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ABSTRACT

The Alaskan Klondike Gold Rush coincided with major events, including the arrival of the railroad, and it exemplified continuing trends in Seattle's (Washington) history. If not the primary cause of the city's growth and prosperity, the Klondike Gold Rush nonetheless serves as a colorful reflection of the era and its themes, including the celebrated "Seattle spirit." This historic resource study examines the Klondike Gold Rush, beginning in the early 1850's with the founding of Seattle, and ending in 1909 with the Alaska-Yukon-Pacific Exposition commemorating the Klondike Gold Rush and the growth of the city. Chapter 1 describes early Seattle and the gold strikes in the Klondike, while the following three chapters analyze how the city became the gateway to the Yukon, how the stampede to the Far North stimulated local businesses, and how the city's infrastructure and boundaries changed during the era of the gold rush. Chapter 5 looks at how historians have interpreted the Klondike Gold Rush throughout the 20th century. The final chapter brings the Klondike story up to the present, describing the establishment of Seattle's Pioneer Square Historic District and the Klondike Gold Rush National Historical Park. The chapter titles include: (1) "'By-and-By': The Early History of Seattle"; (2) "Selling Seattle"; (3) "Reaping the Profits of the Klondike Trade"; (4) "Building the City"; (5) "Interpreting the Klondike Gold Rush"; and (6) "Historic Resources in the Modern Era." Contains an extensive 147-item partially annotated bibliography; 12 appendixes contain historical documents and photographs. (BT)

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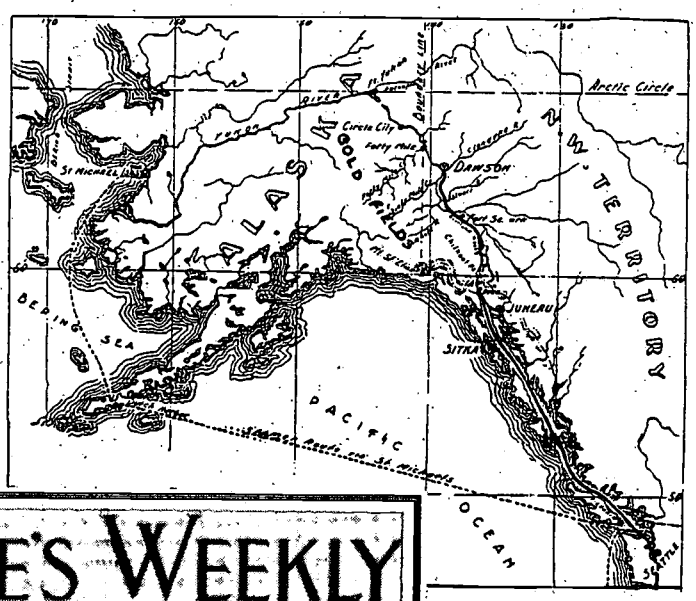
A Historic Resource Study for the Seattle Unit of the Klondike Gold Rush National Historical Park



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"The Gold Fever Is Raging"

And we are working night and day putting up the very best outfits that money can buy—outfits that will make you glad when you get there. We have put up miners' outfits for years, and can give you some good, healthy advice as to what you should and what you should not take.

See to it that your bill of fare is well balanced—not too much of this and too little of that, as the chances are against your evening it up to your satisfaction when you get to the

KLONDYKE

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Sixty-Eight Rich Men on the Steamer Portland.

STACKS OF YELLOW METAL!

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HARD DRIVE TO THE KLONDIKE: PROMOTING SEATTLE DURING THE GOLD RUSH

A HISTORIC RESOURCE STUDY FOR THE SEATTLE UNIT OF THE KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK

Prepared for

NATIONAL PARK SERVICE
COLUMBIA CASCADES SUPPORT OFFICE

Prepared by

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Marcia Babcock Montgomery

Historical Research Associates, Inc.
Seattle, Washington

November 1998

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Lisa Mighetto
Marcia Babcock Montgomery
Seattle, 1998

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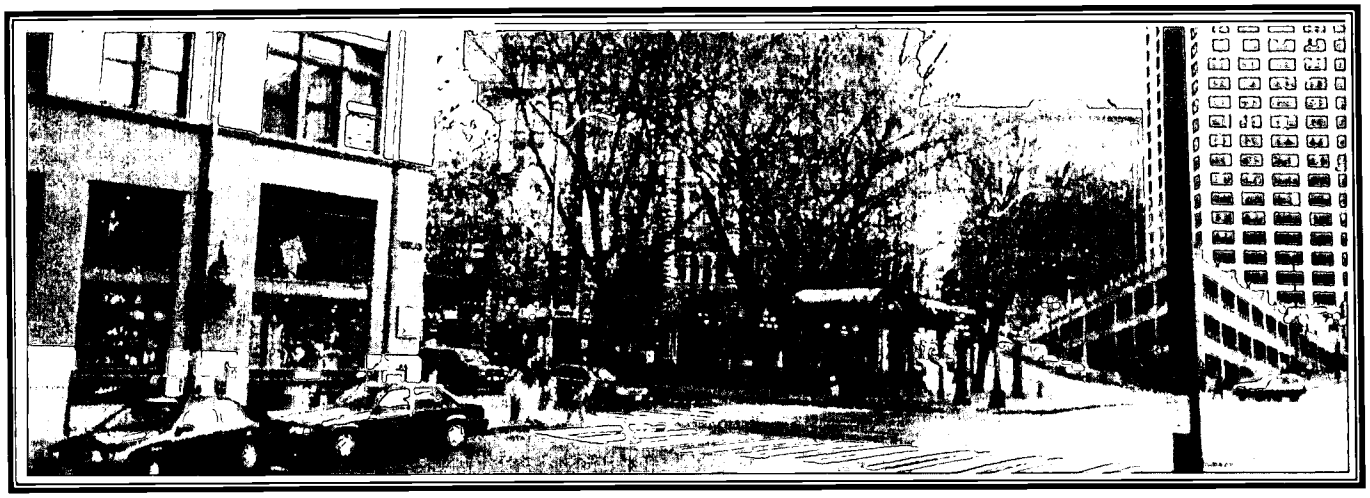
Pioneer Square, including the Maynard Building (pictured left), Pioneer Building (in the middle), and the Hotel Seattle (pictured right) during the Klondike Gold Rush era, 1899.



HRA PHOTO

Pioneer Square from a similar vantage point a century later, 1998.

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INTRODUCTION

INTRODUCTION
THE LEGACY OF THE KLONDIKE GOLD RUSH

> "It was through the gold rush that Seattle learned the marketing flair it now applies to selling computer software or persuading people to pay $2 ... for a cup of coffee."
>
> - *The Economist,* 1997

Seattle, according to a recent article in *The Economist*, "is remarkable for its golden touch." The metropolitan area serves as a base for Bill Gates, America's richest man, along with several thousand Microsoft millionaires. The city supports numerous companies recognized as "standard-setters in their businesses," including Boeing, Nordstrom, and Starbucks. Seattle became the largest city in the Pacific Northwest almost a century ago — and for nearly that long historians and other analysts have examined the reasons for this growth. *The Economist* has offered an intriguing, if somewhat ahistorical, interpretation: what sets Seattle apart from other successful cities is a series of characteristics resulting from the Klondike Gold Rush of 1897-1898.[1]

During these years, thousands of prospectors headed for the Far North, passing through San Francisco, Portland, Tacoma, Seattle, Victoria, and Vancouver, British Columbia. Of the approximately 100,000 miners who started for the gold fields, 70,000 used Seattle as their point of departure.[2] For the most part, however, it was not the stampeders who struck it rich. As was the case with other gold rushes in the western United States, it was the merchants who profited from the Klondike Gold Rush — and Seattle provides an excellent example of how this event encouraged population growth and the development of businesses that outfitted and transported the miners. During the late 1890s, "Klondike" became a "magic word," and Seattle merchants used it to sell a variety of goods and services.[3]

The Klondike Gold Rush fueled a longstanding commercial spirit in Seattle that has continued through the present. John Nordstrom and George Bartell, for example, started companies during this era, providing clothing and supplies — and both remain thriving businesses today. As *The Economist* observed, the Klondike Gold Rush helped Seattle develop the "marketing flair" now applied to selling computer software and coffee. Few public

relations campaigns in American history could match the advertising blitz organized by the Seattle Chamber of Commerce during the stampede to the Yukon and Alaska. As a result of that marketing effort, Seattle became linked to Alaska and the Far North in the public mind. Moreover, according to *The Economist*, the energetic, risk-taking entrepreneurship that developed in the city during the late nineteenth century remains a "recipe for business achievement."[4]

Of course, this interpretation is very much a product of the 1990s. It is difficult to imagine *The Economist* printing such an idea 25 years earlier, with Boeing laying off thousands of employees and Seattle's economy plunging into recession. The 1990s, however, have exhibited a resurgence of the commercial success, along with the vitality and energy, that characterized the gold-rush era of the late 1890s and the early twentieth century. As an article in *Pacific Northwest* observed, during the 1990s Seattle transformed from a "modest place" to "musical mecca, center of the coffee universe, hip tourist destination, hacker heaven and superliveable place."[5] Because 1997-1998 marks the centennial of the Klondike Gold Rush, this seems an especially appropriate time to examine its legacy.

As noted, the Seattle area owes a good measure of its current good fortune to the presence of Microsoft. As chairman of this company, Bill Gates has seen a connection between the gold rush and the development of the software industry. "The Internet," he wrote in 1997, "is another case where people who are selling pans to the prospectors often will do better than the prospectors themselves. Analysts, the people who assemble trade shows, consultants, and others providing internet-related services may have a more sure-fire way of benefiting than the poor prospectors out there wielding picks and axes...."[6] No one in America has demonstrated this point better than Gates. He personifies a quality called "hard drive," which is manifested in the philosophy "work hard, make better products, and win."[7] Persistence and assertiveness are essential components of Microsoft's ethos.[8]

Interestingly, 100 years earlier a miner by the name of Swiftwater Bill Gates (no relation to the current chairman of Microsoft) supposedly leaned from the window of a Seattle hotel, showering gold nuggets from the Klondike on the passersby below.[9] The new "gold rush" of the 1990s has once again brought recognition and prosperity to Seattle.

Not all historians, however, see the connection between the gold rush and the current economy. Neither do historians agree as to the importance of the gold rush to Seattle's

development. Some view it as a pivotal event affecting the course of the city's history. Others argue that the arrival of the transcontinental railroad proved to be far more significant in encouraging population growth and the expansion of local industries that had already gained a foothold in the area. Few historians, however, would deny the importance of the late nineteenth century in the development of Seattle. At the very least, the Klondike Gold Rush coincided with major events, including the arrival of the railroad, and it exemplified continuing trends in the city's history. If not the primary cause of the city's growth and prosperity, the Klondike Gold Rush nonetheless serves as a colorful reflection of the era and its themes, including the celebrated "Seattle spirit."

This Historic Resource Study examines these issues, beginning in the early 1850s with the founding of Seattle, and ending in 1909 with the Alaska-Yukon-Pacific Exposition commemorating the Klondike Gold Rush and the growth of the city. Chapter One describes early Seattle and the gold strike in the Klondike, while the following three chapters analyze how the city became the gateway to the Yukon, how the stampede to the Far North stimulated local businesses, and how the city's infrastructure and boundaries changed during the era of the gold rush. Chapter Five looks at how historians have interpreted the Klondike Gold Rush throughout the twentieth century. The final chapter brings the Klondike story up to the present, describing the establishment of the Pioneer Square Historic District and the Klondike Gold Rush National Historical Park. It also describes the buildings and structures associated with the gold rush that remain standing, emphasizing those that have not yet been recognized or listed in the National Register. These historic resources serve as reminders of the period that, in the words of one observer, "put Seattle on the map."[10]

This proposed design for a city seal illustrated the spirit of determination that characterized Seattle in 1897. [Source: Museum of History and Industry, Seattle.]

ENDNOTES – INTRODUCTION

[1] "American Survey: The Heirs of the Klondike," *The Economist* (February 15-21, 1997), p. 25.

[2] *The Trade Register*, December Trade Summary, 1898, p. 28; Pierre Berton, *The Klondike Fever: The Life and Death of the Last Great Gold Rush* (New York: Alfred A. Knopf, 1958). Neither source explains how the precise number of gold seekers was obtained.

[3] William B. Haskell, *Two Years in the Klondike and Alaska Gold-Fields, 1896-1898* (Fairbanks: University of Alaska Press, 1998), p. 17.

[4] "American Survey: The Heirs of the Klondike," p. 25.

[5] Kimberly B. Marlowe, "Seattitude," *Pacific Northwest, The Seattle Times*, August 16, 1998, p. 8.

[6] Bill Gates, "The Internet 'Gold Rush': Where's the Gold?," Microsoft Internet Column, URL http://www.microsoft.com./BillGates_L/column/1995essay/12-6-95.htm, p. 1.

[7] James Wallace and Jim Erickson, *Hard Drive: Bill Gates and the Making of the Microsoft Empire* (New York: John Wiley & Sons, Inc. 1992), p. 125.

[8] "American Survey: The Heirs of the Klondike," p. 25.

[9] Murray Morgan, *Skid Road: An Informal Portrait of Seattle* (Seattle: University of Washington Press, 1982), p. 10.

[10] Irving Sayford, "The Klondike Put Seattle on the Map," *Travel,* March 1939.

CHAPTER ONE

CHAPTER ONE
"BY-AND-BY": THE EARLY HISTORY OF SEATTLE

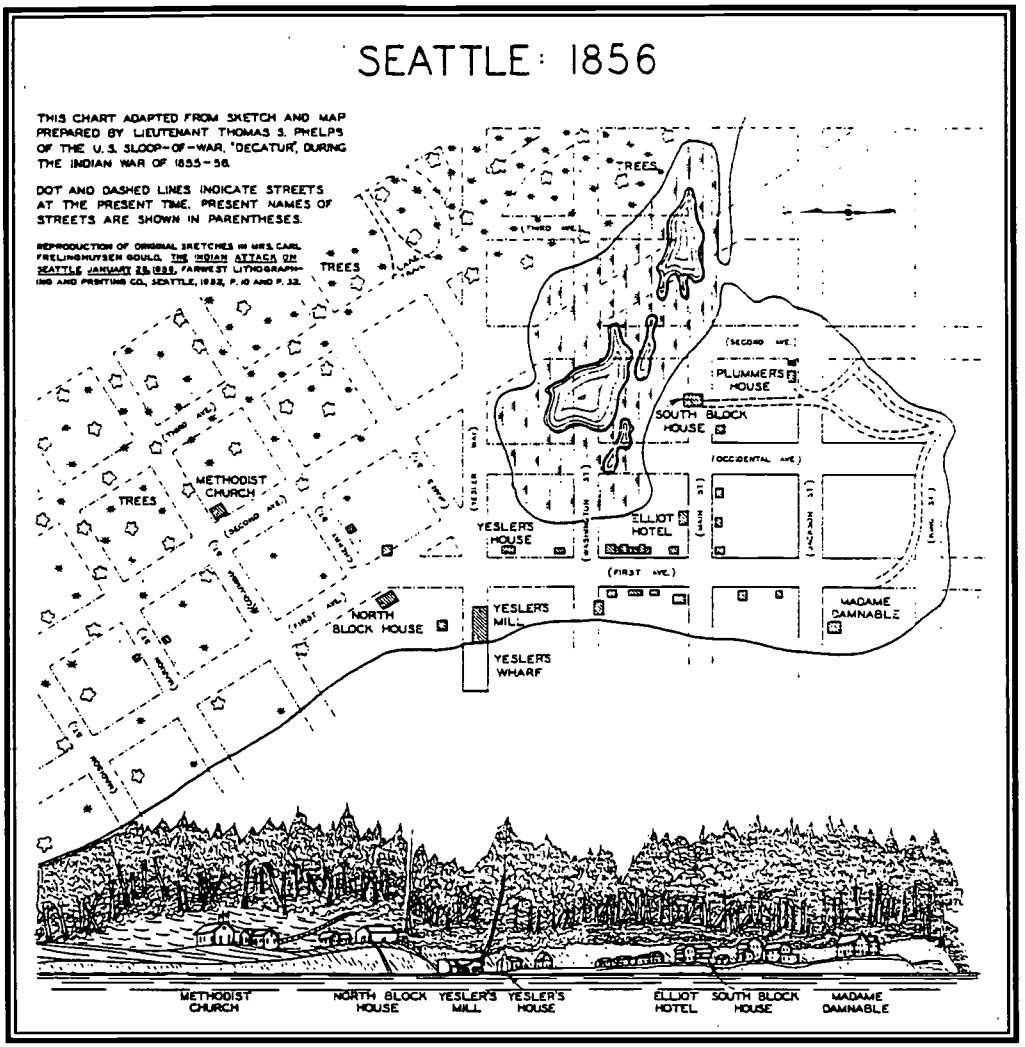
"In a sense, Seattle itself arrived on the steamer PORTLAND."
- Ross Anderson, *The Seattle Times*, 1997

Founding The City

Seattle has a long history of profiting from gold rushes. Beginning with the stampede to California in the mid-nineteenth century and continuing through the Klondike craze of 1897-1898, Seattle business interests were quick to spot economic opportunity. The California Gold Rush rapidly expanded the development of San Francisco in the early 1850s, opening a market for the lumber that grew in abundance in the Puget Sound region. Seattle's first business was a sawmill located at the foot of what is now Yesler Way. "You have the timber up there that we want and must have," one California miner advised an early Seattle resident. "By selling us lumber ... you'll soon be rich."[1] The city's founders swiftly recognized the potential value of the area's natural resources. They named their initial settlement in what is now West Seattle "New York-Alki," reflecting their ambition that "by-and-by" it would enjoy a prosperity rivaling that of the large cities on the eastern seaboard.[2]

The Denny party, which included 24 people led by former Illinois resident Arthur Denny, first settled on Alki Point in 1851. They arrived aboard the schooner *Exact* on a dreary November day. As many historians have recounted, some of the party's women responded to the wet, unfamiliar landscape by weeping.[3] This site proved to be unsuitable, prompting Denny, Carson Boren, and William Bell to explore the sheltered shoreline of Elliott Bay to the east. Here, in February of 1852, they chose a new location for their town, calling the site "Duwamps," after the nearby Duwamish River. That summer, they changed the name to Seattle, after the Indian leader Sealth.[4]

The new settlement consisted of an eight-acre island bordered by a saltwater lagoon to the east, and tideflats to the south. The settlers' initial claims ran from the foot of what is now Denny Way south to the island, near the intersection of First Avenue and King Street. The island's high point was located between Jackson and King streets on First Avenue.



Seattle, 1856. [Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

Throughout the nineteenth century, Seattle residents filled the surrounding tidelands, which today stand approximately 12 feet above the high-water level.[5]

Shortly after the members of the Denny party had staked their claims, Dr. David Swinson (known as "Doc") Maynard arrived. Perhaps the most colorful of Seattle's pioneers, he headed west from Ohio in 1850, hoping to escape a bad marriage and to strike it rich in the California gold fields.[6] "The first entry in his travel diary," observed historian Murray Morgan, "expressed the intention of many another man who eventually settled in Seattle: 'Left here for California.'"[7] A personable, gregarious, and "hard-drinking" man, Maynard was also a "buyer and a seller." In 1852, he settled in Seattle, where he opened the first store. He

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established a 58-block tract that included part of the island and the lagoon, and joined other settlers in donating land to Henry Yesler for the creation of a sawmill.[8] Maynard served as a physician, justice of the peace, and the town's first booster.[9] As historian Roger Sale explained, he "was willing to do anything to make Seattle grow."[10]

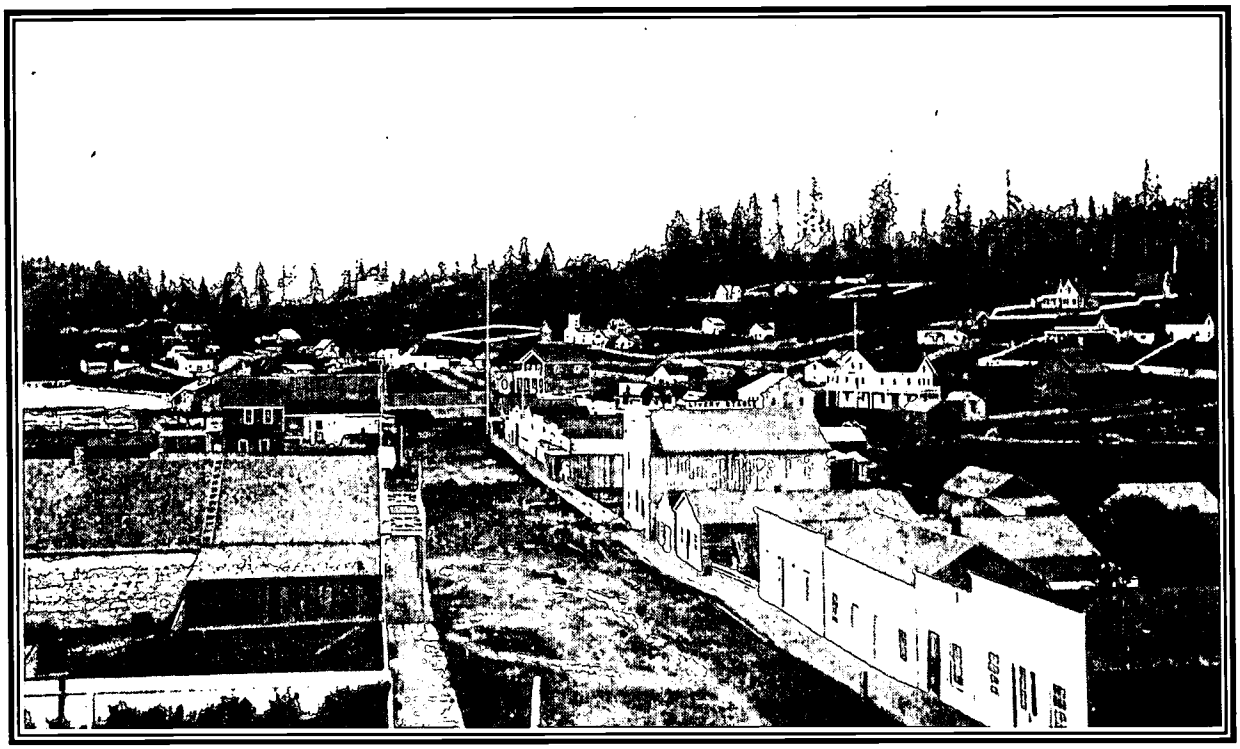
Yesler's business became the hub of Seattle's economy, and the new town's labor force expanded. Workers skidded enormous trees down Mill Street — or "Skid Road" (now Yesler Way), to be cut into lumber. In 1854, Yesler constructed a wharf, and he began depositing sawdust from his mill into the bay and saltwater lagoon, thus increasing the land base along the waterfront. He also built a cookhouse, which became Seattle's first restaurant, along with a hall that became the town's meeting place.[11] By 1860, Seattle's population had reached approximately 150 residents. The commercial district on First Avenue South ran four blocks, from Yesler's mill to King Street. The city, incorporated in 1865, began to address the transportation problems created by the wet climate, which turned dirt streets into impassable bogs. Road crews planked Third Avenue with wood, marking the eastern border of the town.[12]

In 1869, when Seattle received its first charter, Yesler became mayor. Like Maynard, he hailed from Ohio. In contrast to Maynard, however, he remained "dour and tight-fisted," eventually selling his sawmill to pursue a more lucrative career in real estate. In Sales' estimation, had Seattle been settled mostly by people like Yesler, it would have evolved into little more than a company town rather than the largest city on Puget Sound.[13]

From the outset, Seattle's character differed from that of other early communities on Puget Sound, such as Port Gamble. According to numerous historians, Arthur Denny embodied the nature of this difference. A man with "an innate business sense," he had left his home in Illinois to take advantage of the opportunities that the West presented — and he realized the economic connection between Seattle and San Francisco very quickly. During the early 1850s, ships arrived from California loaded with merchandise to be sold on commission in Seattle. Denny found a way to keep the profits by building a store on the corner of First Avenue and Washington Street, and purchasing stock directly in San Francisco. His entrepreneurial activities helped "reduce San Francisco's hold on Seattle."[14]

Throughout the remainder of his life, Denny engaged in a variety of businesses, ranging from banking to producing building materials. He also surveyed and platted much of the

downtown area, donating land for establishing a university. Perhaps the best example of Denny's foresight was his interest in the railroad and his efforts to expand Seattle's transportation system, described below. Taken individually, these activities were not unique in burgeoning western communities. What set Denny apart was the extent of his "energy and vision." When he saw a need in the community, he stepped in to fill it, sometimes turning a handsome profit in the process. Even so, he was motivated by more than money, "feeling the growth of his own property to be a part of the growth of Seattle." Denny's activities led to "a decreasing dependence on the outside world for Seattle's essential livelihood," paving the way for future development.[15] He thus represented the vitality and the entrepreneurism that would characterize Seattle later in the century — qualities that would place the city in an advantageous position during the Klondike Gold Rush era.



Seattle, early in 1865, from Main Street and First Avenue South, looking north. [Source: Clarence B. Bagley, *History of Seattle from the Earliest Settlement to the Present Time* (Chicago: S.J. Clarke Publishing Company, 1916)]

Early Local Industries

The Donation Land Claim Act of 1850 encouraged settlement of the Pacific Northwest. This early homestead measure offered each white male adult 320 acres of land if single, and if he married by December 1, 1851, his wife was entitled to an additional 320 acres in her own right. To take advantage of this measure, settlers were required only to reside on the land and cultivate it for four years.[16]

Seattle further benefited from its proximity to farmlands in the Duwamish Valley. While the town's lumber industry developed during the 1850s, farmers staked claims along the river and prairies as far south as Auburn. Here they raised livestock and a variety of crops, including wheat, oats, peas, and potatoes, which they traded with Seattle settlers.[17]

Probably no development proved more influential to the early growth of Seattle than the arrival of the railroad. Arthur Denny realized the importance of connecting the town by rail line from the outset of his settlement on Puget Sound. His dream was delayed, however, by conflicts with Indians during the 1850s, and by the opening of Kansas and Nebraska for homesteading, which diverted potential settlers. During the 1860s, the Civil War further slowed railroad development in the West. Denny's hopes were rekindled in 1870, when the Northern Pacific Railroad began building a road west from Minnesota and a branch line from the Columbia River to Puget Sound. To help finance construction, the federal government gave the Northern Pacific the rights to millions of acres of land.[18]

Seattle and Tacoma competed for the position as terminus for this transcontinental railroad. In 1873, Seattle residents urged the Northern Pacific to build its terminal in their town, extending offers of $250,000 in cash and 3,000 acres of undeveloped land — much of which was located along the waterfront. The railroad company, however, decided to make Tacoma its terminus, owing to the greater opportunities for land speculation that the "City of Destiny" to the south presented. As *The Oregonian*, a Portland newspaper, explained, Tacoma became a company town, "largely the creation of the Northern Pacific" for "the benefit of some of its managers who compose the Tacoma Land Company."[19] Disappointed Seattle residents, including Denny, formed the Seattle & Walla Walla Railroad, resolving to build their own connection over Snoqualmie Pass. On May Day of 1874, they organized a picnic and started laying track. Historians came to view this "bold and amusing" incident as reflecting a distinctive "spirit" in Seattle, characterized by optimism and determination.[20]

The effort to build a rail line from Seattle across the Cascade Mountains soon languished, due to lack of funds. Similarly, the Northern Pacific had collapsed in 1873, when Jay Cooke, its financier, went bankrupt.[21] Meanwhile, the discovery of coal deposits south and east of Seattle further encouraged city residents to develop local rail lines. By the 1870s, Seattle had nearly exhausted its supply of timber — and the coal located in Renton, on the southern shore of Lake Washington, presented the opportunity for an additional export. In 1876, James Colman purchased Yesler's wharf, taking over construction of the Seattle & Walla Walla Railroad. He extended the rail line to Renton and Newcastle, and Seattle began sending coal to markets in Portland and San Francisco. Trains carried coal across the tideflats, to docks on Elliott Bay. The rail connections, along with deposits discovered in Issaquah and Black Diamond, helped make coal a significant export, second only to lumber. So significant was the development of coal that Seattle came to be called "the Liverpool of the North."[22]

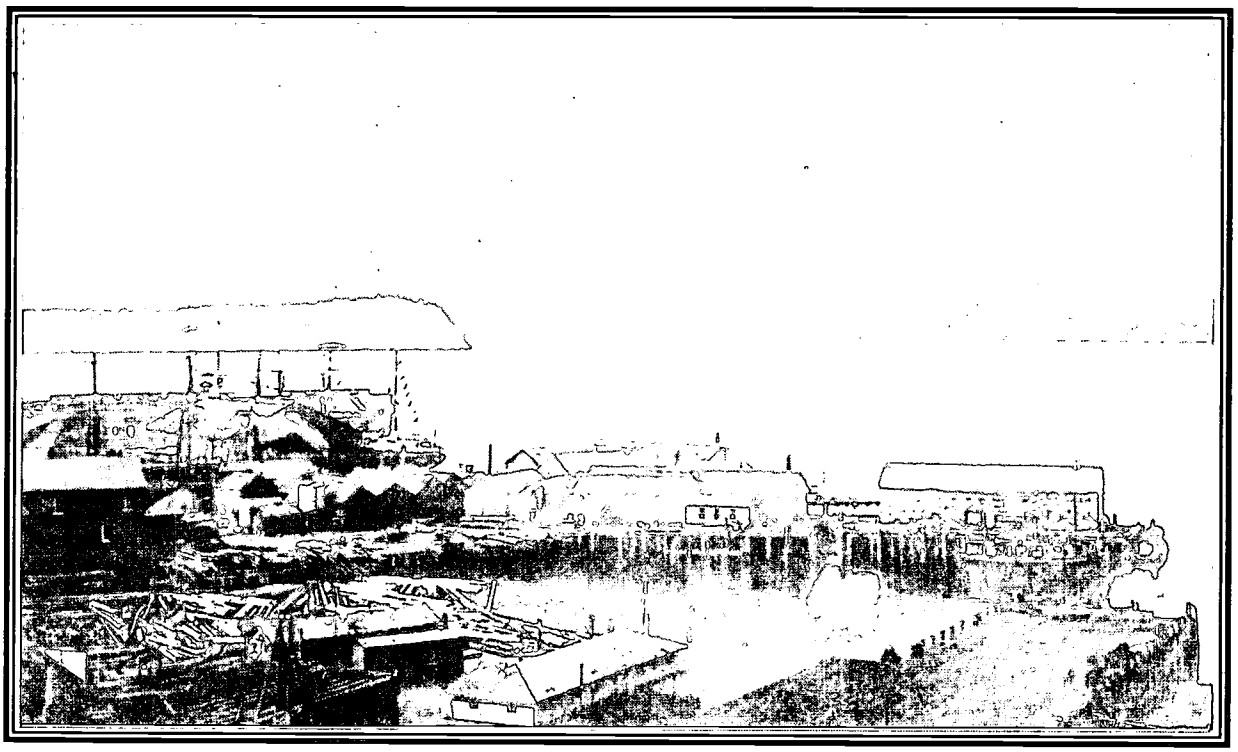
During the 1880s, Seattle enjoyed its "first great spurt of growth.."[23] Residents established a chamber of commerce to promote business interests in 1882, and five years later the Northern Pacific Railroad completed its transcontinental line to Tacoma, thus linking Puget Sound to the markets of the eastern United States. The railroad also helped make Seattle accessible to migrants, who traveled north from Tacoma on a branch line.[24] As the mayor of Seattle, Henry Yesler viewed these railroad connections with considerable enthusiasm. He predicted in 1886 that "in the near future more than one transcontinental railroad will be humbly asking for our trade and support." So bright were Seattle's prospects that Yesler downplayed its competition with Tacoma. Once the transcontinental railroad reaches Seattle, he suggested, "it will be a matter of wonder that any other city upon Puget Sound ever dreamed of being our rival, far less our superior."[25] By 1888, a tunnel through Stampede Pass, which cut through the Cascade Mountains, had allowed for direct rail service from eastern points to Seattle.

During the 1880s, the city's population expanded from 3,500 to more than 43,000.[26] Rapid growth had its drawbacks, at least from an aesthetic perspective. Ernest Ingersoll, a writer who visited Seattle at this time, characterized it as "scattered" and disorganized. "The town has grown too fast to look well or healthy," he informed readers of *Harper's New Monthly Magazine*. "Everybody has been in [such] great haste to get there and get a roof over

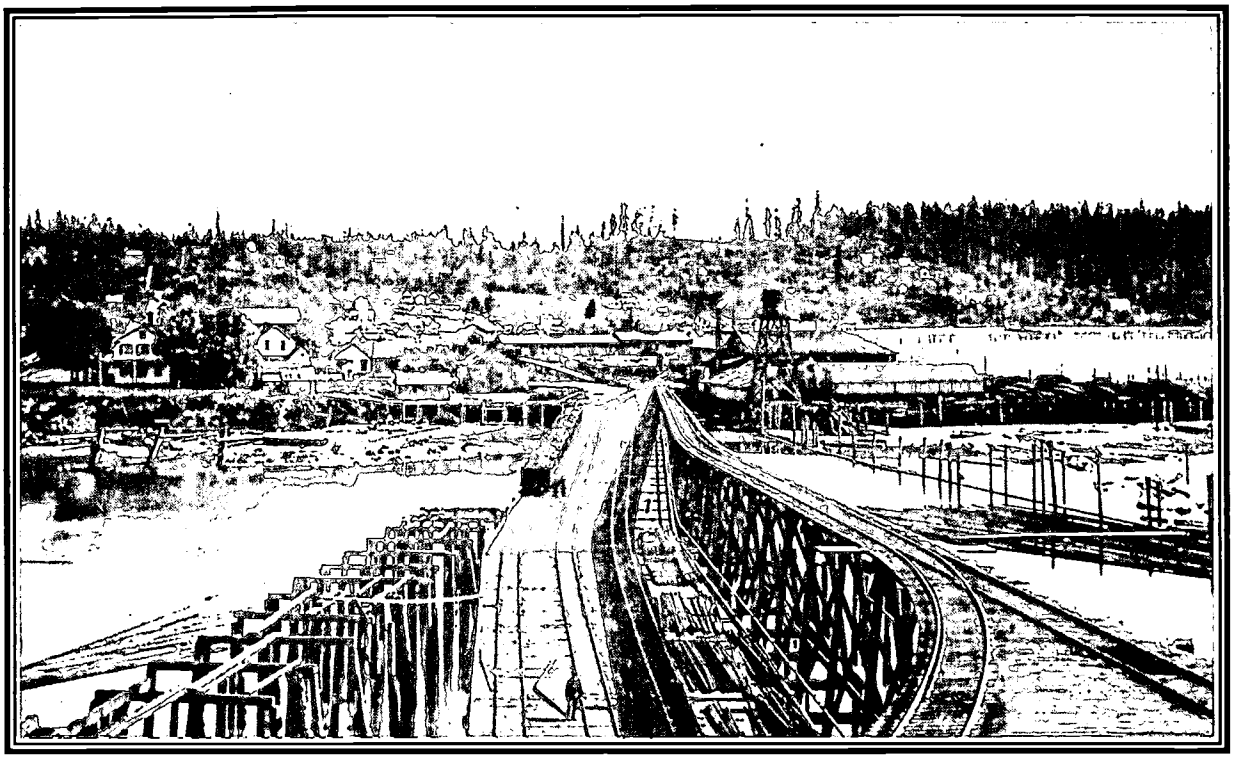
his head that he has not minded much how it looked or pulled many stumps out of his door-yard."[27]

Seattle's commercial district remained centered around the waterfront, which, by the late 1880s, had featured a patchwork of piers and frame buildings extending over the bay.[28] While developing its rail connections, the city relied heavily on maritime traffic — some of which focused on the Far North, due to an increasing commercial interest in the region's fur seals and fisheries. Although the Alaska Commercial Company was based in San Francisco, by the 1880s, Seattle also had become a center of water trade between Puget Sound and the Far North.[29] The construction of "larger and better wharves" and improved shipping facilities hastened this transition.[30]

The Pacific Coast Steamship Company provided the first direct, regular service from Seattle to Alaska in 1886. During the mid-1890s, the Alaska Steamship Company formed in Seattle, and the Japan Steamship Company placed its western American terminus at the city, contracting with the railroad for exchange of freight and delivery. This development



Yesler's Wharf about 1885. [Source: Clarence B. Bagley, *History of Seattle from the Earliest Settlement to the Present Time* (Chicago: S.J. Clarke Publishing Company, 1916)]



The Columbia and Puget Sound Railway Terminals on King Street and Occidental Avenue about 1883. [Source: Clarence B. Bagley, *History of Seattle from the Earliest Settlement to the Present Time* (Chicago: S.J. Clarke Publishing Company, 1916)]

represented an "immense advance in the commerce of the city."[31] When the Japanese steamship *Miiki Maru* sailed into Elliott Bay with a cargo of silk and tea in 1896, the Seattle city council declared a holiday.[32] In the years before the Klondike Gold Rush, then, Seattle established a trade link with Alaska and the Far North as well as with the Far East.

A variety of shipping company offices were located along First Avenue South , which also supported such businesses as meat packing, food processing, furniture manufacturing, and breweries. These industries served Seattle residents as well as the outlying logging, farming, and mining communities.[33] City laborers found lodging in hotels, tenements, and boarding houses located off Main Street.[34]

During this era, Seattle included a Chinese community, located initially in the area around First Avenue South and Occidental Avenue. Chinese immigrants came to the Northwest in the 1870s, to work on the region's rail lines and in its mines. For the next two decades, they also labored on regrading projects and in laundries, canneries, and stores. By the 1880s, the Chinese community had moved to Washington Street, between Second and

Third avenues, where residents often lived above stores and retail businesses. Anti-Chinese sentiment, encouraged by white laborers, erupted in riots during the mid-1880s, prompting declaration of martial law. Before troops arrived, many Chinese workers were evicted from the city. Those remaining in Seattle continued to live along Washington Street, where they were joined by an influx of Japanese workers.[35]

Most of the town's infrastructure — including streets, wharves, businesses, and residences — was made of wood. In 1889, however, Seattle had the opportunity to rebuild itself. On June 6 of that year, a devastating fire swept through downtown, beginning in a store on the corner of First Avenue and Madison Street eventually destroying more than 30 blocks. Although destructive, this blaze resulted in new development, as Seattle passed an ordinance requiring that buildings downtown be constructed of brick and stone.[36]

Observers — and investors — noted that the fire sparked the "Seattle spirit" of optimism and determination. Seattle resident Judge Thomas Burke, for example, described the post-fire mood of the town as one of "vigor and energy." The flames "had scarcely been extinguished before the rebuilding of the City and the re-establishment of business in the various lines had been begun," he stated in July of 1889. "Banks have now on deposit more than they ever had before."[37] Early historians similarly praised the pluck and resolve of Seattle citizens for their swift response to the disaster. "Fate lit a torch," explained Welford Beaton in 1914, "which called to arms the enterprise and spirit of the people," who began the task of rebuilding "while the ashes were still warm."[38] Citizens in Seattle had further cause for optimism in July of 1889, when territorial delegates met in Olympia to draft a state constitution and by-laws. On November 11 of that year, Washington was admitted to the Union as the 42nd state.[39]

EARLY POPULATION GROWTH IN SEATTLE

1860	c.150
1865	c.350
1870	1,107
1875	1,512
1880	3,533
1885	9,786

Source: Clarence B. Bagley, *History of Seattle from the Earliest Settlement to the Present Time*, Vol. 2 (Chicago: S.J. Publishing Co., 1916), p.698.

After the fire, the center of business activity in Seattle gradually expanded from Yesler's wharf to the north, east, and southeast. Neighborhoods emerged along the electric streetcar lines, established in 1884, that ran north and east from downtown.[40] Many residents lived in the core of the city, in the five blocks on either side of Yesler Way, between First and Third Avenues. According to Sale, downtown Seattle featured "furniture and cabinet makers, machine shops, groceries, laundries, dressmakers, meat and fish merchants, and in a great many instances the owners and employees of these businesses lived there or nearby." In short, "light industry and office work were next to each other, and both were next to all kinds of residences."[41] The presence of these various industries, along with the transportation infrastructure, helped business interests in Seattle take advantage of the opportunities presented at the onset of the Klondike Gold Rush.

The 1890s

The rebuilding of Seattle and the continued expansion of the town's infrastructure encouraged some residents to meet the 1890s with high expectations — and the decade began favorably in Seattle. In 1890, *The Overland Monthly*, a national publication, characterized the industrial growth in Puget Sound as "very remarkable."[42] By that year, the population of Seattle had reached 40,000. According to *The Seattle Post-Intelligencer*, newcomers were attracted to the town's "independent enterprise and go-aheadiveness."[43] The decade began in Seattle with a "building boom" prompted not only by the fire but also by the arrival of James J. Hill's Great Northern Railway. Judge Burke persuaded Hill to select the town as the terminus for his transcontinental line, which reached Puget Sound in 1893. Historians would later view this event as monumental in significance for its contribution to the growth of the city's economy and infrastructure.

The 1890s, however, proved to be anything but gay. In 1893, unchecked speculation on Wall Street and overexpansion of railroads created the worst economic downturn that the nation had yet experienced. Europe, South Africa, and South America also felt the effects of what came to be known as the Panic of 1893. Frightened foreign investors sold their American bonds, draining gold from the U.S. Treasury. The prosperity in Seattle stimulated by the Great Northern Railway "collapsed with an abruptness that ruined thousands."[44] Edith Feero Larson, who lived in Tacoma during the Panic of 1893, later recalled that "the Northwest should have

boomed with the completion of the railroads.... It did for a few months, then money began to disappear and no one had any work. For a while our papa cut firewood for the railway for a dollar a day — a fourteen-hour day. 'It keeps us eating,' he said."[45] So dismal was the economic depression during the 1890s that one local historian has portrayed it as "the decade of misery."[46]

Economic hard times strengthened interest in the People's or Populist party throughout the Pacific Northwest. Populism appealed to voters who regarded the "Gilded Age" of the late nineteenth century with disenchantment. While the industrialization of the country after the Civil War had brought vast fortunes to a few individuals, the gap between the wealthy and the poor had widened considerably. The misery of the depression gave rise to unrest. In 1894 unemployed workers from the Pacific Northwest — known as Coxey's Army — marched east toward Capitol Hill, intending to demand jobs. The U.S. Army overtook these desperate men in Wyoming, after they had commandeered a train. That year, the Pullman strike also marked the first nationwide walkout by railroad workers. Corruption in government added to the dissatisfaction that fueled Populist sentiment — and by the early 1890s unprecedented unemployment increased calls for reforms. These included government ownership of railroad, telegraph, and telephone lines as well as federal anti-trust legislation to curtail corporate power.[47]

One of the most prominent platforms of the Populist party became the free and unlimited coinage of silver by the federal treasury. The hope was that this inflationary measure would stimulate the national economy, while bolstering the flagging silver mining industry in the West. Opposition to the Free Silver Movement generally came from eastern-based bankers and financiers who favored the traditional hard money, or gold standard. Many voters in Washington state, however, embraced the Populist party — especially after the Panic of 1893.[48] By 1896, *The Seattle Daily Times* had become a voice of the Populist party, advocating free coinage of silver. The newspaper's masthead supported laborers against "the silk-stockinged gentlemen" who favored the gold standard.[49]

In the presidential election of 1896, Washington and Idaho supported William Jennings Bryan, the Populist and Democratic candidate and an advocate of free silver. "You shall not press down upon the brow of labor this crown of thorns," he warned the opposition at the Democratic convention. "You shall not crucify mankind upon a cross of gold!" His words

revealed that free silver had become "almost as much a religious as a financial issue." Even so, Republican "Gold Bugs" triumphed over what they regarded as the "silver lunacy," with their candidate, William McKinley, winning the presidency.[50] The advocacy of Free Silver as a means to alleviate the depression in the 1890s directed national attention to the discovery and mining of precious metals throughout the West and Far North, helping to set the stage for the Klondike Gold Rush. [51]

The anxious tone of the early 1890s was further reflected in Frederick Jackson Turner's Frontier Thesis. Delivered in 1893 before a Chicago meeting of the American Historical Association, this bold interpretation of American history suggested the national identity had been shaped by the so-called "frontier experience." As Turner explained, "The existence of an area of free land, its continuous recession, and the advance of American settlement westward, explain American development." According to him, the expansion into western lands had transformed immigrants into self-reliant, independent, inventive Americans. The frontier, moreover, represented the opportunity for fresh starts. Turner's thesis touched a nerve in the 1890s, as the forces that he claimed had shaped the American character seemed to be fast disappearing. Three years earlier, the U.S. Census had declared the frontier to be "closed," ending an era in American history. As the Superintendent of the Census explained in 1890, "at present the unsettled area has been so broken into by isolated bodies of settlement that there can hardly be said to be a frontier line."[52]

Scholars have debated Turner's thesis since it appeared in the 1890s. The New Western Historians in the 1980s and 1990s, for example, criticized its ethnocentric assumptions, pointing out that the "free land" Turner described was hardly a "frontier" to the Indian and Latino peoples already living there.[53] Even so, during the 1890s, Turner's thesis signaled a concern that the West no longer represented a land of promise or a safety valve for the laborers of the East. Although the number of Americans aware of it would have been limited in 1893, Turner's thesis exemplified "a growing perception that the frontier era was over."[54]

This concern was not limited to the perceived availability of western lands. The dispirited tone of the 1890s appeared in a variety of forums, including popular journals, which summarized the "mood of the age" as one of "pessimism."[55] As *The Seattle Daily Times* explained in 1897, "the great majority of the American people ... have suffered so much loss of property and the ordinary comforts of life, during the last four years." So "burdensome" had

the economic hard times become "that endurance for another year seemed almost impossible."[56] For many Americans, the Klondike Gold Rush provided a welcome distraction. Although its precise impact on the depression is difficult to determine, the stampede became a focus for hope and expectation during the late 1890s — even for those who did not leave for the Far North.

As the historian Roderick Nash pointed out, for many Americans the Yukon promised more than economic gain. The timing of the Klondike stampede, he explained in *Wilderness and the American Mind*, was particularly significant:

> When the forty-niners rushed to California's gold fields in the mid-nineteenth century, the United States was still a developing nation with a wild West. The miners did not seem picturesque and romantic so much as uncouth and a bit embarrassing to a society trying to mature. But with the frontier officially dead (according to the 1890 census), the time was ripe for a myth that accorded cowboys and hunters and miners legendary proportions. Americans of the early twentieth century were prepared to romanticize the "ninety-eighters" and paint their rush to the gold of the north in glowing colors.

The image of the Far North as a wild, savage place proved appealing. The wide circulation of Jack London's novel, *The Call of the Wild* (1903), exemplified the popularity of this romanticized view of the gold rush.[57]

Gold Fever Strikes

Few events in the history of Seattle have produced more excitement than the stampede to the Yukon. Gold discoveries at Circle City and Cook Inlet in Alaska sparked a small rush in Seattle in 1896, but the fervor did not equal that generated by the Klondike strike. The discovery of gold in 1896 on Rabbit Creek, a tributary of the Klondike River, heralded a momentous era for the city. In July of 1897, the ships *Excelsior* and *Portland* docked in San Francisco and Seattle respectively, carrying three tons of gold between them from the Far North. The media lost no time in spreading the news, sparking the "Klondike Fever" that gripped much of the nation and Seattle for the next two years. *The Seattle Post-Intelligencer* produced one of the most memorable accounts of the *Portland's* arrival. The paper chartered a tug so that one of its correspondents could meet this vessel as it sailed, laden with gold

nuggets, into Puget Sound. "GOLD! GOLD! GOLD! GOLD!," the headline of July 17, 1897 read. "Sixty-Eight Rich Men on the Steamer Portland. STACKS OF YELLOW METAL!"[58] This would prove to be one of the most enduring images in Seattle's history, contributing to the city's identity. As one reporter observed 100 years later, "in a sense, Seattle itself arrived on the steamer *Portland*."[59]

Miners on board the *Portland*, along with fortunes from the Klondike gold fields, included the following:

Clarence Barry	$45,000
James Clemons	50,000
Frank Keller	10,000
James Pickett	20,000
William Stanley	10,000
G.W. Anderson	25,000
William Sloan	10,000
Wilkerson	10,000
Frank Phiscator	70,000
Anderson	10,000
Simms	10,000
George Gray	10,000
Charles Warden	10,000
Jack Moffit	12,000
James Coslow	15,000

Source: *San Francisco Chronicle*, July 17, 1897

The Seattle Daily Times conveyed the sense of excitement and exhilaration that swept the town. "All that anyone hears at present is 'Klondyke,'" it reported on July 23, 1897. "It is impossible to escape it. It is talked in the morning; it is discussed at lunch; it demands attention at the dinner table; it is all one hears during the interval of his after-dinner smoke; and at night one dreams about mountains of yellow metal with nuggets as big as fire plugs."[60] Similarly, the celebrated nature writer John Muir, hired by the *San Francisco Examiner* to describe the Far North, observed, "The Klondyke! The Klondyke! Which is the best way into the yellow Klondyke? Is all the cry nowadays."[61]

Confusion about the term "Klondike" added to the mystery of the gold fields. The press typeset the words "Klondike," "Klondyke," and "Clondyke," sometimes seemingly at random, although the *Post-Intelligencer* favored "Clondyke," while the *Times* preferred using a "K." In August of 1897, the U.S. government and the Associated Press chose "Klondike" as the official spelling.[62]

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COURTESY TERRANCE COLE

This illustration depicted Klondike miners arriving in Seattle in 1897.

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Whatever the spelling, it soon became clear what the word conveyed to readers. The national journal *Leslie's Weekly*, for example, reported that it "stands for millions of gold, and is a synonym for the advancement, after unspeakable suffering, of hundreds of miners from poverty to affluence in a brief period of a few months."[63] Four years of depression had increased the appeal of the gold fields. One ounce of gold was worth $16 in 1897 — a year when typical wages totaled approximately $14 for 78 hours of work. Moreover, the Far North offered opportunity for adventure and exploration during an era that had witnessed the close of the "frontier."[64]

News of the Klondike strike quickly spread to the Midwest and East Coast, where stories of instant wealth were circulated with a vigor that matched the media coverage in the West — at least initially. Two days after the *Portland* docked in Seattle, New York City was "touched" with gold fever. "Klondyke Arouses the East," announced *The Seattle Daily Times* on July 20, 1897. "Effete Civilization ... Affected by the Reports." New York City had contributed a large number of Forty-niners to the California Gold Rush, and observers expected it would again be well represented among the eastern argonauts headed for the Far North.[65] *The New York Times* reported the Klondike strike as monumentally significant. This publication quoted Clarence King, a celebrated geologist, as asserting, "The rush to the Klondike is one of the greatest in the history of the country."[66]

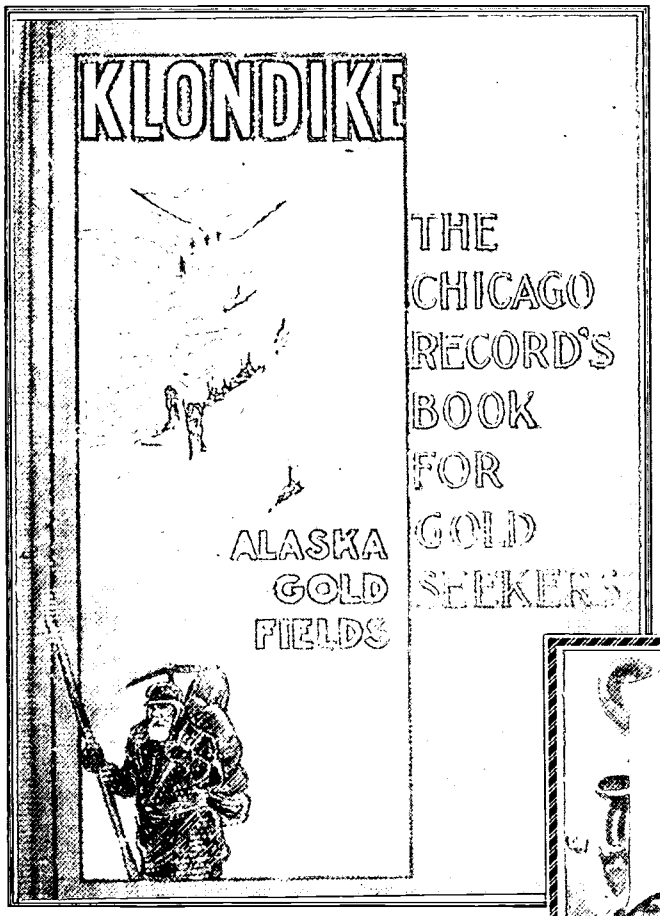
The *Post-Intelligencer* proved even more enthusiastic, describing the Klondike stampede as "one of the greatest migrations in the history of the world."[67] Both the *Times* and the *Post-Intelligencer* sent correspondents to the gold fields. Reporter S.P. Weston took a dozen carrier pigeons to send messages to the Associated Press and the *Post-Intelligencer*.[68] These Seattle papers also produced special Klondike editions, providing information on outfitting and prospecting.[69] *Harper's Weekly*, a national publication, sent special correspondent Tappan Adney to the Yukon to keep its readership informed, while *The Illustrated London News* sent Julius Price.[70]

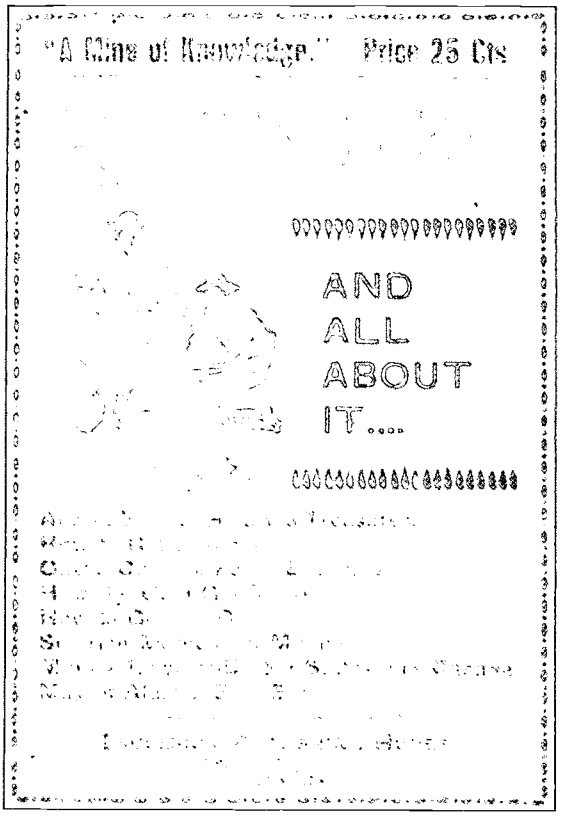
The impact of this kind of media attention was immediate. Hundreds of spectators had crowded the waterfront in Seattle to greet the *Portland*. On July 18, 1897 — just one day after that vessel arrived, the steamer *Al-Ki* departed for the Yukon, filled to capacity with miners and 350 tons of supplies.[71] As a *Times* headline explained on July 19, "Men With the Gold Fever" were "Hustling to Go."[72]

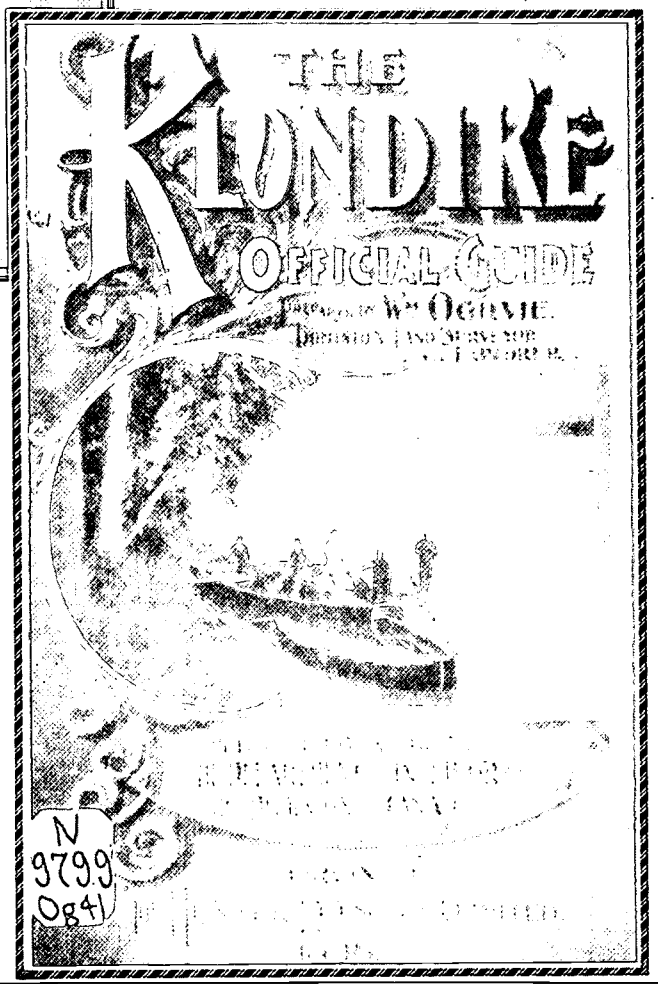
So strong was the lure of the Klondike that cities along Puget Sound had difficulty retaining employees. Much of Tacoma's fire department resigned to leave for the Yukon, while several Seattle policemen also quit. Some stores had to close because their clerks left abruptly for the Far North. The Rainier Produce Company lost its manager when news of the gold strike hit Seattle.[73] The labor shortage similarly affected the Seattle District of the U.S. Army Corps of Engineers, which had difficulty retaining workers to complete its fortification projects in the Puget Sound region. "Due to the Klondike excitement," explained one contractor, it is "impossible to secure steady and reliable men in anything like adequate numbers."[74] Even Seattle's mayor, W.D. Wood, succumbed to gold fever, as did Col. K.C. Washburn, a King County and state legislator. "Seattle is Klondike Crazy," one *San Francisco Chronicle* headline explained on July 17, 1897. "Men of All Professions [Are] Preparing for the Gold Fields."[75]

Within a week, the Seattle city council raised the salaries of police officers, and the *Post-Intelligencer* issued a warning to job hunters that there was no labor shortage in the city, to prevent a rush for the abandoned positions.[76] The discovery of gold in the Yukon was even credited with lowering the crime rate in the Puget Sound area, "since the men who would ordinarily commit offenses against the laws of the city or state now have something else to think about."[77] These were crimes such as burglary, for the gold rush encouraged the development of vice-related offenses.

When the gold craze hit the nation, few Americans were familiar with the geography of the Far North. Many assumed that the Klondike was located in Alaska, instead of in the Yukon, in Canadian territory. Klondike guidebooks — some of which were hastily produced in a matter of days — further obscured the issue. *The Chicago Record's Book for Gold Seekers*, for example, used the terms "Klondike" and "Alaska Gold Fields" interchangeably. Blinded by visions of treasure, many prospective miners were ignorant of what a trip to the Far North would entail.[78] Upon hearing the news of the Klondike strike, a group of enterprising New Yorkers made plans to walk to the gold fields from the East Coast. [79] Similarly, one New York woman inquired upon arriving in Seattle, "Can I walk to the Klondike or is it too far?"[80]







Klondike Guidebooks. COURTESY TERRENCE COLE

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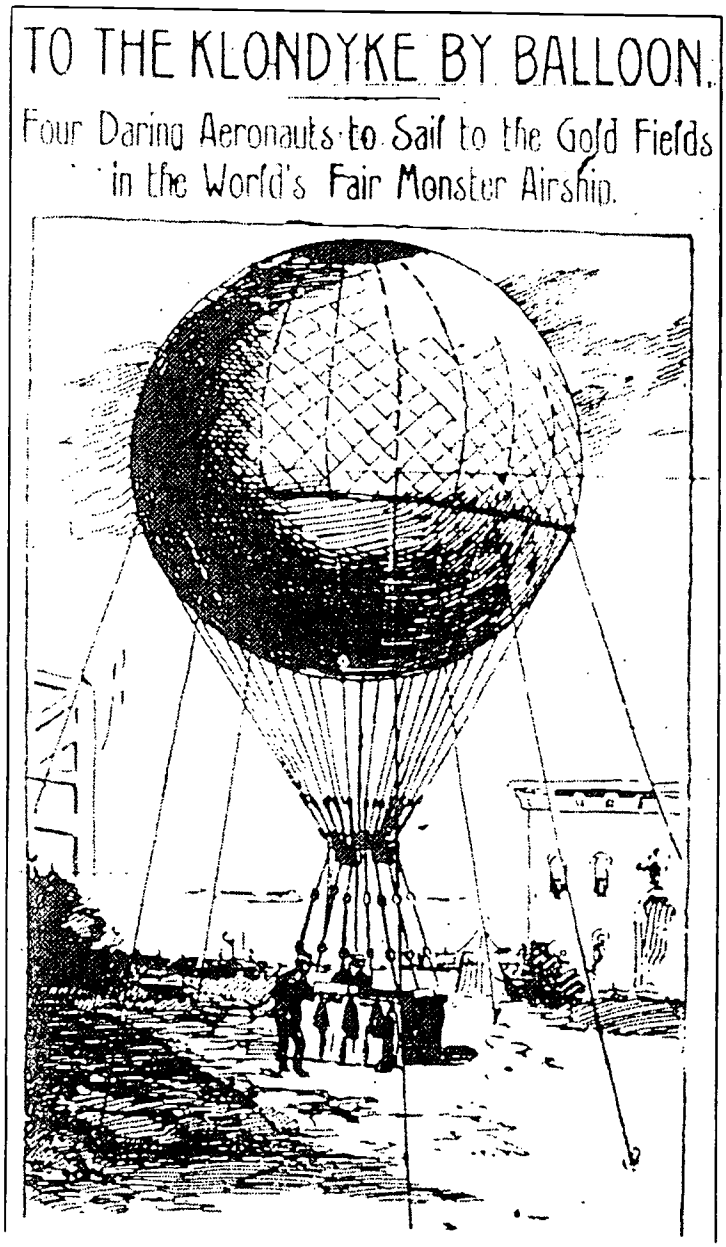

COURTESY TERRENCE COLE

Others planned to reach the Yukon by balloon. Charles Kuenzel, a resident of Hoboken, New Jersey, organized an airship expedition. "We may get lost away up in the air somewhere," he conceded. "The Western and Klondike country is strange to me, and I may make some mistakes in steering. There are no charts for the air. But I'll land all right."[81] Similarly, a group of enthusiastic Canadians planned to launch a "line of airships" to the Klondike.[82]

Although these whimsical, optimistic schemes can appear charming today, the stampede to the Klondike brought tragedy to many — even to those who remained home. By 1898, the Seattle police had received hundreds of inquiries about missing persons. One distraught woman from Olympia reported that her husband had left for Seattle and was not heard from again. She feared he had fallen ill, or had become a victim of "the wicked part of the city." As *The Times* described the situation, "Children left behind and forgotten want to come to their fathers and mothers; old fathers in the East inquire for sons; wives in destitute circumstances for husbands; old, gray haired mothers write tear stained letters pitifully begging the Chief of Police to hunt up their wayward boys."[83]

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The gold rush, according to the *Post-Intelligencer*, had resulted in a "Nest of Missing People."[84] Clearly some gold seekers did not want to be found. Even so, many died attempting to reach the Klondike — and their identities were not always known. On a February evening in 1898, for example, the steamer *Clara Nevada* exploded and burned while en route between Skagway and Seattle. More than 70 of its passengers were lost, and aside from the crew it was not clear who was on board.[85] A month after the disaster, the ship's carpenter notified *The Seattle Daily Times* that although the newspaper reported his death, he remained "alive and hardy and well."[86]

The Klondike Gold Rush attracted approximately 100,000 miners, 70,000 of whom passed through Seattle, nearly doubling the population of the city. So extensive was this migration that the *Post-Intelligencer* ran a regular column titled "The Passing Throng." [87] Although the majority were white men, African-Americans traveled to the gold fields as well. Many women went, too, sometimes bringing their families. The Klondike Gold Rush was a multi-national event, attracting argonauts of various ages and ethnicity.[88]

For the most part, however, it was not the prospectors who profited from the stampede to the Klondike. Instead, it was the merchants who struck pay dirt, as the gold rush encouraged the development of businesses that outfitted and transported the miners. As noted, Seattle already had the transportation network, infrastructure, and local industries needed to benefit from the migration to the Far North. Seattle also benefitted from the farmlands, coal deposits, and forests in the surrounding area. All that was need was publicity promoting the city — a theme that is analyzed throughout the following chapter.

ENDNOTES – CHAPTER ONE

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[2] Morgan, *Skid Road: An Informal Portrait of Seattle*, pp. 4 and 8; Gordon B. Dodds, *The American Northwest: A History of Oregon and Washington* (Arlington Heights, Illinois: The Forum Press, Inc., 1986), p. 99.

[3] See, for example, Roger Sale, *Seattle, Past to Present* (Seattle: University of Washington Press, 1976), p. 7.

[4] Sale, *Seattle, Past to Present*, p. 8.

[5] William C. Speidel, *Sons of the Profits* (Seattle: Nettle Creek Publishing Company, 1967), pp. 214-215.

[6] Sale, *Seattle, Past to Present*, p. 12.

[7] Morgan, *Skid Road: An Informal Portrait of Seattle*, p. 12.

[8] Sale, *Seattle, Past to Present*, p. 12.

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[12] Clarence B. Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, vol. II (Chicago: S.J. Clarke Publishing Company, 1916), p. 698.

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[14] Sale, *Seattle, Past to Present*, p. 19; Nelson, *Seattle: The Life and Times of an American City*, p.12.

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[22] Bagley, *History of Seattle From the Earliest Settlement to the Present Time,* vol. 1, pp. 131-134.

[23] Sale, *Seattle, Past to Present*, p. 50.

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[26] Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, p. 698.

[27] Carlos Schwantes, *The Pacific Northwest: An Interpretive History*, p. 239.

[28] Sanborn Map, 1888.

[29] Kimmons, "The Historical Development of Seattle as a Metropolitan Area," p. 53.

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[37] Judge Thomas Burke quoted in Nelson, *Seattle, The Life and Times of an American City*, p. 28.

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[64] "Seattle: Launch Pad to Gold," *The Seattle Post-Intelligencer*, September 13, 1990, p. 5.

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[66] "Clarence King's Views," *The New York Times, August 7, 1897.*

[67] *The Seattle Post-Intelligencer*, January 21, 1898.

[68] "Bound for the Klondike," *The New York Times*, July 23, 1897, p. 1; Boswell and McConaghy, *Raise Hell and Sell Newspapers: Alden J. Blethen and The Seattle Times*, p. 109.

[69] *The Seattle Post-Intelligencer*, July 29, 1897 and October 13, 1897; *The Seattle Times*, August 21, 1897.

[70] Tappan Adney, *The Klondike Stampede* (New York: Harper & Brothers Publishers, 1900); Dianne Newell, "The Importance of Information and Misinformation in the Making of the Klondike Gold Rush," *Journal of Canadian Studies* 21 (Winter 1986-1987), p. 103.

[71] Satterfield, *Klondike Park: From Seattle to Dawson City*, p. 43.

[72] "Where's Your Grubstake," *The Seattle Daily Times*, July 19, 1897.

[73] Kathryn Taylor Morse, "The Nature of Gold: An Environmental History of the Alaska/Yukon Gold Rush," Ph.D. Dissertation, University of Washington, 1997, p. 374.

[74] Letter, C.F. Swigert to Capt. Harry Taylor, June 30, 1898, Record Group 77, Office of the Chief of Engineers, Seattle District, Box 250, Folder Defenses #262 to #346, National Archives, Seattle; William F. Willingham, *Northwest Passages: A History of the Seattle District, U.S. Army Corps of Engineers, 1896-1920* (Seattle: U.S. Army Corps of Engineers, 1992), p. 104.

[75] "Rush for the Land of the Golden Fleece," *San Francisco Chronicle*, July 17, 1897, p. 1. See also "Wood to Resign," *The Seattle Post-Intelligencer*, July 31, 1897, p. 1.

[76] "Police Salaries Raised," *The Seattle Daily Times*, July 21, 1897; Mark R. Shipley, "The Impact of the Klondike Gold Rush on Seattle: A Research Report," in the Klondike Gold Rush National Historical Park Library, Seattle, n.p.

[77] "A Queer Effect," *Tacoma Daily News*, August 3, 1897, n.p. , vertical file, Alaska Gold Rush, Tacoma Public Library.

[78] Terrence Cole, "Klondike Visions: Dreams of a Promised Land," pp. 84-87.

[79] "Will Not Go to Klondike," *The New York Times*, July 29, 1897, p. 2.

[80] Barbara E. Kelcey, "What to Wear to the Klondike: Outfitting Women for the Gold Rush," *Material History Review* 37 (Spring 1993), p. 22.

[81] "By Air Ship to Klondike," *The New York Times*, August 30, 1897, p. 1. See also "To the Klondike By Balloon," *The New York Times*, April 4, 1898, p. 2.

[82] "Canadians for Klondike," *New York Times*, September 26, 1897, p. 4.

[83] *The Seattle Daily Times*, September 8, 1897.

[84] "A Nest of Missing People," *The Seattle Post-Intelligencer*, February 15, 1898, p. 5.

[85] "What Steamer is This?," *The Seattle Post-Intelligencer*, February 15, 1898, p. 1; Shipley, "The Impact of the Klondike Gold Rush on Seattle: A Research Report," n.p.

[86] "Was On Clara Nevada," *The Seattle Daily Times*, March 17, 1898, p. 1.

[87] See, for example, "The Passing Throng," *The Seattle Post-Intelligencer*, August 17, 1897,; Shipley, "The Impact of the Klondike Gold Rush on Seattle: A Research Report," n.p.

[88] See, for example, Melanie J. Mayer, *Klondike Women: True Tales of the 1897-1898 Gold Rush*,; Esther Hall Mumford, *Seattle's Black Victorians, 1852-1901* (Seattle: Ananse Press, c. 1980), p. 209; Paula Mitchell Marks: *Precious Dust: The American Gold Rush Era, 1848-1900* (New York: William Morrow and Company, 1994), p. 48.

CHAPTER TWO

CHAPTER TWO
SELLING SEATTLE

"There is probably no city in the Union today so much talked about as Seattle and there is certainly none toward which more faces are at present turned. From every nook and corner of America and from even the uttermost parts of the earth, a ceaseless, restless throng is moving — moving toward the land of the midnight sun and precious gold, and moving through its natural gateway — the far-famed City of Seattle."

- *The Seattle Daily Times*, 1898

"We are taking advantage of the Klondike excitement to let the world know about Seattle."

- Erastus Brainerd, 1897

Erastus Brainerd and The Seattle Chamber of Commerce

Seattle's reputation as the gateway to Alaska and the Far North is widespread. Alaska Airlines remains based in this city, providing a modern example of the transportation connections that were established in the late nineteenth century. As historian Murray Morgan observed, Seattle residents "tend to look on Alaska as their very own....Seattle stores display sub-arctic clothing, though Puget Sound winters are usually mild; Seattle curio shops feature totem poles, though no Puget Sound Indian ever carved one."[1] This perception is in part a legacy of the Klondike Gold Rush, which linked Seattle and the Far North in the public mind. It resulted from an extensive advertising campaign designed and launched by the Seattle Chamber of Commerce in 1897.

From the outset of the gold rush, Seattle newspapers promoted their city as the obvious point of outfitting and departure for the Yukon. "If there ever was competition between Seattle and other cities on the Pacific Coast relative to Alaska business," *The Seattle Post-Intelligencer* boasted on July 25, 1897, "it has entirely disappeared....Seattle controls the trade with Alaska. There is no other way to state the fact — the control is complete and absolute." As the *Post-Intelligencer* concluded, the rush to the Klondike was "centered in Seattle."[2] Despite such bold assertions, however, it took the Seattle Chamber of Commerce months of effort in public relations to make this "fact" a reality. Comprised of only seven key members, it proved to be a very vocal force in promoting Seattle.

Cooper and Levy — a major outfitter in the city — moved Seattle boosters to action. One of the owners notified the Chamber of Commerce that railroad companies were not routing many of the early Klondike stampeders through Seattle. Initially, only the Great Northern Railway took Yukon-bound passengers to this city, while the Southern Pacific routed passengers to San Francisco, the Northern Pacific advertised Portland, and the Canadian Pacific promoted Vancouver, British Columbia. The Chamber of Commerce thus established the Bureau of Information on August 30, 1897, to devise a plan for promoting Seattle as the Klondike outfitting and departure center. It also charged the Bureau of Information with counteracting the efforts of other cities in this direction. Even more significant, members appointed Erastus Brainerd as secretary and executive officer.[3] Were it not for this move, Seattle might not have figured as prominently as it did in the Klondike trade.

Brainerd proved to be the most influential of Seattle's boosters during the Klondike Gold Rush. What was most remarkable about his advertising campaign was that it was waged during an era before the practice of swaying public opinion had become commonplace. His social status and his professional contacts helped his publicity efforts. Born in the Connecticut River Valley in 1855, Brainerd attended Phillips Exeter Academy, and graduated from Harvard at the tender age of 19. After serving as curator of engravings at the Boston Museum of Arts, he traveled to Europe, where he promoted a tour for W. Irving Bishop, a "lecturing showman." While in Europe, Brainerd displayed his gregarious personality and his propensity for joining, becoming a Knight of the Order of St. John of Jerusalem, a Knight of the Red Cross of Rome, a Knight Templar, and a Mason.[4]

BUREAU OF INFORMATION, SEATTLE CHAMBER OF COMMERCE, 1897

Erastus Brainerd, Secretary
Edward F. Sweeney, president of Seattle Brewing and Malt Company
J.W. Goodwin, J.W. Goodwin & Company
Emil Lobe, Golden Rule Bazaar
Samuel Rosenberg, Kline and Rosenberg, clothiers
A.B. Stewart, Stewart and Holmes, wholesale druggists
F.S. Sylvester, president of Seattle Trading Company, grocers

Source: "Answers to Queries," *The Seattle Post-Intelligencer*, October 13, 1897, p.6.

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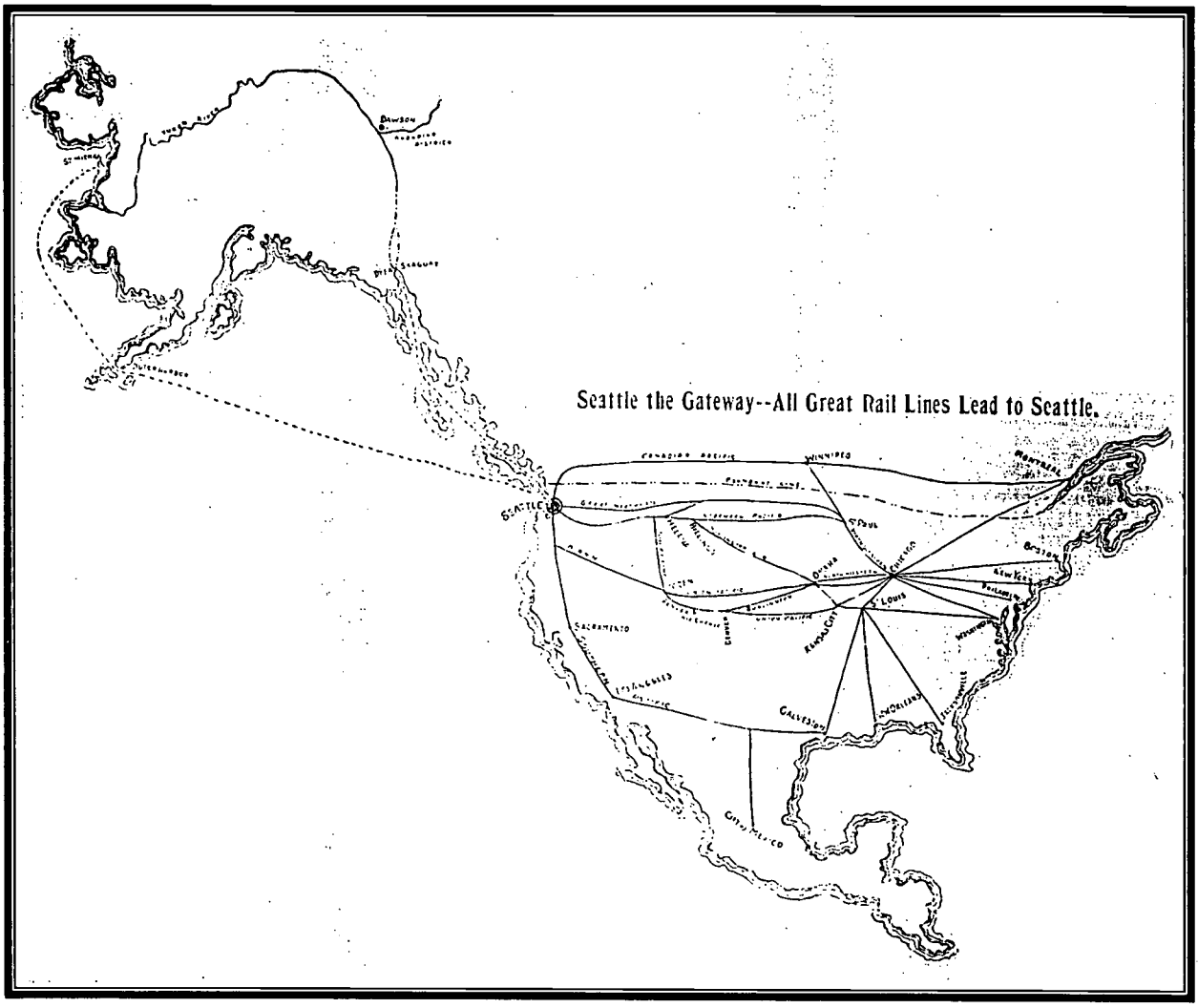
Returning to the United States, Brainerd turned to journalism, landing a job as a news editor of the Atlanta *Constitution*. In 1882, he married Jefferson Davis' granddaughter, which endeared him to Southern readers. One reporter described Brainerd at this time as "an accomplished gentleman, a desirable citizen, and an engaging friend." Moving to Philadelphia, Brainerd again joined a variety of organizations, including the Union League, Penn Club, and the Authors and Press clubs of New York.[5]

In 1890, Brainerd suffered from several attacks of influenza. His desire for employment opportunities as well as his ill health prompted him to relocate to Seattle, where he became the editor of *The Press-Times*. Brainerd joined the Rainier Club and organized a local Harvard Club, becoming known as "a social swell and an authority on terrapin [edible turtles]." His activities included fishing trips with the eminent Judge Thomas Burke. By 1897, when Brainerd became secretary of the Bureau of Information, he had developed valuable social — and editorial — connections in the Puget Sound area and throughout the nation. As one biographer summarized, Brainerd was a "man of the world, confident and self-assertive." He was also an "unusually facile writer"— a characteristic that would serve Seattle well in the publicity campaign.[6]

The Advertising Campaign

Brainerd's strategy was to promote the city as the *only* place to outfit for the Klondike. He devised a plan to finance the Bureau of Information by taxing Seattle merchants who stood to profit from the expected influx of population and increased trade.[7] Businesses that paid dues received lists of prospective customers. Brainerd devoted some of this money to advertising in newspapers and popular journals. He purchased a three-quarter-page ad in William Randolph Hearst's *New York Journal* for $800, along with quarter-page advertisements in *Munsey, McClure's*, *Cosmopolitan*, *Harper's Weekly*, *Scribner's*, and *Review of Reviews*.[8] One of these advertisements pointed out that as the "Queen City of the Northwest," Seattle served as the manufacturing, railroad, mining, and agricultural center of Washington state. "Look at your map!" the ad urged readers. "Seattle is a commercial city, and is to the Pacific Northwest as New York is to the Atlantic coast."[9]

Brainerd also encouraged the *Post-Intelligencer* to issue a special Klondike edition on October 13, 1897, which began with the headline, "Seattle Opens the Gate to the Klondike Gold Fields." Seattle, the lead article assured readers, "is not a mushroom, milk-and-water town with only crude frontier ways." Instead, "it is a city of from 65,000 to 70,000 population, with big brick and stone business blocks and mercantile establishments that would be a credit to Chicago, New York, or Boston." The issue featured a map of transcontinental railroad lines leading to Seattle, "the Gateway."[10]



This map, which appeared in *The Seattle Post Intelligencer* in October of 1897, depicted "all great rail lines" leading to Seattle. San Francisco, Vancouver, and other rival cities — which also offered rail connections — did not appear.

