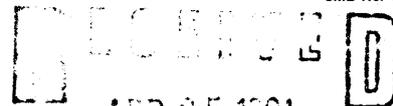


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United States Department of the Interior
National Park Service



APR 25 1991

NATIONAL REGISTER

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Tacoma Post Office Court House and Custom House
other names/site number Tacoma Downtown Station - Federal Building

2. Location

street & number 1102 South A Street N/A not for publication
city, town Tacoma N/A vicinity
state Washington code WA county Pierce code 053 zip code 98402

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
Historic U.S. Post Offices In Washington, 1893 - 1941
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

[Signature] 1-11-90
Signature of certifying official Date
U.S. Postal Service
State or Federal agency and bureau

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

[Signature] 12/15/89
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet. [Signature] 5/30/91

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

[Signature] Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

U.S. Post Office

U.S. Customs House

U.S. Court House

Current Functions (enter categories from instructions)

U.S. Post Office

U.S. Court House & Federal Building

7. Description

Architectural Classification
(enter categories from instructions)

Second Renaissance Revival

Materials (enter categories from instructions)

foundation Brick

walls Limestone

roof Elastometric

other _____

Describe present and historic physical appearance.

The Tacoma Federal Building is a three-story stone building on a raised basement platform. (A partial fourth floor extends the length of the building, but is behind the parapet.) Resting on concrete footings, the basement and above-grade walls are brick. Steel framing provides structural support. Granite faces the exposed portion of the basement walls and limestone the remaining stories. The facades of the Second Renaissance Revival building are symmetrical. The front facade is divided into three segments, an eleven-bay central section flanked on each side by slightly projecting three-bay wings. The three entry bays are centered. Round-arched bays on the first floor, rusticated stonework, engaged fluted columns, modillion cornice and balustraded parapet are among the details that define the facades. The roof is flat with an elastomeric covering.

PHYSICAL APPEARANCE

The elongated front facade faces east along 'A' Street. It is symmetrical and divided into three sections--an eleven bay central mass flanked by three-bay wings which project slightly. Smooth-face granite blocks face the exposed basement wall. A half-round granite molding articulates the watertable above which the Bedford limestone face begins. Horizontal rustication extends along the entire first story and provides emphasis to the corners of the end wings as they rise through the second and third stories. The rustication extends and is integrated into the voussoirs of the arched bays. A molded belt course demarks the juncture of the first and second stories as well as the upper limit of the rustication of the central facade section. Completing the third story is a full entablature. The letters UNITED STATES POST OFFICE COURT HOUSE AND CUSTOM HOUSE are incised in the plain frieze. Hanging from the slightly projecting molded cornice are block modillions, and resting atop is a balustraded parapet.

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The approach to the 'A' Street entrance (main entry) is marked by a decorative granite wall. Resting on a foundation of dressed granite blocks the wall is divided into five sections--three solid granite panels in the center and one balustraded section at each end (the center panel has been replaced). Approaches at each end of the wall curve to an intermediate parallel landing. A broad run of nine granite steps flanked by granite buttresses completes the approach to the entry landing. The centered main entry consists of double glass-panel doors (original revolving door replaced). Above is a molded transom bar (wood) and a three-light fan window. Originally there were three entry bays at this location but the flanking bays have been converted to windows--a solid wood lower panel, a three-light middle section and a three-light fan window (fixed wood sash).

The four window bays on either side of the entry landing are configured identically to the entry bays with the following exceptions: the sash is double hung; the rail between the main and fan windows is narrower; and the panel beneath the sash is stone.

The second and third stories of the facade's central section are integrated by the same wall surface and slightly projecting flat piers that divide the window bays. They are differentiated by varying the heights and detailing of the window bays. The second story bays are defined by molded surrounds, mock balconies (simulating balusters), and molded hoods (all limestone). The one-over-one-light wood sash is paired and double-hung. At the third story, the bays are shorter than those of the second and detailing is limited to molded surrounds. The sash is the same as described.

The wings anchoring the ends of the facade project approximately three feet from the central section and one-and-one-half feet from the corner. Within the rusticated first story is a centered semi-circular-arched window bay (same as described) with one flat-arched window bay on each side. The smaller flat-arched bays are framed by rusticated voussoirs and flat sills with plain panels beneath. They frame double-hung wood sash with one-over-one lights.

