

Spokane Register of Historic Places Nomination

*Spokane City-County Historic Preservation Office, City Hall, Third Floor
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

1. Name of Property

Historic Name **F.T. CROWE & COMPANY**
And/Or Common Name **LUMINARIA**

2. Location

Street & Number 154 South Madison (historic: 1101 W. Railroad Avenue)
City, State, Zip Code Spokane, Washington 99201
Parcel Number 35192.1719

3. Classification

Category of Property	Ownership of Property	Status of Property	Present Use of Property	
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both		<input type="checkbox"/> educational	<input type="checkbox"/> residential
<input type="checkbox"/> object	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> district	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other

4. Owner of Property

Name Luminaria LLC
Street & Number 154 South Madison
City, State, Zip Code Spokane, Washington 99201
Telephone Number/E-mail 509-217-5509

5. Location of Legal Description

Courthouse, Registry of Deeds Spokane County Courthouse
Street Number 1116 West Broadway
City, State, Zip Code Spokane, WA 99260
County Spokane

6. Representation in Existing Surveys

Title West Downtown Historic Transportation Corridor
Date Federal State County Local
Depository for Survey Records Spokane Historic Preservation Office

7. Description

Architectural Classification

(enter categories from instructions)

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check One

unaltered

altered

Check One

original site

moved & date _____

Narrative description of present and original physical appearance is found on one or more continuation sheets.

8. Spokane Register Criteria and Statement of Significance

Applicable Spokane Register of Historic Places Criteria--mark "x" in one or more boxes for the criteria qualifying the property for Spokane Register listing:

A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory history.

Narrative statement of significance is found on one or more continuation sheets.

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property

Less than one acre

Verbal Boundary Description

Railroad Addition, PTN of L6, Blk 23 (see continuation sheet)

Verbal Boundary Justification

Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title

Jim Kolva

Organization

Jim Kolva Associates

Telephone Number/E-mail

(509) 458-5517

Street and Number

115 S. Adams Street

City, State, Zip Code

Spokane, Washington 99201

Date

February 15, 2007

12. Additional Documentation

Map

Photographs and Slides

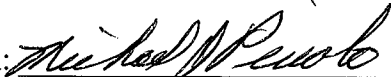
Photographs and Slides

13. Signature of Owner(s)

14. For Official Use Only:

Date Received: _____ Attest: _____

Date Heard: _____ City Clerk

Commission Decision: _____ Approved
as to Form:  _____

Council/Board Action: _____ Assistant City Attorney

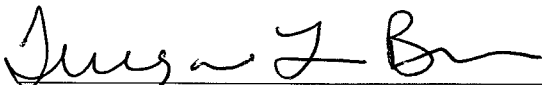
Date: _____

We hereby certify that this property has been listed in the Spokane Register of Historic Places.

CITY ADMINISTRATOR, City of Spokane
or

CHAIR, Spokane County Commissioners

CHAIR, Spokane City/County Historic Landmarks Commission



OFFICER, City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor - City Hall, Spokane, WA 99201

Description

Rising from a basalt rubble basement, the Luminaria Building is a two-story brown-painted-brick building that fronts along the west side of South Madison Street in downtown Spokane. A one-story brick building is attached to and runs along the entire south side of the main building.

The first floor is divided asymmetrically, with the main entry in the southern half of the building, and four windows bays in the north half. The recessed main entry is approached via three steps to a concrete landing. Single fixed glass panels angle from the outside corners to the door opening. Six-inch steel pipes at each of the corners support the header above the window opening. A wood-frame door with a single-light glass panel in the upper three-quarters and wood panel below is in the opening. A single light transom window is above the door. Flanking the entry are large storefront windows, two double-glazed panels on each side. Wood molding and sills frame the windows and metal strips divide the two sections.

The façade of the second story contains four irregularly-spaced window bays set in a flat brick plane. Brick header courses form the segmental arches and sills in which is set wood sash about eight inches from the façade plane. These windows are smaller than those of the first story and consist of two over two double-hung wood sash.

