentiment the government would select a site to its own liking. Its editorial indignantly asked:

Is a demonstrative voice of a majority of Bremerton's public spirited citizens to pass unheeded through the ears of government officials having to deal with the selection of a postal site for this community?

APR 25 1991

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 79 USPS - WASHINGTON

That question was answered on August 27 in the bold letters which crossed the banner. "SIXTH AND PACIFIC POSTAL SITE SELECTED." This was not the site favored by those who would use the building--the citizens of Bremerton.

The next tide of post offices that would dictate the rise and fall of small town speculation was appropriated by Congress in August. FDR approved a \$60,000,000 emergency construction bill which granted funds for post offices in Anacortes (\$121,500), Centralia (\$91,000), Colville (\$77,000), Renton (79,000), Sunnyside (\$100,000), and the University [of Washington] District in Seattle (\$130,000).

Thus the cycle began anew--"New Federal Structure Is Assured!" typified the report of the Renton Chronicle of August 15, 1935. A couple of weeks before in Anacortes, Mon Wallgren--while attending the dedication of the Deception Pass Bridge--voiced optimism over new buildings for Anacortes and Sedro Woolley. In Sunnyside, the news of the federal building, which would house the Post Office and Bureau of Reclamation, was bracketed in July and September by the okeh of the \$5,000,000 Roza irrigation project. Colville, Centralia and the U-District also noted their positive steps.

In the months following the appropriations, local land owners and real estate moguls jockeyed for position to tender post office sites to the Uncle Sam. Sites abounded--25 in the U-District, 21 in Anacortes, 13 in Centralia--but in Renton only 9 were offered; the site agent requested more. By the end of October a \$6,500 site had been selected in Centralia and one for \$6,900 in Sunnyside. In Anacortes, the Chamber had urged the Post Office Department to make its federal building a "model of convenience and beauty," and local businessmen were meeting to discuss its location. U-District architectural pundits suggested in November that their building be designed in a Gothic or modified Tudor Gothic style to be consistent with the campus architectural scheme. Later in the month, a site was selected in Renton. Site requests had not yet been advertised in Colville.

November also completed another cycle which added new post offices to the federal rolls. "500 Attend Inspection of New Post Office," reported the November 14 edition of the Record Bulletin as the Prosser Post Office opened its doors;

United States Department of the Interior
National Park Service

APR 25 1961

National Register of Historic Places
Continuation SheetSection number E Page 80 USPS - WASHINGTON

without furniture, however. "Hundreds See Post Office Dedicated" told the Vidette on November 21. Congressman Martin F. Smith was the principal speaker. The 10th Field Artillery Band from Fort Lewis and the Boy Scouts gave support. Postmaster General Farley had been invited but could not attend. Both Prosser and Montesano had one-story red brick buildings that were "regarded by postal and treasury officials as one of the most attractive of its size and class in this part of the country." Prosser's was embellished by a simple band of stone trim and a wooden entry pediment, upon which perched a sculpted "American Eagle." The entry arrangement (in the corner of the front facade as opposed to the center) lent a slight hint to the American Colonial to an otherwise plain building. Montesano's didn't even have an eagle--it's embellishment was only a band of cast concrete--so much for a building "of a more ornamental type."

Meanwhile, in the Valley of the White River, civic groups of Auburn were mobilizing forces in a battle to save their federal post office. The November 22 edition of the Globe-Republican featured three front page articles regarding that topic. An editorial, "Why Wreck Plans for Post Office Building," expressed "startling" surprise "that there is a concerted effort to frustrate Auburn's ambitions to secure a federal postoffice building." Apparently Congressman Lloyd had received numerous letters protesting the erection of such a building. These "echoes of grumbling" had followed the announcement that the Chamber was seeking federal appropriation. As argued by the writer:

From an economic standpoint there probably is question as to the advisability of such a building, but that same question arises in a number of expenditures the government is making these days. However, the administration, in its efforts to bring about better business conditions has included federal buildings in its program and enterprising communities all over the country are being included in such building programs. ...

That anyone through selfish motives should hinder the civic advancement of the Auburn community is disheartening to the loyal citizens who are making an effort to better conditions here.

United States Department of the Interior
National Park Service

APR 25 1991

National Register of Historic Places
Continuation Sheet

Section number E Page 81 USPS - WASHINGTON

What should the Chamber of Commerce do? Sit back and say the building isn't worth fighting for? Or should they take the matter in hand with more determination and make greater effort to secure a structure that would be an addition to the appearance of the city and a mark of enterprise for its citizens?

An article entitled "Local People Hold Up Start of New Post-office Building, Lloyd Tells Dr. A.P. Hughes," reported that Lloyd had received over 100 letters of protest. He stated that there would probably be another post office building erected in the valley next year [in addition to Renton], but Auburn's chances were not very good until there is more unity of action. Finally, under "Council Backs Movement for P.O. Building," it was reported that city council was unanimously behind the move for the building and authorization was given to Mayor F.H. McLaskey to cooperate with the Chamber.

"Post Office Now Moved" reminded the Kelsonian on January 2, 1936. Apparently many of the postal patrons spent the previous day looking for the post office in its former location. Red brick molded into a one story Neo-Classical facade--flat with round-arched windows--described the unpretentious new post office. Government economies which reduced the funding also appear to have reduced the height--a second story was needed to correct its proportion. Kelso was, after all, county seat with the courthouse across the street. Perhaps Longview, with an elaborate new federal building and Kelso's upstart neighbor across the Cowlitz River, had taken some of Kelso's share.

Puyallup's "milestone on the road to prosperity and happiness" was dedicated with appropriate ceremony on January 28. Dedication day sales were advertised in the Puyallup Press as the downtown merchants welcomed their new neighbor. Neo-Classical was also the form of their new one-story post office. White brick, fan windows and stone panels created an attractive building that was a credit to the city.

The Mount Vernon Post Office was "presented to the community" on February 6. In a short dedicatory speech, Congressman Wallgren was given credit for the building. "The post office marked a new era in the history of the city as it was the first recognition ever given to its importance as a

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 82 USPS - WASHINGTON

part of the United States by the federal government." Of red brick, the plain Colonial-style building was a simple place in which to conduct postal business.

On the same date work commenced on Sunnyside's government post office and office building. The 50-foot timbers that had arrived would soon be driven to bedrock.

February was a big month in Auburn. On the 14th, it was reported that Senator Homer T. Bone of Tacoma (who, after several other stops, finally alighted in the Democratic party to win election in 1932) had promised to help on the federal building. He would continue the quest of recently-deceased Congressman Lloyd. The 23rd marked the fiftieth anniversary of Auburn's founding. It had been platted as Slaughter on that date in 1886. Agriculture and the Northern Pacific Railroad were held as vital in the city's growth.

Among the April news of boom in Renton was "bids called for new post office" and "million dollars!" A local manufacturer had just received an order for 500 all steel rail cars. In mid-May Senator Schwellenbach was lauded for his efforts to enable a local brick maker to bid on the post office job. According to the Chronicle:

...in the midst of weighty matters in which the Senator is taking a major and decisive part he is never too busy to take care of the smallest request from "back home." Such a national representative is more precious than Rubles. Thanks Senator Schwellenbach.

Also in mid-May a post office site favored by local businessmen was selected in Seattle's U-District. A couple of weeks later, the American reported that some of Anacortes' "boom day buildings" would be razed to make way for the post office. In Colville, the Examiner announced the call for site offers on July 4 (fortunately, they would not be accompanied by fireworks.)

By July word was rolling from local presses that more post offices were appropriated. But first, twenty-five to thirty local men were preparing to work on the Centralia Post Office which had just begun. It would be simple building of

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 83 USPS - WASHINGTON

red brick with "no decorative flourishes or fancy gegaws" to mar its rectangular surfaces.

On June 25, receipt of a telegram from Representative Martin Smith was reported in Shelton--\$80,000 was available for a new post office. According to the Independent:

The new federal structure will be a boon to the city of Shelton and will mark another achievement in the long line of late city improvements. ... The appropriation is doubly pleasant to Smith because he has worked zealously for the new post office since his election to Congress from this district. [Who said pork was bad.]