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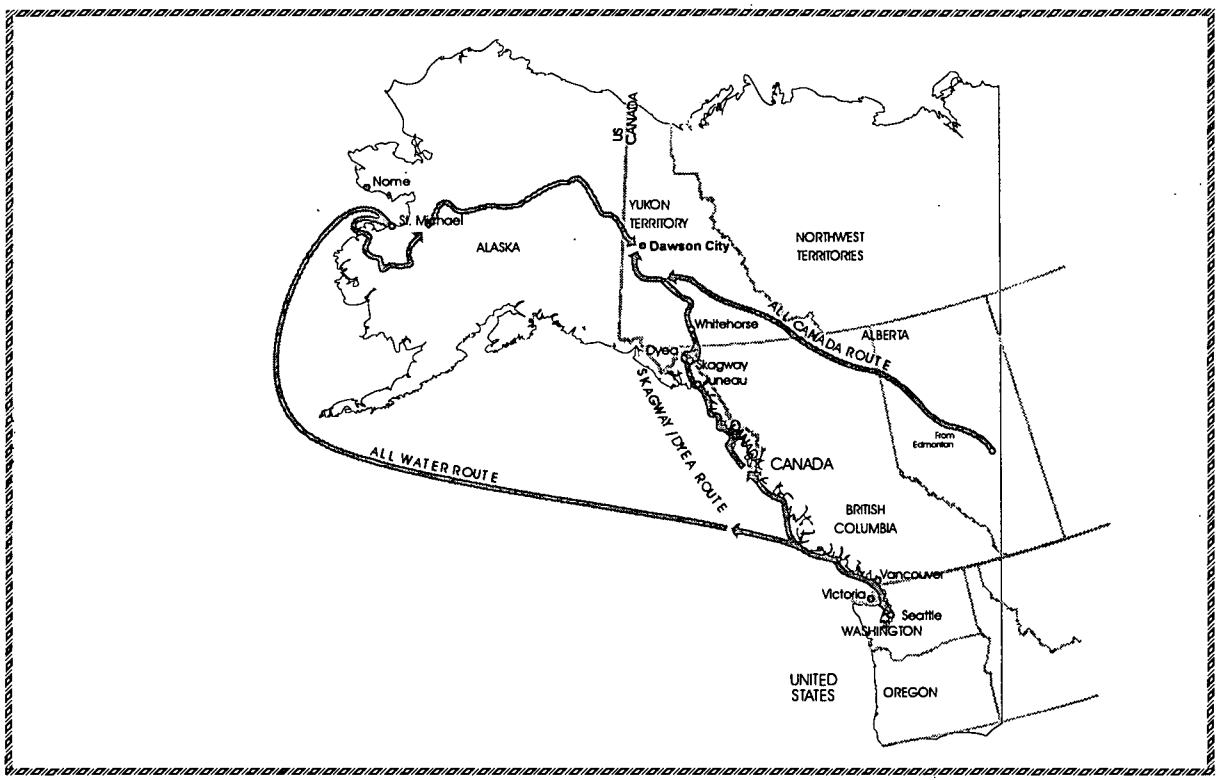

COURTESY NATIONAL PARK SERVICE

ROUTES TO THE KLONDIKE

Seattle or Vancouver to Skagway

Steamships sailed 800 miles through the Inside Passage to Skagway. This trip took approximately three days. From Skagway, gold seekers crossed the White Pass or Chilkoot Trails, to reach the headwaters of the Yukon River, and from there they continued to Dawson City — a distance of 500 miles. Most prospectors took this route.

All-Water Route

Steamships sailed to the Bering Sea and the delta of the Yukon River. From St. Michael, gold seekers took a riverboat upstream to Dawson City — a distance of 1,700 miles. This was the longest and most expensive route to the gold fields.

All-Canada Route

Gold seekers reached Edmonton on the Canadian Pacific Railroad. From there, they traveled overland to the Athabasca River, where they caught a steamboat to the Mackenzie River. After traveling on the river, stampeders still needed to surmount a mountain range to the west before reaching Dawson City. This was an extremely difficult route, due to the muskeg and willow thickets that covered the trail.

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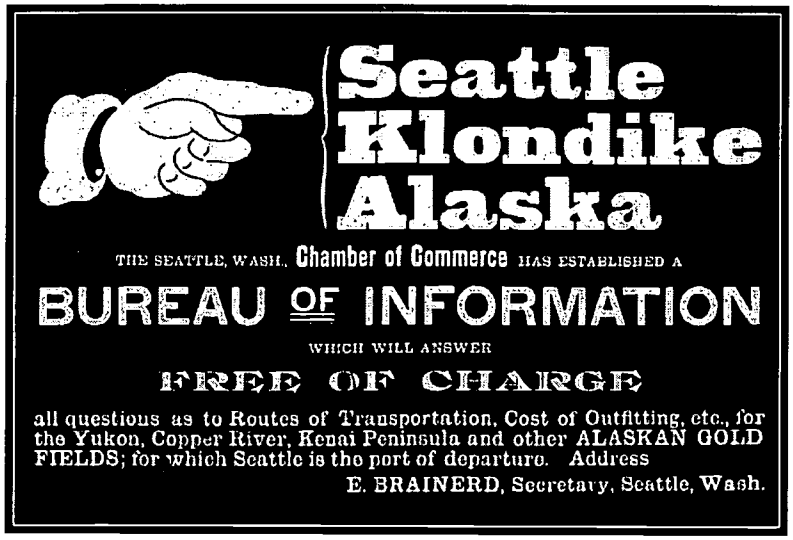

[Source: Erastus Brainerd Scrapbook, University of Washington.]

The special Klondike edition offered advice to prospectors on what to bring to the gold fields, how to obtain an outfit, and which route to select. It provided much of the same information as the guidebooks produced throughout the nation during the late nineteenth century, while promoting Seattle.

For a week preceding the publication of the special Klondike edition, Brainerd placed advertisements announcing the upcoming issue and urging readers to send copies to friends and relatives in the East. The *Post-Intelligencer* printed 212,000 copies, making it the largest newspaper run that had been produced west of Chicago. Brainerd sent more than 70,000 to postmasters across the nation, requesting that they distribute them. Various newspaper editors received 20,000 copies, while 10,000 copies went to librarians, mayors, and members of town councils. The Great Northern Railway and Northern Pacific received 10,000 and 5,000 copies respectively.[11]

In addition, Brainerd wrote feature stories on Seattle's virtues, which he distributed to publications throughout the nation. "The 'Seattle Spirit' has accomplished wonders," he assured readers of *The Argus* in 1897. "My impression is that wonders are yet to come." He claimed that observers in the East were convinced "Seattle is a remarkable place" and "something remarkable is sure to occur here." Relentlessly upbeat in tone, Brainerd's writing, like most booster literature, was given to hyperbole: "everybody in the East says Seattle is an extraordinary place." [12]

A subscription to a clippings service helped Brainerd keep track of his efforts as well as those of competing cities. Always vigilant, when he encountered a negative or misinformed article, he wrote to the editors, demanding a retraction.[13] Often Brainerd's letters employed a deceptively innocent tone, as though the publicity for his city had erupted spontaneously, and was not the result of his calculated efforts. "Seattle is not advertising the Klondike," he argued

in one letter-to-the-editor. "The Klondike is advertising Seattle, and we are taking advantage of the Klondike excitement to let the world know about Seattle." [14]

Also effective was Brainerd's correspondence campaign, which employed tactics similar to those of modern political lobbyists. He sent a confidential letter to employers, organizational leaders, ministers, and teachers, encouraging them to ask the large numbers of people with whom they came in contact to write letters about Seattle to out-of-town friends and newspapers. The more spontaneous these letters could appear, the greater their impact. Brainerd thus generated what looked like a groundswell of unsolicited support. The Bureau of Information offered to furnish the details about Seattle as well as the postage to those who agreed to write letters.[15] "It is very important," Brainerd explained, "that Seattle should be first to catch the eye of the reading public and of the intending Klondiker."[16]

Another masterful public relations effort was the production of circulars that promoted Seattle as the gateway to the Klondike. Brainerd designed and wrote one of these to look like an official government publication — and he convinced Will D. Jenkins, Washington's Secretary of State, to sign it. The circular reassured gold seekers of the safety of the trip to the Yukon, "making it sound like no more than an invigorating outing." The publication also cautioned that no person should embark on the journey with less than $500.[17] A number of European countries — including France, Belgium, Italy, and Switzerland — found the circular so appealing that they reprinted it and had it distributed. Encouraged by this success, Brainerd sent pictures and information about Seattle and the Klondike as Christmas presents to the heads of European nations. When Kaiser Wilhelm II of Germany refused the gift, fearing it was a bomb, Brainerd used his distrust to gain further publicity.[18]

The Bureau of Information sent additional circulars to every governor and mayor in the United States. These included a series of questions about prospective gold seekers and where they planned to be outfitted. Ostensibly, the purpose of the information acquired was to help Seattle businesses prepare for the stampede of prospectors. The circulars served to advertise Seattle, however, and most recipients turned them over to local newspapers, which printed them. Also, Brainerd provided the information he received from the circulars to Seattle's merchants.[19]

Brainerd's questions elicited some humorous responses. An official of the city of Plymouth, Connecticut, for instance, informed the Bureau of Information that "the `fever' has had but one victim here as far as we can learn. The young man having married since....has recovered. Think there is no danger from this point."[20] Similarly, a Detroit official indicated that he could not answer Brainerd's questions, reporting as follows: "How many women there are who intend to go; where people would secure their outfits if they did go; when they expect to go, I respectfully submit is a matter probably known only to Providence himself, and I doubt that if you could communicate with Providence that he would give you reliable data."[21] Omaha responded with some boosterism of its own: "'Klondike fever' has not reached us nor is it likely to do so. This species of disease is apt to strike Cities where business is stagnated and people have lost their faith in the return of prosperity. In Omaha however prosperity is no longer a prophecy but a grand reality."[22]

One of the most celebrated of Brainerd's publicity schemes was a traveling exhibit of $6,000 of Klondike gold. Although it cost the Bureau of Information only $275, the Great Northern Express Company carried this display all over the nation, providing exposure to thousands of spectators and prospective stampeders.[23]

In March of 1898, the Bureau of Information's charter expired. At that time, the Chamber of Commerce's finance committee reported that $9,546.50 had been collected for the advertising campaign — and Brainerd had "made the most of every penny."[24] As a result of his efforts, Seattle received five times the advertising exposure as other cities on the West Coast.[25] In early 1898, *The Seattle Daily Times* reported that Seattle had become the recognized center of Klondike trade. "There is probably no city in the Union today so much talked about as Seattle," the article informed readers, "and there is certainly none toward which more faces are at present turned. From every nook and corner of America and from even the uttermost parts of the earth, a ceaseless, restless throng is moving — moving toward the land of the midnight sun and precious gold, and moving through its natural gateway — the far-famed City of Seattle."[26]

For six months, Brainerd had promoted Seattle at a furious pace. By March of 1898, the work had become "wearing."[27] The next month, he took a new job for the Chamber of Commerce: lobbying in Washington, D.C. for an assay office in Seattle, which would convert the prospectors' gold into cash. An assay office in Seattle would provide returning miners

with money that they could spend in the city, allowing merchants to prosper from their business not only on their way to the Klondike but also on their return. While Seattle boosters had advocated this measure from the outset of the gold rush, delegations from San Francisco to Philadelphia opposed the idea, fearing a loss of business in their assay offices. Even so, Brainerd's efforts were successful — and in June of 1898 Congress passed a bill establishing an assay office in Seattle.[28] The government selected a building owned by Thomas Prosch, a prominent city resident. Located at 613 Ninth Avenue, it was a two-story concrete structure featuring a spectacular view of Puget Sound and the busy harbor.[29]

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

Erastus Brainerd in the Yukon, 1898.

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The assay office opened in mid-July of 1898 to a long line of miners recently returned from the Klondike. They received money for their "glittering piles," which employees melted into bars and shipped to Philadelphia to be coined.[30] "It was a sight not quickly to be forgotten," noted one observer. "The looks of anxiety depicted upon the faces of those in waiting, the furrows caused by the rough touch of the north wind, and the general unkempt appearance of the miners, told the bystander that these were men who had escaped none of the hardships incident to life in the wilds of the [Far North]."[31] The first day it opened, the assay office took in $1 million in gold, and for the next six months the average receipts totaled one million dollars per month — far exceeding expectations.[32] By 1902, the assay office had cleared $174 million in gold.[33]

After helping Seattle obtain the assay office in 1898, Brainerd himself headed for the Klondike, perhaps succumbing to his own "gold-rush propaganda." Like many prospectors, Brainerd did not strike it rich in the Far North. He returned to Seattle the following year, becoming involved in numerous professional ventures. He served as "an irrepressible editor" of *The Seattle Post-Intelligencer*, for instance, from 1904 to 1911. During the early twentieth century, he argued for harbor improvements, public health measures, and civic beautification. He also became vice chairman of the Republican City Committee of Seattle. Given the extent of Brainerd's contributions, his final years seem especially tragic. By 1920, he had become mentally ill — and the next year he entered Western State Hospital at Steilacoom. He died there on Christmas Day of 1922.[34]

Strangely, Brainerd's obituary in *The Seattle Post-Intelligencer* mentions very little about the Klondike — and nothing about his role in promoting Seattle.[35] This omission could suggest that the gold rush represented a minor event in Brainerd's expansive career — yet later biographers would note that if Brainerd is remembered at all it is for publicizing the link between Seattle and the Far North.[36] It would be difficult to credit Brainerd with single-handedly securing Seattle's place as the outfitting center, since the city's press and business leaders seized the opportunity to advertise weeks before he assumed responsibility for the publicity campaign. Still, Brainerd's efforts to promote the city proved to be enthusiastic and inventive — even for a booster.

Competition Among Cities

Although it is difficult to evaluate Brainerd's precise impact on the Klondike Gold Rush or on the growth of Seattle, it is certain that the objective of his advertising campaign was reached: Seattle indeed became the gateway to the Klondike. As noted, of the approximately 100,000 prospectors who set out for the Far North, 70,000 selected this city as the place for outfitting and transportation. To some extent, this development was dictated by location. San Francisco and Portland did not enjoy the relative proximity to the gold fields that cities on Puget Sound offered. Meanwhile, smaller cities such as Everett, Bellingham, and Port Townsend did not sustain a population base sufficient to support large-scale businesses that could easily outfit tens of thousands of miners.

Still, the question of why Tacoma did not benefit more from the Klondike trade remains an interesting one, as does the question of why an American city should profit more than Victoria and Vancouver from a gold strike located on Canadian soil. The efforts of Erastus Brainerd help explain how Seattle emerged the victor in the battle for gold-rush business. No other city mounted an advertising campaign that could rival his. Part booster and part huckster, Brainerd was "an optimist and an enthusiast" who had the vision necessary to sell Seattle to the public. [37]

At the outset of the Klondike Gold Rush, it was not clear that Seattle would emerge as the point of departure. Like Seattle, other cities also advertised their merits. It was a measure of Brainerd's success that as the competition for the Yukon trade progressed, other towns agreed on only one thing — that Seattle was not the place for outfitting and transportation.[38]

San Francisco

Initially, San Francisco seemed to be a formidable rival. The vessel *Excelsior* had landed there heavy with Klondike gold three days before the *Portland* docked in Seattle in July of 1897. The *Excelsior's* berths sold quickly a week later, as the steamer prepared to return to the Far North.[39] The oldest and most populated of the cities vying for the Klondike trade, San Francisco promoted its vast experience outfitting Forty-niners during the California Gold Rush.[40]

Moreover, this city featured significant rail and shipping connections — and it enjoyed a longstanding link to the industries of the Far North. Before the Klondike Gold Rush, San Francisco served as the gateway city for the Yukon. [41] The Alaska Commercial Company, associated with fur sealing and other activities, was based in San Francisco — and it was this firm that operated the *Excelsior*. As the Alaskan Trade Committee pointed out, San Francisco was "many times larger" than other cities on the West Coast — and its size kept prices competitive.[42] At the time of the Klondike craze, San Francisco had more than 300,000 residents.[43]

Yet San Francisco's advertising campaign was no match for that of Seattle. To be sure, its newspapers publicized the gold strike and the Bay Area's role. As noted, the *Examiner* hired John Muir to provide observations on the stampede. This naturalist, however, was hardly a booster, viewing the gold rush as "a wild and discouraging mess."[44]

San Francisco also established an Alaska-Klondike Bureau of Information. Staffed with "competent, courteous and painstaking men," the Bureau maintained up-to-date reports on the Yukon, along with an "educational exhibit." It advised prospective miners to travel through San Francisco "because you save time, money and annoyance." Among the more compelling arguments in favor of this city included the number of businesses, which kept prices low and goods in stock, and the ample hotel accommodations. Interestingly, the Bureau also highlighted recreational opportunities, promising that those who traveled to San Francisco would encounter scenery superior to that of northern routes. San Francisco itself, moreover, was "worth seeing."[45]

According to the *The Seattle Daily Times*, San Francisco merchants organized an advertising campaign in 1897 that emphasized the California city's advantages over Seattle. "The stocks of San Francisco merchants are practically inexhaustible," they claimed, "as against the similar stores of Seattle, which on several occasions....were totally depleted in several lines. Being forced to telegraph to San Francisco for goods, prices were boosted out of sight in Seattle." Not surprisingly, such disparaging claims provoked Seattle promoters, who complained that the California city was "scheming" to take the Yukon trade. [46]

The Seattle Daily Times assured its readers in 1897 that most of San Francisco's Klondike business was local.[47] Located much farther south of the Yukon than the other competing cities, San Francisco encouraged argonauts to take the all-water route. Seattle

boosters counteracted this approach by claiming that the trip up the Inside Passage from Puget Sound was safer.[48] The route over Chilkoot Pass to the interior, developed during the 1880s, gave Seattle an advantage over San Francisco.[49] Even so, rail line connections made San Francisco accessible and attractive to prospectors outside California. These included Wyatt Earp, who departed from Yuma, Arizona. "It was hot as Hades," his wife recalled, "and we were fondly remembering cool San Francisco."[50]

For all the early interest in San Francisco, the city did not seriously threaten Seattle's position as the gateway to the Klondike. As Seattle author and historian Archie Satterfield has explained, "somehow the chemistry wasn't right" in San Francisco.[51] The California city did not experience the level of excitement that gripped towns farther north — and attempts to advertise itself as the point of departure were lukewarm. John Bonner, writing from San Francisco to the national journal *Leslie's Weekly*, offered a similar explanation in December of 1897. "San Francisco has only just begun to wake up," he pointed out, while Seattle "was the first in the field" to take advantage of the opportunities that the gold rush presented. He characterized Seattle residents as "energetic" and "enterprising" people of the "git-up-and-git kind," who flooded eastern cities with advertising. The people of San Francisco, on the other hand, were "torpid," inclined to "jaw-smithing when they should be acting."[52] In summary, Seattle proved far more aggressive than San Francisco in pursuing the Klondike trade.

Portland

Portland had numerous advantages in the battle for the Klondike trade: a strong, stable financial foundation and extensive rail connections and port facilities. With approximately 60,000 residents, Portland also boasted a higher population than Seattle — a distinction it retained even after the gold rush. In September of 1897, Portland's business leaders organized an advertising campaign that resembled Brainerd's plan. It included providing maps, pamphlets, and circulars to railroads and prominent eastern publications. W.A. Mears, one of the primary forces behind this campaign, assured fellow businessmen that success in this venture would require extraordinary contributions. "You will have yourself to thank," he warned them, "if you see Seattle go ahead with a bound and distance this city in wealth and population."[53]

The Seattle Chamber of Commerce did not take this threat lightly. As Brainerd explained, "Portland will not do this by halves." Clearly he viewed the city as a rival, asking "Is it likely that Portland with its great aggregated corporate and individual wealth will fail to spend money like water when it thinks that a failure [to do so] will help Seattle?"[54] A large advertisement for Portland appeared in the *New York Journal* in December of 1897, prompting Brainerd to respond with an advertisement of his own.[55]

The Klondike Gold Rush indeed brought profit to Portland's merchants. From 1896 to 1898, more than 300 new businesses incorporated in Oregon — and 136 of them were mining-related enterprises. Henry Wemme exemplified a Portland businessman who capitalized on the Klondike stampede by establishing "an immense business in selling tents." [56]

For all this success, however, the Webfoot City, as newspapers called it, did not succeed in wresting much of the business from Seattle. Portland was farther from the gold fields than the Puget Sound cities, and it did not have the frequent shipping service to the Far North that Seattle offered. As a number of historians have pointed out, Portland was established earlier than Seattle, and the older city retained a conservative, complacent character that contrasted with the energy of Seattle promoters. Jonas A. Jonasson, for example, explained in a comparison of Portland in Seattle that "Seattle's favored location on Puget Sound and the vigor of the famous 'Seattle Spirit' that saw its opportunity and took advantage of it was an unbeatable combination."[57]

Tacoma

Tacoma and Seattle had a longstanding rivalry. As the "City of Destiny," Tacoma had won the coveted position as terminus for the Northern Pacific — the first transcontinental railroad to arrive in Washington. Like Seattle, Tacoma boasted port as well as rail facilities, and it was relatively the same distance from this location to the Klondike. According to historian Murray Morgan, what distinguished Tacoma from Seattle in the race for Klondike trade was its slow pace and lack of vigor. "Before Tacoma awoke to the full possibilities of the rush north," he explained, "Seattle was synonymous with Alaska." Significantly, Charles Mellen, president of the Northern Pacific, arranged for company steamships to leave from commercial docks in Seattle, even though he had to pay rent for those facilities. Ironically, at

the outset of the gold rush, the only ship that sailed regularly from Tacoma to the Far North was named *The City of Seattle*.[58]

Early accounts by the Tacoma press indicated a lack of recognition of the significance of the gold rush. Two days after the *Portland* arrived in Seattle, *The Tacoma Daily News* reported that the city "has not gone wild over the Klondike." As the article advised, "It is not well for people to lose their heads over distant gold fields, only to be reached after extreme hardship.... Careful people who are making a living will stay where they are."[59] Initially, Tacoma business responded to the gold rush with "lethargy."[60] While such caution appears prudent in retrospect, it did not help increase Tacoma's share of the Klondike trade.

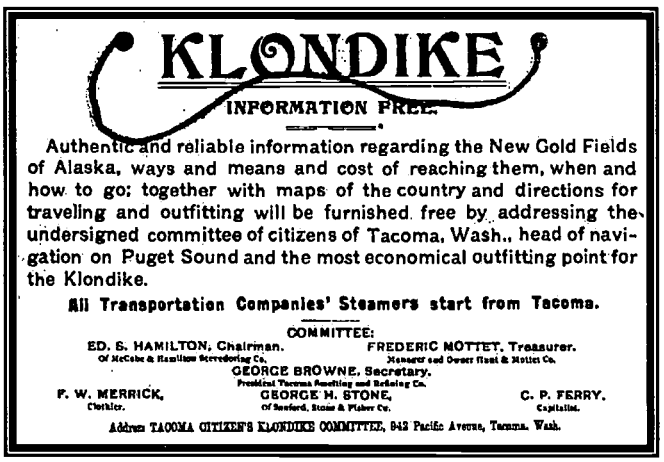
Similarly, on July 29, *The Tacoma Daily News* sneered at Seattle's aggressive approach, suggesting that the city "should not make a spectacle of herself." Moreover, the article found "the Seattle spirit" to be "unlovely." While others praised Seattle's "energy and enterprise," Tacoma saw only "hoggishness and snarling."[61] The Tacoma press further pointed out that other Puget Sound cities shared its sentiments. In late July of 1897, *The Skagit News-Herald,* for example, urged Seattle promoters to "remember this is not yet the harvest time," advising them to proceed more slowly.[62] Tacoma, then, was not alone in failing to recognize the importance of speed in pursuing the Klondike trade.

A few weeks after the gold rush began, Tacoma businessmen began to realize what they were missing. They suggested advertising in eastern newspapers and establishing a bureau of information. "The principal thing for Tacoma to do just now is to advertise," one promoter advised in August of 1897. "Pick up any of the eastern newspapers today and you will find just how much this town is losing by not keeping to the front as a starting and outfitting point for miners bound for Alaska."[63] Another observer in Tacoma noted that "there is the greatest difference in the world between Tacoma and Seattle in this Klondike excitement.... Over there they are all up in arms about it." [64]

The Tacoma City government, however, was not in a position to respond, as it was "bitterly divided" over a mayoral election that had come down to two votes. Because the ballot boxes had been stolen from the city clerk's office, a recount was not possible. As a result, Tacoma was encumbered by two mayors and two civil service commissions. Moreover, the Chamber of Commerce, established in 1884, split three ways when attempting to select a publicity director for a Klondike advertising campaign.[65]

Accordingly, in late September of 1897, *The Seattle Daily Times* featured an article titled "Tacoma Has Given Up," suggesting that Seattle promoters did not view Tacoma as a serious threat. It quoted Brainerd as follows: "It is best for the Coast cities to set forth their merits as outfitting points in their own way, and let the intending Klondiker make his own choice. In that case Seattle will stand the best chance to keep and to enlarge the trade she now controls."[66]

By late 1897, Tacoma's Chamber of Commerce had produced a circular titled "Tacoma: Gateway to the Klondike." This publication promoted Tacoma as "the starting point of all steamers for Alaska." Perhaps attempting to avoid inadvertent advertising for rival cities, its authors refused to use the word "Seattle," referring to W.D. Wood as mayor "of one of the Puget Sound cities."[67] The Chamber of Commerce and Board of Trade also printed a booklet titled *Tacoma Souvenir*, which announced that the city "is not the result of an accident," since the Northern Pacific Railroad selected it as the terminus after "exhaustive examinations of the entire northwest."[68]



KLONDIKE

INFORMATION FREE.

Authentic and reliable information regarding the New Gold Fields of Alaska, ways and means and cost of reaching them, when and how to go; together with maps of the country and directions for traveling and outfitting will be furnished free by addressing the undersigned committee of citizens of Tacoma, Wash., head of navigation on Puget Sound and the most economical outfitting point for the Klondike.

All Transportation Companies' Steamers start from Tacoma.

COMMITTEE:

ED. S. HAMILTON, Chairman. FREDERIC MOTTET, Treasurer.

GEORGE BROWNE, Secretary.

F. W. MERRICK, GEORGE H. STONE, C. P. FERRY.

Address TACOMA CITIZEN'S KLONDIKE COMMITTEE, 943 Pacific Avenue, Tacoma, Wash.

[Source: Erastus Brainerd Scrapbook, University of Washington.]

POPULATION GROWTH IN COMPETING CITIES

City	1890	1900	Population Increase 1890-1900 Number	%
San Francisco	298,997	342,782	43,785	15
Portland	46,385	90,426	44,041	95
Tacoma	36,006	37,714	1,708	5
Seattle	42,837	80,671	37,834	88
Vancouver	13,709	27,010	13,301	97
Victoria	16,841	20,919	4,078	24

Source: Alexander Norbert MacDonald, "Seattle, Vancouver, and the Klondike," *The Canadian Historical Review* (September 1968), p.246

Like boosters in Seattle, Tacoma promoters distributed advertisements to railroads. These billed Tacoma as "the most economical outfitting point for the Klondike."[69] Despite these efforts, however, the Tacoma press revealed that the city remained in a weak position.

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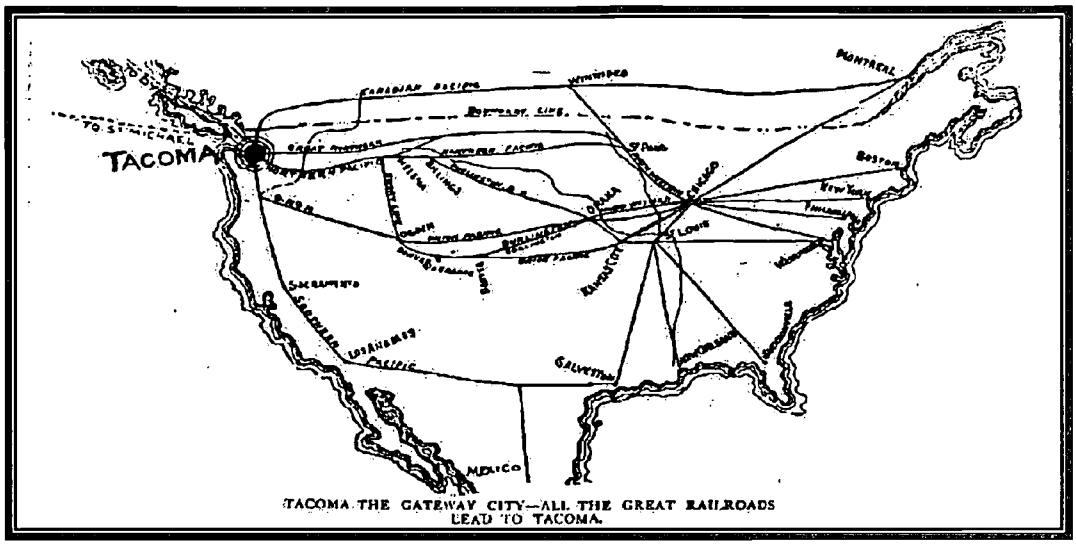

TACOMA THE GATEWAY CITY—ALL THE GREAT RAILROADS LEAD TO TACOMA.

Attempting to deflect attention from Seattle and the Yukon, *The Tacoma Daily News* emphasized that there were other "Klondikes" in Washington, where prospectors could strike it rich. This newspaper published a map as part of a special Klondike edition December of 1897 that prominently featured Tacoma as the gateway to the Yukon. Displaying the rail connections that led to the city, it was a direct copy of the map featuring Seattle that the *Post-Intelligencer* had published in its special Klondike edition two months earlier (see map on page 42). Even the organization of *The Tacoma Daily News* article resembled the earlier Seattle piece.[70]

In summary, Tacoma's efforts to gain the Klondike trade lagged behind that of Seattle every step of the way. When the gold rush ended, according to Morgan, "the race for dominance on Puget Sound was over. Tacoma was the second city. Its struggle in the next years was not for triumph but for survival." During the decade 1890-1900, Seattle's population nearly doubled, reaching 80,676. Tacoma's population increased only 4.7 percent, reaching a total of 37,714.[71] It is interesting to speculate how this outcome might have differed had Erastus Brainerd been named head of the publicity campaign of Tacoma. Even so, it is doubtful that Tacoma, characterized as a "company town" dominated by the railroad, could have surpassed Seattle in the rush for the Klondike trade.[72] Brainerd's enthusiasm and his advertising schemes might not have proven effective without the vision and support of Seattle's business community, which, as noted, immediately seized the opportunity to promote the city.

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Additional American Cities

A number of smaller cities on the West Coast attempted to secure some of the Klondike trade. Juneau, for instance, billed itself as "the metropolis of Alaska" and "the gateway to the interior gold fields." Its merchants argued that miners outfitting in their town would reduce or eliminate the cost of transporting freight to the Yukon, and they warned that outfits purchased in Seattle were stowed at the bottom of the ship's hold, where horses and mules stood over them for the duration of the trip to the Far North.[73] Juneau business interests also distributed circulars advertising Juneau on trains that ran between Seattle and Tacoma.[74]

Port Townsend similarly promoted itself as "the principal city on the west side of Puget Sound" and the port entry for the Puget Sound customs district. At the outset of the gold rush, some Port Townsend merchants recognized the need for "prompt interest and vigorous action." Seattle, they noted, had benefited from this approach. [75] "The Seattle papers," one observer pointed out in July of 1897, "are full of advertisements of business houses, giving lists of articles that should be purchased by intending Klondyke gold seekers.... It has been generally believed by them that Seattle was the only place where such goods can be procured."[76]

Port Townsend merchants, along with the Board of Trade, thus launched a relatively modest publicity campaign touting the advantages of their town. Advertisements described Port Townsend as "the principal city on the west side of Puget Sound" and the port entry for the Puget Sound customs district. Steamers bound for the Far North stopped at Port Townsend — and its businesses offered goods from San Francisco "at the lowest possible rates." Promoters promised that miners who purchased their outfits at Port Townsend would enjoy the advantage of having their goods loaded last on the ship — since this was the last port stop — making them the first to be unloaded at the port of discharge in the Far North. The Board of Trade further suggested "that all Eastern parties who come through direct to Port Townsend will be so well pleased that they will all write to their friends to come here as the starting point for the great gold fields of the North."[77]

Without the rail connections that Seattle and Tacoma enjoyed, however, Port Townsend was not positioned to become the "starting point" to the Klondike. Moreover, with a population of only 3,600 residents in 1897, the town did not support the number of businesses that larger cities offered.[78] Although the gold rush renewed the determination of town

residents to secure a rail link to Portland, it did not play a major role in the development of the community.

Similarly, Everett and Bellingham, for all their railroad and water connections, boasted fewer than 10,000 residents apiece — and as historian Alexander Norbert MacDonald has indicated, "their smallness ruled them out as significant competitors."[79] They could not pursue the Klondike trade with the zeal, vigor, and resources that Seattle merchants brought to the enterprise. Newspapers in the Bellingham area, in fact, reported that the Klondike Gold Rush was not what it was "cracked up to be," and advertised placer mines in Whatcom County as rivaling those in the Yukon.[80]

Vancouver and Victoria

Vancouver and Victoria enjoyed an advantage in the scramble for Klondike profits: location. Not only were these cities closer to the gold fields than most West Coast communities but they were Canadian as well. If American stampeders purchased and bonded their outfits in Canada, they were not required to pay an import duty — and merchants in Vancouver and Victoria made the most of this point in attempting to lure prospectors their way. Business interests in the cities mobilized quickly to mount a publicity campaign that included distributing leaflets and printing articles and advertisements in Vancouver's *News-Advertiser* and Victoria's *The Daily Colonist*. These promotions emphasized that the gold fields were located in Canada, and that the British Columbia cities were accessible by rail and steamer.[81] Interestingly, this effort sparked very little friction between the two cities, whose merchants felt the need to cooperate against their American rivals.[82]

COURTESY TERRENCE COLE

Tappan Adney, correspondent for *Harper's Weekly*, observed a flurry of business activity. "Victoria sells mittens and hats and coats only for

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THE

KLONDYKE GOLD FIELDS

ARE IN CANADA.

Goods purchased elsewhere than in Canada are subject to Customs Duty on entering the Yukon. Strong force of Customs Officers and Mounted Police stationed at the Passes Customs Certificates on purchases in Canada will prevent any delay from Canadian or United States officials.

VICTORIA, BRITISH COLUMBIA,

Is the best place to Fit Out and Sail from. All Steamboats going North start from or call at Victoria.

G. A. KIRK.
President B. C. Board of Trade.

COURTESY TERRENCE COLE

Klondike," he wrote. "Flour and bacon, tea and coffee, are sold only for Klondike. Shoes and saddles and boats, shovels and sacks — everything for Klondike." He reported that some "wide-awake" merchants from Victoria and Vancouver purchased an outfit in Seattle to compare American and Canadian prices.[83]

Despite the responsiveness of Canadian businesses, however, the gold rush had caught the nation unprepared to address confusing trade regulations. For approximately eight months, newspapers in Vancouver, Victoria, and American cities exchanged heated arguments about Canadian customs. Encouraged by U.S. railway officials, Brainerd lobbied Congress to pressure Canada for resolution of the tariff issue.[84] In September of 1897, the Vancouver Board of Trade advertised that all goods purchased in that city "will be certified by the Customs Officers there, and be admitted free of duty, thus saving time, trouble and money to the miner." Seattle newspapers, on the other hand, suggested that no Canadian customs would be collected on goods purchased on American soil. At the outset of the gold rush, duties were

seldom collected in the Yukon, since Canada had not yet posted customs officials there. In the fall of 1897, however, Canada established a customs post at Lake Tagish, and by January 1 of the following year, regular duties were established.[85]

In addition to the lack of import duties, Vancouver and Victoria offered accessibility to prospectors. The Canadian Pacific Railway had completed its transcontinental line to British Columbia in 1885 — and the railroad advertised its services to gold seekers. Vancouver, however, lacked Seattle's trade connections with the Far North. At the outset of the gold rush the Pacific Coast Steamship Company and the North American Transportation and Trading Company, both of which maintained trading posts in the Yukon, were based in Seattle. Vancouver, according to MacDonald, enjoyed no such facilities, and "had to start virtually from scratch in its attempt to capture some of the trade."[86] As noted, the foothold that Seattle had gained in Alaska and the Far North before the gold rush helped the city eclipse the efforts of rivals, including Vancouver.

Moreover, as was the case with other competing cities, Victoria and Vancouver could not match the pace and extent of Seattle's advertising campaign. In 1897, one Canadian publication urged stampeders to exercise caution, noting "there is plenty of time....the gold won't run away. It has been there for several million years already, and will no doubt wait a month or two longer."[87] It is difficult to imagine Brainerd issuing such a statement, which contradicts the spirit of the term "gold rush." Similarly, the *Vancouver News-Advertiser* cautioned that "only one out of every hundred who risks the venture [to the Klondike] can expect to realize any big results from their hazardous undertaking."[88] In addition to contributing to newspapers, Brainerd published articles in a variety of magazines. Canadian journals, on the other hand, carried few, if any, articles on the gold rush in the fall of 1897.[89] As one historian explained, Canadians were sober, moderate people, not given to the sense of urgency that characterized the American response to the gold strike in the Klondike. Canadians valued "safety and security, order and harmony," whereas "for the Americans who rushed north in 1897 and 1898, [the Klondike] was a last frontier; for them there were no more wilderness worlds to conquer or even to know."[90]

Perhaps it was the British influence that resulted in this conservative, restrained tone. *The Illustrated London News* portrayed an unappealing side of the gold rush that Seattle newspapers avoided, if not ignored. "Thousands of men are quitting their safe abodes and

proved industries or trades," observed one article in 1897, "and making their way, at any cost, with certain loss of what they leave behind." In addition to this dismal assessment of the risks involved in gold seeking, *The Illustrated London News* described the Yukon as "that remotest and naturally most uninviting north-western corner of the vast British American dominion."[91] Similarly, *Punch*, a British journal, published a striking cartoon in 1897 that depicted dying miners clawing their way toward a gold nugget, which was guarded by the Angel of Death.[92] Such images were not designed to send gold seekers racing toward Canadian cities for outfitting. In contrast, when Seattle publications depicted the hardships of the Yukon, the narrative typically ended with advice about obtaining sufficient supplies and warm clothing, which could be purchased in Seattle.[93]

Even guidebooks published in Canada touted Seattle — not Victoria or Vancouver — as the best place to begin the journey to the gold fields, while *The Seattle Post-Intelligencer* pronounced the All-Canadian route "worthless."[94] In fact, most American promoters, including Brainerd, downplayed the point that the gold fields were located in Canada — a tactic that irritated promoters in Victoria and Vancouver.[95] In the end, the Klondike Gold Rush turned out to be primarily an American phenomenon, with as many as 65 percent of the prospectors coming from the United States.[96] Although many miners were immigrants who had recently naturalized, the fact that they started out from the United States might have made them more likely to outfit from an American city.[97]

In summary, although cities such as San Francisco, Portland, Tacoma, Victoria, and Vancouver succeeded in gaining some of the Klondike trade, they were not able to take the majority of it from Seattle, which became the "Queen City" of the Pacific Northwest and the "emporium" of the Far North.[98] None could boast a promoter as effective as Brainerd. Although *The Seattle Daily Times* expressed concern in 1897 about Seattle's "busy" competitors, fearing "they stop at nothing," it was Seattle's boosters who "stopped at nothing."[99] *The Trade Register*, a publication produced weekly in Seattle, derided Tacoma in 1897 as "our crotchety, jealous and notoriously unreliable little rival." According to this source, the eastern press "now recognizes Seattle's importance as the leading commercial center and headquarters for the Yukon trade." As *The Trade Register* further explained, "Seattle is all life and bustle, while Tacoma is as dead as a post." [100]

In addition to its superior efforts at promotion, Seattle had established trade connections to the Far North, as well as railroad and shipping facilities, before the Klondike stampede. Seattle also supported numerous local industries that could activate quickly for the outfitting business. "The gold excitement did not start the wheels going," *The Trade Register* explained in 1897, "it only gave them a big whirl."[101] The following chapter explores how this "big whirl" affected Seattle businesses.

This striking illustration depicted dying miners clawing their way toward a gold nugget, guarded by the Angel of Death. A watchful bear and a pair of wolves (pictured right) added to the sense of doom. This cartoon appeared in *Punch* on August 28, 1897.

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[98] Morse, "The Nature of Gold: An Environmental History of the Alaska/Yukon Gold Rush," p. 328.

[99] "Seattle's Enemies Busy," *The Seattle Daily Times*, September 24, 1897, p. 5.

[100] *The Trade Register*, August 21, 1897, p. 22; *The Trade Register*, September 18, 1897, p. 24.

[101] *The Trade Register*, August 21, 1897, p. 22.

CHAPTER THREE

CHAPTER THREE
REAPING THE PROFITS OF THE KLONDIKE TRADE

"This town of thirty to forty thousand was all Klondike"
- Robert B. Medill, *Klondike Diary: True Account of the Gold Rush of 1897-1898*

"The stores are ablaze with Klondike goods; men pass by robed in queer garments; ... teams of trained dogs, trotting about with sleds; men with packs upon their backs, and a thousand and one things which are of use in the Klondike trade."
- *The Seattle Daily Times*, 1897

An "All-Klondike" Town

Descriptions of Seattle from 1897 and 1898 share a common theme: a sense of energy and purpose had gripped the city. After years of depression, the stampede to the Klondike invigorated the economy, rekindling the Seattle spirit. As was the case with many gold rushes throughout the West, it was generally not the miners who struck it rich. The business district — centered around what is now Pioneer Square — flourished, as thousands of gold seekers bound for the Yukon poured into the city, and a variety of merchants stepped forward to meet their needs.

One observer, returning to Seattle after a seven-month absence in the late 1890s, marveled that the sluggish, stagnant town he left bustled with new prosperity. "Up First Avenue and down Second Avenue is one train of fanciful, kaleidoscopic pictures from real life," he wrote. "The stores are ablaze with Klondike goods; men pass by robed in queer garments; ... teams of trained dogs, trotting about with sleds; men with packs upon their backs, and a thousand and one things which are of use for the Klondike trade."[1] Martha Louise Black, a prospector headed for the Yukon, had a similar reaction to Seattle's streets. "Everywhere were piles of outfits," she recalled. These included camp supplies, sleds, carts, and harnesses, together with dogs, horses, cattle, and oxen.[2] The increased commercial activity affected the mood of the city. As one miner summarized, "We found no discouragement in Seattle. This town of thirty to forty thousand was all Klondike."[3]

So profitable was the Klondike trade that during the late 1890s Seattle became the financial center of the Pacific Northwest.[4] By 1900 Seattle's bank clearances — the amount of money that changed hands in the daily course of the city's commercial life — had soared more than 400 percent, surpassing those of Portland and Los Angeles. At the turn of the century, only San Francisco enjoyed a greater volume of business among West Coast cities. Seattle bankers attributed this prosperity to the gold rush.[5] The city's merchants, too, remained well aware of the source of their profits. Wa Chong & Company, for example, reported in 1898 that "times are very good.... Klondike gold has helped things very much."[6]

The amount and variety of goods in a typical Klondike grubstake boosted numerous businesses in Seattle. During the winter of 1898, the Northwest Mounted Police required that each miner bring enough provisions to last a year, which could weigh between 1,500 and 2,000 pounds. The "one-ton rule" helped ensure that prospectors would arrive at least somewhat prepared to withstand the difficult environment of the Far North. It also benefited the merchants, who sold the miners this vast quantity of supplies, along with a myriad of services. Approximately 70,000 stampeders passed through Seattle during the Klondike Gold Rush — each one a potential customer. Some gold seekers invested as much as $1,000 for supplies and transportation.[7]

Not all were men.[8] Although the Seattle Chamber of Commerce discouraged women from traveling to the Yukon, it established a Women's Department, which distributed advice on purchasing an outfit. Moreover, some entire families set out for the Klondike, providing additional opportunities for sales. Articles commonly purchased included groceries, clothing, bedding, sleds, hardware, medicine chests, tents, and harnesses and packsaddles.[9]

Some of the materials marketed to gold seekers were manufactured in the city. The Seattle Woolen Mill, for example, produced blankets and robes "for the Arctic Regions."[10] Another firm made a "special miner's shoe," turning out several dozen pairs per day.[11] Seattle also featured food processing plants, breweries, and foundries that supplied gold seekers.[12] Even so, Seattle merchants obtained many products — including dry goods and clothing — from suppliers in New York and Chicago, who shipped their goods west. Sometimes wholesalers in Seattle re-packaged these products under new, Klondike-related brand names. Lilly, Bogardus, and Company, Inc., a Seattle grain and feed dealer, sold products purchased from the Chicago stockyards as "Alaska Dog Feed."[13] By purchasing goods from the East and

Midwest, Seattle merchants forged important commercial connections that allowed large stocks to move quickly and efficiently, at reduced costs.[14]

In addition to collecting fees from various merchants to finance its advertising campaign, the Chamber of Commerce gathered testimonials from miners to help Seattle businesses. "I never ate better bacon," one prospector vouched for The Seattle Trading Company. "The flour and beans could not be beat." Moreover, he and his partner did not lose any provisions, indicating that "the packing was first-class." Erastus Brainerd published these testimonials, many of which mentioned specific businesses, in Seattle newspapers.[15]

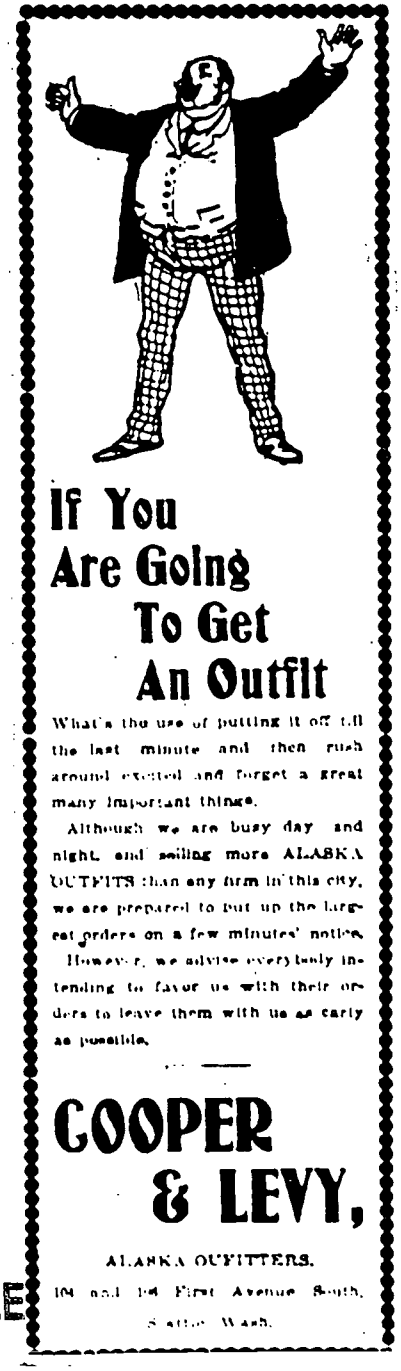
From the summer of 1897 throughout 1898, the Seattle press was filled with large, illustrated advertisements directed at stampeders. Merchants used the word "Klondike" to sell everything from arctic underwear to insect-proof masks. Crystallized eggs and evaporated foods were heavily advertised. Advertisements promoted an array of ingenious gadgets, including Klondike frost extractors (boilers) and air-tight camp stoves. The smaller "want ads" during this period further demonstrated the range of businesses that used the gold rush to sell their products and services. Vashon College, for example, offered Yukon-bound parents a place to leave their sons and daughters, "while their home is broken up."[16] The connection between the Yukon and what was being sold often appeared tenuous. One business advertised, "Going to the Klondyke? Have your watch repaired."[17] Even clairvoyants used the Klondike craze to sell their services. Flo Marvin, for instance, had predicted the gold strike — and she frequently advertised her "occult powers," which included locating mines.[18]

Such an array of advertised products made it difficult for gold seekers to distinguish the essential from the useless and cumbersome. Miners had to decide whether to buy an air-tight camp stove, for example, or whether one of Palmer's Portable Houses would prove to be a better investment than a tent.[19] Purchasing agents were available to assist gold seekers in selecting and buying an outfit, but this approach had its drawbacks. Some unscrupulous purchasing agents — called "cappers" — took money from naïve miners and bought inexpensive, inadequate food and equipment, pocketing large profits.[20] In any case, some observers reveled in the city's unbridled consumerism during the gold rush. "I like Seattle," William Ballou noted in 1898, "all its different fakirs trying to sell you a gold washer, a K. stove, or a dog team with one lame dog which would get well by tomorrow."[21]

Advertising

During the gold rush, businesses on the West Coast used the word "Klondike" to sell everything from opera glasses to evaporated food. The following pages include examples of advertising that appeared in newspapers and city directories from San Francisco to Vancouver, British Columbia, during the years 1897-1898.

Sources for these advertisements include the following: *The Seattle Daily Times, The Seattle Post-Intelligencer, The Tacoma Daily News, The Morning Leader* (Port Townsend), and *Vancouver News-Advertiser*, 1897-1898.



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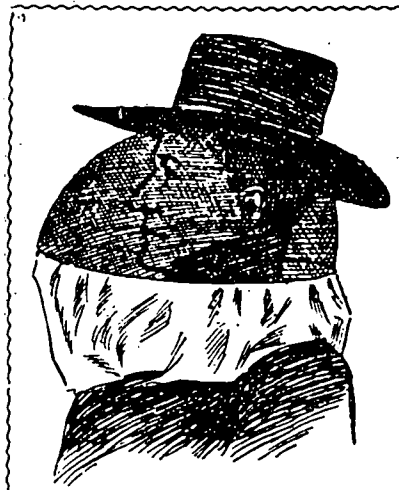
Klondike Equipment and Services

Among the goods advertised were asbestos-lined Yukon stoves, Klondike insect-proof masks, and frost extractors.



Klondike Insect-Proof Mask

A newly patented device which is an absolute protection against all insects.

Made of Galvanized Steel wire and Cape of Linen scrim.

Cannot break or tear.

Sold by all Outfitters on Pacific Coast.

Alaska Novelty Mfg. Co., Tacoma

Klondike Photos $1.00 per dz.

Fine Cabinet Photographs, $1.00 per doz.
Gem Photos, 50c per doz.

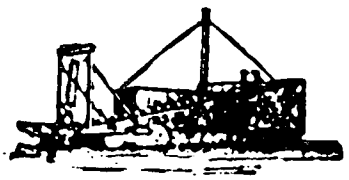
GEM STUDIO, 1322 Pac. Ave., Tacoma

Risdon Iron Works,

MANUFACTURERS OF

GOLD DREDGING MACHINERY

FOR YUKON AND KLONDIKE.



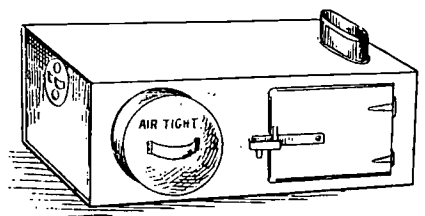
Our Mining River Dredge is just the thing for placer mining in Alaska. Shipped knocked down and, if desired, erected, in running order.

We also manufacture all kinds of Stern-wheel Boats, Mining or Milling Machinery, Engines and Boilers, Evans' Patent Hydraulic Elevators and Hydraulic Giants, Water Wheels and Sheet Iron Riveted Pipe.

Office and Works: Howard and Beale Sts., San Francisco, Cal.

DO NOT FORGET

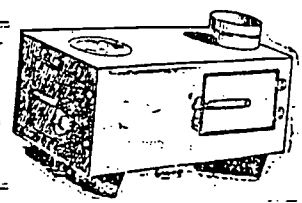
To look up **Clark's Air-Tight Camp Stove**



It will hold fire longer, burn less wood and give better satisfaction than any stove that has gone into Alaska. We have had positive proof of this from Dawson City and the trail. Do not let some of those outfitters tell you they have as good—they cannot show you anything better. We also make the best candle lantern in the market. If you cannot find them at your outfitters, call at headquarters. **T. F. Clark & Co., 918 Western Ave., Seattle**

KLONDYKE

We have a few of our celebrated asbestos-lined

YUKON  **STOVES**

which we are disposing of at reduced prices.

....COMPLETE OUTFITS....

Z. C. MILES CO.

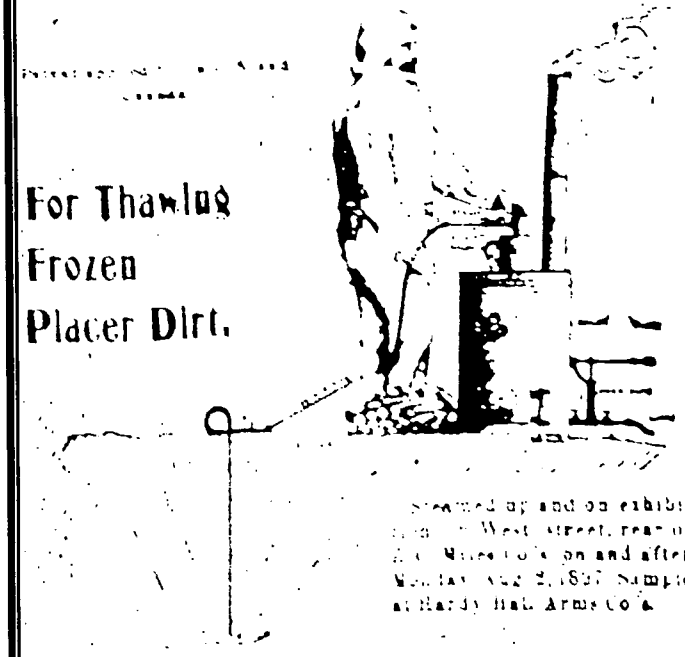
A. L. PIPER, Receiver

BEST COPY AVAILABLE

KLONDYKE BOATS

Write to V. R. PEIRSON, 221 Cherry Street, Seattle, about your knock-down boats. We always have them ready in time.

Clondyke Frost Extractor.

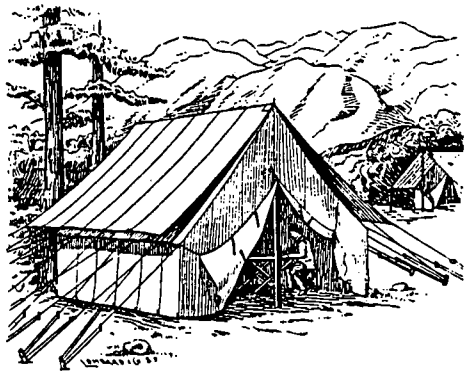


For Thawing
Frozen
Placer Dirt.

Light, cheap and highly efficient. Standard sizes 1, 2 and 3 horse power; weights 100, 140 and 165 pounds complete. Larger sizes to order. Easily taken to pieces in convenient sizes and shapes for packing. For further particulars call on or address

Barton Bros. & Co., 619 First Av.

WATERPROOF
Covers, BAGS AND DUCK, TENTS.

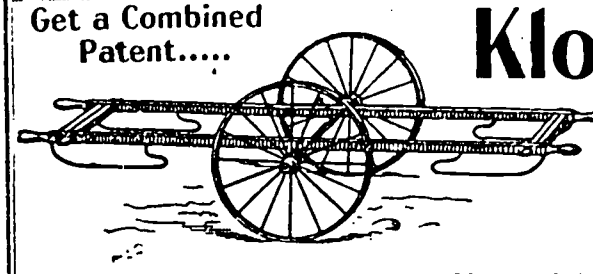


PACIFIC COAST AGENTS
—FOR—
A. J. Tower's Fish Brand
OILED CLOTHING.

Jas. S. Gary & Son
(ALBERTON MILLS)
COTTON DUCK.

AMES & HARRIS,
MANUFACTURERS AND IMPORTERS.
100-104 Sacramento Street, SAN FRANCISCO, CAL.
10-12 North First Street, PORTLAND, OR

Get a Combined Patent.....



Klondyke Truck

Sled and Rocker Combined.

Light, Durable and Cheap. Capacity 700 to 1000 lbs. Manufactured only by

PACIFIC WAGON CO., Manufacturers

CAVEAT FILED

Successors to the Buchanan & Brooke Co.
SOUTH THIRD AND LANE STREETS

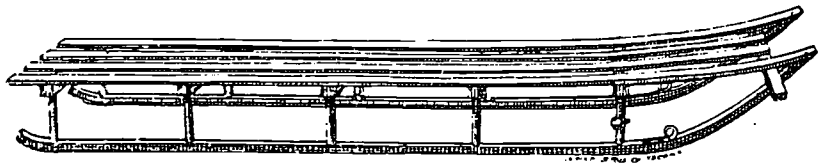
75 BEST COPY AVAILABLE

CORNELL BROS.,

MANUFACTURERS OF

Klondike Sleds

754 C ST., TACOMA.



OUR EASTERN HICKORY SLEDS ARE THE LIGHTEST AND STRONGEST ON THE MARKET.

Weight 32 pounds and guaranteed to carry 1500 lbs.
Take no other until you see them.
Handled by all the Leading Dealers in Tacoma

Price List:

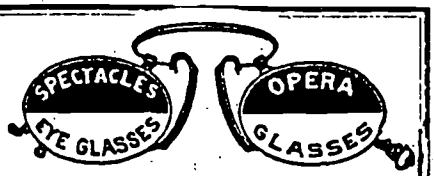
Hickory Sleds,	-	$5.00
Fir "	-	3.50
Oak "	-	4.00

A WINCHESTER RIFLE

The Watchdog For The Klondike.

It bites when it barks. It will protect your claim and supply you with food. Send name and address on a postal card for 148-page illustrated catalogue. It is free.

Winchester Repeating Arms Co.,
NEW HAVEN, CONN.
418 Market St., San Francisco, Cal.



Just received, another lot of

KLONDYKE

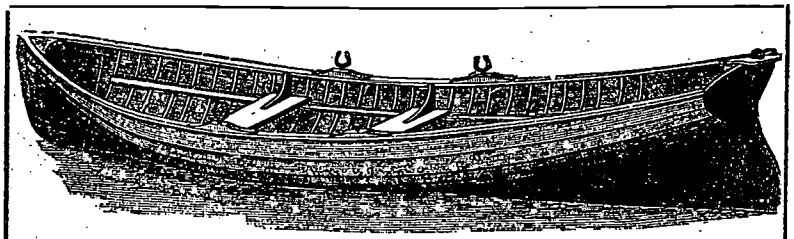
Eye Protectors, velvet lined, best made. Call and see me before buying. You cannot do without them.

LOUIS KLODT

SCIENTIFIC OPTICIAN AND SWISS WATCHMAKER.

No. 824 Second Avenue.

Complicated Watches and Chronometers Repaired.



SEATTLE BOAT FACTORY

G. V. JOHNSON & SON, Propr's

.....BUILDERS OF.....

Steamers, Launches, Yachts, Row Boats
Canoes, Yawl Boats and Spoon Oars

We Keep Constantly in Stock Yawls, Life-Boats and Row-Boats

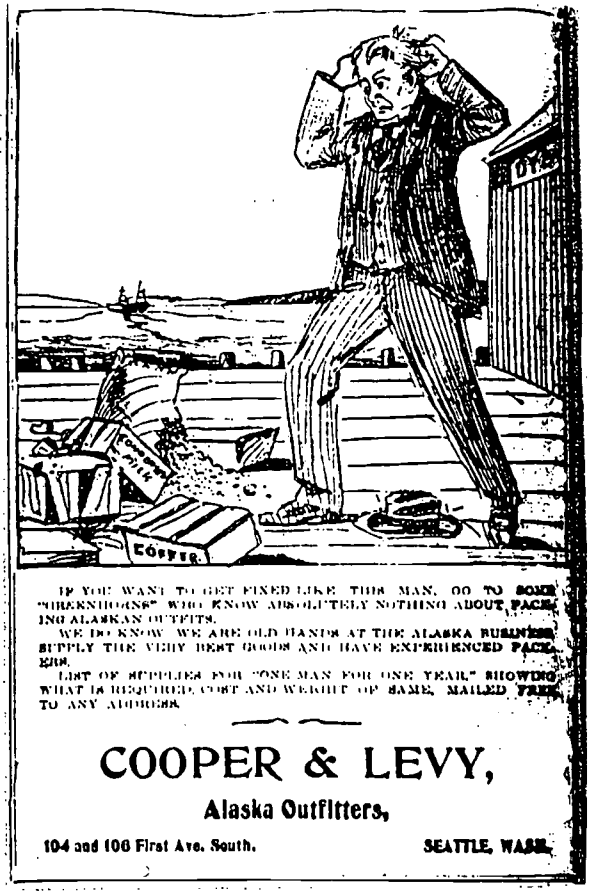
.....WE BUILD KLONDIKE BOATS.....

Railroad Avenue, One-Half Block So. of Charles St. SEATTLE, WASH.

BEST COPY AVAILABLE

Outfits for the Klondike

Some companies offered one-stop shopping by providing complete outfits. Cooper and Levy, one of the most heavily advertised outfitters, warned gold seekers that "you are going to a country where grub is more valuable than gold." This company also ran advertisements showing hapless miners who outfitted with "greenhorns," which left them stranded in the Far North with inadequate provisions.



Clondyke Outfits

of the BEST QUALITY can be bought from

The Seattle Clothing Co.

719 Second Av. Hinckley Block.

BEST COPY AVAILABLE

"The Gold Fever Is Raging"

And we are working night and day putting up the very best outfits that money can buy—outfits that will make you glad when you get there. We have put up miners' outfits for years, and can give you some good, healthy advice as to what you should and what you should not take.

See to it that your bill of fare is well balanced—not too much of this and too little of that, as the chances are against your evening it up to your satisfaction when you get to the

KLONDYKE

The Seattle Trading Co.
GROCERS
111 OCCIDENTAL AV.E.

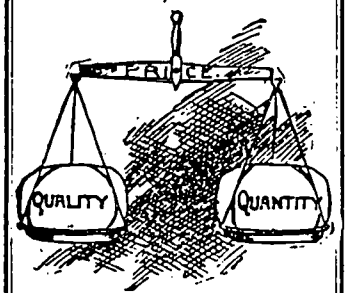
Klondike! Klondike!

ALASKA
Goldseekers' Outfits

At wholesale and retail, complete in every detai , sold by us; we carry a large stock of every line of goods used for a complete outfit, which we are selling at most reasonable prices. All goods guaranteed as represented; we are experienced hands in the business and know what a miner requires, and how to pack it. Before selectin your outfit we invite you to inspect our stock.

Waterman & Katz
PORT TOWNSEND, WASH.

Quality Tells.



If you are going to the
KLONDIKE
Be sure that your
OUTFIT
Is of the best quality and properly packed. We can furnish it.
CONNER BROS.
720 Second Ave. Boston Block.

The Klondike

ARE YOU GOING?

If so, remember that the
ONLY
HOUSE
IN
TACOMA
doing an outfitting business exclusively is—

The Alaska Outfitting Comp'y

KLONDIKE OUTFITS.

CLOTHING AND SUPPLIES OF EVERY DESCRIPTION.

Not the cheapest, but only the very best goods at very low prices.

NATIVE ALASKA DOGS FOR SALE.

THE MACDOUGALL & SOUTHWICK CO.

BEST COPY AVAILABLE

Union Steamship Co. of B. C.

LIMITED.

HEAD OFFICE AND WHARF, VANCOUVER, B. C.

NORTHERN SETTLEMENTS.

S. S. Comox sails from Company's wharf every TUESDAY, at 9 a. m. for Bowen Island, Howe Sound, Sechelt, Jervis Inlet, Froeck, Texada Island, Lund, Hernando Island, Cortez Island, Read Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every FRIDAY, at 3 p. m., for Way Ports and Shoal Bay, calling at Bute Inlet every six weeks.

NASS RIVER AND WAY PORTS.

S. S. Coquitlam sails on the 8th and 22nd of each month for Naas River and Way Ports, and will proceed to any part of the Coast should inducements offer.

MOODYVILLE AND NORTH VANCOUVER FERRY.

Leaves Moodyville at 8, 9.15, 10.45 a. m., 12 noon, 2, 4, 5.45 and 7 p. m. Leaves Vancouver at 8.35, 10, 11:20 a. m., 1.15, 3.15, 5.15, 6.20 and 7.30 p. m. Calling at North Vancouver each way, excepting the noon trip. Late trip Saturday and Sunday, leave Moodyville 7 p. m., Vancouver, 7.30 p. m.

CLONDIKE GOLDFIELDS.

Steamers to DYEA for the YUKON COUNTRY during the Season.

Freight Steamer "Capilano," capacity 300 tons d. w

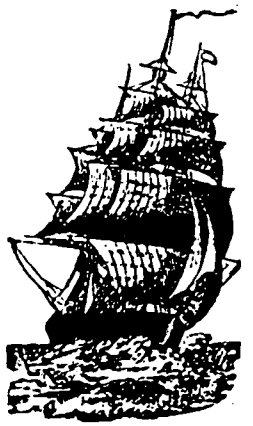
Tugs and scows always available for towing and freighting business. Large storage accommodation on Company's wharf.

Telephone 94 P. O Box 771. H. DARLING, MANAGER.

Transportation to the Klondike

Businesses such as the Alaska Steamship Company advertised "ample room for horses and freight," along with "first-class meals for all."

BEST COPY AVAILABLE



ALASKA CLIPPER LINE

The Miner's Route

No Stock to Sell

Our ships are afloat and ready for business.

No Vessels to Build

Passengers and freight by staunch sailing vessels for all Alaska points at reasonable rates.

Small steamers and mining machinery taken as freight.

BENJAMIN HAVNER, Manager

Rooms 1, 2 and 3, Gross Building,

TACOMA, Wash.

Going to the

KLONDYKE

—TAKE THE—

STEAMSHIP "UTOPIA"

WILL LEAVE SEATTLE

FOR SKAGUAY AND DYEA

WEDNESDAY, AUG. 11th

Good Accommodations. First-Class Meals for All.
Ample Room for Horses and Freight.

STRONG SHIP, QUICK AND SAFE PASSAGE

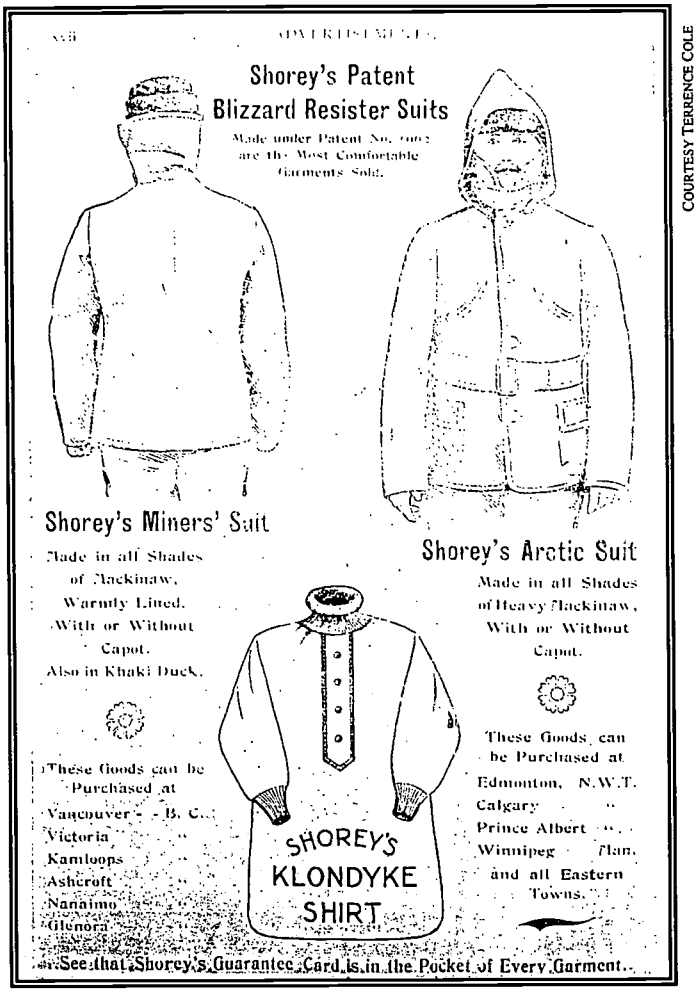
ALASKA STEAMSHIP CO.,

Ticket office N. W. corner First avenue and Yesler way, under First National bank

BEST COPY AVAILABLE

Clothing for the Klondike

As one advertisement indicated, "The Skagway winds blow hard and cold and reach the bones thro' blankets, woolens and mackinaws." Clothing was an important purchase for Klondike stampeders.



COURTESY TERRENCE COLE

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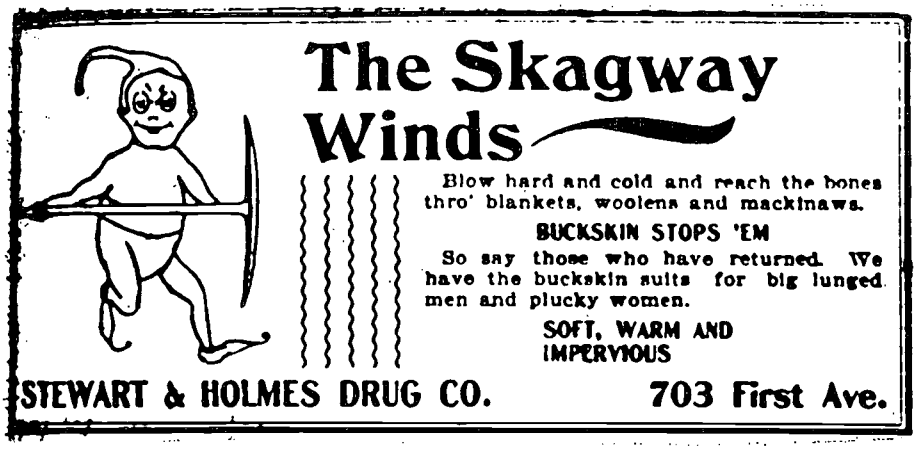

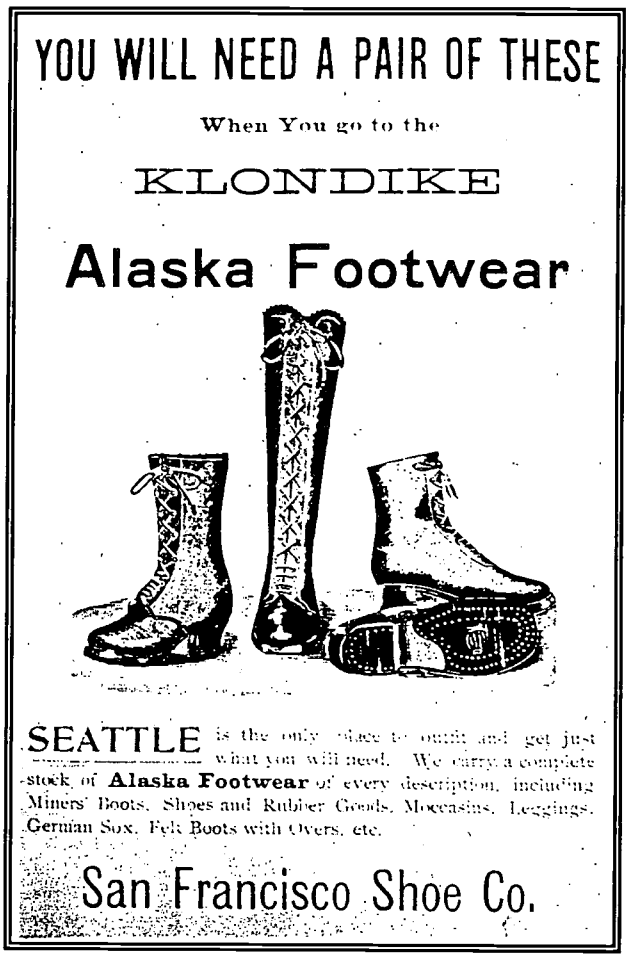

COURTESY TERRENCE COLE

BEST COPY AVAILABLE

Pharmaceuticals for the Klondike

Medicine cases and drugs were widely advertised during the gold rush. "You will be tired and sore," one advertisement for liniment noted. Another advertisement used humor: "Klondycitis is very prevalent disease which cannot be cured by medical science."

The best is none too good

FOR FAIR DEALING GO TO

When you go to Klondike you need a stock of

Pure Fresh DRUGS

Our Klondike Medicine Chest contains the purest and best assortment of drugs on the market.

ST. JOHN'S PHARMACY, 938 Pacific Avenue, Tacoma.

Go to Alaska Prepared For Emergencies...

OUR STAR MEDICAL CASE

IS a complete outfit of REMEDIES, APPLICATIONS and APPLIANCES likely to be needed on a trip north. Contains nothing useless—nothing to break or freeze. Any desired changes or additions made without extra cost. A book of directions accompanies each case. Your inspection invited.

Stewart & Holmes Drug Co.

703 First Avenue.

KLONDYCITIS

Is a very prevalent disease which cannot be cured by medical science. We have unusual advantages which enable us to make the ailment one of pleasure. Come and see us before going North.

Lee's Pharmacy

Cor. Second Avenue and Columbia Street.

Your Klondike Outfit

to be correct MUST have our

Perfected Emergency Medicine Case

Being the LIGHTEST and altogether the CHEAPEST case on the market. As it contains no liquids the danger of freezing or breakage is eliminated.

Each remedy is the best for its particular purpose known to modern science.

The Most COMPLETE, COMPACT and CONVENIENT

Our long experience in trade with Alaska miners has made us familiar with their wants—hence our ability to furnish a medicine case as nearly perfect as possible.

We also have Concentrated Vinegar, Evaporated Lime Juice for scurvy, and Saccharin 500 times sweeter than sugar.

Apply for prices in any quantity to

STEWART & HOLMES DRUG CO.,

Wholesale and Retail Druggists.

KLONDYKE You Will Be Tired and Sore

Siwash Liniment has helped others over the journey, why not you? Cures Lame Back, Soreness, Stiff Joints, Sprains, Bruises, Neuralgic Pains, etc. For sale by leading druggists and by Chas. Kimball, Dawson City.

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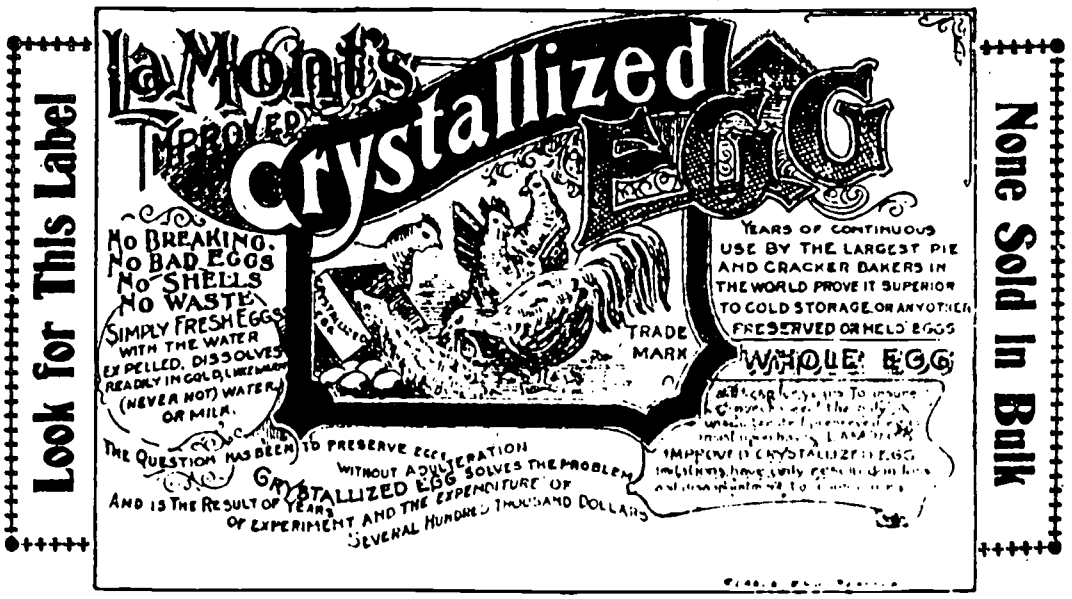


INFRINGEMENTS WILL BE PROSECUTED AND FULL ACCOUNTING DEMANDED.

Just received another shipment of

EVAPORATED POTATOES AND ONIONS

for Klondyke outfitters.

COLUMBIA GROCERY CO.
L. M. NEWMAN, Propr.
912 FIRST AVE.

WE THROW DOWN THE GAUNTLET

HALL'S PULVERIZED EGGS

PARALYZE COMPETITION

Half the Price of the Self-Inflated and Sensationally Advertised High-Priced Prepared Eggs Offered on this Market.

Your Life May Depend

upon your getting the very best Groceries if you are going to the

Klondyke

Our goods are the VERY BEST and we pack them with the UTMOST CARE.

COLUMBIA GROCERY CO.
L. M. NEWMAN, Propr.
912 FIRST AVE.

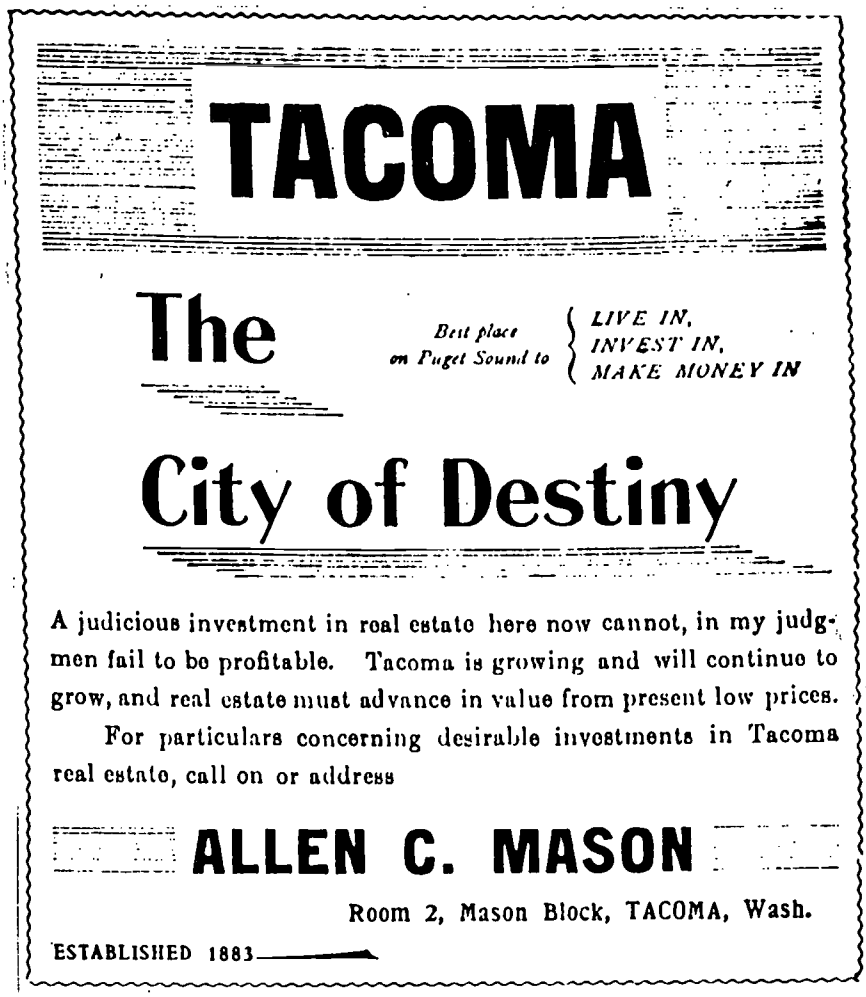
Food for the Klondike

"Your life may depend upon your getting the very best groceries," one advertisement warned gold seekers. Evaporated food was heavily advertised, and LaMont's frequently ran advertisements for crystallized eggs, prompting challenges from Hall's, a competitor.

BEST COPY AVAILABLE

Advertising in Tacoma

The longstanding rivalry between Tacoma and Seattle intensified during the Klondike Gold Rush. These advertisements from Tacoma touted the "City of Destiny" as the "best place on Puget Sound." One Tacoma company offered investments in mining "better than Klondike."



TACOMA

The

Best place on Puget Sound to { LIVE IN, INVEST IN, MAKE MONEY IN

City of Destiny

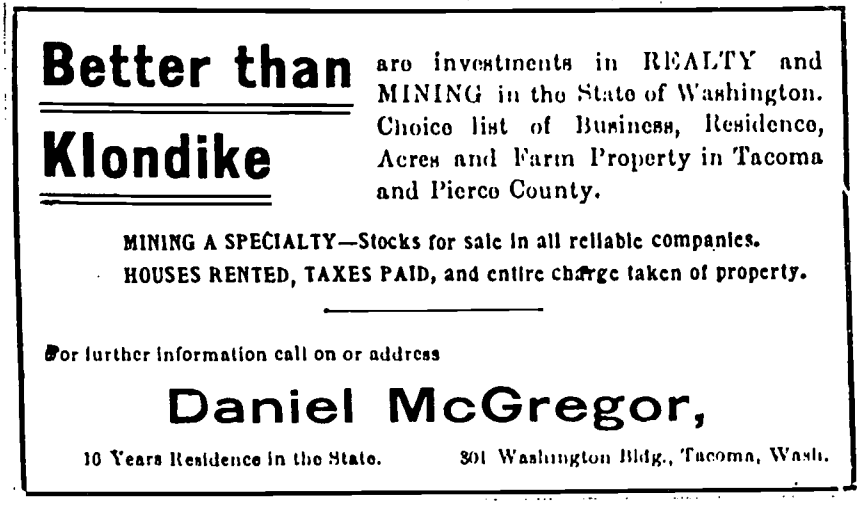
A judicious investment in real estate here now cannot, in my judgmen fail to be profitable. Tacoma is growing and will continue to grow, and real estate must advance in value from present low prices.

For particulars concerning desirable investments in Tacoma real estate, call on or address

ALLEN C. MASON

Room 2, Mason Block, TACOMA, Wash.

ESTABLISHED 1883



Better than Klondike

are investments in REALTY and MINING in the State of Washington. Choice list of Business, Residence, Acres and Farm Property in Tacoma and Pierce County.