The parapet, terminated in a slightly projecting brick course and capped with terra cotta tile, steps up about eight inches from the middle section to the each end sections. Brick chimneys, on the same plane as the façade, are at the juncture at each of the parapet steps. The chimneys rise about two feet above the parapet and flare slightly in a brick corbel. The parapet of the north corner is about one-quarter longer than that of the south corner.

The north façade is symmetrical except for the elevator penthouse and loading platform in the northwest corner. Divided into three sections by slightly projecting brick piers, the façade is flat and unadorned. A concrete wall has been formed along basalt basement wall from the concrete platform to each of the corners. The center bay consists of a segmental arch door opening and concrete platform on the first floor and a solid brick wall above. Within the opening is a two-part wooden door consisting of a pedestrian door and loading door. Six glass lights (3 over 3) are in the upper portion of the pedestrian door and eight lights are in the upper portion of the loading door (4 over 4). In each of the doors, beneath the window assemblies, are recessed panels with vertical tongue and groove boards. The west and east bays each contain two segmental arch window bays aligned over each other on the first floor and the second floor. A triple-header brick arch forms the headers and a single header course forms the sills. The sash is double-hung wood of varying configurations, ranging from one over one, one over

four, four over one, and four over four lights (predominant). A steel door at roof top level is within the elevator penthouse and provides access to the extant concrete platform that spans about fifteen feet to provide access to the elevated railroad viaduct.

The south façade faces the alley and is featureless except for the brick piers that divide the wall into three segments. The one story garage is brick with four small window openings in the west half. One window opening in the eastern portion has been filled with brick (brick arch extant). The window openings consist of a segmental triple-header brick arch and a single brick header sill. The sash is fixed four-light wood. The entry to the garage is on the east side and consists of a double wood-frame glass panel doors. Storefront windows, with two glass panel sections on each side, flank the doors. The doors

and windows extend to a concrete header. Flat recessed wood panels are beneath each of the window sections.

The roof is flat, built-up tar composition. A penthouse office, added in the 1990s, is near the center of the building. Although visible this room is visible from the south approach to the building, it is not readily visible from the north approach or along the sidewalk along the east side of the building.

Interior

First Floor Plan

The first floor includes both the main building and the one-story garage section. The garage section is one open room with a concrete floor, brick walls, and exposed rafter ceiling. The main building consists of a “L”-shaped room occupied by Empyrean, a coffee shop/café, that wraps around two restrooms and a tattoo parlor. The interior has had various room configurations over the years, and for the most part has been open as a warehouse. The floor is fir covered in places by carpet and 12-inch slate tiles. The walls and ceiling are plaster.

Second Floor Plan

The second floor consists of undivided, unfinished space. A stairway near the middle provides access to a penthouse office that was added in the 1990s.

Summary

The F.T. Crowe/Luminaria Building, a former rail corridor warehouse, is eligible under Category A because it was constructed during the city's most significant period of growth and is associated with Spokane's railroad history. The building is significant under Category C as a specific example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination.

HISTORIC SIGNIFICANCE (Category A)

The F.T. Crowe/Luminaria Building, a former rail corridor warehouse, is eligible under Category A because it was constructed during the city's most significant period of growth and is associated with Spokane's railroad history. As a warehouse and as a contributing structure in the West Downtown Historic Transportation Corridor, the building is a specific property type within that district. The warehouse building served as a transfer point for materials shipped into Spokane via the Northern Pacific Railroad to serve the market of Spokane and Inland Northwest. The F.T. Crowe and Company, building suppliers, built the building in 1909 and occupied it through 1915. Pacific Hide and Fur, a materials salvage company, occupied the building between 1916 and 1965, and Luminaria between 1988 and 2004.