According to the Toppenish Review of June 26, the "dream of a new Toppenish post office, large enough to handle part of the Indian Agency offices, is about to become reality." Knute Hill gave notice of the \$70,000 appropriation. Congressman Mon C. Wallgren announced in the July 2 Snohomish County Tribune that Snohomish would receive a new \$80,000 post office as "... part of the \$60,000,000 fund appropriated by Congress to finance the gigantic public building program."

Seattle was again a winner, Congress granted a new federal courthouse to compliment the Immigration Station, Federal Office Building and Marine Hospital. The initial appropriation for a site and building was \$1,636,000.

Across the Sound in Bremerton, the banner of the July 3 Searchlight, announced the opening of bids for the new post office--it was the culmination of May and June banners which had indicated that bids were forthcoming. Resolution of site transfers had caused the delay. The Navy Yard Hotel site had to be deeded back to the navy department since treasury would not need it for the post office--congressional action was required. Even after the contract was let and the selected site purchased, not all was settled. The banner of October 2 was just another in the series of the never-ending tragedy-comedy of Uncle Sam's post office in Bremerton--"TACOMA BUILDING FIRM CANCELS CONTRACT FOR POST OFFICE." According to the contractor, materials costs were rising rapidly, bad weather was approaching, and the government had "fooled around" too long. According to the Searchlight, this was just one in a long series of incidents to have delayed by

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 84 USPS - WASHINGTON

more than four years the construction of the post office. At last! Excavation began on November 2.

Likewise, ground was broken for Renton's \$70,000 post office on November 5 by Western Construction of Seattle. The next day in Toppenish, word came that the post office would go across from the park--\$4,250 would be paid for six lots. A few miles south and on the other side of the Yakima River, in Sunnyside, the news of November 12 was that the federal building was short a few thousand dollars. The low bid was \$97,126--only \$100,000 was appropriated--the site had cost \$3,789 and furniture would be need. Good news of the day was that the Sunnyside district was now the largest turkey center in the state, and, in Toppenish, that the Yakima Valley sugar beet production was the highest in the nation. Sunnyside got rapid response from Washington and on November 19, the Sun could report that an extra \$26,700 was in hand.

The next day in Auburn, an "encouraging word" was reported to have been received from Congressman-elect John M. Coffee (D-Tacoma); the treasury department was requesting offers for a post office site. Encouraging words had also come from the agricultural front in that month: Auburn was the center of Washington's largest milk producing county; and Auburn vegetable shipments were up from twenty-seven cars in 1924 to 600 in 1936.

Meanwhile in the state's northeast corner, efforts were underway in Colville to develop a "Civic Center." A Carnegie library was already on one corner, the site of the new post office on the other, the county court house--to be rebuilt by PWA grant--on the third, and a subscription was being raised by local businessmen to place the new city hall--also by PWA grant--on the fourth. In the state's other north corner, Anacortes, Howard S. Wright of Seattle bid \$78,986 to win the construction contract on the two-story brick building.

On December 3, the Shelton Independent reported that the Simpson Logging Company site had been chosen for the new post office. "Shelton's long awaited post office ceased being a mirage today..." Congressman Smith had wired the good news.

The two-and-one-half-year delay that Shelton had endured while awaiting selection of a site for its new post office

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 85 USPS - WASHINGTON

served as an illustration for Postal Inspector P.A. Neal when he admonished Auburn property owners that local bickering could cause a delay in early site selection. As reported on December 11, Neal held a meeting with the offerors of some eighteen contending sites. But, as the reality of a new post office became nearer, Clarence West, Acting Postmaster (since May) became former Postmaster. As reported on Christmas day, he had been removed, for, according to Congressman-elect John M. Coffee: "West backed the wrong horse" in September's primary; he was replaced by Arthur Kralowec.

Finally, in Sunnyside, Christmas Eve marked the beginning of work on the federal building. The \$125,000 building would house the post office, reclamation office "and other federal agencies that spring up from time to time."

Nineteen-thirty-seven was less than a month old when the Ballard homesite was named as the site of Auburn's future post office. Most of the business interests found the location of the \$4,900 site to be acceptable.

In February the action shifted northward as trouble arose in the U-District. The University Commercial Club was questioning the adequacy of the \$130,000 appropriation--\$50,000 had already been spent on the site. It was also requesting that the architect be Carl F. Gould, architect for the University of Washington--the campus style was desired. Furthermore, consensus had been reached among civic groups, businessmen, architects, Seattle Chamber of Commerce and the University Commercial Club to this regard. Resolutions were forwarded to senators Schwellenbach and Bone, and Seattle Congressman Warren G. Magnuson (D). In a front page editorial of February 15, the Herald decried the "very plain cement structure" and called for a building of architectural beauty and dignity, one that would give inspiration to our citizens and the vast army of young people who pass by it from day to day. In an article of the same day the building--designed by Gilbert S. Underwood who would also design Seattle's U.S. Courthouse, soon to be under construction--was termed "of warehouse appearance."

Once again, public sentiment took a back seat to government priorities. By April, A.W. Mowat, the low bidder at

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 86 USPS - WASHINGTON

\$77,760 was at work. The Herald could find solace, however, in that the "shovel renaissance" was one of the main attractions along University Way--years had passed since it was a common occurrence to see steam shovels at work. Perhaps, it was thought, the government lead would stimulate private work.

Cornerstones were being laid against steel-frame backdrops festooned with bunting in April and May. April 3 was the date for Renton's "impressive ceremony." As reported in the Chronicle on April 8, "Speakers Thrill Big Audience..." Organized labor, with representatives of the local unions, rather than Masons, were called upon to place a bit of mortar to seal the stone. Seattle attorney Bryce Little delivered the words Congressman John Coffee, who could not attend, in a stirring address. Coffee told of the problems of government and how the administration was taking government back from the hands of the special interests that had been fostered by past administrations and returning it to the common citizen. In reference to the cornerstone he said:

This cornerstone is to rest secure as an essential portion of this building structure. The cornerstone of any governmental program should be the providing of security for the men, women and children of the nation. Security of employment, security of homes, security in old age. Every piece of legislation that has been passed as part of the national recovery program has had that aim in view. Thinking Americans believe that such legislation has been in harmony with those purposes of the constitution so clearly stated that all Americans can understand them. It is well to hear them once more. ...

We, the people of the United States, in order to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do ordain and establish this constitution.

A routine Masonic event took place in Bremerton on April 10. A color guard and navy band led a parade to the site of the cornerstone event in gusty wind and rainy sky.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 87 USPS - WASHINGTON

One-half of Sunnyside's 2,200 or so residents turned out for the Masonic rites in their city. The Sunnyside high school band played the 'Star Spangled Banner' for the auspicious event of May 6. In Toppenish, the postmaster was attempting to respond to the following request from Puyallup: "Could you let me know where I could obtain six live jackrabbits and how much they would be worth crated and laid down in the Express Office."

Centralia's unassuming post office was reported as open for public inspection on June 28. A simple red brick box trimmed with a stone band and three decorative panels. Bas relief stone panels depicting the three modes of modern mail transport--the locomotive, the steamship, and the airplane--rested above the three bays of the entry landing.

Renton's post office opened to the public on August 3 to "bouquets of flowers" and "exclamations of pleasure." The people of Renton looked upon their building with pride--it was but "another fitting monument to the town's progress." It was identical to the post office in Centralia.

"Break Ground For New P.O. Structure Here," reported the Auburn Globe-Republican on August 20. Mayor L.J. Gove, by use of a power shovel, turned the first soil in preparation for the new post office. Speeches and telegrams conveyed tributes, compliments, and congratulations. The late Congressman Lloyd and the Chamber of Commerce were given special thanks. The ceremony took place on the site of the historic 1888 Ballard home (which had been razed in April). It had served as the settlement's first point of mail distribution. The town's first "real" post office was later built on a corner of that parcel. The contractor for the project would be James I. Barnes of Missouri--selected in July with a bid of \$57,037.

Spring planting brought the green of federal money as summer turned to fall. Three more cities--from a list of dozens--were selected for post office appropriations. Congressman Martin Smith advised his constituents in Camas--where record payrolls were being received by paper plant workers--that they had been allotted an \$80,000 post office on September 10. The following day, Sedro Woolley got the good news. Mon Wallgren, "reputedly one of the hardest

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 88 USPS - WASHINGTON

working and most influential representatives in Washington D.C.," was able to announce a \$75,000 gift. For Kent, the word was reported in the News Journal of September 17 that Congressman Coffee had secured \$81,000 for a new federal post office. As hard as local civic groups lobbied their congressional delegations about such appropriations it was beyond belief that an appropriation had been made two years before but insufficient interest on the part of the community had caused the funds to be returned.