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The arrangement of the second and third stories follows that of the central section; however, a significant level of detailing has been added to accentuate the wings. Continuity is provided by extension of the first-second story belt course, use of low balconies--with actual balustrades, and retention of the same window heights and surround detailing. On the other hand, extension of the rustication through the second and third floors on the corners, half-round fluted columns dividing the three bays, and a segmental-arch hood over the central bay of the second floor distinguish the wings. In addition, the flanking bays contain single, rather than paired windows, and raised panels rather than hoods above the second story windows.

The north facade (facing 11th Street) contains the building's second public entrance. Divided into a three-bay central salient which projects above the single-bay wings, it conveys a strong sense of monumentality--much more so than 'A' Street. (This entrance--as did the former 12th Street entrance--provides access to the elevator and stair lobby from which the district court and federal offices are reached. The 'A' street entrance provides direct access to the post office lobby.) As with the east side, horizontal rustication embellishes the first story and the salient corners through the second and third stories to the molded architrave. Above the architrave--at the same level as the parapet rail of the flanking wings--is a plain frieze, pronounced cornice with modillions, and a balustraded parapet. The detailing is more strongly articulated than that of the flanking wings. Finally, to emphasize the importance of the facade, an elaborate cartouche occupies the central section of the parapet and extends above the balustade rail.

Entry to the north side is provided by five granite steps and a concrete handicap ramp. (The ramp and solid concrete wall extend from the east side of the entry platform to the east corner of the site. Construction of the ramp resulted in the removal of the granite buttress on the east side of the platform.) The entry consists of double glass-panel doors (original rotating door replaced). Overhead is a molded transom bar and a three-light fan window. The flanking semi-circular-arched window bays are configured identically to those original bays of the east facade.

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In a similar mode to the end wings of the east facade, the bays of the second and third stories of the salient are divided by flat pilasters. In addition, half-pilasters are set inboard of the rusticated corners. Mock balconies (as on the east central facade) delineate the bottoms of the second story bays and segmental-arch hoods, over molded surrounds, delineate the tops. Resting atop the hoods are the bracketed sills of the vertically-extended third story bays (courtroom level). Terminating the bays are decorative lintels (recessed edge with geometric relief pattern). The paired sash of the second story is the same as on the east facade. That of the third story, however, is wider. It is fixed and divided vertically into three sections--a wide center with narrow sidelights. Further, it is divided by a horizontal rail, at the upper one-quarter, into two sections.

The configuration and detailing of the side wing bays are the same as described on the east facade--all are flat-arched, one-over-one double-hung wood sash; the first floor bays are articulated by rusticated voussoirs, the second floor bays by mock balconies and molded surrounds, and the third floor bays by molded surrounds.

The south facade (facing 12th Street) above the basement level is virtually identical to that of the north. (The site grade drops from north to south thus placing the basement floor only slightly below grade.) There was originally a public entrance identical to that of the north, but it was closed and reconfigured to match the flanking window bays in 1931. The fifteen granite steps (straight run) were removed, the basement was reconfigured to extend the loading dock to the exterior, and a metal marquee was placed over the loading area. The original driveway and vehicle (wagon) entrance to the basement remains at the west corner of the building.

The west facade (facing 'A' Court) is the utilitarian side of the building. The exposure of the granite basement wall increases from north to south as the grade declines: only paired window openings, corresponding to the first floor bays break the stone wall. At the first story level, the facade is arranged identically to the east side, except that the rustication is limited to the end wings and there are no entries. The window bays, except one that is a niche, are configured with the same sash as those of the east side.

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Finally, a stone band above the molded belt course that corresponds with the balcony level of the east side, has been reduced to alternating pedestal and recessed stone (corresponding to balcony locations) sections.

Above the first story, the west facade exposes the U-shaped floor plan of the second and third stories as well as exposing the fourth story (which is not evident on the other facades). The end wings duplicate each other and reinforce the symmetry of the overall design. They are identical to those of the east side with the following exceptions at the second and third stories: the corner rustication, engaged columns, and arched window hood of the center bays have been omitted; the bays are shallower; and the widths of the window openings are identical (all have paired sash).