The Northern Pacific (NP) rail corridor extended between and parallel to the alleys between First and Second Avenues in a swath through downtown Spokane. The NP owned the land, through a land grant, between the alleys and leased it to the owners of the buildings along the corridor. The railroad encouraged the construction of warehouses and industrial buildings along the corridor since these businesses would provide revenue to the railroad through the leases as well as the freight charges. Typically, the NP (and subsequently the Burlington Northern, and Burlington Northern Santa Fe) entered into what amounted to month-to-month leases for the land. The buildings were owned by private individuals, mostly those using them for business. The railroad lease provided that, with thirty days notice, if requested by the railroad on termination of the land lease, the building owners would vacate the land (remove the buildings).

ARCHITECTURAL SIGNIFICANCE (Category C)

The building is an example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination. The building is unaltered since the 1999 National Register Nomination. According to the nomination: "Today, the building retains much of its integrity since, the first floor retains the original character storefront with two large sections of plate glass and four one-over-one double-hung segmentally arched windows. The top floor has irregular smaller one-over-one double-hung sash segmentally arched windows. The façade rises to a two-story parapet. The secondary elevations have similar fenestration, but are divided by two piers into three

bays. A ramp on the second floor runs to the railroad on the north elevation. A small addition, originally a garage, projects from the south elevation.”

The Luminaria Building retains the characteristics of the railroad warehouse building and its adaptation to the moving of tracks from grade to the elevated viaduct. The existing ramp structure is one of the few remaining in the downtown rail corridor. The current owner plans to remove the ramp because of severe deterioration that is causing a safety hazard (spalling concrete that cannot be stabilized). There are, however, currently no railroad warehouse buildings in downtown Spokane that use the railroad viaduct or the railroad for freight transfer.

Architect

No information could be obtained regarding the architect of the building.

Site and Building History

The 1889 Sanborn Insurance map is the first to show the area along W. Railroad Avenue between Madison and Cedar streets. Railroad Avenue was a 220-foot-wide corridor that had been granted to the Northern Pacific for construction of its transcontinental railroad. A single track is depicted with at-grade crossings by the north south streets including Madison and Jefferson. The same pattern was evident on the 1891 Sanborn. Flanking the rail corridor were dwellings, fronting along both First Street [Avenue] and Railroad Avenue to the north; and the Spokane Mill Company's Lumber Yard to the south running between Madison and Adams streets. Sanborn indicated about 4.5 million board feet of lumber was on the site. Lath piles were also depicted between the yard and the track. Dwellings that fronted along Second Street [Avenue] were south of the alley.

The 1890 Sanborn shows the same pattern as 1889 except that five tracks, the main line and sidings, were now within the corridor, including one siding along the north side of the lumber yard.

By 1891, the lumberyard had shifted to the west to include the block between Adams and Cedar, and two buildings were along Railroad Avenue in the eastern half of the block between Madison and Jefferson. The Hanna and Fuller Agricultural Lime warehouse (wood frame) occupied the southwest corner of Railroad and Madison. To its west was Dart McCart and Company agricultural implements warehouse (wood frame). Industrial and warehouse uses were beginning to occupy the north side of the NP main line as well. Washington Stone Company was at the northwest corner of Madison Street and Railroad Avenue, Spokane Fuel was along the north side of the main line with a rail spur along its north side.

The 1902 Sanborn depicts the same warehouse at 1101-1103 West Pacific Avenue (changed from Railroad Avenue. Note though that the Spokane Building records and the R.L. Polk City Directory continued to name the street as Railroad Avenue) as 1891 with a frame warehouse adjacent to its west (1107 West Pacific), and the Spokane-Idaho Lumber Company yard further west. Diamond Ice and Fuel are north of the NP line west of Madison, the North West Improvement Company coal and wood yard are east of Madison. Warehouses with loading platforms are being constructed south of the NP line east of Madison Street.

The 1908 Polk City Directory listed F.T. Crowe and Company at 164 South Madison with Leigh Pruden as resident manager. Prior to that, in the years 1905-1907, Crowe had been listed at 121 South Monroe, also along the railroad corridor a couple of blocks east.