September 17 also found reports in the Toppenish Review that a steam shovel had bit the earth to begin the federal building, and in the University District Herald that the Postmaster General himself would lay the cornerstone.

The morning of October 15, "Today's Epochal Event," as termed by the Herald, marked an event of great importance and rarity to the University District community (almost as rare as the Huskies defeating the Cougars in track). James A. Farley--having finally accepting an invitation to a Northwest cornerstone laying ceremony--Senator Lewis A. Schwollenbach, Congressman Warren G. Magnuson, and Governor Clarence D. Martin bestowed the community with great honor.

Auburn enjoyed a similar honor on that day as Farley placed a few trowels of cement in its cornerstone ceremony. His motorcade, enroute from Seattle to Tacoma, tarried just long enough so that Farley could wield the trowel and make a brief address. Senator Homer T. Bone was in the Farley entourage and Congressman John Coffee delivered the principal address. He stressed the necessity of the people of the United States--especially labor and capital--to work in harmony in order to withstand the opposition of those who would break down the principles of democracy. According to the report of October 23, 2000 people witnessed the historic event (Auburn's 1940 population was 3,116).

Sunnyside did not receive the entourage of notables that graced the U-District or Auburn, but its November 2 dedication was certainly conducted with as much dignity. The Boy Scouts, in the raising of the colors; the high school band, by singing 'America'; and Congressman Knute Hill, by addressing his constituents, contributed to the task of opening Uncle Sam's place of business.

United States Department of the Interior
National Park Service

APR 25 1971

National Register of Historic Places
Continuation SheetSection number E Page 89 USPS - WASHINGTON

The modern brick, "Colonial type" building housing Bremerton's new post office was open for public inspection on November 20. Bremerton residents must have felt cheated that there was no controversy inked across the pages of the Searchlight. Apparently that had all past once earth was sculpted to accept the building's foundations.

"Uncle Sam's Gift To 'U' District," captioned the photograph that depicted the completed post office. The December 31 edition of the Herald invited all to attend that evening's open house. Even this modern, and featureless cement box evoked pride of community and nation.

A.F. Mowat, contractor of Shelton's post office, was able to resume work on January 18, 1938 after a two-month layoff. It seems that excavation had created a water-filled pool which, in turn, required a return to the drawing board.

In Wenatchee, the second federal building, next to the old one, was now occupied by Uncle Sam's postal service and other officials. It was a little more modern in design, but its "starved Classical" form was not really that much different from the simplified Neo-Classical of old.

On February 17, a federal engineer was in Kent looking over the post office site and collecting historical data concerning the city. It was claimed that the information would be incorporated into the architectural design wherever possible or practical to "give Kent and individually designed post office." (Kent was not the only city to be told this tale--only three of the post offices from this period were individually designed--Longview, Puyallup and the U-District. (The Kent model was used in Sedro Woolley, Clarkston (but with a hipped roof) and in Idaho, Oregon, Montana and Utah.)

Five miles down the highway, on March 29, the citizens of Auburn were able to inspect their new post office. The American Legion Drum and Bugle Corps, and Young Man's Band played as 2,500 visitors swarmed the building. One-story tall with hipped roof and leaded glass cupola, the red brick and sandstone building evoked local pride in both its symbolic and practical roles as Uncle Sam's post office. The American Colonial became the dress of yet another Washington post office.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 90 USPS - WASHINGTON

The plans for the Camas post office were revealed in a Post-Record article of April 7. They suggested a "modified Colonial type"--a simple one-story red brick building, topped by a gable roof and square cupola. Just a couple of weeks before, the site upon which to place this building was finally chosen, "...after months of bargaining, rejecting bids and scaling down requirements."

"New Post Office Is Open For Business" wrote the Colville Examiner on April 16. The building had passed the scrutinizing eye of the federal inspector and postal staff replaced construction workers. In the next couple of months an additional appropriation would allow the completion of basement rooms--in which the county extension agent would settle--and an official dedication ceremony would take place. During the June ceremony, Congressman Sam B. Hill (D) of Waterville got credit for securing the building funds.

Toppenish enjoyed its cornerstone ceremony on April 20. The Masonic ceremony was without the notables who had cluttered the platforms of other recent ceremonies. Governor Martin had a better offer in Wenatchee (it was Apple Blossom time), and even Knute Hill could not attend to take his bows.

May 4 was the date of the cornerstone event in Snohomish. The impressive ceremony was conducted by the Grand Lodge Masons and attended by the high school band, Rainbow Girls, De Molay and Eastern Star.

May 19 was celebrated as National Airmail Week. For most Washington towns this was their first (and only) witness of an airmail flight. As such it was a big event. A special ceremony was held in Shelton. In Clarkston a special cachet was issued for the headline-news event. Lynden recalled the first private airmail contract in U.S.--it took place between Elko, NV and Pasco, WA on April 26, 1926. In Toppenish the mail-plane landed on the golf links for its pick up.

Up the Skagit Valley, the Sedro Woolley Courier-Times was reporting in July the call for construction bids on the new post office (on the old city hall site), the request for \$250,000 in PWA grants for new water and sewer systems, and the approval of the \$275,000 Skagit Flood Project. The Daily Mercury of Anacortes was also reporting good news for Skagit

United States Department of the Interior
National Park Service

APR 25 1991

National Register of Historic Places
Continuation SheetSection number E Page 91 USPS - WASHINGTON

County in July. Three canneries were gearing up for the new salmon season and \$1,173,000 in new road jobs would be completed in the county under the WPA. The annual Marineer's Pageant would open August 4. The laying of the federal building cornerstone, highlighted by an address by Congressman Mon Wallgren, would "formally launch the pageant." The edition of that day described the type of construction that went into the reinforced concrete, steel-frame, two-story red brick structure.

The next day, the Mercury summarized Wallgren's talk. While he did not favor a tariff to protect the pulp industry, he did favor a quota agreement similar to that which had been done with shingles. As far as the talk of war, he favored an "adequate" army and navy, but objected to fighting in a foreign field. Finally, "at the close of this talk he wielded the trowel in placing the cement after a union card was supplied by a bystander when he said he had none and wondered how he was going to get by." A slight delay pushed the opening of the building from the end of August to September. An open house was held on the 9th by which date the post office, immigration offices and customs offices were moved into the businesslike Neo-Classical building.

At the beginning of August the Shelton post office dedication committee was looking for a band--the Olympia's crack American Legion band could not attend. Instead, the Elma Eagles Band played for the Masonic ceremony. On August 6, W.F. Meier laid the cornerstone and Congressman Martin F. Smith delivered the dedicatory address.

Snohomish's "modified Colonial" building was dedicated in an open house ceremony on August 19. Congressman Wallgren of Everett addressed the 2000 people who viewed the newly completed building. (Since the population would be 2,794 in 1940--only 106 more than 1930, almost everyone must have attended.) Pride in the building was evidenced in Tribune articles of August 11 and 18. They stated: "The \$54,000 building will form one of the city's most attractive business headquarters and the beautiful one-story brick structure houses many of the newest innovations in architectural design and equipment..." "Experts say the building is one of the state's finest post office structures." (The Snohomish design is a duplicate of Camas and Shelton with the follow-

APR 25 1991

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 92 USPS - WASHINGTON

ing exceptions: in Camas the roof is a gable, rather than hipped; and in Shelton the cupola has been omitted.)

The one-story Toppenish Post Office opened for business on August 23. A Classical architrave around the entry and a hipped roof provided a hint of the American Colonial to the otherwise plain red brick box. Though it did not have the space for the Indian agency as originally hoped, it would meet the postal needs of the 3,600 or so city residents.

Shelton's "modified Colonial" building opened to public dedication on September 21. Not only was the "long awaited" post office now open, but the proposed \$70,000 PWA gym project was approved by an overwhelming ballot. Perhaps the reopening of the Rayonier and Reed mills (wood products) and nearly 400 workers receiving paychecks helped.