MINING A SPECIALTY—Stocks for sale in all reliable companies.
HOUSES RENTED, TAXES PAID, and entire charge taken of property.

For further information call on or address

Daniel McGregor,

10 Years Residence in the State. 301 Washington Bldg., Tacoma, Wash.

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Miners' KLONDIKE Outfits

When in Montreal Visit our Warerooms

COURTESY TERRENCE COLE

The Klondike stampede created geographical confusion. This advertisement for a Canadian company was more appropriate for an African outfit than an outfit for the Klondike.

Advertising in Canada

Canadian companies advertised "no duty" for Klondike goods purchased in British Columbia.

The B. C. Sugar Refining Co.

LIMITED

BRANCH OFFICE.

VANCOUVER, B. C. VICTORIA, B. C.

PUT UP

Granulated, Cube and Bar

SUGAR

IN 50 LB., 20 LB. and 10 LB. PACKAGES.

SPECIALLY SUITED FOR

KLONDYKE

To be had of all Merchants in British Columbia.

NO DUTY AT KLONDYKE

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THE YUKON GOLD FIELDS

CLONDYKE.

If you want all the news, reliable, accurate and full, subscribe for the

Daily Post-Intelligencer.

75c a Month.

Steamers arrive every few days. Don't let the opportunity slip by.

Subscribe Now.

The Weekly Post-Intelligencer, $1.00 Per Year.

Clondyke! Clondyke! Clondyke!

GET THE LATEST NEWS FROM THE KLONDIKE

ALL THE NEWS of the Yukon Gold Fields is published in the TACOMA DAILY and WEEKLY NEWS, If you have relatives or friends on the Klondike, get the latest news about them by taking one of these papers.

The Daily News, per month - $ .50	The Weekly News, six months $ .75
The Daily News, per year - 5.00	The Weekly News, one year - 1.25

"P.-I."

Clondyke Extra.

READY THIS MORNING.

Contains a summary of all the latest news, maps, interviews, etc., relating to the great Alaskan Gold Fields. Procure your copies at Business Office of the Post-Intelligencer. Price 5 cents. Special rates given on large orders. Every reader of the Post-Intelligencer should send this Special Clondyke Edition to his Eastern friends and those making inquiries about the new Eldorado.

8 PAGES—ALL CLONDYKE.

Newspapers used the Klondike Gold Rush to sell subscriptions.

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PART I
32-Page Edition.

The Seattle Daily Times.

The Times' circulation was 13,001 Last Saturday, December 11.

SEATTLE, WASHINGTON, SATURDAY EVENING, DECEMBER 18, 1897.

Seattle

THE Queen City of the Pacific—the metropolis of the State of Washington, and the gateway to the gold fields of Alaska and the Klondike—the chief outfitting point for miners, and the headquarters for eighty per cent. of all the steamship lines plying between the United States and British Columbia and Skaguay and Dyea, the landing points by the overland routes to the Klondike, as well as the all-water route via the Dutch Gap, St. Michaels and the Yukon river. Seattle, with its 80,000 population, is 800 miles nearer Alaska and the Klondike gold fields than San Francisco, 200 miles nearer than Portland, Oregon, and steamers plying between Seattle and the gold fields make Victoria and Vancouver mere way stations.

Washington

GREATEST mineral producing state in the union, the products being gold, silver, iron, copper and coal, in quantities and quality superior to all others. "The Evergreen State," whose standing forests today include more than 13,000,000 acres of heavy timber, and whose fisheries, farm, garden and orchard products are the most abundant and of the highest quality grown in any state of the union.

Alaska

"THE Wonderland of the Nineteenth Century"; a region of fabulous mineral wealth, with its Gold, its Coal, its Oil and its Timber; a vast and mighty empire, containing more than 500,000 square Miles; or being more than seven times greater than the State of Washington in its territorial expanse. Indeed, Alaska is another name when regarded from its mineral deposits, for

The Klondike

THE latest and greatest gold fever in the history of the world has been kindled into flame and fanned to a glowing heat by the tales of golden sands, almost beyond belief, from this new Eldorado. A magic influence now belongs to the name "Klondike." Seattle has proven herself to be the natural gateway to this land of gold, and by fair and honorable dealing with gold-seekers and traders her merchants have secured to her the lion's share of the outfitting trade, now assuming such gigantic proportions as to astonish a world. Wherever the word "Klondike" is used the name of Seattle, the Queen City, is at once spoken by association. The wealth of Alaska, of the Klondike and of the State of Washington means prosperity for Seattle.

During the gold rush, newspapers helped link Seattle, Alaska, and the Klondike in the public mind.

THE SEATTLE POST-INTELLIGENCER.

SPECIAL CLONDYKE EDITION.

CLONDYKE RICHES STIRS A NATION.

YES, ROOM FOR ALL SO SAYS OGILVIE.

CLONDYKE.

MAP OF THE CLONDYKE.

Miners' Shoes Rubber Boots

Francisco Shoe Co.

Scales, Balances,

Prospectors and Miners

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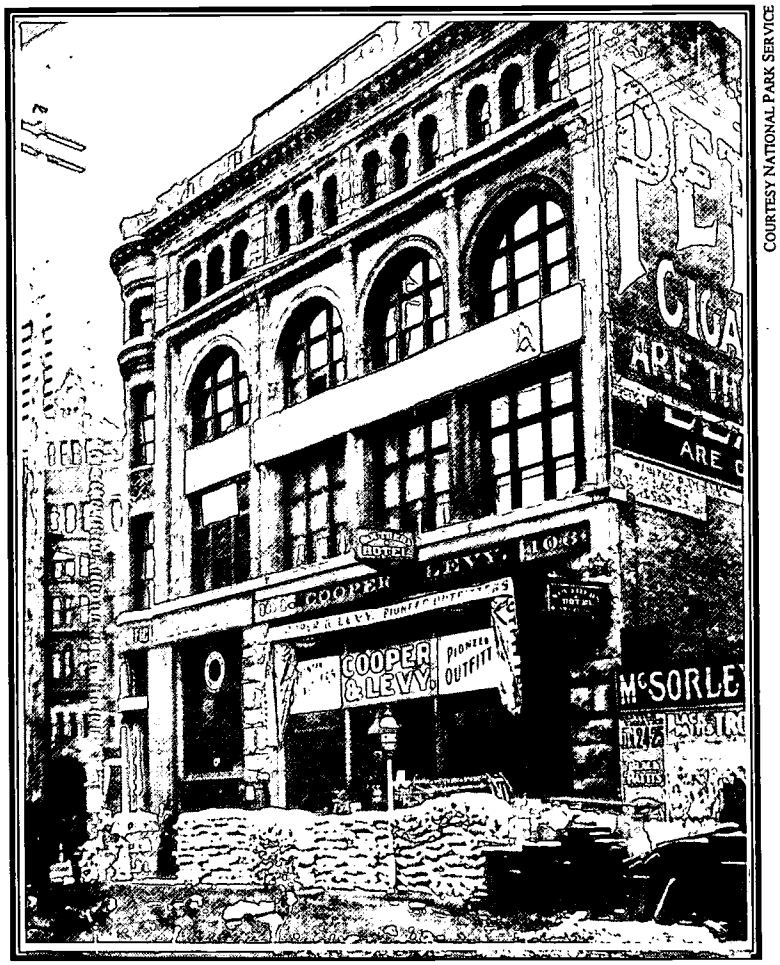
Outfitters

Seattle offered numerous companies that could outfit miners — sometimes in a single stop. Some of the city's retailers captured Klondike trade by marketing complete outfits that included food, equipment, and clothing. The Columbia Grocery Company, Seattle Trading Company, and Fischer Brothers, for example, offered this service. While gold seekers in other cities had to locate and visit a variety of stores, Seattle businesses developed a reputation for providing outfits quickly and efficiently. The Seattle Trading Company, established in 1893, printed special forms listing supplies, and miners could check the items they wished to purchase.[22]



COURTESY NATIONAL PARK SERVICE

Cooper and Levy was among the largest and most heavily advertised of the city's outfitters. Isaac Cooper and his wife's brother, Louis Levy, formed a partnership in 1892, providing retail and mail-order groceries, hardware, and woodenware. Their business was located in Seattle's commercial center, at the southeast corner of First Avenue and Yesler (photo, above). During the gold rush, large stacks of goods outside this store became a common sight — and it remains an enduring image of Seattle street scenes from the period. In 1903, Cooper and Levy sold their business to the Bon Marche.[23]

Schwabacher Brothers and Company was another prominent merchandising business. Established in Seattle in 1869, it was also one of the city's oldest. In 1888, Schwabacher Hardware Company incorporated as a separate business. Schwabacher Brothers and Company sold groceries, clothing, and building materials. The store was located in Seattle's commercial district, and the company also maintained a wharf. These facilities, along with the Schwabachers' longstanding presence in Seattle, placed the company in an advantageous position when the gold rush began. Schwabacher's wharf received considerable publicity in July of 1897, when the *Portland*, laden with Klondike gold, docked there and set off the rush to the Yukon.[24]

Some Seattle companies that prospered during the stampede continue to serve customers today. These include the Bon Marche, which frequently advertised arctic clothing as well as a mail order business, in Seattle newspapers in 1897 and 1898. Its wares included blankets, shoes, bedding, and general furnishings. Edward Nordhoff, a German immigrant, founded this company, naming it after the famous store in Paris. "*Le Bon Marche*" translates into "The Good Bargain." During the gold rush, the Bon Marche operated at Second Avenue and Pike Street.[25]

Additional outfitting stores that remained in business a century after the gold rush era included the Clinton C. Filson Company, which operated the Pioneer Alaska Clothing and Blanket Manufacturer, and continues to provide outdoor wear.[26] Similarly, the Bartell Drug Company continues to maintain a chain of stores throughout Puget Sound.

Nordstrom Department Store remains one of the best-known businesses still in operation. John W. Nordstrom, a Swedish immigrant, arrived in the Klondike gold fields in 1897. He struggled there for two years, supporting himself by taking odd jobs. When Nordstrom finally hit pay dirt, another miner challenged his claim, and he sold it. In 1899, he arrived in Seattle with $13,000, which "looked like a lot of money" to him. Two years later Nordstrom invested $4,000 of his newfound wealth in a shoe store, which he opened with his partner, Carl F. Wallin. Located at Fourth Avenue and Pike Street, the business prospered for nearly 30 years — and Nordstrom and Wallin bought another store on Second Avenue. By the late 1920s, the partnership had soured, and Nordstrom bought Wallin's shares. Nordstrom's sons bought the shoe store during the 1930s, expanding it into a retail business with multiple locations.[27]

Although Nordstrom's was not founded during the stampede of 1897-1898, it benefited from the vigorous economy that the Klondike Gold Rush encouraged in Seattle. Subsequent gold strikes in Alaska at the turn of the century continued the momentum, bringing additional customers to Seattle outfitters as well as other businesses, described below.

William B. Haskell listed the items in his outfit as follows:

Equipment

1	Handsaw	2	Hatchets	2	Shovels	1	Whip Saw
2	Handled Axes	2	Draw Knives	1	Jack Plane	30	lbs. Nails (assorted sizes)
1	Gold Scale	2	Compasses	1	Chalk Line	1	Set Awls & Tools
2	Butcher Knives	2	Hunting Knives	2	Pocket Knives	3	Chisels, assorted
1	Measuring Tape	1	Brace and 4 Bits	2	Money Belts	2	Gold Dust Bags (buckskin)
2	Cartridge Belts	1	Caulking Iron	2	Gold Pans	1	Medicine Case
1	Whetstone	2	Prospector's Picks	2	Picks & Handles	150	ft. of 5/8-inch Rope
6	Towels	2	Pairs Snow Glasses	2	Coffee Pots	1	Stove (Yukon)
2	Grub Bags	1	Camp Kettle	2	Frying Pans	4	Granite Buckets
15	lbs. Pitch	4	Galvanized Pails	2	Large Spoons		Granite Plates
2	Bread Pans	20	lbs. Oakum		Knives & Forks		Granite Cups
2	Scissors		Pack Straps		Table & Teaspoons		
	Fish Lines & Hooks						

Clothing

3	Suits, Underwear, extra heavy	2	Pairs Leopard Seal Waterproof Mittens	1	Pair Hip Boots
2	Extra heavy double-breasted Flannel Overshirts	2	Pair Overalls	2	Pair Rubber Shoes
1	Extra heavy Mackinaw Overshirt	1	Fur Cap	2	Pairs Blankets
4	Pairs All-Wool Mittens	1	Pair Mackinaw Pants	1	Wool Scarf
1	Pair Leather Suspenders	1	Extra heavy all-wool double Sweater	1	Mackinaw Coat, extra heavy
6	Pairs long German knit Socks	1	Suit Oil Clothing and Hat	1	Waterproof, Blanket-Lined Coat
1	Extra Heavy Packing Bag			1	Canvas Sleeping Bag
2	Pairs German knit and shrunk Stockings, leather heels			1	Doz., Bandana Handkerchiefs

Provisions

Flour	800 lbs.	Bacon	300 lbs.	Evaporated Onions	20 lbs.
Corn Meal	50 lbs.	Dried Beef	60 lbs.	Beef Extract	3 lbs.
Rolled Oats	80 lbs.	Dried Salt Pork	50 lbs.	Evaporated Apples	50 lbs.
Pilot Bread	50 lbs.	Roast Coffee	50 lbs.	Evaporated Peaches	50 lbs.
Baking Powder	20 lbs.	Tea	25 lbs.	Evaporated Apricots	50 lbs.
Yeast Cakes	6 lbs.	Condensed Milk	50 lbs.	Ginger	2 lbs.
Baking Soda	6 lbs.	Butter,		Jamaica Ginger	3 lbs.
Rice	100 lbs.	hermetically sealed	40 lbs.	Evaporated Vinegar	12 lbs.
Beans	200 lbs.	Salt	40 lbs.	Matches	25 lbs.
Split Peas	50 lbs.	Ground Pepper	3 lbs.	Candles, 2 boxes	
Evaporated Potatoes	50 lbs.	Ground Mustard	3 lbs.	containing 240 candles	80 lbs.
Total Weight					2,327 lbs.

Source: William B. Haskell, *Two Years in the Klondike and Alaskan Gold-Fields, 1896-1898* (Fairbanks, University of Alaska Press, 1998).

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COURTESY SELID-BASSOC COLLECTION, ALASKA AND POLAR REGIONS ARCHIVES, RASMUSON LIBRARY, UNIVERSITY OF ALASKA, FAIRBANKS

Miners and their supplies enroute to the Klondike gold fields.

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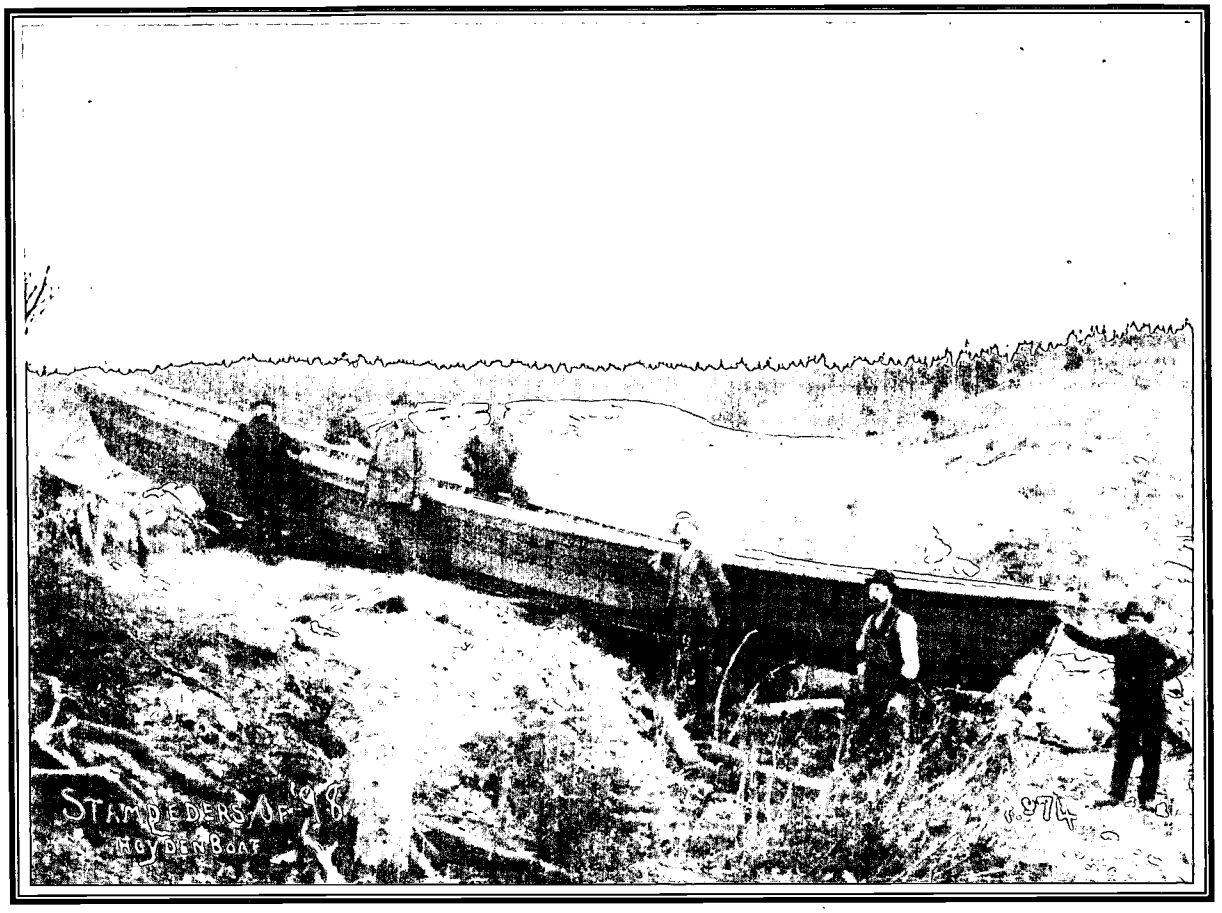


COURTESY SELID-BASSOC COLLECTION, ALASKA AND POLAR REGIONS ARCHIVES, RASMUSON LIBRARY, UNIVERSITY OF ALASKA, FAIRBANKS

Transportation

Seattle's transportation facilities proved crucial to its success in securing Klondike trade. As noted, at the outset of the gold rush the city already had rail and marine connections in place. Miners could take a train to the city, where they could then obtain passage on a steamship to the Far North.

Railroads

Rail links were especially significant. Seattle served as the terminus for the Great Northern Railway, completed in 1893. By the early 1890s, the city had also developed an extensive local railroad network. The Columbia and Puget Sound Railroad (originally the Seattle and Walla Walla), linked the city with the coal fields at Newcastle, Renton, Franklin,

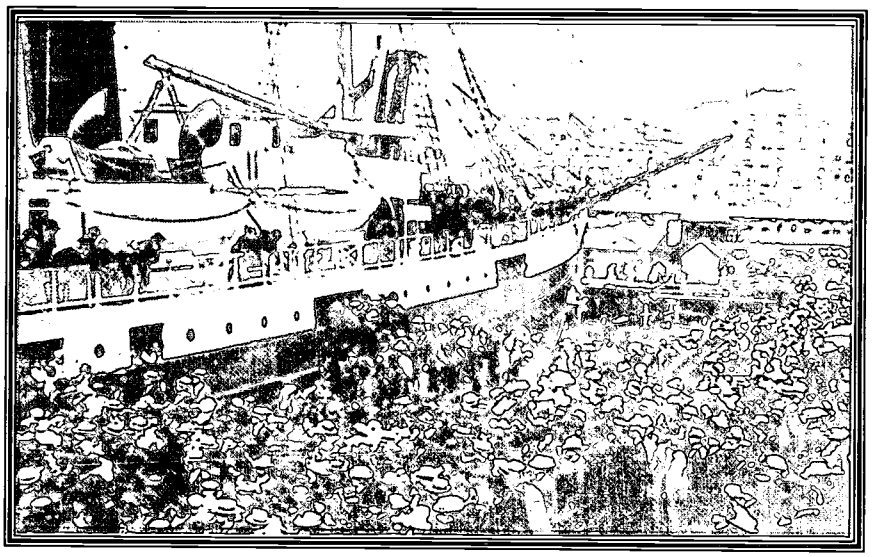
and Black Diamond. The Seattle Lake Shore and Eastern transported produce from the east side of Lake Washington to the city, while its northern branch connected Seattle with Snohomish, Skagit, and Whatcom counties. Moreover, Seattle could be reached through spur lines via the Canadian Pacific in Vancouver, British Columbia, and the Union Pacific in Portland, Oregon. In addition to carrying passengers, railroads shipped lumber, coal, fish, and agricultural products from Seattle.[28]

While bringing stampeders to the city, these rail connections also delivered goods to merchants who supplied the miners. Rail shipments in Washington state increased dramatically — as much as 50 percent per year — during the late nineteenth century. Seattle became the "central point" of rail traffic, in part due to the "Alaskan trade."[29]

Shipping

By the time of the Klondike Gold Rush, Seattle also functioned as the central point for water traffic of freight and passengers to Alaska. Before the 1890s, San Francisco controlled trade with the Far North. During that decade, however, Seattle merchants gained a strong foothold. In 1892, the Pacific Coast Steamship Company of San Francisco shifted its center of operations from Portland to Seattle, which was closer and could offer an ample supply of coal.[30] As noted, the Alaska Steamship Company formed in Seattle in the mid-1890s — and the North American Transportation and Trading Company also operated there.[31]

The Klondike stampede boosted Seattle's shipping to the Far North considerably. According to a newspaper report, Seattle's fleet tripled in size between 1897 and 1898, in part due to the "Alaskan business."[32] So pressing was the demand for



COURTESY NATIONAL PARK SERVICE

Gold seekers in Seattle board the *Portland*, bound for the Klondike.

steamships in the late 1890s that some vessels of marginal quality were placed in service. Seattle's shipping "never was so entirely engaged," explained one reporter in 1897. "Not a single vessel seaworthy and capable of use" was overlooked.[33]

During the late nineteenth century, shippers filled these vessels to capacity. The Alaska Steamship Company, for instance, operated vessels that carried as many as 700 passengers apiece. In general, each ship ran between Seattle and the Far North one and one-half times per month.[34] To prospector Martha Louise Black, it seemed that steamships left Seattle for Alaska "almost every hour."[35] The historian Clarence B. Bagley noted that all this activity resulted in a "scene of confusion" on the Seattle waterfront that "has never been equaled by any other American port." The docks were piled high with outfits, and crowds of impatient miners "anxiously sought for some floating carrier to take them to the land of gold."[36]

Shipping continued to expand in Seattle during the subsequent gold rush to Nome in 1899-1900. By that time, according to Bagley, the city's fleet had become a "great armada." He detected an interesting trend: at the end of the nineteenth century, only 10 percent of the ships sailing from Seattle to Alaska were owned and operated by people based in Seattle. In 1905, however, more than 90 percent of the vessels sailing from Seattle to Alaska were controlled by Seattle residents and businesses based in the city.[37]

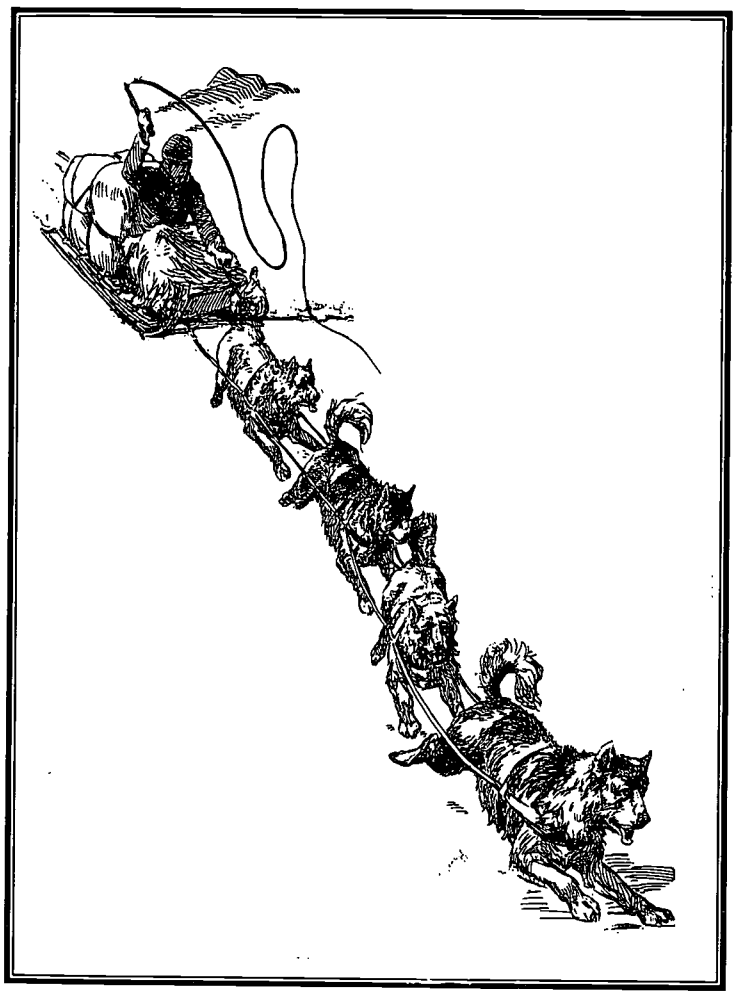
Shipbuilding

The increase in shipping stimulated the boatbuilding industry during this era. At the end of the nineteenth century, many shipbuilders in Seattle tripled their output as well as their number of employees.[38] Prior to this point, most ships constructed in the city included small fishing vessels or boats for local trade. During the decade 1880 to 1890, Seattle shipbuilders produced approximately 75 vessels, the average weight of each totaling 33 tons. In 1898, Seattle shipyards built 57 steamers, 17 steam barges and scows, and 13 tugs.[39] Wood Brothers of West Seattle constructed and launched the first steamer built "wholly for Yukon trade." This vessel measured 75 feet long and 20 feet wide.[40] Moran Brothers Shipbuilding Company produced many of the vessels constructed during the gold rush era. In early August of 1897, the North American Transportation and Trading Company ordered a fleet of 15 ships from this business. "A stroll through the extensive works of Moran Bros. discloses a varitable [*sic*] hive

of industry," observed one reporter. "About 400 men are employed and separate forces are at work day and night." The "immediate cause" of this activity was the Alaska trade.[41] Gold strikes in western Alaska at the turn of the nineteenth century — which required ocean-going vessels that could sail the Bering Sea — further stimulated the shipbuilding industry in Seattle.[42]

Animals for the Yukon

In addition to encouraging the development of rail and marine transportation in Seattle, the Klondike Gold Rush also fostered businesses that assisted miners in getting around once they arrived in the Yukon. The stampede increased the market for dogs, horses, goats, and oxen — all of which moved people and supplies to the gold fields.



COURTESY SPECIAL COLLECTIONS DIVISION, WASHINGTON STATE HISTORICAL SOCIETY

Dogs became the most heavily publicized animals for sale. The use of these animals in the Far North dated back centuries. By the turn of the century, Tappan Adney, a correspondent for *Harper's Weekly*, had observed an "extraordinary demand" for dogs to carry sleds and saddlebags. Yukon miners had "raked and scraped" the Canadian Northwest in search of dogs, resulting in a shortage.[43] A single dog could draw 200 pounds on a sled, and six of these animals could carry a year's worth of supplies for a miner.[44]

Adney described a variety of breeds, including Eskimo, husky, malamute, and siwash. So similar were these dogs in physical appearance that he had difficulty distinguishing them. He did, however, detect differences in characteristics among the various animals. The Eskimo dog, for instance, featured a "wolf-like muzzle," but lacked the "wild wolf's hard, sinister expression." The malamute, on the other hand, was a dog "without moral sense," often approaching "the lowest depths of turpitude."[45] The Klondike trade in canines was not limited to these large animals; Seattle dealers also sold "little dogs not much larger than pugs."[46]

The scarcity of dogs made sale of these animals a lucrative business. Miners, according to Adney, were "willing to pay almost any price," and dogs brought "fabulous" sums in the Yukon during the winter of 1897-1898. The best dogs sold for $300-400 apiece. By the summer of 1898, approximately 5,000 dogs had arrived at Dawson City, indicating the size of the market.[47] Teams of dogs waiting for transport remained a common sight throughout the commercial district in Seattle during the gold rush.[48]

Businesses such as the Seattle-Yukon Dog Company imported "all kinds of canines" from as far away as Chicago and St. Paul. In addition to transporting the animals, the company trained them in preparation for their service in the Yukon. "Dog drivers" placed the animals two at a time in a harness attached to a sled, compelling them to pull it for half an hour. "At first it is hard work," noted one observer, "but nearly all of the dogs soon understand what is wanted and pull the sled without trouble."[49] As Adney pointed out, however, not all dogs that reached the Yukon were trained.[50]

The vast number of dogs brought into Seattle for the Klondike trade created problems for merchants as well as for the animals. Some dog yards held as many as 400 animals at once — all waiting to be shipped to the Yukon. One November morning in 1897, 200 canines, held together in a single yard, engaged in "one big dog fight." The noise was "deafening," prompting *The Seattle Daily Times* to dispatch a reporter to investigate the event. He described the animals as "snarling, biting, fighting canines who were doing their best to annihilate each other." Not surprisingly, nearly every dog was wounded in the brawl.[51]

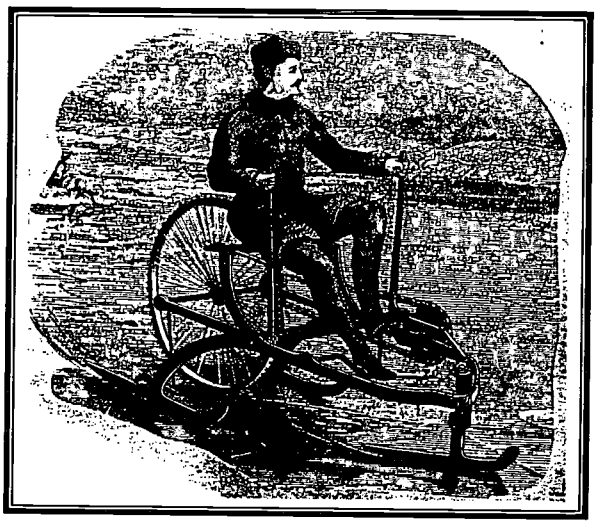
The Klondike stampede also created a demand for horses. A Yukon horse market operated on Second Avenue and Yesler — and the commercial district also offered horses "at every corner" for $10 to $25. By early October of 1897, within three months of the onset of the gold rush, 5,000 horses had been shipped to the Far North from Seattle. Encouraged by

the volume of sales, one Seattle firm ordered 4,000 burros from the Southwest. Merchants selling tack and horseshoes also benefited from the trade. Many of these animals died, however, killed by exposure, lack of food, and overwork. Their carcasses littered the trails to the gold fields, serving as a grim reminder of the consequences of hasty marketing and ignorance of northern conditions.[52] Even so, the trade in horses, burros, and dogs remained active, prompting the Seattle newspapers to carry a special section devoted to this topic in the want ads.

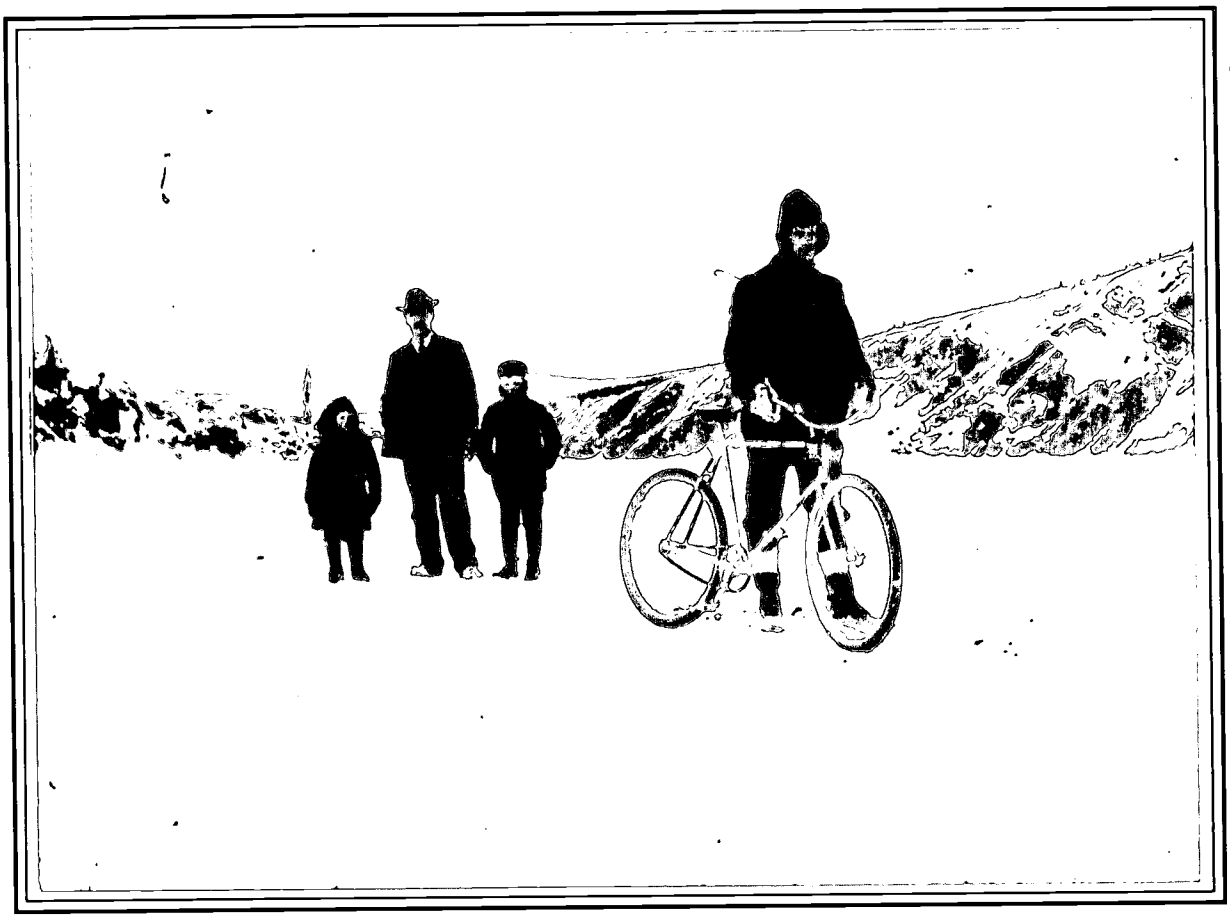
Gold seekers not inclined to buy dogs, horses, or burros had another choice: goats. While merchants advertised dogs as faithful, hard-working animals, businesses trading in goats pointed out that their animals were less expensive to purchase and maintain — and they could furnish milk, butter, food, and clothing.[53] Goats, they argued, also proved to be sure-footed on steep, icy inclines, and they could "gather their feed on the trail."[54] Miners also purchased oxen in Seattle, which they shipped to the gold fields.[55]

Wheels on Ice

One of the most colorful, whimsical means of getting around the Yukon was by bicycle — and Seattle merchants advertised them during the stampede.[56] The gold rush coincided with the worldwide bicycle craze of the 1890s, when riding "wheels" became a fashionable pastime. One New York Company considered producing a "Klondike Bicycle," which representatives claimed could carry gold seekers across Chilkoot Pass to Dawson City. For all the impracticality of that particular idea, numerous miners brought bikes to Alaska — and they were available for purchase in Seattle. Spelger & Hurlbut, dealers operating on Second Avenue, sold bicycles that they obtained from the Western Wheel Works factory in Chicago. By 1900, one Seattle newspaper had reported that "scarcely a steamer leaves for the North that does not carry bicycles."[57]



COURTESY TERRENCE COLE



COURTESY SELID-BASSOC COLLECTION, ALASKA AND POLAR REGIONS ARCHIVES, RASMUSON LIBRARY, UNIVERSITY OF ALASKA, FAIRBANKS

This mode of transportation offered several advantages: cyclists could follow the tracks in the snow left by dogsleds with relative ease; they could travel faster than dog teams and horses; and "iron steeds" were less expensive and easier to maintain than animals. Cycling in the Far North was not without hazards, which included snowblindness and eyestrain from attempting to follow a narrow track through the ice, and frequent breakdowns due to frozen bearings and stiff tires.[58]

"A Hot Town" and "A Very Wicked City"

By day, Seattle bustled with activities associated with outfitting and transportation. By night, according to one newspaper headline, it became "A Hot Town" that catered to the needs of a largely transient population.[59] The influx of people during the Klondike stampede included dock workers, ship crews, and various merchants, as well as miners — most of whom

were passing through. They increased the demand for accommodations, food and drink, entertainment, and other services. "The town is overrun with strangers," marveled one observer, "the hotels are crowded; the restaurants are jammed;" and "a number of theaters are running full blast."[60] The large number of people pouring into the city created a need for hotels, rooming houses, and other service industries.[61] As a result, downtown Seattle was a lively place — "a great carnival of the senses" — at all hours.[62]

The hotel business thrived in Seattle during the gold rush. Accommodations at the high end included the Hotel Seattle (originally the Occidental) at First Avenue and Yesler, the Butler Hotel at Second Avenue and James, and the Grand Pacific and Northern hotels on First Avenue. These were elegant buildings that offered a variety of amenities, including suites and dining rooms.[63] Less expensive rooming houses were also available throughout the commercial district. These featured small units arranged along a narrow corridor, providing very little privacy.[64]

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

The Hotel Seattle.

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The supply of rooms, however, could not always meet the demand. "More Klondykers than ever were in town last night," noted one newspaper article from August of 1897. "For the first time since the fire men were walking the streets in the lower part of the city unable to get a bed, although they had money in plenty. The parlors in many of the hotels were filled with cots."[65]

In addition to searching for accommodations, a "great number" of people spent their evenings "out doing the town." Much of their activity centered around the Tenderloin — an area bordered by Yesler Way, Jackson Street, Railroad Avenue, and Fifth Avenue. Here, gold seekers could enjoy "all kinds" of activities, not all of which were legal.[66] So lively was this district that in the fall of 1897 Seattle's City Council increased the size of the police force by approximately 40 percent. The town grew 500 percent "in rogues and rascals," one newspaper article explained.[67] Robberies and assaults became especially common crimes in this area. By November of 1897, Seattle had become "the greatest petty larceny town on the Coast." [68] As one reporter summarized, it is "a very wicked city just now."[69]

The excitement in the Tenderloin was encouraged by the sales of alcohol and the openings of numerous saloons. New drinking establishments in 1897 included the Torino and People's Café on Second Avenue South, and the Dawson Saloon on Washington Street. Typically, these businesses served beer, whiskey, and even champagne. They attracted "the Klondikers going and coming, for the majority of them get drunk at both stages of the game."[70] One visitor claimed that Seattle boasted one saloon for every 50 citizens, and he published these observations in *The New York Times*. Accordingly, the Tenderloin acquired a reputation like that of the Barbary Coast in San Francisco.[71]

Seattle newspapers were filled with stories illustrating the consequences of widespread drinking. In August of 1897, one gold seeker reported to city police that he had been robbed of $300 while "doing" Washington Street during the evening. The police could locate no suspects. Just as they were about to give up the search, the man sheepishly informed the authorities that he had apparently deposited the missing $300 at his hotel while intoxicated — an act of good sense that he could not remember.[72]

Captain Bensely Collenette of Boston was not so fortunate. He had come to Seattle to lead a party of miners to the Yukon. Upon arriving in the city, he "went on a glorious drunk," spending "his money like wind." On Washington Street, he was robbed of $185. Even so,

Collenette was later observed "riding around the city in the finest hack in town," and he left for the Yukon on the steamer *Cleveland*.[73]

Along with the problems that alcohol presented, the police contended with morphine and opium "fiends" in the Tenderloin. Many drug stores sold these substances, often remaining open at night for that purpose. Newspapers credited morphine and opium with murder, robbery, and leading women to a "life of shame."[74]

During the late nineteenth century, Seattle featured a variety of brothels, including the Klondike House. Located on the corner of Main Street and Second Avenue South, this establishment functioned as the "stopping place for the worst of Seattle's fallen women," and it gained the reputation of being one of the "worst dives in the city."[75] Newspaper reports of the Tenderloin focused on prostitutes — known as "soiled doves." Prostitution had existed in the city long before the late 1890s, but the gold rush increased its visibility. Women also worked as comediennes, singers, dancers, and actors in the district's theaters — and they dealt cards in the gambling houses that sprang up during the gold rush.[76]

Gambling was a lucrative business that caught gold seekers before and after their trip to the Klondike. By the turn of the century, the Standard Gambling House, for example, had averaged more than $120,000 per year.[77] In addition to card games, customers could try their luck with the "Klondike dice game."[78]

In summary, vice became a prominent industry in Seattle during the stampede — one that attracted as much immediate attention as outfitting and transporting miners. Newspapers focused on this topic from 1897 through 1910 — in part because sensational and scandalous stories increased sales. *The Seattle Daily Times* condemned Mayor J. Thomas Humes for his failure to suppress gambling and other "social evils" in Seattle, likening his supporters to an army of "besotted drunks." In 1902, voters approved a reform measure that controlled vice through saloon license fees of $1,000 and evening and Sunday closings.[79]

The excesses of the Tenderloin during the Klondike stampede link the gold seekers to other figures in western history. During the early nineteenth century, mountain men and trappers emerged once a year from the remote, far-flung areas where they hunted beaver. They met at a rendezvous — a caravan that purchased their beaver pelts and sold them supplies. After transacting their business, many trappers drank and gambled away their annual earnings, turning the rendezvous into a "scene of roaring debauchery." The caravan's owners, on the

other hand, profited handsomely from this arrangement, often enjoying returns that reached 2,000 percent.[80] For the most part, those who made fortunes from the fur trade, like those who reaped profits from the gold rush, were not the people directly involved in extracting the resource; they were the ones that sold the goods and services.

LABOR EMPLOYED IN SEATTLE FACTORIES, 1900

Industry	Employees	Industry	Employees
Bicycles	25	Jewelry	40
Boots and shoes	60	Lumber	4,000
Breweries	250	Packers and canners	300
Brick and tiles	400	Paints	50
Candles and crackers	250	Paper boxes	25
Cigars	75	Power plants	100
Cloaks and suits	25	Printing and publishing	400
Coopers	25	Saws	50
Drugs	25	Ship carpenters & caulkers	360
Electric plants	200	Spices, baking powder, etc.	30
Evaporating plants	150	Soda water bottling	50
Flour	100	Tailoring	200
Furniture	300	Tents and awnings	150
Gas	30	Tin, cornices, etc .	100
Hats and Caps	30	Vinegar and pickles	50
Iron (including machinery)	650		
Total:			**8,600**

Source: *The Seattle Daily Times*, December 22, 1900.

OCCUPATION OF SEATTLE WORK FORCE

	1880	1890	1900		1910	
		Number	Number	%	Number	%
Agriculture		350	625	1.4	2,025	1.6
Fishing		250	478	1.1	1,097	0.9
Logging		350	664	1.5	1,338	1.1
Mining		1,900	3,595	8.1	1,915	1.6
Manufacture	138	2,750	5,190	11.6	14,014	11.5
Hand Trades		2,850	5,383	12.0	25,625	20.9
Trade & Trans.		6,900	13,102	29.2	47,635	38.8
Domestic & Personal Service		6,800	12,802	28.5	19,874	16.3
Professional		1,600	3,029	6.7	8,762	7.2
Total Employment		23,750	44,868		122,285	
Total Population	**3,533**	**42,837**	**80,671**		**237,194**	

Source: Alexander Norbert McDonald, "Seattle's Economic Development, 1880-1910," Ph.D. Dissertation, University of Washington, 1959

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Population and Economic Growth During the Gold-Rush Era

It was during the late 1890s that Seattle eclipsed other Puget Sound communities as the state's most populous city. By 1890, Tacoma's population had reached 36,006 — which was fairly close to Seattle's 42,837 residents. During the decade of the 1890s, however, Tacoma gained only 1,708 residents, while Seattle's population rose by 37,834, to a total of 80,671.[81]

Most of this growth — approximately two-thirds — occurred between 1897 and 1900, when the city increased from 56,842 to 80,671.[82] This development suggests the influence of the Klondike Gold Rush. By 1910, Seattle had developed into a city of 237,194 residents. Seattle's growth exceeded that of many other comparable cities in other regions of the country during this period.

GROWTH OF SELECTED AMERICAN CITIES

City	Population 1880	Population 1910	% Increase
Washington, D.C.	177,624	331,069	86
Los Angeles	11,183	319,198	2,700
Minneapolis	46,887	301,408	504
Jersey City	120,722	267,799	122
Kansas City	55,785	248,381	345
Seattle	3,533	237,194	6,600
Indianapolis	75,056	233,650	210
Providence	104,857	224,326	116
Louisville	123,785	223,928	81
Rochester	89,366	218,149	145
St. Paul	41,473	214,744	417

Source: Alexander Norbert McDonald, "Seattle's Economic Development, 1880-1910," Ph.D. Dissertation, University of Washington, 1959.

For all this dramatic growth, the ethnic composition of Seattle's population did not change appreciably during the late nineteenth and early twentieth centuries. In 1880, native-born whites comprised approximately 69 percent of the population, while in 1910 they accounted for 70 percent. The percentage of foreign-born whites also remained stable, at around 26-27 percent. Between 1890 and 1910, African-Americans made up one percent of the city's population, while Asians comprised around 3 percent.[83]

Most native-born residents in Seattle came from somewhere else — particularly the Midwest and East Coast. In 1910 only 16 percent of the city's residents were from Washington. Seattle's foreign-born population was comprised of migrants from Canada, Sweden, Norway, Great Britain, and Germany in 1880. Immigration from Japan, Italy, and Russia had become more common by 1910.[84]

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Rapid population growth could be viewed as an indication of economic prosperity. Seattle's population figures reveal that the late 1890s and early twentieth century — the era of the Klondike stampede — was a period of vigorous expansion.[85] Even so, an examination of population figures for other western cities during the 1890s demonstrates comparable growth. Although Portland and Vancouver, British Columbia, did not attract the Klondike trade to the extent that Seattle enjoyed, they both expanded at a faster rate than Seattle, perhaps due to momentum gained early in the decade, before the gold strike. This trend suggests that the continuing movement west of the population of the two nations proved to be a significant influence on growth. [86]

POPULATION COMPOSITION OF SELECTED AMERICAN CITIES

Percentage Distribution

	Native-born White	Foreign-born White	African-American	Asian & Others
Washington, D.C.	64.0	7.4	28.5	0.1
Los Angeles	76.7	19.0	2.4	2.0
Minneapolis	70.6	28.5	0.9	0.1
Jersey City	68.7	29.0	2.2	0.1
Kansas City	80.3	10.2	9.5	0.1
Seattle	70.4	25.6	1.0	3.0
Indianapolis	82.2	8.5	9.3	0.1
Providence	63.4	34.0	2.4	0.2
Louisville	74.1	7.8	18.1	0.1
Rochester	72.5	27.0	0.4	0.1
St. Paul	72.2	26.3	1.5	0.1

Source: Alexander Norbert McDonald, "Seattle's Economic Development, 1880-1910," Ph.D. Dissertation, University of Washington, 1959.

By 1910, Seattle's position as the state's commercial center was assured. The region's rail and water transportation network also concentrated in the city. Foreign trade grew during the early twentieth century as well, shifting from British Columbia to Asia. On the surface, Seattle's manufacturing base seemed sound, as the city produced an array of products ranging from shoes to beer to bicycles. Yet, according to historian Alexander Norbert MacDonald, Seattle continued to rely mostly on extractive industries, including lumbering, fishing, and agriculture. Although the gold rush helped ensure Seattle's position as a commercial center for the region, it did not provide a broad, diversified manufacturing base that could rival the industrial cities of the eastern seaboard.[87]

COMPOSITION OF SEATTLE'S POPULATION, 1880-1910

	1880		1890		1900		1910	
	Number	%	Number	%	Number	%	Number	%
Native-born White	2,450	69	28,906	67.5	58,159	72.1	166,918	70.4
Foreign-born White	950	27	13,150	30.7	18,656	23.2	60,835	25.6
African-American	25	1	286	0.7	406	0.5	2,296	1.0
Asian and Other	108	3	495	1.2	3,450	4.3	7,145	3.0
Total Population	**3,533**		**42,837**		**80,671**		**237,194**	

Source: Alexander Norbert McDonald, "Seattle's Economic Development, 1880-1910," Ph.D. Dissertation, University of Washington, 1959.

The Alaska-Yukon-Pacific Exposition

In May of 1898, *The New York Times* announced that the Klondike excitement was "fizzling out."[88] Although this assertion proved to be premature, it signaled that the frenetic pace of the stampede was slowing down and that the media's interest was waning. The outbreak of the Spanish American War in April provided a new arena for the nation's reporters, and that topic pushed the Klondike out of the headlines.[89] By late 1898, the rush to the Klondike had subsided considerably. The following year new gold discoveries in Nome deflected attention from the Yukon to western Alaska, and Seattle continued to function as an outfitting center.[90] In April and May of 1900, approximately 8,000 gold seekers passed through Seattle on their way to Nome.[91] During the early twentieth century, miners continued to travel through Seattle on their way to subsequent gold rushes to Fairbanks, Kantishna, Iditarod, Ruby, Chisana, and Livengood.[92]

The trade to the Far North never regained the excitement of the Klondike Gold Rush. Seattle, however, retained its dominant connection to this region — and it continued to supply Alaska with lumber, coal, food, clothing, and other goods. By 1900, Alaska's population had reached 63,592 residents, many of whom remained "heavily dependent" on Seattle for trade.[93] This link between Seattle and the Far North endured throughout the twentieth century.

To celebrate its ties to the Far North and to commemorate the Klondike Gold Rush, Seattle hosted the Alaska-Yukon-Pacific Exposition in 1909. This world's fair represented a "coming-of-age party" for the city, signaling the end of its pioneer era. In 1905, Portland

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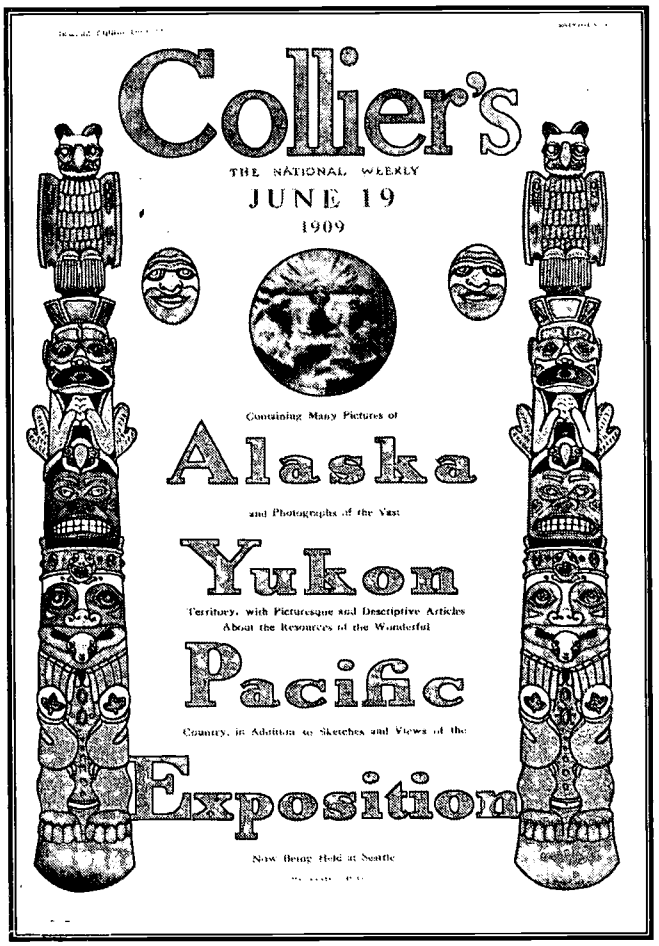


similarly hosted the Lewis and Clark Exposition to commemorate the centennial of the 1805 expedition to the Pacific. Its fair attracted three million visitors — a point Seattle boosters noted with interest. Four years later, Seattle's exposition drew nearly four million people, focusing national attention on the city and the region.[94]

Organizers wanted to hold the event in 1907, to honor the 10-year anniversary of the Klondike Gold Rush. Jamestown, Virginia, however, also planned to celebration its 300-year anniversary with a fair in 1907. In any case, the Panic of 1907, a nationwide depression that slowed the economy in Seattle, would have reduced the scale of festivities and the visitation — so it was a fortuitous turn of events that delayed the exposition until June of 1909.[95] On that date, President William H. Taft at the national capitol pressed the gold nugget Alaska key, setting the fair's operations in motion. Railroad magnate James J. Hill greeted 80,000 spectators in the commencement celebration, which included a parade in downtown Seattle.[96]

The Olmsted Brothers served as landscape architects of the fair, while John Galen Howard became its principal architect. Held on the grounds of the University of Washington campus, the exposition featured pools, fountains, gardens, and statuary that opened on a vista of Mount Rainier. A variety of ornate buildings designed in the French Renaissance style housed exhibits from all over the world.[97]

The exposition included an amusement park with carnival rides and other entertainment. It was called the "Paystreak" — a term for the richest deposit of gold in a placer claim and an allusion to the importance of gold mining to Seattle. The Paystreak

featured an attraction called "Gold Camps of Alaska" as well as an Eskimo village. Additional references to the Far North at the exposition included a large gold nugget, on display from the Yukon. Especially visible was the Alaska monument, a column measuring 80 feet high. Covered in pieces of gold from Alaska and the Yukon, it stood in front of the U.S. Government Building, reminding visitors of the ties between Seattle and the Far North.[98]

While reflecting on the past, the exposition also looked to the future — and organizers hoped to boost interest in Seattle and the Northwest. "This summer's show is essentially a bid to settlers," noted one reporter, "and an advertisement for Eastern capital to come West and help develop the natural resources which offer wealth on every hand." The exposition featured numerous promotional booths from cities such as Tacoma and Yakima. Washington and other western states financed construction of buildings that featured their products and resources. The exposition also celebrated the Pacific Rim, promoting increased trade with Asia. Japan, China, Hawaii, and the Philippines provided exhibits, and a Japanese battleship docked in Seattle's port in honor of the fair.[99]

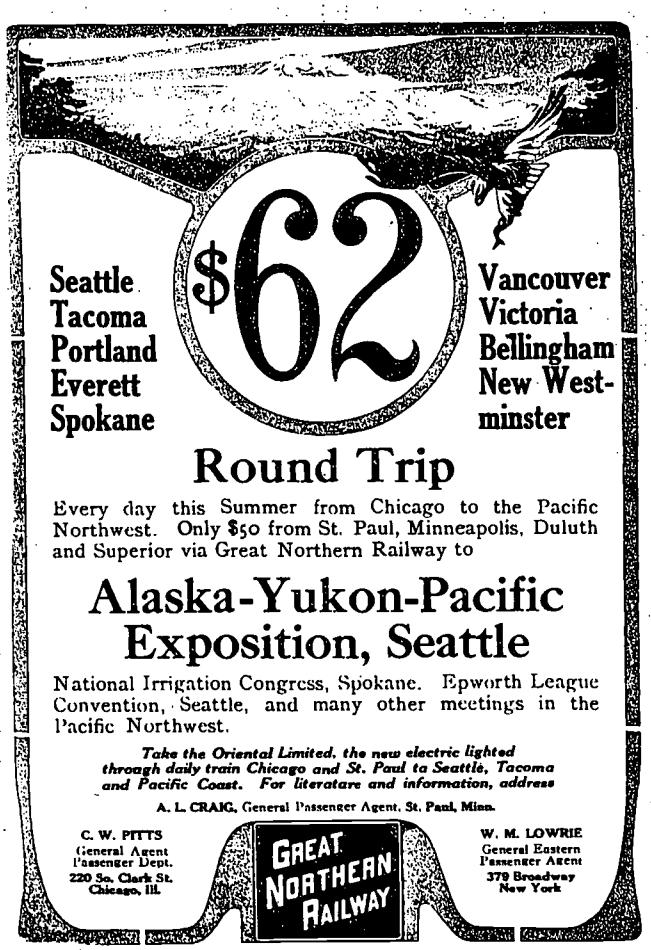
Seattle merchants and residents hoped that the economy would boom as a result of the Alaska-Yukon Exposition. Irene and Zacharias Woodson, for example, expected the demand for housing to expand in the summer of 1909. This African-American couple operated a cigar store and rooming houses in downtown Seattle, using the profits to purchase new properties. The Woodson Apartments, constructed in 1908 at 1820 24th Avenue, represented these hopes.[100]

The exposition ended in October of 1909, marking the end of an era. Although most of the infrastructure was removed, several buildings remained, including Cunningham and Architecture halls. Today, they stand on the University of Washington campus as testaments to a significant point in Seattle's history.

Another legacy of the Alaska-Yukon-Pacific Exposition was that it strengthened the link between Seattle and the Far North in the public mind. Seattle had developed a significant connection to Alaska before the Klondike Gold Rush, and promoters such as Erastus Brainerd had used the stampede as an occasion to publicize that tie in the late 1890s. The exposition similarly advertised it in 1909. As historian Clarence B. Bagley summarized, the fair successfully met the city's objectives: it demonstrated "the enormous value of Alaska to the

United States and the greatness of its entry port, Seattle. The city's guests left the fair with the knowledge that Alaska was a golden possession and Seattle a growing metropolis."[101]

It is difficult to measure the precise impact of the fair and the worldwide exposure it provided to Seattle. As noted, by 1910, the city's population had jumped to 237,194 residents. According to MacDonald, however, the dramatic growth in the city's economy occurred *before* 1910. After that point, the city "settled down to the moderate growth of the region," abandoning the "independent, enthusiastic" mood of the previous era.[102] Seattle's foreign trade had grown rapidly during the first decade of the twentieth century, but for all the hopes of exposition promoters, there was no immediate increase in trade with Asia after the fair.[103] Not until the late twentieth century would Seattle again experience the vibrance and energy exhibited during the gold-rush era.



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The Great Northern Railway advertised the Alaska-Yukon-Pacific Exposition.

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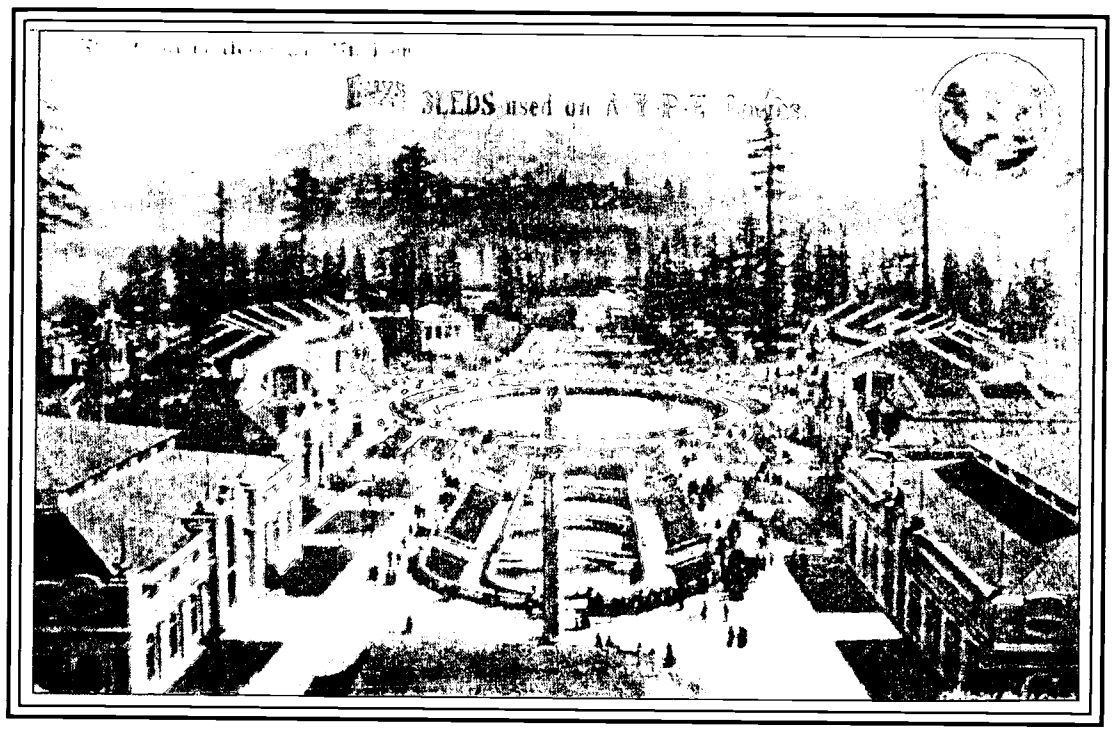
Post Cards from the Alaska-Yukon-Pacific Exposition



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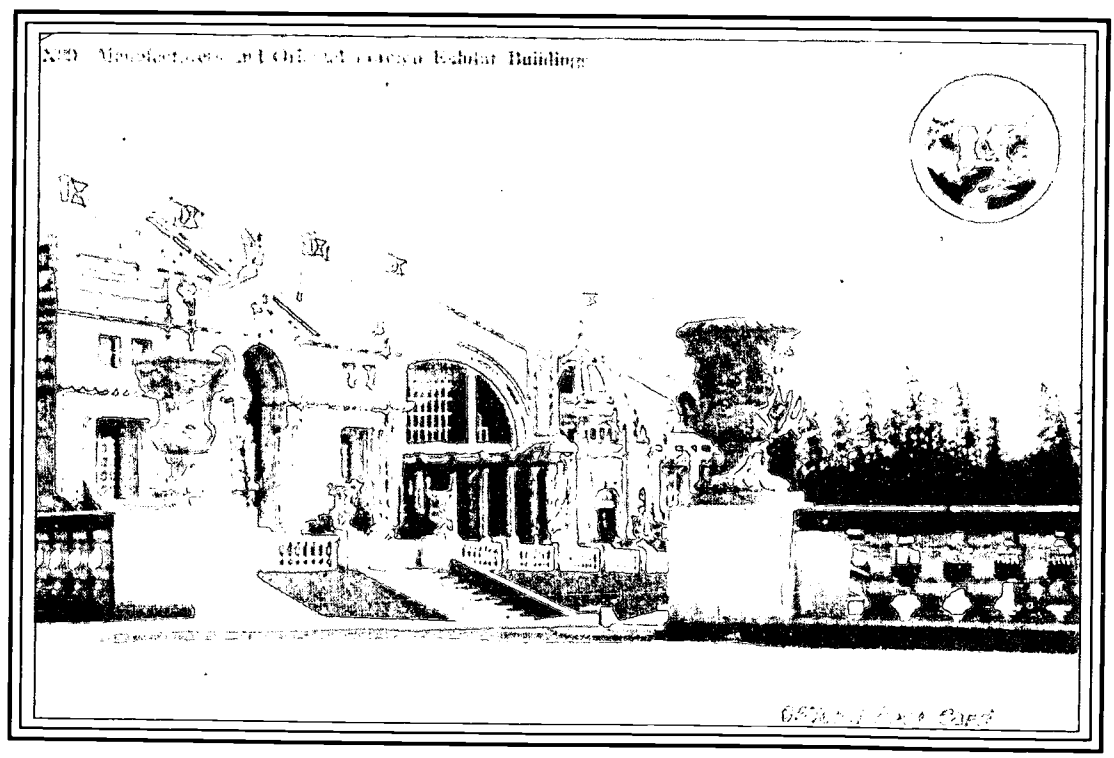

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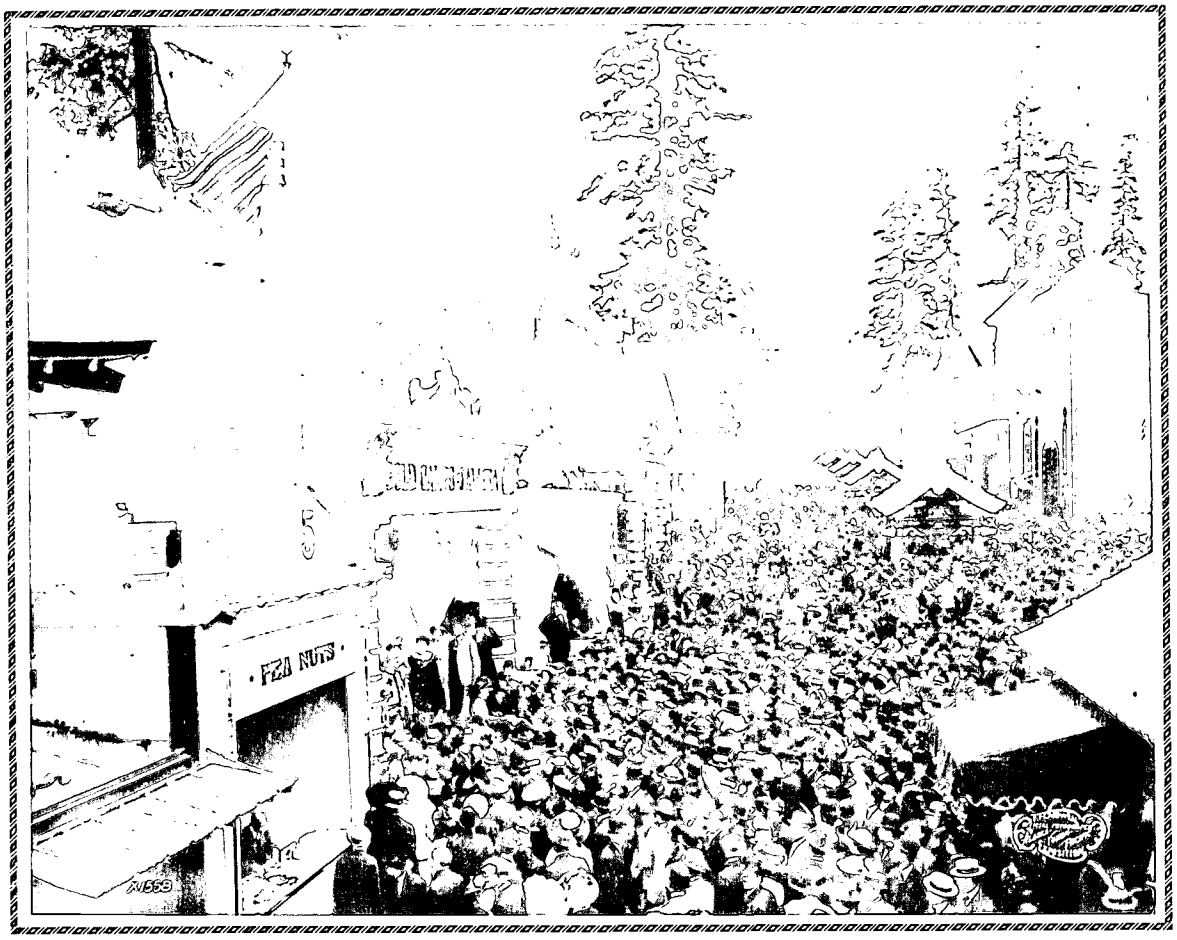

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

The Alaska-Yukon-Pacific Exposition included an amusement park called the "Paystreak;" a term for the richest deposit of gold in placer mining. The Paystreak featured an attraction called "Gold Camps of Alaska."

ENDNOTES – CHAPTER THREE

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[82] MacDonald, "Seattle's Economic Development, 1880-1910," p. 145.

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[93] MacDonald, "Seattle's Economic Development, 1880-1910," p. 144.

[94] Schwantes, *The Pacific Northwest: An Interpretive History*, pp. 306-309.

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CHAPTER FOUR

CHAPTER FOUR
BUILDING THE CITY

> *"Seattle is the result of a patriotic, unselfish, urban spirit which has been willing to sacrifice in order to gain a desired end — the upbuilding of a great city....Seattle has well-paved streets, a thorough and satisfactory street car system, large and handsome business blocks, and residence districts adorned by palatial homes and green and velvety lawns."*
> -Daniel L. Pratt, "Seattle, The Queen City," *The Pacific Monthly*, 1905

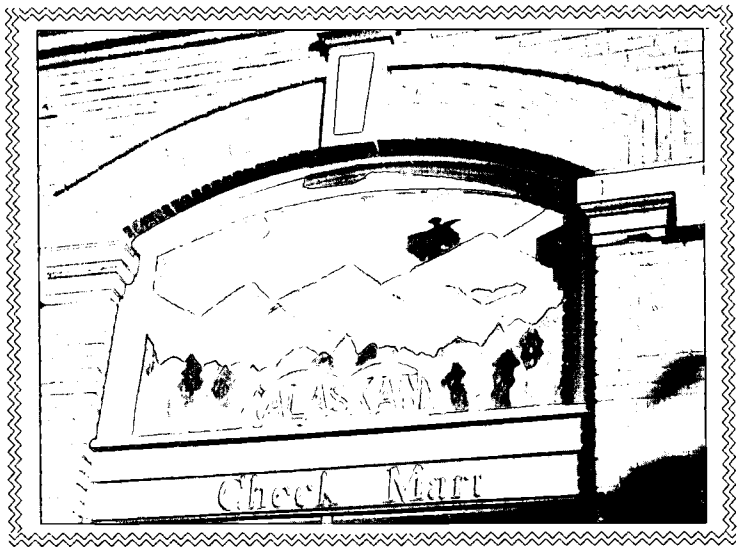
Seattle changed more during the gold-rush era than in any other period in its history. The rapid economic and population growth of the late nineteenth and early twentieth centuries spurred the development of the city's infrastructure, transforming it from a town to a metropolis. As one historian observed, if Rip Van Winkle had appeared in 1883 after a 30-year absence, he would have easily recognized what he saw: a town dependent on the lumber industry and water transportation. Similarly, if he awakened in the 1940s after a 30-year absence, he would find the city bigger but not fundamentally changed. However, if he fell asleep in 1880 and returned in 1910, he would not have known where he was. Although natural landmarks such as Mount Rainer and Puget Sound remained in their familiar positions, "Seattle had undergone more profound changes during these thirty years than in any other thirty year period."[1] An examination of the city's infrastructure reveals the extent of these changes.

Buildings

During the gold-rush era, building along the waterfront increased dramatically. Schwabacher's rebuilt and extended its wharf. The Northern Pacific Railway extended its Yesler dock, and the Great Northern Railway added a new facility that included docks, warehouses, and a wheat elevator.[2]

The changes within the commercial district were especially visible. As noted, brick and masonry buildings replaced wooden structures after the fire in 1889. Building in the downtown area became denser, and the size and scale of structures increased. The Alaska Building, the city's first steel-frame skyscraper, appeared in 1904. Located at Second and

Cherry, this 14-story structure symbolized the significance of the gold rush to Seattle. The porthole windows along the top floor looked out over the waterfront, providing a view of the shipbuilding, shipping, and rail industries that the gold rush encouraged. For many years a gold nugget embedded in the front door of this building reminded visitors of the stampede and the city's connection to the Far North. Construction of the Arctic Building at Third and Cherry in 1914 similarly represented Seattle's connection to Alaska. This stately structure was noteworthy for its Italianate terra-cotta façade, tusked walrus heads, and rococo-gilt Dome Room.[3]



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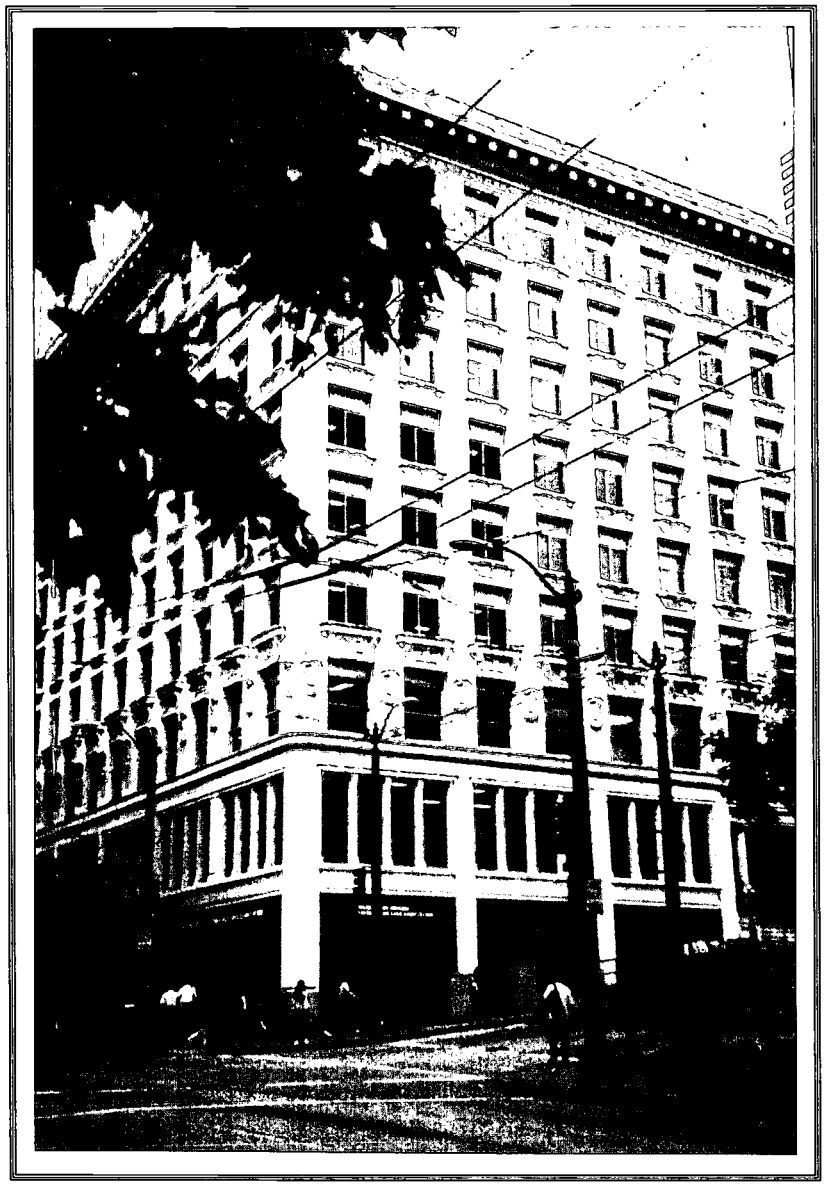
The Alaskan window (pictured above) appears on the first floor of the Morrison Hotel, located at 501 Third Avenue. This building, constructed in 1908, was the original home of the Arctic Club, comprised of the city's leaders and entrepreneurs.

That year, the Arctic Club merged with the Alaska Club, a commercial organization of Alaskans in Seattle. For years, the Alaska Club had maintained a reading room featuring Alaska newspapers and mineral exhibits, and its leaders promoted the Alaska-Yukon-Pacific Exposition. In 1916, the Arctic Club moved to the Arctic Building (pictured on pages 122-123).

HRA PHOTO

Seattle's connection with the Far North is reflected in a variety of structures, including the Alaska Building (pictured above), located at Second and Cherry, and the Arctic Building (pictured on the following pages), located at Third and Cherry.



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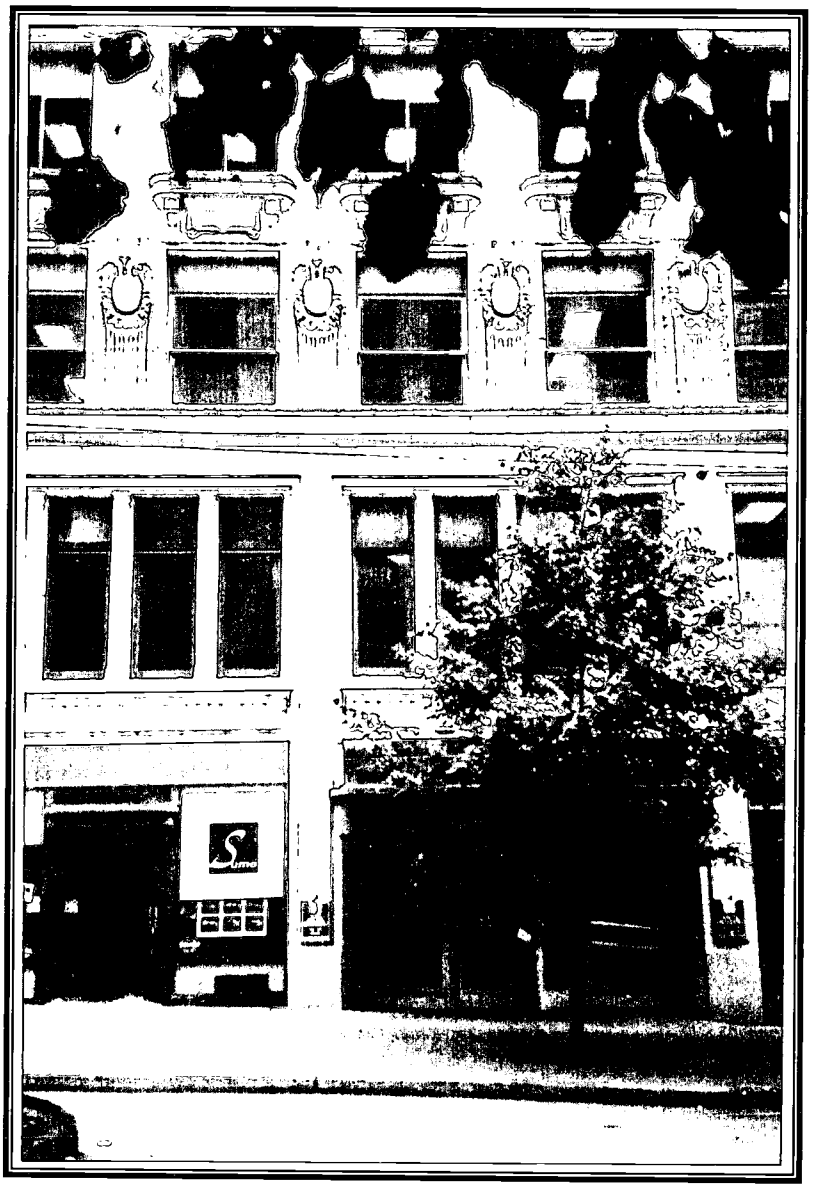
Arctic Building, constructed in 1914.



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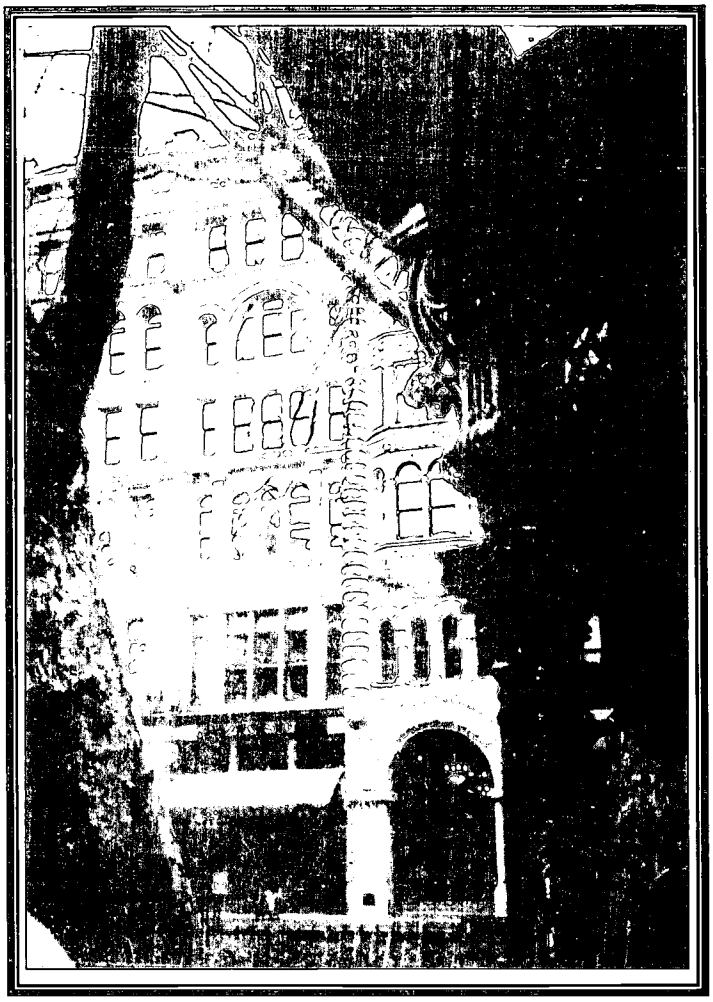
Twenty-seven walruses ring the third-floor exterior of the Arctic Building (pictured above and on opposite page).



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Prominent architect Elmer Fisher designed the Pioneer Building, pictured left. Constructed in 1889-1890, this building reflected the optimism of the developing city after the fire. This Victorian structure is embellished with Romaneque Revival features, including rusticated stone columns extending above the building's central entrance. This striking building was located in the heart of the city's commercial center during the Klondike Gold Rush.

Established in 1890, the Merchants Café, located at Yesler and Marion, advertises itself as Seattle's oldest restaurant. It operated during the Klondike Gold Rush.