The wall of the second through fourth stories is set back 36 feet from the exterior facade plane. Flat-arched window bays with paired one-over-one-light double-hung wood sash aligned over the first floor bays occupy the three levels. The bays of the second and third stories are recessed slightly while those of the fourth story are flush with the wall. Detailing is limited to simple molded cornices at the juncture of the third and fourth stories, and the top of the fourth story.

The original roof over the first story was tin with skylights. Tin also covered the third and fourth stories and upper part of the court room. Subsequent repairs have resulted in the covering (or removal) of the original tin with concrete over the first story and elastometric material (plastic) over the other roof surfaces.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Politics/Government

Period of Significance

1910-1941

Significant Dates

Site acq.-1903
Const.-1910

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Taylor, James Knox, Supervising Archi-
tect/Federal Government

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

The Tacoma Federal Building is an essentially unaltered example of a large combined post office, federal office building, customs house and court house. A distinctive building, occupying the historic core of downtown Tacoma, the building exemplifies the Beaux-Arts tradition that ruled the Office of Supervising Architect during the early Twentieth Century. In the Second Renaissance Revival mode, the monumental building stands as a symbol of the federal government. As the city's first federal building, it is a legacy of those local citizens and their elected representatives in Washington D.C. whose efforts gained federal recognition during a significant era in the city's growth.

ARCHITECTURE

Constructed of Bedford limestone, the Tacoma Federal Building is a fine example of the Second Renaissance Revival design style. Distinguishing features include the horizontal rustication of the first story and building corners, the different articulation of each floor, projecting cornice with modillions, and balustraded parapet. The building is formal in its execution of an academic design style and carries the same design philosophy as the federal buildings in Spokane (1909), Seattle (1909; razed in 1950s), and Yakima (1912). They contrast with the rustic Richardson Romanesque style of the state's first federal building in Port Townsend (1893), and are of a grander scale than the subsequent buildings of Olympia (1914) through Wenatchee (1918). Finally, the design reflects the policies of the Supervising Architect, James Knox Taylor, in the adherence of the Beaux-Arts design tradition as the appropriate mode for federal architecture.

See continuation sheet

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As the city's first federal building and constructed during a significant period in its growth and development, the building symbolizes the recognition by the federal government of the importance of Tacoma. At the turn of the century, the fortunes of Port Townsend, which had the state's sole federal building, had ebbed and Seattle, Tacoma and Spokane were the booming state's major cities. Seattle had been allocated a federal building, and Tacoma and Spokane were lobbying for theirs. In 1902, funds were allocated for a site; the following year a site was selected and funds for a building were allocated. But, the prospect of an architectural design competition and speedy construction of the building were dashed when it was decided that if additional funds would be requested to meet the needs of the growing city, the competition should be postponed. The delay lasted five years. Bids for building construction were finally opened in 1908; a Spokane contractor got the job and would be using "foreign" Indiana limestone. Local business leaders, "From the standpoint of local pride,..." wanted local Wilkerson sandstone to be face their building. The Chamber of Commerce petitioned Representative Francis W. Cushman to gain the use of local stone. Uncle Sam's architect was impossible to sway, however, and the Bedford stone remained in the specifications. In spite of this, a July 17, 1910 article, reporting the formal opening, called the "Magnificent Limestone Pile" a monument to Cushman. According to the Ledger, the event lacked one feature--the presence of Cushman, who had secured the congressional patronage that made the great structure possible. "It was one of Mr. Cushman's greatest ambitions to see the building completed and tread its corridors, but Death willed otherwise."

LOCAL CONTEXT

Tacoma, once called "the City of Destiny," is on Puget Sound's Commencement Bay, with the Olympic Mountains to its west and the Cascade Mountains to its east. The community's primary industry has historically been forest products, which remains important today. Tacoma, the county seat of Pierce County, is the third largest city in the state, with a 1987 estimated population of 158,900.