Now that the last post office event of 1938 has been completed, it is appropriate to slip back a couple of months to July and introduce the final wave of federal post offices constructed in the state "with a view to relieving country-wide unemployment." The wheels of progress that have been turning relatively slowly in Camas, Kent and Sedro Woolley will speed up in 1939.

"Federal Building Allocated Here By Postmaster Gen'l," announced the Okanogan Independent on July 5. The Omak Chronicle from just a couple of miles up the Okanogan, told the same news on that date. Congressman Charles H. Leavy (D) of Spokane reported that \$147,000 would be spent on the building which would house the post office on the first floor and forest service, soils offices and other federal agencies on the second floor. It would be a fitting addition to the county seat and its 1,700 residents. The really large appropriation of local interest came on July 26 when it was reported that \$13,005,000 had been approved for construction of the Grand Coulee Dam (50 miles east on the Columbia River).

"Lynden Will Get New Post Office," was reported by the Tribune on July 7. Congressman Wallgren was spreading more federal funds around his district. Lynden's share for the post office was announced to be \$80,000. In other news of the day, bank deposits reached almost \$1.3 million and Lyden

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 93 USPS - WASHINGTON

was growing (it population only increased from 1,564 in 1930 to 1,696 in 1940). "New Federal Building For Clarkston," was the next day's report by the Herald. Mayor Lint had received a telegram from Congressman Knute Hill which stated: "Just advised funds allocated today for acquisition and site and erection of federal building Clarkston. Congratulations." The Herald named the Chamber of Commerce Federal Building Committee and gave thanks:

Credit for this splendid achievement should be given to local citizens who have laid the groundwork for the past 10 years of a new post office and federal building in this city, whose efforts have been brought to a climax through their own efforts in cooperation with their congressman.

"RAYMOND TO GET FEDERAL BUILDING," was banner news of the Raymond Herald a week later. Postmaster Smith revealed that \$80,000 was forthcoming. A Chamber of Commerce committee was appointed to assist in finding a site. The news of the federal building culminated a half year of improvement in the local economy: port revenues were up; three lumber and shingle mills that had shut down in 1937 reopened (only to close and reopen); Willipa Harbor was slated for a \$100,000 federal improvement project; and Pacific County was the recipient of \$500,000 in WPA funds for road work.

Later in the month, the site quest began in earnest. The Raymond Herald advised, early in the game, what other cities had learned the hard way--the "...impression that the Chamber of Commerce has any say in choosing location is wrong"--only the Postal Department will chose. In Clarkston, its Herald referred to the "federal building site enigma." As observed: "All of the site salesman are holding on to the last minute, and keeping things up their sleeves." In August though, nine sites emerged from the sleeves in Clarkston, four in Raymond, twelve in Okanogan and sixteen in Lynden. In October routine site selections were made in Raymond--although the government opted for the \$1,550 site rather than the \$1 businessman's special; Clarkston--the historic Masonic temple would be moved and the Masons, \$2,000 richer; and Okanogan--the Boardman Building would be sold and moved for \$4,000. The sorting of Lynden's sixteen sites must have taken longer, for that site was not chosen until December.

APR 25 1961

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 94 USPS - WASHINGTON

The four towns in which sites had just been selected and the one remaining town which would get a federal building, Omak, were listed in House Document No. 177, of February 2, 1939. Entitled "Public-Building Construction Projects Outside the District of Columbia," it listed all projects selected under acts approved August 25, 1937, and June 21, 1938, and prior authorizations; and projects remaining eligible for consideration under future authorizations.

The report listed 67 projects in Washington State: 52 post offices--15 of which were already completed, 3 which would be completed in 1939, 5 not yet under construction, and 28 which would never be appropriated or built under these programs; 3 remodel and expansions; 5 border stations; a quarantine station; a Marine hospital; a U.S. court house; a federal office building (Tacoma); and 3 other projects. The total cost of those projects actually built was \$7.887 million; another \$2.617 million was proposed but never authorized. Towns such as Aberdeen (awaiting its second federal building) Bothell, Cashmere, Castle Rock, Chelan, Cheney, Chewelah, Ele Elum, Davenport, Dayton, Edmonds, Elma, Enumclaw, Goldendale, Grandview, Kennewick, Mason City, Monroe, Newport, Pomeroy, Port Orchard, Ritzville, Southbend, Sumner and Winlock would see their names on lists--especially at voting time--but never the one that counted. Some of these towns were larger than those receiving federal post offices and others were county seats, but the events of December 7, 1941 shifted priorities elsewhere.

On the same date that the house report was issued, ground was broken in Sedro Woolley for its red brick post office. The work was needed--men were being dropped from the WPA work rolls. A.F. Mowat, for \$57,737, was completing the work. Joseph Anderson, of Portland was working on the \$53,333 building in Camas. In Kent, construction bids were finally called on March 16. It appeared that Congressman Coffee's campaign promise to local businessmen--"that he would work unceasingly for a federal building"--would soon turn to concrete, steel, brick, and stone.

An A.F. Mowat crew would also be working on the Kent federal building. The \$58,500 building that would be under construction by mid-June was aptly described as an imposing red brick structure with a design that will be completely

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 95 USPS - WASHINGTON

"utilitarian," and will follow the modern trend which has found beauty in straight lines. But before construction the question arose: "Indiana limestone or Washington terra cotta?" City council went on record favoring terra cotta.

March 17 brought the news to Raymond that an additional \$20,000 had been allocated for its federal building; a total of \$95,000 was now available. The preliminary plans revealed a one-story brick building with a rear wing for government offices. The Herald also noted that postal receipts were up despite the slump of local business conditions--harbor shipping for 1938 was the lowest in eight years.

Construction fever was rising among Lynden boosters. According to the April 20 Tribune--which had started to build its new reinforced concrete building next to the post office site--Lynden's progressive businessmen were urging Wallgren to endeavor to start construction. They were also requesting the use of 100% Lynden labor and Washington products. Finally they advised Wallgren: "It has been brought to our attention that the federal post office projects completed in other towns in the state are of almost obsolete design, and we do not wish to see this type of building erected in Lynden."

"Allocate \$73,000 For Post Office Building In Omak," was the long-awaited news reported by the Chronicle on May 26. By June 20, nine site offers were in federal hands.

In July, work on the post offices in Sedro Woolley and Camas was nearing completion. Sedro Woolley's "handsome" building--which featured hardwood floors from local mills--would be dedicated August 26. The Post-Record reported that the Camas post office would be ready in September for a gala cornerstone ceremony. It also described, almost with a hint of wonderment, the building's construction.

No such building has ever before been constructed here--but it is constructed exactly as the government builds its buildings. The new post office could be called a "bomb proof shelter"! The basement at least.

Concrete, reinforced with steel forms the footings, the basement walls, and the first floor of the building is a

APR 25 1988

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 96 USPS - WASHINGTON

concrete and steel slab many inches thick. The brick walls are 12 inches thick, waterproofed on the inside, then two-inch partition tile, then plaster....

Above the first floor is a structural steel frame, the roof framing is 2-inch wood and on the front part of the building 16-ounce copper provides the roofing. ...

Six hundred witnessed the laying of the Camas corner-stone on August 15. Declaring it "a symbol of a great democracy and its ideals, Ambrose O'Connell, Second Assistant Postmaster General, dedicated the building. Congressman Smith said that the occasion marked the realization of a dream of his and of the public spirited citizens who worked so long for adequate postal facilities.

Sedro Woolley formally dedicated and "threw open to the public" its federal post office on August 26. Two days before, the Courier-Times devoted almost all of page one to the event. It included photos of the first and present postmasters, and the building; a full program; an invitation from the postmaster; and an article describing the building. An uncomplicated modern building of straight lines, as used in Kent, also sufficed in Sedro Woolley since the buildings were identical; red brick, topped by a broad stone band, and punctuated by five rectangular bays. Only the symbol of the nation, the eagle, was given embellishment--in the form of a grille above the main entry.

Uncle Sam took possession of his Camas building on October 1 after a Saturday night open-house party with the townspeople in attendance. The news bracketing this important event was mixed. The war in Europe, and its potential to engulf the United States prompted an editorial on September 21 entitled "Neutrality." On the same day, "Plea Against War Sent FR." On October 19, the paper mill ran at capacity for the first time in 12 years. And on the 26th, low bids gave assurances that a new city hall-library would be built.

