

# 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 **Cascade Laundry/United Trucking Building**  
And/Or Common Name **Riverwalk**

## 2. Location

Street & Number 1003-1007 East Trent Avenue  
City, State, Zip Code Spokane, Washington 99202  
Parcel Number 35174.0224

## 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"/> 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 MGD AT GU LLC (David Birge)  
Street & Number 7110 N. Cannon Ct.  
City, State, Zip Code Spokane, Washington 99208-4320  
Telephone Number/E-mail

## 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 None  
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

Dennis & Bradley's Addition, Lots 7,6 & part of 5, Block 11

Verbal Boundary Justification

Nominated property includes the portion of parcel 35174.0224 covered by the Cascade Laundry/United Trucking Building

## 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

October 8, 2007

## 12. Additional Documentation

Map USGS 7.5 minute topographic Spokane Northwest, Wash. 1986

Photographs and Slides

13. Signature of Owner(s)

Name \_\_\_\_\_  
Name \_\_\_\_\_  
Name \_\_\_\_\_

14. For Official Use Only

Date Received \_\_\_\_\_ Attest \_\_\_\_\_

Date Heard \_\_\_\_\_ City Clerk \_\_\_\_\_

Commission Decision \_\_\_\_\_ Approved as to Form  
Assistant City Attorney *Michael P. ...*

Council/Board Action \_\_\_\_\_

Date \_\_\_\_\_

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

\_\_\_\_\_  
DEPUTY MAYOR, City of Spokane  
or

\_\_\_\_\_  
CHAIR, Spokane County Commissioners

\_\_\_\_\_  
CHAIR, Spokane City/County Historic Landmarks Commission

*Miss Ben ...*  
\_\_\_\_\_

OFFICER, Spokane City/County Historic Preservation Officer  
Spokane City/County Historic Preservation Office  
Third Floor, City Hall, W. 808 Spokane Falls Boulevard, Spokane, WA 99201

**Description of physical appearance:** The Cascade Laundry/United Trucking Building fronts on the north side of Trent Avenue (runs east-west) and angles back toward the northeast following the Spokane River shoreline, along its eastern side. The building has a frontage of about 131 feet on Trent Avenue and a depth of 161 feet along the west facade. With a footprint of about 18,000 square feet, the building is set back and separated by an asphalt parking lot from Superior Street along the west side. The building consists of two sections, the front (west) is a two-story poured-in-place reinforced concrete post and beam structure clad with red brick, and the rear (east) is a one-story clear span shed roof supported by steel trusses that anchor to the main structure and to the brick and concrete block walls of the east side. A small shed clad with corrugated steel is attached to the southeast corner. Built in 1913 as the Cascade Laundry that operated into the 1940s, the building also housed a trucking company and school bus company within the open bay ground floor and offices in the southern portion that included a mezzanine. The building is presently vacant and being renovated.

### **South Façade**

The south façade, on Trent Avenue, is composed of the main two-story building, and, setback from the street, the one-story wing attached to the east. The main building's south facade is divided into four bays and angled entry bay (at 52 degrees from the south façade plane). Slightly projecting flat brick piers, extending above the parapet and topped with cast concrete caps, mark the building corners, including the angled entry bay. Set in one bay from each of the corners is another brick pier that accentuates the window bays flanking each side of corners (all facades). Two bays, divided by an exposed flat concrete post, are within the middle section. The post, integral to the structural framework supports the exposed concrete beams which act as lintels framing the tops of the window bays (ground floor, mezzanine, second floor). The parapet wall of the center two-bay section is lower in height than the flanking corner bays, with the concrete coping course extending through the brick piers. The parapet walls at the corners are capped with concrete coping courses as well. Within the brick field of each of the corner bays above the second floor window openings is a single concrete cross.