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Settlement of Tacoma began in 1852 with the arrival of Nicholas De Lin to the scenic Commencement Bay area. De Lin, a Swede, started the industrial development of the community by building a small sawmill. Over the next decade a number of settlers staked homestead claims, including Job Carr, who arrived in 1864 and homesteaded on a site the Indians called Chebaulip (later to be Old Tacoma). The settlement's first post office was established in Job Carr's cabin (now at Point Defiance Park) in 1869. But it was General Morton Matthew McCarver, whose business was laying out cities in the wilderness, naming nonexistent streets, and selling property to land-hungry settlers, who saw the potential of the land which the Northern Pacific Railway might need for a terminus. McCarver bought Carr's homestead, platted a townsite, named the settlement Tacoma, lured in a major lumber mill (the Hanson and Ackerman Mill, in 1869), and began to boost Tacoma as a town with a future. In about 1870 (when the name Tacoma appeared for the first time on a map) the post office was moved to the mill office. In 1873 the Northern Pacific Railway, attracted by Tacoma's natural, deepwater harbor, announced that Tacoma had been selected as a terminus (though the railroad decided to locate about a mile and a half south of the existing settlement). The western end of the railroad's line from Kalama to what was called New Tacoma was completed on December 16, 1873.

Between 1870 and 1880 Tacoma's population jumped from 73 to 1,098, as other sawmills, machine shops, a flour mill, and a salmon cannery were built and coal was discovered. The settlement also became a regular port of call for the mail steamer. In 1884 New and Old Tacoma consolidated, with a total population of about 4,400. When direct transcontinental railroad service reached Tacoma in 1887, Tacoma boomed, as lumber and mining production soared and new docks were built. In 1888, 1,016 buildings were constructed, including the Stanford White-designed, \$267,000 Tacoma Hotel. In 1889 post office facilities were established in the Abbott Block at 7th and "C" Streets. (Before construction of the Federal Building, the District Court was also without a permanent home; its various homes included the Savoy Theatre and the Chamber of Commerce Building at 9th & "C" Streets.) By 1890 Tacoma had a population of 36,006.

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Tacoma's promising future, however, dimmed with the arrival of the financial crash of 1893 and the shifting of markets to and growth of neighboring Seattle. After the turn of the century, Tacoma regained ground with the establishment of a port commission, city water works and power system, and other measures; between 1900 and 1910 Tacoma's population grew from 37,714 to 83,743. During and immediately following World War I Tacoma also became the scene of intense labor activity.

Following World War I Tacoma's development once again slowed; the depression hit Tacoma particularly hard, affecting both its lumber and shipping industries. In 1933 the Tacoma post office attracted widespread attention among stamp collectors when it issued a cachet commemorating the visit of Old Ironsides to the city. By 1940 Tacoma's population had increased to only 109,408 (from 96,695 in 1920 and 106,817 in 1930). World War II brought prosperity back to Tacoma, as war-related industries boomed and thousands of troops arrived in Fort Lewis, one of the nation's largest permanent military posts, south of the city. Between 1940 and 1950 Tacoma's population soared from 109,408 to 143,673. Growth since then has been modest, as the forest-products industry has remained the base of the local economy. Tacoma grew to 147,979 in 1960 and to 154,581 in 1970; in 1980 it had a population of 158,501.

The Tacoma Federal Building is within the government, finance, and business center of the original Tacoma townsite. Buildings surrounding the Federal Building have been identified as being "representative of activity in the area generally between the 1880's and 1920's" (Tacoma Cultural Resource Survey and HAER Study). On the southeast corner of 11th and "A" Streets is the Perkins Building (1903-1906). The northeast corner of 11th and "A" Streets is occupied by the Weyerhaeuser Building (1912). The Washington Building (1924-1929) is across 11th Street from the Federal Building. The Peoples Building, Puget Sound National Bank Building, and Tacoma Art Museum are immediately west of the Federal Building, across the "A" Street alley. The Peoples Building (1890-1895) was designed by Carl August Darmer, Tacoma's first major architect. The Puget Sound National Bank Building (1911) was designed by Health, Gove and Bell; when constructed it was the tallest building west of the Mississippi.

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The Tacoma Art Museum was designed in 1919 by Albert Sutton as the home office of the National Bank of Washington. Each of these buildings has been identified by the Tacoma Cultural Resource Survey and as having potential for local, state, and national designation. A new office building, First Interstate Plaza (1971-72 by Skidmore, Owens & Merrill) lies to the south, across 12th Street. The Federal Building was listed on the City's Register of Historic Places in 1975.