HRA PHOTO

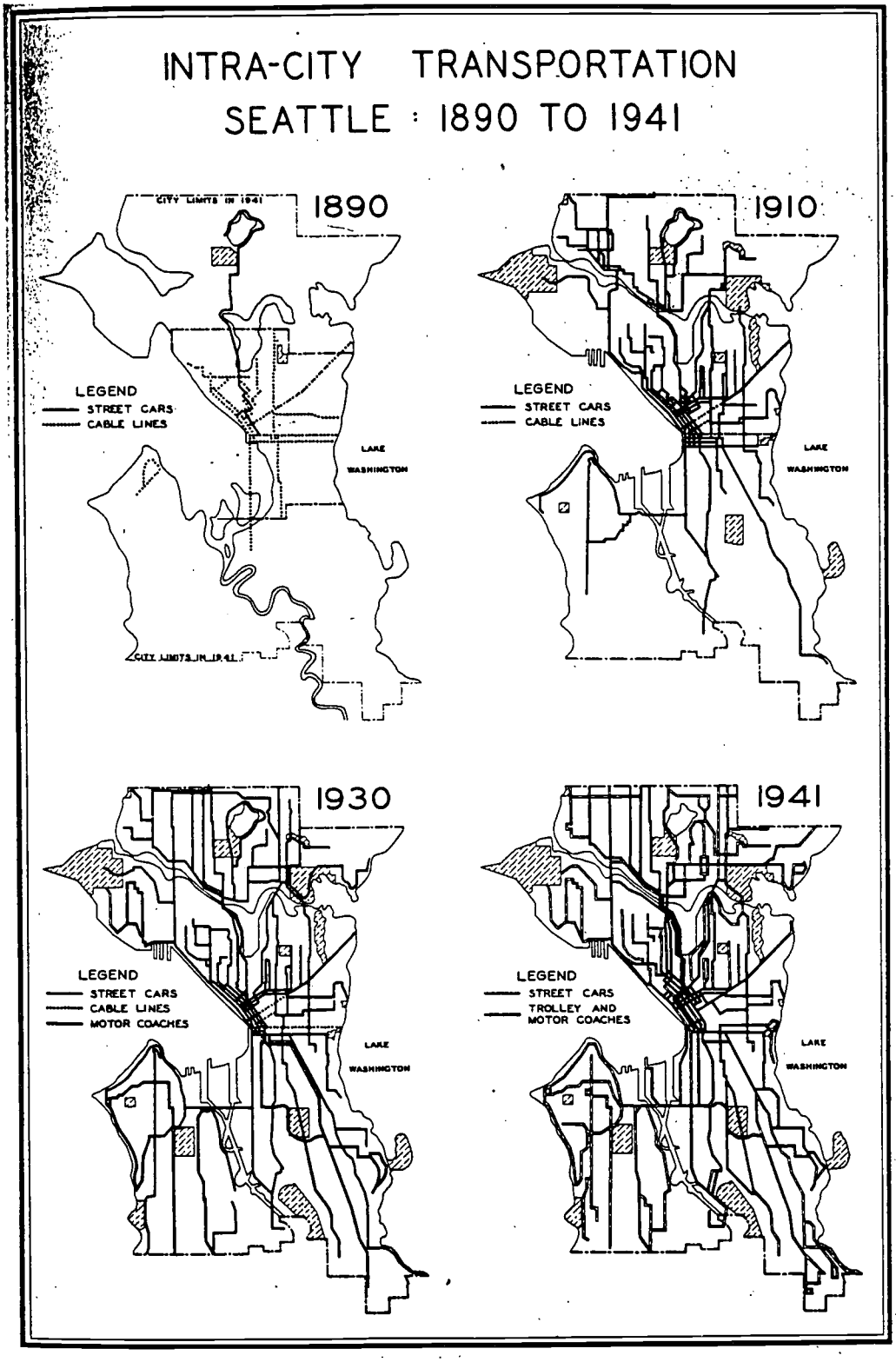
Street and Transportation Improvements

The influx of people during the late nineteenth century increased the need to provide access to the city's commercial district, requiring street improvements within the downtown area. During the 1880s, many streets had been covered with wood planking. This material had its drawbacks: it did not last long and engineers feared it was unsanitary. By the early 1890s, gravel was used to pave some Seattle roads, but hauling the quantities required proved expensive and difficult. By that time, brick had become another favored material.[4]

In 1898, engineers at Smart and Company leveled First Avenue from Pine Street to Denny Way, using the earth to fill Western and Railroad avenues, located along the waterfront.[5] That year, the city also laid new planking and paving from First Avenue to Fourth Avenue, between Yesler Way and Pine Street. One article in *The Seattle Daily Times* cited 1898 as a record-breaking year for improvements, noting that contractors "flourished as they have not done before."[6]

Streetcars also facilitated movement in the downtown area. The first street railway appeared in 1884, offering nickel-a-fare service. Operated by the Seattle Street Railway Company, it used horses to pull the cars. Five years later an electric streetcar began operating in Seattle — and even the fire did not interrupt its service. During the 1880s, Seattle's downtown area also featured a cable railway, which ran along Yesler Way and First and Second avenues. By the early 1890s, passengers could travel to Lake Union along Westlake Avenue and to points farther north.[7] Promoters praised these developments, noting how they had transformed the city during the gold-rush era. An article in *The Pacific Monthly*, published in 1905, informed readers that "Seattle has well-paved streets, a thorough and satisfactory street car system, large and handsome business blocks, and residence districts adorned by palatial homes and green and velvety lawns."[8]

Electric rail lines also connected Seattle to communities to the north and south of the city. An interurban train ran between Seattle and Tacoma, and the completion in 1910 of a line from Seattle to Everett further opened opportunities for growth, encouraging development in new communities such as Alderwood Manor.[9]



Intra-city Transportation, Seattle, 1890-1941. [Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

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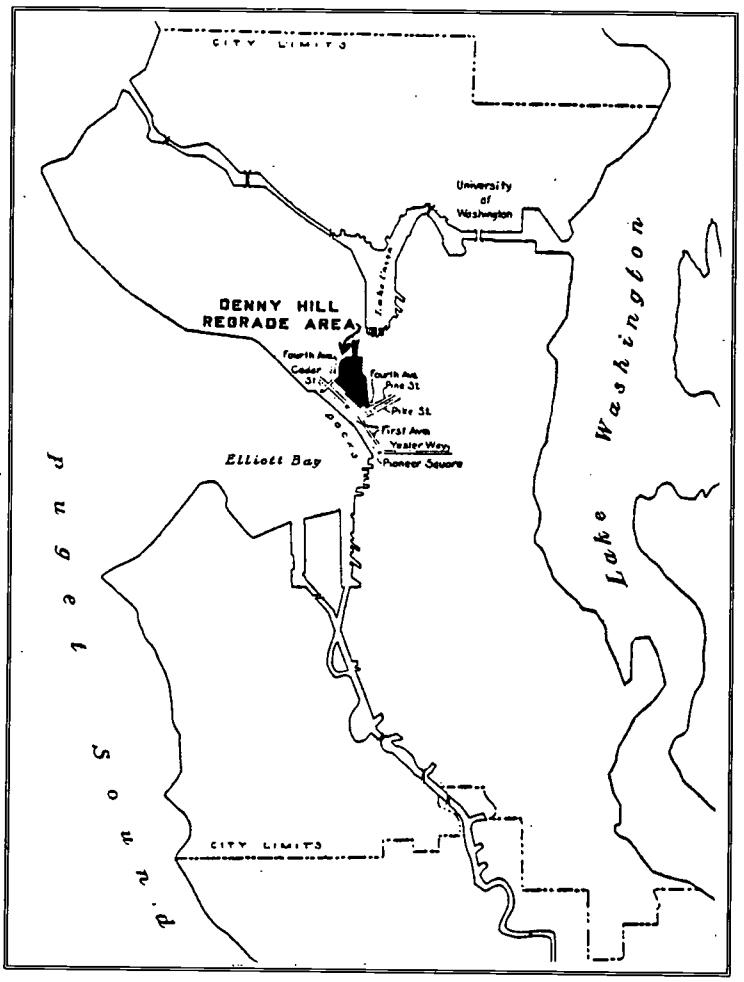
City Parks

Another development in early twentieth-century Seattle was the creation of the city's park system. As early as 1884, the Denny Family had donated a five-acre tract located at the foot of what is now Battery Street. Although first used as a cemetery, this parcel became Denny Park, a "verdant oasis" that featured the headquarters building of the board of park commissioners. The park commissioners also developed Volunteer Park, at the north end of Capitol Hill, and Woodland Park, east of Green Lake. Located outside the city limits, these reserves became accessible by streetcar lines. Additional acquisitions included Washington Park — which is now the Arboretum — Ravenna Park, and Leschi Park.[10]

Regrading

From the 1880s through 1910, the city limits grew dramatically, extending northward past Green Lake and southward to West Roxbury and Juniper streets. The commercial district expanded eastward away from the waterfront, as the shoreline became increasingly devoted to shipping and manufacturing. It also moved northward, toward Denny Hill. During the early twentieth century, Seattle's hills blocked further expansion of the city. In some places, the grades on streets over the hills measured 20 per cent, making transportation, as well as construction, difficult.[11]



[Source: V.V. Tarbill, "Mountain-Moving in Seattle," *Harvard Business Review*, July, 1930.]

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City engineers addressed this problem with extensive regrading projects, radically altering the topography of the city. As historian Clarence B. Bagley pointed out, during the early twentieth century the business section of Seattle became "one vast reclamation project." As he defined it, this area extended from Denny Way and the foot of Queen Anne Hill on the north to the Duwamish River toward the south. [12] Two of the most noteworthy reclamation projects included the Denny and Jackson Street regrades.

Reginald H. Thomson supervised much of this work. He was a civic-minded visionary — a leader reminiscent of Arthur Denny. Born in Indiana, Thomson arrived in Seattle in 1881 at the age of 26. He dreamed of building a large city on Puget Sound, and investigated a number of possibilities, including Bellingham, Everett, and Tacoma, before settling on Seattle. He became City Engineer in 1892, quickly developing a reputation for dedication. "Thompson is a man who loves work," noted one observer, who further characterized him as "the greatest influence in Seattle."[13] Within two years he garnered support for the project to level Denny Hill, which presented a considerable barrier to northward expansion of the city. [14]

This leveling — called the Denny Regrade — proceeded in two stages: 1902-1910 and 1929-1930. By 1905, engineers had removed the west side of the hill, leaving the Washington Hotel precariously perched 100 feet above Second Avenue. This massive amount of earth was moved by hydraulics. Engineers used sluicing techniques similar to those used in gold mining, drawing water from Lake Union by large electric pumps through woodstave pipes. The water sprayed from hoses that featured a pressure of approximately 125 pounds at the nozzle, washing clay and rocks down into flumes and a central tunnel. Heralded as a monumental engineering feat, the Denny Regrade created more than 30 blocks of level land for new construction.[15]

Between 1900 and 1914, Thomson also transformed the southern end of the city. Called the Jackson Street Regrade, this project resurfaced and cut down approximately fifty blocks between Main Street on the north and Judkins Street on the south, and Twelfth Avenue on the east and Fourth Avenue on the west. The Jackson Street Regrade resulted in the removal of approximately five million cubic yards of earth at a cost of $471,547.10. A smaller regrade at Dearborn Street also removed more than one million cubic yards of earth, leveling areas for new construction. These projects improved access to the waterfront, Rainier Valley,

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

Engineers used sluicing methods drawn from placer mining to level the hills of Seattle. Pictured here is the Denny Regrade, early twentieth century.

and Lake Washington. According to Bagley, the regrade projects were among Thomson's most notable achievements — and they dramatically changed the look of the city.[16]

Engineers used much of the earth removed from the regrades to fill the tideflats, a process that changed the appearance of the waterfront. The filled tideflats encouraged further development of rail yards and terminals — and this expansion forced the relocation of ethnic groups, including Japanese and Chinese, that had resided and worked around Washington and King streets. The growth of an industrial complex in this area pushed them east of Fifth Avenue, where they formed a new community, now called the International District.[17]

As a result of the regrades, the city was level enough by 1910 to accommodate automobiles, which greatly increased the volume and speed of land transportation. Most land traffic in the Puget Sound area flowed through Seattle, further securing its status as the metropolis of the region.[18]

Sewage, Water, and Electricity

As City Engineer, Thomson's chief concerns were sewage, water, and electricity. He was alarmed by the longstanding practice of individuals and businesses dumping waste into Lake Washington, which had no natural outlet. He suggested that sewage be discharged at West Point, at the edge of Fort Lawton on Magnolia Bluff, since the deep and constant current there could carry waste into Puget Sound. After lengthy negotiations with the U.S. Army, Thomson won approval to run sewer lines out to West Point.[19]

Providing for the expanding city was a major issue in the late nineteenth and early twentieth centuries. Before Thomson became City Engineer, Seattle had relied on a number of early water systems, included the operations of the Spring Hill Water Company. This firm secured its supply of water from the west slope of First Hill, storing it in wooden tanks in the south end of the city. In 1886, the company also constructed a pumping station at Lake Washington and a reservoir at Beacon Hill. Four years later, the city purchased the Spring Hill Water Company's system. By that time, city officials had already looked to the Cedar River, which flowed out of the Cascade Mountains, as the ultimate source of water supply. One of his first tasks as City Engineer was to design a plan for its development. A citywide fight over public versus private construction and management delayed the project until the late 1890s.[20]

In 1899, the city contracted with the Pacific Bridge Company to construct the headworks, dam, and pipeline. It also hired Smith, Wakefield & David to build the reservoirs in Lincoln and Volunteer parks. In 1901, the system went into commission, delivering 22 million gallons of water per day. By the end of the decade, however, city officials realized that this amount was not sufficient for the needs of the growing metropolis, and a second pipeline was constructed in 1909. By 1916, the expanded system had delivered 66 million gallons per day.[21]

Thomson also tackled the issue of electricity. In the early twentieth century, Seattle Electric — a predecessor company of Puget Sound Energy — enjoyed a near monopoly on electric power as well as public transportation. Thomson, however, wanted the city to build a hydroelectric plant at Cedar River, and he garnered support among city officials and residents. In 1902, voters decided in favor of the city power plant.[22]

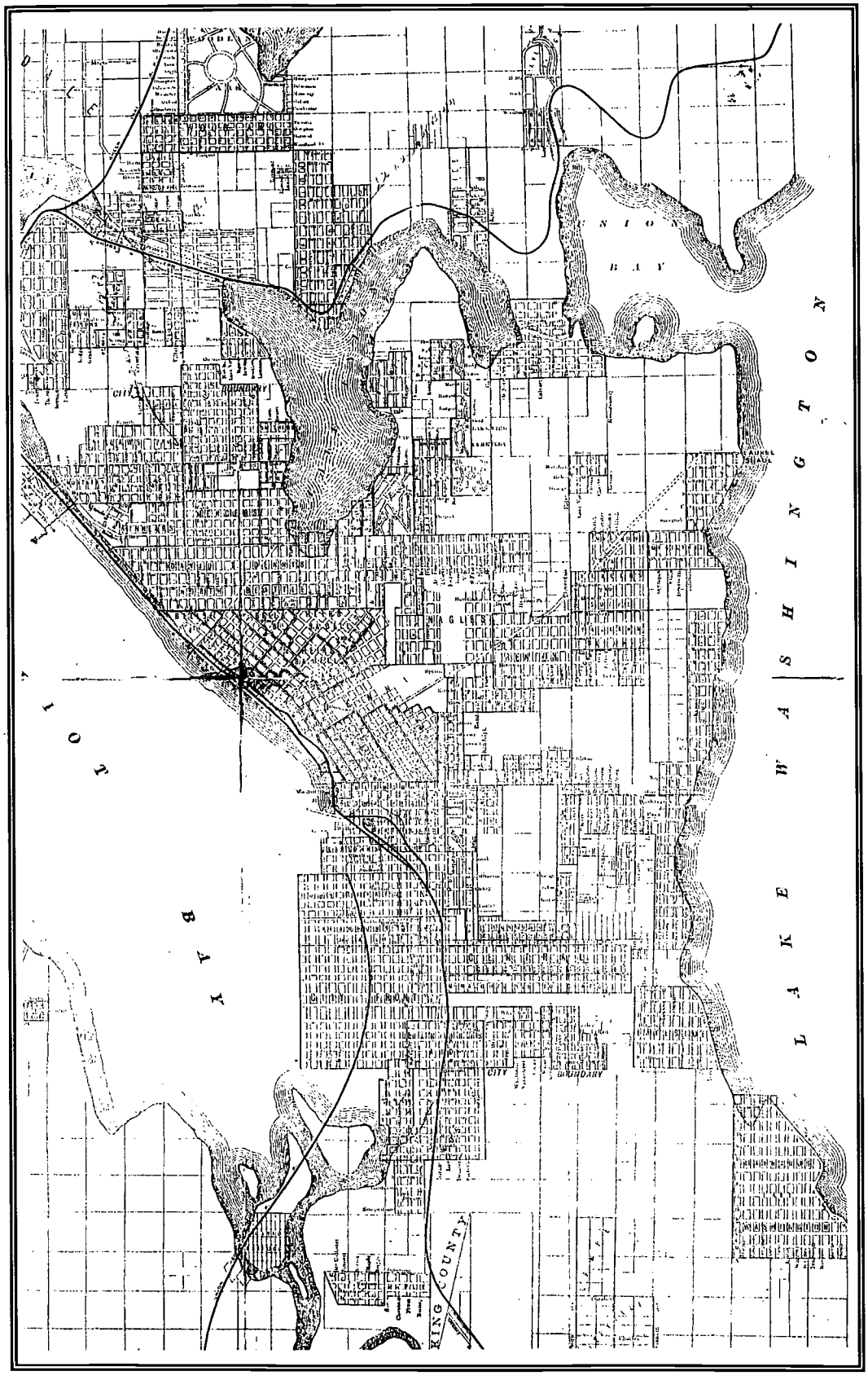
Harbor and Waterway Improvements

During the early twentieth century, construction of the Panama Canal encouraged cities along the West Coast to plan for increased maritime traffic. Seattle promoters, including local newspapers and the Chamber of Commerce, advocated setting up a municipal corporation to own, expand, and manage Seattle's harbor. This enthusiasm inspired Virgil Bogue, a civil engineer, to draw up the city's first comprehensive plan for harbor improvement in 1910. Bogue had enjoyed an impressive career, designing Prospect Park in Brooklyn with Frederick Law Olmsted. He also constructed a trans-Andean railroad in Peru, and had identified Stampede Pass in the Cascade Mountains for the passage of the railroad.[23]

Bogue's plan for Seattle's harbor included two large marinas on the central waterfront, one for ferries and Alaska steamers and the other for Seattle's "mosquito fleet" (a fleet of small ships). He further envisioned 1,500-foot coal docks and the addition of piers and slips at Lake Union, which would be transformed into an industrial waterway. His plan also included a 3,000-foot waterway between Shilshole and Salmon Bays in Ballard — a project for which Erastus Brainerd had lobbied in 1902. Bogue's most ambitious idea was to develop seven 1,400-foot piers at Harbor Island, which could increase Seattle's annual marine commerce by seven times. "Seattle's *harbor* is Seattle's *opportunity*," he wrote. "With cheap power in abundance, and an inexhaustible supply of coal at her very gates and the vast resources of its hinterland, all that remains to be done by Seattle, the gateway to Alaska and the Orient, is to adopt a comprehensive scheme for its development."[24]

In 1910, Congress authorized construction of the Lake Washington Canal connecting Lake Washington and Lake Union to Puget Sound. The following year, voters in King County created the Port of Seattle and passed Bogue's plan.[25] These improvements to navigation and harbor facilities helped Seattle become a major port, ensuring the city's continued connections to the Far North and Asia.

In general, the expansion of Seattle's infrastructure during the early twentieth century accommodated the population growth spurred by the Klondike stampede and subsequent gold rushes in Alaska. As historian Murray Morgan explained, "without Brainerd, Seattle might not have tripled its population in a decade; ... without Thomson, it could not have handled the newcomers."[26]



Poole Brothers Map, 1888. Darkened areas show city boundaries concentrated to the west, along the water. Compare to 1909 map. [Source: Seattle Public Library]

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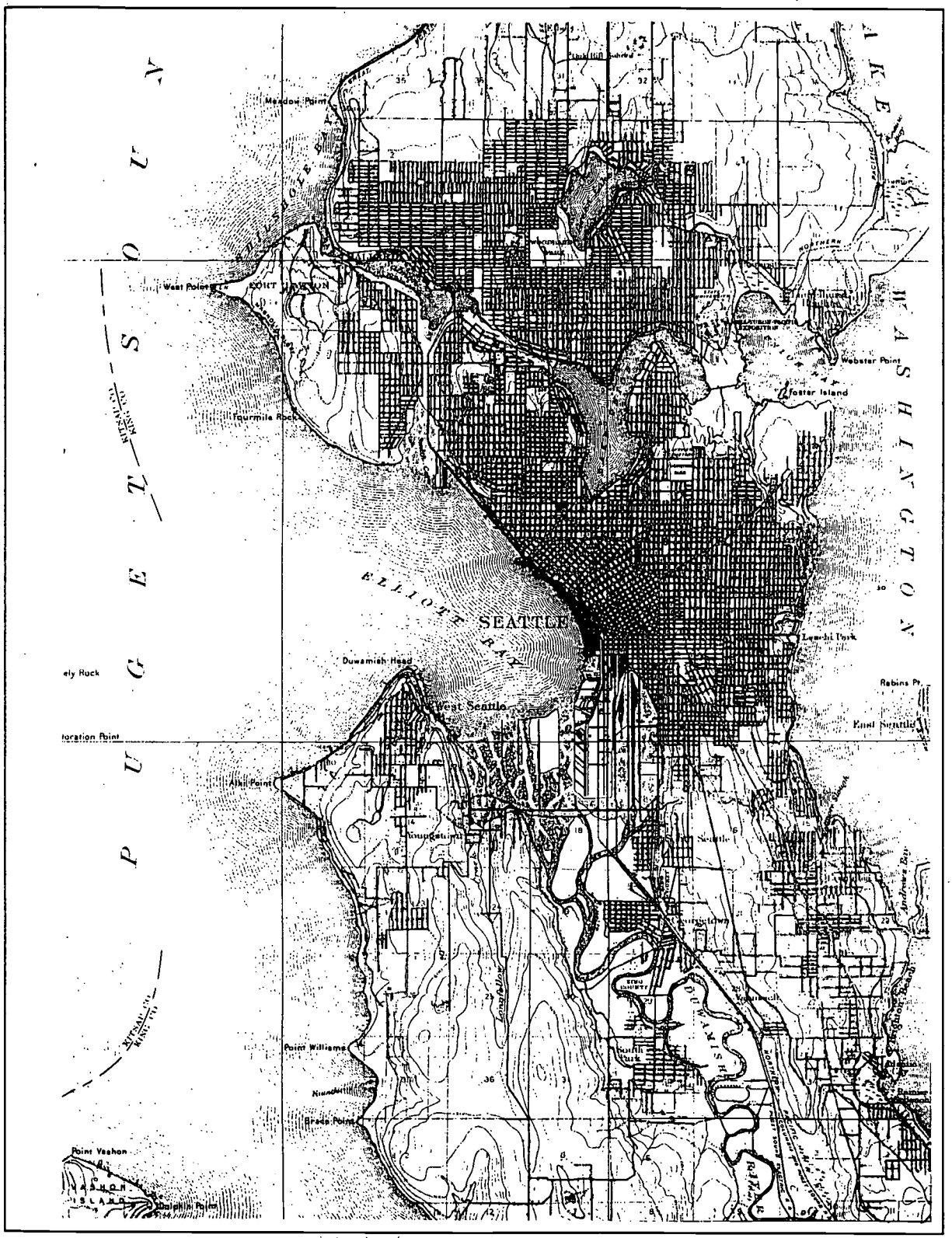

USGS Map, 1909. Note increase in darkened areas, indicating movement eastward and northward. [Source: Seattle Public Library]

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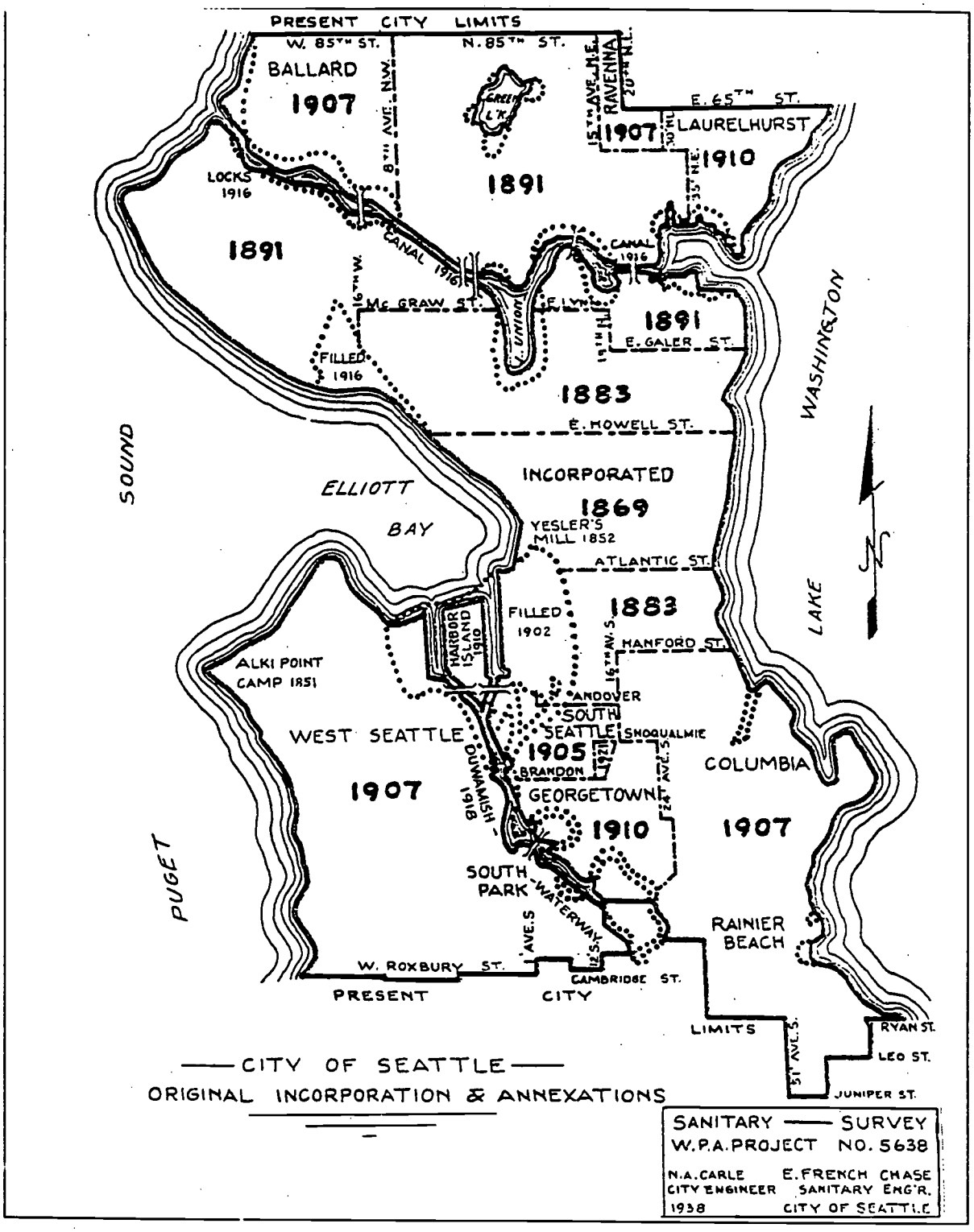

Map illustrating the growth of Seattle from the early 1850s to 1910. [Source: Special Collections Division, University of Washington]

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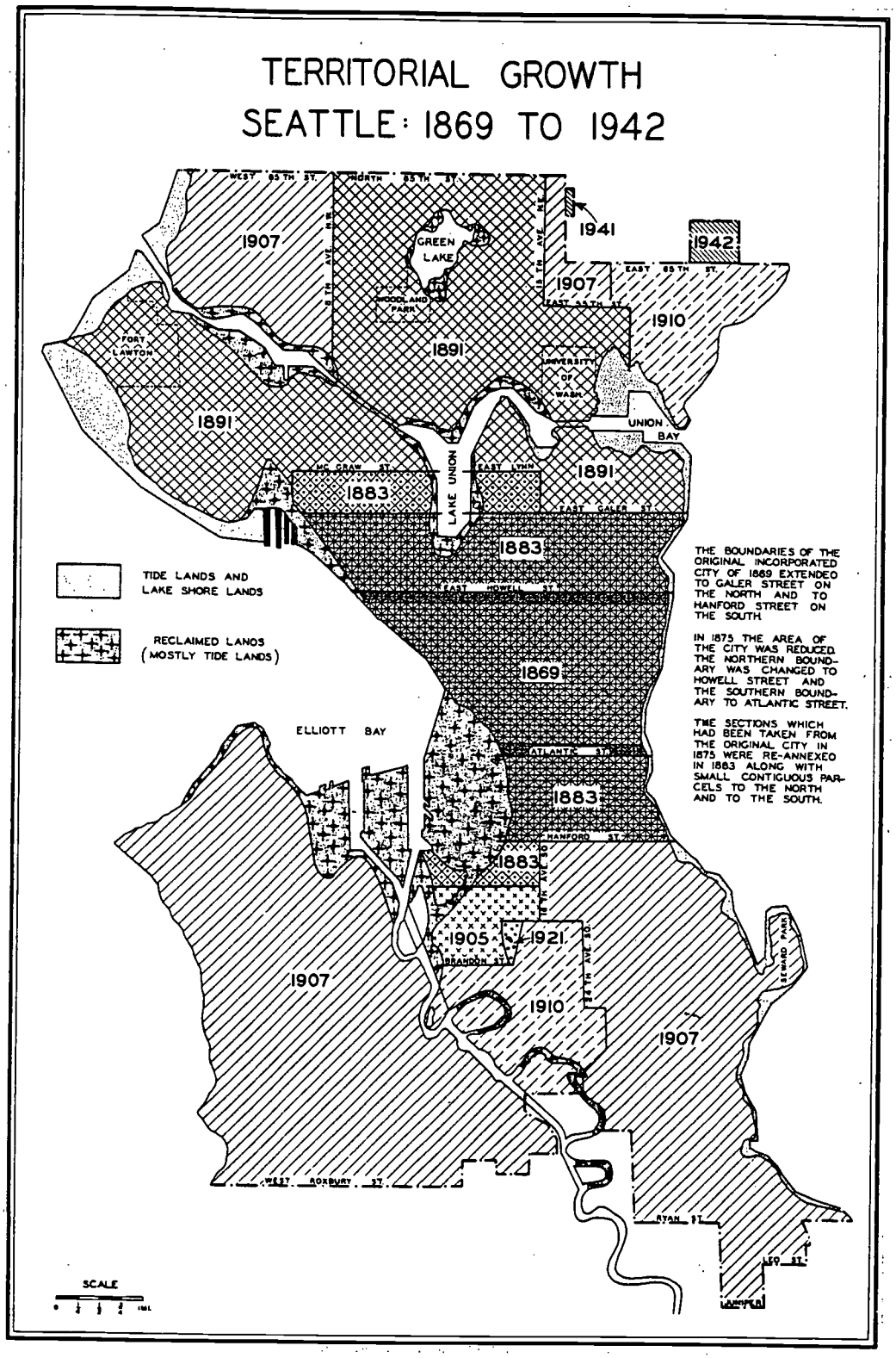

[Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

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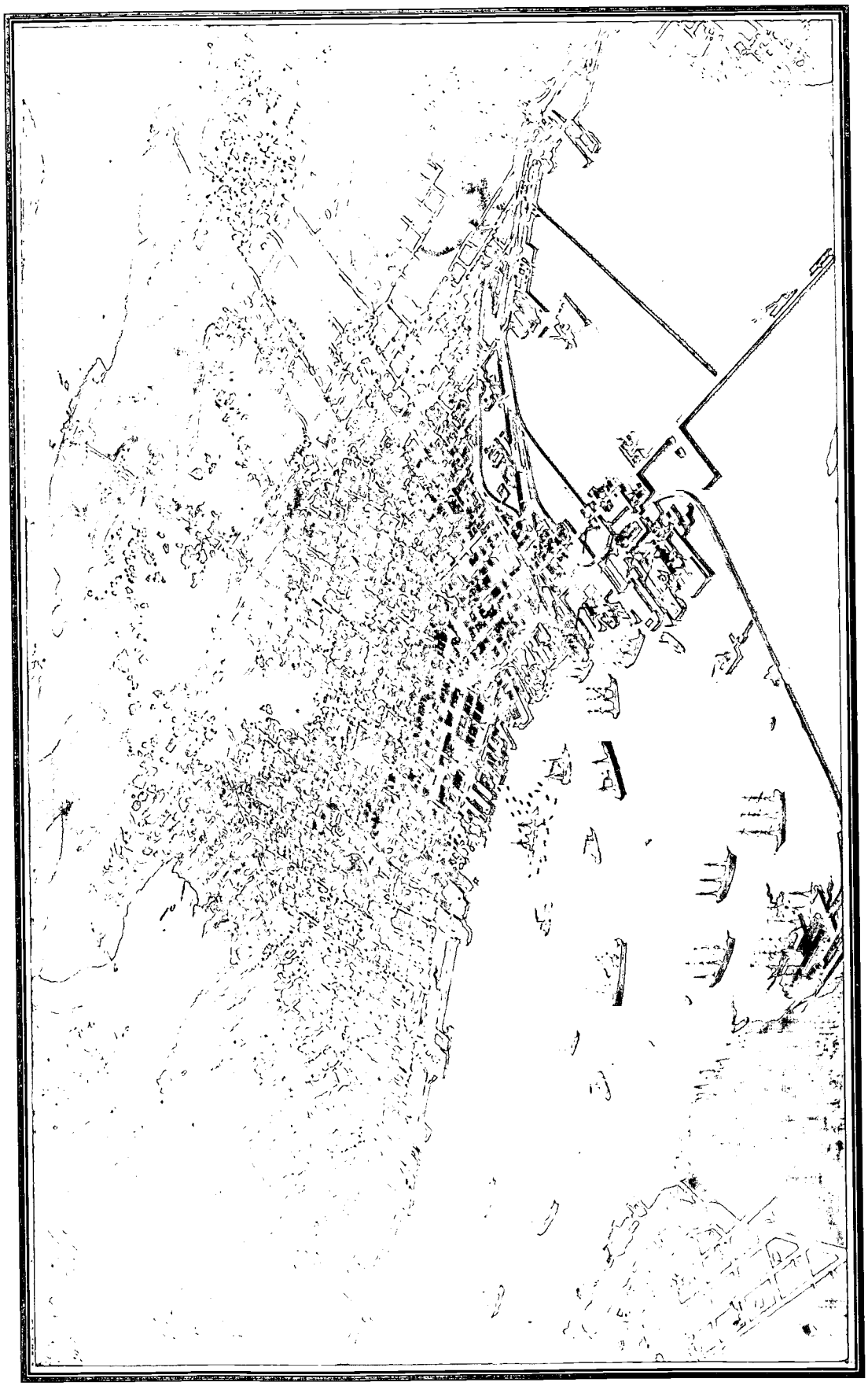

Bird's-eye view of Seattle in 1891, showing concentration of development along the waterfront, two years after the fire. [Courtesy Special Collections Division, University

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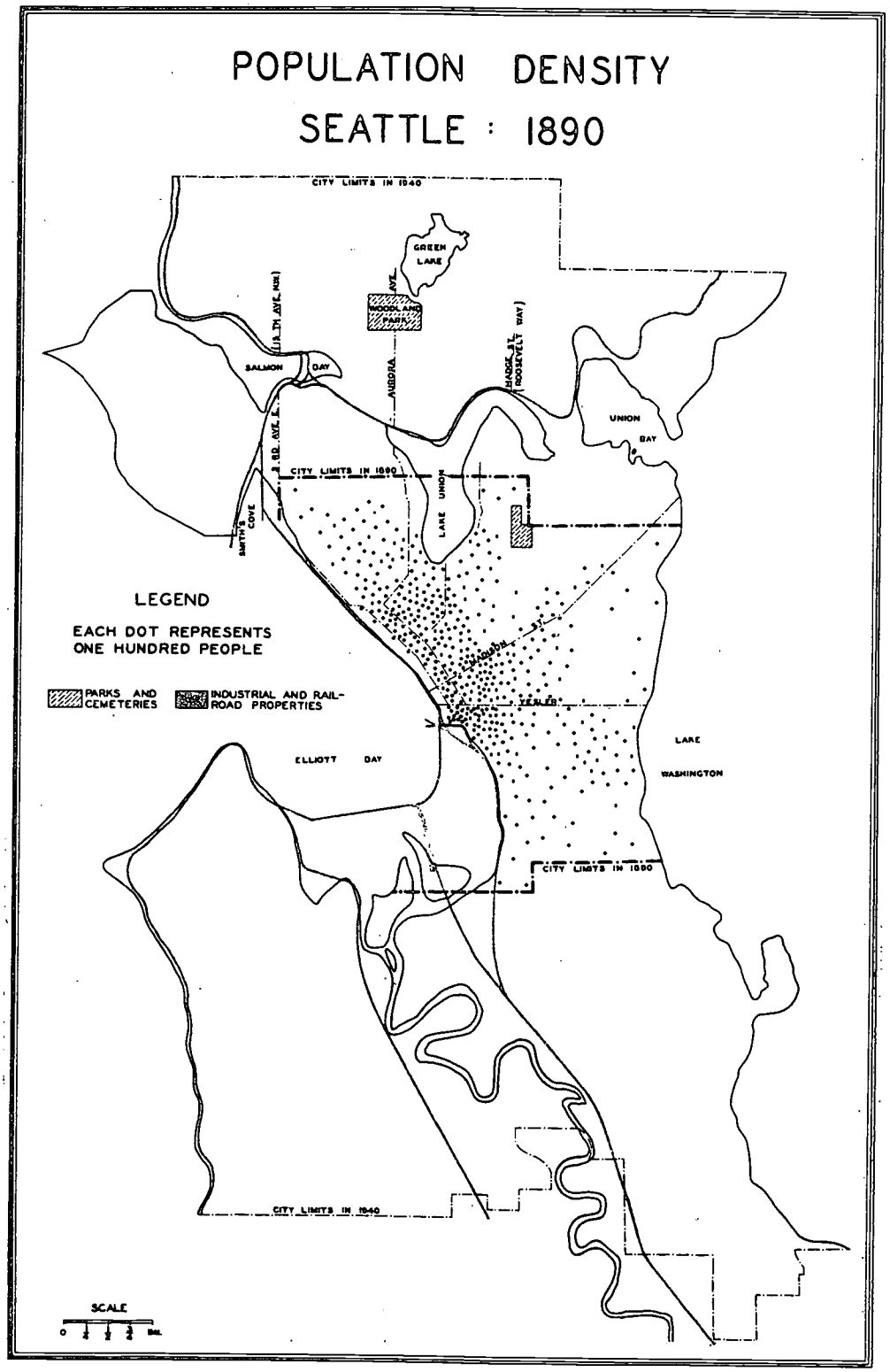

Population Density, Seattle, 1890. [Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

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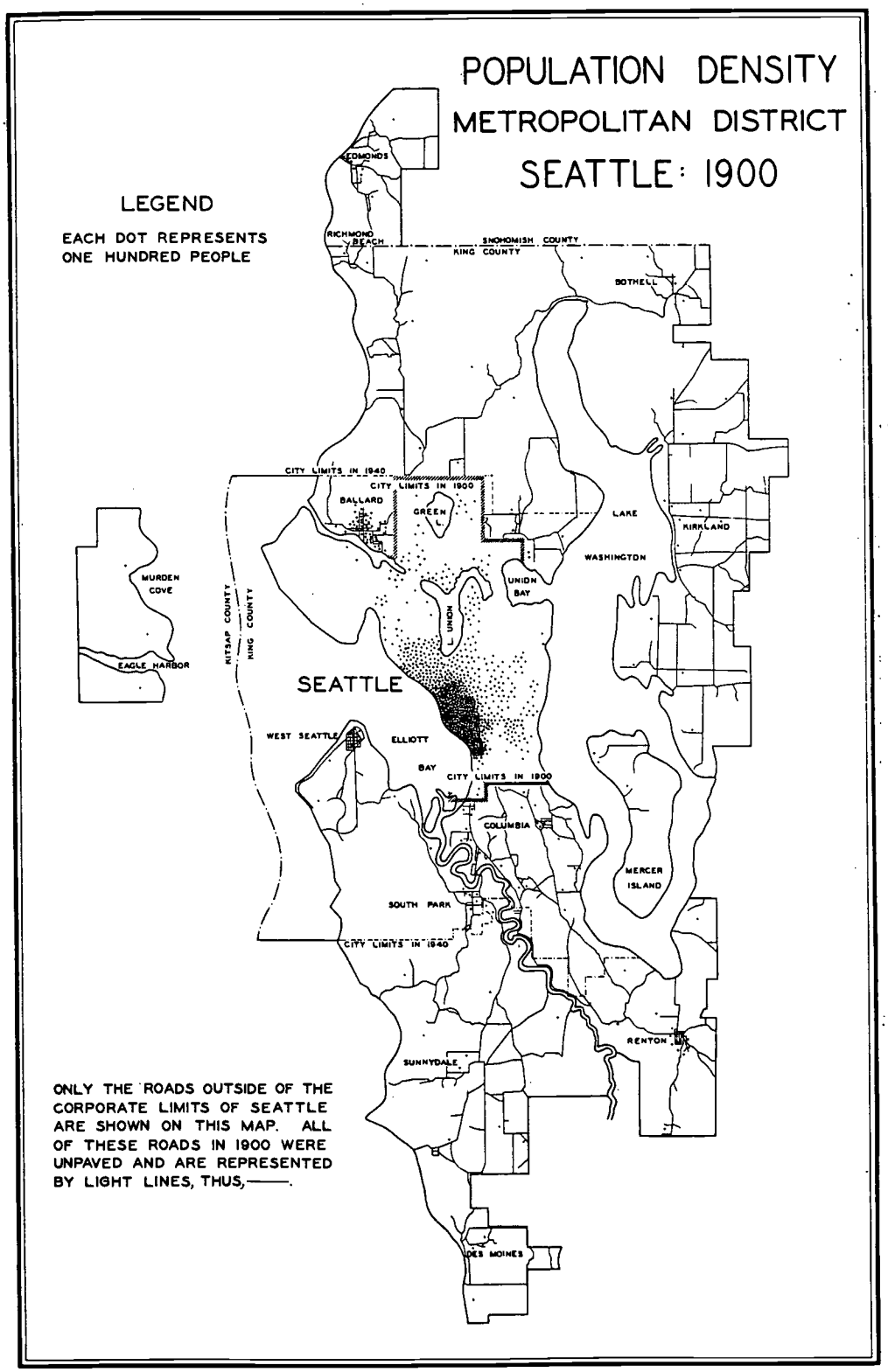

Population Density, Metropolitan District, Seattle, 1900. [Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

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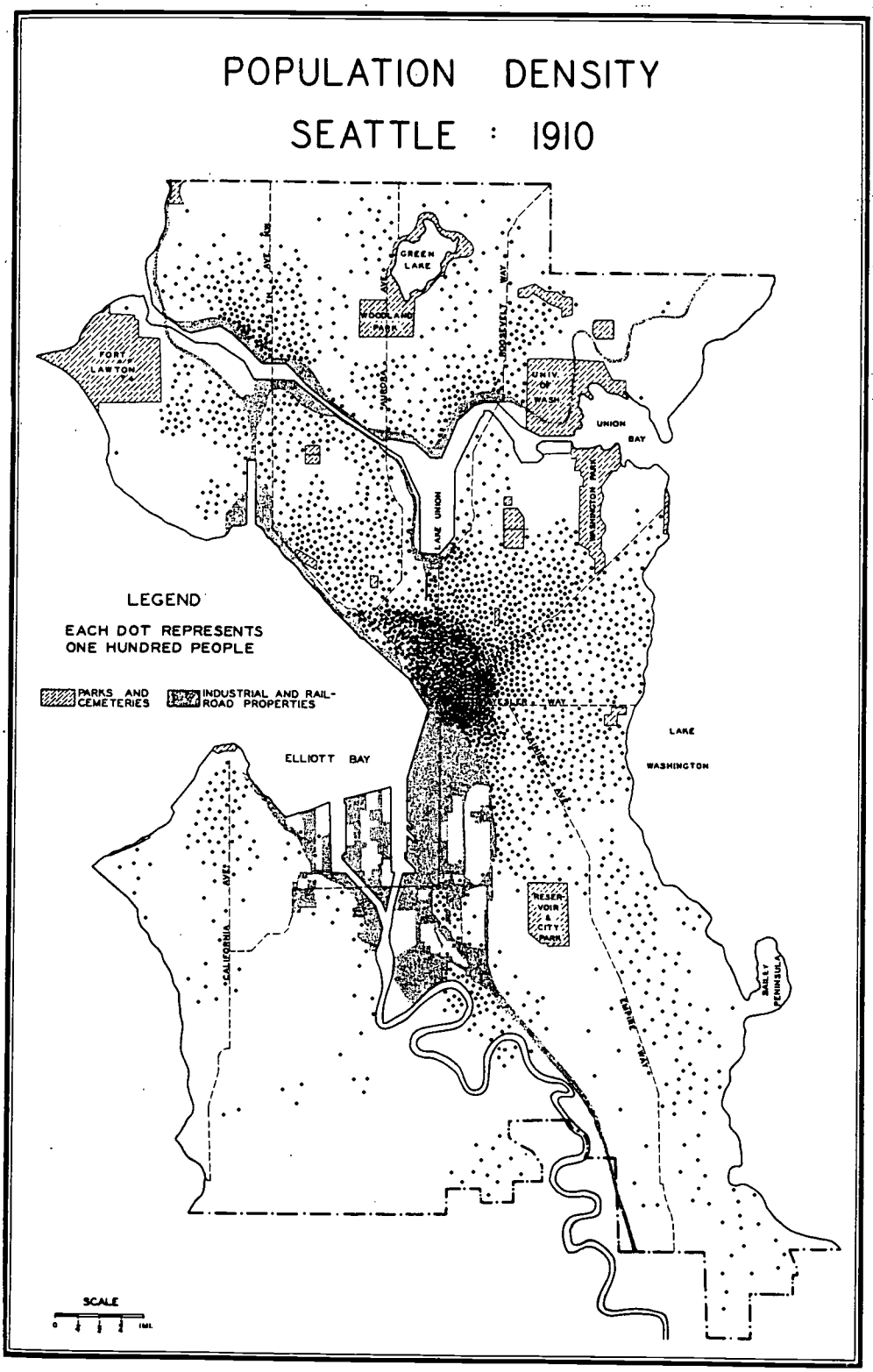

Population Density, Seattle, 1910. [Source: Calvin F. Schmid, *Social Trends in Seattle* (Seattle: University of Washington Press, 1944)]

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ENDNOTES – CHAPTER FOUR

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[4] Myra L. Phelps, *Public Works in Seattle: A Narrative History, The Engineering Department, 1875-1975* (Seattle: Kingsport Press, 1978), pp. 18-19; 99-101.

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[7] Crowley, *National Trust Guide, Seattle*, pp. 91-92; Myra L. Phelps, *Public Works in Seattle: A Narrative History, The Engineering Department, 1875-1975*, p. 162-164; Janice L. Reiff, *"Urbanization and the Social Structure: Seattle, Washington, 1852-1910,"* Ph.D. Dissertation, University of Washington, 1981, p. 66.

[8] Daniel L. Pratt, "Seattle, The Queen City," *The Pacific Monthly 14 (August 1905), p. 122.*

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[10] Roger Sale, *Seattle, Past to Present* (Seattle: University of Washington Press, 1976), p. 82.

[11] Murray Morgan, *Skid Road: An Informal Portrait of Seattle* (New York: Viking Press, 1960), p. 168.

[12] Clarence B. Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, vol. 2 (S.J. Clarke Publishing Company, 1916), p. 354.

[13] R.H. Thompson, *That Man Thompson* (Seattle: University of Washington Press, 1950), pp. 4-5.

[14] Sale, *Seattle, Past to Present*, pp. 68-70; Bagley, *History of Seattle from the Earliest Settlement to the Present Time*, pp. 359-361.

[15] V.V. Tarbill, "Mountain-Moving in Seattle," *Harvard Business Review* (July 1930), pp. 482-489; Sale, *Seattle, Past to Present*, pp. 75-76.

[16] Bagley, *History of Seattle From the Earliest Settlement to the Present*, pp. 361-362.

[17] Personal Communication with Robert Weaver, May 8, 1998.

[18] Morgan, *Skid Road: An Informal Portrait of Seattle*, p. 168.

[19] Sale, *Seattle, Past to Present,* p. 70.

[20] Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, vol. 2., pp. 265-272.

[21] Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, vol. 2., pp. 265-272.

[22] Sale, *Seattle, Past to Present*, p. 72.

[23] Padraic Burke, *A History of the Port of Seattle* (Port of Seattle, 1976), pp. 32-33.

[24] Burke, *A History of the Port of Seattle,* pp. 33-34; Victoria Hartwell Livingston, "Erastus Brainerd: The Bankruptcy of Brilliance," Master's Thesis, University of Washington, 1967, pp. 40-45.

[25] Bagley, *History of Seattle From the Earliest Settlement to the Present Time*, vol 2., p. 363.

[26] Morgan, *Skid Road: An Informal Portrait of Seattle*, p. 167.

CHAPTER FIVE

CHAPTER FIVE
INTERPRETING THE KLONDIKE GOLD RUSH

"The Seattle gold rush of 1897-98 was more than just an interesting story. It was the major turning point in the city's history."

- David V. and Judith A. Clarridge, *A Ton of Gold: The Seattle Gold Rush, 1897-98*, 1972

"The boost Seattle received from the Gold Rush was not a major contributor to its essential economic development."

- Roger Sale, *Seattle, Past to Present*, 1976

Historians and other commentators wasted no time taking on the task of interpreting the Klondike Gold Rush. Early in the twentieth century they began examining the stampede's influence on the development of Seattle and the region, starting a process that has continued for nearly 100 years. Although popular and scholarly accounts have varied greatly throughout this period, a general trend emerged: many early histories downplayed the gold rush's role in economic and population growth, while later interpretations increasingly presented the stampede as a major influence in the city's history. Throughout the twentieth century, most historians have agreed that the gold-rush era brought monumental changes to the city; it would be very difficult to argue otherwise. The following chapter focuses on how the stampede as a single event has been interpreted.

Early Interpretations

During the early twentieth century, popular, promotional publications continued to tout the Klondike Gold Rush as a pivotal event. An article in *The Pacific Monthly* in 1905, for example, retained the spirit of the advertising campaign that the Seattle Chamber of Commerce had waged during the late 1890s. "Seattle is an achievement, not a mere growth," boasted the author. "Seattle is the result of a patriotic, unselfish, urban spirit which has been willing to sacrifice in order to gain a desired end — the upbuilding of a great city." To his mind, the "turning point in Seattle's career came in the summer of 1897," when Seattle became "a busy, prosperous port" focused on outfitting thousands of gold seekers.[1] In 1909, four years after

this article appeared, the Alaska-Yukon-Pacific Exposition celebrated the gold rush as part of Seattle's connection to the Far North.

Edmond Meany was one of the first historians to tackle the significance of the gold rush. In 1910, he noted that the stampede brought immediate improvements in Seattle's economy. In assessing its long-term impact, however, he broadened the picture beyond the events of 1897 and 1898, concluding that "the industrial and economic life of Washington was profoundly affected by the series of events known as the golden era of Alaska."[2]

Welford Beaton, another early historian, presented the stampede in a different light. In *The City That Made Itself*, published in 1914, he claimed that the "greatest single factor in the upbuilding of Seattle was not the Klondike rush." To his mind, "it was the coming of the Great Northern Railway" that marked the turning point for the city, "for without the railway service which that company provided Seattle would not have been able to avail itself to the upmost of the possibilities the gold presented."[3]

Beaton was not the only observer to emphasize the importance of the railroad. In 1909, the Seattle Chamber of Commerce produced a pamphlet promoting the Alaska-Yukon-Pacific Exposition. Looking back, the publication credited the city's rail connections for its economic growth during the late nineteenth century. The pamphlet did not mention the stampede. Although this was a piece of boosterism and not a thoughtful reflection on the past, it is revealing that the very promoters who had once focused so intensely on the gold rush had all but forgotten the event a decade later.[4]

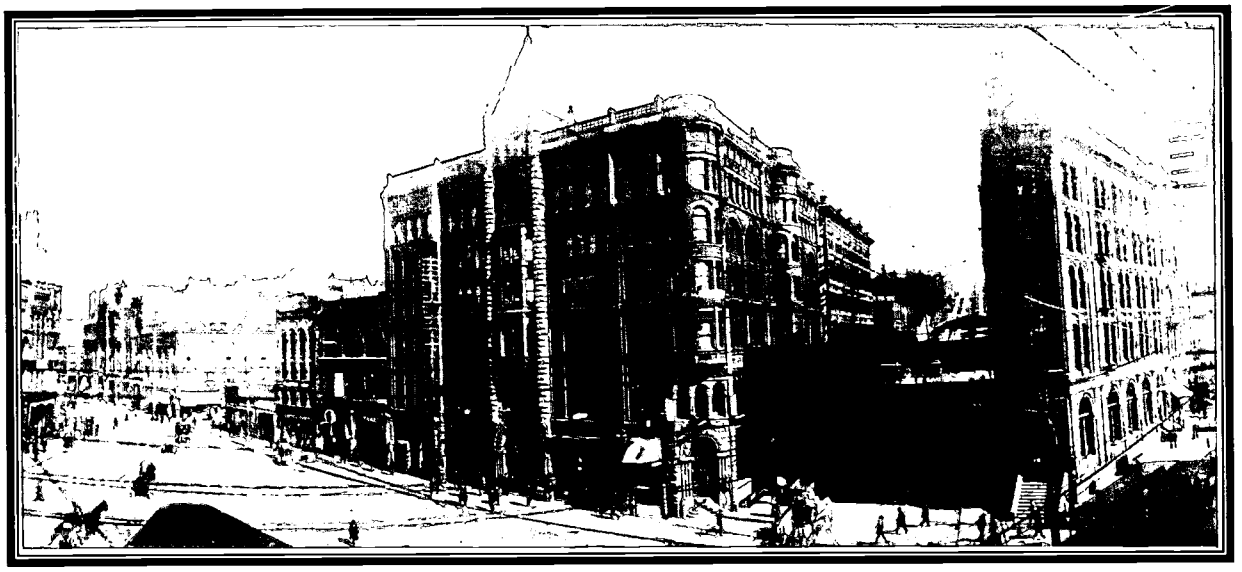
Similarly, Clarence B. Bagley's portrayal of the gold rush is interesting mostly for what he did not say. One of the best known early-Seattle historians, Bagley also served as secretary of the City's Board of Public Works. He produced detailed, year-by-year accounts of various events in his three-volume, *History of Seattle From the Earliest Settlement to the Present Time*, published in 1916. Although this work mentions the Klondike stampede and the frenzied activity on the city's waterfront, Bagley's brief description is buried in a chapter on Alaska shipping interests. He did not indicate that the gold rush was responsible for the city's prosperity in the late 1890s. Nor did he present the stampede itself as an event of long-term significance. Bagley presented Alaska trade and commerce as the important influence during the era — and presumably to him the Klondike stampede represented one small part of that

larger topic.[5] Also revealing is the absence of Erastus Brainerd in Bagley's discussions of individuals important to the city's development.

Six years after Bagley's work appeared, Jeannette Paddock Nichols offered a similarly low-key interpretation. In 1922, she published an article devoted to advertising and the Klondike Gold Rush in *The Western Historical Quarterly*. Her strongest statement read as follows: "It cannot be gainsayed that the Bureau of Information of the Seattle Chamber of Commerce gave momentum to the growth of both the Klondike and Seattle."[6] The idea that promotions of Seattle "gave momentum" to the city's growth is very different from the notion that advertising proved to be essential to the city's growth.

In summary, the first historians to examine the Klondike Gold Rush had the difficult task of assessing the long-term impact of events that occurred only 10 or 20 years previously. Perhaps the early commentators needed sufficient time to place the stampede in a larger context, witnessing more of its aftermath. On the other hand, historians who lived during the gold-rush era, experiencing it firsthand, were perhaps in a good position to evaluate different types of evidence. In 1998, the most readily available primary documents specifically pertaining to the gold rush include newspaper articles, guidebooks, and promotional materials — sources that by their very nature emphasize the importance and success of the event. As Nichols pointed out, the Klondike Gold Rush is a study in the effectiveness of advertising. It is possible that promotional sources wielded less influence on early historians, who were well aware of their intent — and perhaps this point accounts for the reserved manner in which some of them presented the stampede.

Also, some of the early histories mentioned here generally focused on politics, economics, and prominent community leaders, in accordance with the standards of the time. Typically, they remained subdued in tone, avoiding a more lively, spirited presentation appropriate for a popular, general audience. It is difficult to imagine Bagley adopting a style that would later characterize the work of Murray Morgan or William C. Speidel — whatever the topic.



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The Pioneer Building and Hotel Seattle in March of 1899.

Mid-Twentieth Century Interpretations

Various anniversaries of the gold rush prompted popular examinations of what it meant to Seattle. At the 40-year mark, for example, an article by Irving Sayford in *Travel* reflected on how the stampede increased the city's prosperity. Written in an enthusiastic, hyperbolic tone that would have won Brainerd's approval, the article portrayed the Klondike Gold Rush as "the greatest treasure hunt in the annals of the western world." Sayford portrayed the importance of the gold strike in the Yukon as follows:

> [Seattle], founded on the Northern fisheries industry and its commerce, overnight shot up through municipal adolescence and became a gangling, boisterous, delighted, bawdy and infelonious landlord to transients twice the number of its permanent inhabitants. It was faced with the job of feeding the hordes, bedding them, entertaining then, while they were outfitting themselves in the town and shouting for ships to take them away from there to the Northland to hunt gold!

With a heavy dose of exclamation points, Sayford's article conveyed the excitement of the stampede, depicting it as a romantic, colorful event that profoundly affected the city. "No municipality ever changed more suddenly than Seattle," he concluded. Moreover, in his estimation, it was the Klondike Gold Rush that "put Seattle on the map."[7]

Two years later, Archie Binns's history of the Port of Seattle echoed these sentiments. His book, *Northwest Gateway*, published in 1941, celebrated Seattle as the "Gateway to Gold" during the Klondike stampede. Unlike Bagley, he devoted an entire chapter to the topic. "The city roared, and the waterfront roared," he wrote. With embellished prose reminiscent of nineteenth-century accounts, Binns informed readers that "in dull streets all over the United States, and farther away, men heard the blaring of the master calliope and the roll of golden chariots. The great parade was happening at last and it was forming in Seattle."[8] In addition to leaving the impression that the gold rush was a noisy event, Binns's book portrayed it as being significant to the city's development.

The 50-year anniversary further rekindled interest in the gold rush. At that time, *The Seattle Times Magazine* carried a series of articles describing how "the city went mad" during the gold rush. Although the author acknowledged the hardships of mining, for the most part the stampede was portrayed as a great adventure that began in Seattle.[9]

Like Binns, Murray Morgan devoted an entire chapter to the stampede in his well-known history of Seattle, *Skid Road.* First published in 1951, this book credited Brainerd with "making Seattle the main port of the Klondike and Nome gold rushes." Morgan, alert to interesting and colorful details, conveyed the story in a manner that appealed to a wide audience — and his book underwent numerous printings. In an exaggerated style, he portrayed the economic benefits that the stampede brought to Seattle: "Every business prospered. Real-estate values boomed. Papers increased their circulation. Anyone who owned or could lease a ship, no matter how old, no matter how unseaworthy, could find passengers." Significantly, Morgan's chapter on the gold rush ends with Seattle's transformation to a metropolis. "The city's dominance of the region was secure," he concluded.[10]

Even scholarly examinations assumed a tone of enthusiasm that was missing from works produced 20 and 30 years earlier. In 1944, Calvin F. Schmid, a professor of sociology at the University of Washington, described the Klondike gold strike (which he placed in Alaska) as "momentous."[11] Alexander Norbert MacDonald's lengthy dissertation on Seattle's economic development, completed in 1959, also included the stampede as an event important to the prosperity of the city. "The impact of the gold rush in the Klondike was quickly apparent in Seattle," he wrote. "Everything boomed." MacDonald cited Seattle newspaper articles to support this expansive statement. [12]

Yet nineteenth-century newspapers also included information to the contrary. Buried in reports on Seattle businesses, for example, were peevish statements from merchants who did not realize the profits that they had been led to expect during the gold rush. By 1898, one business that lost $5,000 had become "sore on Seattle."[13] Although this kind of information appeared only occasionally in newspapers bent on promoting the city, it provided a broader perspective, indicating that "everything" did not "boom." Many mid twentieth-century interpretations avoided this point, choosing to emphasize the more successful, glamorous stories of the gold rush. In any case, in an article in 1968, MacDonald approached the topic more cautiously, writing "it seems reasonable to conclude that the rush of the 1890s helped establish Seattle as the dominant city on Puget Sound."[14]

Modern Interpretations

During the last 30 years, historians have continued to emphasize the economic growth that the gold rush sparked. Many contrasted the success of Seattle businesses with the relative failure of most miners. Some commentators took an additional step, analyzing what it was about Seattle that positioned the city to take advantage of the opportunities that the stampede presented.

Earl Pomeroy offered one of the most intriguing interpretations, drawing on longstanding descriptions of the "Seattle spirit." In *The Pacific Slope*, published in the mid-1960s, Pomeroy presented the gold rush as Seattle's "most colorful experience" — one that set it apart from other western cities. He argued that Seattle lacked the complacency of Portland, which remained economically secure in its "reliable traffic with the farmers of the Columbia Basin." Seattle businesses were "free in their imaginations to seek after new visions of fortune overseas," which motivated them to "improve themselves by developing and advertising their city." To achieve economic prosperity, Seattle merchants had to cultivate ambition and acumen. When gold arrived in Seattle in 1897, the city perfected these qualities, cultivating a "speculative excitement" that "remained for a long time," fueling a continuing interest in the Far North and Asia. In Pomeroy's estimation, the success of the gold rush represented "a triumph for generations of frontier optimists who had dreamed of a thriving city rising out of the wilderness to traffic in silk and gold as well as in salmon and lumber."[15]

In their classic book, *Empire of the Columbia*, Dorothy O. Johansen and Charles M. Gates offered a similar analysis. Published in 1967, this work claimed that partly through its "energetic promotion" during the gold rush, "Seattle helped establish itself as the fastest growing city in the Northwest."[16] As noted, MacDonald demonstrated that Portland actually grew at a faster rate during that period.

William C. Speidel put a different spin on this interpretation. A popular historian who reached thousands of readers through his books, Speidel also launched the well visited tours of underground Seattle. These tours continue to feature what remained of the city's infrastructure before the fire of 1889 had raised the level of construction, and they include numerous stories of the gold-rush era. While historians like Morgan and Pomeroy presented the drive and pluck of Seattle promoters in a positive light, Speidel adopted the cynical view that the city's leaders were simply consumed by one longstanding pursuit: the desire for monetary gain.

His book, *Sons of the Profits*, published in 1967, applied this thesis to most of the major events in Seattle's history. In keeping with his theme, Speidel titled his chapter on the gold rush "This Little Piggy Stayed Home." Like other observers, Speidel noted that the merchants in Seattle benefited far more from the stampede than did most prospectors who traveled to the Yukon. "By the time the big strike came along in 1897," he wrote, "we had the business of mining the miners honed to a fine edge.... We got the miners coming and going."[17]

Despite Speidel's relentlessly flip tone, he did place the gold rush in the larger context of Seattle's longstanding cultivation of the Alaskan trade and the development of shipping and rail connections. In essence, Speidel's interpretation was not radically different from that of Binns or Morgan. It was his style of expression and his desire to shock readers that distinguished his writing.

For all the discussion of the economic impact of the gold rush on Seattle, popular historians also continued to focus on the flamboyant details of the stampede. As a journalist and former editor of the *Post-Intelligencer*, Nard Jones depicted the gold rush as a raucous event that rocked "Seattle to its foundations." According to his book, *Seattle*, published in 1972, "virtually all of Seattle crowded the waterfront" to greet the *Portland* in July of 1897. Jones regaled his readers with stories of Diamond-tooth Lil, a leading madame who sported a large gem embedded in her front tooth, along with descriptions of brothels featuring "plush red velvet interiors hung with oil paintings of provocative nudes."[18] Such vivid images made for

more interesting reading than did discussions of the number of grocers and shoe makers that prospered during the gold rush. In part, the colorful aspects of the stampede seemed to attract attention from historians because they provided appealing anecdotes. As historian Pierre Berton noted, "the Klondike odyssey has been subject in the past to some fantastic misstatements, errors, half-truths, garblings, over-romanticizations, and out-and-out fabrications."[19]

Yet most modern historians continued to present the Klondike Gold Rush as a pivotal event essential to the city's development. David and Judith Clarridge, for example, claimed in 1972 that the stampede was "more than just an interesting story." To them, "It was *the* major turning point in the city's history."[20]

Not everyone agreed with this view. Roger Sale, an English professor at the University of Washington turned historian, conceded in 1976 that the gold rush "was exciting and of course it did help." Even so, he concluded that "the boost Seattle received from the gold rush was not a major contributor to its essential economic development." According to his reasoning, "if it had been the crucial event it often has been taken to be, we would expect a falling off in Seattle when the gold ran out, as it quickly did." Nor did Sale place much stock in the value of Seattle advertising. In his analysis, Bellingham, Port Townsend, and Tacoma "could have had five Brainerds and would have gained little from them." Seattle already possessed the transportation facilities and the manufacturing goods to supply the gold seekers.[21]

This interpretation is noteworthy mostly because it presented a novel perspective in the modern era. Sale himself acknowledged that historians have "often" depicted the gold rush to be a "crucial event"; his book in fact refuted half a century of commentators. In any case, Sale's narrative skirted the point that the gold rush might have stimulated business that could be sustained after "the gold ran out."

His assessment of Tacoma also seems off the mark. As noted, Tacoma had transportation connections and access to manufactured goods that could rival those of Seattle — and it was comparable in size. While it is simplistic to credit Brainerd with single-handedly focusing national attention on Seattle, the point that advertising of the city increased dramatically during the Klondike Gold Rush — and that the publicity benefited city businesses — is difficult to deny. And historians have demonstrated that the gold rushes of the late

nineteenth century proved essential to Seattle's continuing trade links to Alaska, which in turn represented an important component of the city's economy.[22] Moreover, the Klondike Gold Rush and the Alaska-Yukon-Pacific Exposition were specific events that strengthened the link between Seattle and the Far North in the public mind — a point supported by the sheer numbers of people that participated, as well as the pervasive nature of the advertising.

Furthermore, Sale's interpretation implies that the Klondike Gold Rush was an isolated event, when in fact placer production continued in the Far North into the early twentieth century. The Alaska trade was an ongoing process for Seattle, and it did not end abruptly in 1898. Sale was mistaken in assuming that there should be a spike in the city's growth in 1897-1898, followed by a collapse. Such an assumption misses the significance of the Klondike as the first in a series of northern gold rushes, followed by stampedes to Nome, Fairbanks, Kantishna, Iditarod, Ruby, Chisana, Livengood, and others.[23]

Although Sale's estimation of the Klondike Gold Rush differed from those of many modern historians, it could help explain why scholars and academics have not devoted more effort to this topic. The volume of books and articles on the California Gold Rush of 1849 far exceeds that pertaining to the Klondike stampede. That the California rush occurred 50 years earlier — and it involved more people and a greater quantity of gold — might help explain this discrepancy in attention. Even so, major books on western history, including Ray Allen Billington's *Westward Expansion* and Richard White's *"It's Your Misfortune and None of My Own": A New History of the American West*, barely mentioned the Klondike or its importance to Seattle. White devoted half a line to the gold rush — which he placed in Alaska — in his 600-page book, published in 1991.[24] Yet as Paula Mitchell Marks pointed out in 1994, the Klondike fever exhibited numerous similarities to the California rush, including "the international scope of the response and the high level of interest exhibited by the American populace."[25]

Analyzing the significance of the stampede in Seattle's history prompts the question of what the city might be like today had the event not occurred. Would Seattle be the same place? As Sale pointed out, the city had already established transportation connections, trade with the Far North, and thriving businesses. Kathryn Taylor Morse noted a similar point in her dissertation on the Klondike stampede, completed in 1997. She observed that it was during the gold rush that Seattle became the gateway to the Far North, replacing San Francisco as the

principal link between Alaska and the "outside" world. The Klondike Gold Rush assured Seattle's position as "the urban marketplace which funneled people and supplies to and from the north." In Morse's estimation, however, this point does not explain Seattle's development. "The gold certainly boomed the Alaska trade," she wrote, "but it was not, in and of itself, the only cause of Seattle's subsequent emergence as the Northwest's leading metropolis. The initial 1897-1900 boom was accompanied by, and then followed by, a prolonged economic expansion, beyond the Alaska trade, into world-wide markets in wheat, flour, fruit, forest products, salmon, and general merchandise. Those markets included Alaska, but the expansion was fueled as much by rail and steamer connections to the eastern United States, California, Europe, Hawaii, and South America."[26]

If it was not a pivotal event, however, the gold rush can at least be viewed as a striking and colorful manifestation of the larger forces that shaped the city. Although the railroad arrived in Seattle long before the stampede, the story of special "Klondike cars" that displayed gold nuggets reveal the general importance of railroads in late nineteenth-century America. Promotions by steamship companies similarly indicated Seattle's longstanding association with the Far North and its importance to the city's commerce. Similarly, the advertisements that pervaded local newspapers and national publications reveal the range of businesses operating in Seattle during the era.

The story of the gold rush also offers a glimpse of the city in a major period of transition, since the event occurred during the era that transformed it from a town to a metropolis. The event has become an important symbol of this development; as one reporter recently observed, "in a sense, Seattle itself arrived on the steamer *Portland*."[27] The gold rush also makes an interesting story. As historians throughout the century have demonstrated, the Klondike story has high drama (bringing hope to a nation reeling from a depression); spectacle (the image of gold seekers crowding the waterfront); tragedy (the wreck of the *Clara Nevada*, to name just one); and whimsy (marketing and design of Klondike opera glasses, bicycles, and other products of ingenuity and questionable utility).

The gold rush further provides an interesting look at the character of the city. As Pomeroy pointed out, Seattle exhibited distinctive qualities during the gold-rush era that pushed it ahead of other communities, expanding its economy and population. Similarly, an article in *The Economist* reported in 1997 that Seattle "is remarkable for its golden touch."

The metropolitan area serves as a base for Bill Gates, America's richest man, along with several thousand Microsoft millionaires — and the city supports numerous companies recognized as "standard-setters in their businesses." According to this article, what sets Seattle apart from other successful cities is a series of traits, including energy and risk-taking entrepreneurship, that resulted from the Klondike Gold Rush of 1897-1898. Today, these qualities remain a "recipe for business achievement," fueling sales of everything from coffee to computer software.[28] Bill Gates, the personification of a quality called "hard drive," exemplifies the commercial spirit that was also evident during the stampede — and he has observed the parallels between the industry that he helped build and the business of outfitting gold seekers.[29]

As noted, this interpretation is a product of its time. The parallels between the late 1890s and the late 1990s are striking: both were periods of rapid growth, high energy, and national attention. What makes this analysis intriguing is that it explains the significance of the gold rush in terms that are relevant to Seattle today. As the city's history continues to evolve, historians will continue to reassess the legacy of the Klondike Gold Rush.

ENDNOTES – CHAPTER FIVE

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[3] Welford Beaton, *The City That Made Itself* (Seattle: Terminal Publishing Company, 1914), p. 11.

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[12] Alexander Norbert MacDonald, "Seattle's Economic Development, 1880-1910," Ph.D. Dissertation, University of Washington, 1959, ,p. 137.

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[14] Alexander Norbert MacDonald, "Seattle, Vancouver, and the Klondike," Canadian Historical Review 49 (1968), p. 246.

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[16] Dorothy O. Johansen and Charles M. Gates, *Empire of the Columbia: A History of the Pacific Northwest*, second edition (New York: Harper & Row, 1967), p. 371.

[17] William C. Speidel, *Sons of the Profits* (Seattle: Nettle Creek Publishing Company, 1967), p. 307.

[18] Nard Jones, *Seattle* (New York: Doubleday & Company, Inc., 1972), pp. 145-151.

[19] Pierre Berton, *Klondike: The Last Great Gold Rush, 1896-1899*, p. 427.

[20] David V. and Judith A. Clarridge, *A Ton of Gold: The Seattle Gold Rush, 1897-98* (Seattle, 1972), p. 24.

[21] Roger Sale, *Seattle, Past to Present* (Seattle: University of Washington Press, 1976), pp. 52-53.

[22] See, for example, Terrence Cole, "A History of the Nome Gold Rush: The Poor Man's Paradise," Ph.D. Dissertation, University of Washington, 1983.

[23] Terrence Cole, Personal Communication, September 22, 1998.

[24] Richard White, *It's Your Misfortune and None of My Own: A New History of the American West* (Norman: University of Oklahoma Press, 1991), p. 418.

[25] Paula Mitchell Marks, *Precious Dust: The American Gold Rush Era, 1848-1900* (New York: William and Morrow Company, 1994), p. 125.

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[28] "American Survey: The Heirs of the Klondike," *The Economist* (February 15-21, 1997), p. 25.

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CHAPTER SIX

CHAPTER SIX
HISTORIC RESOURCES IN THE MODERN ERA

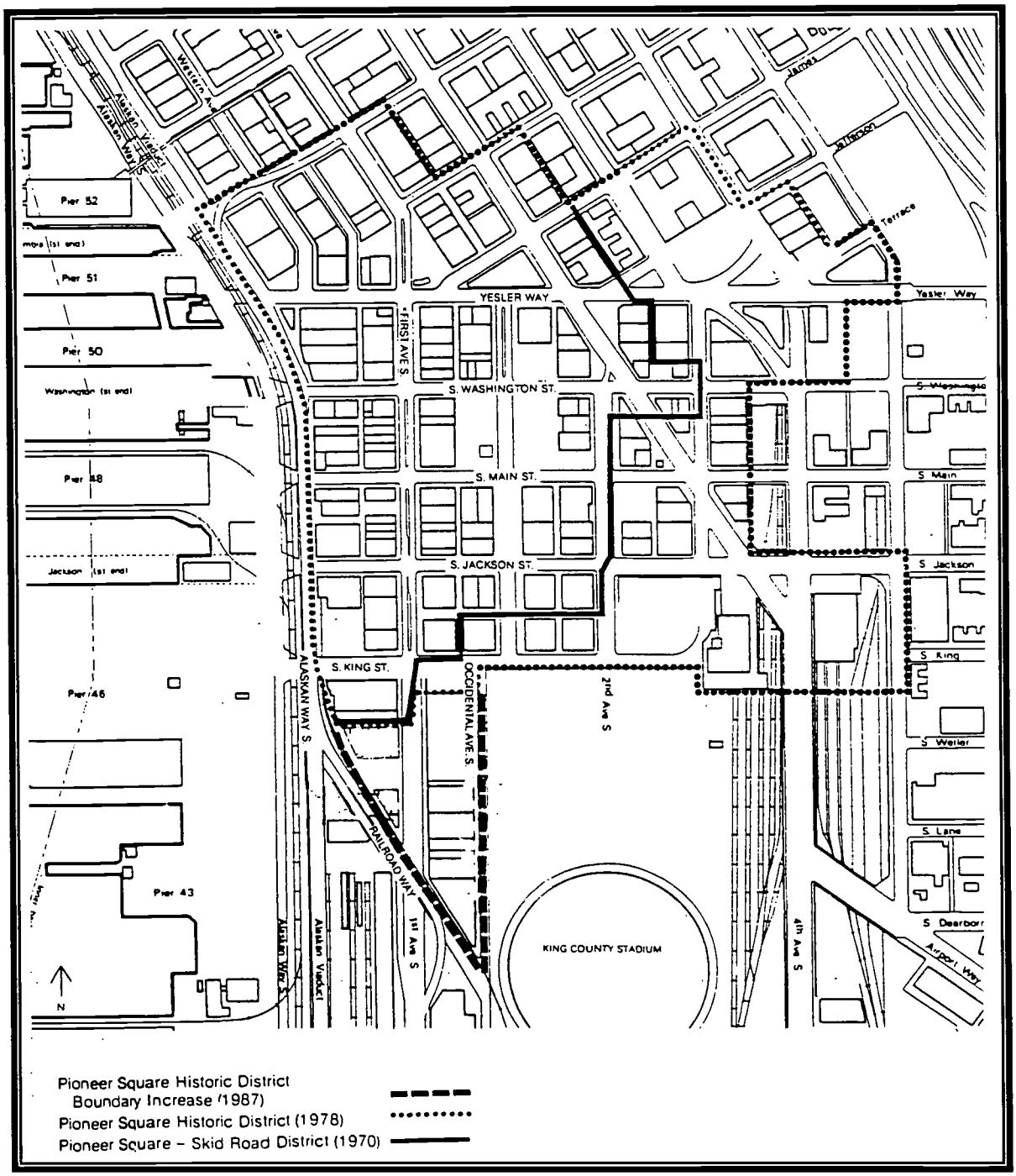
"Today we need not regret that the commercial center moved on, leaving the area to stagnate. This lack of interest and investment insured that a remarkable stand of urbanistically compatible buildings from the end of the nineteenth century would remain. Streetscapes like that from Pioneer Square south along First Avenue are rare in a modern metropolis forced to reuse the same downtown area over and over."

– Sally Woodbridge and Roger Montgomery, *A Guide to Architecture in Washington State*, 1980

Pioneer Square: Seattle's First Commercial District

When the Klondike Gold Rush began in 1897, the area now called "Pioneer Square" was a thriving commercial district. A variety of businesses served the stampeders, including outfitting, hardware, and grocery stores. Today, most of Seattle's historic resources associated with the Klondike Gold Rush are located within this commercial district, extending from Columbia Street south to King Street and from Third Avenue west to Alaskan Way S. In 1970, this 52-acre area was listed in the National Register of Historic Places (National Register). In 1978, the boundaries of the district were expanded to 88 acres, and an additional three acres along the district's southwest end were added in 1987.[1] The district's three National Register nominations are included in the Appendix. After Pioneer Square was listed in the National Register, the City of Seattle established its own preservation district to facilitate management at the local level.

Buildings within the Pioneer Square Historic District date from three periods between the years 1889-1916. The first period, lasting from 1889 to 1899, represents the city's redevelopment after the fire. In the following period, which lasted from 1900 to 1910, Pioneer Square experienced tremendous growth and underwent significant development projects including regrading and filling in the tide flats. Just prior to World War I, the district experienced a final surge of construction.[2] After the war, Seattle's retail district moved north of Pioneer Square along First and Second avenues.



The Pioneer Square Historic District Boundaries (Pioneer Square National Register Nomination, 1987).

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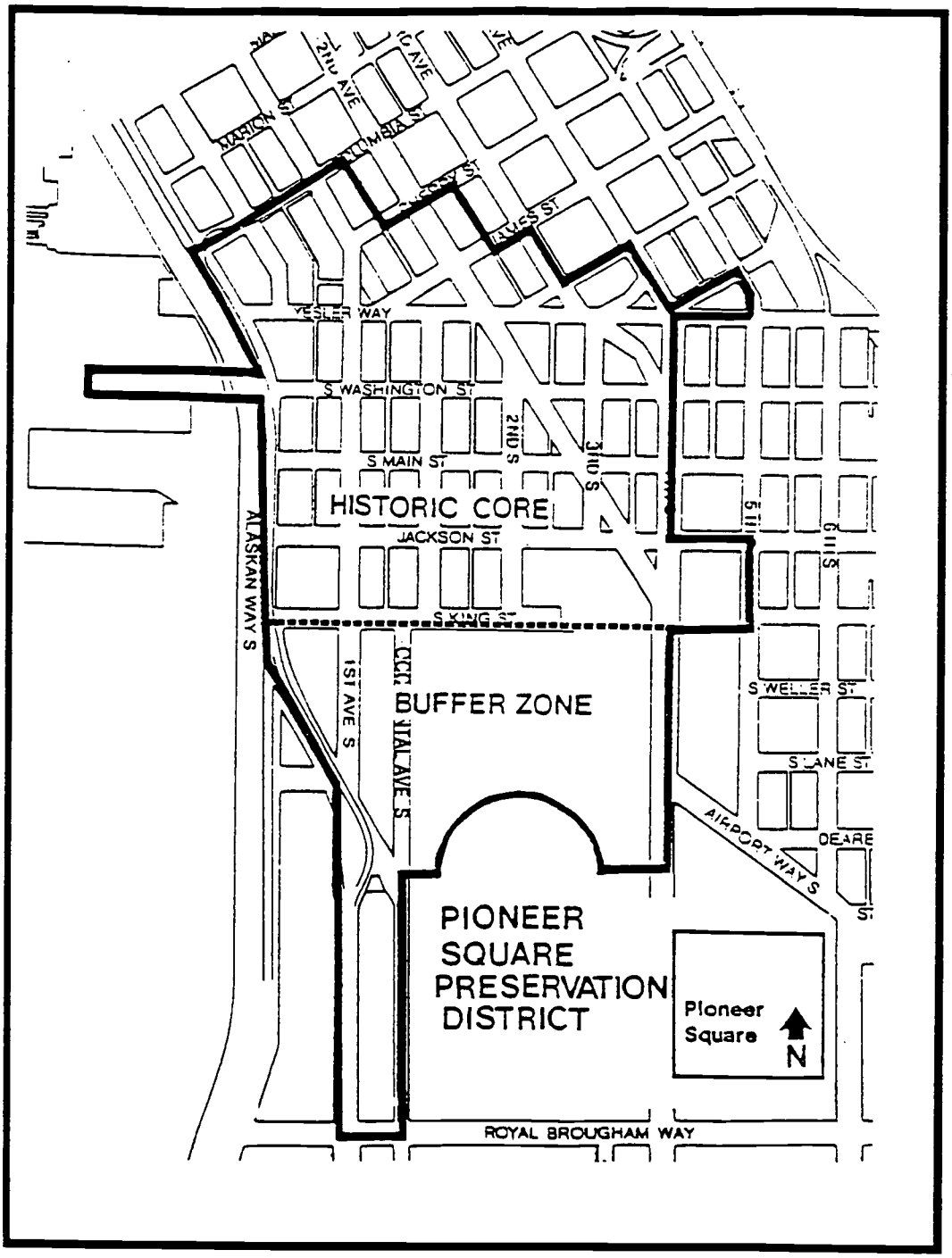

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The City of Seattle's Pioneer Square Preservation District Boundaries.