Moving from the banks of the Columbia River to the shores of Willipa Bay, six prominent civic leaders dug into soft ground with a "golden shovel" while the high school band played 'America'. Raymond's federal building was underway. The following week, on December 1, the Herald revealed a

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 97 USPS - WASHINGTON

photo of the \$95,000 federal building--in actuality it was the new Camas building, which was described as being identical in every major detail. George Isaacson of Portland would erect the brick structure under a \$73,475 contract.

In the Green River Valley, the cornerstone of the Kent post office was laid in steady rain. On that first day of December, Congressman John M. Coffee addressed audience at the "impressive and colorful ceremonies." As December turned to snow in the Okanogan, the plans for its first federal building were revealed as bids were being called. In Lynden, Van Werven, Rossendaal, Boerhave & Van Andel received the contract to build their federal post office with a bid of \$49,365. It was rare that local contractors in small towns won such jobs, but such was the will of the business community in the city of strong Dutch heritage. At December's end, Congressman Leavy advised the Omak Chronicle that title on the \$5000 Harris Hall site would soon be cleared, and that the architects were working on the plans.

Mayor R.E. Wooden told the 1000 people attending the dedication of the Post Office that this was "one of the major progressive strides made by Kent during the past two years." The article of February 1, 1940 described the event made possible by "forward-looking civic organizations and public-spirited persons." An estimated 3000 people inspected the building during its open house (Kent's 1940 census--2,586).

While congratulatory phrases were sung in Kent, the signs of protest waved in Raymond. "Postoffice Construction Is Halted." Workers on strike. The six workers and their Builders & Construction Laborers Union did not feel that the present wage--62.5 cents per hour--met the minimum standard of the community. By the next week, the Herald could report that work resumed--laborers would get 75 cents and carpenters and helpers, 85 cents. At the same time, the earth was awaiting concrete in Lynden and A.F. Mowat won the \$99,984 contract for Okanogan's federal building.

The building that Mowat would erect in Okanogan seemed to be more than simple bricks surrounding steel frame. According to W.E. Reynolds, Commissioner of Public Buildings:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number E Page 98 USPS - WASHINGTON

Architecturally, the building reflects this multi-purpose function in the importance given the second floor. Its symmetrical facade recalls the forthright simplicity and dignity of our public buildings along the Eastern Seaboard in Colonial and early Federal years. Here is the same honest use of brick walls, unbroken by panel or pilaster; the same double hung windows of wood, which carry the main burden of adding beauty to a strictly functional building, have evidently received the designer's most careful study in proportion and spacing.

As winter snow receded from the Okanogan, ground was broken for the building. By March 23, excavation was complete.

In May, preliminary census data began reaching the pages of local tabloids. Raymond boasted a growth of over 200; from 3,828 to 4,045. "Good growth in Okanogan," told of an increase from 1,519 to 1,735. Omak grew from 2,547 to 2,918. The Okanogan Independent also reported an increase in county population of over 6,000; but noted, on the other hand, that the number of farms had declined by almost 100 from the 1935 count of 2,539. Wenatchee, the northcentral area's major city remained virtually the same at 11,620. Clarkston claimed 3,116 residents, up from 2,870. On the whole the state's population increased from 1,563,396 in 1930 to 1,736,191. Its rate, however, was slightly lower than the two previous decades. Increases in Seattle (2,719), Spokane (6,487) and Tacoma (2,591) were minor. The cities that made the largest relative gains were Bremerton, Vancouver, Pullman, Ellensburg, and Toppenish. Cities with losses included Bellingham, Anacortes, Everett, Port Angeles, Aberdeen, Chehalis, Centralia, and Montesano.

It was nearly summer before Okanogan's sister city, Omak got word that Congressman Leavy had received plans for its federal building. It too would be a brick Colonial building, but would contain only the post office in its single story. A couple of days later, June 7, L.F. Dow of Los Angeles won the contract to build the Clarkston federal building with a bid of \$55,000. A June 27 progress report from Lynden found that "Uncle Sam has half a post office now." Mr. Skilling, U.S. Postal Inspector, said a flag pole would be installed and a flag raised on Armistice Day: "If we can't hang the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 99 USPS - WASHINGTON

flag, then we'll hang the contractors!" On July 27, the cornerstone of the Northwest's first specially designed courthouse was laid in Seattle. It was completed in August.

With the approach of fall came patriotic speeches and Masonic rites as post offices neared completion. The Masons convened at their Temple in Clarkston, joined a parade headed by the Clarkston High School "state championship band" and marched down 6th Street to perform the ceremony. As reported on September 13, the "crowning event" was the placing of the copper box--with its historical contents--within the stone. In a "rare occasion to a town the size of Okanogan," its cornerstone was laid on September 20. Per the Independent, thousands jammed the area to witness the first time event.

A month elapsed before the stones in Lynden and Raymond were consecrated on the last Saturday of October. "Ceremony is impressive," stated the Raymond Herald of November 1. The high school band played, the community sang, the VFW and Boy Scouts raised the flag, city and postal officials orated, and Congressman Smith laid the cornerstone. Smith reminded those who cast ballots of Uncle Sam's generosity: "...expenditure of \$95,000 for the local structure [the first and only in Pacific County] was but a part of the \$2,079,702 of federal funds that had been expended in Pacific County between March 4, 1933 and June 1939." Although not mentioned by Smith, Willapa Harbor was now served by another project of the administration, Bonneville Power--the connection to the grid was made in the past week.

"Hog Wild" day in Lynden featured the cornerstone ceremony as but one of the events in a day that would include exceptional bargains at the stores and a free Mickey Mouse matinee at the Liberty. Judge Hobart Dawson of the Whatcom County Superior Court presented the main address at the "Inspiring, patriotic ceremonies."

"\$90,000 POSTOFFICE TO OPEN MONDAY," graced the banner of the November 29 edition of the Raymond Herald. The new building would be open to handle the Christmas rush. Apparently, the delay in delivery of some of the interior materials--because of "war defense orders"--had not been as long as expected. "Okanogan New Post Office Occupied Yesterday,"

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 100 USPS - WASHINGTON

accompanied a photograph of the newly completed building in the Independent's December 3 edition. A special cancellation stamp would be used to honor the occasion.

The two weeks preceding the dedication of Lynden's new federal building was filled with anticipation. On November 21, the speakers were named. Up from Everett would be Congressman-elect Henry M. Jackson (D) and Senator-elect Mon Wallgren. The next week's edition of the Tribune discussed in detail the plans for the event, recounted the postal history of the community, included an editorial, and devoted a full page for a description of the building and congratulatory ads. According to the Tribune, the building "marks a progressive step for the city." "Erection of the fine new building will prove a stimulus for future improvements here. Lynden is going ahead and its post office is now in keeping with this splendid modernization movement." It described the modern "architectural concrete construction," a design secured by pouring concrete into specially designed forms. Indeed, its one-story building of poured-in-place concrete was rare in federal construction. In the state, only the U-District Post Office used this method. (The design itself, however, is a duplicate of Renton and Centralia.)

Henry M. Jackson delivered the main address at the dedication ceremony of November 30. Wallgren, the person responsible for gaining Lynden its federal gift, was not able to attend. Business leader Einar Simonarson expressed gratitude to the people of Lynden for getting the building. He pointed out: "...dedication of a new post office in Lynden was of particular significance as an expression of faith in the future of this community."

As the year 1941 was in its infancy, the "Elephant" passed on. The "White Elephant," which had served as a school, church, lodge hall, store, beauty shop, and living rooms at various times in its career since it was built in 1907 when Omak was platted, was being razed. Matson & Potucek of Tacoma, with a bid of \$58,370, would replace it with the new post office. With the "Elephant" down, excavation began in late February.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number E Page 101 USPS - WASHINGTON

Although the Clarkston Post Office--"after being an orphan of the streets since its being established"--found its permanent home on March 9, the official dedication would be reserved for May 10. "The new building," as boasted the Herald, "is the pride of Clarkston and Asotin County and will be the United States headquarters in the county for all federal activities." The dedication would "wrap up" Clarkston's week-long music fete. As reported on May 16, the dedication followed a "colorful parade," a baseball game, and "spectacular outdoor music pageant." Boy Scouts, the VFW, local civic groups, the 85-piece high school band, and while the parade was advancing, three transport planes of Zimmerly Brothers Air Transport performed advance maneuvers ahead. Mr. Arnold left the 3000 people attending the event with the following thought: "I dedicate this building to the community. Men may rise and fall but the community will live forever. I dedicate this to the U. S. of A. and particularly to the fundamentals of democracy." He added that the cost of killing in wars of Caesar's time was 75 cents; in Napoleonic time, \$12; in WWI, \$2,000; and the present time, \$15,000.