LOCAL NEWSPAPER COVERAGE OF THE CONSTRUCTION OF THE TACOMA FEDERAL BUILDING

On May 14, 1902, the Tacoma Daily Ledger informed its readers that a Senate committee had recommended that the \$60,000 appropriations for federal building sites in Tacoma and Spokane be increased to \$100,000 each. The increase was made official on May 27th when the conference committee on the public buildings bill approved the \$100,000 appropriation that was requested. Seattle would get an additional \$200,000, raising its total, including the building, to \$950,000. Site bids for the Tacoma building were called on June 18 and would be opened on July 21st in Washington D.C. On July 22nd the Ledger announced that thirteen sites from all over the city had been submitted.

"\$400,000 For Our Public Building" declared the Tacoma Evening News on February 14, 1903. The paper reported that a recent public building bill included funds for federal buildings in Tacoma and Spokane; for each city \$750,000 had been requested and it was hoped that at least \$500,000 would be granted. On February 23rd the News announced that a bill providing monies for Tacoma's and Spokane's work to commence had passed the Senate; the paper predicted that the \$400,000 was "merely a starter" for Tacoma's public building. An article of March 31st reported a building boom for Tacoma: the number of permits issued that month (105) was three times the number issued a year previously and totaled \$300,000. On July 2nd it was noted that Tacoma's population had grown from 70 in 1870 to 37,714 in 1900 to 62,642 in 1903.

In the summer of 1903 the government paid for the site of Tacoma's federal building: \$10,000 was paid to Ruby Chapin; \$11,000 to W. C. and Belle Davie; \$20,500 to John C. Donnelly; \$21,500 to the Northern Coast Company; \$23,000 to

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Mary and Louis Levins; and \$10,000 would be paid for the balance of the site--lots 9 and 10 (July 13th article). It was also announced that the city surveyor would complete the surveying of the site and that the government had not decided whether the building would be designed by an official draftsman or whether private architects would be invited to submit bids (August 6th article).

An article of August 27th, headlined "How Tacoma Grows," reported on Tacoma's current boom, noting that in the last three years its postal receipts had increased 54.7 percent; building improvements had increased 77.4 percent; retail sales, 47.9 percent; wheat exports, 200 percent; flour exports, 170 percent; the number of wage earners in manufacturing, 100 percent; and the number of telephones, 211 percent. Progress on Tacoma's federal building was reported on September 28th when the News announced that the Supervising Architect had decided to hold a competition for six or more architects; the selected architect would receive five percent of the construction cost.

"Need More Money" read a News headline of October 2nd. Senator Foster was gathering data regarding Tacoma's proposed federal building, which was to include a post office, federal court rooms, and customs and other offices, but which would only handle Tacoma's present business and not accommodate its rapid growth. It was reported that \$500,000 had already been appropriated (\$100,000 for the site and \$400,000 remaining for the building), but more money was needed. On October 13th, it was reported that plans for the design competition were being postponed; Senator Foster had written Supervising Architect Taylor regarding the need for additional funds and it was determined that there was no use to design the building if additional funds were to be sought.

Over four years later, on the first day of the new year of 1908, the Tacoma Daily News was reporting a boom time for Tacoma: shipping from the Port of Tacoma had increased significantly in 1907, when 2,309 building permits totaling \$10,351,230 were issued in the city. Among these buildings were the 24-story, \$6,000,000 Imperial Block; the 12-story, \$218,000 Sandberg Block; the \$150,000 YMCA; and the \$95,000 Willamette Casket Company building. On January 15th it was also reported that the Chicago, Milwaukee & St. Paul Railroad

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was ready to build a terminal on the tideflats as soon as "A" Street was vacated.

The year 1908 also brought news once again of Tacoma's federal building. On January 22nd the Daily News reported that Representative Cushman had been informed by the Supervising Architect that the building's plans and specifications would be ready to be advertised around February 10th. It was also noted that \$500,000 had been appropriated, but that \$60,000 to \$80,000 of that would be for mechanical equipment. On February 26th it was reported that the plans and specifications were expected the first of the month and that bids would be opened on April 6th; it was also noted that the building would occupy the block occupied by "A," 11th, and 12th Streets.