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Over the years, this shift resulted in the abandonment of Pioneer Square. Buildings in Pioneer Square that once hummed with commercial activity were left vacant or used for storage.

In 1966, an "urban renewal" project proposed by a local planning group known as the Central Association threatened the area. Under the Central Association's plan, buildings in Pioneer Square would have been replaced by modern parking garages.[3] However, as architectural historians Sally Woodbridge and Roger Montgomery explained, "streetscapes like that from Pioneer Square south along First Avenue are rare in a modern metropolis forced to reuse the same downtown area over and over."[4] Recognizing the importance of this intact historic district, preservationists, led by the non-profit Allied Arts of Seattle, worked to raise awareness of Pioneer Square's historic and architectural significance. As a result of these efforts, Pioneer Square became the city's first National Register district in 1970.[5] Historic designation revitalized Pioneer Square by attracting the attention of private developers interested in rehabilitating buildings; businesses seeking commercial space; and individuals interested in the area's stores and colorful history.

In 1976, as Pioneer Square regained its foothold as an important commercial center, Congress established the Klondike Gold Rush National Historical Park, which included a Seattle Unit, in the district. A copy of the statute that created the Park is included in the Appendix. Today, the Park's interpretive exhibits and tours of Pioneer Square allow visitors to envision Seattle during the gold-rush years of the late 1890s.

Seattle's Gold-Rush Era Properties Located Outside the Pioneer Square Historic District

Although most buildings associated with the gold rush in Seattle are located within the Pioneer Square Historic District, some properties lie outside the district's boundaries. This study involved the identification of gold-rush era resources that are located outside the district and which date from after the Seattle fire in 1889 until the Alaska-Yukon-Pacific Exposition (AYP) in 1909. Seattle expanded rapidly during this period, in part due to the influx of miners and mining-related businesses. The study also includes properties associated with the AYP because it represents the culmination of Seattle's fascination with the Far North. The already familiar AYP properties located at the original fairgrounds on the University of Washington campus, however, have not been included in this study.

Historical Research Associates, Inc. (HRA) initiated the research for this project by contacting historical preservation agencies and organizations to inquire about their knowledge of gold rush resources located outside the Pioneer Square Historic District. Those contacted include the Office of Archaeology and Historic Preservation, Seattle Office of Urban Conservation, Allied Arts, and Historic Seattle Preservation and Development Authority. The latter assisted in identifying the house of George Carmack, who filed the first claim for Klondike gold.

HRA historians obtained the addresses of additional properties through research in Seattle City Directories. Using key words such as "Alaska, Klondike, Miner, and Yukon," HRA identified addresses of businesses located outside the Pioneer Square Historic District. A similar process was used to go through Klondike guidebooks, which advertised businesses associated with the gold rush. The National Park Service (NPS) is currently developing a database, which includes scanned gold-rush images from historic newspaper articles, advertisements, and photographs. HRA used the database to help identify the addresses of gold rush businesses.

HRA also used Seattle City Directories to determine the addresses of individuals who played an important role in the gold rush. HRA researched the residences of Seattle promoter Erastus Brainerd, Mayor William Wood, and miners Tom Lippy and George Carmack. Information relating to the architectural characteristics and history of the Wood and Carmack residences is included later in this chapter. HRA determined that the Brainerd and Lippy homes had been demolished. During the early 1900s, Brainerd lived in downtown Seattle at 1116 Fifth Avenue and in 1909 he moved to Richmond Beach. The YMCA building replaced Brainerd's downtown address in 1913.[6] From 1900 until 1931, Thomas Lippy lived in a grand house located at 1019 James Street. Constructed by Seattle Pioneer James Scurry in 1890, the house was demolished in 1966.[7]

HRA conducted further research on identified buildings by looking at their specific addresses in Sanborn Fire Insurance maps and obtaining King County Assessor's historic property cards for each building. Historians obtained information about the historic use of some properties by accessing articles and advertisements listed in the NPS database of gold mining businesses. HRA obtained available records associated with the early history of buildings from the Seattle Department of Construction and Land Use. HRA also consulted

historic preservation records filed at the Seattle Office of Urban Conservation and Office of Archaeology and Historic Preservation. These records included National Register and City landmark nominations.

The nine gold-rush era buildings that HRA identified outside the Pioneer Square Historic District include the U.S. Assay Office (613 9th Avenue), the Colman Building (801-821 First Avenue), the Grand Pacific Hotel (1117 First Avenue), the Holyoke Building (1018 First Avenue), the Globe Building (1007 First Avenue), the Moore Theatre and Hotel (1932 Second Avenue), the George Carmack House (1522 East Jefferson Street), the William Wood House (816 35th Avenue) and the Woodson Apartments (1820 24th Street). Six of these buildings are listed in the National Register and as Seattle Landmarks. The nomination for each National Register property is included in the Appendix. The unlisted Carmack and Wood houses appear eligible for the National Register. Although the Woodson Apartment building possesses an association with the AYP as an example of residential development that occurred prior to the event, physical alterations have compromised its integrity making it ineligible for the National Register. A catalog at the end of this section provides current and historic photographs, along with a summary of each property's architectural characteristics, past uses, and potential eligibility for the National Register.

While the Pioneer Square Historic District's gold rush resources are located within a cohesive group of properties built soon after Seattle's 1889 fire, most of the buildings identified outside the district were constructed later. Six of the properties outside Pioneer Square are associated with two phases of development: the northward expansion of downtown along First Avenue (1889-1909) and Seattle's preparation for the AYP (1907-1909). The development of a commercial district along First Avenue began as early as 1889 with the construction of the Holyoke Building at the southeast corner of First Avenue and Spring Street.[8] It was not until the turn of the century, however, that a considerable amount of development occurred in this area. Construction associated with the AYP was limited to the years just prior to the event. Three properties, notably the U.S. Assay Office and the houses of George Carmack and William Wood, do not correspond to the above listed phases.

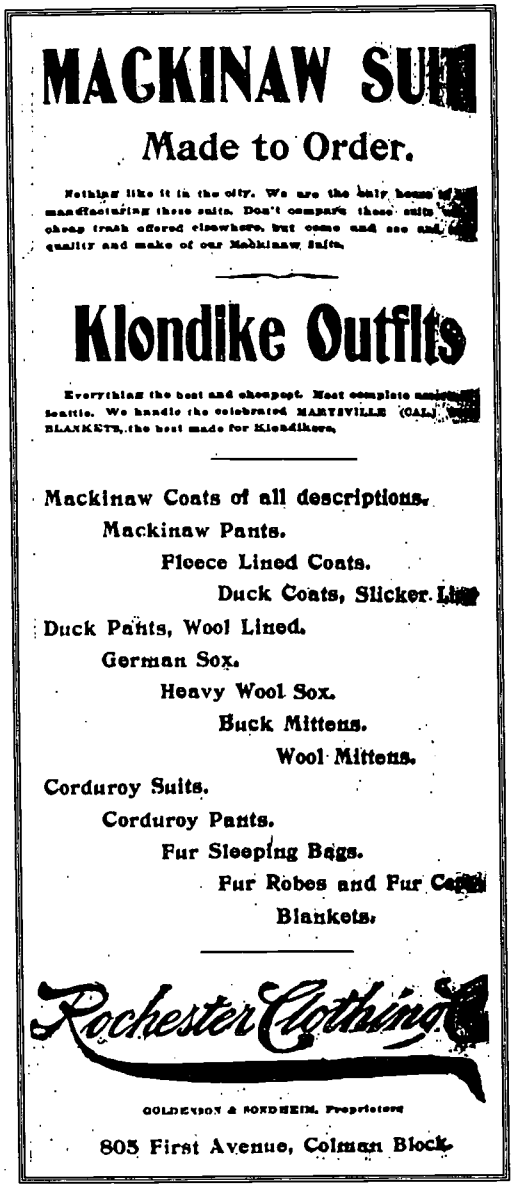
HRA determined that the Holyoke Building, the Grand Pacific Hotel, the Globe Building, and the Colman Building are associated with both the northward expansion of Seattle's retail district and the gold rush. During the 1970s, the Seattle Office of Urban

Conservation recognized the historic significance of buildings along First Avenue and worked to establish a First Avenue Historic District stretching from Pioneer Square (Columbia Street) north to the Pike Place Market (Union Street). The Office of Urban Conservation determined after numerous public hearings and the demolition of an entire block of these buildings that the historic First Avenue properties should be nominated individually rather than as a district. Several of the historic First Avenue properties, including the Holyoke and the Colman buildings, had already been listed in the National Register. Consequently, in 1980, the Office of Urban Conservation prepared a National Register nomination for the following seven buildings, referring to them as the First Avenue Groups: the Globe Building (1001-1011 First Avenue), the Beebe Building (1013 First Avenue), the Cecil Hotel (1019-1023 First Avenue), the Coleman Building (94-96 Spring Street), the Grand Pacific Hotel (1115-1117 First Avenue), the Colonial Hotel (1119-1123 First Avenue), and the National Building (1006-1024 Western Avenue). The Coleman Building is the only property from this group that was not listed in the National Register. A copy of the First Avenue Groups' National Register nomination is included in the Appendix.

According to the First Avenue Groups' National Register nomination, the Grand Pacific Hotel, the Globe Building, the Beebe Building, the Cecil Hotel, and the Colonial Hotel were constructed to house Seattle's large transient labor population, which had grown as a result of the Klondike Gold Rush.[9] Research indicated the Grand Pacific Hotel and the Globe Building also housed businesses associated with the gold rush. The Seattle Woolen Mill, which outfitted miners with clothing and blankets, was located in the street-level commercial space of the Grand Pacific Hotel from 1899 until 1914. From 1903 until 1912, the Globe Building housed the offices of the Alaska Gold Standard Mining Co., and from 1908 until 1909 the Treasurer's Office for the AYP was also located in the Globe Building.[10] Because HRA did not find additional information connecting the gold rush and the Beebe, Cecil, and Colonial hotels, these buildings were not included in the catalog.

The Holyoke Building, located at the southeast corner of Spring Street and First Avenue, is also part of the commercial district's northward expansion. In 1976, the Office of Urban Conservation nominated the Holyoke Building as a fine example of the Victorian Style. The nomination also noted that the Holyoke was the "first office building to be completed after

Seattle's disastrous fire of 1889."[11] HRA determined that during the gold rush the Northwest Fixture Company, a supplier of lighting equipment for Klondike miners, occupied the Holyoke from 1894 until 1900.[12]



Advertisement for Rochester Clothing Co., 1897, located in the Colman Building at 805 First Avenue.

The Colman Building, located on the west side of First Avenue between Columbia and Marion streets, was constructed in 1889 as Seattle's commercial district spread northward. Architect Stephen Meany originally designed the Colman Building as a two-story Romanesque Revival building. In 1904, architect August Tidemand redesigned it into a six-story Chicago Style building.[13] It has been listed in the National Register as a fine example of the Chicago Style of architecture and for its association with James Colman an influential businessman in Seattle.[14] The Colman Building housed two businesses that catered to gold seekers. The grocer Louch, Augustine & Co. occupied the Colman Building from 1894 until 1907, and the Klondike clothing outfitter, Rochester Clothing Co. was located in the building from 1897 until 1899. HRA also determined that during the AYP years, the Colman Building housed the offices of the exposition's publisher and legal counsel. [15]

The Moore Theatre and Hotel and the Woodson Apartments were constructed in direct response to the AYP. Anticipating the event, land developer James A. Moore constructed his namesake Theatre and Hotel in downtown Seattle. When the theatre opened on December 28, 1907, its connection to the AYP was stressed by featuring a comic opera entitled *The Alaskan.*[16] The Moore is listed in the National Register because of its unique design, association with the AYP, and its role as a "leading cultural house in the city."[17]

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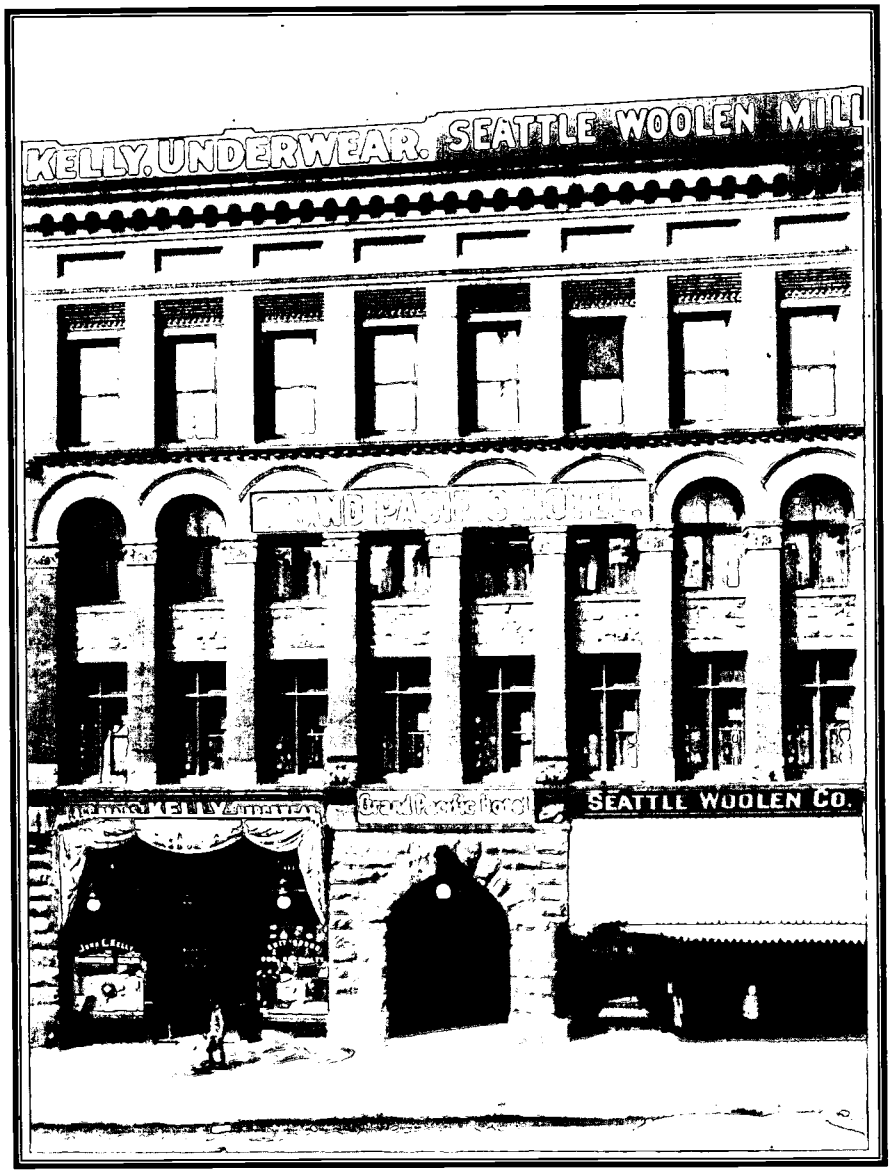
Expecting an increased need for housing due to the AYP, Irene and Zacharais Woodson constructed the Woodson Apartments in the Central District. Although the Woodson Apartment building possesses an important tie to the AYP, it is not eligible for the National Register because physical changes have compromised its integrity.

The U.S. Assay Office and the houses of miner George Carmack and Mayor William Wood are not associated with either the commercial district's northward expansion along First Avenue or the AYP. Among the properties included in this study, the U.S. Assay Office is the most directly related to the gold rush. Although it was not originally constructed as an assay office, public demand for a federal assayist required that this entertainment hall be converted for government use as an assay office in 1897. According to this property's 1969 National Register nomination, it continued to be used for this purpose until 1932.[18]

When George Carmack first returned from the Far North, he lived in hotels in the Pioneer Square area. From 1905 until 1909, he lived in a house at 3007 East Denny, which no longer remains standing.[19] The house Carmack lived in from 1910 until his death in 1922 is still standing in Seattle's Central District. This property appears eligible for the National Register for its association with Carmack, who filed the first claim for Klondike gold.

As the mayor who left his post to try his hand at mining in the Yukon, William Wood played a significant role in Seattle's gold rush history. Prior to the gold rush Wood owned a large amount of land east of Greenlake, which he was responsible for platting. According to Seattle City Directories, from 1892 until 1900 he lived at the intersection of Woodlawn and Greenlake. Because historical maps do not show that Woodlawn and Greenlake intersect, HRA could not identify the location of Wood's house during this period. Between 1900 and 1904, Wood lived at two different addresses and from 1905 until 1915, he lived at 816 35th Avenue.[20] The latter property appears to be eligible for the National Register because of its association with him.

The following catalog includes the six National Register-listed and three unlisted properties that HRA identified as associated with the Klondike Gold Rush. For each building, the catalog includes a description of the property's design and its association with the Klondike Gold Rush. The map on page 172 shows the location of each property.



COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

At the turn of the century, a banner across the top of the Grand Pacific Hotel advertised the Seattle Woolen Mill's office and salesroom, located at the building's street-level.

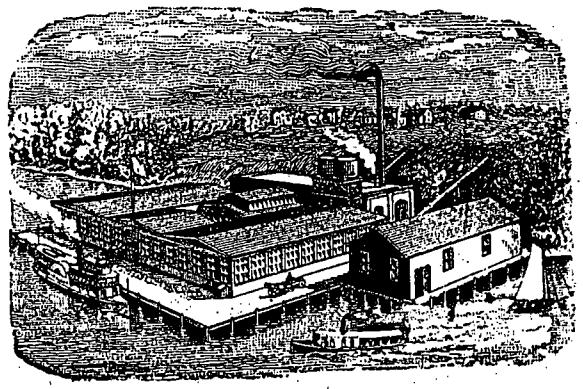
The Only Manufacturers in the City.
Blanket Clothing for the Klondike.
Seattle Woolen Manufacturing Co., 1119 First Ave., Seattle.

T. E. EYANSON, PRESIDENT E. W. EYANSON, SECRETARY

...SEATTLE WOOLEN MILL...

MANUFACTURERS OF

Pure Wool Blankets, Indian Robes, Flannels Cassimeres and Dress Goods

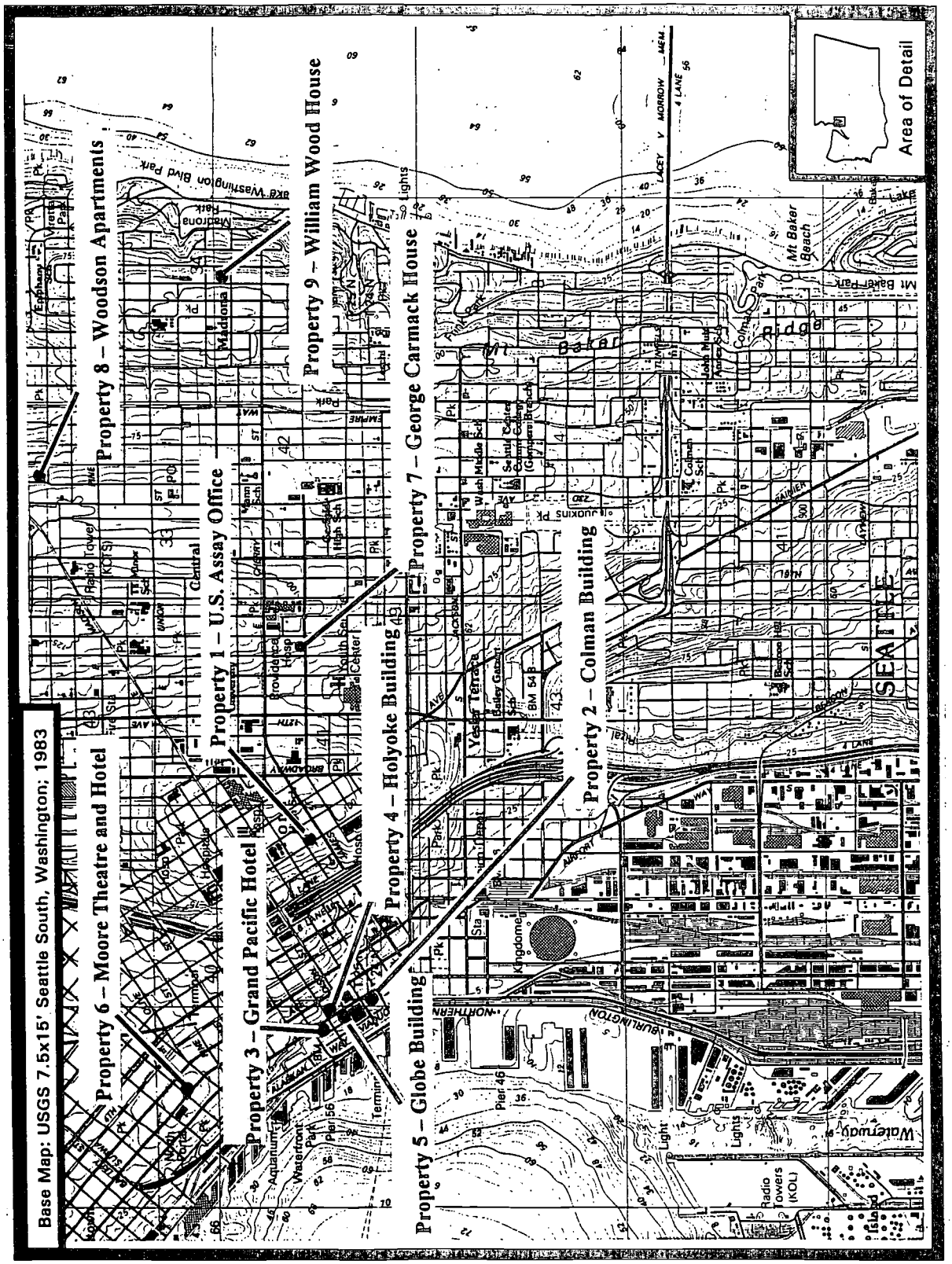


PIONEER MANUFACTURERS OF

Llamma Underwear, Heavy Mackinaw Clothing and Double Woven Blankets for the Arctic Regions

...WHOLESALE AND RETAIL...

Office and Salesroom 1119 First Ave. SEATTLE, WASH.



Properties Associated with the Gold Rush Located Outside the Pioneer Square Historic District.

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Property 1 U.S. Assay Office
613 Ninth Avenue
Seattle, WA

Tax Parcel No.: 859040-0796
Legal Description: Lot 3, Blk. 69, Terry's First Add.
National Register Status: Listed on March 16, 1972

Architectural Description

The two-story U.S. Assay Office is an "excellent example of a 19th century commercial cast-iron and masonry building, typified with larger, open street level bays and narrow vertical window openings on other facades and on the upper street-front level."[21] The front facade includes two traditional style storefronts consisting of large windows, kick plates, and transoms. The arched entrance to the second floor space is surrounded by columns and a pediment. Five centrally located arched windows on the second floor are flanked by narrow rectangular windows. The protruding central portion of the parapet wall is decorated with a wooden cornice and brackets.

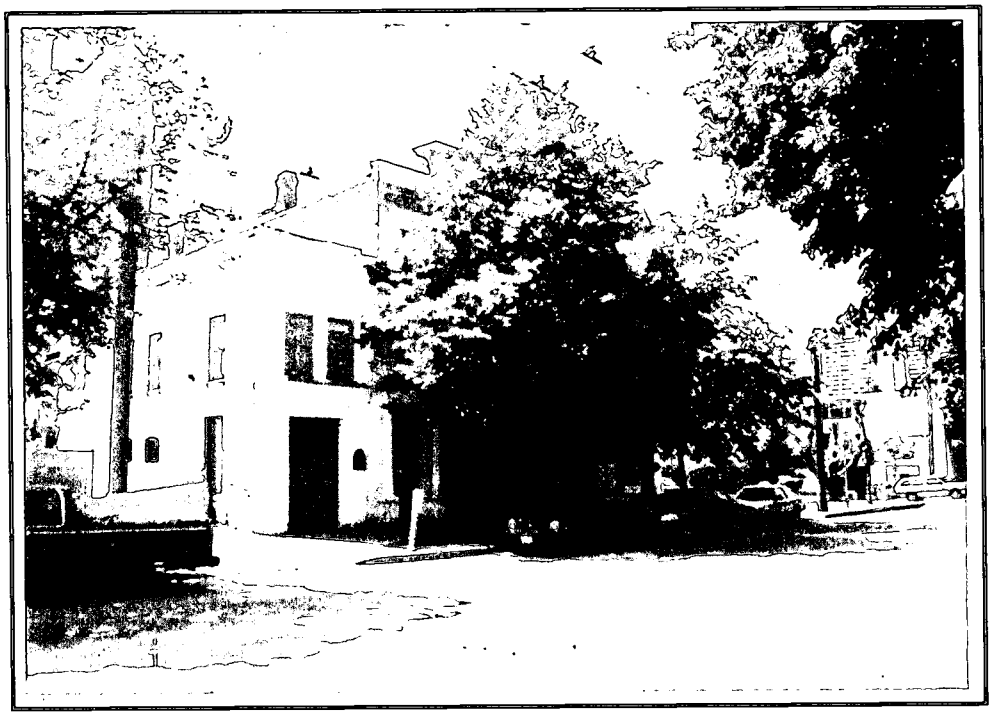
The U.S. Assay Office has undergone several minor alterations, including a narrow addition featuring arched windows similar to rest of the building added to the south side of the building. Many of the building's windows have been replaced or filled-in. Two first-floor windows on the north side of the building have been filled with brick. One south side window and all the second story windows on the rear (west) of the building have been replaced. A small wood sided addition has been added to the southwest corner of the building's second floor.

Historical Significance

The building that housed the U.S. Assay Office was erected in 1886 by Thomas Prosch, a secretary of the Seattle Chamber of Commerce and owner of the *Post-Intelligencer*, for use as an entertainment hall and office building. Originally, the first floor was used as offices and the second floor was rented as a ballroom. During the gold rush, the Seattle Chamber of Commerce recognized the city's need for a federal assay office. The Chamber of Commerce, represented by Erastus Brainerd, successfully lobbied for the establishment of an assay office. In May of 1898, the federal government rented Prosch's building and on July 15, 1898, the U.S. Assay Office opened. The Assay Office included a melting department. During the early years of the Klondike Gold Rush, deposits in the office reached approximately $20 million. In 1932, the U. S. Assay Office moved to a government-owned building.

In 1935, the Deutsches Haus (German House) purchased this property and renovated it for use as a social center. During World War II it was used as an entertainment center. After the war, the Deutsches Haus again occupied the structure.[22] The building is currently owned by the German Heritage Society.

The U.S. Assay Office is historically significant as a fine example of commercial cast-iron and masonry architecture, and because of its association with the Klondike Gold Rush, an event that contributed to the economic growth of Seattle. [23]



HRA PHOTO

U.S. Assay Office's east facade, 1998.

COURTESY WASHINGTON STATE ARCHIVES, PUGET SOUND REGIONAL BRANCH

Historical photograph of the U.S. Assay Office, circa 1937.

Property 2	Colman Building 801-821 First Avenue Seattle, WA	Tax Parcel No.: 859140 0005 Legal Description: Lot 2 & 3, Blk. 1, Terry's Third Add. National Register Status: Listed on March 16, 1972

Architectural Description

The six-story Chicago Style Colman Building occupies the east half of the block located on the west side of First Avenue between Columbia Street and Marion Street. In a Seattle Landmark nomination form, the Seattle Office of Urban Conservation described the Colman Building as follows:

> The Colman Building is a six-story concrete and brick office building with stone and marble trim that epitomizes the Chicago Style and its influence upon Seattle architecture.... The exterior of the lower floors was faced with rusticated stone and the additional floors with red brick. A central bay which, at the First Avenue ground level houses the main entrance to the building, protrudes from the rest of the facade and is faced in the same stone as the lower floors. On either side of this central section, the building facade is divided into four equal sections consisting of five structural piers and four window spandrels each. The outermost corner sections extend outward slightly from the adjacent sections, providing a subtle undulation of the surface. A narrow banding just below the top floor and a modestly extended copper cornice crown the building.... The ground level retail shops were embellished by small multi-paned transoms and pediment and column entrances. The building is also distinguished by a metal and glass awning, which stretches along the entire east or front facade.[24]

Historical Significance

The original two-story Colman Building was erected by James Colman, an influential businessman who arrived in Seattle in 1861. Colman's entrepreneurial tendencies involved him in a variety of businesses, including owning woolen mills, land acquisition, and railroading. Colman was one of the major promoters of the railroad to the Renton Coal mines. He operated this railroad for one year until Henry Villard of the Northern Pacific Railroad took it over.[25]

In 1890, the two-story Colman Building was constructed on the site of the old Colman Block, a wooden building that burned in the fire of 1889. The Colman Block had been built on the remains of the ship *Winward*, which had wrecked near Whidbey Island. Intending to salvage the boat, James Colman bought it and towed it to his dock in Seattle. When the Colman Block was constructed the ship was surrounded by land and buried under the foundation of the Colman Block.[26]

Architect Stephen Meany originally designed the Colman Building as two-story Romanesque Revival structure. In 1904, the Danish architect August Tidemand remodeled it into Seattle's "earliest example of the Chicago Style of commercial architecture."[27] All that was retained of the original facade were the cast iron columns between the storefront bays on First Avenue. The Colman Building has been recognized as historically important for its architectural style and association with James Colman.[28]

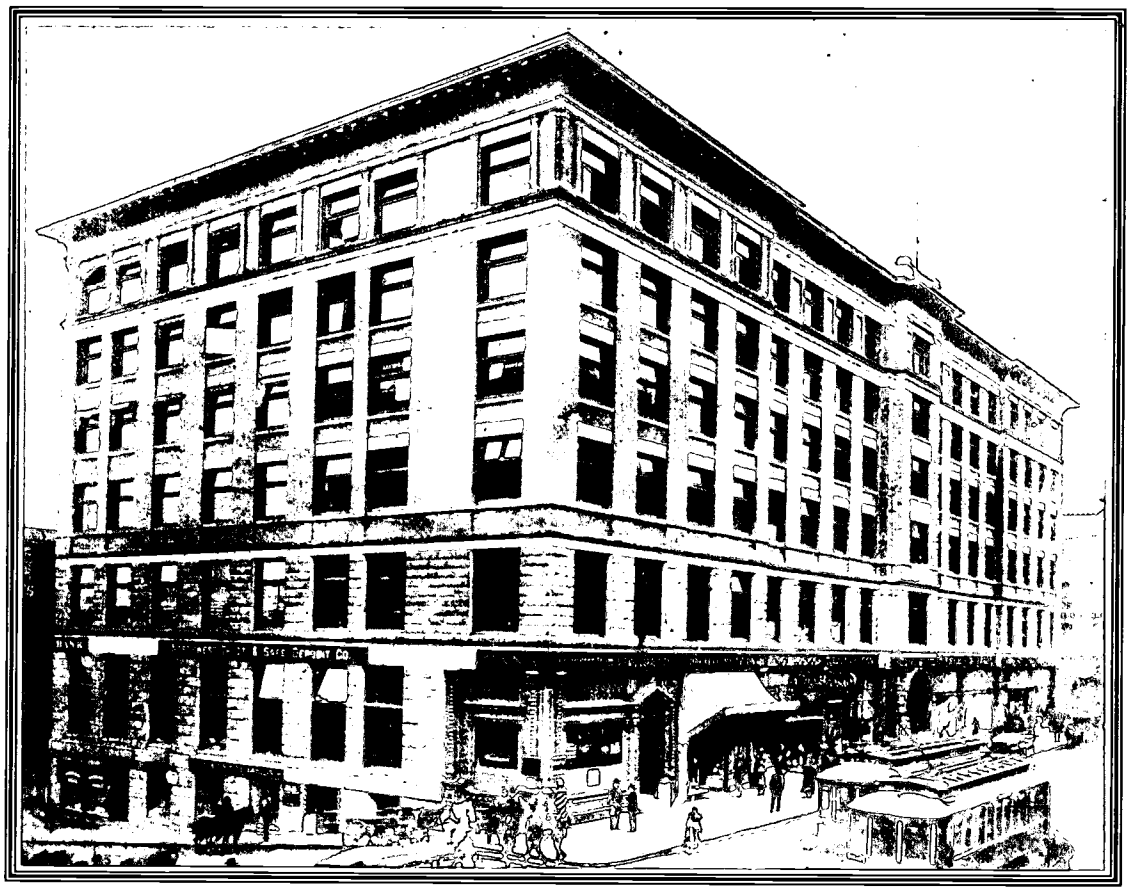
The Colman Building housed two businesses that catered to gold seekers. The grocer Louch, Augustine & Co. occupied the Colman Building from 1894 until 1907 and the Klondike clothing outfitter, Rochester Clothing Co. was located in the building from 1897 until 1899. HRA also determined that from 1908 until 1909, the Colman Building housed the offices of the AYP's publisher and legal counsel. [29]

HRA PHOTO

Colman Building, 1998.

COURTESY SEATTLE OFFICE OF URBAN CONSERVATION

Colman Building prior to 1904.



COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

Colman Building, circa early twentieth century.

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Property 3 Grand Pacific Hotel
1117 First Avenue
Seattle, WA

Tax Parcel No.: 197460-0050
Legal Description: Lot 3, Blk. C, AA Denny's First Add.
National Register Status: Listed on May 13, 1982

Architectural Description

The Grand Pacific Hotel is part of a collection of turn-of-the-century commercial buildings north of Pioneer Square on First Avenue. In 1980, the Seattle Office of Urban Conservation prepared a National Register nomination for this cluster of buildings referred to as the First Avenue Groups. The Seattle Office of Urban Conservation described the Grand Pacific Hotel in the following way:

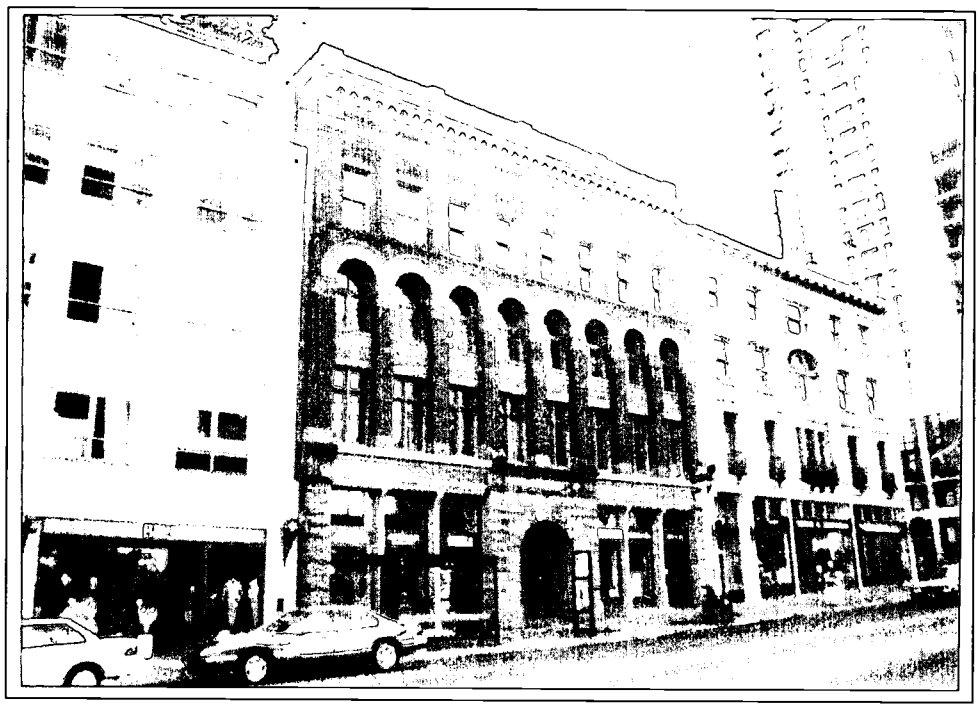
> The former Grand Pacific Hotel exemplifies the Richardsonian Romanesque Style in the composition and detailing of its primary or First Avenue elevation. Beginning at the ground floor, the elevation incorporates a bold central entrance arch flanked by clerestoried storefronts. The arch is constructed of lightly rusticated limestone blocks and voussoirs, as are the two stone block piers at the extreme ends of the store front zone.... Above the store front area and the archway, the First Avenue facade is dominated by a rhythmic two story arcade composed of nine square-based brick piers and eight round, cut stone arches which spring from elegant and compact stone capitals. Deeply recessed between these piers, the second and third story windows are separated by slightly recessed spandrels, faced in small, square, rusticated blocks. The fourth story of the First Avenue facade begins above a stone dentil course and consists of eight rectangular windows framed between short piers aligned with those of the arcade below. A parapet wall rising above the fourth story is detailed with recessed panels and a corbelled cornice.[30]

The First Avenue Groups' nomination noted that the hotel's storefronts suffered from uncomplimentary signage and a boarded-up central building entrance. Although the original storefront windows have been replaced in recent years, the new windows are well suited for the building. The building's main arched entrance is currently in use.

Historical Significance

Although the architect for the Grand Pacific Hotel is undetermined, this building has been recognized as "one of Seattle's finest examples of Richardsonian Romanesque commercial architecture." It has also been identified as one of "the last major buildings in Seattle to be designed in this style."[31] Circa 1898, the Grand Pacific Hotel opened under the name "First Avenue Hotel." This hotel, along with others included in the First Avenue Groups, was constructed in part to cater to the needs of Seattle's growing transient laborer population. Growth resulting from the Klondike Gold Rush resulted in an "acute need for new structures to provide necessary retail outlets and hotels for the large number of transients, dock workers, lumber workers and ship's crews."[32] The Grand Pacific Hotel filled the growing need for both housing and commercial space.

From 1899 until 1914, the Grand Pacific Hotel also housed the office and salesroom for the Seattle Woolen Mill, an important outfitter for the Klondike. According to Seattle City Directories, this company moved its offices from a neighboring building at 1119 First Street. This earlier building was replaced by the Colonial Hotel in 1901.[33] During the gold rush, the Seattle Woolen Mill advertised "Llama underwear, heavy Mackinaw clothing and double woven blankets for the Arctic Regions" as well as, "Blanket Clothing for the Klondike."[34]



HRA PHOTO

East elevation of the Grand Pacific Hotel, 1998.

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTO

Grand Pacific Hotel, circa 1900.

Property 4 Holyoke Building
1018 First Avenue
Seattle, WA

Tax Parcel No.: 093900-0515
Legal Description: Lot 1, Blk. 12, Boren/Denny Add.
National Register Status: Listed on June 3, 1976

Architectural Description

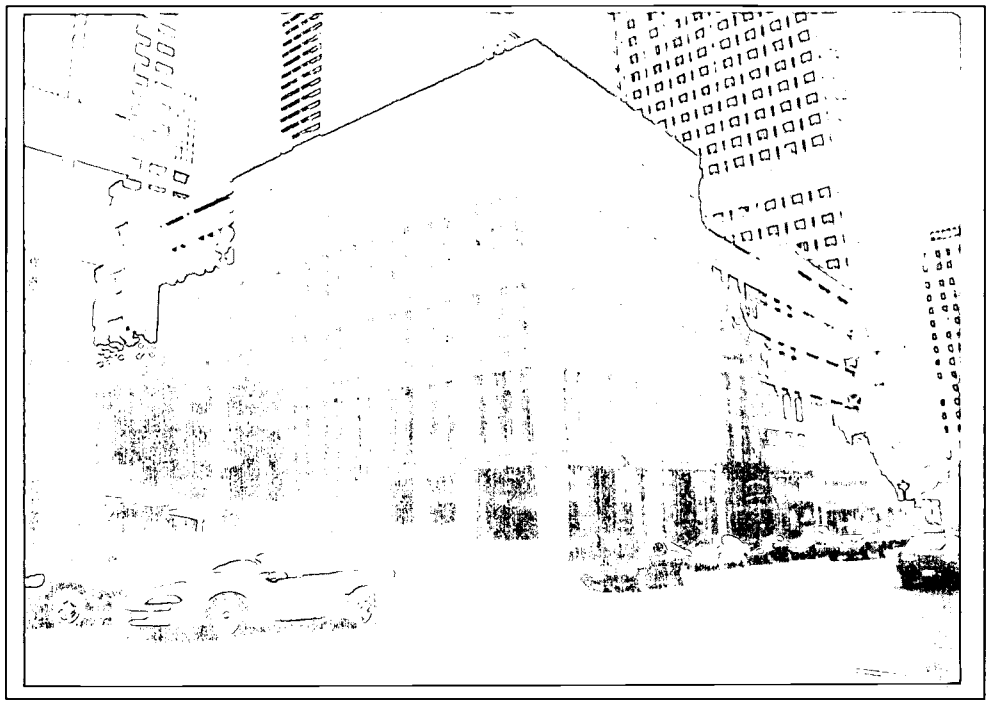
The five-story Holyoke Building is essentially Victorian in style. The building's emphasis on verticality evidenced in the tall narrow windows and closely spaced repeating piers is characteristic of Victorian buildings. It was framed with post and beam construction and clad in red brick. A continuous band of concrete runs across the top of the building and is repeated on the upper-stories in the form of interrupted concrete bands above each of the windows. These details off-set the strong vertical emphasis by providing distinct horizontal lines.

Concrete detailing compliments the gray-colored rusticated stone block first-floor facade. The Holyoke Building's principal facade faces First Avenue. Because the building is set into the hillside formed by Seneca Street, the stonework along this secondary street-facing facade is cut-off by the incline. The Holyoke Building's commercial store-fronts, complete with recessed doorways, kick plates, and large store-front windows are still intact. Few alterations have been made to the original design of this building.

Historical Significance

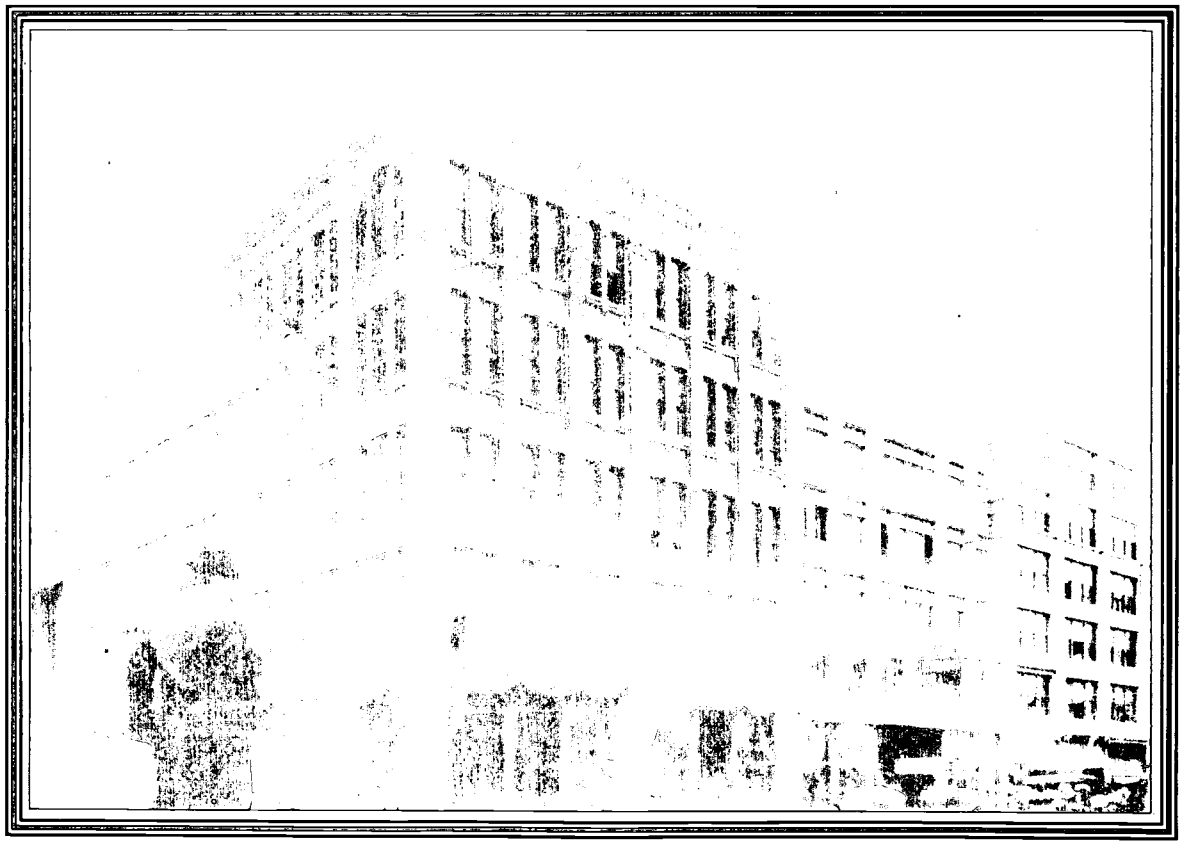
In 1890, lumberman Richard Holyoke constructed the Holyoke Building. Architects Thomas Bird and George Dornbach had planned the construction of the Holyoke Building prior to Seattle's 1889 fire. After the fire had occurred, the Holyoke Building was one of the first office buildings to be completed.[35]

This building represents the northward expansion of Seattle's downtown spreading out from Pioneer Square. In the late 1890s, the Klondike Gold Rush caused increased development activity resulting in the construction of hotels and commercial properties near the Holyoke Building.[36] During the gold rush, the Holyoke Building housed the Northwest Fixture Co. This company outfitted miners with electric motors and generators for mining and lighting.[37] This business was located in the Holyoke Building from 1894 until 1900. In the following years, the Northwest Fixture Co. moved to 313 First Avenue, where it was located until 1902. According to Seattle City Directories, it no longer existed after 1902. [38]



HRA PHOTO

Southwest corner of the Holyoke Building, 1998.



COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

Holyoke Building, circa 1900.

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Property 5 Globe Building
1007 First Avenue
Seattle, WA

Tax Parcel No.: 197460-0035
Legal Description: Lot 6 and 7, Blk. B,
AA Denny's First Add.
National Register Status: Listed on April 29, 1982

Architectural Description

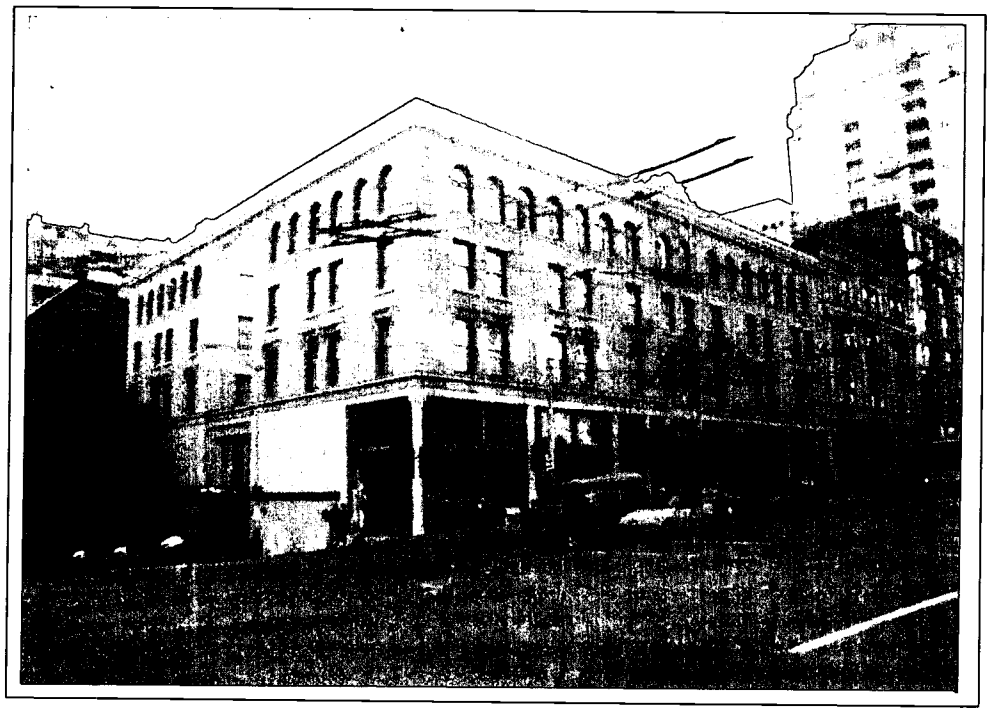
The Globe Building is part of a collection of turn-of-the-century commercial buildings located just north of Pioneer Square and referred to as the First Avenue Groups. In 1980, the Seattle Office of Urban Conservation prepared a National Register nomination for the First Avenue Groups which provided the following physical description of the Globe Building's street-facing elevations:

> The First Avenue facade is organized into three vertically ascending layers consisting of a continuous ground floor storefront zone, a two story body and an arcaded upper story. The storefront zone consists of large display windows and clerestories, many of which have been cosmetically altered with garish signage and other reversible accretions. Masonry walls above the storefronts are supported by a series of slender iron columns and horizontal girders encased within a terra cotta entablature. The walls are faced in tan-colored press brick and are penetrated by pairs of double hung windows at the second and third stories, and a nearly continuous arcade of round arched windows at the fourth story. Neo-classical detailing executed in ivory-colored terra cotta includes corner quoins, bracketed lintels above the second story windows, segmented flat arches above the third story windows and a terminating cornice detailed with an egg and dart motif. An arched entrance canopy, four iron balconies and a small roofline pediment originally incorporated at the center of the First Avenue facade no longer remain.
>
> The Madison Street facade incorporates similar fenestration and detailing. The wall plane of this facade is interrupted at the center where a slight recess occurs beneath an elliptical terra cotta arch. The recess appears to have originally opened into an internal light court, which has since been enclosed. The wall surface now contains unadorned double hung windows. Openings at the basement level of this facade relate to the Arlington Garage, which occupied the lower floors of the building several decades after the building's initial construction.

Historical Significance

The First Avenue Groups National Register nomination indicates that the Globe Building was "constructed for developer J. W. Clise in 1901, and was originally occupied by retail stores, offices, and presumably lodgings."[39] This nomination indicates that the Globe Building, along with the Grand Pacific Hotel, housed the influx of transient laborers that arrived with the gold rush.

Among the offices housed in the Globe Building were two businesses associated with ties to the Far North that Seattle established during the Klondike Gold Rush. From 1903 until 1912, the offices of the Alaska Gold Standard Mining Co. were located in the Globe Building. Seattle's fascination with the Far North culminated in 1909 with the Alaska Yukon Pacific Exposition. From 1908 until 1909, the Treasurer's Office for this noteworthy event was housed in the Globe Building.[40] Today, this building houses the Alexis Hotel.



HRA PHOTO

Northeast façade of the Globe Building, 1998.

COURTESY SPECIAL COLLECTIONS DIVISION, UNIVERSITY OF WASHINGTON

Globe Building, circa early twentieth century.

Property 6 Moore Theatre and Hotel
1932 Second Avenue
Seattle, WA

Tax Parcel Number: 197720-1035
Legal Description Lots 1,4,5, Blk. 46, Denny's 6th Add.
National Register Status: Listed on August 30, 1974

Architectural Description

The seven-story Moore Theatre and Hotel building is located at the corner of Second Avenue and Virginia Street. The primary facade faces Second Avenue with another street-facing facade along Virginia. It is constructed of reinforced concrete with white glazed brick cladding. Accents of tan-colored terra-cotta appear over the main arched entrances, on the window sills, and on a panel which bears the name "Moore Theatre." These details along with a decorative cornice and freeze are the building's principal exterior embellishments.

In 1937, the building was reported to have 11 stores and 146 hotel rooms.[41] The building's commercial spaces along Second Avenue are still in use, although the original store fronts have been replaced with aluminum-framed windows and black siding. The theatre's original marquee has been replaced with a larger modern version. The windows throughout the building have been replaced.

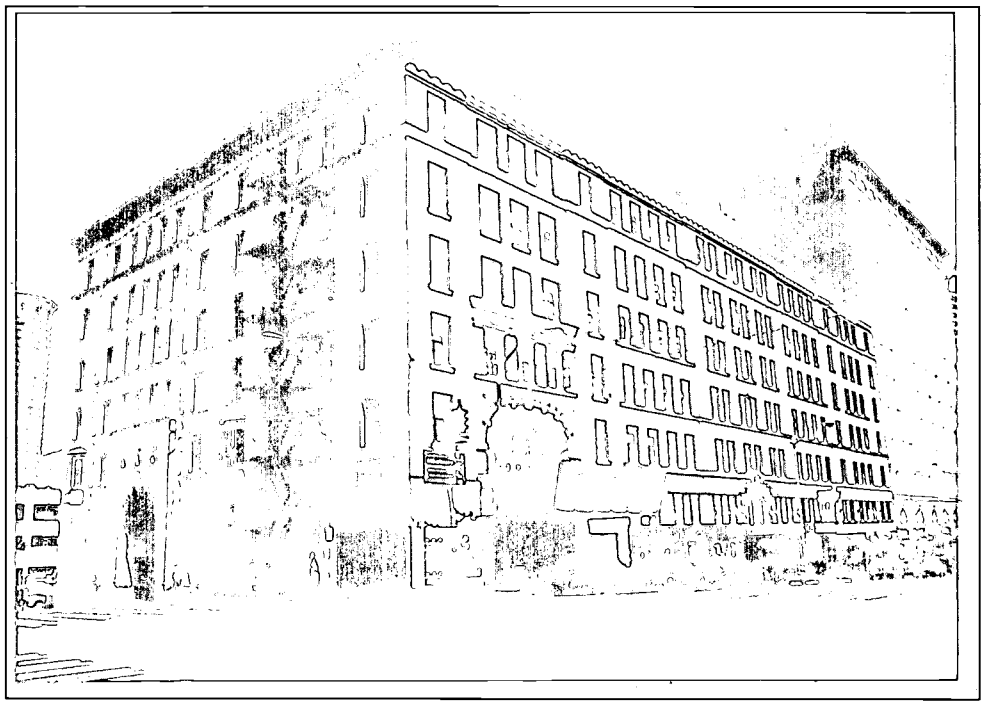
Historical Significance

This building was constructed by James A. Moore, an early Seattle real estate developer who was responsible for erecting over 200 homes on Capitol Hill and platting Latona and part of what is now the University District.[42] In 1907, he opened the Moore Theatre and Hotel to accommodate anticipated crowds associated with the 1909 AYP. The building's design "was immediately noted nation-wide, and its use made it the leading cultural house of the city."[43] Moore Theatre and Hotel Architect E. W. Houghton designed a lavish interior which included onyx and marble in the theatre lobby and foyer.

The theatre opened on December 28, 1907, eight months after the hotel. James A. Moore had been convinced to open a theatre by the manager of the Northwestern Theatrical Association, James Cort. Cort became the manager of the Moore Theatre and attracted well-known entertainers to the theatre. Cort's successor Celia Schultz outdid him by regularly bringing a fantastic array of singers, dancers, and instrumentalists to the theatre until 1949 when she resigned. Until the 1950s, the Moore Theatre played a leading role in the Seattle entertainment industry. It continues to hold musical concerts today. The National Register Nomination for this building notes the following:

> The Moore is significant not only for theatrical contributions, but also for its outstanding theatre architecture. From the expensive exterior construction, withstanding both climatic and earthquake stresses, to interior design features of exiting ramps, excellent sight lines, superior stage "life," and acoustics, the Moore is among the best example of theatre architecture and engineering ahead of its time, to be found in the country.[44]

The Moore Theatre and Hotel building was closely associated with the AYP. As noted, it was constructed in part to cater to AYP visitors. When the theatre opened, its first production was a comic opera entitled, *The Alaskan*. Journalist Jane Lotter explained that during that time period "Seattle was still in the midst of a love affair with the North that had begun with the 1897 gold rush and *The Alaskan* was a guaranteed crowd pleaser." As expected, the opening performance was a hit with 2,500 people- including the governor, the mayor, James A. Moore and John Cort-attending the performance.



HRA PHOTO

Northeast corner of the Moore Theatre and Hotel, 1998.

COURTESY OFFICE OF URBAN CONSERVATION, SEATTLE

Historical postcard of the Moore Theatre and Hotel, circa 1909.

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Property 7	George Carmack House 1522 East Jefferson St. Seattle, WA	Tax Parcel No. 794260-0795 Legal Description Lot 22, Blk. 5, Squire Park Add. National Register Status: Unlisted

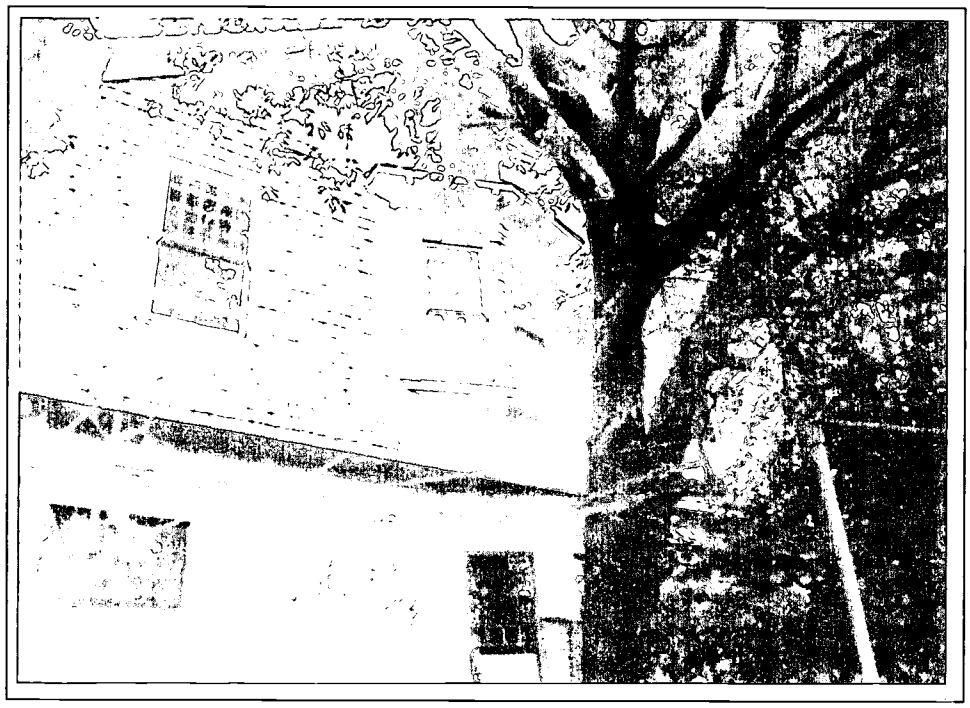
Architectural Description

The George Carmack (1910-1922) residence is located at the corner of East Jefferson and 16th Avenue. It is a two and a half-story Colonial Revival house with a rectangular plan and a side-gambrel roof. This wood frame building is clad with white-painted clapboards at the first floor and shingles above. Dense vegetation currently surrounds the property, making it difficult to view the house. The original porch, which stretches across the front of the house (facing East Jefferson), has been enclosed with corrugated plastic siding. On the second floor above the porch is a shed roof dormer with bay windows. At the first level on the 16th Avenue side of the house is a bay with three double-hung windows. Like most of the building's lights, these windows have multiple panes above and a single pane below. Another bay with two double-hung windows and a bracketed eve is located above the first-story bay. Over the years, this building has undergone few exterior alterations.

Historical Significance

George Washington Carmack, the "official discover of Klondike gold," lived in this house from 1910 until 1922. On August 16, 1897, Carmack discovered gold along Bonzana Creek, a tributary of the Klondike River. Carmack was married to a Tagish Indian woman named Kate. When he discovered the gold, he was accompanied by two Tagish men Skookum Jim Mason, and Dawson (Tagish) Charley. By filing a claim first, Carmack became credited with finding the Klondike lode. After Carmack arrived in Seattle on July 17, 1897, the stampede to the Klondike began.[45]

When Carmack and his wife disposed of their holdings in the Klondike, they moved to Seattle where they took residence at the prestigious Hotel Seattle. Kate Carmack did not enjoy living in Seattle and returned to her northern home.[46] Carmack soon thereafter married a woman named Marguerite. Carmack eventually left the Hotel Seattle, but continued residing in the Pioneer Square area. From 1905 until 1909, he lived in a house at 3007 East Denny Way, which has since been removed. By 1910, Carmack moved to 1522 East Jefferson. According to Seattle City Directories, Carmack lived at this address until he died in 1922.[47] Marguerite Carmack continued living in the house until the 1940s. A considerable amount of development has occurred around this house, which is still used as a residential structure.



HRA PHOTO

East side of the George Carmack House, 1998.

COURTESY WASHINGTON STATE ARCHIVES, PUGET SOUND REGIONAL BRANCH

George Carmack House, circa 1937.

Property 8 Woodson Apartments
1820 24th Avenue
Seattle, WA

Tax Parcel No. 982870-2660
Legal Description: Yesler's H. L. Second Addition Supplemental, Blk. 51, Lot 6
National Register Status: Unlisted

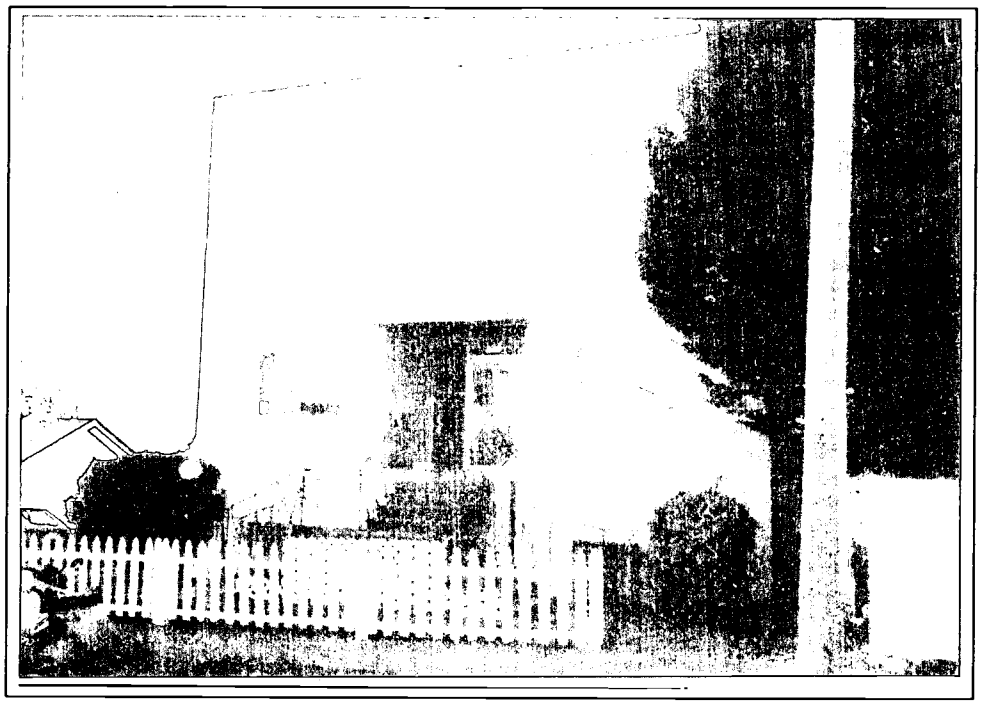
Architectural Description

The Woodson Apartments, known today as the Cascade View Apartments, have undergone numerous alterations over the years. This two-story rectangular building is located on the east side of 24th Avenue and stretches from the street to an alley east of the property. The building originally had a two-story porch that protruded from the center of the east facade to shelter the main entrance on the first floor and a similar space at the second level. The second-story porch had a low-pitched gable roof supported by classical columns. The same style columns also supported the porch at the first level. A cornice once extended across the principle facade and around the building's north and south corners.

Today, the architectural details that once characterized the Woodson Apartments have been removed. The two-story porch has been replaced with a simple metal awning over the main entrance. A metal railing borders the concrete stairway leading to the entrance. The cornice has been removed and the original double hung windows have been replaced with aluminum frame versions. The east side of the building is covered in a composite concrete and the rest of the building is clad in vinyl.

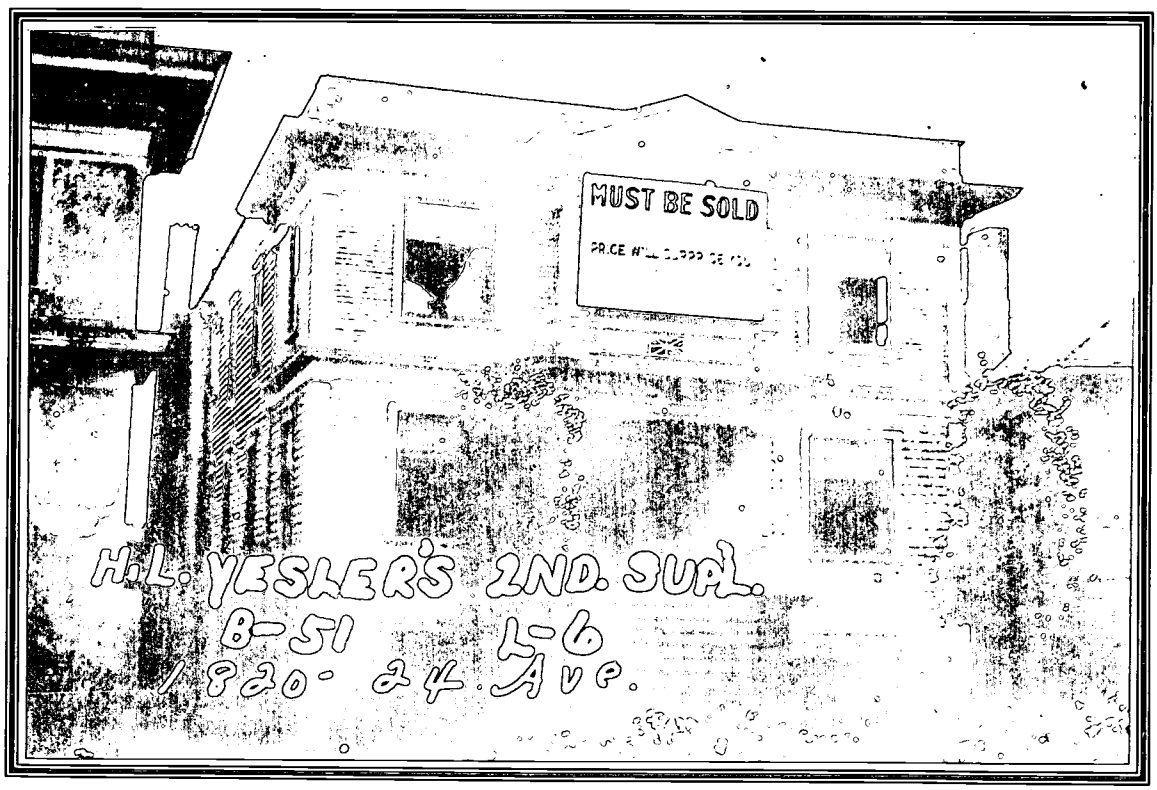
Historical Significance

In 1908, Zacharias and Irene Woodson built this apartment anticipating that the AYP would increase the demand for housing in Seattle. According to Esther Mumford's *Seattle's Black Victorians,* the Woodsons came to Seattle in 1897 and operated rooming houses during the first three decades of the century.[48] Seattle City Directories list Zacharias as a "bootblack" in 1899. By 1903, however, Zacharias is listed as being the proprietor of a rooming house at 1216 Second Avenue In 1909, the Woodsons are listed as the proprietors of both the Woodson Apartments and a rooming house at 1530 Fifth Avenue.[49] This property represents the growth Seattle experienced due to the AYP.



HRA PHOTO

Woodson Apartments (Cascade View Apartments), 1998.



COURTESY WASHINGTON STATE ARCHIVES, PUGET SOUND REGIONAL BRANCH

Woodson Apartments, circa 1937.

BEST COPY AVAILABLE

Property 9 William Wood House
816 35th Avenue
Seattle, WA

Tax Parcel No. 918470-0715
Legal Description: Washington Heights, Blk. 7, Lot 14.
National Register Status: Unlisted

Architectural Description

This two-and-a-half story Classic Box house is located in Madrona, on the edge of a hill overlooking Lake Washington. The house is set back from 35th Avenue and is approached by an alley-like driveway that runs between two houses set closer to the street. The east facing principal facade overlooks Lake Washington.

The house has a hip roof with hip-roof dormers on the east and west elevations. The exposed rafter tails that once decorated the eaves have been removed. The clapboard walls of the second floor flare slightly before meeting a flat board that separates the first and second floors. The northeast corner of the house has an inset porch supported by classical columns. The railing surrounding the porch has turned balusters. Most of the house's original windows are one-over-one and double hung. On the north side of the house is a ribbon of three leaded glass windows. The principle facade has a one-story bay window on its north side. The north, south, and west sides of the house are unaltered. The south elevation is obscured by thick vegetation making it difficult to discern if alterations have occurred to this side of the house.

Historical Description

Seattle City Directories indicate that Seattle Mayor William Wood and his wife Emma lived in this house from 1905 until 1915. Wood had many interests which included working as a realtor, lawyer, and businessman. As a realtor in 1888, Wood owned a large amount of land on the east side of Greenlake, which he platted. Prior to becoming mayor in 1897, he acted as the president of W.D. Wood & Co. lawyers. His business interests included serving as president for both the Seattle-Yukon Transportation Co. and the Antimony Smelting & Refining Co.

The year the gold rush began, Wood became the Mayor of Seattle. Unable to resist the temptation of striking it rich, he, too, went to the Yukon for a short period. In the years following his return from the Far North, he lived in several different houses for short periods. It is unknown if Wood commissioned the construction of this house; however, it is likely that he and his wife were the first people to live here.[50]

HRA PHOTO

William Wood House, 1998.

COURTESY WASHINGTON STATE ARCHIVES, PUGET SOUND REGIONAL BRANCH

William Wood House, circa 1937.

Recommendations

Research

An examination of the papers of the Alaska Commercial Company and Northern Commercial Company could reveal much about the development of transportation facilities in Seattle. As noted in Chapter 3, historian Clarence B. Bagley observed that an increasing number of Seattle-owned shipping companies emerged during the early twentieth century. Further analysis of the records of the Alaska Commercial Company — based in San Francisco — could help explain this trend. Also, these documents could yield additional information about San Francisco's interest in the Klondike Gold Rush. They are located at the Bancroft Library at the University of California, Berkeley and Stanford Library in Palo Alto, California.

Further research could be conducted to compile a more complete list of gold-rush era businesses, their activities, and their current status. The Appendix includes a list of such businesses compiled by the Centennial Committee of Washington State. To enhance this list, the names and locations of additional businesses may be obtained through turn-of-the-century newspapers (listed in the bibliography) and Seattle City Directories. To determine the current status of the companies, the Articles of Incorporation for each company could then be obtained from Secretary of State records at the Washington State Archives in Olympia. New information obtained from this research could be added to the NPS database and used for interpretive purposes.

Interpretation

In coordination with the City of Seattle, the NPS could develop signs to interpret historic buildings within the Pioneer Square area. The Pioneer Square Historic District has been chosen as one of Seattle's 37 urban villages, where intensive planning occurs to accommodate growth and commercial development that is neighborhood friendly. In March 1998, the City of Seattle released the "Draft Pioneer Square Neighborhood Plan." One of the top seven projects proposed in the Plan was to "facilitate strong coordination and partnering among projects to strengthen the neighborhood's unique historic character and arts identity."[51] The City proposed the development of a "comprehensive public art and history program"

through the creation of legends and public art gateways. Utilizing information provided in this report and the NPS's database of gold-rush era businesses, the NPS could contribute valuable information to the interpretation of historic resources for use in public exhibits.

National Register Nominations

This project identified the house of George Carmack, the discoverer of the Klondike gold, and gold-rush era Mayor William Wood. Both houses appear eligible for the National Register under National Register criteria A and B, due to their association with the Klondike Gold Rush and significant individuals from that period. HRA recommends that a determination of eligibility for both properties be requested from the Washington Office of Archaeology and Historic Preservation. If the properties are determined eligible for the National Register, the property owner, the Seattle Office of Urban Conservation, and or a non-profit dedicated to historical preservation, could nominate both properties to the National Register, using the information provided in this historic resource study. Local historic preservation organizations that could nominate the properties include, Historic Seattle Preservation and Development Authority, Allied Arts, and the Washington Trust for Historic Preservation.

The NPS, in collaboration with the Seattle Office of Urban Conservation, could consider conducting additional research on historic properties located within the Pioneer Square Historic District. Because National Register requirements have changed over the years, important historical and architectural descriptions are missing from the original 1969 nomination, which listed the majority of Seattle's oldest post-fire commercial architecture in the National Register.

Today, new National Register historic district nominations are required to provide detailed information about individual structures within a proposed district. Revising the Pioneer Square National Register nomination would provide an opportunity to both bring the nomination up to current standards and conduct research on the historic use of properties included in the original nomination. Such research is not necessary for the buildings included in the 1978 and 1987 amendments to the nomination, because individual descriptions of the historical use and architectural characteristics of these buildings were included in the boundary extension nominations. The new information could be consolidated into a document that

would be a more useful planning tool for both the City and preservation organizations. Furthermore, historical research on the buildings included in the original district nomination would provide the NPS with valuable interpretive information about gold-rush era structures. Utilizing preservation and planning studies created since the designation of the historic district in 1969, the NPS could consolidate information about the current status of the district and its resources. The NPS database could provide information about the historic use of many of the district's buildings and new information obtained in the course of preparing the nomination could be added to the database. This new research material could enhance the Park's interpretive and educational programs, which present the legacy of the Klondike Gold Rush to the public.

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[16] Jane Lotter, "The Life and Hard Times of the Moore Theatre." *The Weekly.* April 29-May 5 1981. pp. 19

[17] Margaret Corley, Moore Theatre and Hotel Building National Register Nomination, Washington Office of Archaeology and Historic Preservation, Olympia, 1973.

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[25] Margaret Corley, Colman Building National Register Nomination, Washington Office of Archaeology and Historic Preservation, 1969.

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Pioneer Square Historic District National Register Nomination (Boundary Extension, 1987)

First Avenue Groups National Register Nomination

U.S. Assay Office National Register Nomination

Colman Building National Register Nomination

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Holyoke Building National Register Nomination

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U.S. Statute Creating the Klondike Gold Rush National Historical Park

UNITED STATES STATUTES AT LARGE

CONTAINING THE

LAWS AND CONCURRENT RESOLUTIONS
ENACTED DURING THE SECOND SESSION OF THE
NINETY-FOURTH CONGRESS
OF THE UNITED STATES OF AMERICA

1976

AND

PROCLAMATIONS

VOLUME 90

IN TWO PARTS

PART 1

PUBLIC LAWS 94–206 THROUGH 94–454

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1978

Public Law 94-323
94th Congress

An Act

To authorize the Secretary of the Interior to establish the Klondike Gold Rush National Historical Park in the States of Alaska and Washington, and for other purposes.

June 30, 1976
[S. 98]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) in order to preserve in public ownership for the benefit and inspiration of the people of the United States, historic structures and trails associated with the Klondike Gold Rush of 1898, the Secretary of the Interior (hereinafter referred to as the "Secretary") is authorized to establish the Klondike Gold Rush National Historical Park (hereinafter referred to as the "park"), consisting of a Seattle unit, a Skagway unit, a Chilkoot Trail unit, and a White Pass Trail unit. The boundaries of the Skagway unit, the Chilkoot Trail unit, and the White Pass Trail unit shall be as generally depicted on a drawing consisting of two sheets entitled "Boundary Map, Klondike Gold Rush National Historical Park", numbered 20,013-B and dated May, 1973, which shall be on file and available for public inspection in the offices of the National Park Service, Department of the Interior. Within the Pioneer Square Historic District in Seattle as depicted on a drawing entitled "Pioneer Square Historic District", numbered 20,010-B and dated May 19, 1973, which shall also be on file and available as aforesaid, the Secretary may select a suitable site for the Seattle unit and publish a description of the site in the Federal Register. The Secretary may relocate the site of the Seattle unit by publication of a new description in the Federal Register, and any property acquired for purposes of the unit prior to such relocation shall be subject to disposal in accordance with the Federal surplus property laws: *Provided*, That the Seattle unit shall be within the Pioneer Square Historic District. After advising the Committees on Interior and Insular Affairs of the Congress of the United States, in writing, the Secretary may revise the boundaries of the park from time to time, by publication of a revised map or other boundary description in the Federal Register, but the total area of the park may not exceed thirteen thousand three hundred acres.

Klondike Gold Rush National Historical Park, Alaska-Wash. Establishment. 16 USC 410bb. Map.

Publication in Federal Register.

Relocation. Limitations.

Revision, advising congressional committees. Publication in Federal Register.

(b)(1) The Secretary may acquire lands, waters, and interests therein within the park by donation, purchase, lease, exchange, or transfer from another Federal agency. Lands or interests in lands owned by the State of Alaska or any political subdivision thereof may be acquired only by donation. Lands under the jurisdiction of any Federal agency may, with the concurrence of such agency, be transferred without consideration to the Secretary for the purposes of the park.

Land acquisition.

(2) The Secretary is authorized to acquire outside the boundaries of the park, by any of the above methods, not to exceed fifteen acres of land or interests therein located in, or in the vicinity of, the city of Skagway, Alaska, for an administrative site; and to acquire by any of the above methods, up to ten historic structures or interests in such structures located in the city of Skagway but outside the Skagway unit for relocation within such unit as the Secretary deems essential for adequate preservation and interpretation of the park.

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Local Firms Involved with the Klondike Gold Rush and Still in Business Locally

PARTIAL LIST OF LOCAL FIRMS INVOLVED WITH THE KLONDIKE GOLD RUSH AND STILL IN BUSINESS LOCALLY

Argens Safe and Lock Company - *1880*
Bartell Drug Company - *1890*
The Bon Marche (bought out Coopers & Levy - noted outfitters) - *1890*
Bonney-Watson - *1868*
Burlington Northern Railroad (formerly Northern Pacific RR - *1882* and Great Northern RR - *1890*)
Butterworth Funeral Homes (E. R. Butterworth & Sons) - *1883*
C & G Cigar Store - *1895*
Carnation Company - *1899*
Chevron USA, Inc. (purchased Pacific Coast Oil Co. *1877 -1899*)
Compton Lumber & Hardware - *1892*
C.C. Filson Company - *1897*
Ernst Home & Nursery (Charles C. Ernst & Charles Malmo) - *1893*
Foss Tug and Launch - *1889*
J.K. Gill Stationers (Lowman and Hanford) - *1867*
Jones Washington Stevedoring Company (Rothschild Stevedoring) - *1858*
Merchants Café - *1890*
Nordstrom Inc. (John Nordstrom brought $13,000 out of the Klondike and opened a shoe store with a partner) - *1899*
Olympia Brewing Company - *1896*
PACCAR Inc. (William Pigott started an iron and steel supply company) - *1895*
Pacific NW Bell - *1883*
Pay Less Drug Stores (G.O. Guy) - *1874*
Rainier Brewing Company - *1878*
Rainier Industries (formerly Seattle Tent & Awning - *1985*; Puget Sound Tent & Duck Company - *1897*)
Seattle Boiler Works - *1889*
Seattle Chamber of Commerce - *1882*
Seafirst Bank (National Bank of Commerce) - *1870*
Seattle Post-Intelligencer - *1881*
Seattle Produce Company (John Gorley Co.) - *1897*
Seattle Times - *1896*
Sherman Clay Company (Sherman & Clay Co.) - *1870*
Shorey Books - *1890*
Tower Group International (George S. Bush Co.) - *1892*
U.S. Bank (Peoples Savings Bank) - *1889*
Washington Iron Works - *1882*
Washington Mutual Bank (Washington National Building Loan & Investment Association) - *1889*
Washington Natural Gas Company (Seattle Gas Light Company) - *1873*
Wyckoff Company (J.M. Colman - sold treated lumber for pilings and railroad ties) - *1884*

Rev. 3/13/96

Pioneer Square Historic District National Register Nomination (Established, 1970)

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

Form 10-300 (Dec. 1968) — UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Washington
COUNTY: King
FOR NPS USE
ENTRY NUMBER

SEE INSTRUCTIONS

1. NAME

COMMON: Pioneer Square – Skid Road District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: boundaries as marked on map

CITY OR TOWN: Seattle, 98104

STATE: Washington — CODE: 53 — COUNTY: King

3. CLASSIFICATION

CATEGORY (Check One)				OWNERSHIP		STATUS		AC TO T
District	☒	Building	☐	Public	☐	Public Acquisition:		Occupied ☒	Yes:
Site	☐	Structure	☐	Private	☐	In Process ☐		Unoccupied ☐	Re
		Object	☐	Both	☒	Being Considered		Preservation work in progress ☐	Un
									No:

PRESENT USE (Check One or More as Appropriate)

Agricultural	☐	Government	☐	Park	☒	Transportation	☐
Commercial	☒	Industrial	☐	Private Residence	☒	Other (Specify)	☐
Educational	☐	Military	☐	Religious	☐		
Entertainment	☒	Museum	☐	Scientific	☐		

4. OWNER OF PROPERTY

OWNER'S NAME: multiple owners and city-owned park

STREET AND NUMBER:

CITY OR TOWN: Seattle — STATE: Washington

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: King County Auditor's Office

STREET AND NUMBER: County Courthouse

CITY OR TOWN: Seattle, 98104 — STATE: Washington

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 64

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Municipal Art Commission List of Historic Buildings

DATE OF SURVEY: 1968 — Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Municipal Art Commission

STREET AND NUMBER: Seattle Municipal Building

CITY OR TOWN: Seattle, 98104 — STATE: Washington 53

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7. DESCRIPTION

CONDITION	(Check One) Excellent ☐	Good ☐	Fair ☒	Deteriorated ☐	Ruins ☐	Unexposed ☐
INTEGRITY	(Check One) Altered ☐	Unaltered ☒	(Check One) Moved ☐	Original Site ☒		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The buildings in this district embody the distinctive characteristics of the Late Victorian of High Victorian style. They often show the hand of one architect, Elmer H, Fisher. The entire group contains a significant and very distinguishable homogeneity of style, form, character, and construction.