"POST OFFICE CORNERSTONE CEREMONY TODAY," was the banner news of the September 5 edition of the Omak Chronicle. Life had gotten much more complicated since Omak's first postmaster, Mrs. Rebecca Lucas, affixed a dinner pail to the post office wall for the mailbox. Postmaster Mitchell would have 620 boxes in his new building. A large crowd attended the Masonic rites and listened to Mithcell tell the history of their post office. This event would mark the end of an era. It would be that last of the federal cornerstone ceremonies for decades to come. Those communities on the wish lists of "buildings to be" would not enjoy similar experiences. December 7 would shift hopes elsewhere and move the state and nation to a new era. The Omak Post Office was open for business--without fanfare--on January 26, 1942.

In summary, Washington received 45 federally-constructed post offices between 1893 and 1941. One--the 1909 Seattle Federal Building--has been razed. Eight are no longer used as post offices. These include Wenatchee's 1918 and 1938 buildings which function as a museum complex; the Mt. Vernon (1936) and Snohomish (1938) buildings which are also in city-ownership; the Ellensburg (1937) and Aberdeen (1938)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number E Page 102 USPS - WASHINGTON

buildings which are owned by school districts; Pullman's 1931 post office which is used as a movie theater; and Auburn's 1938 post office now house a King County Health District branch clinic. Seven are administered by GSA and continue to serve the federal government; some with postal stations. These include: Spokane (1909), Yakima (1912), Bellingham (1913), Olympia (1914), Everett (1917), Pasco (1932), and Port Angeles (1933). The remaining twenty-nine buildings continue to function as post offices under the ownership of the U.S. Postal Service.

APR 25 1991

F. Associated Property Types

I. Name of Property Type Federally-constructed post offices/federal buildings

II. Description

CHARACTERISTICS OF POST OFFICE FUNCTION, DESIGN, AND PLANS

The design features of federally-owned post offices are based on functional considerations, although to some degree politics entered into site location, building size, and materials. Plans were standardized with some consideration given to special conditions of the local area and the attempt to provide a degree of individuality to the buildings of different communities. In most all cases, however, the dimensions and building envelope were set with variations limited to minor arrangement of functional areas, use of lobby materials, facade treatment, and use of exterior materials.

III. Significance

The significance of the properties included in this nomination lies in the following areas: architecture, politics/government, and art. Two other areas--community planning and economics--also have some relevance to the properties included in the nomination. The significance within these latter categories, however, are less clearly defined and relate not to the major influences of specific buildings within a community but to general trends. For example, the initial appropriations for the Colfax MPO and Pasco FB, even though they were not constructed until the early 1930s, are associated with the major growth periods of their cities in the same way that the Depression Era buildings are associated with the broad economic patterns of the nation, rather than with identifiable economic impacts to the community resulting from a building's construction.

IV. Registration Requirements

The threshold factor for consideration in this group is that the building had been constructed by the federal government as a post office or federal building in which the post office was a major element. These buildings are significant to a community, particularly a smaller community, as a symbolic link to the federal government. They represent the recognition by the federal government, in the form of a public building, that a community had achieved stability and permanence. Architecturally, through the use of traditional design forms and quality materials, the buildings were intended to convey the appropriate image of the federal government. Thus, only in rare cases did local tastes influence the design that Uncle Sam felt appropriate for a community.

See continuation sheet

See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

The multiple property listing for U.S. post offices in Washington is but one in an overall program being undertaken by the Postal Service to survey and document all USPS-owned, federally-constructed post offices/federal buildings in the Western Region that were constructed prior to World War II. The same basic survey procedures, property analysis, contextual period, and evaluation format have been maintained throughout the program. The contextual period for each state begins with its first federally-constructed post office and ends with WWII when federal construction programs shifted to the war effort and were subsequently revised.

Survey methodology for each property included the following: field surveys; interviews with local post office personnel; consultation with local planning agencies, libraries, and historical societies; review of assessors' records; and review of available federal statutes and reports of the Office of Supervising Architect, Department of the Treasury, and Congress. The field survey involved building

See continuation sheet

H. Major Bibliographical References

See continuation sheets.

See continuation sheet

Primary location of additional documentation:

- | | |
|--|---|
| <input checked="" type="checkbox"/> State historic preservation office | <input type="checkbox"/> Local government |
| <input type="checkbox"/> Other State agency | <input type="checkbox"/> University |
| <input checked="" type="checkbox"/> Federal agency | <input type="checkbox"/> Other |

Specify repository: Facilities Service Center, San Bruno, CA

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United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number F-II Page 1 USPS - WASHINGTON

1. Functional Categories

Functional categories cannot always be clearly defined. But generally, post offices/federal buildings can be placed in the following broadly descriptive divisions. The funding appropriated for construction, design, and use of building materials were influenced by these categories. The categories, based upon the size and annual postal receipts of the respective communities, determined the type of post office a town might hope to receive. The broad categories that would apply to Washington post offices are discussed below.

a. Small, Single-purpose Post Offices

These buildings were constructed in small towns and, in the case of metropolitan areas, neighborhood areas within the service area of the main post office. Toppenish, Lynden, Colville, Camas, Montesano, Omak, Centralia, Prosser, Clarkston, Kelso, and Sedro-Woolley MPOs are examples of this functional category.

b. Small, Combined Post Office and Federal Building

These facilities were also located primarily in small communities, usually in communities somewhat isolated from the larger cities that served as regional centers. These buildings typically covered the same ground area as the single-purpose buildings but carried an additional one or two floors to provide office space for Federal agencies. The primary function of the building was to provide postal service to the community. Examples of this building type include the Longview, Chehalis, Sunnyside, Hoquiam, Colfax, Okanogan, Vancouver, and Raymond MPOs.

c. Combined Post Office, Federal Offices, and Federal Court

Constructed in major regional centers, the post office, Federal courts, and often various federal agencies were also housed in these structures. The federal buildings in Tacoma, Port Townsend, and Walla Walla are examples of this building category.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number F-II Page 2 USPS - WASHINGTON

2. Design

Design styles of the Washington post offices during this period vary, although they are all rooted in Classical design principles and, therefore, display common characteristics. The twenty-three post offices included in this nomination (including Port Townsend and Longview which are in historic districts) and the ten other federally-constructed buildings already listed in the National Register represent the spectrum of federal design styles used in Washington and are thus representative of the state as a whole.

The typical post office is a rectangular box, ranging from one to three stories in height with the first floor set on a raised platform (basement) three to five feet above grade. The facades are flat with nominal articulation, usually less than one to two feet. Articulation is provided by either projecting the central section of the front facade slightly beyond the corners or by recessing the central section relative to the corners. The facades are symmetrical and well-proportioned, with the principal entry centered on the long axis in all but rare cases. The entry is flanked by lamps, either free standing on buttresses flanking the entry platform or affixed to the wall. Windows are also symmetrically arranged. The roof is either flat or hipped and in most cases terminates behind a low parapet.

Variations in facade treatment are provided by the inclusion of historical architectural elements and by use of materials. Brick is the most-used facing material. Stone is rarely used for the entire facade and is generally limited, as is terra cotta, for use on detailing (sills, belt courses, cornices, etc.). The evolution of the modern influence can be traced by the change from distinct facade treatment such as columns or pilasters, full capitals, full entablatures, and cornices to piers dividing bays, stylized capitals or none at all, belt courses to suggest entablatures, and coping to replace cornices. Roofs also provided stylistic variation but are limited to flat or hipped.