"Open Bids for the Tacoma Building" headlined the Daily News on April 14th. Four bids had been submitted, with Wm. H. Maxwell of Spokane the low bidder, at \$421,876. The contract would be awarded shortly. One day later the paper reported that a Tacoma bidder had been too high for the contract, which would go to either Maxwell of Spokane, who was currently constructing Spokane's federal building, or the Campbell Building Company of Salt Lake City. Later that month the paper reported a conflict over building materials: it was expected that Maxwell would use Indiana limestone on Tacoma's federal building, as he did on Spokane's, but some "leading Tacoma citizens" wanted stone from Washington used, "from the standpoint of local pride" (April 17th). The Chamber of Commerce also appealed to Congressman Cushman that native stone be used; stone from Pierce County had been found to be acceptable to the contractor (April 18th). On April 21st it was reported that Maxwell, who was supported by the Supervising Architect, would formally accept the bid the next day. The paper reported that "Representative Cushman would like to see local material used and thinks if Washington quarrymen offer it at a price equal to or below the cost of the Indiana stone, Maxwell would be glad to use local stone." There had also been some protest from labor circles against Maxwell because of trouble he had in Spokane.

News of railroad expansion in Tacoma also appeared in the news frequently; an article of June 10th, for example, reported that both the Union Pacific and Northern Pacific

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railroads were seeking additional land in Tacoma (Northern Pacific's plans to expand on the waterfront and requests for street vacations would make for a controversy that would last for months). An article of August 22nd reported that Tacoma building construction was still progressing at a "rapid clip": fourteen buildings costing \$354,584 were under construction and excavation for the federal building had begun. It was soon announced that excavation work on the federal building was finished, stonework would start soon, and that Maxwell was six months ahead of schedule (August 22nd). On August 24th it was reported that construction machinery had arrived from Spokane, a track would be laid and fence built around the site, a Seattle firm had been contracted for the foundation granite, and the Indiana Bedford stone had already been purchased. The Daily News Silver Anniversary Edition of August 26th included a sketch of the federal building and a construction photo, along with news of Tacoma's development into a railroad center and predictions that it would have a population of 1,000,000 by 1923.

On August 29th it was reported that contractor Maxwell was "getting quick action of the Federal Building": the fence was erected and concrete footings were being laid for the stone basement. In September Maxwell was still making "rapid progress": the brick foundation was almost to grade and people were strolling through the gates to "watch the speedy brick masons" (September 26th).

The year 1909 brought still more news of progress for Tacoma: more major new construction projects and news of railroad expansion (an article of February 8th revealed that three different railroads were working on various projects and would have probably 5,000 men on their payrolls). On March 6th it was reported that contractor Maxwell was continuing to make rapid progress: the post office was one-fourth done, stone work was being laid on the third floor, steel was being put in place for the fourth floor, and wiring would begin the following month. News of other construction projects filled the pages of the Evening News in 1909, including the news that on September 1st a permit had been issued for the \$369,000 National Realty Company Building at Pacific and 12th. The 16-story, French Renaissance building would be the tallest skyscraper north of San Francisco.

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On November 27th the Evening News reported that the federal building's furniture would cost "around \$30,000" and would match the building's woodwork. It was expected to arrive in time for the building's completion by July 1st. An article of December 6th revealed that \$175,000 for Tacoma had been included in the recent budget (\$150,000 for the federal building and \$25,000 for a wagon road). At the end of 1909 the Evening News reported that the year had been Tacoma's heaviest for building permits (with a value close to \$4,500,000). The paper also observed that the recent development of "A" street was "phenomenal" and that it was being further enhanced as a "business thoroughfare" by construction of the \$500,000 federal building.

In 1910 the Daily Ledger brought further news of major development in Tacoma: the Tacoma YMCA was dedicated (February 15th), the 10-story, terra-cotta Commercial Club was under construction (March 6th), a match factory and paper mill were planned (April 9th), and over \$100,000 worth of new water mains were going in on the tidelands for industrial development (April 24th). On June 10th the Ledger also announced the dedication of Tacoma's Stadium High School's stadium--"the finest public school amphitheater in the world."

"Housewarming By Uncle Sam" read a Ledger headline on July 6th. The paper explained: "Tacoma's magnificent new federal building will be formally opened this month with an informal reception and housewarming at which everybody who transacts business with Uncle Sam may be a guest of honor..." The entire building would be open for inspection within the next two weeks, so that "the general public may note the manner in which the \$500,000 congressional appropriation for the handsome structure has been distributed." Except for the arrival and installation of the building's electric light fixtures, work on the building had been completed and it had been accepted by the Treasury Department. None of the desks or movable furniture were yet in place, though it was in the city.