For more than half of Seattle's history, the district has been the heart of the City's commercial and business life, and it is rich in association with the region's colorful past. Since those glamorous days, while having fallen into disrepute as an area of cheap hotels and taverns, it has continued to be part of the unique character and color of this waterfront city.

Restoration of some of the buildings, notably by architect Ralph Anderson and Dick White, has helped to revive interest in the district's potential by showing both the financial feasibility and the architectural merit of such improvements. The architecture of the Skid Road is the most consistent in the city due to the considerations of change in business location, mentioned in statement of significance. Now, there are many spatial voids due to demolition for parking lots, but not to the extent where continuity need be lost in effective future restoration. There has been little unsympathetic remodeling.

Because of strict fire codes after the Seattle Fire of 1889, only masonry materials have been used with forms and details consistent with the style and its era. Considerable variety is found among the buildings. The Pioneer Building exhibits flamboyant patterns and varied details typical of Victorian Romanesque. The Maud Building shows vari-colored brickwork and pleasing restraint and proportion. Some buildings, like the Maynard and Mutual Life Buildings, show most ornamentation on the exterior. Others, like the L.C. Smith Building, Smith Tower Annex, and a few restored buildings, show more noteworthy characteristics in their interior detailing. Many buildings are quite anonymous in character and design and yet the simple, direct brickwork of stone masonry adds to the overall effect of the district by providing contrast within a range of homogeneity. The wooden windows, usually double-hung, help to give a consistent scale as well. Most of the buildings were built in 1889, 1890, and up to 1910.

Most of the buildings have lost their cornices as a result of the 1948 earthquake. However, it proved their structural strength. Most of the buildings are structurally sound and capable of restoration.

SEE INSTRUCTIONS

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Washington	
COUNTY King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

the Skid Road area.

Since all rebuilt structures were required to be of brick, stone, and iron, the area has a unity of appearance, and a feeling of substance. The buildings were constructed in a period of high prosperity and built most solidly. Streets were widened, grades improved, and street trees planted. The location was the crossroad of all transportation in the city, and so the fine iron pergola was built in Pioneer Square. That Square (really a triangle) was made into a small city park, and an authentic Indian totem pole was erected there. It has since been replaced as the original one was lost.

The area to the south of Yesler Way was originally boggy. During reconstruction, much regrading was accomplished and all of the swamps were filled. As streets were regraded, roadways were filled between bulkheads at the curbings on both sides of the street and the sidewalks were bridged over to the buildings, sometimes leaving lower store fronts to be replaced by main entrances at the new upper street grades. Some of this underground, the older city, is visible today, and is seen on guided tours of the area.

Seattle and this historic area prospered during the last decade of the 19th century, always due to lumber, but also from other factors. James Hill's initiation of the operation of a combination of rail and shipping put Memphis cotton into Shanghai 197 days faster than any other means of transportation. The gold rush of the Klondike and Nome brought not only miners, but business, and shipping to Seattle as the nearest large port. Seattle built ships for Alaska trade, and also became the center of the Mosquito Fleet of small steamers in Puget Sound.

Following World War I, business moved northward out of the Skid Road, and the area gradually fell into lower uses. By the Depression of the 1930's the area became an almost forgotten district.

Seattle's hour-glass configuration forces districts into rather confined geographical areas. The business district of Seattle has further been controlled by the recent building of the Interstate Highway #5 freeway. Therefore, businesses can go only north or south of present locations. The south, historic area, is becoming of increasing interest as usable business area. Increasing numbers of property owners are following the examples of Ralph Anderson, Dick White, and Marvin Burke in cleaning and restoring the fine buildings of Pioneer Square and Skid Road. Many decorator shops, galleries, lively bars, and elegant restaurants are opening and remaining in the area.

Several historic markers are already in the area: First private school, founding of United Parcel Service, small fort of the Indian war. Many events of local color and interest occurred in these blocks and on these streets. All of the original settlers lived and worked here.

(It has been brought to our attention that there is also a fine sidewalk mosaic in the 100 block on First South, advertising the Lippy Building, now the Cascade Hotel.) Such mosaics were once quite common, but possibly only two remain in Seattle.

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8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐	16th Century ☐	18th Century ☐	20th Century ☒
15th Century ☐	17th Century ☐	19th Century ☒	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal		Education	☐	Political	☐	Urban Planning	☒
Prehistoric	☐	Engineering	☐	Religion/Philosophy	☐	Other (Specify)	☐
Historic	☐	Industry	☒				
Agriculture	☐	Invention	☐	Science	☐		
Art	☐	Landscape Architecture	☐	Sculpture	☐		
Commerce	☒			Social/Humanitarian	☒		
Communications	☐	Literature	☐				
Conservation	☐	Military	☐	Theater	☐		
		Music	☐	Transportation	☐		

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

On February 15, 1852, the homestead stakes for land that ultimately became the city of Seattle were driven by the founding pioneers C.D. Boren, Arthur A. Denny, and William N. Bell. The area claimed now constitutes most of the present central business district and waterfront, ranging from South Jackson Street to Denny Way. These men were part of the group which had landed on November 13, 1851, at Alki Point, across Elliott Bay. They chose the new location as a better place from which to ship logs and lumber to booming gold-rush San Francisco.

Dr. David S. Maynard arrived shortly thereafter with lumber and supplies from Olympia, to build the town's first structure, a combined store and home on the northwest corner of First South and S. Main. He was responsible for naming the town after his friend, Chief Sealth, or Seattle.

In the spring of 1853, Henry L. Yesler was encouraged to begin operating his steam sawmill at the location of the northwest corner of First Avenue and Yesler Way (Pioneer Square). This was Seattle's first and major industry. As lumber was selling for $60/thousand board feet in California, the new community prospered.

Yesler's donation claim included a narrow corridor encompassing what is now Yesler Way — the street from which the term Skid Road was derived. When the skid road was used to skid logs down to the mill, it was a 49% grade. When improved, it was eased to a 15% grade, to accommodate wagons and the Yesler-Leschi cable car which started from Pioneer Square. Most of the early settlers, and many of the Indians, worked in Yesler's mill.

The area that is known as the Skid Road and Pioneer Square was the heart of the community for more than the first half century of the town's existence. During this period, Seattle became the major city in the northwest quarter of the nation.

June 6, 1889, Seattle suffered a major disaster when all of the docks and most of the business district were burned down. But immediate reconstruction and widespread publicity after the fire brought hordes of new people and much additional business. Statehood on November 11, 1889 made it possible for the town to spend money in public work, and the citizens declared their intentions to rebuild the Skid Road area into the most beautiful city center in the world.

Because of the massive rebuilding within a short period after the fire, and partly because of the influence of one architect, Elmer H. Fisher, there is great homogeneity of style and construction in the Skid Road - Pioneer Square architecture. Although he is virtually unknown today, Fisher appears to have been responsible for the design of at least sixty buildings in Seattle, many of which were located in

SEE INSTRUCTIONS

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Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)
#2

Starting at the intersection of Alaskan Way Viaduct and Columbia Street proceed east on Columbia to the mid point between 1st and 2nd Avenues, go south to Cherry then east to the mid point between 2nd and 3rd Avenues. Go south to a point about 75 feet north of Washington Street then east to 3rd Avenue South and south to a point about 75' south of Washington Street. Go west to 2nd Avenue South then south to the mid point between South Jackson Street and South King Street. Turn west to the mid point between Occidental Avenue South and 1st Avenue South. Go south to South King Street then west to 1st Avenue South. Go south to a point about 125 feet south of South King Street then west to the Alaskan Way Viaduct to intersection with Columbia Street.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Morgan, Murray, Skid Road. New York: The Viking Press, 1960.
Speidel, William C., Sons of the Profits. Seattle: Nettle Creek Publishing Co., 1967.
Bagley, Clarence B., History of Seattle. Chicago: The S. J. Clarke Publ. Co., 1916.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	N47°	36'	12"	W122°	20'	07"		°	'	"	°	'	"
NE	N47°	36'	12"	W122°	19'	44"							
SE	N47°	35'	53"	W122°	19'	44"							
SW	N47°	35'	53"	W122°	20'	07"							

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Margaret A. Corley, King County Liason

ORGANIZATION
Seattle Historical Society

DATE
July, 1969

STREET AND NUMBER:
2161 East Hamlin St.

CITY OR TOWN:
Seattle, 98102

STATE
Washington

CODE
53 ~~46~~

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☐ State ☐ Local ☒

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

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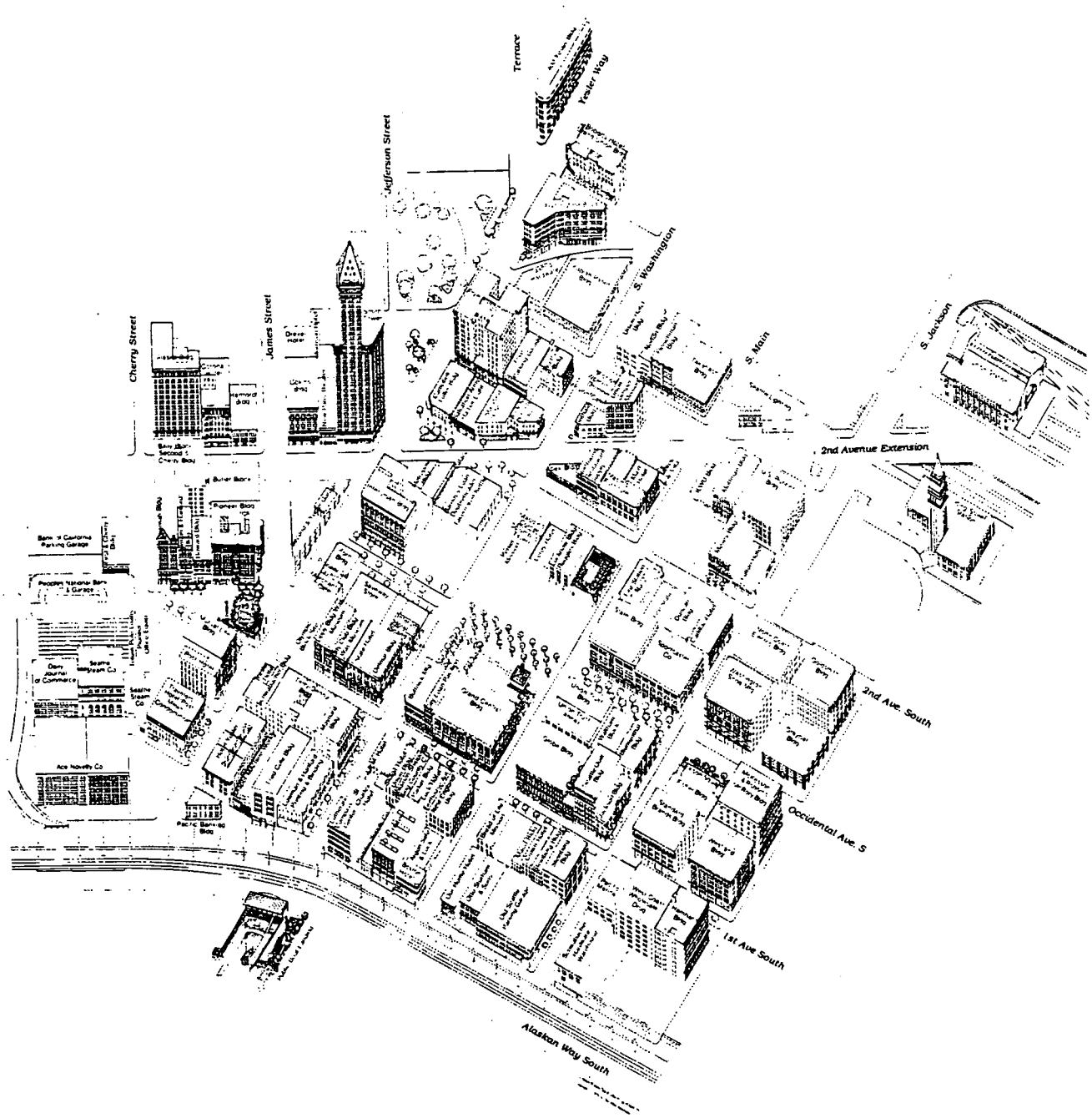

Pioneer Square Historic District, 1970. [Source: Seattle Department of Community Development, *Pioneer Square Profile: An Update on Redevelopment* (Seattle: Department of Community Development, 1979)].

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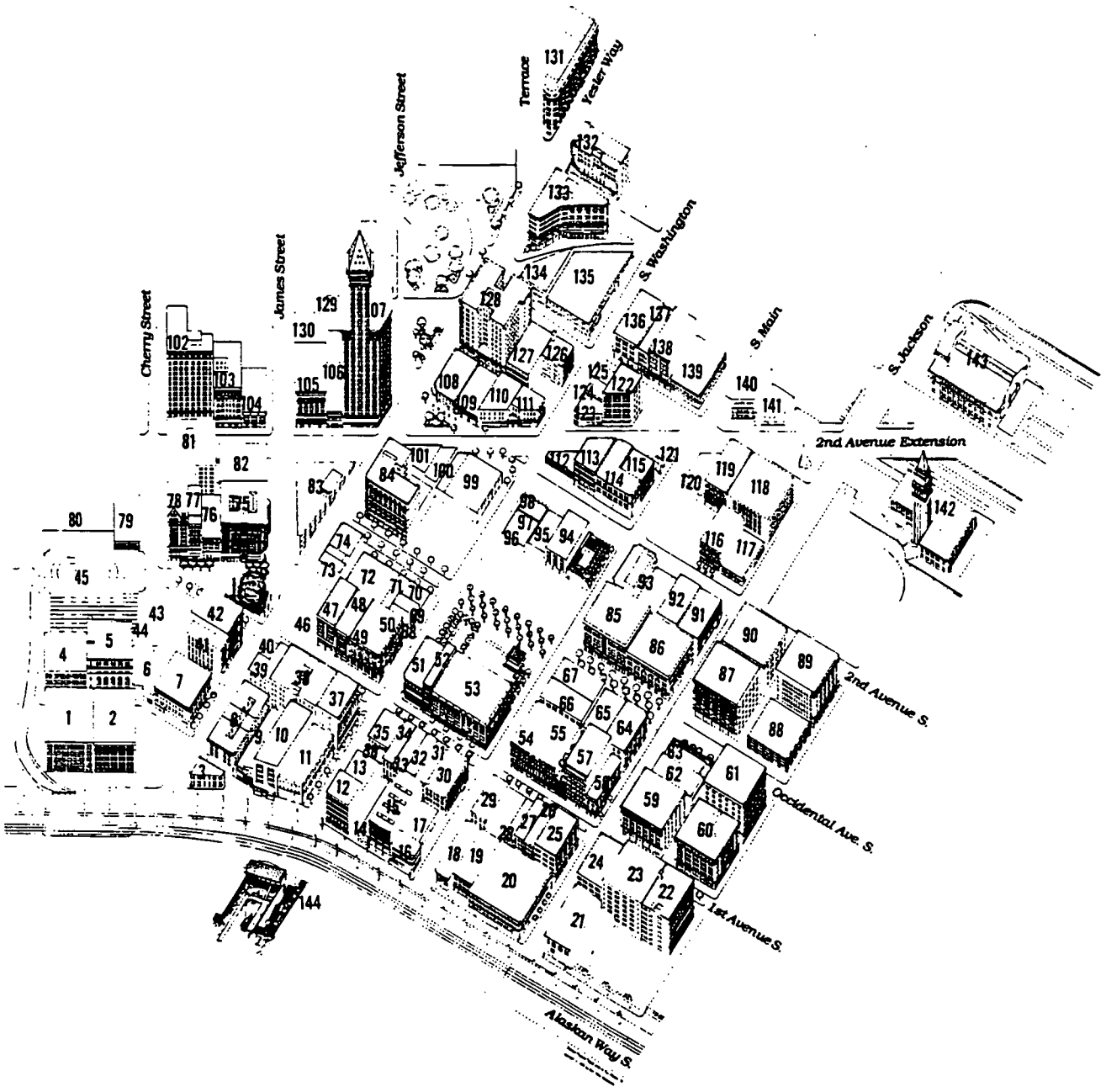

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Pioneer Square Building Names and Addresses

1. Ace Novelty Co.
   621 Western Ave.
2. Ace Novelty Co.
   821 Western Ave.
3. Pacific Banking Bg.
   One Yesler Way
4. Daily Journal of Commerce Bg.
   79-85 Columbia St.
5. Seattle Steam Co.
   821 Post St.
6. Seattle Steam Co.
   621 Post St.
7. Travelers Hotel/Post Mews Condominium
   76-84 Yesler Way
8. Hotel Yesler Bg.
   71-87 Yesler Way
9. Draper Machine Works
   110 S. Alaskan Way
10. Fred Cole Bg.
    114 S. Alaskan Way
11. Lowman & Hanford Printing & Binding Bg.
    68-74 S. Washington St.
12. Lutheran Compass Center
    77 S. Washington St.
13. St. Charles Hotel
    81-85 S. Washington St.
14. Peoples Supply Co.
    210 S. Alaskan Way
15. O.K. Hotel
    212-218 S. Alaskan Way
16. Boston Hotel
    218 Alaskan Way S.
17. Argen Safe & Lock Co.
    84 S. Main St.
18. Our Home Hotel
    75-85 S. Main St.
19. Otto Stumam & Sons
    304 Alaskan Way S.
20. Old Seattle Parking Garage
    74 S. Jackson St.
21. Schwabacher Hardware Warehouse
    S. Jackson St. & Alaskan Way S.
22. Hambach Bg.
    419 - 1st Ave. S.
23. West Coast Wholesale Drug
    409-417 - 1st Ave. S.
24. Pacific Marine, Inc.
    400-401 - 1st Ave. S.
25. Steinberg Bg.
    321 - 1st Ave. S.
26. Steinberg Bg.
    321 - 1st Ave. S.
27. Crown Hotel Bg.
    313 - 1st Ave. S.
28. Maud Bg.
    309 - 1st Ave. S.
29. Bread of Life Mission
    301 - 1st Ave. S.
30. New England Bg.
    217-219 - 1st Ave. S.
31. Luck Hotel/Fire House Antiques
    213 - 1st Ave. S.
32. Parker Bg.
    211 - 1st Ave. S.
33. Solomon Shippers/King County Credit Union
    209 - 1st Ave. S.
34. Skagit Hotel/Union Bg.
    207 - 1st Ave. S.
35. J & M Hotel
    201-205 - 1st Ave. S.
36. J & M Hotel
    201-205 - 1st Ave. S.
37. Maynard Bg.
    117 - 1st Ave. S.
38. Terry-Denny Bg.
    109-115 - 1st Ave S.
39. Schwabacher Bg.
    103-107 - 1st Ave. S.
40. Yesler Hotel Bg.
    95-99 Yesler Way
41. Post Hotel
    88-90 Yesler Way
42. Mutual Life Bg.
    92-94 Yesler Way
43. Pioneer Office Equip.
    625 - 1st Ave.
44. Totem Pole Loans
    627 - 1st Ave.
45. Peoples National Bank & Garage
    1st Ave. & Columbia St.
46. Olympic Block Site
    105-107 Yesler Way
47. Lippy Bg./Wax Museum
    108-110 - 1st Ave. S.
48. City Club Bg/Wax Museum
    112 - 1st Ave. S.
49. State Hotel
    114-120 - 1st Ave. S.
50. Delmar Bg.
    108 S. Washington St.
51. Buttnick Manufacturing Bg.
    202-204 - 1st Ave. S.
52. City Loan Bg. (Pavilion)
    206 - 1st Ave. S.
53. Grand Central Bg.
    208-220 - 1st Ave. S.
54. Globe Bg.
    300-310 - 1st Ave. S.
55. Globe Bg.
    300-310 - 1st Ave. S.
56. Nord Bg.
    312-314 - 1st Ave. S.
57. Seattle Quilt Bg.
    316 - 1st Ave. S.
58. Jackson Bg.
    322-324 - 1st Ave. S.
59. Standard Brands Bg.
    181 S. Jackson St.
60. Westland Bg.
    100 S. King St.
61. McKesson & Robbins Bg./McRory Bg.
    419 Occidental Ave. S.
62. Fisher Bg.
    119 S. Jackson St.
63. Jackson Square Bg.
    123 S. Jackson St.
64. Blumenthal Bg.
    315-321 Occidental Ave. S.
65. Waltham Block
    311-313 Occidental Ave. S.
66. Union Trust Annex
    115 - 117 S. Main St.
67. Union Trust Bg.
    301-309 - Occidental Ave. S.
68. Scandinavian Hotel
    116 S. Washington St.
69. Interurban Hotel
    118 S. Washington St.
70. 119-121 Occidental Ave. S.
71. 117 Occidental Ave. S.
72. Saveway Store
    109 Occidental Ave. S.
73. Merchants Cafe
    109 Yesler Way
74. Korn Bg.
    101 Occidental Ave. S.
75. Pioneer Bg.
    602-610 - 1st Ave.
76. Howard Bg.
    612-614 - 1st Ave.
77. Lowman & Hanford Bg.
    616 - 1st Ave.
78. Lowman Bg.
    103-107 Cherry St.
79. First & Cherry Bg.
    700-706 - 1st Ave.
80. Bank of California Parking Garage
    714 - 1st Ave.
81. Bailly Block/Second & Cherry Bg.
    615-619 - 2nd Ave.
82. Butler Block
    601-611 - 2nd Ave.
83. Second & Yesler Garage
    501-515 - 2nd Ave.
84. Interurban Bg.
    102-108 Occidental Ave. S.
85. St. Bg.
    300-310 Occidental Ave. S.
86. Sportcaster Co. Bg.
    314-322 Occidental Ave. S.
87. Washington Shoe Mgf. Bg.
    400-410 Occidental Ave. S.
88. Graybar Bg.
    120 Occidental Ave. S.
89. Goldsmith Bg.
    613 - 2nd Ave. S.
90. North Coast Electric Bg.
    165-173 S. Jackson St.
91. Cadillac Hotel
    319-323 - 2nd Ave. S.
92. Duncan & Sons Bg.
    313-317 - 2nd Ave. S.
93. Fire Station #2
    2nd Ave. S.
94. Ruggles Bg.
    213-217 - 2nd Ave. S.
95. Leroy Hotel
    207-211 - 2nd Ave. S.
96. Peniel Mission
    165 S. Washington St.
97. Columbus Tavern
    167-169 S. Main St.
98. Maddies Corner
    171 S. Washington St.
99. Barney's Loan/Double Header Tavern/
    Iron Kettle
    401-407 - 2nd Ave. Ext'n. S.
100. Pioneer Fun Palace
    411 - 2nd Ave. S.
101. Metropole Bg.
    421 - 2nd Ave. S.
102. Alaska Bg.
    618 - 2nd Ave.
103. Corona Hotel
    606-610 - 2nd Ave.
104. Hartford Bg.
    600 - 2nd Ave.
105. Collins Bg.
    520-524 - 2nd Ave.
106. New Paris Theater
    512 - 2nd Ave.
107. Smith Tower
    502-508 - 2nd Ave.
108. Campbell-Fuller Bg.
    201-209 Yesler Way
109. Salvation Army Harbor Light
    408-414 - 2nd Ave. S.
110. Montarey Hotel (Standard)
    404-412 - 2nd Ave. S.
111. Yick Keong Society Bg.
    400 - 2nd Ave. S.
112. Apex Bg.
    200-1 S. Washington St.
113. Northwest Restaurant Supply
    313 - 2nd Ave. Ext'n. S.
114. Masins Furniture
    220 - 2nd Ave. S.
115. Main Hotel
    222 S. Main St.
116. Moses Bg.
    312-316 - 2nd Ave. S.
117. Fulton Hotel
    208 Jackson St.
118. U.S. Rubber Bg.
    315-317 - 3rd Ave. S.
119. Mottman Bg.
    307 - 3rd Ave. S.
120. ILWU Bg.
    213 S. Main St.
121. Greek Villa
    206 - 2nd Ave. Ext'n. S.
122. Union Gospel Mission
    208-214 - 2nd Ave. Ext'n. S.
123. Duppenthaler Bg.
    211-217 S. Washington St.
124. Union Gospel Mission Cafe
    219 S. Main St.
125. Union Gospel Mission Women's Division
    221 S. Washington St.
126. Walthew Bg.
    123 - 3rd Ave. S.
127. Frye Parking Garage
    3rd Ave. S.
128. Frye Apartments
    223 Yesler Way
129. Morrison Hotel
    501-512 - 3rd Ave.
130. Drexel Hotel
    515-523 - 3rd Ave.
131. 400 Yesler Bg.
    400 Yesler Way
132. Roberts Hotel/Grand Union Bg.
    401 Yesler Way
133. Prefontaine Bg.
    Prefontaine Pl. S.
134. Tashiro Hardware
    3rd Ave. S. & Yesler Way
135. Kaplan Paper Bg.
    310 S. Washington St.
136. Union Hotel Bg.
    307 - 3rd Ave. S.
137. Norton Bg.
    312-316 - 3rd Ave. S.
138. Fleischmann Bg.
    208-214 - 3rd Ave. S.
139. Takahashi Bg.
    216-220 - 3rd Ave. S.
140. Seattle Lighting
    307 S. Main St.
141. Seattle Lighting
    307 S. Main St.
142. King Street Station
143. Union Station
144. Public Boat Landing

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Pioneer Square Historic District National Register Nomination (Boundary Extension, 1978)

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

AND/OR COMMON
Pioneer Square Historic District

2 LOCATION

STREET & NUMBER

__NOT FOR PUBLICATION

CITY, TOWN
Seattle
__ VICINITY OF

CONGRESSIONAL DISTRICT
1st - Congressman Joel Pritchard
7th - Congressman Brock Adams

STATE
Washington
CODE
53
COUNTY
King
CODE
033

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	X COMMERCIAL	X PARK
__STRUCTURE	X BOTH	X WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	X ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	X GOVERNMENT	__SCIENTIFIC
	X BEING CONSIDERED	X YES: UNRESTRICTED	X INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	X OTHER: housing

4 OWNER OF PROPERTY

NAME
Mixed, public and private (see inventory)

STREET & NUMBER

CITY, TOWN
__ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
King County Courthouse and Seattle Municipal Building

STREET & NUMBER

CITY, TOWN
Seattle

STATE
Washington 98104

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Historic District Preservation Ordinance (Seattle City Ordinance No. 98852, as amended)

DATE
1970
__FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS
Office of Urban Conservation, Seattle Department of Community Development

CITY, TOWN
Seattle

STATE
Washington

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slopes steadily due west to the waterfront but falls off somewhat more precipitously toward the southwest, where sub-grade railroad trunk lines are gathered to terminal facilities from a tunnel under 4th Avenue. The southwest portion of the district, the area south of South Washington Street and west of 2nd Avenue South, is comparatively level terrain at water grade.

The Seattle townsite was developed on land claimed in 1852 by the Denny, Boren and Bell families; David S. Maynard and Henry L. Yesler. The basic plats, filed jointly May 23, 1853, were conventional grids. However, that of Carson D. Boren and Arthur A. Denny was angled southwest to northeast to follow the contour of the waterfront. D. S. Maynard's plat, on the other hand, was both compass-oriented and parallel with the shoreline. It was joined to the other along Mill Avenue (later re-named Yesler Way), where several odd-sized or triangular parcels resulted. After the Great Fire which destroyed most of the business district on June 6, 1889, streets were regraded and widened to a 66 foot minimum standard. Blocks generally measure 240 x 238 feet and are subdivided into eight lots each, with 16 foot-wide area ways or alleys bisecting each block longitudinally.

The principal north-south streets through the district are 1st, 2nd and 4th Avenues, commercial routes paralleling the waterfront. First Avenue, which borders Pioneer Square at the intersection of Yesler Way, was extended as a pileway south of King Street and became the major arterial of the industrial section developed shortly after the turn of the century on filled tidal flats.

The district's important east-west thoroughfare is Yesler Way, the historic skid road used by pioneer sawmill operator Henry Yesler. Yesler Way descends from First Hill into the district at a comparatively steep (15 percent) gradient. The street bridges 4th and 5th Avenues and borders the internal focal points of City Hall Park, Prefontaine Place and Pioneer Square. Yesler Way's concrete 5th Avenue overcrossing (1912), with its Doric column supports, is slated for removal in a current street-widening project. However, the riveted-steel 4th Avenue overcrossing (1909), with its Gothic-arched deck railing, is to remain intact.

All streets and sidewalks within the district are hard-surfaced. Street lighting fixtures along principal routes and surrounding the larger public squares are antique three-globe electroliers. Modern mercury vapor lamps are used elsewhere.

IMPACT OF LATER DEVELOPMENT

After 1916, Seattle's economy slowly rigidified with the result that the downtown was not significantly redeveloped until the advent of modern skyscrapers following the Seattle World's Fair of 1962. Pioneer Square Historic District does not contain any of these modern high-rise buildings, but it was affected by public improvements and private development in the years which have intervened. A phenomenon of the rise of the automobile was the creation in 1927 of 2nd Avenue Extension, a tangential segment which was cut through

three blocks from Yesler Way to 4th Avenue South with the idea of facilitating traffic flow between the central business district and the industrial south end. Several buildings including the stately reinforced concrete Armour Building which stood opposite King Street Station, were sacrificed to this project. Additionally, several facades were truncated by the tangent and remodeled in the then-current Modernistic Style. Small parcels left at the apex of properties truncated by the new arterial were developed as gasoline stations, but the latter have since given way to widespread pressure for parking space.

The Post-War period was perhaps the most deleterious to the district. Four buildings in the expansion area alone were relieved of upper stories following an earthquake in 1949. Many cornices, too, were lost. The Alaskan Way Viaduct was erected in the 1950s and effectively walled the district off from the waterfront. Mounting pressure for automobile parking lots triggered a number of demolitions in the early 1960s. Finally, after considerable promotion on the part of concerned citizens and professionals, the trend of attrition was reversed when the basic Pioneer Square Historic District ordinance was enacted by the City in 1970. In 1974 a ten-year action plan for the historic district was prepared under City auspices. It recommends conservation projects, new construction and street improvements to be implemented in the district by 1986. Moreover, it proposes several long-range civic improvements which would affect the district. These include removal of the Alaskan Way Viaduct, further development of the Domed Stadium site on the district's periphery, removal of a parking structure at the heart of the district, and construction of an auditorium and historical-interpretive center.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

GENERAL STATEMENT

Pioneer Square Historic District, as expanded by city ordinance in 1974 and further modified by this nomination, encompasses an area of approximately 88 acres. It embraces Seattle's historic business section adjacent to Elliott Bay and certain industrial-warehousing and railroad facilities to the south which are functionally related to the waterfront.

Buildings within the district date from three successive periods of development between 1889 and 1916. During the first decade, 1889-1899, the city's commercial center was rebuilt following a devastating fire. The second decade, 1900-1910, was a period of explosive growth characterized by massive railroad improvements, hillside regrading, filling-in of tide flats, park and boulevard development, and general commercial upbuilding. Most of the buildings in the expansion zone date from the latter period. Represented also are buildings from the five-year period 1911-1916, during which a final surge of construction in the downtown took place.

Predominant architectural styles represented in the district are High Victorian Italianate. Richardsonian Romanesque, Second Renaissance Revival, and Commercial Styles. Building types range from brick-masonry business blocks, early steel-framed skyscrapers and reinforced concrete warehouses; to railroad terminals, hotels, a municipal building, and a county courthouse.

Of fifty-three properties evaluated, twenty-two, or nearly half, are of primary significance on the basis of historical, architectural and environmental factors. Seven properties are of secondary significance. Seven properties are of third-rate significance owing to their degree of alteration. Seven properties are intrusions of varying degree postdating the historic period. Seven properties are black-topped for parking purposes, and three are improved as public squares or parks. Only those properties included in the 36 acre expansion area are discussed in this nomination.

In most directions, the boundaries of the district are clearly defined. The most obvious barriers are a corridor of railroad trunk lines on the east; King County's newly-completed Domed Stadium development on the south; the Alaskan Way Viaduct paralleling the waterfront on the west; and, on the north, the Columbia Street on-ramp of the elevated freeway.

LEGAL DESCRIPTION

Pioneer Square Historic District is located in NE¼ Sec. 6, T.24N., R.4E., and NW¼ Sec. 5, T.24N., R.4E., of the Willamette Meridian. The area encompasses portions of the following plats: Boren and Denny's Addition, C. D. Boren's Addition, D. S. Maynard's Plat, and the Seattle Tide Lands. Specific blocks and lots are cited in the accompanying inventory.

PHYSICAL FEATURES OF THE DISTRICT

Pioneer Square Historic District is an 88 acre area, essentially rectangular in outline, located at the south end of the city's central business district. It lies between the Interstate Freeway on the east and Elliott Bay on the west. The northeast corner of the area is situated on the toe of First Hill. The district's uppermost feature, the Old Public Safety Building, is at an elevation of about 100 feet. From this point the terrain

UNITED STATES DEPARTMENT OF THE INTERIOR
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1. King County Courthouse (formerly, County-City Building), 3rd Avenue and James Street. C. D. Boren's Addition, Block 33, Lots 1 through 8. King County Assessor's Account Number: Exempt.

Current owner: King County
c/o King County Executive John D. Spellman
King County Courthouse
Third Avenue and James Street
Seattle, Washington 98104

Significance: Primary structure. Building dates from the last of the district's three historic periods; 1911-1916. During this five-year period the focus of the business district was returned to lower 2nd Avenue after having been drawn for a time northwestward toward Pike Street. The Hoge Building (1911) and Dexter Horton Building, on the district's perimeter; the 42-story Smith Tower (1914), included within original district boundaries; and the County-City Building (1916) were foremost projects in the last real surge of building which would occur in downtown Seattle for nearly half a century. It was not until 1964 that the modern high-rise office buildings began to proliferate.

The monumental King County Courthouse of 1891, sited on the hillside between 7th and 8th Avenues, Terrace and Alder Streets, was outgrown in due course. However, voters consistently turned down bond issues for construction of a new courthouse. The comprehensive municipal plan prepared under City auspices by Virgil Bogue proposed that a civic center be developed in the regraded Denny Hill area. When it was rejected in the election of 1912, an earlier plan for a building to jointly house offices of the County and City was taken up and approved. The approved plan was, by far, the least costly of a number of ambitious civic center proposals for Seattle which accompanied the advent of municipal planning. The site, which has been acquired by King County as early as 1903, was the entire block bounded by 3rd and 4th Avenues, James and Jefferson Streets. It previously had been occupied by the home of pioneer sawmill operator Henry Yesler. The design proffered by A. Warren Gould in 1910 was a 22-story, H-shaped skyscraper in the tradition of the Second Renaissance Revival. The 13-story legs of the H extended the entire length of the block. In conformance with revised City ordinances restricting building heights, a series of set-backs formed a pyramid-topped tower on the taller central connection. Owing to budgetary limitations, it was planned that, initially, only the first six stories would be erected. An additional five stories conforming to Gould's original design were constructed 1930-1931, but the heightened connection and tower were never carried out. In 1951 the building was vacated by the City upon completion of the new Public Safety Building across the street at 3rd Avenue and James Street. King County has been the exclusive occupant since that time.

The architect, Augustus Warren Gould (1872-1922), was a native of Nova Scotia who had studied architecture at the Massachusetts Institute of Technology and launched his career in Boston. He arrived in Seattle in 1904, and, for the most part, practiced here independently until his demise. His 12-story American Bank and Empire Building (c. 1906) was among the first high-rise office structures of reinforced concrete erected in the city. Between 1909 and 1912 Gould worked in association with E. Frere Champney, and the firm's output included the YWCA and the Seattle Electric Company Building. Gould was well-known in his day as a Good Roads advocate and a leader of the Municipal Planning Movement in Seattle. At the turn of the century Seattle was undergoing explosive growth - including massive railroad construction, park and boulevard development, regrades and other public improvements. The planning ideal culmininated in the creation in 1910 of the Municipal Plans Commission which, although short-lived, was a forerunner of the city's modern-day planning commission.

Construction date: 1916. Architect: A. Warren Gould. General Contractor: Puget Sound Bridge and Dredging Company. Contractor 1930-31: Hans Pederson.

Description: Skyscraper. External treatment in the tradition of the Second Renaissance Revival. H-shaped plan with interior courts fronting City Hall Park (Jefferson Street, vacated) and James Street. Occupies entire block, 238 by 240 feet. Either leg of the H measures 240 by 80 feet. The central connection is 78 feet long. There are 11 stories, a basement and sub-basement. Upper 5 stories added, according to plan, 1930-1931. Steel frame. Reinforced concrete walls. Granite facing, lower three stories; rusticated glazed terra cotta (to simulate granite), intermediate stories. Ground stories are treated as a two-story colonnade in which bays are marked off by engaged Ionic columns and Ionic pilasters. Classical belt cornices atop 3rd and 9th stories. Piers of topmost stories are faced with two-story Tuscan pilasters. Fenestration at this topmost level is arcuated for the most part, but windows with tabernacle frames are used in the corner bays. The existing cast metal classical terminal cornice with modillions was originally decorated with antefixae, now missing. Over-all fenestration is trabeated. Windows of intermediate stories, east/west faces, suitably remodeled. Principal entrances were in the interior courts, the major one of which faced the park to the southeast. Secondary entries on 3rd and 4th Avenues. An unobtrusive single-story superstructure was added to the central connecting wing in recent years. Since 1951 the building has been used exclusively as King County governmental headquarters.

2. City Hall Park, bounded by Jefferson Street (vacated) and Yesler Way; 3rd and 4th Avenues. C. D. Boren's Addition, all of Block 38. King County Assessor's Account Number: Exempt.

Current owner: City of Seattle
Department of Parks and Recreation
610 Municipal Building
Seattle, Washington 98104

Significance: Park area (of primary importance). Site of former King County Courthouse (1883-1890) and City Hall (1891-1909); since 1911 maintained as a landscaped park adjacent to administrative buildings occupied by the City and King County.

Description: Slightly sloping landscaped area of seven tenths of an acre; planted with lawn and deciduous trees; developed with perimeter walks and benches; intersected by Dilling Way. A relatively small but important open space still bordered by landmarks roughly contemporary with its initial development. The landmarks include the Frye Hotel and Hotel Morrison (Arctic Club) of 1908; the Prefontaine Building, Public Safety Building and Hotel Reynolds of 1909; the Smith Tower (1914), and the King County Courthouse (1916).

A wood-frame Italianate courthouse-turned-city hall occupied the site from 1883. With its battlemented parapet, it had come to be called "Katzenjammer Castle" because of the various additions made after the City occupied it in 1891. The building was razed in 1909 after City offices were moved into the new municipal structure on Yesler Way at Terrace Street, nearby. The empty lot was used as a dump until 1911, when Mayor George W. Dilling requested the parcel's improvement and maintenance by the City Park Department.

Initially, Dilling Park, as it was then known, was a trapezoidal area of lawn extending to the base of the Yesler Way embankment. It was bordered by sidewalks and bisected by a central walk and two diagonal paths forming a "Y". Park benches, a flagpole and a few informal shrubbery and flower beds completed the improvements.

The park took its present shape in 1916-1917, when construction of the first six stories of the new County-City Administrative Building was completed across Jefferson Street on the block immediately to the north. Jefferson Street was vacated and, as a substitute, Dilling Way - a curved street segment - was cut through the southernly margin of the park as a connection between 4th and 3rd Avenues. At the same time, a tunnel was constructed from 4th Avenue to the basement garage of the new County-City Building. Concrete railings of the tunnel entrance at the southeast corner of the tract were decorated with geometric bandings of red ceramic tile. The central walk

was retained in the course of this major redevelopment, as were some of the shrubbery beds. The original electroliers were replaced by the existing single-globe street lamps on cast iron columns. In 1916 a local chapter of the DAR dedicated a bronze plaque commemorating the Battle of Seattle, an Indian attack upon Seattle settlers whic occurred in the general vicinity in 1856. This and a companion plaque commemorating th U.S.S. Maine, destroyed in Havana Harbor during the Spanish-American War in 1898, were mounted on a boulder in the southwest corner of the park.

Over the years the park was intermittently rehabilitated following temporary use as a ball field, a construction storage area during the time additional stories were added to the County-City Building (1930-1931), and a drill ground during the Second World's Fair, 1962. In the latter development the central walk was removed and perimeter paving was expanded, so that the central lawn area has been reduced and modified into a disc shape.

3. Prefontaine Place, bounded by Jefferson Street, Yesler Way and 3rd Avenue. Boren and Denny's Addition, triangular parcel SE of Block 2. King County Assessor's Account Number: Exempt.

Current owner: City of Seattle
Department of Parks and Recreation
610 Municipal Building
Seattle, Washington 98104

Significance: Park area (of primary importance). The ground is closely associated with the site of the first Catholic church in Seattle, Our Lady of Good Hope. The latter was built 1868-69 at 3rd Avenue South near South Washington Street by Francis Xavier Prefontaine (1838-1909). Since 1926 the parcel has been maintained by the City in conjunction with City Hall Park as a public square and fountain. The latter was the commemorative gift of Father Prefontaine. The parcel is also the site of the "Seattle basic bench mark" recognized by the U. S. Coast and Geodetic Survey.

Construction date: 1926. Fountain designer: Carl F. Gould.

Description: A sloping triangular parcel of 1800 square feet; improved with fountain, lawn and four deciduous trees. On the easterly, or uphill side of the parcel, parallel to 3rd Avenue, is a 40-foot long bowed terrace paved with brick and lined with a concrete railing and benches. Centered in the platform is a circular pool or water basin 25 feet in diameter, the westerly half of which is contained by a railing and the monument at its center which bears the inscription "Presented by Msgr. F. X. Prefontaine to the City of Seattle. Died March 4, 1909." Pedestals at the outer corners of the terrace railing are surmounted by concrete braziers. Jets of water issue from two sculptured tortoises perched on the basin rim. Initially, the fountain provided specia nocturnal effects through the use of colored underwater lights.

Originally known as Yesler Triangle, the parcel had been deeded by Henry Yesler, Seattle's pioneer sawmill operator, to the City for library purposes, but it was never developed along those lines.

In 1876 Father Prefontaine had been instrumental in founding Providence Hospital, where the sick of King County were cared for on a contract basis. A few years later he established the city's earliest Catholic school in the church he had erected at 3rd Avenue South and South Washington Street. Because of these and other public-spirited deeds he was one of Seattle's esteemed pioneers and religious leaders.

In 1905, the City condemned the Catholic church property on Block 17 of D. S. Maynard's Plat near Yesler Triangle in order to build the diagonal street segment officially designated Prefontaine Place South. Four years later, Father Prefontaine died and willed the City $5,000 to erect a public fountain to further commemorate the historic church property. The Monsignor's estate apparently was not settled for some years, however, and it was not until 1922 that the gift was turned over to the City. Eventually, the Park Board authorized plans for a commemorative fountain, for which there was considerable public support. The plans were drawn and dated in 1925 by leading Seattle architect Carl F. Gould. The selection of Yesler Triangle as the fountain site was agreed to by the Yesler Estate, and the monument was dedicated June 12, 1926. In 1928 a permanent federal bench mark was installed at the triangle which had been renamed Prefontaine Place. After a long period of weathering and neglect, the fountain was reconditioned in 1970. It remains essentially as originally conceived. The concrete has a coral-tinted exposed aggregate surface and scribed joints which simulate stone masonry.

4. Hotel Morrison (formerly Arctic Club and Hotel Seward), 501-517 3rd Avenue. Boren and Denny's Addition, Block 2, Lots 3, 6 and 7. King County Assessor's Acount Number: 093900 - 0040.

Current owner: Housing Authority of the City of Seattle
Executive Offices
120 - 6th Avenue North
Seattle, Washington 98109

Significance: Primary struture. The building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. The mass and formality of its facades suitably define a corner of the green open space created by City Hall Park and Prefontaine Place. Originally, it was the home of the Arctic Club, successor of the Alaska Club organized by veterans of the Klondike Gold Rush 1897-1898. The club's rooms occupied the full second floor. Plans were drawn by James H. Schack and Daniel R. Huntington, who were partners for a time in this period and later practiced independently. Daniel Riggs Huntington, a member of the Arctic

Club, served for a number of years as City Architect, beginning in 1912. He was a member of the Washington State Chapter of the AIA from 1905 and was president of the chapter 1918-1920 and 1925-1926. In his article on current Seattle building in a 1912 issue of the Architectural Record, critic Herbert Croly commented that while the facade of the Arctic Club was not "precisely pleasing," it was a "strong and virile design."

Construction date: 1908. Architects: Schack and Huntington.

General contractors: Cawsey and Lohse (Charles C. Cawsey and Henry Lohse, Jr. were among Seattle's better-known contractors in this period. Cawsey had been general contractor of the Seattle High School Project (1902), and Lohse was the son of a founder of the Lohse Brick Company, a pioneer Seattle enterprise.)

Description: Simplified Second Renaissance Revival Style. Rectangular plan. 180-foot frontage on 3rd Avenue, 111 feet on Jefferson Street. 7 stories, basement and penthouse. Steel frame; brick masonry wall construction. Brick facing and trim (rusticated 2nd story); sheet metal belt cornice, 3rd story; 3-foot wide iron cat walk, 7th story. Arcuated and trabeated fenestration. Multiple shop fronts on 3rd Avenue. Remodeled internally 1932, when the Arctic Club vacated premises; refurbished in 1976. Small pedimental crests at outer corners of parapet.

5. Hotel Drexel, 519-525 3rd Avenue. Boren and Denny's Addition, Block 2, Lot 2. King County Assessor's Account Number: 093900 - 0035

Current owner: Samis Land Company
c/o Sam Israel
408 Occidental Avenue South
Seattle, Washington 98104

Significance: Tertiary structure. The building has unique status within the old downtown core in that it is believed to pre-date the Great Fire which destroyed Seattle's business section in 1889. The construction date assigned by the County Assessor, however, is 1890. In any event, when the site was regraded after the fire, the two-story frame building was raised upon a basement and ground story of solid brick masonry. The latter project was carried out under the supervision of Timotheus Josenhans and Norris B. Allan, well-known local architects of the day. The old hotel was remodeled during the Post War period, and as a consequence its most historic upper stories are now disguised by false stone facing. Josenhans had been trained in civil engineering at the University of Michigan and had studied architecture with William Le Baron Jenney, the pioneer of metal-frame building in Chicago. He worked

his way to the West Coast via a series of railroad construction projects and ended in Portland, Oregon, where he worked in the offices of architects Joseph Sherwin and Warren H. Williams. He came to Seattle in 1888 and pursued the practice of architecture first as a draftsman and an independent, and later in successive partnerships with James Stephen and Norris B. Allan. Josenhans was active in the organization of the Washington State Chapter of the AIA in 1894 and 1895. He was appointed Superintendent of Buildings in 1914 and headed the City Building Department for a number of years thereafter.

Construction date: c. 1880, or c. 1890. Architects: Josenhans and Allan (ground story and basement).

Description: Originally, simplified High Victorian Italianate Style. Rectangular plan. 60-foot frontage on 3rd Avenue; 110 feet on James Street. 3 stories and basement. Ground story and basement of solid brick masonry construction; upper 2 stories of double frame construction. Original siding of upper stories; clapboards (?). Original trim: Italianate cornice and central pedimental crests, either elevation. Loggias, or recessed porches, either elevation. Trabeated fenestration (double-hung window sash). Three shop fronts on 3rd Avenue; one on James Street. Remodeled during Post War period. Shops fronts altered; cornice removed; upper stories covered with false stone facing.

6. Name of the Game Restaurant, 418-422 4th Avenue. C. D. Boren's Addition, Block 37, westerly 80 feet of Lot 1. King County Assessor's Account Number: 094200-1095.

Current owner: Spra and G Investment Corporation
407 Jefferson Street
Seattle, Washington 98104

Significance: Intrusion. Building post-dates the district's sequence of three historic periods, but it provides compatible, suitably-articulated two-story facades at a street corner fronting City Hall Park.

Construction date: 1924. Architect: unknown

Description: Store and loft. Rectangular plan. 60-foot frontage on 4th Avenue; 70 feet on Jefferson Street. Masonry construction. Pressed brick facing (yellow) with terra cotta trim. Trabeated fenestration. 3 shops fronts on 4th Avenue.

7. Former Milburn Hotel, 411 Jefferson Street. C. D. Boren's Addition, Block 37, easterly 40 feet of Lot 1. King County Assessor's Account Number: 094200-1090.

Current owner: Spra and G Investment Corporation
407 Jefferson Street
Seattle, Washington 98104

Significance: Tertiary structure. Wood-frame hotel building dating from the district' second historic period: 1900-1910, the decade of Seattle's explosive growth. Remodele in 1916 and more comprehensively remodeled for apartment use in 1944, at which time upper stories were clad with imitation brick facing.

Construction date: 1902. Architect: unknown.

Description: Originally, plain Italianate Style. Rectangular plan. 35-foot frontage on Jefferson Street; 58 feet on alley, or area-way. 3 stories and basement. Wood-frame construction. Originally, clapboard siding; simple bracketed cornice. Trabeated fenestration (double-hung window sash). Remodeled 1916 and 1944. Brick veneer added to ground story; cornice removed; upper stories clad with imitation brick.

8. C. D. Boren's Addition, Block 37, Lot 4. King County Assessor's Account Number: 094200-1115.

Current owner: Professional Commons, Inc.
c/o Pallis Realty
4739 Rainier Avenue South
Seattle, Washington 98118

Significance: Black-topped parking area. Formerly site of four-story brick and double-frame Italianate apartment building or rooming house erected in 1897.

9. Hotel Reynolds, 406-410 4th Avenue. C. D. Boren's Addition, Block 37, Lot 5. King County Assessor's Account Number: 094200-1120.

Current owner: Mary Imayanagita
410 Fourth Avenue
Seattle, Washington 98104

Significance: Primary structure. The building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Sophisticated street architecture providing crucial definition of the northeasterly border of City Hall Park. The hotel is essentially contemporary with the park's initial development, and its six-story facade is unaltered except for minor changes in the ground-story shop fronts. Important also as visual and historic link to Old Public Safety Building,

which would otherwise project from NE corner of district in isolated fashion.

Construction date: 1909-1910. Architect: unknown.

Description: Second Renaissance Revival Style. Rectangular plan, 52 x 111 feet (52-foot frontage on 4th Avenue). 6 stories and partial basement. Solid brick masonry construction. Red brick facing; ivory terra cotta, cast stone and concrete trim. Arcuated and trabeated fenestration. Two shop fronts and hotel entrance on 4th Avenue. Cornice ornament appears to have been influenced by Beaux-Arts School.

10. MacRae Garage, 400 4th Avenue. C. D. Boren's Addition, Block 37, Lot 8. King County Assessor's Account Number: 094200-1140.

Current owner: Frank Y. Kinomoto
605 South Jackson Street
Seattle, Washington 98104

Significance: Intrusion. Parking garage post-dates the district's sequence of three historic periods.

Construction date: 1927.

Description: Two-story ramp parking structure. 60 x 111 feet (60-foot frontage on 4th Avenue). Reinforced concrete construction. Stucco exterior finish. Two open ground-story bays. Trabeated fenestration, 2nd story. Low, stepped central pedimental crest.

11. Old Public Safety Building, bounded by Terrace Street and Yesler Way, 4th and 5th Avenues (entered separately into the National Register of Historic Places 6-19-73). C. D. Boren's Addition, Block 39, Lots 1, 2 and 3. King County Assessor's Account Number: 094200-1150.

Current owner: Charles M. Sprincin
155 Montgomery Street
San Francisco, California 94104

Significance: Primary structure. The building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Built to house sorely-needed space for various city government departments and completed in 1909. The majority of city offices moved into the County-City Administrative Building when the latter was completed in 1916, but the Health and Police Departments and Municipal Courts remained in the buildinguntil 1951, at which time the present

Public Safety Building was completed. The first plans for the city building were prepared "in house," but because the local chapter of the AIA protested, new plans by Clayton D. Wilson were selected on a competitive basis. The project was some time in preparation. Reports on bidding for various construction jobs based on Wilson's plans were carried in the Pacific Builder and Engineer as early as 1906. After it was vacated by the City in 1951, the building was partially converted for use as a parking garage. It is currently vacant, and compatible adaptive uses are under consideration by the City. Based upon information in local directories, Clayton Wilson appears to have started his architectural practice in Seattle in 1904, at the height of the controversy raised by the AIA about the City's plans for its new office building. Throughout most of Seattle's downtown building boom Wilson worked independently, but he was associated in partnership with Arthur L. Loveless for a time between 1909 and 1911. While it was not a dramatic departure from the scheme produced by the City's Assistant Building Inspector, Wilson's design was a more professional rendering of the general plan accepted by the City Council.

Construction date: 1909. Architect: Clayton D. Wilson.

Description: Simplified Beaux-Arts Classical Style. Freestanding trapezium conforming to site. 186-foot frontage on Yesler Way; 182 feet on Terrace Street; about 60 feet on either of two elevations on 5th Avenue; bowed apex. 6 stories, penthouse, basement and partial sub-basement. Reinforced concrete post and beam frame; solid brick masonry and concrete wall construction. Cast stone and concrete facing and trim (rusticated projecting piers). Metal cornice at 5th story; copper sheathing on hipped roof of attic story. Trabeated fenestration. Lower stories converted for use as a parking garage after 1951. Presently vacant and dilapidated. Compatible adaptive uses under consideration by the City.

12. Roberts/Grand Union Hotel, 401-405 Yesler Way; 100-108 4th Avenue South. D. S. Maynard Plat, Block 30, Lots 1 and 2. King County Assessor's Account Number: 524780-1465.

Current owner: Donald J. Lofquist
P. O. Box 1997
Tacoma, Washington 98401

Significance: Primary structure. The building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Currently vacant and somewhat dilapidated, but exterior is essentially intact. A late and grossly simplified imitation of the Chateauesque Style widely used for grand railroad hotels before the turn of the century. Together with the nearby Prefontaine Building, it provides crucial definition of the southerly border of the open space created by City Hall Park. Provides an important visual and historic link between the Old Public

Safety Building and the bulk of the district lying to the southwest.

Construction date: 1902. Architect: unknown.

Description: Highly simplified Chateauesque Style. Rectangular plan; occupies west half of lots. 58-foot frontage on Yesler Way; 118 feet on 4th Avenue South. 5 stories and basement. Ordinary masonry construction. Pressed brick facing (dark red); brick and cast stone trim. Hipped roof with overhanging eaves on outriggers. Oriel windows 2 bays wide are centered in either facade. Rounded corner bay with tile-covered conical-roofed turret. Remodeled 1910. East half of either lot was black-topped for parking purposes in 1963. Building is currently vacant; somewhat dilapidated.

13. D. S. Maynard's Plat, Block 30, Lots 3 and 4. King County Assessor's Account Number: 524780-1505.

Current owner: Winlock W. Miller
1700 Washington Building
Seattle, Washington 98101

Signficance: Parking area black-topped in 1969. Formerly site of two-story brick masonry hotel and store.

14. Prefontaine Building, 100-118 Prefontaine Place South

D. S. Maynard's Plat, Block 17, portion of Lot 6 lying east of Prefontaine Place South, Lots 7 and 8. King County Assessor's Account Number: 524780-1045.

Current owner: E. M. Greenwood
217 Pine Street
Room 400
Seattle, Washington 98101

Signficance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Together with the nearby Grand Union Hotel, its 6-story north facade provides crucial definition of the southerly border of the open space created by City Hall Park. Triangular or trapezoidal free-standing structures are not unusual in Pioneer Square Historic District, owing to peculiarities of the plats, but this one is unique in that its southwesterly

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frontage is contoured in response to the curved street segment which was cut through Block 17 after 1905. The street and the building were named in honor of Father Francis Xavier Prefontaine (1838-1909), whose pioneer Roman Catholic church occupied Block 17 for 37 years. General contractor was Hans Pederson, who, according to advertisements in the local directory later in this period, specialized in "fireproof buildings," reinforced concrete and cement work, which included sidewalks and paving. Pederson's brand is imprinted in the sidewalk adjacent to the building.

Construction date: 1909. Contractor: Hans Pederson.

Description: Commercial Style. Freestanding; polygonal plan (essentially quadrilateral). 119-foot frontage on Yesler Way; 145 feet on 4th Avenue South; frontage on Prefontaine Place South totals c. 160 feet; either apex is truncated, and the larger of the two, on the west, is 25 feet wide. 6 stories and basement. Reinforced concrete post and beam construction. Pressed brick facing (dark red). Gray terra cotta trim (rusticated corners), lower two stories. Trabeated fenestration.

15. Tashiro Hardware, 101-113 Prefontaine Place South. D. S. Maynard's Plat, Block 17, portion of Lot 1 lying west of Prefontaine Place South, and Lot 2. King County Assessor's Account Number: 524780-1015.

Current owner: Juro Yoshioka
109 Prefontaine Place South
Seattle, Washington 98104

Significance: Secondary sturcture. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. It is contemporary with the more dominat Prefontaine Building nearby, and while it is four stories shorther than the latter, it is compatible in terms of construction material and the straightforward articulation of the exterior.

Construction date: 1908. Architect: unknown.

Description: Store and loft with basement. Trapezoidal plan. 134-foot frontage on Prefontaine Place South; 71 feet on 3rd Avenue South; 17 feet on Yesler Way; south wall measures c. 120 feet. Reinforced concrete construction. Concrete trim and stucco finish. Trabeated fenestration. Rehabilitated 1976.

16. Kaplan Warehouse, 300-314 South Washington Street; 127 Prefontaine Place South. King County Assessor's Account Number: 524780 - 1025.
D. S. Maynard's Plat, Block 17, Lots 3 and 4 and portions of Lots 5 and 6 lying westerly of Prefontaine Place South.

Current owner: Jacob and Philip Kaplan
300 South Washington Street
Seattle, Washington 98104

Significance: Secondary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Contemporary with neighboring Tashiro Hardware building and the more dominate Prefontaine Building nearby and is compatible with both in terms of construction material and the straightforward articulation of its exterior.

Construction date: 1908. Architect: unknown

Description: Store and loft with basement and sub-basement. Trapezoidal plan. 200-foot frontage on South Washington Street; 130 feet on Prefontaine Place South; 120 feet on 3rd Avenue South; north wall measures 125 feet. Reinforced concrete construction. Metal cornice. A two-story pedimented Neo-Classical entrance-bay surround on the principal (South Washington Street) facade appears to be original. A small wood surround in similar style was added to the Prefontaine Place South facade at a later date. Several ground story bays have been altered.

17. Frye Hotel, 215-225 Yesler Way. D. S. Maynard's Plat, Block 16, Lots 7 and 8. King County Assessor's Account Number: 524780-1000.

Current owner: Washington Mortgage Company, Inc.
Frye Apartments
720 Central Building
Seattle, Washington 98104

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. A first class 11-story hotel which was among the tallest buildings in downtown Seattle at the time of its completion. Fourteen stories was about the ultimate height of office buildings on the local scene at this time. With its sophisticated facade decoration in the tradition of the later Italian Renaissance (includes some Baroque details), it is a prime landmark providing the final boundary element at the southwest corner of the open space created by City Hall Park and Prefontaine Place. The project was financed by Charles Frye, who had made a fortune locally in the meat packing industry. Frye is remembered today for amassing examples of Western European and American art which became the nucleus of a noted Seattle museum collection. For the hotel project Frye retained the leading architectural firm formed by Charles Herbert Bebb(1856-1942), a native of England trained at Kings College, London, and the University of Lausanne, Switzerland, where he studied engineering, was the first Washington architect to be elected a Fellow of the American Institute of Architects. He helped organize

the local chapter of the AIA in 1894 and served several terms as its president. Bebb and Mendel received gold and silver medals for their Washington State, Good Roads, and King County buildings at the Alaska-Yukon-Pacific Exposition in 1909, and another Seattle building produced by the firm which was considered to be of exceptional merit was the First Church of Christ Scientist. From 1911 to his death in 1942 Bebb served as Supervising Architect of the State Capitol Group in Olympia. In 1915, after he had commenced a long and fruitful partnership with Carl F. Gould, Bebb and his partner were appointed architects of the University of Washington Campus Plan. Bebb had emigrated to the United States in 1880 and was first employed as a construction engineer by the Illinois Terra Cotta Company of Chicago. From 1885 to 1890 he served as supervisor of construction for the eminent architectural firm of Adler and Sullivan. Louis Sullivan designed his prototypal skyscraper, St. Louis' Wainwright Building, in 1890. Nevertheless, Bebb's later skyscraper designs in Seattle would not be particularly Sullivanesque. Instead of taking inspiration from Sullivan's utilitarianism, Bebb and Mendel's solution in designing the Frye Hotel was to mimic the 11-story Italian Renaissance skyscraper in Kansas City designed for the New York Life Insurance Company in 1890 by another nationally-known firm, McKim, Mead and White. A later, more widely-known hotel commission of Bebb's in downtown Seattle is the Olympic Hotel (1925), which he and Gould designed in association with the George B. Post Company of New York. Of the two, the Frye Hotel is perhaps more original, its obvious dependence upon conventional skyscraper design of the turn of the century notwithstanding.

Construction date: 1908. Architects: Bebb and Mendel.

Description: Skyscraper. External treatment in the tradition of the Second Renaissance Revival. H-shaped plan with narrow interior court fronting 3rd Avenue South Approximately 120-foot frontage on Yesler Way and 3rd Avenue South, respectively. 11 Stories, basement and sub-basement. Steel frame. Reinforced concrete wall construction. Brick veneer (pale brown) and terra cotta trim, principal facades. Rusticated concrete 1st and 2nd stories; staggered quoins, corners and piers. Terra cotta belt cornice atop 9th story. Terminal cornice is a bracketed slab with antefixae. Trabeated fenestration. Originally, the principal entrance gave access to the court on 3rd Avenue South. That entrance, however, has been altered and no longer permits access from the street. Several of the shop fronts have been altered. Otherwise, externally intact. Current use is senior citizens' housing.

18. Frye Car Park, 115 3rd Avenue South. D. S. Maynard's Plat, Block 16, Lot 6. King County Assessor's Account Number: 524780-1000.

Current owner: Washington Mortgage Company, Inc.
Frye Apartments
720 Central Building
Seattle, Washington 98104

Significance: Intrusion. 3-story parking structure post-dates the district's sequence of three historic periods. However, its stuccoed concrete face is decorated with modest allusions to classical composition and ornament and reveals a conscious effort to complement the adjoining hotel. Its height roughly corresponds to the rusticated concrete ground stories of the hotel. The front has a classical tripartite organization.

Construction date: 1926. Architect: J. H. Randall (?)

Description: 3-story ramp parking structure. 60 x 120 feet (60-foot frontage on 3rd Avenue South). Reinforced concrete construction. Stucco exterior finish. Piers, spandrels, frieze and parapet are decorated with ceramic tile in geometric patterns. Wide central ground story entrance bay is open. Trabeated fenestration.

19. Hotel Union, 200-204 3rd Avenue South. D. S. Maynard's Plat, Block 18, Lot 1. King County Assessor's Account Number: 524780-1060.

Current owner: Union Hotel, Inc.
223 Yesler Way
Seattle, Washington 98104

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent, if plain, street architecture; the strong corner element in an intact series of buildings erected on this half block in 1904 and 1905. Continues cornice line of neighbors to the south. The architects, Charles N. Elliot and Thomas L. West, were listed in the classified section of the Seattle directory from 1901 to 1905. They provided a design in the Jacobethan Revival Style for the Carnegie Library in Fairhaven, Bellingham, Washington, c. 1903. Other works to their credit have not yet been compiled.

Construction date: 1905. Architects: Elliot and West.

Description: Simple Italianate Style. Rectangular plan. About 58-foot frontage on 3rd Avenue South; 120 feet on South Washington Street. 4 stories and basement. Ordinary masonry construction. Brick (red) facing and trim. Galvanized iron cornice. Trabeated fenestration. Two of three shop fronts on 3rd Avenue South are somewhat altered.

20. Norton Building, 206 3rd Avenue South. D. S. Maynard's Plat, Block 18, south 2 feet of Lot 1 and north half (30 feet) of Lot 2. King County Assessor's Account Number: 524780-1065.

Current owner: Gideon Kramer
2401 S. W. 172nd Street
Seattle, Washington 98166

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture conforming in story lines, function and style to the neighboring warehouse to the south. The architects, Charles W. Saunders and George W. Lawton, were among the well-known architectural firms practicing in Seattle from the time of the Great Fire in 1889 to the First World War. In 1902 Saunders and Lawton joined with Bebb and Mendel and DeNeuf and Heide in publishing an illustrated promotional piece entitled Seattle Architecturally. The firm designed the Forestry Building for Seattle's Alaska-Yukon-Pacific Exposition of 1909. Also to their credit were the National Bank of Commerce, the Manufacturers Exchange Building, and a great many stores and warehouses, apartment buildings residences. Charles Saunders (1858-1935) was a charter member of the Washington State Chapter of the AIA and served as the first chapter secretary. His design for Denny Hall, the original building on the University of Washington campus, was carried out in 1895. After 1914, Saunders practiced independently.

Construction date: 1904. Architects: Saunders and Lawton.

Description: Commercial Style. Rectangular plan with 30-foot frontage on 3rd Avenue Sout; north and south walls measure 120 feet. 4-story wholesale building with basement and sub-basement. Ordinary brick masonry construction. Pressed brick facing (yellow). Corbeled cornice. "Norton," for H. F. Norton Company, is carried in bas-relief frieze panel. Trabeated fenestration. Store front (ground story) sympathetically remodeled in recent years.

21. Westcoast Wholesale Drug, 208-214 3rd Avenue South, D. S. Maynard's Plat, Block 18, south half (30 feet) of Lot 2, north half Lot 3. King County Assessor's Account Number: 524780-1075.

Current owner: Stanley D. Fleischmann
American Office Equipment
2nd Avenue and Pine Street
Seattle, Washington 98101

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture conforming in story lines, function and style to the neighboring building to the north.

Construction date: 1904. Architect: unknown.

Description: Commercial Style. Rectangular plan. 60-foot frontage on 3rd Avenue South; north and south walls measure 120 feet. 5-story warehouse, or wholesale structure with basement. Ordinary masonry construction. Pressed brick facing (yellow). Cast stone cornice with dentils. Trabeated fenestration. 2 ground-story shop fronts with cast iron (?) frames.

22. C. T. Takahashi and Company, 216-222 3rd Avenue South. D. S. Maynard's Plat, Block 18, south half (30 feet) Lot 3 and all of Lot 4. King County Assessor's Account Number: 524780-1085.

Current owner: Third and Main Building Corporation
P. O. Box 4187
Pioneer Square
Seattle, Washington 98104

Significance: Secondary structure. Building dates from district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. The store-and-loft is contemporary with other buildings on this half block, but it is nonconforming in terms of height. Ground story corner bays wholly remodeled with new wrap-around front.

Construction date: 1905. Architect: unknown.

Description: Store and loft with basement. Rectangular plan. 90-foot frontage on 3rd Avenue South' 120 feet on South Main Street. Steel frame (?). Reinforced concrete ground story. Ordinary masonry construction, loft, with brick facing. Metal-sheathed wood cornice. Trabeated fenestration. Loft windows over-painted. Several shop fronts altered. Ground story corner bays wholly remodeled with new wrap-around front.

23. Northwest Hotel Supply, 313 2nd Avenue Extension South. D. S. Maynard's Plat, Block 15, Lot 2 and north 31 feet of Lot 3. King County Assessor's Account Number: 524780-0890.

Current owner: Benjamin Masin
220 - 2nd Avenue South
Seattle, Washington 98104

Significance: Tertiary structure. Building dates from district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. East face of the 4-story building was remodeled in the Modernistic vein, presumably about the same time the 2-story Gothic-parapeted Apex Building, its contemporary neighbor to the north, was

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modernized. The latter, included within original district boundaries, was altered in 1928. Alterations followed creation of 2nd Avenue Extension South in 1927.

Construction date: 1905. Architect: unknown.

Description: Commercial Style. Trapezoidal plan. 106-foot frontage on 2nd Avenue Extension South; 90 feet on 2nd Avenue South; north wall measures 48 feet; south wall measures 103 feet. 4 stories and basement. Brick masonry wall construction. Pressed face brick. Trabeated fenestration. West face intact. East facade remodeled with patterned brick frieze and terra cotta trim in the Art Deco Style 1928 or 1930, after creation of 2nd Avenue Extension South in 1927. 4 plate glass shop fronts this facade have wood and and copper-trimmed window sash, wood and marble bulkheads.

24. Masin's Furniture, 220 2nd Avenue South; 202 South Main Street. D. S. Maynard's Plat, Block 15, south 29 feet of Lot 3 and west 60 feet of Lot 4. King County Assessor's Account Number: 524780-0900.

Current owner: Masin Realty Company
220 2nd Avenue South
Seattle, Washington 98104

Significance: Tertiary structure. Building dates from the early part of the district secondary historic period: 1900-1910, the decade of Seattle's explosive growth. It was originally 5 stories in height, with rock-cut stone-faced facades in the Richardsonian Romanesque tradition. The upper two stories were removed by about 1956.

Construction date: 1900. Architect: unknown.

Description: Richardsonian Romanesque Style. L-shaped plan. 89-foot frontage on 2nd Avenue South; 50 feet on South Main Street; north wall measures 108 feet; about 29 fee on 2nd Avenue Extension South. Originally 5 stories and basement. Brick masonry wall construction with cut-stone facing, principal facades. Originally, medallions in spandrels of arched window openings of the 4th story; classical cornice. Upper two stories removed by about 1956. Suitably refurbished 1976. Trabeated fenestration; projecting piers.

25. John Corgiat Building, 210 South Main Street. D. S. Maynard's Plat, Block 15, easterl 59 feet of Lot 4. King County Assessor's Account Number: 524780-0910.

Current owner: Masin Realty Company
220 2nd Avenue South
Seattle, Washington 98104

Significance: Primary structure. Building dates from the early part of district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture in a conventional Italian Renaissance vein. Contemporary with neighboring structure to the west. Based on information in the local directories for this period, the architect, Robert L. Robertson, was a member of Seattle's architectural community from 1900 to the First World War, at least. For the most part, he worked independently, but for short periods of time (1904-1905) he worked in association with James E. Blackwell and J. J. Donnellan.

Construction date: 1900. Architect: R. L. Robertson. Contractor: D. Delaney.

Description: Italianate. Rectangular plan. 59 x 58 feet (59-foot frontage on South Main Street). 3 stories and basement. Solid brick masonry construction. Brick facing. Trabeated fenestration. Strip pilasters on piers, recessed spandrel panels. The brick corbel table originally supported a metal-sheathed wood cornice, now missing. Centered in the cornice were building name and date: "J. Corgiat, 1900." Two shop fronts, central entrance to upper stories.

26. Lunchroom, 301 2nd Avenue Extension South. D. D. Maynard's Plat, Block 15, portion of Lot 5 lying west of 2nd Avenue Extension South. King County Assessor's Account Number: 524780-0915.

Current owner: L. F. Harthorn and Max Maondschein
211 2nd Avenue South
Seattle, Washington 98104

Significance: Intrusion. The structure post-dates the district's sequence of three historic periods. Moreover, although it is an unexpectedly colorful structure within the district, its style (Mission Revival) and diminutive size are non-conforming. Relocated on this site from Lot 6, on the opposite side of 2nd Avenue Extension South, about 1953 (?).

Construction date: 1934. Architect: unknown.

Description: Mission Revival Style. Square plan, 22 x 22 feet. Single-story lunchroom. Solid medium construction on concrete foundation. Exterior finish: stucco on metal lath. Originally occupied service station site (Lot 6) on the opposite side of 2nd Avenue Extension South. Relocated and remodeled c. 1953 (?).

27. D. S. Maynard's Plat, Block 15, portion of Lot 5 lying east of 2nd Avenue Extension South and Lot 6. King County Assessor's Account Number: 524780-0920.

Current owner: Robert A. Masin
220 2nd Avenue South
Seattle, Washington 98104

Significance: Site cleared 1953. Formerly service station and site of single-story building which was relocated across the street for lunchroom purposes.

28. Union Gospel Mission (formerly Ace Hotel), 312-318 2nd Avenue Extension South. D. S. Maynard's Plat, Block 15, Lot 7. King County Assessor's Account Number: 524780-0930.

Current owner: Union Gospel Mission
P. O. Box 202
Seattle, Washington 98111

Significance: Secondary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Principal facade remodeled in Modernistic Style 1930. However, the east face, on 3rd Avenue South, appears to be unaltered, which is fortunate, because, with its Commercial Style treatment and simple bracketed metal cornice, it is compatible with the wholesale buildings opposite it and the neighboring High Victorian Italianate building to the north. The latter was included in original district boundaries.

Construction date: 1904. Architect: unknown.

Description: Commercial Style, with principal facade remodeled in the Modernistic Style 1930. Trapezoidal plan. 70-foot frontage on 2nd Avenue Extension South; 60 feet on 3rd Avenue South; north wall measures 90 feet; south wall measures 52 feet. 6 stories and basement. Brick masonry construction. Trabeated fenestration. Projecting piers. Remodeled principal facade: cut stone trim, patterned brick parapet, 3 ground story shop fronts. Remodeled facade presumably a consequence of creation of 2nd Avenue Extension South, 1927.

29. D. S. Maynard's Plat, Block 14, Lots 1 and 2. King County Assessor's Account Numbers: 524780-0845, 524780-0850.

Current owner: Clayton T., or Sherleen D. Noonan
13545 8th Avenue N.W.
Seattle, Washington 98177

Significance: Site cleared of historic sturctures 1965. Black-topped for parking purposes 1967. Former site of two 4-story brick masonry High Victorian Italianate buildings erected in 1895.

30. Gallery Restaurant, 312-316 2nd Avenue South. D. S. Maynard's Plat, Block 14, Lot 3. King County Assessor's Account Number: 524780-0855.

Current owner: Benjamin and Carolyn S. Masin
220 2nd Avenue South
Seattle, Washington 98104

Significance: Tertiary structure. Building dates from the early part of the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Originally, a 5-story building in the High Victorian Italianate Style. Upper two stories were removed as a result of earthquake damage sometime between 1949 and 1951. Recently refurbished.

Construction date: 1901. Architect: unknown.

Description: High Victorian Italianate Style. Rectangular plan. 60-foot frontage on 2nd Avenue South; north and south walls 108 feet. Originally, 5 stories and basement. Brick masonry construction. Trabeated and arcuated fenestration. Brick facing, stone trim. Ground story piers and three bold Romanesque arches framing window openings of the 2nd story are faced with rock-cut stone with leaf-carved captials and keystones. Central pedimental crest of the original Italianate cornice carried building name and date (1901). 3 shop bays, ground story. Upper two stories removed c. 1949-1951.

31. Former Fulton Hotel, 320-322 2nd Avenue South; 208 South Jackson Street. D. S. Maynard's Plat, Block 14, Lot 4. King County Assessor's Account Number: 524780-0860.

Current owner: Lydia G. Stratton
6300 Stratford Road
Chevy Chase, Maryland 20015

Significance: Tertiary structure. Building dates from the district' primary historic period: 1889-1899, the decade of dramatic growth following the Great Fire. However, as a result of earthquake damage, its 2nd and 3rd stories were removed in 1949. 4 cast-iron shop fronts with slender classical columns framing central entrances are intact.

Construction date: 1890. Architect: unknown.

Description: Italianate Style. Rectangular plan. 60-foot frontage on 2nd Avenue South; 108 feet on South Jackson Street. Originally, 3 stories with basement. Brick masonry construction. Trabeated fenestration. Corbeled cornice. Brick facing, stone or cast stone trim. Upper 2 stories removed 1949. Cast iron fronts of four shop bays on the two facades are intact, including slender classical columns which frame the central entries. A fifth shop front on South Jackson Street appears to be a replica (wood?). Ground story piers are rusticated with stone courses, 2nd Avenue South facad Facing severely sand-blasted.

32. Stadium Furniture Warehouse (formerly Seattle Paint Company), 214-224 South Jackson Street, 313-323 3rd Avenue South. D. S. Maynard's Plat, Block 14, Lots 5 and 6. King County Assessor's Account Number: 524780-0865.

Current owner: Samis Land Company
408 Occidental Avenue South
Seattle, Washington 98104

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture. Compatible with neighboring Norris Safe Building, to the north, in terms of height and facade treatment. However, the cornice and some facing material have been lost in the intervening years. A well-known early occupant was the Seattle Paint Company, which opened for business in this building the first of January, 1913. The company was established in 1899 and expanded its facilities several times. By 1908, in a move that represented a trend in Seattle business, the company put into operation a large new factory in the tidelands development, and in time this building was acquired to become the new downtown outlet. The architects, William E. Boone and James M. Corner, were among the professionals practicing in Seattle since the time of the Great Fire (1889). Boone, who had been a successful California builder, arrived in Seattle in the 1880's and is credited with having designed a great many of the business blocks destroyed in the fire. Boone was president of the local chapter of the AIA 1896-1897. His partner during the 1890's was William H. Willcox, with whom he designed for the Dexter Horton Company the New York Block, a spirited example of the Richardsonian Romanesque Style erected at the corner of 2nd Avenue and Cherry Street c. 1891 and replaced 25 years later. James M. Corner appeared on the scene as the partner of Warren P. Skillings, designer of the Washington State Building for the 1893 World's Columbian Exposition in Chicago. The pair were listed in the directories from 1890 through 1899. Boone and Corner joined forces for the five-year period 1900-1905 and thereafter worked independently. Perhaps the best-known work of the firm of Boone and Corner is the Seattle High School (1902), a landmark entered in the National Register of Historic Places and partially razed in 1974.

Construction date: 1902. Architects: Boone and Corner

Description: Commercial Style. Square plan (120 x 120 ft.). 4 stories, basement. Solid brick masonry construction. Trabeated fenestration. .Brick facing and cast stone trim. Simple capitals, or cushion blocks atop piers. Classical entablature with discs as decorative elements in frieze above each pier. Some loss of facing material and entablature details. All of original cornice with its modillions, or brackets, is missing.

33. Norris Safe Building, 307-311 3rd Avenue South. D. S. Maynard's Plat, Block 14, Lot 7. King County Assessor's Account Number: 524780-0875.

Current owner: Samis Land Company
408 Occidental Avenue South
Seattle, Washington 98104

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture. Compatible in terms of height and facade treatment with the neighboring store and loft, or warehouse, to the south. The architects, Charles W. Suanders and George W. Lawton, were among the well-known architectural firms practicing in Seattle from the time of the Great Fire (1889) to the First World War. In 1902 Saunders and Lawton joined with Bebb and Mendel and DeNeuf and Heide in publishing an illustrated promotional piece entitled Seattle Architecturally. The firm designed the Forestry Building for Seattle's Alaska-Yukon-Pacific Exposition of 1909. Also to their credit were the National Bank of Commerce, the Manufacturers Exchange Building, a great many stores and warehouses, apartment buildings and residences. Charles Suanders (1858-1935) was a charter member of the Washington of the Washington State Chapter of the AIA and served as the first chapter secretary. His design for Denny Hall, the original building on the University of Washington campus, was carried out in 1895. After 1914, Saunders practiced independently.

Construction date: 1906. Architects: Saunders and Lawton. Contractor: Alex Pearson.

Description: Commercial Style. Rectangular plan with single truncated, or faceted bay, north end of facade. 60-foot frontage on 3rd Avenue South; north and south walls measure 180 feet. 5 stories and basement. Brick masonry construction. Trabeated fenestration. Pressed brick facing. Strip pilasters on projecting piers have "Tonic" capitals of terra cotta. Italianate metal cornice with its paired console brackets, dentils and modillions is intact. Originally, the central frieze panel carried the title "Norris Safe Building." Shop fronts altered.

34. Longshore Union Hall, 213 South Main Street; 215-221 2nd Avenue Extension South. D. S. Maynard's Plat, Block 14, Lot 8. King County Assessor's Account Number: 524780-0880.