F.T. Crowe was issued a Side Sewer Permit for 1101 West Railroad Avenue on March 25, 1909. (In 1910 Crowe was listed at 140 South Madison). The two-story brick building was built in that year for a cost of \$11,000. A 1910 ad for F.T. Crowe & Company in the Polk Directory under Building Materials listed locations in Seattle, Tacoma, Spokane, and Portland. Materials included: deadening felt, plaster board, tile parquet flooring, cement, window coal chutes, steel ceilings, steel beams, metal lath, hair and wood fiber plaster, expanded metal, Johnson's corrugated bars, reinforced concrete construction, duplex joist holders, fire proof windows, corrugated culverts, brick and cement paint, decorators supplies, wall plugs, etc.

In 1910, Sanborn depicts F.C. Crowe Building, 2-story brick at 1101 W. Pacific Avenue for the first time. The map indicates "building materials," and "stove oil and paints," as materials stored within the building. Also on the site at the south end was a one-story frame building that housed "cement and plaster." Pacific Hide and Fur Depot is adjacent to the west at 1107-1109, Fairbanks and Morse & Co. warehouse, Bissinger Fur and Hide Depot, and Hughes and Company Plumbing Supply warehouse fill in the block to the west. All have platforms along the rail siding north of the buildings. Likewise warehouses are along the tracks east of Madison Street, and north of the NP line.

Crowe occupied the building through 1915 and moved to 1310 West Ide Avenue (on the Union Pacific rail corridor) under the name Consolidated Supply Company. Pacific Hide and Fur, which had occupied the warehouses to the west, 1117 West Railroad between 1908 and 1910, and 1107 West Railroad between 1911 and 1916, expanded to 1101 West in 1917 where it was listed through 1935. Various building permits were issued to Pacific Hide and Fur through the decades up to 1952, including a concrete platform in 1917 (1/19/1917 for \$450) that connected the warehouse to the elevated Northern Pacific viaduct that had been completed in 1916.

The 1910 Sanborn updated to 1928 depicts the elevated Northern Pacific railroad viaduct. Uses remain predominantly warehouse and industrial. Brick buildings have replaced the remaining wooden structures (except the Tull and Gibbs Furniture warehouse at Adams and the NP line which is wood frame-demolished in 2005). It is notable that ground level loading platforms remain, but concrete ramps (extant on subject building) now extend from the buildings to the elevated railroad viaduct to provide loading access. The one-story brick garage, designated as “autos,” along the south side of the building is depicted on the Sanborn with an address of 164 South Madison Street.

The 1952 Sanborn, updated to 1958, shows the building as presently configured with the garage on the south and the concrete platform connecting the railroad viaduct. Pacific Hide and Fur also occupies the building adjacent to the west (1107-1109 West – removed and replaced in 1984)

In 1956, the building’s address changed from 1101 West Railroad to 156 South Madison, then to 154 South Madison the following year. Pacific Hide and Fur would occupy the building until 1965. According to Polk, the building was vacant between 1966 and 1968, occupied by Renshaw Enterprises RVs in 1969, Little John’s Choppers with Merles Garage at 156 (garage) in 1970, and vacant from 1971 through 1976. Three M Janitorial Supply Company and Murray Chemical occupied the building between 1980 and 1984. The building was again vacant until 1988 when occupied by Luminaria, a lighting repair and sales business. Luminaria and its owner Geoffrey Lofton occupied the building through 2004. During that period La Tierra, a plant store, occupied the one-story garage for six years, and La Mason, a fabric store, for one year. The building is presently occupied by Empyrean, a coffee shop/café, and a tattoo parlor.

Historical Context

The historical context for Spokane has been included in several National and Spokane Register nominations, including the most recent East Downtown National Historic District and West Downtown Historic Transportation Corridor, thus the discussion of Spokane’s history is somewhat abbreviated. The nomination for the West Downtown Historic Transportation Corridor discussed The F.T. Crowe Building. The following is excerpted from those nominations and provides context.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, providing connection to the Puget Sound. The line was completed in 1883 when the eastern and western branches of the railroad came together, thus establishing transcontinental service through Spokane Falls.