On July 17th the Ledger published a photo of the recently completed building, under the headline: "Pure Renaissance Type As Exemplified in New Federal Building." The caption noted that structural debris and the contractor's fence still needed to be removed and "the dilapidated wood

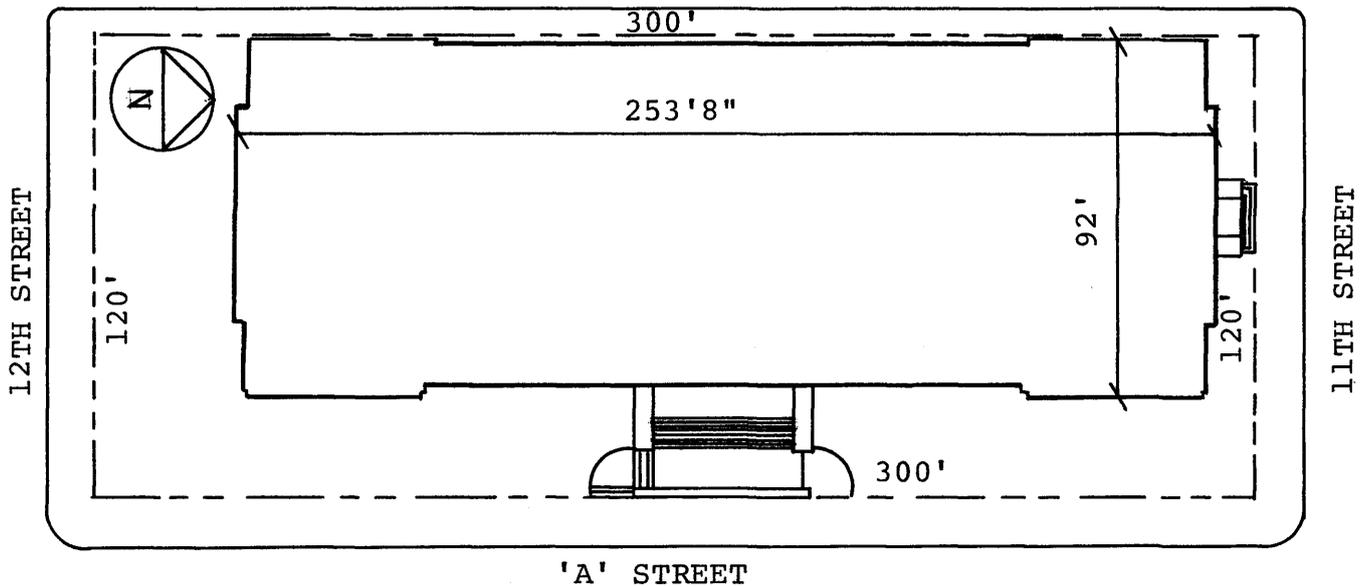
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blocks that form the pavement on three sides" replaced by brick (the paper observed that "Uncle Sam never paves in front of his premises until he gets completely ready, and has refused to improve his share of 11th, 12th and A streets until after the building is finished"). The building had been "housewarmed" the previous day and was described in detail in an accompanying article headlined: "Tacoma's Splendid New Federal Building Is Formally Opened." The article described the building (a "magnificent limestone pile") and the history of its development in detail and included photographs of the building's interior. Thousands had toured the building ("expressions of delight were heard the afternoon through"). While some furniture had yet to arrive, the building was "marked 'finis,' so far as the contractor is concerned and 'latest word' is the favorite descriptive term for it among the building experts who have had to do with its putting together." The paper boasted that the building was completed four months before the contract required and that approximately \$50,000 of the \$500,000 appropriation would not be needed. The Ledger also marveled at the quality of construction, noting, for example, that: "Such is the aim of the government in its public structures that no one foot or one pound of material is allowed to enter its new buildings unless that material is perfect."

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The following information is the same for all the photographs listed:

1. Tacoma Downtown Station-Federal Building
2. Tacoma, Washington
3. Jim Kolva
4. May 1989
5. Negatives on file at USPS Facilities Service Center, San Bruno, CA.

Photo No. 1 (negative #22A)

6. View to South

Photo No. 2 (negative #2A)

6. View to Southwest

Photo No. 3 (negative #6A)

6. View to West

Photo No. 4 (negative #10A)

6. View to Northeast