Current owner: International Longshoremans Warehousers Union Local 37
213 South Main Street
Seattle, Washington 98104

Significance: Tertiary struture. Building dates from early part of the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Originally, a 3-story office and manufacturing building. Facade appears to have been remodeled in a near-Modernistic vein at the time 2nd Avenue Extension South was create (1927). Upper two stories were removed c. 1949-1951, probably, as in the case of othe buildings in this block, owing to earthquake damage. The architect, Edwin W. Houghton was among the professionals practicing in Seattle since the time of the Great Fire (1889). Active in affairs of the local chapter council in 1896. Houghton practiced independently to 1912 or 1913, at which time he was joined by his son under the firm name "Houghton and Son". The Arcade Building was one of Houghton's well-known works of the period.

Construction date: 1900. Architect: E. W. Houghton. Contractors: Spurr and Silber

Description: Office and manufacturing building. Trapezoidal plan. 70-foot frontage on 2nd Avenue Extension South; 77 feet on South Main Street; rear wall measures 60 feet; south wall 120 feet. Originally, 3 stories and basement. Brick masonry construction. Trabeated and arcuated fenestration (a large segmental arch spans the central bay of the east face, which appears to have been remodeled in a near-Modernist vein after the creation of 2nd Avenue Extension South in 1927). Cast stone and terra cotta trim. Terra cotta panels with bas relief shield and scroll motifs decorate ground story windows, 2nd Avenue Extension facade. Pressed brick facing latter face. Projecting piers. Upper two stories removed c. 1949-1951.

35. Seattle Lighting Fixture Company, 222 2nd Avenue Extension South. D. S. Maynard's Plat, Block 19, Lot 1. King County Assessor's Account Number: 524780-1115.

Current owner: Union Investors
3942 West Barrett Street
Seattle, Washington 98199

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Store and loft-type building which is a late example of the Italianate Style. It nonetheless is compatible in height and treatment with the Commercial Style structures

in the immediate vicinity, most of which have classical details at the cornice lines. It is intact except that its bracketed metal terminal cornice is missing. The west face may have been set back several feet on a tangent when 2nd Avenue Extension South was cut through this block in 1927, but it was not otherwise altered.

Construction date: 1906. Architect: unknown.

Description: Italianate Style. Trapezoidal plan, truncated apex at street corner. 65-foot frontage on 2nd Avenue Extension South; 120 feet on South Main Street; rear wall measures 60 feet; south wall 85 feet. 4 stories and basement. Timber frame. Ordinary masonry (brick) walls. Brick facing, cast stone trim (belt cornice). Trabeated and arcuated fenestration. Continuous projecting piers, 2nd and 3rd stories. Bracketed Italianate terminal cornice of galvinized iron is missing. Ground story shops remodeled.

36. Seattle Lighting Fixture Company (Annex), 210-222 2nd Avenue Extension South. D. S. Maynard's Plat, Block 19, Lot 2 and north 5 feet of Lot 3. King County Assessor's Account Number: 524780 - 1120

Current owner: TwoTen 2nd Building
3942 West Barrett Street
Seattle, Washington 98199

Significance: Intrusion. The building post-dates the district's sequence of three historic periods. Nonconforming height.

Construction date: 1946. Architect: unknown.

Description: Store and loft (2 stories) with basement. Trapezoidal plan. 70-foot frontage on 2nd Avenue Extension South; rear wall measures 64 feet; north wall 85 feet; and south wall 45 feet. Wood frame (?). Concrete tile exterior walls, stucco finish. Flat, tar and gravel roof. Trabeated fenestration. 3 shop fronts.

37. D. S. Maynard's Plat, Block 19, south 55 feet of Lot 3, and portion of Lot 4 lying east of 2nd Avenue Extension South. King County Assessor's Account Number: 524780-1130.

Current owner: Seattle Lighting Fixture Company
222 2nd Avenue South
Seattle, Washington 98104

Significance: Site cleared and black-topped for parking purposes 1954. Formerly

developed as a Shell gasoline station (1932). Prior to 1927, at which time 2nd Avenue Extension South was cut through Block 19 on a tangent, Lots 3 and 4 were occupied by the Armour Building (1910), a massive, nine-story Commercial Style block with steel frame and reinforced concrete walls on a foundation of timber piles.

38. Union Station Square, bounded by South Jackson Street, 3rd Avenue South and 2nd Avenue Extension South. D. S. Maynard's Plat, Block 19, portion of Lot 4 lying west of 2nd Avenue Extension South. King County Assessor's Account Number: Exempt.

Current owner: City of Seattle
Department of Parks and Recreation
610 Municipal Building
Seattle, Washington 98104

Significance: Park area. The triangle was created when the nine-story Armour Building was razed and 2nd Avenue Extension South was cut through Block 19 on a tangent in 1927 First improved for parkway purposes 1929. Enlarges open space in front of King Street Railroad Station and allows an unobstructed view of the station's campanile from the head of 3rd Avenue South.

Oescription: 1600 square feet. Triangle bordered by sidewalks. Other developments: lawn, evergreen tree, bus-stop shelter erected by Seattle Transit Authority in the late 1960's.

39. Union Pacific Railroad Station, 4th Avenue South and South Jackson Street (entered separately into the National Register 8-30-74). D. S. Maynard's Plat, Block 27, Lots 1 through 4, westerly fractions of Lots 5 through 8, and portion of South King Street, vacated. King County Assessor's Account Number: 524780-1250.

Current owner: Oregon and Washington Railway and Navigation Company
1416 Dodge Street
Omaha, Nebraska

Significance: Primary structure. Commenced January 1910; completed and opened for use May, 1911. Building dates from the last of the district's three historic periods: 1911-1916. During this five-year period occurred the last real surge of building in downtown Seattle for nearly half a century.

This was the second of two major railroad terminals built in a strategic location on the lower edge of the central business core and adjacent to a new warehouse and industrial district being developed on acres of tideflats filled by dredging and deposition of excavation materials from Seattle's hillside regrading projects. The philosophy behind the ambitious and successful Seattle Tidelands development was to

allow railroad cars direct access to cargo ships berthed in the harbor for more efficient loading and unloading procedures. Spur trackage was run to the wharves from trunk lines paralleling the waterfront.

The Great Northern and Northern Pacific transcontinental lines completed a terminal on South King Street in 1906. Shortly thereafter, the Oregon-Washington Railway and Navigation Company built north from Portland a branch of the Union Pacific Railroad. In 1909 Seattle's supremacy as the major railhead port on Puget Sound was guaranteed with completion of the Chicago, Milwaukee and St. Paul line, which entered Seattle via Snoqualmie Pass and terminated at the projected site of the Union Pacific's terminal immediately east of the King Street Station.

Union Pacific Station's peak passenger year was 1945, which brought the demobilization of troops stationed on the Pacific during the Second World War. Rail passenger service declined with the advent of commercial air travel, and the terminal was closed in 1971. In 1976 it was renovated for use as an antiques storehouse and retail outlet.

Construction date: 1911. Architect: D. J. Patterson, San Francisco.

Description: Neo-Classical Revival Style. Rectangular plan; gross dimensions 150 by 220 feet. Entrance lobby on north end, fronting South Jackson Street. 4-story longitudinal core with gable roof flanked by 3-story hip-roofed office wings. Single-story passenger concourse, south end. Steel frame. Reinforced concrete walls. Red brick veneer. Rusticated piers and corner. Stone-faced ground course. Terra cotta and cast stone trim (Doric entablatures). Barrel-vaulted waiting room, 60 by 160 feet. Trabeated fenestration. Roman-arched clerestory window, south end of central block.

40. King Street Station, 3rd Avenue South and South King Street (entered separately into the National Register 4-13-74). D. S. Maynard's Plat, Block 20, Lots 1 through 4 and portion of South King Street, vacated. King County Assessor's Account Number: 524780-1160.

Current owner: Burlington Northern Railway, Inc.
176 East 5th Street
St. Paul, Minnesota

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. This was the first of two major railroad terminals built in a strategic location on the lower edge of the central business core and adjacent to a new warehouse and industrial district being developed on acres of tideflats filled by dredging and deposition of excavation materials from Seattle's hillside regrading projects. The philosophy behind the ambitious and successful Seattle Tidelands development was to allow railroad cars

direct access to cargo ships berthed in the harbor for more efficient loading and unloading procedures. Spur trackage was run to the wharves from truck lines parallelir the water front.

The Northern Pacific transcontinental route was completed through the Cascade Range to Tacoma by 1887, and in 1893 the Great Northern Railroad completed its line through the Cascades and approached Seattle from the north. Between 1893 and 1897 Tacoma and Seattle were more or less equal competitors as railhead ports on Puget Sound. After the Klondike Gold Rush 1897-1898, however, the Northern Pacific Railroad expanded, its Seattle operations to capture some of the trade. Both companies bought up rights-of-way along the waterfront, and competition dragged on for years. The Great Northern completed a mile-long tunnel under the business district to its projected terminal site in 1905. Having over a period of years methodically acquired a controling share of Northern Pacific stock, Great Northern head James Jerome Hill dictated the placement of a terminal for both lines, and the King Street Station was opened in 1906. The architects, Charles A. Reed and Allen H. Stem, were based in St. Paul, Minnesota and became widely known for their designs for main line railroad stations and terminals throughout the country. The firm's outstanding achievement was the Grand Central Station (1913) in New York City, a project in which they were associated with the New York architectural firm of Warren and Wetmore. Reed and Stem are generally credit with engineering features of the conjoint masterwork.

Construction date: 1906. Architects: Reed and Stem, St. Paul. General Contractor: G. A. Johnson and Son, Chicago.

Description: Neo-Classical Revival Style with Italian Renaissance clock tower imitati the campanile of the Piazza San Marco in Venice. This latter-day campanile remains on of the prominent vertical elements in the Seattle skyline. L-shaped plan, 135 by 230 feet, with 120-foot high clock tower, or campanile inside the southwest corner. Station proper is 3 stories in height with a tile-covered hipped roof. Concrete foundation on pilings. Ground story of reinforced concrete with granite facing. Solid brick masonry upper walls. Projecting piers. Pressed brick facing. Terra cott and cast stone trim. Classical entablature. Trabeated fenestration. Interior remodeled 1950 and 1964. Still in use for original purpose.

41. Goldsmith and Brothers Building, 419-423 2nd Avenue South. D. S. Maynard's Plat, Block 12, Lots 5 and 6. King County Assessor's Account Number: 524780-0755

Current owner: Norman Volotin
1309 114th Avenue S.E., No. 108
Bellevue, Washington 98004

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent, intact street architecture conforming in function, height and mass to the neighboring building of the North Coast Electric Company on the north. The latter is included in original district boundaries. Together, these two warehouses solidly describe the westernmost edge of the large open space created by the King Street Station parking lot.

Construction date: 1907. Architect: unknown.

Description: Plain Vtalianate surface treatment. Nearly square in plan, 108 x 111 feet. 6 stories and basement. Steel frame. Reinforced concrete walls. Fire-flashed pressed brick facing. Rusticated ground story. Cast stone (?) belt courses and lintels. Patterned brick topmost story. "Corbeled" terminal cornice. Trabeated fenestration. Renovated internally for adaptive use 1976.

43. Pacific Northwest Bell Telephone Company, 416-422 Occidental Avenue South. D. S. Maynard's Plat, Block 12, Lots 7 and 8. King County Assessor's Account Number: 524780-0780.

Current owner: Mr. C. F. Clise
First National Bank and Trust
P. O. Box 3586
Seattle, Washington 98124

Significance: Intrusion. Storage and office building post-dates the district's sequence of three historic periods. Compatible use, but nonconforming height, facade treatment and color.

Construction date: 1930. Architect: unknown.

Description: Modernistic Style. Nearly square in plan, 110 x 111 feet. 2 stories and basement. Steel frame. Reinforced concrete walls. Projecting piers extend above plain parapet. Yellow brick facing. Trabeated fenestration (plate glass windows with stell sash).

44. McKesson and Robbins, Inc., (formerly, Manufacturers Exchange), 419 Occidental Avenue South. D. S. Maynard's Plat, Block 5, Lots 5 and 6. King County Assessor's Account Number: 524780-0280.

Current owner: McKesson and Robbins, Inc.
419 Occidental Avenue South
Seattle, Washington 98104

Significance: Primary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Competent street architecture conforming in function, height, mass and facade treatment with wholesale houses of the immediate neighborhood. The architects, Charles W. Saunders and George W. Lawton, were among the well known firms practicing in Seattle from the time of the Great Fire in 1889 to the First World War. In 1902 Saunders and Lawton joined with Bebb and Mendel and DeNeuf and Heide in publishing an illustrated promotional piece entitled Seattle Architecturally. The firm designed the Forestry Building for Seattle's Alaska-Yukon-Pacific Exposition of 1909. Also to their credit were the National Bank of Commerce and a great many stores and warehouses, apartment buildings and residences. Charles Saunders (1858-1935) was a charter member of the Washington State Chapter of the AIA and served as the first chapter secretary. His design for Denny Hall, the original building on the University of Washington campus, was carried out in 1895. After 1914, Saunders practiced independently.

Construction date: 1907. Architects: Saunders and Lawton. Contractor: James Black Masonry and Contracting Company, Seattle and St. Louis. This project was regarded the company's third substantial contract in Seattle, the first having been for the Alaska Building, the city's first steel-framed 14-story skyscraper. The latter i included within original district boundaries.

Description: Commercial Style. Nearly square in plan, 110 x 111 feet. 6 stories an basement. Concrete foundation walls on piles-caissons. Cast iron and timber frame. Solid brick masonry walls. Red brick facing. Continuous projecting piers are linked at the uppermost story by segmental-arched openings. Balance of fenestration is trabeated. Corbel table originally supported a cornice, now missing.

45. Warehouse, 500-502 1st Avenue South. Seattle Tidelands Addition, Block 326, Lot 1 an north 20 feet of Lot 2. King County Assessor's Account Number: 766620-6830 (permanent record card missing).

Current owner: Franchise Development Corporation
Benihana of Tokyo
1200 Fifth Avenue
Seattle, Washington 98101

Significance: Secondary structure. Building dates from the district's secondary historic period: 1900-1910, the decade of Seattle's explosive growth. Conforms in function, mass and general facade treatment with wholesale houses of the immediate neighborhood. Although lower in height than the other buildings on the southwestern-most intersection of the district, with its 4 stories, it nevertheless is part of the strong axis of multi-storied warehouses along South King Street.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
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DATE ENTERED

Description: Second Renaissance Revival Style. Rectangular plan. 80-foot frontage on 1st Avenue South; c. 150 feet on South King Street. 4 stories and concrete basement. Solid masonry construction. Pressed brick facing (grey-buff). Cast stone and terra cotta (?) trim. Trabeated fenestration. Strip pilasters. Classical belt cornice atop ground story. Classical terminal cornice and parapet.

8. SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	X COMMUNITY PLANNING	X LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	X ENGINEERING	_MUSIC	_THEATER
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION
X 1900-	_COMMUNICATIONS	X INDUSTRY	X POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES 1889-1916

BUILDER/ARCHITECT (buildings within expansion zone)

Bebb and Mendel	Houghton, Edwin W.
Boone and Corner	Josenhans and Allan
Elliot and West	Patterson, D.J.
Gould, Carl F.	Reed and Stem
Gould, A. Warren	Robertson, Robert L.
Wilson, Clayton D.	Saunders and Lawton

STATEMENT OF SIGNIFICANCE

Pioneer Square Historic District in Seattle is significant to the nation as the well-preserved historic business center of the major railhead port on Puget Sound, on the Northern Pacific Coast. It embraces many outstanding brick-masonry business blocks, early steel-frame skyscrapers, reinforced concrete warehouses, and other landmarks dating from the unparalleled development of the downtown between 1889 and 1916. Moreoever, this district was among the first on the West Coast to be protected by city ordinances governing alteration, demolition and new construction within officially-recognized boundaries.

A 52-acre Pioneer Square Historic District was created by City Ordinance No. 98852, effective May 30, 1970. This original ordinance was subsequently amended several times to establish 1) procedures for issuing certificates of approval, 2) seismic design requirements, 3) an adjunct special review district, and 4) minimal maintenance standards. On June 22, 1970 the historic district, with boundaries nearly identical to those recognized by the City of Seattle, was entered into the National Register of Historic Places.

The purpose of this nomination is to expand the boundaries of Pioneer Square Historic District in conformance with a 1974 City Ordinance (No. 103655) which enlarged the original district by some thirty acres. For legitimate planning purposes (chiefly, to control street improvements), the City's latest amendment added a significant intrusion to the district. It also excluded two historic and visually-important properties bordering the focal space created by City Hall Park. Therefore, the boundaries proposed by this nomination differ slightly from those adopted by the City. This nomination omits the elevated freeway paralleling the waterfront as well as the Columbia Street on-ramp to the viaduct; it adds the King County Courthouse and the Hotel Reynolds and several neighboring properties which define the northeast border of City Hall Park.

Pioneer Square Historic District takes its name from a small, triangular public square - the largest of several freestanding parcels in the district. The latter were created by the joining of an angled plat to D. S. Maynard's compass-oriented grid along Yesler Way, and by the latter extension of 2nd Avenue on a tangent across the southerly grid. Pioneer Square is surrounded by an important group of multi-storied business blocks. Together, the tree-lined open space and nearby buildings were the focus of early preservation efforts within the district. The greater historic area radiating from this point and the name "Pioneer Square" have become synonymous. Despite gradations of land use within the

expanded district (it includes a municipal building, courthouse, hotels, railroad terminals, office structures, and warehouses), the Pioneer Square area is cohesive in historical and physical terms. No modification of the district title is considered necessary.

The expanded district encompasses a total of 88 acres. Its core is the business district built up rapidly to replace that which was destroyed by the Great Fire of June 6, 1889. After the conflagration, streets close to the waterfront were providently raised to grade and widened to a general 66-foot standard. Although buildings of later vintage are interspersed throughout, the core area is occupied predominantly by High Victorian Italianate and Richardsonian Romanesque buildings dating from the decade between 1889 and 1899.

The expansion area is a concentric zone of later development on all sides of the core excepting those sides with fixed barriers related to the waterfront freeway. Buildings from the decade of Seattle's explosive growth, 1900-1910, predominate in the expansion zone. The railroad terminals and the many Commercial Style wholesale buildings and warehouses are the legacy of a real estate boom which transformed the area south of the old business district. At the turn of the century, work was resumed on a plan conceived years earlier for the improvement of Seattle's harbor on Elliott Bay. Many acres of tideflats of the Duwamish estuary were filled by dredging and deposition of excavation materials from Beacon Hill washed down to the waterfront by flumes. The philosophy behind the ambitious and successful development was to allow railroad cars direct access to berthed cargo ships for more efficient loading and unloading procedures. Spur trackage was laid to the wharves from trunk lines paralleling the waterfront. Real estate developers were quick to see that the same trackage would serve business and industry which they sought to attract to level sites close to the city's heart. As litigation was resolved and the tracts were filled, streets and waterways laid out, and property values for both filled and unfilled parcels soared in what came to be known as the Tidelands Boom.

Seattle's strong economy during the historic period was based upon diversified industry and the city's status as the preeminent railhead port on Puget Sound. It produced a final surge of building within the district between 1911 and 1916. In this five-year period the seat of local government was fixed in a substantial new structure at a historic location near the intersection of 3rd Avenue and Yesler Way. The County-City Building and the 42-story Smith Tower (by far, the tallest of Seattle's historic high-rise office structures) were among the important projects which returned the focus of Seattle's business district to lower 2nd Avenue after it had been drawn for a time northwestward toward Pike Street.

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continued on attached page

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY ca. 88 acres

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	10	549,900	5,272,280
B	10	550,650	5,272,230
C	10	550,630	5,271,540
D	10	550,060	5,271,560

VERBAL BOUNDARY DESCRIPTION

(see attached sheet)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Elisabeth Walton Potter, Historic Preservation Specialist

ORGANIZATION — DATE

Office of Archaeology and Historic Preservation — December 1976

STREET & NUMBER — TELEPHONE

P. O. Box 1128 — (206) 753-4117

CITY OR TOWN — STATE

Olympia — Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE — DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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"Paint Company's New Home", Pacific Builder and Engineer, Vol. 15, No. 1 (January 4, 1913), 8. Illustrated note on Seattle Paint Company (presently Stadium Furniture Warehouse).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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VERBAL BOUNDARY DESCRIPTION - EXPANDED PIONEER SQUARE HISTORIC DISTRICT

Beginning at the intersection of a line 33 feet west of and parallel with the east line of Fifth Avenue South and a line 120 feet south of and parallel with the production west of the south line of South King Street; thence west along last described parallel line to a line 244 feet east of and parallel with the production south of the east line of Second Avenue South; thence north along last described parallel line to the south line of South King Street; thence west along said south line to the west line of Occidental Avenue South; thence south along said west line to a line approximately 80 feet south of and parallel with the south line of South King Street; thence west along last described parallel line to the center line of 1st Avenue South; thence south along said center line to a line approximately 120 feet south of and parallel with the south line of South King Street; thence west along last described parallel line to the east line of Railroad Way South; thence north along said east line to the south line of South King Street; thence west along said south line to the east line of Alaskan Way South; thence north along said east line to the south line of South Washington Street; thence northwesterly along the northeasterly line of Alaskan Way to the southeasterly line of Columbia Street; thence northeasterly along said southeasterly line to a line 116 feet southwesterly of and parallel with the southwesterly line of Second Avenue; thence southeasterly along last described parallel line to the northwesterly line of Cherry Street; thence northeasterly along said northwesterly line to a line 119 feet southwesterly of and parallel with the southwesterly line of Third Avenue; thence southeasterly along last described parallel line to the northwesterly line of James Street; thence northeasterly along said northwesterly line to the northeasterly line of Fourth Avenue; thence southeasterly along said northeasterly line to the northwesterly line of Jefferson Street; thence northeasterly along said northwesterly line to a line 128 feet southwesterly of and parallel with the southwesterly line of Fifth Avenue; thence southeasterly along last described parallel line to the northwesterly line of Terrace Street; thence northeasterly along said northwesterly line to northeasterly line of Fifth Avenue; thence southeasterly along said northeasterly line to its intersection with the production north of the east line of Fifth Avenue South; thence south along said produced line to the south line of Yesler Way; thence west along said south line to a line drawn midway between Fourth Avenue South and Fifth Avenue South; thence south along said midway line to the south line of South Washington Street; thence west along said south line to a line 128 feet east of and parallel with the east line of Third Avenue South and the same produced south; thence south along said parallel line to the northeasterly line of Second Avenue South Extension, thence southeasterly along said northeasterly line to the north line of South Jackson Street; thence east along said north line to a line 33 feet west of and parallel with the east line of Fourth Avenue South; thence south along last described parallel line to the production west of the north line of South Jackson Street; thence east along said produced and north line and same produced east to a line 33 feet west of and parallel with the east line of Fifth Avenue South; thence south along last described parallel line to the beginning; all in Seattle, King County, Washington, and embracing 88 acres, more or less.

Pioneer Square Historic District National Register Nomination (Boundary Extension, 1987)

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

NPS Form 10-900
(Rev. 8-86)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations 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 Pioneer Square-Skid Road Historic District (Boundary Increase)

other names/site number N/A

2. Location

street & number Increase area: 500 Block, First Avenue South ☐ not for publication

city, town Seattle ☐ vicinity

state Washington code WA county King code 033 zip code 98104

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☒ private	☐ building(s)	9	2 buildings
☒ public-local	☒ district		sites
☐ public-State	☐ site		structures
☐ public-Federal	☐ structure		objects
	☐ object	9	2 Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 1

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 of certifying official — Date: May 6, 1988

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

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

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

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8. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Commerce/Trade - Warehouses	Commerce/Trade - Warehouses
Commerce/Trade - Businesses	Commerce/Trade - Businesses
Domestic - Hotel	Commerce - Business & Restaurant

7. Description

Architectural Classification (enter categories from instructions)

Other: commercial vernacular

Materials (enter categories from instructions)

foundation N/A
walls brick
terra cotta
roof N/A
other N/A

Describe present and historic physical appearance.

The Pioneer Square-Skid Road Historic District was initially entered in the National Register of Historic Places in June, 1970. A subsequent boundary expansion, listed in the National Register in 1978, increased the district from 52 acres to approximately 88 acres. The current boundary increase includes an area of approximately 3.3 acres with 11 industrially-related commercial properties located adjacent to the southwest edge of the existing district. The resources located within the area of the proposed increase are functionally, historically, and architecturally related to the city's historic commercial center along First Avenue and to the industrial and transportation facilities located within the Pioneer Square district.

Buildings within the Pioneer Square district date mostly from three successive periods of development that occurred between 1889 and 1916. During the first decade of that era, 1889-1899, the city's commercial center was rebuilt following a devastating fire. The second decade, 1900-1910, was a period of explosive growth, characterized by massive railroad improvements, hillside regrading, filling in the tide flats, park and boulevard development, and general commercial expansion. The majority of the buildings in the boundary increase area date from this second period. Also represented in the district are structures that date from a five year period (1911-1916), which witnessed a final pre-World War I surge of construction.

The district is characterized by a distinctive collection of buildings that exhibit the predominate architectural types and styles of the period, including High Victorian Italianate, Richardsonian Romanesque, Second Renaissance Revival, and Chicago Commercial styles. Building types include brick masonry business blocks, early steel framed skyscrapers, and reinforced concrete warehouses, and such specialized structures as hotels, railroad terminals, a municipal building and a county courthouse. Buildings within the boundary increase area are almost exclusively warehouses with street level storefronts, similar to structures on the south edge of the existing district. The buildings range from modest, one story brick structures to multi-story reinforced concrete and steel warehouses, many designed by locally prominent architectural firms.

Of the eleven properties in the boundary increase area, nine contribute to the historic character of the district. One noncontributing structure post-dates the period of significance and another noncontributing structure is a small modern garage. In addition, there is an asphalt covered surface parking lot on a parcel that has historically remained undeveloped.

[X] See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

The adjustment of the southwestern portion of the district boundary to include the additional resources is based on a comprehensive survey of the area immediately south of the existing Pioneer Square district. The boundary increase area reflects the historic and physical development, as well as the thematic associations and property types, included in the adjacent historic district.

The adjusted boundary is clearly defined by the diagonal encroachment of the Alaskan Way Viaduct on-ramps at First Avenue and Railroad Way to the south and west--a boundary which reflects historic railroad access routes--and to the east by the edge of the undeveloped county stadium property along Occidental Avenue, which is the historic site of relatively open tideflats and, later, rail yards.

Physical features of the boundary increase area:

Please refer to the Pioneer Square Historic District nomination for a full description of the entire district. The generally well maintained and rehabilitated properties in the increase area are within the locally designated Pioneer Square preservation district and, therefore, have been subject to design review and development controls mandated by city ordinance since 1976. In addition, one property within the increase area was previously listed in the National Register and the northernmost buildings on the block are already included within the Pioneer Square National Register district.

All of the properties are located on two city blocks which front each side (east and west) of First Avenue South between South King Street and Railroad Way. All the subject properties were constructed between 1903 and 1910 with the exception of one c. 1920 building and a contemporary garage. Only one historic property in the area (constructed c. 1935) has been demolished and no new buildings have been constructed in the area. No buildings constructed during the historic period 1903-1910 have been demolished.

The buildings are typically full lot depth and width and create a distinctive continuous streetfront along the eastern side of First Avenue South and the western side of Occidental Avenue South. The southernmost lots are distinguished by a break in the grid system, where historic rail lines accessed the waterfront; buildings on these lots vary from the typical rectangular plan. Sidewalks and streets are hard-surfaced, although some portions of historic brick paving are evident at Railroad Way and Occidental Avenue. Older power poles and modern mercury vapor lamps remain in place in contrast to the adjacent southern end of the existing district, which has received sensitive public improvements. Please refer to the attached inventory forms for further physical description of individual properties within the increase area.

Certifying official has considered the significance of this property in relation to other properties:
[x] nationally [ ] statewide [ ] locally

Applicable National Register Criteria [x] A [ ] B [x] C [ ] D

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

Areas of Significance (enter categories from instructions)
Commerce
Architecture
Transportation
Industry

Period of Significance
1889-1916

Significant Dates
N/A

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder: Alfred Breitung, E.F. Champ
F.G. Combs, David Dow, A.Warren Gould,
Josenhans and Allen, Lowman and Place,
Saunders and Lawton, W.P. White, Albert L. Wickersham

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

The Pioneer Square-Skid Road Historic District is significant to the nation as the well preserved historic commercial center of the major railhead port on Puget Sound, on th northern Pacific Coast. It includes a distinctive collection of brick masonry busines blocks, early steel frame skyscrapers, reinforced concrete warehouses, and other landmark dating from the unparalleled development of downtown Seattle between 1889 and 1916 Moreover, the district was among the first on the West Coast to be protected by cit ordinances governing alteration, demolition, and new construction within the officiall recognized boundaries.

The core of historic commercial properties is concentrated at First Avenue South and Yesle Way in an area where Seattle's first industry and permanent settlement was established i the early 1850's. The Great Fire of 1889 destroyed a substantial portion of the well established commercial district and waterfront industries, which included dock facilitie along Elliott Bay from Yesler to south of King Street. But by 1891, the business distric had been largely reconstructed with "fireproof" masonry and stone buildings, an industrial development had expanded further along the waterfront and into the tideflats a the mouth of Duwamish River. Railroad, shipping, and industrial activities wer concentrated to the south of the business district, where raised and planked roadways le to piers on pilings and train trestles were constructed over the tideflats.

By 1893, numerous railways had begun to define the future development of the southern edg of the original townsite. Five sets of tracks crossed Commercial (now First Avenue) a King Street in order to access the coal bunkers at the foot of King Street and othe waterfront piers further north. Additional tracks connected the large industries south o King Street--the Moran Brothers Shipyard and the Stetson and Post Mill--with railway acces to the east. Newly filled tideflats replaced the planked roadways south of King Street an rows of industrially-related warehouses, businesses, commercial lodgings and restaurant developed.

At the turn of the century, work was resumed on a previously conceived plan to improv Seattle's harbor on Elliott Bay. Many acres of tideflats of the Duwamish River estuar were filled by dredging and by deposition of excavation materials from Beacon Hill, washe down to the waterfront by flumes. The philosophy behind the ambitious and successful

[x] See continuation sheet

development was to allow railroad cars direct access to berthed cargo ships for more efficient loading and unloading. Spurs were run on to the wharves from tracks near the waterfront.

The Great Northern Railroad had been granted the first railroad rights of way into Seattle from the south in 1889-1890, and the Northern Pacific Railroad followed. Real estate developers quickly saw that the same trackage could effectively serve new businesses and industry to be located in the tidelands. Complicated litigation had to be resolved before tracts could be filled, which occurred in concert with extensive other regrading work undertaken by the city. As plats were filled and streets and waterways laid out, property values for both filled and unfilled parcels soared in what became known as the "Tideflats Boom".

First Avenue South, an avenue 100 feet wide, was planned as the main thoroughfare for road traffic through the future business and industrial district. The old southwest portions of the street began as a pileway, but by 1904 it was a paved boulevard completed for a mile and a quarter south of King Street. The tidelands development facilitated the removal of a confusing profusion of trackage which crossed First Avenue at King Street, the establishment of vast freight yards and passenger depots to the east of Occidental Avenue and south of King Street, and provided efficient access to the waterfront (Railroad Avenue, now Alaskan Way) via Railroad Way and points further south.

Between 1900-1910, the decade of Seattle's explosive growth, the commercial district expanded and substantial industrial and transportation facilities were constructed. The two railroad terminals and many extant wholesale and warehouse buildings are a legacy of that real estate boom which transformed the southern edge of the old business district. Simultaneously, commercial and business development expanded northward, and commercial and public buildings typifying this period are already included in the northern edge of the existing Pioneer Square district.

Although the majority of buildings within the boundary increase date from this period of growth, they are clearly related geographically and historically to development trends of the earlier two decades. The individual properties were typically developed by entrepreneurs who had previously established business and commercial enterprises in the district and in the community at large, and who were further contributing to the city's commercial development. In several cases, the buildings were designed by noteworthy architects responsible for the design of a broad range of commercial and residential buildings in Seattle during the period. These intact and well preserved properties collectively convey a cohesive sense of the industrial and transportation activities which were an important historical factor in the development of the district. Relatively recent port, highway, and recreational development has served to lessen the historic and industrial character of the surrounding area. But these properties continue to exhibit the distinctive architectural character and, in many cases, the historic uses associated with developments from the early 20th century, and clearly convey their role within the larger Pioneer Square district during the period. Please refer to the attached inventory forms for further descriptions of the history and significance of buildings within the increase rea.

[x] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [x] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [x] Local government
- [ ] University
- [ ] Other

Specify repository: Office of Urban Conservation DCD, City of Seattle

10. Geographical Data

Acreage of property 3.3 acres (Boundary Increase)

Quadrangle Name: Seattle South Quadrangle Scale: 1:24,000

UTM References for boundary increase

	Zone	Easting	Northing		Zone	Easting	Northing
A	1,0	5|5,0|0,5,0	5,2|7,1|6,3,0	B	1,0	5|5,0|2,3,0	5,2|7,1|6,3,0
C	1,0	5|5,0|0,9,0	5,2|7,1|5,4,0	D	1,0	5|5,0|2,3,0	5,2|7,1|3,6,0

[ ] See continuation sheet

Verbal Boundary Description

[x] See continuation sheet

Boundary Justification

[x] See continuation sheet

11. Form Prepared By

name/title Katheryn Hills Krafft

organization Office of Urban Conservation, DCD date December 15, 1987

street & number 400 Yesler Building telephone (206) 684-0228

city or town Seattle state Washington zip code 98104

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

The following verbal boundary description includes the Pioneer Square-Skid Road Historic District and the proposed boundary increase: Beginning at the intersection of a line 3 feet west of and parallel with the east line of Fifth Avenue South and a line 120 fee south of and parallel with the production west of the south line of South King Street thence west along the last described parallel line to a line 244 feet east of and paralle with the production south of the east line of Second Avenue South; thence north along th last described parallel line to the south line of South King Street; thence west alon said south line to the west line of Occidental Avenue South; thence south along said wes line approximately 970 feet to the north line of Railroad Way South; thence northwesterl along said north line of Railroad Way south to the east line of Alaskan Way South; thenc north along said east line to the south line of South Washington Street; thenc northwesterly along the northeasterly line of Alaskan Way to the southeasterly line o Columbia Street; thence northeasterly along said southeasterly line to a line 116 fee southwesterly of and parallel with the southwesterly line of Second Avenue; thenc southeasterly along last described parallel line to the northwesterly line of Cherr Street; thence northeasterly along said northwesterly line to a line 119 feet southwesterl of and parallel with the southwesterly line of Third Avenue; thence southeasterly alon last described parallel line to the northwesterly line of James Street; thenc northeasterly along said northwesterly line to the northeasterly line of Fourth Avenue thence southeasterly along said northeasterly line to the northwesterly line of Jefferso Street; thence northeasterly along said northwesterly line to a line 128 fee southwesterly of and parallel with the southwesterly line of Fifth Avenue; thenc southeasterly along last described parallel line to the northwesterly line of Terrac Street; thence northeasterly along said northwesterly line to the northeasterly line o Fifth Avenue; thence southeasterly along said northeasterly line to its intersection wit the production north of the east line of Fifth Avenue South; thence south along said lin to the south line of Yesler Way; thence west along said south line to a line drawn midwa between Fourth Avenue South and Fifth Avenue South; thence south along said midway line t the south line of South Washington Street; thence west along said south line to a line 12 feet east of and parallel with the east line of Third Avenue South and the same produce south; thence south along said parallel line to the northeasterly line of Second Avenu South Extension; thence southeasterly along said northeasterly line to the north line o South Jackson Street; thence east along said north line to a line 33 feet west of an parallel with the east line of Fourth Avenue South; thence south along last describe parallel line to the production west of the north line of South Jackson Street; thence eas along said produced and north line and same produced east to a line 33 feet west of an parallel with the east line of Fifth Avenue South; thence south along last describe parallel line to the beginning; all in Seattle, King County, Washington, and embracing 9 acres, more or less.

United States Department of the Interior
National Park Service

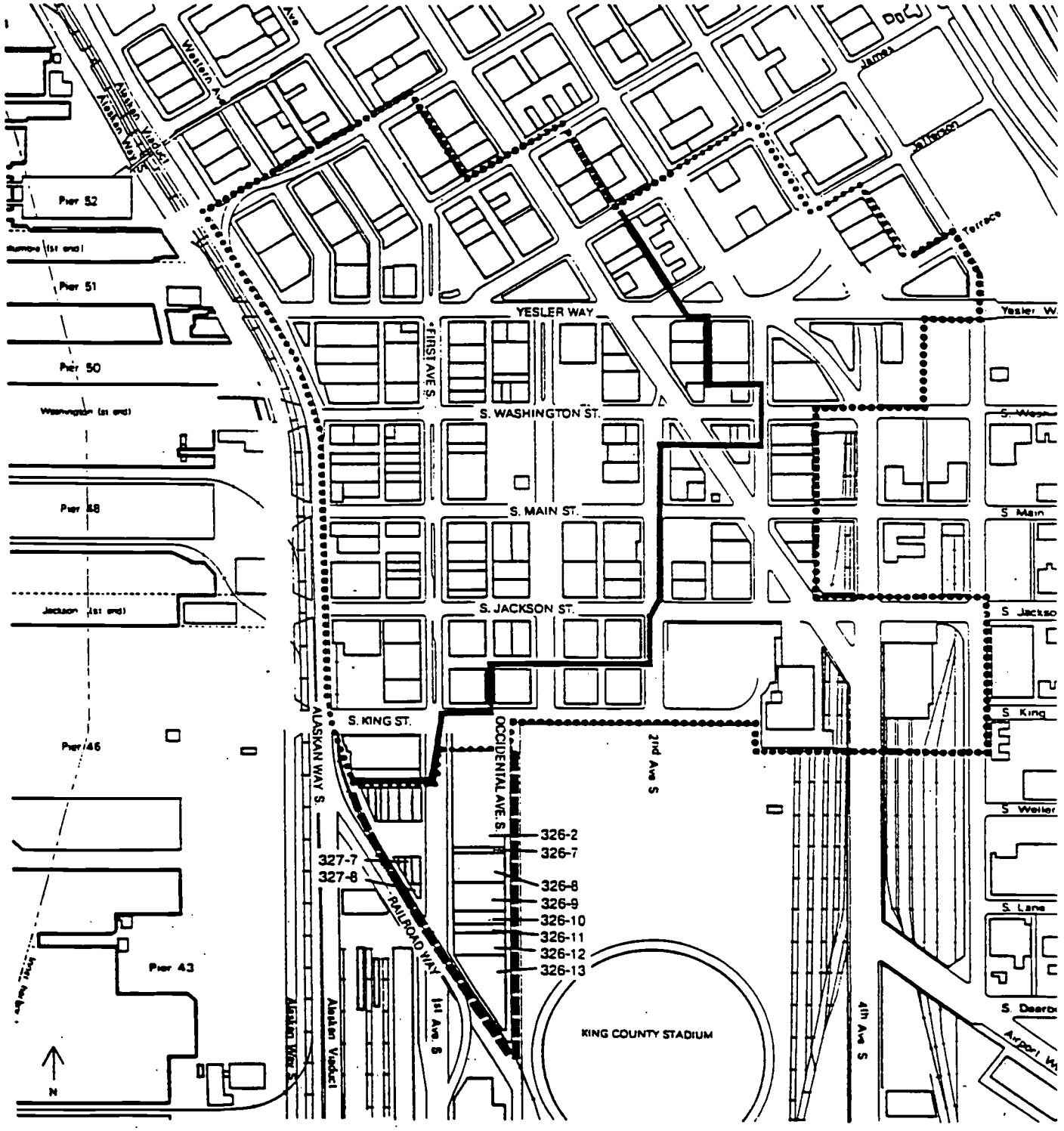
National Register of Historic Places Continuation Sheet

Section number 10 Page 2

The adjustment of the southwestern boundary of the Pioneer Square-Skid Road Historic District to include the subject properties is based on the following rationale: 1) the area includes intact and contiguous resources which are historically and functionally related to the adjacent historic district; 2) the area includes resources which reflect the historic development of industry, railroad transportation, and commerce in Seattle between 1900 and 1910 (as does the adjacent historic district); 3) the south and west boundary is defined by a strong visual barrier (Alaskan Way Viaduct on-ramps) which also serves as the boundary to the entire western edge of the existing historic district; 4) the eastern boundary is clearly defined by a change in character, notably the undeveloped county stadium parking lots, which have historically been open freight yards; and 5) the existing boundary of the district is at mid-block, awkwardly drawn, and excludes adjacent significant resources.

Pioneer Square Historic District
Boundary Increase

Seattle, Washington 12/15/87



Pioneer Square Historic District Boundary Increase (1987)

Pioneer Square Historic District (1978)

Pioneer Square – Skid Road District (1970)

Contributing Building

Non-contributing Building

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508-570 First Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View South of First Ave. So. from So. King St.

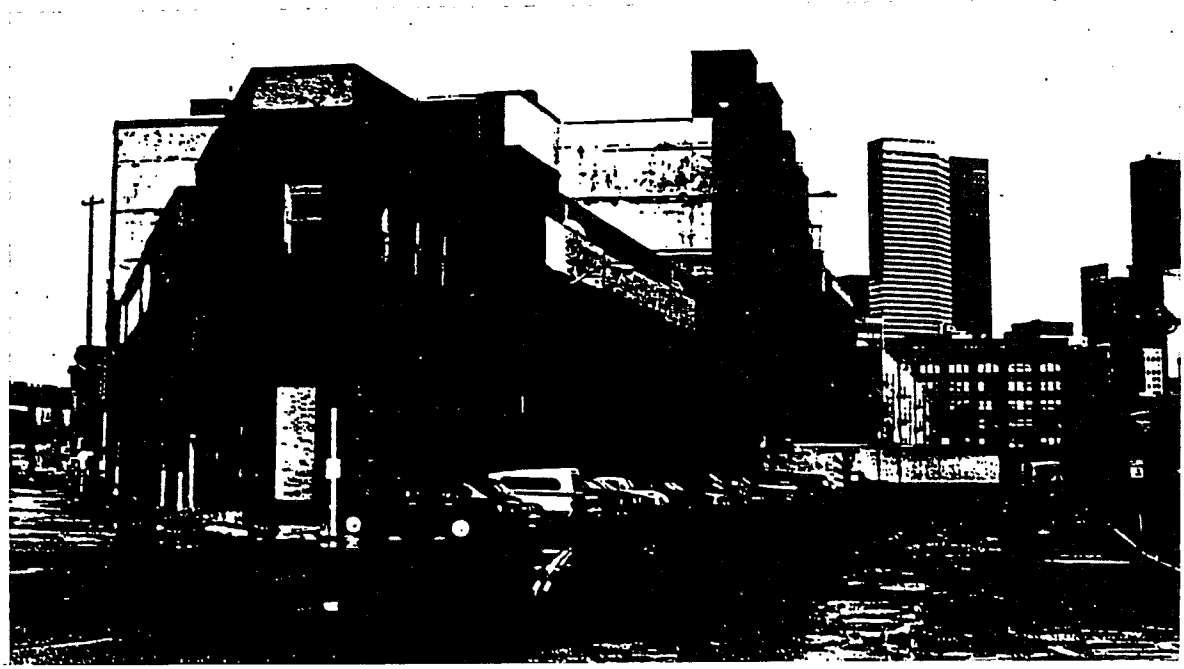
1 of 10

508-570 First Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View SE of West side of Block 326

2 of 10



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Rear elevations of Block 326 at
Occidental Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle
View SW of east side Block 326

3 of 10

590-508 First Ave. So. (rear elevations)

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View NW of east side Block 326
4 of 10

First Ave. So. at Railroad Way

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC , City of Seattle

View north for First Ave. So. at
Railroad Way Looking back toward existing district
7 of 10

551-501 First Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View NW from Railroad Way at First Ave.
8 of 10 Looking back toward existing district

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Railroad Way from Occidental Ave So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View NW of Railroad Way
Looking NW along new boundary
5 of 10

570-508 First Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View NE of West side Block 326
Looking back toward existing district
6 of 10

501-551 First Ave. So.

Pioneer Square H.D. Boundary Increase
Seattle, Washington
Katheryn H. Krafft
December 7, 1987
OUC, City of Seattle

View SW of east side Block 327
Looking from district toward # 551
9 of 10

Historic view of industrial district SW
of Smith Tower
Seattle, Washington
Asahel Curtis neg. #36865, Oct. 21, 1918
Washington State Historical Society
View SW from Smith Tower of Boundary
Increase Zone
10 of 10

	Easting	Northing
A.	550050	5272630
B.	550230	5271630
C.	550090	5271540
D.	550230	5271360

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ERIC

Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-2 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic Seattle Security Company Warehouse
Common Norfin Warehouse
Field Recorder KHK
Owner's Name Cas Real Estate
Address 526 First Avenue South
City/State/Zip Code Seattle, WA 98104

LOCATION SECTION

Address 508-534 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24N Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6831 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271600
Plat/Block/Lot Seattle Tidelands Blk 326 Lots 2-3-4-5-6-7
Supplemental Map(s)

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R2:19, R1:4-7
(Roll No. & Frame No.)
View of west & east elevations
Date 9-30-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry
Plan rectangular 150x290
Structural System reinf. conc./masonry
No. of Stories 4

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify)
- ☐ Other (specify)

Roof Type

- ☐ Gable ☐ Hip
- ☑ Flat ☐ Pyramidal
- ☐ Monitor ☐ Other (specify)
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify)
- ☐ Other (specify)
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible

Concrete
- ☐ Block
- ☑ Poured
- ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☑	☐	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify)	☐	☐	☐	☐

DCD 10/88 -1209-

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify)

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify)

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☑ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1909 Architect/Engineer/Builder Lohman & Place, architects, David Dow, contractor

- ☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- ☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

Historically and architecturally significant property developed during the decade of Seattle's explosive growth. Described as a "mammoth wholesale block", the structure was built by a company that previously developed property in the district. The building was planned to be three stories taller than built, and was promoted as the largest wholesale building in the city. An important feature was its location immediately adjacent to the freight yards, with a rail spur next to the entire block for shipping and receiving. The building included ten freight elevators and modern steel rolling shutters at the delivery bays. Designed by an obscure architectural firm believed to have designed industrial projects on Lake Union. It is particularly distinctive due to its size and industrial character.

Description of Physical Appearance

Exhibits a two-part commercial block facade divided into 14 recessed bays, and measures 150 feet (width) by 290 feet (length). Uniform fenestration of central pivoting sash flanked by two-over-two double-hung sash. Flemish bond brick pattern. Storefronts generally intact, including prism glass at mezzanine windows and cast iron columns with simple caps at each bay division. No cornice was ever installed because the building was designed to include a three story addition. Rear elevation (delivery bay side) includes similar pivoting windows and cast iron columns.

Major Bibliographic References

City of Seattle, DCLU, microfilm records
King County Assessor's Records
Records on file City of Seattle, OUC.
Seattle P.I., Dec. 20, 1908
Sanborn Insurance Map 1916 edition.

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ERIC

Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-7 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic Kaufmann Warehouse
Common Sneakers
Field Recorder KHK
Owner's Name R.E. Stewart
Address 16207 21st S.W.
City/State/Zip Code Seattle, WA 98166

LOCATION SECTION

Address 538 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24n Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6859 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271570
Plat/Block/Lot Seattle Tidelands Blk. 326 Lot 7
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R2:20, R1:8
(Roll No. & Frame No.)
View of west/east elevation
Date 9/30/87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry
Plan Rectangular 171½x150
Structural System reinf. concrete
No. of Stories 1

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☐ Brick
- ☐ Stone
- ☐ Stucco
- ☑ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify) _____
- ☐ Other (specify) _____

Roof Type

- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify) _____
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify) _____
- ☐ Other (specify) _____
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☐ Not visible
- Concrete
  - ☐ Block
  - ☑ Poured
  - ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☑	☐	☐
Changes to original cladding	☐	☑	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify) _____	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify) _____

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify) _____

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☐ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1910 Architect/Engineer/Builder W.P. White, Architect & F.G. Combs, Contractor

- ☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- ☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

An historically significant property developed during Seattle's explosive growth in the early 20th century. The unique 17 foot width of this building appears related to the removal of a pre-1893 Seattle terminal railroad spur, which remained in use for several years. The modest one-story structure was developed by Jacob Kaufmann with the intention of adding an additional three stories. The architect was W.P. White, an active practitioner during the period who designed numerous hotels and apartment houses as the city's population grew dramatically.

Description of Physical Appearance

Very narrow one-part commercial block facade. Original First Avenue elevation included large display windows and door with transoms. Multi-pane mezzanine level windows, terra cotta frame and sign band, and concrete parapet are original. East elevation has been extensively altered. New projecting sign and satellite antenna dish have been installed.

Major Bibliographic References

City of Seattle DCLU microfilm records
King county Assessor's Records
Sandborn Insurance map, 1916 edition
Seattle P.I., May 29, 1910.

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HISTORIC PROPERTY INVENTORY FORM

Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-8 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic George W. Hoffman's Carriage Factory
Common Washington Shoe Company Building
Field Recorder KHK
Owner's Name Washington Shoe Company
Address 542 First Avenue South
City/State/Zip Code Seattle, WA 98104

Status
- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY
Photography Neg. No. R2:21, R1:9-11
(Roll No. & Frame No.)
View of west & east elevations
Date 9-30-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

LOCATION SECTION

Address 542 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24N Range 4E Section 6 ¼ Section SE ¼¼ Section NE
Tax No./Parcel No. 766620-6851 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271540
Plat/Block/Lot Seattle Tidelands Blk. 326 Lots 7-8
Supplemental Map(s) Kroll Map 41E

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry
Plan Rectangular 90x150
Structural System brick masonry
No. of Stories 3

Cladding (Exterior Wall Surfaces)
- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify) _____
- ☑ Other (specify) painted

Roof Type
- ☐ Gable
- ☑ Flat
- ☐ Monitor
- ☐ Gambrel
- ☐ Shed
- ☐ Hip
- ☐ Pyramidal
- ☐ Other (specify) _____

Roof Material
- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify) _____
- ☐ Other (specify) _____
- ☑ Not visible

Foundation
- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete
  - ☐ Block
  - ☐ Poured
- ☐ Other (specify) _____

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☑	☐	☐
Changes to original cladding	☐	☑	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify) _____	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)
- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify) _____

Vernacular House Types
- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify) _____

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☐ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction c. 1903 Architect/Engineer/Builder Megath & Duhamel (builders)

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Historically significant property that was developed during the early part of the decade of Seattle's explosive growth. One of the earliest masonry structures to be built as this portion of the old planked First Avenue and adjacent tidelands were filled. Many businesses along the east side of First included wharves on the property because the tideflats to the east had not yet been filled and First Avenue only extended to Lander Street. Built by George W. Hoffman, who sold his first blacksmith shop in 1902 and constructed this building on what was leased ground. This was initially a carriage factory and blacksmith shop, which eventually evolved into a larger auto parts and bodies manufacturing company. Although modest in design, the structure is a particularly noteworthy intact and distinctive early manufacturing facility.

Description of Physical Appearance

Exhibits simply detailed two-part commercial block facade composition. Facade divided vertically into four bays which vary slightly in width and window placement. Window bays slightly recessed with continuous stone sills and double-hung sash, segmental arched openings, and drip caps and voussoirs. Corbelled brick cornice. Central indented sign panel. Brick pilasters at storefront bays. Generally intact storefront with mezzanine level windows covered. Rear elevation has masonry changes on third floor and includes two-over-two sash in segmental arched openings.

Major Bibliographic References

City of Seattle DCLU microfilm records
King County Assessor's Records
Sandborn Insurance map 1904
Bagley, C., History of Seattle, Vol. 3, Pate 54.

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HISTORIC PROPERTY INVENTORY FORM

Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-9 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic Carstens Brothers Cold Storage
Common Nordic Cold Storage
Field Recorder KHK
Owner's Name Nordic Cold Storage
Address 548 First Avenue South
City/State/Zip Code Seattle, WA 98104

LOCATION SECTION

Address 548 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24n Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6855 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271520
Plat/Block/Lot Seatttle Tidelands Blk. 326 Lots 8-10
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R2:22, R1:13-15
(Roll No. & Frame No.)
View of west elevation
Date 9-30-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry
Plan rectangular
Structural System brick masonry
No. of Stories 4

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☑ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify) _____
- ☐ Other (specify) _____

Roof Type

- ☐ Gable ☐ Hip
- ☑ Flat ☐ Pyramidal
- ☐ Monitor ☐ Other (specify)
- ☐ Gambrel _____
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify) _____
- ☐ Other (specify) _____
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete: ☐ Block ☐ Poured ☐ Other (specify) _____

Integrity (Include detailed description in Description of Physical Appearance)	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☑	☐	☐	☐
Changes to original cladding	☐	☑	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify) _____	☐	☐	☐	☐

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High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify) _____

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify) _____

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☐ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1904 Architect/Engineer/Builder David Dow, Builder

- ☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- ☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Historically significant property developed during the decade of Seattle's explosive growth. One of the earliest masonry structures to be built as the old planked First Avenue and the adjacent tidelands were filled to facilitate industrial expansion and new transportation systems. Seattle Security Company had this building built in order to house Carsten's Packing Company and related cold storage. Several other packing companies were located in the district. Beef and pork packing took place in the basement and the upper three stories were used for cold storage. The builder, David Dow, also built the large warehouse at 508-534 First Avenue. This building is still in use as a cold storage warehouse.

Description of Physical Appearance

Exhibits two-part vertical block facade composition, with distinctive masonry detailing. Flush facade is divided vertically into four equal bays with double-hung windows grouped in sets of four at each level. Raised brick surrounds frame each window and accentuate the mezzanine level and upper zone. Diamond patterned brick and corbelled cornice ornament the parapet cap. Similar details at the east elevation. Delivery bay alterations and some windows enclosed on rear.

Major Bibliographic References

City of Seattle DCLU mircofilm records
King County Assessor's Records
Sanborn Insurance Map 1904

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Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-10 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic E.N. Forbes Building
Common
Field Recorder KHK
Owner's Name P.B.P. Investment %Morris Management
Address P.O. Box C-97030
City/State/Zip Code Bellevue, WA 98009

LOCATION SECTION

Address 558 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp 24n. Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6865 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271490
Plat/Block/Lot Seattle Tidelands Blk. 326 Lots 10-11
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R2:23, R1:12&16
(Roll No. & Frame No.)
View of west & east elevations
Date 9-30-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry/Commerce
Plan rectangular 43x150
Structural System reinf. concrete
No. of Stories 5

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☐ Brick
- ☐ Stone
- ☑ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify)
- ☑ Other (specify) tile

Roof Type

- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify)
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify)
- ☐ Other (specify)
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible

Concrete

- ☐ Block
- ☑ Poured
- ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☑	☐	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify)	☐	☐	☐	☐

DCD 10/86 -1208- 3

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☑ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify)

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify)

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☑ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify)_____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify)_____
- ☐ Study Unit Sub-Theme(s) (specify)_____

Statement of Significance

Date of Construction 1908(addition 1910) Architect/Engineer/Builder A. Warren Gould/Gould & Champney (1910)

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Historically and architecturally significant warehouse structure developed during the decade of Seattle's explosive growth. Built as a "substantial wholesale building", this structure was designed for the Fobes Electrical Supply Company, headed by E.N. Fobes and established about 1895. Typical of the relatively speculative real estate ventures of the period, it was planned to be seven stories tall. Apparently, the first three stories were originally built and only two additional stories were added. This distinctive warehouse was designed by A. Warren Gould, a prinoipal architect of this period, responsible for the design of the County-City Building (King County Courthouse) and the American Savings Bank and Trust Building, for which Fobes supplied electrical equipment. Gould also designed numerous residences and commercial struotures. The warehouse inoludes partioularly distinotive architectural features and is unique in its ornamental detail.

Description of Physical Appearance

Exhibits a particularly distinotive two-part vertioal blook faoade whioh inoludes Moravian tile ornament throughout the facade. Notable features inolude an intaot storefront with side entries and ornate prism glass transoms; mosaio floor tile sign for "Fobes Electrio Supply" at the south entry; two sets of four windows at floor level which include prism transoms above horizontal pivoting sash; and a sheet metal oornioe at the raised parapet. Moravian tile is located in the triangular medallions at each side of the storefront. Tiles inscribed with "FOBES" and "1909" are also at the base.

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Major Bibliographic References

City of Seattle, DCLU, microfilm records
King County Assessor's Records
Sanborn Insurance map 1916
City of Seattle, misc.. files on record at OUC
Woodbridge, S.R., A Guide to Architecture in Washington State, 1980.

DCD 10/88 -1908-

HISTORIC PROPERTY INVENTORY FORM

State of Washington, Department of Community Development
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-11 OAHP No. 17- Date Recorded 9-30-87
Site Name Historic Bornstein & Sons, Inc. Warehouse
Common
Field Recorder KHK
Owner's Name F.B. & P. Investment %Morris Management
Address P.O. Box C-97030
City/State/Zip Code Bellevue, WA 98009

LOCATION SECTION

Address 562 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24n Range 4E Section 6 ¼ Section NE ¼ ¼ Section SE
Tax No./Parcel No. 766620-6870 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271470
Plat/Block/Lot Seattle Tidelands Blk. 326 Lot 11
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R2:23, R1:17
(Roll No. & Frame No.)
View of west & east elevations
Date 10-01-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry/Commerce
Plan rectangular 30x150
Structural System reinf. concrete/steel
No. of Stories 7

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify)
- ☐ Other (specify)

Roof Type

- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify)
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify)
- ☐ Other (specify)
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete
  - ☐ Block
  - ☑ Poured
  - ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☑	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify)	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☑ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify)

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify)

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☑ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1909 Architect/Engineer/Builder Josenhans & Allen (?), architects

- ☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- ☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Historically and architecturally significant property developed during the decade of Seattle's explosive growth. This warehouse was built for Julius Bornstein, one of Seattle's earliest merchants. Bornstein established one of Seattle's first department store, the Golden Rule Bazaar, c. 1885. The business was rebuilt after being destroyed in the great fire of 1889. In 1909, the company branched out into wholesale business and constructed this building which provided department store supplies through the Northwest and Alaska. The warehouse may have been designed by Josenhans, who later served as superintendent of public works and is credited with the design of several warehouses in Seattle. The warehouse is architecturally distinctive and its features indicate the Chicago Commercial style.

Description of Physical Appearance

Exhibits two part vertical block facade composition and the modest features indicate the Chicago Commercial style. Original wood frame storefront with cast iron pilasters is essentially intact. Sheet metal cornice and masonry parapet pier extensions have been removed. Exhibits minimal ornamentation and the functional expression of internal structure. Includes large pivoting windows with transom lights. Rear elevation includes intact multiple-light sash and delivery bays.

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Major Bibliographic References

City of Seattle, DCLU, microfilm records
King County Assessor's Records
Seattle P.I., November 10, 1914, page 2.

HISTORIC PROPERTY INVENTORY FORM

Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-12 OAHP No. 17- Date Recorded 10-02-87
Site Name Historic Provident Building
Common
Field Recorder KHK
Owner's Name John & Patricia Loop
Address 568 First Avenue South
City/State/Zip Code Seattle, WA 98104

Status
- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY
Photography Neg. No. R2:23, R1:18
(Roll No. & Frame No.)
View of west elevation
Date 10-02-87

LOCATION SECTION

Address 568 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24N Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6871 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271445
Plat/Block/Lot Seattle Tidelands Blk. 326 Lots 11-12
Supplemental Map(s) Kroll Map 43E

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry/Commerce
Plan irregular 72x150
Structural System reinf. concrete
No. of Stories 6

Cladding (Exterior Wall Surfaces)
- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify)
- ☐ Other (specify)

Roof Type
- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify)
- ☐ Gambrel
- ☐ Shed

Roof Material
- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify)
- ☐ Other (specify)
- ☑ Not visible

Foundation
- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete
  - ☐ Block
  - ☑ Poured
  - ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☑	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify)	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)
- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☑ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify)

Vernacular House Types
- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify)

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☑ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction 1910 Architect/Engineer/Builder Saunders & Lawton, architects

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

Historically and architecturally significant property developed during the decade of Seattle's explosive growth. This building was built for the Provident Building Company as a wholesale warehouse. It was designed by the noteworthy firm of Charles Saunders, an architect credited with several commercial, industrial, and civic structures in Seattle, including the Hambach Building in the district, Horace Mann School on First Hill, and Denny Hall, the first building at the University of Washington's present campus.

Description of Physical Appearance

Exhibits two-part vertical block facade composition and modest features of the Chicago Commercial style. The primary elevation is divided vertically into six bays, five of which front on First Avenue South and the sixth which faces Railroad Way at an acute angle. The facade is modestly ornamented and the structural framework dominates, with the spandrel panels framed by brickwork and diamond pattern tiles. Simple rectangular window openings include large vertical pivot type sash in sets of two. A simple brick cornice has been removed. Mezzanine level windows have been covered and some glazing has been replaced with mirror glass. Intact original entrance at center bay with inscribed "Provident Building" sign above. Minor alterations to rear elevation.

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Major Bibliographic References

City of Seattle, DCLU, microfilm records
King County Assessor's Records
Sanborn Insurance map 1916
Woodbridge, S.G., A Guide to Architecture in Washington State, 1980.

ERIC

111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 326-13 OAHP No. 17- Date Recorded 10-02-87
Site Name Historic Seattle Plumbing Co. Building
Common Old Johnson's Plumbing Building
Field Recorder KHK
Owner's Name King County
Address 500 Administration Building
City/State/Zip Code Seattle, WA 98104

Status
- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY R4:16, R2:24,
Photography Neg. No. R1:19-20
(Roll No. & Frame No.)
View of SW elev./detail
Date 10-02-87

LOCATION SECTION

Address 590 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24n Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6880 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550190 Northing 5271130
Plat/Block/Lot Seattle Tidelands Blk. 326 Lots 13-14-15
Supplemental Map(s) Kroll Map 43E

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ NV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Industry
Plan Triangular
Structural System brick masonry
No. of Stories 2

Cladding (Exterior Wall Surfaces)
- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify) _____
- ☐ Other (specify) _____

Roof Type
- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify) _____
- ☐ Gambrel
- ☐ Shed

Roof Material
- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify) _____
- ☐ Other (specify) _____
- ☑ Not visible

Foundation
- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete
  - ☐ Block
  - ☑ Poured
  - ☐ Other (specify) _____

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☐	☑	☐
Changes to original cladding	☐	☑	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify) _____	☐	☐	☐	☐

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High Styles/Forms (check one or more of the following)
- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify) _____

Vernacular House Types
- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify) _____

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☐ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☑ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction c. 1903 Architect/Engineer/Builder not identified

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

An historically significant property built during the early part of the decade of Seattle's explosive growth, and one of the earliest masonry structures to be built as this portion of the old planked First Avenue and adjacent tidelands were filled. Many of the businesses on the east side of the street included wharves because the tideflats to the east were not yet filled and First Avenue only extended to Lander Street. Original permit records are not available although a 1904 fire insurance map shows Duncan, Carrigan, and Hayden Company (hardware) and George Tay (plumbers' supplies) as tenants. By 1916, Seattle Plumbing Company occupied the entire building. The irregular shape of the building was determined by the adjacent Railroad Way and spur trackage intended for the future rail linkage to the waterfront.

Description of Physical Appearance

One-part commercial block facade composition. Intact double hung sash at second floor on both elevations. Sheet metal cornice has been removed. Several original openings at the first floor delivery level have been infilled on both elevations. Formal entrance on s.w. elevation is intact with staggered stone surrounds. Building appears to have been originally divided into two separate warehouses in the east and west side of the structure. Continuous stone watertable at base.

Major Bibliographic References

King County Assessor's Records
Sanborn Insurance Map 1904

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HISTORIC PROPERTY INVENTORY FORM

State of Washington, Department of Community Development
Office of Archaeology and Historic Preservation
111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 327-7 OAHP No. 17- Date Recorded 10-07-87
Site Name Historic West Transfer Company Building
Common Duncan & Sons, Inc.
Field Recorder KHK
Owner's Name Ian Hoggin
Address 18116 197th Place N.E.
City/State/Zip Code Woodinville, WA 98072

LOCATION SECTION

Address 539-547 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24N Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6930 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550120 Northing 5271520
Plat/Block/Lot Seattle Tidelands Blk. 327 Lots 7-8
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☐ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R3:9-10, R2:4
(Roll No. & Frame No.)
View of west & east elevations
Date 10-07-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ NV
Contributing ☐ Non-Contributing ☑
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Commerce/Transportation
Plan Trapozoid
Structural System brick masonry
No. of Stories 1

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☐ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☐ Metal (specify) _____
- ☐ Other (specify) _____

Roof Type

- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify) _____
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify) _____
- ☐ Other (specify) _____
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete
  - ☐ Block
  - ☑ Poured
  - ☐ Other (specify) _____

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☑	☐	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify) _____	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☐ Tudor Revival
- ☐ Craftsman/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify) _____

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify) _____

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☐ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☐ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☑ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance

Date of Construction c. 1919 Architect/Engineer/Builder not identified

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

This property post-dates the last significant period of development in the district. Constructed on the site of earlier wood frame commercial buildings, this building appears to have functioned in relation to the rail lines along Railroad Way as a truck transfer station similar to several enterprises which historically and currently operated in the area. It currently houses Duncan and Sons, Inc., a saddlery and harness shop which was established in Pioneer Square about 1898 and relocated to this building about 1977.

Description of Physical Appearance

One part commercial facade divided by five unequal bays. Exhibits original storefronts at the three northernmost bays and an intact and stepped parapet wall. Rear elevation is painted brick with some altered steel sash and miscellaneous delivery doors. The three dimensional horse sign was relocated in 1977 when Duncan and Sons moved from their historic location at Second and Jackson Streets.

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Major Bibliographic References

City of Seattle, DCLU, microfilm records
King County Assessor's Records

111 West 21st Avenue, KL-11
Olympia, WA 98504 (206) 753-4011

IDENTIFICATION SECTION

Field Site No. 327-8 OAHP No. 17- Date Recorded 10-02-87
Site Name Historic Triangle Hotel & Bar
Common Flatiron Building
Field Recorder KHK
Owner's Name Greissenger & Tonkin
Address 204 First Avenue South
City/State/Zip Code Seattle, WA 98104

LOCATION SECTION

Address 551 First Avenue South
City/Town/County/Zip Code Seattle/King/98104
Twp. 24N Range 4E Section 6 ¼ Section NE ¼¼ Section SE
Tax No./Parcel No. 766620-6935 Acreage less than one
Quadrangle or map name Seattle South
UTM References Zone 10 Easting 550160 Northing 5271505
Plat/Block/Lot Seattle Tidelands Blk. 327 Lot 8
Supplemental Map(s) Kroll Map 43E

Status

- ☐ Survey/Inventory
- ☑ National Register
- ☐ State Register
- ☐ Determined Eligible
- ☐ Determined Not Eligible
- ☐ Other (HABS, HAER, NHL)
- ☑ Local Designation

PHOTOGRAPHY

Photography Neg. No. R3:8, R2:1-2
(Roll No. & Frame No.)
View of SW corner/east elevation
Date 10-07-87

Classification ☐ District ☐ Site ☑ Building ☐ Structure ☐ Object
District Status ☐ NR ☐ SR ☑ LR ☐ INV
Contributing ☑ Non-Contributing ☐
District/Thematic Nomination Name Pioneer Square Historic District Boundary Increase

DESCRIPTION SECTION

Materials & Features/Structural Types
Building Type Commerce
Plan Triangle
Structural System brick masonry/steel
No. of Stories 3

Cladding (Exterior Wall Surfaces)

- ☐ Log
- ☐ Horizontal Wood Siding
  - ☐ Rustic/Drop
  - ☐ Clapboard
- ☐ Wood Shingle
- ☐ Board and Batten
- ☐ Vertical Board
- ☐ Asbestos/Asphalt
- ☑ Brick
- ☐ Stone
- ☑ Stucco
- ☐ Terra Cotta
- ☐ Concrete/Concrete Block
- ☐ Vinyl/Aluminum Siding
- ☑ Metal (specify) sheet metal
- ☐ Other (specify)

Roof Type

- ☐ Gable
- ☐ Hip
- ☑ Flat
- ☐ Pyramidal
- ☐ Monitor
- ☐ Other (specify)
- ☐ Gambrel
- ☐ Shed

Roof Material

- ☐ Wood Shingle
- ☐ Wood Shake
- ☐ Composition
- ☐ Slate
- ☐ Tar/Built-Up
- ☐ Tile
- ☐ Metal (specify)
- ☐ Other (specify)
- ☑ Not visible

Foundation

- ☐ Log
- ☐ Post & Pier
- ☐ Stone
- ☐ Brick
- ☑ Not visible
- Concrete: ☐ Block ☑ Poured
- ☑ Other (specify) piles

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	☑	☐	☐	☐
Changes to windows	☐	☑	☐	☐
Changes to original cladding	☑	☐	☐	☐
Changes to interior	☐	☐	☐	☐
Other (specify)	☐	☐	☐	☐

High Styles/Forms (check one or more of the following)

- ☐ Greek Revival
- ☐ Gothic Revival
- ☐ Italianate
- ☐ Second Empire
- ☐ Romanesque Revival
- ☐ Stick Style
- ☐ Queen Anne
- ☐ Shingle Style
- ☐ Colonial Revival
- ☐ Beaux Arts/Neoclassical
- ☐ Chicago/Commercial Style
- ☐ American Foursquare
- ☐ Mission Revival
- ☐ Spanish Colonial Revival/Mediterranean
- ☑ Tudor Revival
- ☐ Craftsmen/Arts & Crafts
- ☐ Bungalow
- ☐ Prairie Style
- ☐ Art Deco/Art Moderne
- ☐ Rustic Style
- ☐ International Style
- ☐ Northwest Style
- ☑ Commercial Vernacular
- ☐ Residential Vernacular (see below)
- ☐ Other (specify)

Vernacular House Types

- ☐ Gable front
- ☐ Gable front and wing
- ☐ Side gable
- ☐ Cross gable
- ☐ Pyramidal/Hipped
- ☐ Other (specify)

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NARRATIVE SECTION

Study Unit Themes (check one or more of the following)

- ☐ Agriculture
- ☑ Architecture/Landscape Architecture
- ☐ Arts
- ☑ Commerce
- ☐ Communications
- ☐ Community Planning/Development
- ☐ Conservation
- ☐ Education
- ☐ Entertainment/Recreation
- ☐ Ethnic Heritage (specify) _____
- ☐ Health/Medicine
- ☐ Manufacturing/Industry
- ☐ Military
- ☐ Politics/Government/Law
- ☐ Religion
- ☐ Science & Engineering
- ☐ Social Movements/Organizations
- ☐ Transportation
- ☐ Other (specify) _____
- ☐ Study Unit Sub-Theme(s) (specify) _____

Statement of Significance altered 1955, restored 1980

Date of Construction 1909-10 **Architect/Engineer/Builder** C.A. Breitung, architect

☐ In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places

☑ In the opinion of the surveyor, this property is located in a potential historic district (National and/or local).

The former Triangle Hotel is significant as a picturesque example of early 20th century commercial building in the tidelands development area. Its triangular shape was dictated by its site at the intersection of a main thoroughfare and railroad trackage leading to the wharves of Seattle's harbor. The building is also believed to be the smallest developed commercial property in the central business district. The hotel and bar served a social function and, therefore, the building was built with appropriate surface refinement and the features of a recognizable style. The building was constructed for Victor Hugo Smith, who figured prominently in real estate development between 1889 and the early 20th century. Z.A. Breitung designed several other noteworthy buildings in Seattle including Holy Names Academy and the Home of the Good Shepherd. The Triangle Hotel was listed on the National Register in 1976.

Description of Physical Appearance

The building is distinctive due to its triangular plan and rich surface treatment. Rusticated Flemish bond brickwork, late medieval pointed arches, and projecting bays combine to create a "Tudor" commercial style. The exterior is also distinguished by a floriated stone cornice, narrow arched windows, inlayed diamond pattern tiles at the mezzanine level and ornate cast iron columns. The building has been structurally reinforced by the placement of steel columns within the interior spaces and has undergone extensive rehabilitation and selective restoration.

Major Bibliographic References

National Register of Historic Places Inventory-Nomination form, prepared by Elizabeth Walton Potter, October 1975
King County Assessor's Records
Records on file, OUC, City of Seattle

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PIONEER SQUARE-SKID ROAD

HISTORIC DISTRICT-PROPERTY LISTING

Continuation Sheet	Item 10	Page 2
Survey Number	Building	Classification
A.	Harbor Entrance Pergola	Primary (City of Seattle District Only)
1.	Polson Building 69-71 Columbia	Secondary
2.	611-619 Western Avenue	Secondary
3.	Parking	N/A
4.	Pacific Banking #1 Yesler	Secondary
5.	Journal Building 622-630 Western Avenue 85 Columbia	Primary
6.	Seattle Steam Co.-Post Street Plant 621 Post	Secondary
7.	Traveler's Hotel 76-84 Yesler	Secondary
8.	Hotel Yesler 71-87 Yesler	Primary
9.	Fred Cole Factory 114 Alaskan Way S.	Secondary
10.	L & H Printing 68-74 South Washington	Secondary
11.	77 South Washington	Secondary
12.	St. Charles Hotel 81-85 South Washington	Primary
13.	Parking	N/A
14.	People's Supply Company 210 Alaskan Way S.	Intrusion
15.	O.K. Hotel 212-216 Alaskan Way S.	Intrusion

16.	Puget Sound Hotel 218 Alaskan Way S.	Intrusion
17.	Built C. 1950	Intrusion
18.	Our Home Hotel 75-85 South Main	Primary
19.	Otto Sturham & Sons 304 Alaskan Way S.	Secondary
20.	84 South Jackson	Intrusion
21.	Schwabacher Hardware 401 First Ave. S.	Secondary
22.	410 Alaskan Way S.	Intrusion
23.	Parking	N/A
24.	Peoples Bank & Parking Garage 701-717 First Ave.	Intrusion
25.	Pioneer Drug Company First & Cherry	Secondary
26.	625 First Avenue	Secondary
27.	Parking	N/A
28.	Post Hotel 90 Yesler Way	Primary
29.	Mutual Life Building 92-94 Yesler Way	Primary
30.	Yesler Building 95 Yesler Way	Primary
31.	Schwabacher Building 93 Yesler Way 103-107 First Ave. South	Primary
32.	Northern Hotel 109-115 First Ave. South	Primary
33.	Maynard Building 117 First Ave. South	Primary
34.	89 South Washington	Intrusion
35.	J & M Hotel & Cafe 201-205 First Ave. South	Secondary

36.	Skagit Hotel 207 First Ave. South	Secondary
37.	209 First Ave. South	Secondary
38.	211 First Ave. South	Secondary
39.	215 First Ave. South	Secondary
40.	New England Hotel 217-219 First Ave. South	Secondary
41.	Bread of Life Mission 301 First Ave. South	Primary
42.	Parking	N/A
43.	Maud Building 309 First Ave. South	Primary
44.	Hotel Crown 313 First Ave. South	Secondary
45.	Squire Building 317 First Ave. South	Secondary
46.	Smith Building 321 First Ave. South	Secondary
47.	Schwabacher Hardware 401 First Ave. South	Primary
48.	M. Seller Building 409-417 First Ave. South	Secondary
49.	Hambach Building 419 First Ave. South	Secondary
50.	Seattle Hardware 501 First Ave. South	Primary
51.	Bank of California Parking Garage	Intrusion
52.	110 Cherry Building 102-110 Cherry 700-706 First Avenue	Primary
53.	Lowman Building 103-107 Cherry	Primary
54.	Lowman & Hanford Building 616 First Avenue	Primary

55.	Howard Building 612-614 First Avenue	Primary
56.	Pioneer Building 602-610 First Avenue	Primary National Historic Landmark
57.	Pioneer Place Park	Primary
58.	Iron Pergola Pioneer Place Park	Primary National Historic Landmark
59.	Fountain Pioneer Place Park	Primary
60.	Totem Pole Pioneer Place Park	Primary National Historic Landmark
61.	Kind Building 106-108 First Ave. South	Primary
62.	City Club 110-112 First Ave. South	Primary
63.	Del Mar Hotel 114-120 First Ave. South	Primary
64.	204 First Ave. South	Secondary
65.	City Loan Building 206 First Ave. South	Secondary
66.	Grand Central Hotel 208-220 First Ave. South	Secondary
67.	Globe Building 300-304 First Ave. South	Primary
68.	Globe Hotel 306-310 First Ave. South	Primary
69.	Nord Hotel 312-314 First Ave. South	Secondary
70.	Walker Building 316 First Ave. South	Secondary
71.	Capitol Brewing Company 322-324 First Ave. South	Primary
72.	101 South Jackson	Secondary

73.	Hambaca Building, Westland Building Tempco Quilters Building, 414 First Ave.So.	Secondary
74.	Second & Cherry Building 615-619 Second Avenue	Primary
75.	Butler Block 601-611 Second Avenue	Secondary
76.	Parking Garage "Sinking Ship"	Intrusion
77.	Merchant's Cafe 109 Yesler Way	Secondary
78.	Eagle Cafe 111 Yesler Way	Secondary
79.	Korn Building 101 Occidental Ave. South	Secondary
80.	Saveway Market 107 Occidental Ave. South	Secondary
81.	115 Occidental Ave. South	Intrusion
82.	116-118 South Washington	Secondary
83.	Interurban Hotel 119-121 Occidental Ave. South	Intrusion
84.	Occidental Park	N/A
85.	Occidental Mall	N/A
86.	Union Trust Building 115-117 South Main	Primary
87.	119 South Main 301-301 Occidental Ave. South	Primary
88.	Waltham Building 311-313 Occidental Ave. South	Primary
89.	122 South Jackson	Secondary
90.	119 South Jackson	Secondary
91.	123 South Jackson	Secondary
92.	Pacific Block Smith Tower Annex 102-108 Occidental Ave. South	Primary
93.	Parking	N/A

94.	Parking	N/A
95.	State Building	Secondary
96.	314-322 Occidental Ave. South	Secondary
97.	Washington Shoe Mfg. 400-410 Occidental Ave. South	Secondary
98.	Metropole Building 421 Second Avenue	Secondary
99.	417 Second Avenue	Primary
100.	411 Second Avenue	Intrusion
101.	168 South Washington	Secondary
102.	401-407 Second Avenue	Intrusion
103.	167-169 South Washington	Intrusion
104.	171 South Washington	Secondary
105.	207-211 Second Ave. South	Intrusion
106.	Ruggles Building 213-217 Second Ave. South	Secondary
107.	Annie E. Casey Waterfall Garden	N/A
108.	Fire Station Second Ave. S. & South Main	Secondary
109.	Duncan & Sons Building (former) 315 Second Ave. South	Primary
110.	Cadillac Hotel 319-323 Second Ave. South	Secondary
111.	North Coast Electric 165-173 South Jackson	Secondary
112.	Alaska Building 618 Second Avenue	Primary
113.	Corona Hotel 606-610 Second Avenue	Secondary
114.	Hartford Building 600 Second Avenue	Secondary
115.	Collins Building 520-524 Second Avenue	Primary

Rev. 12/81

116.	512 Second Avenue	Primary
117.	Smith Tower 502-508 Second Avenue	Primary
118.	Fortson Square Second & Yesler Way	N/A
119.	Campbell & Fuller Building 201-209 Yesler Way	Secondary
120.	Harbor Light Mission 416 Second Avenue	Intrusion
121.	Monteroy Hotel 408-412 Second Avenue	Secondary
122.	404 Second Avenue	Primary
123.	400 Second Avenue	Primary
124.	Apex Building Second Ave. S. & South Washington	Secondary
125.	Parking	N/A
126.	Third Ave. S. & South Washington	Intrusion
127.	211-215 South Washington	Intrusion
128.	Union Gospel Mission Hotel 219 South Washington	Secondary
129.	Union Gospel Mission Cafe 221 South Washington	Primary

PIONEER SQUARE-SKID ROAD

HISTORIC DISTRICT EXPANSION

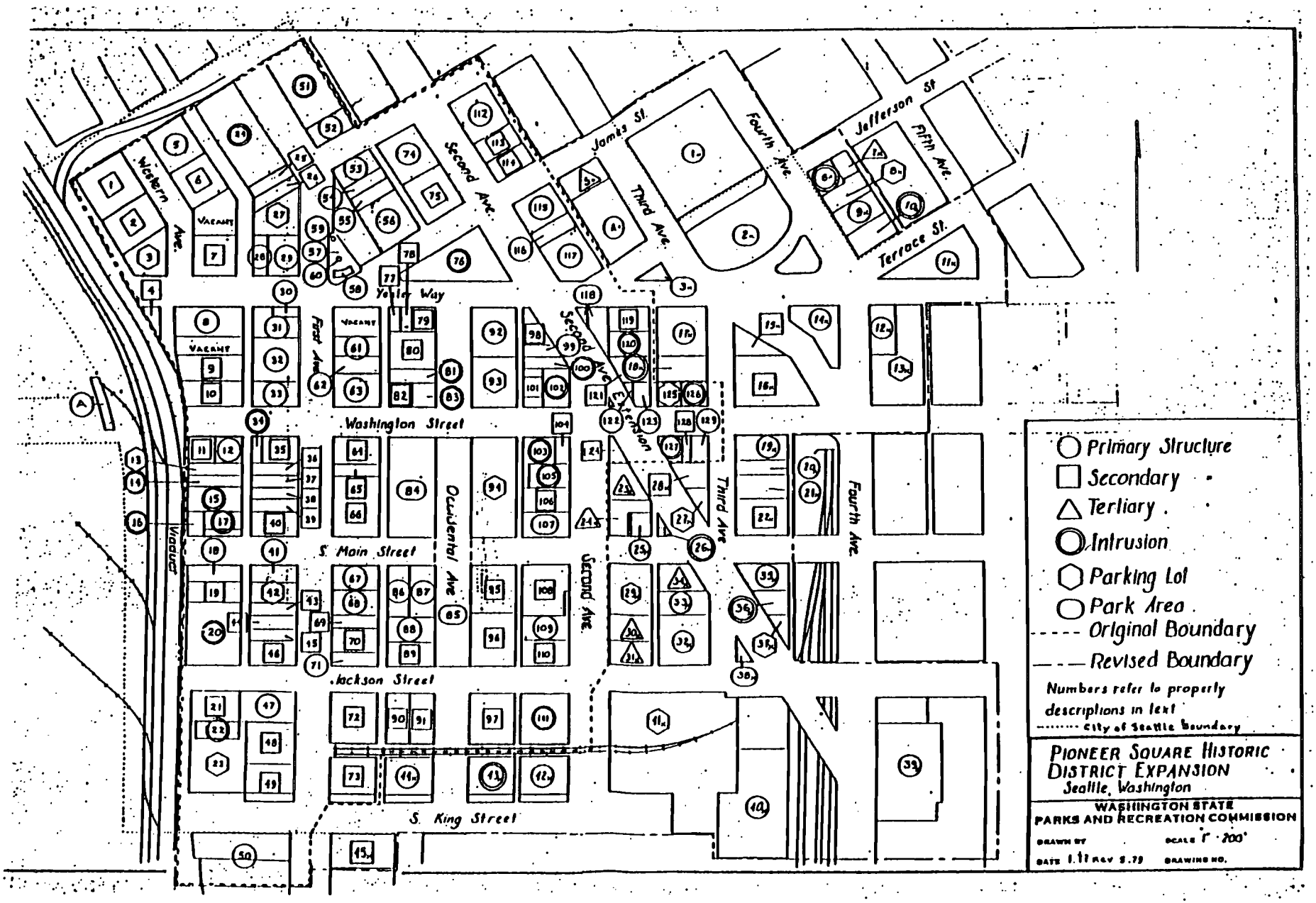
Note: In the expanded district the classification "Tertiary" has been added, a term not used to categorize properties in the original Pioneer Square-Skid Road Historic District.