The stylistic variations of the facade treatment, or design types, are discussed in the following section, titled "Glossary of Stylistic Terms."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number F-II Page 3 USPS - WASHINGTON

3. Plan

The plan is based on functional considerations and displays the same general characteristics for both large and small buildings. The first floor plan is rectangular with the public area oriented to the primary entrance. The main entry provides access to the lobby via an entry vestibule. The approaches from the vestibule to the lobby are, in most cases, lateral, one at each end of the vestibule. The lobby is elongated, running along the front side of the building, with the postmaster's office at one end. Service counters along the lobby face the entry and post office boxes are arrayed to the sides of the counter area. The opposite end often contained the registry/money order office, though this room has been typically replaced by lobby expansion in the demand to provide additional post office boxes. The postmaster's office contains a restroom. The vault is located adjacent to the postmaster's office, typically opening to the workroom area. In larger post offices, additional offices are provided for the assistant postmaster and administrative personnel. These offices are also located adjacent to the postmaster's office or at the opposite end of the lobby.

The workroom, where the mail sorting takes place, is located behind the lobby and counter area and occupies the entire rear of the building. Restrooms and swing rooms for personnel are located immediately off the workroom, on a mezzanine level if provided, or in the basement. The loading vestibule, which provides access to the loading platform, is located to the side or rear of the building. If additional floors are provided, the stairs are located at the end of the lobby. The additional floors, are, in most cases, U-shaped and open to the rear. The central court is open so as to allow the provision of skylights (which in most cases have been covered over). In buildings with a federal court, the courtroom was placed in the open area of the "U", thereby creating a rectangular plan. Offices and activities associated with the court occupied the perimeter of the building in a "U" configuration.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number F-II Page 4 USPS - WASHINGTON

GLOSSARY OF STYLISTIC TERMS

This glossary discusses the terms used to identify architectural styles in this report. The process is complicated by a lack of consensus among architectural historians on what to call various styles, and by some confusion on the part of the buildings' architects themselves. Most of the architects discussed in this report adhered to the decorated shed concept; that is, the shape of a building was predefined as a classical box, and the style was determined by adding the appropriate ornamentation. The dates given for the styles are somewhat later than for their eastern counterparts. As a final note, federal design was often eclectic. In other words, various styles and stylistic periods might be interwoven in the design of a single building. Thus, a building design may not clearly fit into a specific stylistic category, but instead cross into other closely related styles.

Richardson Romanesque (1870-1900)

These buildings are characterized by the straightforward treatment of stone, broad roof planes and the select distribution of openings. The overall effect depends on mass, volume, and scale rather than enriched or decorative detailing. The uniform rock-faced exterior finish is highlighted with an occasional enrichment of foliated forms on capitals or belt course. The facade is punctuated with transomed windows set deeply into the wall and arranged in ribbon-like groups. The large arched entry without columns or piers for support is most often used. Towers are short and chimneys are usually squat so as not to distract from the building's solid shape.

Beaux-Arts Classicism (1890-1920)

This term is used rather loosely to describe buildings derivative of the design ideology taught at the Ecole des Beaux Arts, the leading architecture and art school in France during the 19th and early 20th centuries. In this nomination, only the American interpretation of this school is relevant.

The style is characterized by its grandiose compositions with an exuberance of detail and variety of stone finishes. Highlights of the style are projecting facades or pavilions

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number E-II Page 5 USPS - WASHINGTON

with colossal columns, sometimes grouped in pairs with enriched moldings and statuary. Windows may be enframed by free-standing columns, balustraded sills, and pedimented entablatures. Pronounced cornices and enriched entablatures are topped with a tall parapet, balustrade, or attic story.

The following two classifications (Neo-Classicism and Second Renaissance Revival) can also be categorized under the heading of Beaux-Arts Classicism since they derived from the Classic Greek and Roman forms.

Neo-Classicism (1900-1920)

Neo-Classical style is based primarily on the Greek and, to a lesser extent, the Roman architectural orders. It can be distinguished by symmetrically arranged buildings of monumental proportions finished with a smooth or polished stone surface. Colossal pedimented porticos may highlight the facade flanked by a series of large pilasters. Windows are predominantly large single-light sashes. Parapets and attic stories are popular but roof lines are devoid of statuary ornamentation. Arches or archways are generally not employed and enriched moldings are rare.

Second Renaissance Revival (1890-1920)

This refers to an academic style not at all incompatible with the Beaux-Arts style. The inspiration for this style is derived from the Northern Italian Renaissance. The term refers not to a Second Renaissance, but to the Revival; the Renaissance enjoyed popularity earlier in the 19th Century (1840-1890).

Scale and size distinguish the later Revival from the earlier Renaissance Revival. Larger buildings (usually three stories high) are organized into distinct horizontal divisions by pronounced belt or string courses. Each floor is articulated differently. For example, if the Doric Order or rustication is used on the first floor, the upper floor will be treated with a different order and finish. The window trim usually changes from floor to floor. Enriched and projecting cornices are supported with large modillions or consoles. The roof often is highlighted with a balustrade.

United States Department of the Interior
National Park Service

09 25 1971

National Register of Historic Places Continuation Sheet

Section number F-II Page 6 USPS - WASHINGTON

Colonial Revival (1870-1920)

Often a combination of various Colonial styles with contemporary elements, the Revival building is larger than the Colonial and some of the individual elements are exaggerated or out of proportion with other parts of the building. Details such as an eighteenth century swan's neck pediment or Flemish brick bond can be found on a building with large single-light windows and/or large entry porches or porticos.

Starved Classicism (1930-1942)

Also referred to as PWA Moderne by some writers, Starved Classicism was the dominant mode of government construction during the 1930s and it is a direct descendant of the Supervising Architect's earlier Beaux-Arts-inspired buildings. The facade and plan of these buildings remain symmetrical; the primary shift is in the ornament. Starved Classicism, in an effort to reduce costs and speed construction, eliminated or reduced ornament to a minimum. The ornament that was used often owed a stylistic debt to the Art Deco style of the twenties.

The term Starved Classicism was used by Lois Craig, Director of the Federal Architecture Project for the National Endowment of the Arts, in describing the "modern" architectural style that was derived from the Classical but stripped and simplified to provide in her terms: "a gaunt, underfed, 'starved' classicism, denoted as much by white masonry and the rhythm of wall and window as by vestigial columns" (The Federal Presence, p. 282).

Mediterranean Revival (1915-1940)

This term is used to describe eclectic buildings that combine various stylistic elements characteristic of the Mediterranean region, specifically Italy and Spain. Spanish Colonial Revival, Italianate, and other derivative styles are included under this category. Generally the Mediterranean styles are characterized by low tile-clad hipped roofs, round-arched window and door openings, but are less ornate than the Spanish Colonial Revival and Italianate styles.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number F-III Page 1 USPS - WASHINGTON

All but one of the nominated buildings were selected for their architectural significance, as being well-crafted and well-maintained or notable examples of their style. They represent the evolution of federal design philosophy and public building programs as influenced by international design movements and federal funding policies. Essentially, the buildings constructed prior to 1926 represent the first of the comprehensive federal building programs (although greatly curtailed between WWI and 1926), while those constructed in the 1930s represent the transition of design and construction programs in response to the national economic emergency. The buildings constructed in the early 1900s typically represent their communities' early development, whereas those of the mid-to late-1930s stand as monuments to the massive federal building programs of the Depression.

In all cases, the various construction programs under which these buildings were constructed linked local communities to the federal government. In smaller communities, these properties were the first federally-constructed buildings and the sole representation of the federal presence. Most remain the community's only federal building. As such, the construction of a federal building/post office was a major community event which not only involved local politics (involving economics and community development) but also the interaction with national elected officials. As a result, these buildings in their architectural form exhibit an important symbol of the federal government and its relationship to the local community.

Ten Depression era post offices, Bremerton, Centralia, Toppenish, Clarkston, Colville, Kelso, Lynden, Prosser, Sedro-Wooley, and Camas are exceptional in the category of art, as they house murals or sculpture from the New Deal arts programs.

Specific areas of significance are addressed below. The following criteria explain the ways in which National Register Criteria A, C, and D relate to these post offices. They are divided by areas of significance, level of significance (national, state, or local), and level of integrity needed to qualify as significant. The headings also indicate which of the three National Register criteria was judged to be most relevant for each area of significance.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number F-III Page 2 USPS - WASHINGTON

A. ARCHITECTURAL SIGNIFICANCE

1. Local Level

a. Criterion C

The post office is of local importance as one of the most monumental, imposing, or sophisticated buildings in a town. For example, this is true of the Sunnyside MPO which is one of the city's most imposing buildings. All of the post offices included in this nomination are locally important and, in most cases, locally unique examples of a given architectural style. The Beaux-Arts-design buildings represent locally unique examples of a style common to government and certain commercial buildings, especially banks, in larger cities throughout the country.