The newly incorporated city continued to grow through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. In spite of the devastating fire of August 4, 1889, which destroyed approximately thirty-two blocks of the business district from the railroad tracks to the river and from Lincoln to Washington Streets, the city quickly rebounded. Brick and terra cotta became the dominant building materials of the rebuilt downtown.

When Spokane rebuilt the downtown after the fire, the new buildings were constructed in an area much larger than the original business district. The business district spread east to Division Street. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a dramatic increase in the construction of commercial buildings in west downtown. Frame dwellings gave way to commercial buildings that would meet the demand of the influx in population. Among the property types and businesses that were prevalent were hotels, lodging houses, and restaurants to accommodate the influx of workers.

From the turn of the new century, 1900, Spokane's population exploded from 36,848 to 104,402 in 1910. This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the states three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.

The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

The Railroads and their Influence on Industry, Commerce, and Labor

The story of industry, commerce, and labor in Spokane is tightly interconnected with the coming of the railroads. The Northern Pacific Railroad came to Spokane in 1881 with the connection to cross the continent in 1883. During the next two decades, several Northern Pacific branch lines were built through the region, establishing Spokane as a hub, to serve the farming, lumber, and mining areas of the Inland Northwest. Additionally, the Union Pacific, Great Northern, and the Chicago, Milwaukee, St. Paul & Pacific came through

Spokane on their way to the west coast. By the turn of the century, eight railroads converged in Spokane making the city a major transportation center.

Spokane's proximity to abundant natural resources in mining, lumbering, and agriculture was a great catalyst in transforming Spokane into the major distribution center of the Inland Northwest. The prospect of finding gold, silver, lead, copper, zinc and other minerals brought men with fantasies of fortunes to the area. Spokane became a principal distribution point for equipment and supplies. Miners patronized Spokane's mining outfits, hotels, saloons, restaurants, and gambling halls before and after setting off to the mines. Those who made their fortune from the mines settled in Spokane and helped build the city.

Among the other industries that began to rise at the turn of the 20th century was the lumber industry. The arrival of the railroads lowered lumber shipping rates in 1894, thus allowing mills to ship lumber farther. Forests in the Great Lakes region of the Midwest had been depleted and the Great Lakes lumber barons looked elsewhere for mature forests. Western states and railroads solicited these lumber barons to deforest their lands to increase commerce. Like any other industry, the timber industry saw cycles of boom and bust. By 1930, the timber industry had declined significantly.

In addition to mining and lumbering, Spokane's economy has been greatly influenced by the agricultural industry. Again the railroad, by providing relatively low cost transportation to the eastern markets brought striking changes to agriculture in the Inland Empire. The Northern Pacific, the Union Pacific, and the Great Northern transcontinental lines and their feeder lines brought in immigrants and provided farmers a means for shipping their products out to market.

Railroad connections to eastern markets and to the west coast created a demand for agricultural products that led to the increasing growth of Spokane. Flour was shipped to such diverse ports as Liverpool, New York, or Tokyo. Livestock and meat also moved out of Spokane. Eventually, the city became a regional supplier as well as a market, with warehouses and wholesalers eager to supply retailers in the towns of the region.

Grade Separation and Construction of the Northern Pacific Viaduct

Jay Kalez, in an article, "Waiting for Trains Was a Way of Life," in the Spokane Daily Chronicle of 11/30/1968 told the story of the Northern Pacific Railroad tracks and the barrier its trains would create in the heart of downtown. When originally built, the line was at-grade and operated that way until the construction of the elevated viaduct in 1916. Watchtowers and guard-gate arms directed traffic at the crossings with the trains

prevailing. Kalez described the Railroad Avenue corridor, as a double track main line augmented by eight switch tracks, within a long canyon walled with warehouse buildings. Passing freight trains as well as switch engines maneuvering cars to the warehouse sidings would often block traffic along the intersection north-south streets.