Survey Number	Buildings	Classification
1x	King County Courthouse Third Avenue and James Street	Primary
2x	City Hall Park Yesler Way between Third & Fourth Aves.	Primary
3x	Prefontaine Place between Jefferson Street, Yesler Way & Third Avenue	Primary
4x	Hotel Morrison 501-517 Third Avenue	Primary
5x	Hotel Drexel 519-525 Third Avenue	Tertiary
6x	418-422 Fourth Avenue	Intrusion
7x	Milburn Hotel 411 Jefferson Street	Tertiary
8x	Parking C.D. Boren's Addition, Block 37, Lot 4	N/A
9x	Hotel Reynolds 406-410 Fourth Avenue	Primary
10x	McRae Garage 400 Fourth Avenue	Intrusion
11x	Old Public Safety Building 400 Yesler Way	Primary (Listed Separately on National Register)
12x	Roberts/Grand Union Hotel 401-405 Yesler Way 108 Fourth Avenue South	Primary
13x	Parking Lot D.S. Maynard's Plat, Block 30, Lot 3 & 4	N/A

14x	Prefontaine Building 100-118 Prefontaine Place South	Primary
15x	Tashiro Hardware 101-113 Prefontaine Place South	Secondary
16x	Kaplan Warehouse 300-314 South Washington Street	Secondary
17x	Frye Hotel 215-225 Yesler Way	Primary
18x	Frye Car Park 115 Third Avenue South	Intrusion
19x	Hotel Union 200-204 Third Avenue South	Primary
20x	Norton Building 206 Third Avenue South	Primary
21x	Westcoast Wholesale Drug 208-214 Third Avenue South	Primary
22x	C.T. Takahashi and Company 216-222 Third Avenue South	Secondary
23x	Northwest Hotel Supply 313 Second Avenue Extension South	Tertiary
24x	Masin's Furniture 220 Second Avenue South, 202 South Main Street	Tertiary
25x	John Corgiat Building 210 South Main Street	Primary
26x	Lunchroom 301 Second Avenue Extension South	Intrusion
27x	Parking D.S. Maynard's Plat, Block 15, Lots 5 & 6	N/A
28x	Union Gospel Mission 312-318 Second Avenue Extension South	Secondary
29x	Parking D.S. Maynard's Plat, Block 14, Lots 1 & 2	N/A
30x	Gallery Restruant 312-316 Second Avenue South	Tertiary

31x	Fulton Hotel 320-322 Second Avenue South	Tertiary
32x	Stadium Furniture/Seattle Paint 214-224 South Jackson Street 313-323 Third Avenue South	Primary
33x	Norris Safe Building 307-311 Third Avenue South	Primary
34x	Longshore Union Hall 213 South Main Street	Tertiary
35x	Seattle Lighting Fixture Co. 222 Second Avenue Extension South	Primary
36x	Seattle Lighting (Annex) 210-222 Second Avenue Extension South	Intrusion
37x	Parking D.S. Maynard's Plat, Block 19, Lot 3 & 4	N/A
38x	Union Station Square Between South Jackson, Third Avenue South, Second Avenue Ext. South	N/A
39x	Union Pacific Railroad Station Fourth Avenue South and South Jackson	Primary (Listed Separately on National Register)
40x	King Street Station Third Avenue South & South King Street	Primary (Listed Separately on National Register)
41x	Parking	N/A
42x	Goldsmith and Bros. Building 419-423 Second Avenue South	Primary
43x	PNWB Telephone Company Building	Intrusion
44x	McKesson and Robbins, Inc. 419 Occidental Avenue South	Primary
45x	500-502 First Avenue South	Secondary

ERIC



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First Avenue Groups National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic *FIRST AVENUE GROUPS*

and/or common

2. Location

street & number *Refer to attached data sheets, pp. 7 - 20.* ___ not for publication

city, town *Seattle* ___ vicinity of congressional district

state *Washington* code county *King* code

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. *King County Administration Building*

street & number *Fourth Avenue at James Street*

city, town *Seattle,* state *Washington 98104*

6. Representation in Existing Surveys

title *Seattle Inventory of Historic Resources* has this property been determined elegible? X yes ___ no

date *1979 (Seattle Landmarks Designation in process)* ___ federal ___ state ___ county X local

depository for survey records *Office of Urban Conservation, 400 Yesler Building*

city, town *Seattle,* state *Washington 98104*

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ERIC

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	X unaltered	X original site
___ good	___ ruins	___ altered	___ moved date _____
X fair	___ unexposed		

Describe the present and original (if known) physical appearance

GENERAL STATEMENT/Preamble

In 1975, the Seattle Office of Urban Conservation and the Seattle Landmarks Preservation Board pursued the possibility of designating a First Avenue Historic District which would have extended from Pioneer Square (Columbia Street) on the South, to the Pike Place Market (Union Street) on the North. After a number of public hearings and extensive studies, combined with the unfortunate destruction of an entire block of these significant buildings between Seneca and University Streets, it was determined that the best route to pursue would be to designate separately historic, individual properties in the area. To date the nearby Holyoke Building, the Colman Building, and the Old Federal Office Building have either been designated locally or entered in the National Register, or both. This nomination, then, for the several buildings contained on the West side of First Avenue between Madison and Seneca streets, represents the completion of those actions started in 1975; local designation nominations are concurrently being processed by the Office of Urban Conservation.

GENERAL STATEMENT/Early Development

First Avenue as it was regraded following the 1889 fire, and later, rises gradually from south to north from Pioneer Square in a continuous incline which extends to just beyond the Pike Place Market. Business was beginning to move beyond Pioneer Square (the original central business district) before the 1889 fire, and following the rapid recovery and redevelopment of the City after that holocaust, intensification of business along this almost waterfront street continued in a sporadic pattern. However, with the Gold Rush activity engendered in 1897 and 1898, the City began to grow much more rapidly and there was an acute need for new structures to provide necessary retail outlets and hotels for the large number of transients, dock workers, lumber workers and ships' crews. Of the buildings under consideration in this nomination, no less than five provided workingmen's hotel facilities, and the National Building along with many others since destroyed provided the expanded need for warehousing on the waterfront.

GENERAL STATEMENT/The Buildings

The properties under consideration, but for one intrusion which is not included in this nomination, consist of the last contiguous and undesignated blocks of ca. 1900 buildings on First Avenue between Pioneer Square and the Pike Place Market. Here is a variety of buildings in style and height, which is typical for American commercial development anywhere, anytime (viz. the new structures of the seventies in downtown Seattle or elsewhere) but nonetheless, in this instance, there is unusual degree of group harmony of character, materials and scale. The Grand Pacific Hotel (Richardsonian Romanesque), and the adjoining Colonial Hotel (eclectic Federal), and the Beebe Building (eclectic English Renaissance overtones) a block away, are certainly the centerpieces of the group. It is interesting to note that in spite of their variety, the Globe and Beebe buildings, and the Cecil and Colonial hotels, were all designed by the same architect , Max Umbrecht, in 1900-1901; he also did a number of landmark buildings in Pioneer Square. There are, however, recognizable characteristics of detailing and scale in these several buildings which do reveal the common authorship. The National

Building on Western Avenue is a lesser albeit compatible structure. The unfinished Coleman Building at the corner of First and Spring is considerably later and more sophisticated with an impressive, somewhat overscaled entrance (eclectic Renaissance) on Spring Street.

The construction dates for all of these buildings stem from ca. 1900 (i.e., 1898-1902). Design of all of them was confronted with the problems associated with acute grade differences between First Avenue and Post Avenue, and in some instances they have been built upon the remains of earlier buildings (partially engulfed by regrading of First Avenue). In recent years all but the National Building have declined from flop houses and parking garages to empty shells in the upper floors, combined with honky-tonky businesses at street level. The result of this latter change has caused many superficial (reversible) changes to the store fronts.

GENERAL STATEMENT/Summary

Recognition, designation and protection of these structures will add immeasureably to the maintenance of historic continuity between Seattle's first two historic districts: Pioneer Square and Pike Place Market. They will also continue to complement the other nearby individual Register properties in the area, and if maintained and rehabilitated preserve a valuable segment of Seattle's historic built environment.

ARCHITECTURAL SIGNIFICANCE

Detailed architectural evaluations and categorizations are provided for each individual building on the following sheets.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	_X_ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	_X_ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	_X_ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	_X_ commerce	___ exploration/settlement	___ philosophy	___ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates **Builder/Architect**

Statement of Significance (in one paragraph)

HISTORICAL SIGNIFICANCE

Commercial development along Seattle's First Avenue was primarily restricted to the Pioneer Square area until after the Great Fire of 1889. Soon after the rebuilding of the Pioneer Square area, the center of the commercial area city began to expand northward and brick commercial buildings began to displace residences formerly located in the area. The Holyoke Building, begun before the fire and completed in 1890 was the first major office building erected on First Avenue north of Madison Street. It was followed in the 1890's by the sporadic development of additional lots and the construction of several other large commercial buildings generally representative of late victorian architecture. The pace of development accelerated markedly however in 1897 and 1898 when the Klondike gold rush suddenly boosted Seattle's economy and growth and Seattle became the pre-eminent point of departure for the gold fields. One of the immediate demands created by the gold rush was the demand for conveniently located and moderately priced hotels and rooming houses to serve transient miners, sailers, and businessmen. Five buildings in this group were built in partial response to this demand, specifically the Grand Pacific Hotel (1898), the Globe Building (1901), the Beebe Hotel (1901), the Cecil Hotel (1901), and the Colonial Hotel (1901). The National Building, built in 1904 is related in part to the economic prosperity following the gold rush and the increasingly important economic role and activity of Seattle's port.

9. Major Bibliographical References

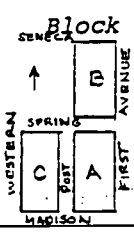
Seattle Office of Construction and Land Use Building Permit files.
Polk's Seattle Directory - 1896-1901
Seattle Daily Bulletin, January 12, 1903, p.24

10. Geographical Data

Acreage of nominated property *Approx. 1.9 acres*
Quadrangle name *Seattle South* **Quadrangle scale** *1:24000*

UMT References

		Zone	Easting	Northing
ock	A	1 0	5 4 9 9 3 0	5 2 7 2 4 1 0
	B	1 0	5 4 9 8 9 0	5 2 7 2 5 0 0
ock	C	1 0	5 4 9 9 0 0	5 2 7 2 4 0 0
	D			
	E			
	F			
	G			
	H			



Verbal boundary description and justification *South boundary - Madison St. between Western and First; East Boundary - First Ave. between Madison and Seneca; North boundary - Seneca St. between First and Post; East boundary - Post between Seneca and Spring St., east on Spring between Post and Western, Western between Spring and Madison. Gaps due to bldg. demolitions prevent extension beyond these boundaries.*

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	*Staff*
organization	*Office of Urban Conservation*
date	*October, 1980*
street & number	*400 Yesler Building*
telephone	*(206) 625-4501*
city or town	*Seattle,*
state	*Washington 98104*

10/24/80

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

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

State Historic Preservation Officer signature

title **date**

For HCRS use only
I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 938 835

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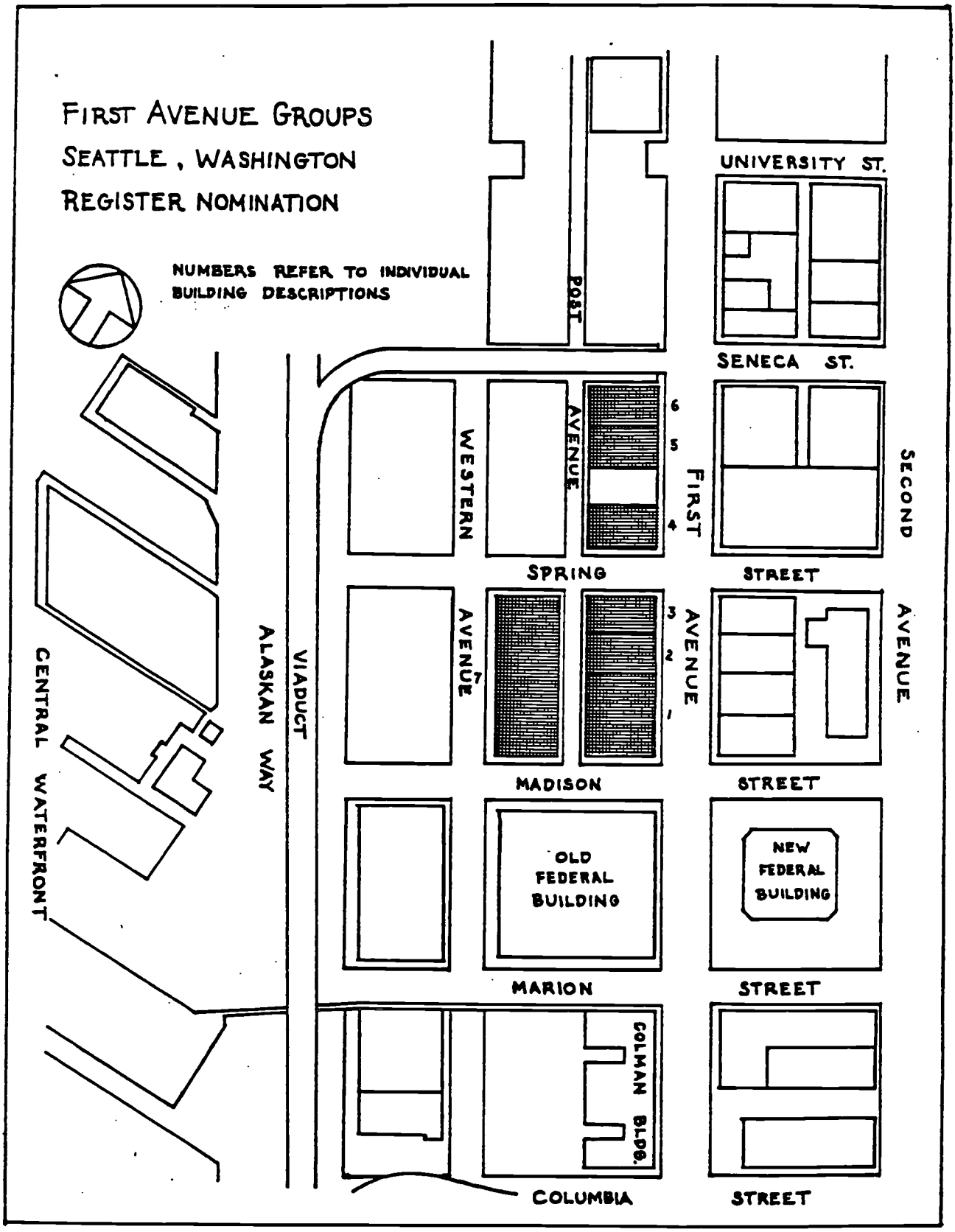

FIRST AVENUE GROUPS
SEATTLE, WASHINGTON
REGISTER NOMINATION
NUMBERS REFER TO INDIVIDUAL BUILDING DESCRIPTIONS
POST
UNIVERSITY ST.
SENECA ST.
WESTERN AVENUE
FIRST AVENUE
SECOND AVENUE
SPRING STREET
MADISON STREET
MARION STREET
COLUMBIA STREET
6
5
4
3
2
1
7
CENTRAL WATERFRONT
ALASKAN WAY VIADUCT
OLD FEDERAL BUILDING
NEW FEDERAL BUILDING
COLMAN BLDG.

1. The Globe Building (1901)
   1001 - 1011 First Avenue

   A brick commercial building occupying two 111 by 60 feet lots with a 120 foot long primary facade fronting upon First Avenue. Four stories along First Avenue front, five at Post Avenue due to the east west change in grade.

   Architect: Max Umbrecht

   Lots 7 & 6, Blk B., A.A. Denny's 1st Add; Lots 3 & 4, Blk. 185 Seattle Tidelands.

   Current Owner: Cornerstone Development Corporation

   Status: Primary structure

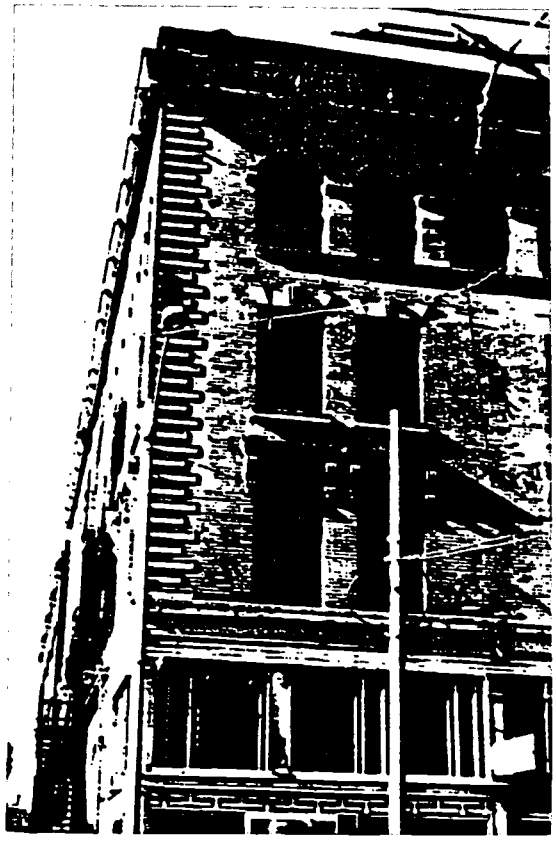
   The First Avenue facade is organized into three vertically ascending layers consisting of a continuous ground floor storefront zone, a two story body and an arcaded upper story. The storefront zone consists of large display windows and clerestories many of which have been cosmetically altered with garish signage and other reversable acretions. Masonry walls above the storefronts are supported by a series of slender iron columns and horizontal girders encased within a terra cotta entablature. The walls are faced in tan-colored

pressed brick and are penetrated by pairs of double hung windows at the second and third stories, and a nearly continuous arcade of round arched windows at the fourth story. Neo-classical detailing executed in ivory-colored terra cotta includes corner quoins, bracketed lintels above the second story windows, segmented flat arches above the third story windows and a terminating cornice detailed with an egg and dart motif. An arched entrance canopy, four iron balconies and a small roofline pediment originally incorporated at the center of the First Avenue Facade no longer remain.

The Madison Street facade incorporates similar fenestration and detailing. The wall plane of this facade is interrupted at the center where a slight recess occurs beneath an ellipitical terra cotta arch. The recess appears to have originally opened into an internal light court which has since been enclosed. The wall surface now contains unadorned double hung windows. Openings at the basement level of this facade relate to the Arlington Garage, which occupied the lower floors of the building several decades after the buildings initial construction.

The Post Avenue elevation is purely functional and consists of six bays with garage portals at the basement level, and three-part double hung windows above. Elevator shafts occur directly behind two of these bays. To the north, a masonry wall abuts the adjacent Beebe Building.

The Globe Building was built for developer J. W. Clise in 1901, and was originally occupied by retail stores, offices, and presumably lodgings.



2. The Beebe Building (1901)
1013 First Avenue

The Beebe Building occupies a mid-block lot 111 by 60 feet and stands four stories in height at the primary First Avenue facade, and five in height at Post Avenue. The main facade is faced in tan pressed bricks.

Architect: Max Umbrecht

Lot 3, Blk. B, A.A. Denny's 1st Add.; Lot 2, Blk 185, Seattle Tidelands.

Current Owner: Cornerstone Development Corp.

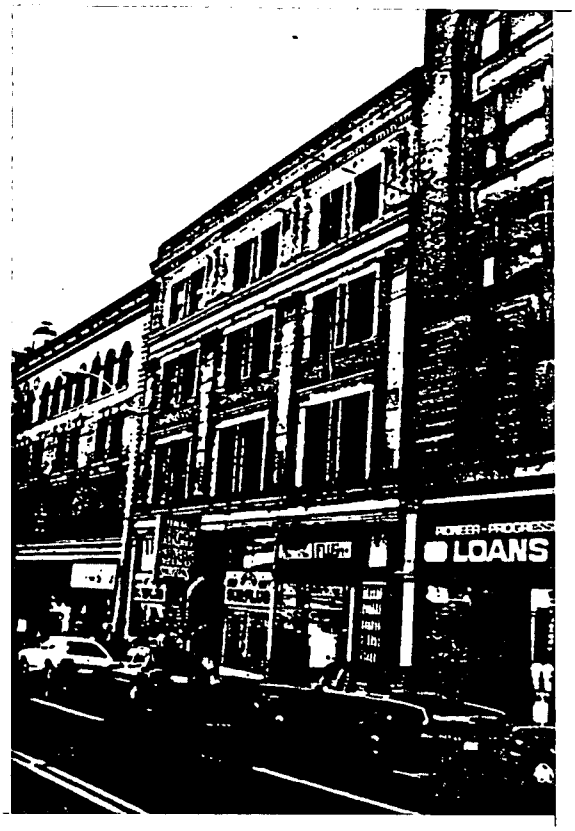
Status: Primary structure

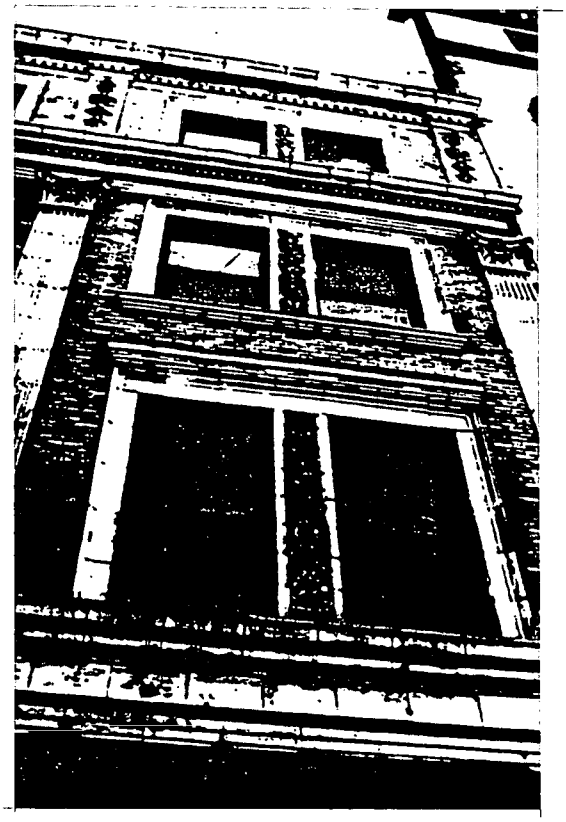
The composition and detailing of the primary First Avenue facade reflects the English Renaissance eclecticism which was the source of the buildings design. The ground floor of the facade incorporates storefronts which have undergone numerous but reversible cosmetic alterations. The masonry walls above the storefront area are carried upon a continuous terra cotta encased girder bridging four slender iron columns which divide the storefront into three twenty-foot-wide structural bays. The three bay organization of the facade is more apparant above the storefront entablature where it is expressed by four fluted terra cotta pilasters with Corinthian capitals which define three two-story-high bays of equal width. A second entablature occurs

between the third and fourth stories and four short pilasters carry the three part division of the facade upward to the cornice. Above the storefronts, fenestration consists of paired double hung sash windows at each of the three upper stories in each of the facades three bays. The window pairs are framed within terra cotta casings and decrease in height with each additional story. Finely executed Renaissance-derived ornamentation is particularly apparent in the raised relief detailing of the window mullions, the fourth story pilasters, and the third story pilaster capitals.

The rear elevation fronting Post Avenue is utilitarian in design and includes a deeply recessed light court open through the center of the third, fourth and fifth stories. The north and south walls abut adjacent buildings.

The Beebe Building is stylistically unique in Seattle and with the exception of some storefront acretions, remains in a virtually unaltered condition. It was originally built for Clifford Beebe and has served as an inexpensive hotel throughout most of its history.





3. Hotel Cecil (1901)
1019 - 1023 First Avenue

The Cecil Hotel occupies a 111 by 60 foot corner lot and stands six stories in height along First Avenue and eight at Post Avenue due to the steep gradient of the site. Brick exterior construction.

Architect: Max Umbrecht

Lot 2 Blk. B, A.A. Denny's 1st Add.; Lot 1, Blk. 185, Seattle Tidelands.

Current Owner: Cornerstone Development Corp.

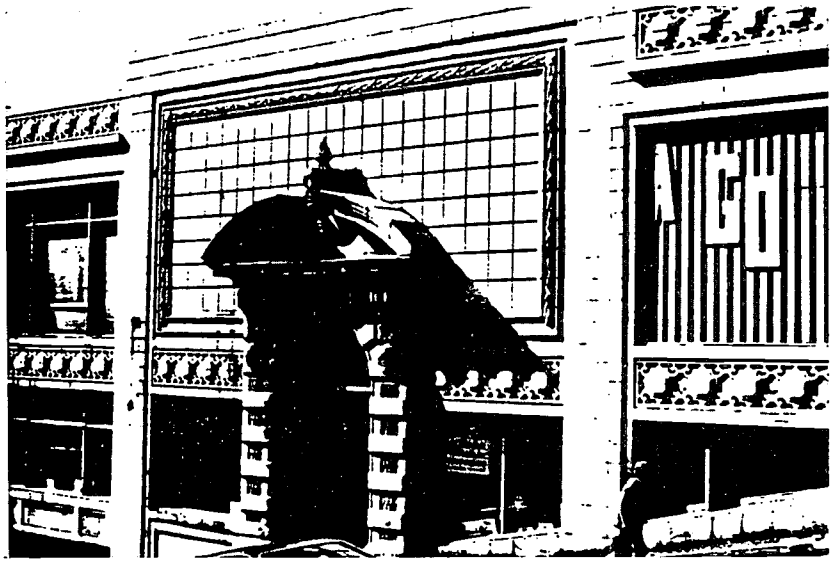
Status: Primary Structure

The Cecil Hotel includes two major, eclectically-detailed facades which occur along First Avenue and Spring Street, and a utilitarian facade along Post Avenue. Faced in tan-colored pressed brick,the major facades are organized into a series of vertically ascending layers which in essence creates a two story base, a three story body and a single story crowning feature. The bottom layer consists of storefronts surmounted by a rusticated second story with pairs of round arched windows. This lower level is terminated with a terra cotta belt course. Above this level fenestration of the third, fourth and fifth stories is contained within clearly defined arched bays. The First Avenue facade incorporates three bays and the Spring Street facade six owing to

its greater length. The bays are embellished with terra cotta border moldings and include tripartite double hung window groupings at each story separated by narrow brick spandrels. The sixth and uppermost story of the facade begins above a narrow terra cotta string course and includes rectangular windows arranged in three pairs which correlate with the bays below. This crowning element is terminated with a substantial terra cotta cornice detailed with a classical egg and dart motif and projecting lion heads.

The Post Avenue elevation consists of three window bays separated by four brick piers. Structural elements including piers and spandrels are reduced to a minimum at this elevation in order to maximize window sizes and the subsequent exposure to natural light. The south wall abuts the adjacent Beebe Building.

The Cecil Hotel, built in 1901, was originally classified as a "moderate" hotel, and along with other hotels in the First Avenue Group, helped fulfill the demand for moderately priced lodgings convenient to the activity generated in the neighboring waterfront area. It remains in an essentially unaltered condition, externally.



4. The Coleman Building (P&M Co.) (1915)
94-96 Spring Street

A small terra cotta-clad reinforced concrete building occupying a 111 by 60 foot corner lot. One story in height at First Avenue, three at Post Avenue due to steep slope of site.

Architect: Bebb & Gould

Lot 7, Blk. C, A.A. Denny's 1st Add.; Lot 4, Blk 184, Seattle Tidelands.

Current Owner: Cornerstone Development Corp.

Status: Secondary structure

The primary entrance facade facing Spring Street is dominated by a central entrance form which is composed of a monumental Italian Renaissance-styled entrance arch imposed upon a large rectilinear panel at the upper level. The arch is flanked by windows at the ground level which complete the composition. The arch itself is detailed with rusticated blocks and voussoirs and is surmounted by a broken pediment. On either side of the entrance composition, the facade incorporates two bays which include windows at each above grade story. The uppermost story is embellished with geometrically ornamented

window spandrels and corresponding panels within the parapet wall. The First Avenue facade is similar in materials and detailing and incorporates three twenty-foot-wide storefront bays. Although cosmetic alterations to the building have occurred to the storefronts and two of the Spring Street facade windows, their impact is minimal and could easily be reversed.

The Coleman Building was designed by the locally prominent architectural partnership of Bebb & Gould in 1915, one year after their partnership was formed. Gould received his education at the Ecole des Beaux Arts and later served apprenticeships with McKim Mead & White and George B. Post. He began his Seattle practice in 1908. Charles Bebb's architectural career began in Chicago where he became an engineer specializing in the use of terra cotta for the fireproofing of early steel cage skyscrapers. His success led him to an association with the firm of Adler & Sullivan where he served as a supervising architect. He began his Seattle practice in 1898, and later associated with Louis Mendel before forming his partnership with Gould. Individually and as a partnership, Bebb and Bebb and Gould were responsible for a number of significant commercial, governmental, educational and residential buildings in the Seattle area.

5. The Grand Pacific Hotel (c.1898)
1115 - 1117 First Avenue

A four and six story brick structure occupying a 111 by 60 foot mid-block lot with a 60 foot wide primary facade facing First Avenue.

Architect: undetermined

Lot 3, Blk. C, A.A. Denny's 1st Add.: Lot 2, Blk. 184, Seattle Tidelands.

Current Owner: Cornerstone Development Corp.

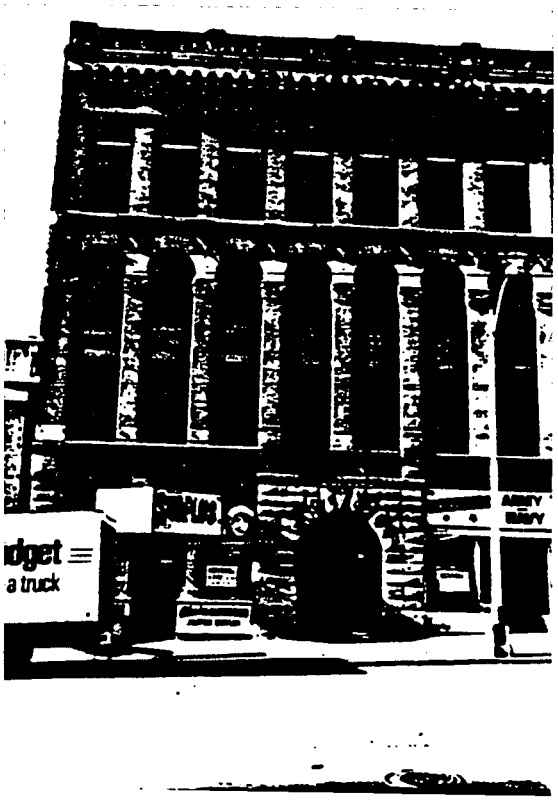
Status: Primary structure

The former Grand Pacific Hotel exemplifies the Richardsonian Romanesque style in the composition and detailing of its primary or First Avenue facade. Beginning at the ground floor, the facade incorporates a bold central entrance arch flanked by clerestoried storefronts. The arch is constructed of lightly rusticated limestone blocks and voussoirs as are the two stone block piers at the extreme ends of the storefront zone. Both storefronts suffer from uncomplimentary acretions and signage, and the central arch is currently boarded-up. These alterations appear to be easily reversible.

Above the storefront area and the archway, the First Avenue facade is dominated by a rythmic two story arcade composed of nine square-based brick piers and eight round, cut stone arches which spring from elegant and compact stone capitals. Deeply recessed between these piers,the second and third story windows are separated by slightly recessed spandrels, faced in small, square, rusticated blocks. The fourth story of the First Avenue facade begins above a stone dentil course and consists of eight rectangular windows framed between short piers aligned with those of the arcade below. A parapet wall rising above the fourth story is detailed with recessed panels and a corbelled cornice.

The Post Avenue elevation is six stories in height and consists of regular series of eight segmentally arched windows at each of the upper four stones, and four larger openings at each of the lower two stones. The north and south walls of the building are of brick construction and abut adjacent structures.

The Grand Pacific Hotel, originally opened under the name of "The First Avenue Hotel" circa 1898, represents one of Seattle's finest examples of Richardsonian Romanesque commercial architecture. It is also one of the last major buildings in Seattle to be designed in this style. It is the earliest of the buildings comprising the First Avenue Group.



6. The Colonial Hotel (1901)
1119 - 1123 First Avenue

A four and seven story brick structure occupying a 111 by 60 foot corner lot with major facades facing First Avenue to the east and Seneca Street to the north.

Architect: Max Umbrecht

Lot 2, Blk. C. A.A. Denny's 1st Add.; Lot 1, Blk. 184, Seattle Tidelands

Currrent Owner: Cornerstone Development Corp.

Status: Primary structure

A sharp difference in grade between First Avenue and Post Avenue accounts for the difference in height between the four story First Avenue elevation and the seven story Post Avenue and Seneca Street elevations. A series of reinforced concrete stairs constructed immediately adjacent to the Seneca Street elevation provides a pedestrian route which overcomes the twenty-five foot high bulkhead elevating First Avenue and briefly terminating Seneca Street.

The existing form and appearance of the hotel are primarily the result of a major 1901 eclectic Federal addition to an earlier and less pretentious four story brick building. This is clearly illustrated in the Seneca Street elevation which includes segmentally arched windows in the lower three stories and bricked-up arched windows at the fourth level which corresponds with the First Avenue storefront. Five Federal style windows with segmented terra cotta flat arches are opened into the older walls at this level. The three stories added in 1901 begin above a terra cotta belt course and are faced in tan colored pressed brick with ivory colored terra cotta detailing. Fenestration includes full length windows with bracketed entablatures and wrought iron balconies at the fifth level, rectangular double hung windows with flat arches at the uppermost stories, and an elliptically arched opening at the center of the facade which incorporates a tripartite window and balcony at the fifth level and a Palladian window at the sixth. Above the cosmetically altered storefronts, the First Avenue elevation continues the same general pattern of fenestration across its narrower facade. Both major facades are terminated with a entablature and a modillion supported cornice. Originally the two facades were crowned with ornate balustrades which have long since been removed.

The seven story Post Avenue elevation is constructed of common red brick with segmentally arched windows spaced at regular intervals at each of the upper five stories. The south wall abuts the adjacent Grand Pacific Hotel.

7. The National Building (1904)
1006 - 1024 Western Avenue

A six story brick warehouse structure occupying an entire 100 by 240 foot block fronting the east side of Western Avenue between Madison and Spring Street.

Architects: Kingsley and Anderson

Lots 1-4, Blk. 186, Seattle Tidelands.

Current Owner: Cornerstone Development Corp.

Status: Secondary Structure.

The Western Avenue facade consists of eight bays encompassing storefronts at the ground story, and horizontal window bands in the upper five stories. The bays are defined by nine piers which are expressed externally as pilasters, and terminated at the sixth story by large ionic capitals. Wall planes within each bay are recessed behind the nine pilasters and enriched with molded back surrounds at the sides and top. Fenestration is characterized by a regular system of horizontal window groupings, each consisting of four pivoting windows with transoms. The window bands are separated vertically by wide, unadorned brick spandrels. Two of the bays include fire escapes.

The two side elevations incorporate four bays each, and are also defined by pilasters with ionic capitals. Fenestration includes pairs of square-shaped window openings within each bay at each of the upper five stories. Openings at the ground floor level of both elevators include storefront windows, small windows and doorways.

The east, or Post Avenue elevation is relatively undistinguished and includes a simple series of horizontal window bands in the upper stories, and a loading dock with large freight doors at the ground floor.

Several original elements, including a wide cornice and all but two projecting marquees, are presently missing from the building.

U.S. Assay Office National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

Cong. Dist. #7
Hon. Brock Adams

Form 10-300 (Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Washington	
COUNTY: King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: German Club

AND OR HISTORIC: Assey Office

2. LOCATION

STREET AND NUMBER: 615 Ninth Avenue

CITY OR TOWN: Seattle, 98104

STATE: Washington 53 | CODE | COUNTY: King | CODE: 033

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District [ ] Building [X]	Public [ ]	Public Acquisition:	Occupied [X]	Yes:
Site [ ] Structure [ ]	Private [X]	In Process [ ]	Unoccupied [ ]	Restricted [X]
Object [ ]	Both [ ]	Being Considered [ ]	Preservation work in progress [ ]	Unrestricted [ ]
				No: [ ]

PRESENT USE (Check One or More as Appropriate)

Agricultural [ ]	Government [ ]	Park [ ]	Transportation [ ]	Comments [ ]
Commercial [ ]	Industrial [ ]	Private Residence [ ]	Other (Specify) [ ]	
Educational [ ]	Military [ ]	Religious [ ]	social club	
Entertainment [ ]	Museum [ ]	Scientific [ ]		

4. OWNER OF PROPERTY

OWNER'S NAME: Deutscher Haus (a corporation)

STREET AND NUMBER: 615 Ninth Avenue

CITY OR TOWN: Seattle, 98104 | STATE: Washington 53 | CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: King County Auditor's Office

STREET AND NUMBER: County Courthouse

CITY OR TOWN: Seattle, 98104 | STATE: Washington 53 | CODE

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: .3

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Municipal Art Commission List of Historic Structures

DATE OF SURVEY: 1973 | Federal [ ] State [ ] County [ ] Local [X]

DEPOSITORY FOR SURVEY RECORDS: Municipal Art Commission

STREET AND NUMBER: Municipal Building

CITY OR TOWN: Seattle, 98104 | STATE: Washington 53 | CODE

Washington | King | ENTRY NUMBER | DATE

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7. DESCRIPTION

CONDITION	(Check One) Excellent ☐ Good ☒ Fair ☐ Deteriorated ☐ Ruins ☐ Unexposed ☐	
INTEGRITY	(Check One) Altered ☐ Unaltered ☒	(Check One) Moved ☐ Original Site ☒

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

This is a two story concrete office building with extra large windows on the western (view) side. It was originally built next door to the owner's family home, for offices and an entertainment hall.

Its exterior remains the same today, although changes have been made inside.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian	16th Century	18th Century	20th Century [X]
15th Century	17th Century	19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1933 to present

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	Education	Political hist [X]	Urban Planning
Prehistoric	Engineering	Religion Philosophy	Other (Specify)
Historic	Industry	Science	
Agriculture	Invention	Sculpture	
Art [X]	Landscape	Social Humanitarian	
Commerce [X]	Architecture	Theater	
Communications	Literature	Transportation	
Conservation	Military		
	Music		

STATEMENT OF SIGNIFICANCE (Include Persons, Dates, Events, Etc.)

The Assay Office was built by Thomas Prosch, noted newspaper publisher, civic leader and secretary of the Chamber of Commerce in Seattle, probably in 1896. It contained 11 rooms and a basement. The first floor was rented for offices, the second floor was a ballroom. When gold began pouring into Seattle after the Klondike strike of 1897, miners needed a repository for their gold. Banks could hardly handle the bulk. The Federal Government decided to open an assay office here, and rented the building. It opened for business July 15, 1898 and had a melting department and an assay department. Miners were paid by government check, or got their bars stamped, and the government paid for sending the gold to the mint - to Philadelphia in our case. In the early years long lines of miners waited in the street to deposit gold. Later more deposits were mailed in. Annual deposits in early years reached 20-22 millions but by 1928 were down to 5 million. In 1932 the office moved to another government building and in 1955 closed.

The building was purchased by Deutscher Haus in 1935 as a social center and was renovated and remained in use until World War II.

In 1945 women of society in several organizations leased it as an officers' club. It was refurbished and opened by members of the Sunset Club, Seattle Garden Club, Colonial Dames, Junior League, and English Speaking Union. At the end of World War II it reverted to occupation and use by Deutsches Haus.

It is open only to member organizations or to occasional renters, except on special occasions like election meetings with political candidates, German language demonstrations, etc.

Thus the German Club, or Assay Office, remains much as first built: an office building and entertainment hall. The architecture is direct and pleasing. The scale of detail is correct for the size of the structure. The building stands as a reminder of the busy Gold Rush period, and of the part Seattle played in the flow of wealth from Alaska and the Yukon.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Seattle Times newspaper, July 18, 1943, Society section.

Seattle Times newspaper, May 1, 1966, Magazine section, article by Larry Burley.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE					
CORNER	LATITUDE			LONGITUDE			LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"						
NE	°	'	"	°	'	"	N47	36	21	W122	19	26
SE	°	'	"	°	'	"						
SW	°	'	"	°	'	"						

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY	CODE

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Margaret A. Corley, King County Liason

ORGANIZATION
Seattle Historical Society

DATE
June, 1969

STREET AND NUMBER:
2161 East Hamlin Street

CITY OR TOWN:
Seattle, 98102

STATE
Washington

CODE
46

12. STATE LIAISON OFFICER CERTIFICATION

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

National ; State ; Local X

Name Charles H. Odegaard

Title Director - Washington State Parks and Recreation Commission

Date

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

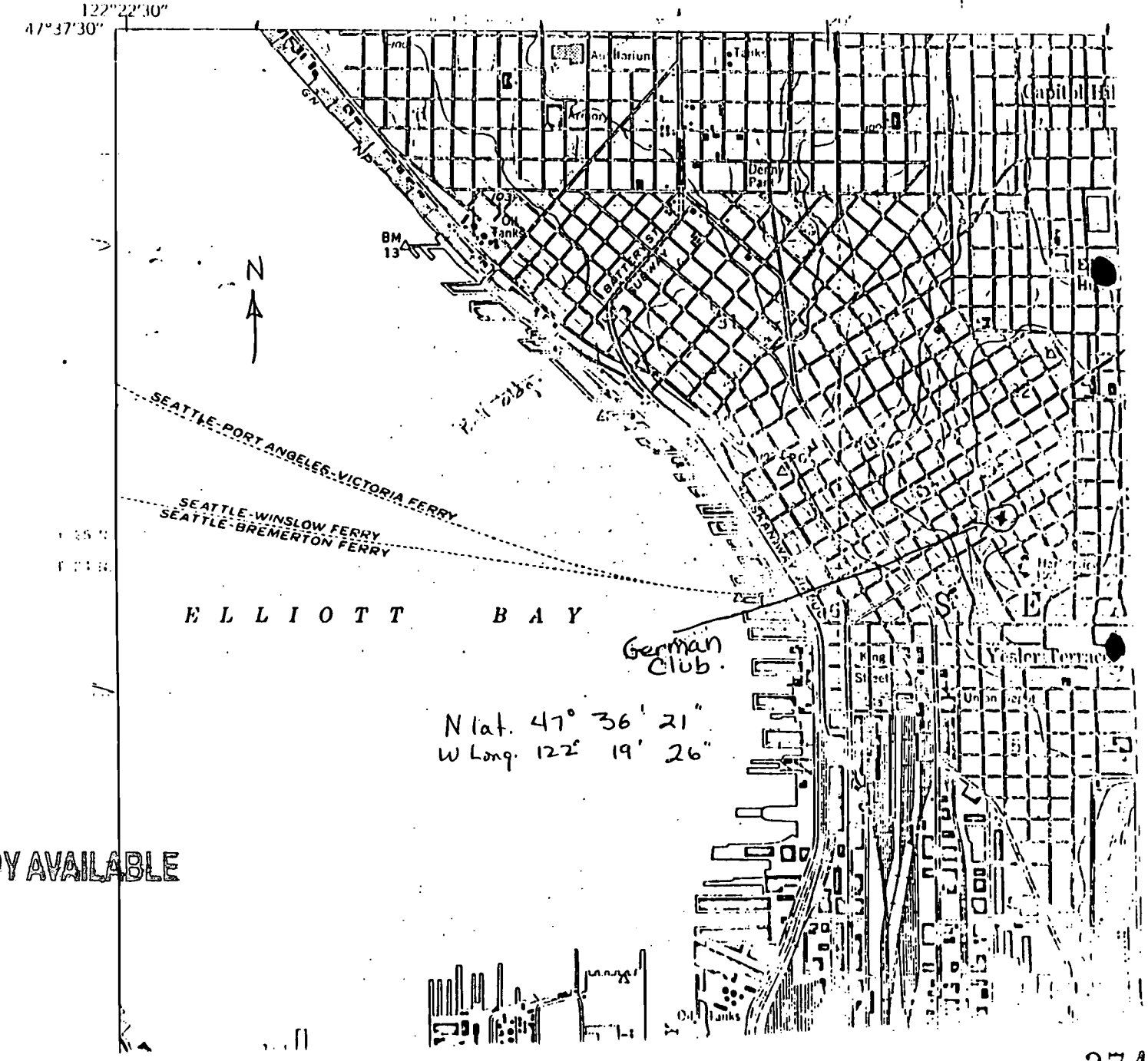
Keeper of The National Register

Date

BEST COPY AVAILABLE

Our File

DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Seattle South
7.5 min.
1949

BEST COPY AVAILABLE

ERIC

BEST COPY AVAILABLE

Colman Building National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

Form 10-300
(Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE:	
Washington	
COUNTY:	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON:
Colman Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
811 First Avenue

CITY OR TOWN:
Seattle, 98104

STATE	CODE	COUNTY:	CODE
Washington	53	King	033

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
District ☐ Building ☒	Public ☐	Public Acquisition:	Occupied ☒	Yes:
Site ☐ Structure ☐	Private ☒	In Process ☐	Unoccupied ☐	Restricted ☒
Object ☐	Both ☐	Being Considered ☐	Preservation work in progress ☐	Unrestricted ☐
				No: ☐

PRESENT USE (Check One or More as Appropriate)

Agricultural	☐	Government	☐	Park	☐	Transportation	☐
Commercial	☒	Industrial	☐	Private Residence	☐	Other (Specify)	☐
Educational	☐	Military	☐	Religious	☐		
Entertainment	☐	Museum	☐	Scientific	☐		

Comments ☐

4. OWNER OF PROPERTY

OWNER'S NAME:
Colman Building Company

STREET AND NUMBER:
258 Central Building

CITY OR TOWN:	STATE:	CODE
Seattle, 98104	Washington	53

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
King County Auditor's Office

STREET AND NUMBER:
County Courthouse

CITY OR TOWN:	STATE	CODE
Seattle, 98104	Washington	53

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Municipal Art Commission List of Historic Buildings

DATE OF SURVEY: 1968 Federal ☐ State ☐ County ☐ Local ☒

DEPOSITORY FOR SURVEY RECORDS:
Municipal Art Commission

STREET AND NUMBER:
Seattle Municipal Building

CITY OR TOWN:	STATE:	CODE
Seattle, 98104	Washington	53

STATE: Washington
COUNTY: King
ENTRY NUMBER
DATE

BEST COPY AVAILABLE

7. DESCRIPTION

CONDITION	(Check One) Excellent ☐ Good ☒ Fair ☐ Deteriorated ☐ Ruins ☐ Unexposed ☐	
INTEGRITY	(Check One) Altered ☐ Unaltered ☒	(Check One) Moved ☐ Original Site ☒

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Colman Building is a concrete and brick office building with marble trim. It is a six story building on First Avenue, with another story in the rear, toward the water. It has been some remodeling but none in recent years. The building is distinguished by the metal and glass awning along the east, front side of the building.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

[ ] Pre-Columbian	[ ] 16th Century	[ ] 18th Century	[X] 20th Century
[ ] 15th Century	[ ] 17th Century	[ ] 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1904 to present

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	[ ] Education	[ ] Political	[ ] Urban Planning
[ ] Prehistoric	[ ] Engineering	[ ] Religion/Philosophy	[ ] Other (Specify)
[ ] Historic	[ ] Industry		
[ ] Agriculture	[ ] Invention	[ ] Science	
[X] Architecture	[ ] Landscape Architecture	[ ] Sculpture	
[ ] Art	[ ] Literature	[ ] Social/Humanitarian	
[X] Commerce	[ ] Military	[ ] Theater	
[ ] Communications	[ ] Music	[ ] Transportation	
[ ] Conservation			

STATEMENT OF SIGNIFICANCE

The Colman Building, a concrete and brick office structure, was built in 1904 by James Colman. The building was remodeled in 1930. It was designed by architect John K. Shand.

James Colman, Scotsman, a machinist and engineer by training, came to Seattle in 1861. He was a manager and owner of various sawmills in the Puget Sound area, weathered several fires, and leased the Yesler Mill in the 1870's until it burned. Mr. Colman was a major promoter of the railroad to the Renton coal mines, then later pushed the line on to the Newcastle mines on his own. He conducted the railroad for $1\frac{1}{2}$ years, and then Henry Villard purchased the line from him. He continued working and managing his mill for $2\frac{1}{2}$ years more. Then, after an extended trip to Europe, he came back to coal mining enterprises. He built the Colman Building and also built the Court Building on Main Street. In 1884, he built a fine mansion on Fourth Avenue. He built steam yachts for his own use and for profit. Mr. Colman had two sons who became partners in his enterprises. Mr. Colman was one of the largest property owners in the city and county.

The Colman Building today stands among modern and aging structures. It remains an outstanding piece of architecture. With its large mindows, brownstone base, lack of ornamentation, and absence of classic details, the Colman Building both recalls an earlier era of architecture as well as mirroring the modern. Yet its cast iron canopy, street-level facade, and ornament-rich lobby and bank interior expose it as a child of its time. Its upper simplicity combined with its street level warmth make the Colman Building a welcome older citizen of First Avenue.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

9. MAJOR BIBLIOGRAPHICAL REFERENCES

notes from the American Institute of Architects, Seattle Chapter.
notes from Roger Ollenburg, A.I.A.
Bagley, Clarence, History of King County. Chicago, S. J. Clarke Publishing Co., 1929.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE					
CORNER	LATITUDE			LONGITUDE			LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"						
NE	°	'	"	°	'	"	N47	36	13	W122	20	03
SE	°	'	"	°	'	"						
SW	°	'	"	°	'	"						

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Margaret A. Corley, King County Liason

ORGANIZATION
Seattle Historical Society

DATE
Sept., 1969

STREET AND NUMBER:
2161 East Hamlin Street

CITY OR TOWN:
Seattle, 98102

STATE
Washington

CODE
53

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☐ State ☐ Local ☒

Name Charles H. Odegaard
Charles H. Odegaard

Title Director - Washington State Parks and Recreation Commission

Date

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

SEE INSTRUCTIONS

BEST COPY AVAILABLE

Grand Pacific Hotel National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

File Copy

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Grand Pacific Hotel

and/or common

2. Location

street & number 1115 - 1117 First Avenue ___ not for publication

city, town Seattle ___ vicinity of congressional district 1st-Joel Pritchard

state Washington code 053 county King code 033

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
_x_ building(s)	_x_ private	_x_ unoccupied	_x_ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	___ transportation
	n/a	___ no	___ military	___ other:

4. Owner of Property

name Cornerstone Development Corporation

street & number 1500 Western Avenue - Suite 500

city, town Seattle ___ vicinity of state Washington

5. Location of Legal Description

courthouse, registry of deeds, etc. King County Administration Building

street & number Fourth and James

city, town Seattle state Washington

6. Representation in Existing Surveys

title Seattle Inventory of Historic Resources has this property been determined elegible? ___ yes _x_ no

date 1979 ___ federal ___ state ___ county _x_ local

depository for survey records Seattle Office of Urban Conservation

city, town Seattle state Washington

BEST COPY AVAILABLE

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_x_ original site
_x_ good	___ ruins	_x_ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Grand Pacific Hotel is a brick building located on a sloping site near Seattle's waterfront. Its four story primary facade faces First Avenue; because of the steep drop to the west, the rear or Post Avenue facade rises six stories.

The Grand Pacific Hotel exemplifies the Richardsonian Romanesque style in the composition and detailing of its First Avenue facade. Beginning at the ground floor, the facade incorporates a bold central entrance arch flanked by clerestoried storefronts. The arch is constructed of lightly rusticated limestone blocks and voussoirs as are the two stone block piers at the extreme ends of the storefront zone. Both storefronts suffer from uncomplimentary acretions and signage, and the central arch is boarded-up.

Above the storefront area and the archway, the First Avenue facade is dominated by a rythmic two story arcade composed of nine square-based brick piers and eight round, cut stone arches which spring from elegant and compact stone capitals. Deeply recessed between these piers, the second and third story windows are separated by slightly recessed spandrels, faced in small, square, rusticated blocks. The fourth story of the First Avenue facade begins above a stone dentil course and consists of eight rectangular windows framed between short piers aligned with those of the arcade below. A parapet wall rising above the fourth story is detailed with recessed panels and a corbelled cornice.

The Post Avenue elevation is six stories in height and consists of regular series of eight segmentally arched windows at each of the upper four stories, and four larger openings at each of the lower two stories. The north and south walls of the building are of brick construction and abut adjacent structures.

At the time of this writing, rehabilitation work has begun on the Grand Pacific Hotel. This work was in progress at the time of the review of the nomination, and the completed project will alter the interior and may also alter the appearance of the first floor storefronts. Recent photographs and photographs taken before the initiation of the rehabilitation project are included with the nomination.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_x_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
_x_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1898 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Grand Pacific Hotel is one of Seattle's finest examples of Richardsonian Romanesque architecture, and is one of the last major buildings in Seattle to be designed in the style.

Commercial development along Seattle's First Avenue was restricted largely to the Pioneer Square area until after the fire of 1889. Soon after rebuilding began, the center of the commercial area began to expand northward, and brick commercial buildings steadily replaced the residences formerly located along what were to become the city's major streets. The Holyoke Building (National Register, 1976), started before the fire and completed in 1890, was the first major office building erected on First Avenue north of Madison Street. It was followed in the 1890's by the sporadic development of additional lots and the construction of several other large commercial buildings generally representative of late Victorian architecture.

The pace of development accelerated markedly, however, in 1897 and 1898 when the Klondike gold rush suddenly boosted Seattle's economy and growth, and Seattle became the pre-eminent point of departure for the gold fields. One of the immediate demands created was that for conveniently located and moderately priced hotels and rooming houses to serve transient miners, sailors, and businessmen. Along with others in the First Avenue area, the Grand Pacific Hotel was put up to accommodate that trade.

Opening its doors originally as the "First Avenue Hotel," the name was changed very early in its existence. Outside the tradition of the grand hotel, it catered specifically to men of modest means who favored its inexpensive rooms and easy access to the port. Over the years, the store fronts bracketing the hotel entry were occupied with a variety of businesses, but all reflected the tenor of the hotel's clientele: restaurants, beer parlors, pawnbrokers, and clothiers. The nature of the hotel was thus established from its very beginning, and it is remarkable that the neighborhood changed so little over the years.

Although Richardsonian Romanesque was out of date, it was embraced by Seattle as its architecture of preference in the rapidly paced construction of the 1890's. The powerful arches and rustic stonework that marked the style probably found its most expressive display locally in the Pioneer Building (National Historic Landmark, 1977), and was echoed by many other buildings in the Pioneer Square area. Only a few buildings outside of that commercial core were erected in the fashion, and new construction went on to adopt other interpretations of buildings. The Grand Pacific Hotel is one of the last Richardsonian designs to be put up in the city, and is probably the most isolated example of the style.

9. Major Bibliographical References

Landmark designation, Seattle Office of Urban Conservation, 1981.

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Seattle South Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing
A	10	549900	5272490
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

Lot 3, Block D, A.A. Denny's First Addition; Lot 2, Block 184, Seattle Tidelands.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
state	n/a	code	county	code

11. Form Prepared By

name/title Based on information supplied by the Seattle Office of Urban Conservation

organization date

street & number 400 Yesler Building telephone (206) 625-4501

city or town Seattle state Washington

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state ___ local

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

State Historic Preservation Officer signature

title date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 938 835

BEST COPY AVAILABLE

Holyoke Building National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

1 NAME

HISTORIC: Holyoke Building

AND/OR COMMON: (same)

2 LOCATION

STREET & NUMBER: 1018 - 1022 First Avenue or 107 Spring Street — NOT FOR PUBLICATION

CITY, TOWN: Seattle — VICINITY OF

CONGRESSIONAL DISTRICT: 3rd - Donald L. Bonker

STATE: Washington — CODE

COUNTY: King — CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	X WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER: None

4 OWNER OF PROPERTY

NAME: Harbor Properties

STREET & NUMBER: 1411 - 4th Avenue

CITY, TOWN: Seattle — VICINITY OF

STATE: Washington

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: King County Courthouse

STREET & NUMBER: 3rd Avenue and James Street

CITY, TOWN: Seattle

STATE: Washington 98104

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Seattle Landmarks Preservation Board - 1st Avenue Study - Office of Urban Conservation, Seattle

DATE: February 3, 1974 — __FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
_GOOD	_RUINS	X ALTERED	_MOVED DATE_____
X FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Holyoke Building is a substantial five-story brick masonry commercial block in the Victorian Commercial style. Built in 1890, it was the first office building to be completed after Seattle's disasterous fire of 1889. It occupies a corner lot on First Avenue near the heart of the city's central business district.

The building is situated on a sloping site with six equal bays on the First Avenue or west elevation, and an irregular series of bays along the Spring Street facade. Rusticated stonework piers with composite capitals flank two storefronts on First Avenue and the bay closest the corner on Spring Street. Facing north, the Spring Street elevation rises with a fairly steep inclination toward the rear of the site over a total horizontal distance of 112 feet. Along the back of the building the alley is at the second floor level. A third store front and an entrance to the upper stories are located on the second floor a step above the sidewalk near the northeast corner of the building - also between rusticated piers. Another entrance adjacent to this grouping is at the foot of a stairway directly to the third floor.

Above the first and second floor store fronts all openings are linteled. Strip pilasters divide the upper stories into a series of bays. Panelled spandrels between the windows of succeeding floors appear as continuous horizontal elements except where interrupted by the shallow pilasters. Above the fifth story the spandrels are corbelled upward to a panelled frieze divided by pairs of corbelled "brackets" that extend each pilaster from its composite capital to the cornice.

A single exception to the use of linteled window openings is a semi-circular arch at the top floor above the bay nearest the street intersection on the north elevation. Similar arches executed in stonework are used over the entrances at the ground level of the same facade. The one at the opposite corner is constructed of rock-faced masonry, and the arch nearer the center is dressed smooth with a carved keystone. The date 1890 is inscribe on a separate stone block set within the brickwork of the spandrel above.

Double hung windows are used throughout the upper stories with transoms provided on the second floor only. These are grouped in pairs on each bay of the First Avenue elevation. On the Spring Street facade they are arranged variously from one to six windows between pilasters.

The Holyoke Building is only slightly altered on the exterior. There have been minor modifications to the storefronts. A steel fire escape has been installed and the sandstone cornice (along with the original ornamental iron cresting) has been removed. Otherwise the most visible changes in the building's appearance are the numerous signs advertising the street level businesses.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION
_1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES 1890 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Holyoke Building is a good example of unpretentious, straight-forward Victorian commercial architecture. The structure reflects the period in which it was built by its design, materials, and the intended use of its spaces. The lower floors were established as stores and the upper floors as office space. The Holyoke building is one of the few structures remaining from the 1890's. In 1889 a terrible fire consumed sixteen blocks of Seattle's downtown area (now known as the Pioneer Square Historic District). Excavation for the Holyoke building had begun shortly before the fire, the deep pit acted as a fire stop, preventing the fire from spreading any further north. At the time of its construction the building was described as "one of the largest buildings in town. The design of which would be the most modern; the ceilings on the first floor would be 16 feet high, the next four stories 13 feet each". (The National Bank of Commerce 1889-1969 pg 12).

In the 1920's the Holyoke Building became a gathering place for artists of all kinds, especially musicians. The Town Crier of December 10, 1927 referred to them as "a progressive group of pioneer artists", they went on to say the building represented a "temple of music and art which Seattle has not been able to duplicate since". The musicians suites were on the second floor, being used for practice runs and discussions. Among the artists there were Vaughn Arthur, violinist, Rose and Frank Egan, founders of the Egan School at the theater in Los Angeles, and Nellie C. Cornish who later founded her own school of art and music in Seattle.

Born on September 1, 1832 in New Brunswick, Richard Holyoke arrived in Seattle in 1860 to begin a career as a lumberman, an occupation he followed for many years. Holyoke did quite well, and began to buy great quantities of real-estate to prove to others his faith that the region would grow and be successful.

After Holyoke had become well established in the community he began to recognize the need for some sort of banking institution. He then established and became the first President of the National Bank of Commerce. He continued to be most supportive of people in the lumber industry.

In Bagley's History of Seattle (published 1910) Holyoke is referred to as "an active helpful citizen, who's life measured up to very high standards."

9 MAJOR BIBLIOGRAPHICAL REFERENCES

R. L. Polk's Seattle Directories.
King County Assessor's Office
History of Seattle, Clarence Bagley, Vol. III.
National Bank of Commerce of Seattle - 1889-1969
Seattle Historic Building Inventory, Junior League of Seattle, Inc.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	10	550,000	5,272,470
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Nancy A. Susman — March 29, 1976
ORGANIZATION — DATE
Office of Urban Conservation — (206) 625-4501
STREET & NUMBER — TELEPHONE
9th Floor, Arctic Building — Washington
CITY OR TOWN — STATE
Seattle

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE X LOCAL ___

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE David H. Hawken

TITLE State Historic Preservation Officer — DATE April 27, 1976

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 892-451

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Globe Building National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

File Copy

FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Globe Building, Beebe Building, Hotel Cecil

and/or common

2. Location

street & number 1001 through 1023 First Avenue ___ not for publication

city, town Seattle ___ vicinity of congressional district 1st-Joel Pritchard

state Washington code 053 county King code 033

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
_x_ building(s)	_x_ private	___ unoccupied	_x_ commercial	___ park
___ structure	___ both	_x_ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	___ transportation
	n/a	___ no	___ military	___ other:

4. Owner of Property

name Cornerstone Development Corporation

street & number 1500 Western Avenue - Suite 500

city, town Seattle ___ vicinity of state Washington

5. Location of Legal Description

courthouse, registry of deeds, etc. King County Administration Building

street & number Fourth and James

city, town Seattle state Washington

6. Representation in Existing Surveys

title Seattle Inventory of Historic Resources has this property been determined elegible? ___ yes _x_ no

date 1979 ___ federal ___ state ___ county _x_ local

depository for survey records Seattle Office of Urban Conservation

city, town Seattle state Washington

double hung sash windows at each of the three upper stories in each of the facade's three bays. The window pairs are framed within terra cotta casings and decrease in height with each additional story. Finely executed Renaissance-derived ornamentation is particularly apparent in the raised relief detailing of the window mullions, the fourth story pilasters, and the third story pilaster capitals.

The rear elevation fronting Post Avenue is utilitarian in design and includes a deeply recessed light court open through the center of the third, fourth and fifth stories. The Hotel Cecil adjoins to the north.

The Hotel Cecil includes two major, eclectically-detailed facades which occur along First Avenue and Spring Street, and a utilitarian facade along Post Avenue. Faced in tan-colored pressed brick, the major facades are organized into a series of vertically ascending layers which in essence creates a two story base, a three story body, and a single story crowning feature. The bottom layer consists of storefronts surmounted by a rusticated secon story with pairs of round arched windows. This lower level is terminated with a terra cotta belt course. Above this level, fenestration of the third, fourth and fifth stories is contained within clearly defined arched bays. The First Avenue facade incorporates three bays and the Spring Street facade six owing to its greater length. The bays are embellished with terra cotta border moldings and include tripartite double hung window groupings at each story separated by narrow brick spandrels. The sixth and uppermost story of the facade begins above a narrow terra cotta string course and includes rectangular windows arranged in three pairs which correlate with the bays below. This crowning element is terminated with a substantial terra cotta cornice detailed with a classical egg and dart motif and projecting lion heads.

The Post Avenue elevation consists of three window bays separated by four brick piers. Structural elements including piers and spandrels are reduced to a minimum at this elevation in order to maximize window sizes and the subsequent exposure to natural light.

At the time of this writing, rehabilitation work has begun on the Globe Building, Beebe Building, Hotel Cecil. This work was in progress at the time of the review of the nomination, and the completed project will alter the interior and may also alter the appearance of the first floor storefronts. Recent photographs and photographs taken before the initiation of the rehabilitation project are included with the nomination.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600-1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700-1799	___ art	___ engineering	___ music	___ theater	
___ 1800-1899	_X_ commerce	___ exploration/settlement	___ philosophy	___ transportation	
_X_ 1900-	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1901 **Builder/Architect** Max Umbrecht

Statement of Significance (in one paragraph)

The Globe Building, Beebe Building, and the Hotel Cecil occupy the western half of a block facing Seattle's First Avenue and bordered by Madison Street to the south and Spring Street to the north. They were designed by the same architect, and despite their differences in style, they express an unusual harmony of character, materials, and scale. They form the last block of ca. 1900 buildings on First Avenue, and represent a new building effort to accommodate the needs brought about by the rush to the Alaskan gold fields. The Globe Building in particular was a pivot point for much of Seattle's growth in the 20th century.

Commercial development along Seattle's First Avenue was restricted largely to the Pioneer Square area until after the fire of 1889. Soon after rebuilding began, the center of the commercial district began to expand northward, and brick commercial buildings steadily replaced the residences located on what were becoming the city's major streets. The Holyoke Building (National Register, 1976), started before the fire and completed in 1890, was the first major office building erected on First Avenue north of Madison Street. It was followe in the 1890's by the sporadic development of additional lots and the construction of several other large commercial buildings generally representative of late Victorian architecture.

The pace of development accelerated markedly, however, in 1897 and 1898 when the Klondike gold rush suddenly boosted Seattle's economy and growth, and Seattle became the pre-eminent point of departure for the gold fields. One of the immediate demands created was that for conveniently located and moderately priced hotels and rooming houses to serve transient miners, sailors, and businessmen. Along with others in the First Avenue area, the Hotel Cecil was put up to accommodate that trade.

The Hotel Cecil opened its doors in 1901, and began an unsteady path that lasted for two decades. Sometines it was called the Hotel Cecil and sometimes the Cecil Hotel, and sometimes it was open and sometimes it was not. It seems to have been closed almost continuously beginning in 1910, but reopened again in 1921 as the New Cecil Hotel, but on Third Avenue rather than in the building on First and Spring. In that same year -- 1921 -- the Hotel Cecil building began a new existence as the Arlington Hotel. The Arlington was originally located two blocks to the north, but it acquired and remodeled both the Hotel Cecil and the Beebe, and opened as the New Arlington Hotel, also known briefly as the New Dollington. Entry was through the First Avenue facade of the Hotel Cecil, and the floors of the hotel extended into the Beebe Building; promotional sketches show two additional stories added to the Beebe Building, but these were never completed.

The Arlington was a more genteel establishment than the other hotels along First Avenue, and it sought patrons not only among the transients inspired by the Alaskan goldfields but also from the less rowdy businessmen. It was still close enough to the commercial district so that it could claim reasonably to be a businessmen's hotel, and it offered special amenities in its 200 rooms, such as telephones and hot and cold running water.

An additional amenity was a parking garage, an early adaptation and recognition of the coming age of the motor car. Garage space was provided on the Post Avenue side, and extended not only under the two buildings of the New Arlington, but also under the third building on the block, the Globe Building.

The Globe Building was a key structure in Seattle before World War I. The Globe Building was the product of James W. Clise (1855-1938), one of the city's most prominent businessmen and it was the headquarters of his many interests. In it were the offices of several Clise firms: the Globe Navigation Company, the Globe Investment Company, and the Globe Construction Company. Occupying the key first floor corner office was the Washington Trust Company, organized by Clise and one of the strongest banking institutions in the city at that time. Clise had a hand in almost every major effort that contributed to Seattle's growth. It was he who persuaded L.C. Smith to erect the Smith Tower, the 42 story building long a community landmark. He served as the first president of the Seattle Lighting Company, and helped in the efforts to acquire land on Magnolia Bluff for the development of Fort Lawton (National Register, 1978). He was also active in securing the site of the University of Washington campus near Lake Washington, and the land for the Lake Washington Ship Canal (National Register, 1978). He invested in one of the first private irrigation projects in eastern Washington, and as part of his agricultural interests, developed a 450 acre dairy farm and bred highly successful dairy herds.

From 1901 to 1917, the Globe Building was the focus of all the business activities of J.W. Clise. But by the latter year, his Washington Securities Company had completed the new Securities Building, and the Clise offices left the Globe Building for its new address closer to the city's business core. Tenants of the Globe Building now began to reflect the theme of First Avenue as a workingman's resource, and inexpensive restaurants, tailors, and pawn shops appeared in its storefronts. For a few years in the 1930's, it housed a public market.

All three buildings on the block were the work of the same architect. Max Umbrecht (1872-1955) was born in Syracuse, New York, where his immigrant grandfather was a bridge builder and his father a building contractor. The young Umbrecht learned architectural design through the apprentice system, including a period served with the firm of Merritt and Randall in New York City. His work thereafter was characterized by a preference for formal detail and balance, and a use of large openings for maximum lighting. Umbrecht came to Seattle around 1900, concentrating his practice on private residences. He designed the James W. Clise House (National Register, 1973) and the Caroline Kline Galland House (National Register, 1980), and is also credited with the Hofius House at 1104 Spring Street and the residence at 1729 17th Avenue. He returned to Syracuse in 1922, and was active in architecture until his death.

The Globe Building, Beebe Building, and the Hotel Cecil comprise an unusually intact block that represents not only a vital segment in Seattle's past, but also a unique collection exhibiting the diversity of a single architect. Seldom can such significance be found in a compact collection of structures.

9. Major Bibliographical References

Landmark Designation, Seattle Office of Urban Conservation, 1981.

Seattle Times, October 12, 1952, p. 6 magazine.

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Seattle South Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing
A	10	549 940	5272 4120
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
state	n/a	code	county	code

11. Form Prepared By

name/title	David M. Hansen, Chief, Based on information supplied by the Seattle Office of Urban Conservation
organization	Office of Archaeology and Historic Preservation
date	
street & number	111 West 21st Avenue
telephone	(206) 753-4117
city or town	Olympia
state	Washington 98504

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state ___ local

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

State Historic Preservation Officer signature

title date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 938 835

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VERBAL BOUNDARY DESCRIPTION

Globe Building: Lots 7 & 6, Block B, A.A. Denny's 1st Addition; Lots 3 & 4, Block 185, Seattle Tidelands.

Beebe Building: Lot 3, Block B, A.A. Denny's 1st Addition; Lots 2, Block 185, Seattle Tidelands.

Hotel Cecil: Lot 2, Block B, A.A. Denny's 1st Addition; Lot 1, Block 185, Seattle Tidelands.

Moore Theatre and Hotel National Register Nomination

Original form on file at the Office of Archaeology and Historic Preservation
(State Historic Preservation Office)
P.O. Box 48343
Olympia, WA 98504

Form 10-300 (Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Washington
COUNTY: King
FOR NPS USE ONLY
ENTRY DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Moore Theatre and Hotel Building
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 1932 – 2nd Avenue
CITY OR TOWN: Seattle 98101
CONGRESSIONAL DISTRICT: First
STATE: Washington CODE:
COUNTY: King CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☒ Unrestricted ☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other (Specify)	
☐ Educational	☐ Military	☐ Religious	Hotel	
☒ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: George J. Toulouse, Jr.
STREET AND NUMBER: Doxter Horton Bldg., 710 – 2nd Avenue.
CITY OR TOWN: Seattle 98104
STATE: Washington CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: King County Auditor's Office
STREET AND NUMBER: County Courthouse
CITY OR TOWN: Seattle 98104
STATE: Washington CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local
DEPOSITORY FOR SURVEY RECORDS:
STREET AND NUMBER:
CITY OR TOWN: STATE: CODE:

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Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE: Washington
COUNTY: King
FOR NPS USE ONLY
ENTRY NUMBER | DATE

SEE INSTRUCTIONS

1. NAME
COMMON: Moore Theatre and Hotel Building
AND/OR HISTORIC:

2. LOCATION
STREET AND NUMBER: 1932 - Second Avenue
CITY OR TOWN: Seattle 98101
STATE: Washington | CODE | COUNTY: King | CODE

3. MAP REFERENCE
SOURCE: USGS Topographic, 7.5 series, Seattle South quadrangle
SCALE: 1:24000
DATE: 1949 revised 1968

4. REQUIREMENTS
TO BE INCLUDED ON ALL MAPS
1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE: Washington
COUNTY: King
FOR NPS USE ONLY
ENTRY NUMBER | DATE

SEE INSTRUCTIONS

1. NAME
COMMON: Moore Theatre and Hotel Building
AND/OR HISTORIC:

2. LOCATION
STREET AND NUMBER: 1932 - Second Avenue
CITY OR TOWN: Seattle 98101
STATE: Washington | CODE | COUNTY: King | CODE

3. PHOTO REFERENCE
PHOTO CREDIT: Seattle Times newspaper
DATE OF PHOTO: 1970
NEGATIVE FILED AT: Seattle Times, Fairview N. and John St., Seattle, Wash.

4. IDENTIFICATION
DESCRIBE VIEW, DIRECTION, ETC.
Interior of theater, from balcony to stage (view south), showing portion of ceiling and arches.

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SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☐ 19th Century
- ☒ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1907 to date

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☒ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☒ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☒ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)*

STATEMENT OF SIGNIFICANCE

The Moore Theatre and Hotel Building was designed and engineered partly to accomodate anticipated crowds coming to the Alaska Yukon Pacific Exposition in 1909, with hotel, sports, and entertainment all available in one complex. Its design was immediately noted nation-wide, and its use made it the leading cultural house of the city.

The Moore Hotel opened in April 1907 and the Theatre portion in December. Built by James A. Moore, land developer and financer of several major office buildings, the Moore was designed by the well-known western architect E. W. Houghton. The building cost some $350,000 with some $40,000 worth of onyx and marble in the lobby and foyer of the theatre. Mr. Moore was simultaneously building the New Washington Hotel, the Moore, and the Moore Theatre. Each structure was built with possible adjustments for exterior grade in the basic design, since the regrading of Second Avenue was occurring at the same time. Mr. Moore had turned to construction of a theater at the urging of Mr. James Cort. Cort was manager of the Northwestern Theatrical Association, operating 135 theatres west of the Missouri, and was president of the Cort Theater Company of Chicago. Mr. Cort had been the first man to organize a vaudeville circuit in the United States, and from 1886 to 1893 had operated all the vaudeville houses on the west coast. He became manager of the Moore, and after the gala opening brought such stars to the Moore as Marie Dressler, Victor Moore, Ethel Barrymore, John Drew, and Billie Burke. Pavlowa came in 1916, Feodor Chaliapin in 1923, and more. For a period in the 1920's the Moore was part of the Orpheum Circuit, and was briefly called the Orpheum. Cecilia Schultz became manager in 1935 and brought the theater to full potential with attractions under the Dance Theater Series, the Great Artist Series, and others. After Mrs. Schultz retired in 1949, the Moore was leased for three years as a revival center. In the 1950's audiences dwindled and shows were less regular. Boxing, road shows, revival meetings, political rallies, movies, and the rock production "Hair" have shared the fine theater in recent years.

The Moore is significant not only for theatrical contributions, but also for its outstanding theater architecture. From the expensive exterior construction, withstanding both climatic and earthquake stresses, to the interior design features of exiting ramps, excellent sight lines, superior stage "life", and acoustics, the Moore is among the best example of theater architecture and engineering ahead of its time, to be found in the country. Architectural elements compliment the engineering of layout and acoustics. The Moore stands as a leader not only in cultural contributions, but in design and engineering developments, in Seattle and the United States.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	☒ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Moore Theatre and Hotel Building, built in 1907 of reinforced concrete, faced with ceramic glazed brick, is seven stories high. Simple exterior detailing between floors, and on window sills, is of tan terra cotta. A rather simple circle-patterned frieze and cornice are of the same terra cotta.

The main entrance opens into a small octagonal foyer with ramps (with solid brass hand rails) leading to balconies, to left and right. The original hexagonal patterned tile floor is covered with carpeting presently. The foyer drops by a wide ramp into the carpeted lobby which is rectangular with vaulted ceiling and the original brass hanging chandelier. Imported Italian marble or red-brown and cream is found in Gothic columns and walls up to open balcony height. Four classic marble figures stand at the balcony promenade level, on two sides.

The theatre itself, opening from the south(right) side of the lobby, rises the full height of the building. The domed ceiling has a 20' crawl space above it for maintenance of the original decorative lights in the dome and in the lighted arches. These individual lights need rewiring. Present seating capacity of the theatre is 1425, with the second balcony seating an additional 228 people presently closed. The stage is 71' wall to wall, with a height of 44' from fly gallery to grid. The hardwood stage floor is noted for its quality of life. The orchestra pit seats 23 musicians. Fourteen dressing rooms are located back and below stage, as is the original and still-used carpentry shop and hatch for raising props to the stage.

The hotel rooms surround the theatre on the upper floors and fill in many small angled areas. The fine original design included a separate interior side entrance into the theatre from the hotel so that the actors could avoid the press and fans. The hotel parts of the building are quite standard in design, but well built, with solid doors and large sash windows. The original heating system of the building also heated the adjacent New Washington Hotel and the Stewart Hotel across Stewart Street to the south beyond the New Washington. An underground salt water natatorium was a special feature, with "Turkish and Russian baths for men and ladies", massage rooms and dressing rooms, used into the 1950's despite the inconvenience of posts rising from the pool to support the floors above.

The building is generally in excellent condition. The roof has recently been retarred. The original entrance has been slightly modified to single sets of doors, and currently there is a rainbow spectrum painted around the marquee and entrance. Gold leaf decor could be uncovered on walls and arches, and electrical work could restore the magic lighting in the main theatre. The Moore is the only theater in Seattle which remains a real "romp house", with the lines for scenery still being pulled by ropes, by hand. Road companies are willing to work with this vestige of the past now because of the superior acoustics, fine seating arrangement, and workable theater size.

SEE INSTRUCTIONS

BEST COPY AVAILABLE

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Sayre, J. Willis, "Places of Theatrical Entertainment in Seattle," booklet.
Representative Citizens of the City of Seattle and County of King Washington, a volume of memoirs and genealogy. New York, [illegible] Publishing Co., 1903. (P.[illegible], James [illegible])
"[illegible]", [illegible]
[illegible]
[illegible], 9/18/56, [illegible], [illegible], 10/[illegible], [illegible],
2/19/70, 4/7/70.
Seattle Star, 12/30/07. The Argus, 1/4/08.
" 12/29/14 Seattle Magazine, April, 1970.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"		N47°	36'	43"	W122°	20'	35"
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Margaret A. Corley, King County Liason

ORGANIZATION
address only: Seattle Historical Society

DATE
October, 1973

STREET AND NUMBER:
2161 East Hamlin Street

CITY OR TOWN:
Seattle 98112

STATE
Washington

CODE

12. STATE LIAISON OFFICER CERTIFICATION

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

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

GPO 801-[illegible]

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Office of Educational Research and Improvement (OERI)
National Library of Education (NLE)
Educational Resources Information Center (ERIC)

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