It is doubtful that post office design discernibly affected the designs of subsequent buildings or a town's architectural history. Analysis of other buildings in communities receiving post offices indicate that there was little or no influence. The post office is a unique type. Though it plays an essentially commercial role in terms of land use, post office design did not follow design practices for commercial development, nor did subsequent development tend to imitate the style of the post office. There is a reason for this: post offices were designed to look like post offices; that is, certain symbols or signifiers were included as subliminal messages of the building's function.

b. Criterion A

The architectural signifiers and symbols also carry meaning and associative values beyond their mere physical appearance. A post office design is a record of the post office's and the federal government's self image, and of the image which the federal government wished to project to those it governed. A post office in a small town may provide one of the few, perhaps the only, such record of the demeanor of the federal government -- that of the monumental and the solidity. This is true for essentially all of the small town post offices considered in this nomination. The use of Classical or the traditional Colonial forms, such as those incor-

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number F-III Page 3 USPS - WASHINGTON

porated in the design of the Bremerton MPO or Okanogan MPO, reinforces the idea of a strong, stable federal government.

2. State Level

a. Criterion C

A post office may be aesthetically important on the state as well as the local levels, as an example of particularly fine craftsmanship, or as a sophisticated, imposing, and well-articulated example of its style or type. The Supervising Architect's office used standard designs for most post offices, but many have been altered in the process of modernization and expansion. As per National Register guidelines, a post office may have statewide significance because it is a first, an excellent example, or a prototype of a standardized design. The Clarkston, Camas and Raymond MPOs are good examples of standard designs found in the Western United States. None of the post offices in Washington are thought to be the earliest of prototype examples of standard design.

b. Criterion A

A group of post offices from different periods can, by the associative values contained in their architecture, act as a record of the federal government's self and projected images. Post offices in such a group would not have to be individually significant; the significance would lie in the relation of one building to another. In this nomination, all of the buildings have Beaux-Arts derived ornamental motifs although two represent the Starved Classicism style in which these motifs were substantially reduced and simplified.

B. POLITICS/GOVERNMENT AND ECONOMIC SIGNIFICANCE

1. Local Level

a. Criterion A

Research could not quantify the economic impact a post office had on a particular town and this may not be possible. An individual post office may, however, be an important local example of national economic trends and the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number F-III Page 4 USPS - WASHINGTON

federal government's policies in dealing with those trends. In particular, those post offices built during the 1930s as part of the accelerated public works programs under the Hoover and Roosevelt administrations are concrete examples of the New Deal and the Depression. In many cases, the employment provided by post office construction was an important local event. Also, the site selection process within a community was, in most cases, an event that brought into play the political and economic forces of the community. A post office may qualify as locally significant if it is the only, or one of the few, surviving examples of New Deal public works projects. Finally, the federal building/post office represents the presence of the federal government in the community and the recognition of the stability of that community. The efforts of a community to procure a federal gift involved local cooperation and involvement with national elected officials. This would apply to all of the nominated properties.

C. COMMUNITY PLANNING AND DEVELOPMENT

1. Local Level

a. Criterion A

A post office may have been constructed in a significant period in a town's development and, thus, act as a passive record of that development. A post office can be significant as an active participant in a town's evolution if it can be demonstrated that the building's siting played a role in the direction, shape, and nature of a town's growth or in the siting of other public buildings.

A post office may also act as an important document of a town's past, even if it did not have a particularly strong effect on its development. A post office may also be sited in a distinct district within a community and make a significant contribution when associated with the other buildings within that district. This is the case in Longview where the post office was considered by the city's planners to be an integral element in their civic center. Also, in Colville, the post office joins three other public buildings--country courthouse, city hall and Carnegie Library--on the four corners of the city's "civic center."

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number F-III Page 5 USPS - WASHINGTON

D. ART

1. Local Level

a. Criterion A

Murals in post office lobbies were, in many towns, the only examples of the Treasury Department's fine arts program. More so than even the architecture of the building, these murals represent the only example of trained artist's work easily and publicly accessible. These examples represent the federal commitment to public art in a form understandable to the common citizen. As such they have an historic association with the government's New Deal arts programs which were intended to bring art to small communities and provide relief to artists.

b. Criterion C

The murals, as an integral part of the decor of the post office lobby, represent a significant type, period, and style of artistic expression. The expression of the American Scene or the American Regionalism through public mural art represents a specific period in American art as promoted through the New Deal arts programs of the Depression era. The depiction of events or scenes that were representative of the local area was accomplished in a straight-forward style that could be enjoyed without possessing the interpretative capability of an art critic.

c. Criterion D

The symbolic content of a mural may have local significance in that it reflects a period in the community's history and the social or economic values of the community. As such, they are valuable documents of a region's local history and economy. This fact means that the murals derive much of their meaning from the context, not only of the post office lobby, but also of the town or county in which the post office is located.

United States Department of the Interior
National Park Service

APR 25 1991

National Register of Historic Places Continuation Sheet

Section number F-III Page 6 USPS - WASHINGTON

2. State Level

These murals, in the case of Washington, would have statewide as well as local significance for essentially the same reasons discussed above. The murals contained within the Bremerton, Camas, Centralia, Clarkston (wood carving) Colville, Kelso, Lynden, Prosser, and Sedro-Woolley, and Toppenish MPOs, for example, represent ten of only eighteen public artworks in the entire state that were placed in post offices. Therefore, these murals as provided to the communities and the state under the public arts programs are rare examples and serve as an important legacy to the state as a whole. They symbolize the federal government's efforts to bring public art to Washington and to illustrate the local context in the historical development of the state.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number F-IV Page 1 USPS - WASHINGTON

To meet the demands of growing communities, many post offices were expanded and others were sold without alteration and replaced by new facilities. While most of these buildings retain their integrity, some have had changes that affect the exterior materials, proportion, symmetry, and scale of the original facades. Of particular importance is the front facade or public face of the building. Expansions which extend the building to the rear or to the sides while not affecting the original front facade are not generally considered to compromise the building's eligibility.

There are some cases, however, when a building that has had an alteration of the front facade by addition may retain its eligibility (unless totally obscured). These include: (1) the building houses a WPA mural that is intact and was unaltered by building expansion; (2) the building is a prototype or a distinctive design type; and (3) the building was pivotal in the development of a community.

Post offices less than fifty years old will not normally be considered eligible for listing unless they meet the following criteria: (1) the building houses a WPA mural which is integral to its interior; (2) the building is a prototype or a distinctive design type; (3) the building was pivotal in the development of the community; or (4) the building was a major project in a small community during the Depression era.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number G Page 1 USPS - WASHINGTON

inspection; review of available plans, specifications, and progress photographs of building construction; photographing the existing building; and survey of surrounding land uses and other significant period buildings within the community.

After completing the field work and review of local historical information, a preliminary evaluation of significance was made. This was later supplemented by additional research at the Washington Historical Society Library. In addition to the USPS-owned buildings that were included in the initial survey work, the Washington State Historic Preservation Office (SHPO) was consulted to gather survey data on post offices no longer owned by the USPS (including GSA, state or local government, and private ownership). Information on these other surveyed buildings is used in comparative analysis and for contextual information.

In addition, inquiries were made to individuals or local planning agencies regarding former federally-constructed post offices that were not included on the USPS, GSA, or SHPO inventories, but that were listed in either newspaper accounts or federal appropriations. All of these non-USPS-owned buildings were visited.

It should be noted that the methodology outlined in the document "How To Apply National Register Criteria To Post Offices" (Bulletin 13, U.S. Department of the Interior, Washington, D.C. Fall 1984) was used as a guide in preparing this nomination.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number H Page 1 USPS - WASHINGTONMAJOR BIBLIOGRAPHIC REFERENCESBooks

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APR 25 1981

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Continuation Sheet

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Continuation Sheet

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Continuation Sheet

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number H Page 9 USPS - WASHINGTON

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National Park ServiceNational Register of Historic Places
Continuation SheetSection number H Page 10 USPS - WASHINGTON

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Continuation Sheet

Section number H Page 11 USPS - WASHINGTON

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