In February 1911, the Northern Pacific Railroad first revealed its plan to invest \$2.5 million to construct a graded separation between its Hangman Creek approach to the city and its exit from the city east of Division Street. Northern Pacific's Chief Engineer W. L. Darling proposed a 12 to 14-foot clearance for all street underpasses. City Engineer Morton Macartney worked on behalf of the city to monitor the project. The elevated tracks would consist of parallel poured-in-place concrete walls that would be filled with earth and some 17 trestle-like street overpasses between Division and Cannon streets. According to Kalez (11/30/68), 150,000 barrels of cement and 750,000 cubic yards of earth would be used in the project.

With the announcement of the plans for the regrading of Railroad Avenue in 1911, a court injunction was sought by several businesses having warehouses facing Railroad Avenue and operating track-side loading docks, to prohibit the railroad from executing its plans. About \$310,000 in damage suits were filed by several property owners who claimed that the proposed grade separation would damage their track-side loading facilities and would require considerable additional cost in the handling of their products. In 1913 a court injunction was granted to delay work. After a year and a half delay during which the issue was litigated, work on the viaduct would begin in 1915 and be completed in 1916. On April 16th, 1916, the Spokesman Review ran the front-page headline: After Twenty Years Grade Separation Dream True -- \$2,500,000 Project Soon Completed. As part of the negotiated settlement between the building owners and the railroad was that each loading dock would be raised to the new level of the railroad grade. Elevators were also installed in order to move goods between the rail grade, some twenty feet high, and the street grade. Within a couple of years, the entire warehouse district from Elm to Division adjusted to the new grade separation.

Architectural Significance in West Downtown

Transportation improvements were critical to Spokane's development as a regional distribution center. The arrival of the Northern Pacific Railroad in 1881 stimulated growth and urbanization. Warehouses, lumberyards, and fuel depots clustered along the rail corridor. By the turn of the century, Spokane had become a major railroad center with nine railroads, five of which were transcontinental, coming through the city.

Per the West Downtown nomination, the warehouse symbolized the commercial age, particularly in association with the railroad corridor that crossed Spokane's downtown business district. The twenty-five warehouses within the district served as receiving and distributing points for a continuous supply of manufactured goods arriving and leaving by train. Spokane's West Downtown Historic Transportation Corridor exemplifies that development. Most of the district's buildings that face the Northern Pacific Railroad were built between 1891 and 1911 as railroad dependent businesses. They are framed two-to-four story brick warehouses and factories, many of which stand on uncoursed basalt foundations. Most were designed in a utilitarian style characterized by recessed segmental-arched windows and openings and simple corbelled brick that served as limited ornament. Later warehouses were concrete with industrial metal sash. Freight platforms or loading docks connect many of the warehouses at second story level to the elevated railroad grade that was constructed in 1916.

Hylsop, Robert B. Spokane's Building Blocks. 1983.

Kalez, Jay J., "Waiting for Trains Was a Way of Life." The Spokane Daily Chronicle. 11/30/1968.

Mann, John, "Reins, Trains & Automobiles, Spokane's Historic Transportation Corridor." Journal of the Society for Commercial Archaeology. Fall 2001.

Polk, R.L. Directory, City of Spokane. Various years 1908-2002.

Pratt, Orville Clyde. The Story of Spokane (unpub. MS). Spokane Public Library, NW Room. 1948.

Sanborn Map Company. 1888, 1889, 1891, 1902, 1910, 1928, and 1950.

Spokane County Assessor's Office. Field Files for S 154 Madison Street.

Spokane County Clerk's Office, Deed Books.

Spokane City. Building Permit Records on Microfiche. Spokane City Hall.

Spokesman Review. Various articles 1907 to 1912.

U.S. Census Records on Microfilm. Spokane Public Library, Main Branch. 1910, 1920, 1930, 1940.

Washington State University, History Department, Graduate Seminar. West Downtown Historic Transportation Corridor National Register Nomination. 5/4/1999.

Woo, Eugenia. Vermilion. East Downtown Historic District. National Register of Historic Places Nomination. 23 April 2003.