The original wood sash windows were removed and replaced in the 1940s, and again replaced in the 1970s with contemporary sash that does not match the original or the 1940s steel sash replacements. Since the sidewalk extends to the building wall and the ground floor is below the sidewalk grade, the ground floor window openings are narrow and horizontal. Each bay has two openings except the east corner that has no ground floor window openings. The ground floor bays of the west corner have been filled in. Each of the two center bays contains two metal sash windows with two lights. The mezzanine-level windows have been reduced in size by horizontal wood lap that fills in the opening around horizontal windows consisting of three sections in the west corner and middle bays, and two sections in the east corner bay. The window opening of the west corner bay is narrower than the three other bays. As with the mezzanine window openings, the 2<sup>nd</sup> floor window of the east corner is narrower than the other three windows. The sash fills the entire opening in 2<sup>nd</sup> floor bays and consists of two vertical sections in the east bay and three vertical sections in the remaining bays.

The one-story east wing maintains the same angle as the main building and is set back about fifteen feet from the southeast corner. The flat wall extends easterly about thirty feet, then angles slightly north for about twenty feet. The wing is flat brick with a single garage door entry (steel roll-up shop door) in the middle of the wall.

### **Corner Entry Bay**

The angled southwest corner contains the main entry bay at ground level, with a single window bay on the second floor level. The door and window bays are set within the brick field that is slightly recessed from the plane of the corner piers. The door opening consists of a single aluminum frame glass panel door with the former opening on either side filled in with horizontal lap siding. Based on a ca. 1918 photograph, the original door configuration appears to have been wood sash with double wood doors and multi-light transom inset slightly from the façade plane. The window bay above has a balcony and a modern glass panel door with multi-light sidelights and a three-section multi-pane transom above (all internal wood grids). This assemblage replaced the steel window sash in the 1990s. The original sash from 1913 had been replaced in the 1940s by steel sash configured similarly to that of the west façade. The door installation resulted in the opening being enlarged by removal of the brick wall between the original window sill and the concrete beam beneath the balcony.

### **West Façade**

The west building façade angles back 120 degrees off the south façade plane, with the angled entry bay transitioning to the west elevation. The west side consists of two stories similar in detail to the south. The corners are marked by flat brick piers that rise above the parapet wall, with a second pier framing the end bay at each end of the building. The south end bay is slightly narrower than the north end bay, and the eight middle bays are equally sized on the second floor. On the ground floor within each of bays three through ten are roll-up shop doors. The original (and ca. 1940 modification) bay arrangement has been altered by constructing a wider concrete header beneath the original beam, combining the third and fourth bays, and widening the fifth bay. Bays six through nine are about the same size, and bay ten is slightly narrower. The openings have been reduced within the concrete framing by green-painted T-111 plywood siding in a vertical alignment. The combined bays three and four consist of a metal shop door and a single pedestrian door set within the T-111 plywood field.

Bay five has been reduced on each side by plywood siding, bays six, seven, and eight have been reduced in height by plywood siding (same horizontal alignment as bottom of concrete header in bays three through five). Bay eight includes both a shop door and pedestrian door within a plywood field. Bay ten includes a shop door that is slightly taller than the other bays.

Because of the mezzanine floor, the two southern bays include three floors, the ground floor, mezzanine floor, and second floor. The first bay contains one high window bay at the mezzanine level. The original window opening has been partially filled in with horizontal shiplap siding and contains a horizontally oriented single light glass window. Above, on the second floor, are paired steel sash windows, joined by a two-inch flat steel mullion. Each section has two columns and four rows. The second bay contains a large window bay that runs through the ground floor through the top of the mezzanine. This opening has been filled in with horizontal lap siding into which three different sized window opening have been cut for the ground floor and two equally-sized horizontally window openings for the mezzanine level.

Above on the second floor are paired metal sash windows, again joined by a vertical flat steel mullion. These windows are composed of three columns and four rows. A projecting one-light section pivots outward is in the middle column and second row of each window section. The next six bays of the second floor have identical window configurations. The ninth bay has two window openings separated by a brick wall section. This sash consists of three columns and four rows. The tenth/north end bay is configured the same as bays two through eight but the window opening is slightly narrower. On the ground floor, shop bays six through nine are identically sized, and bay ten is slightly narrower.

A ca. 1916-1918 photo (L83-113.122 @ NW Museum of Art and Culture) depicts the building with original sash. Several significant changes are evident. First the ground floor bays were multi-light wood sash windows that terminated in concrete sills about five feet above grade. The wall below was brick with the concrete posts dividing the bays extending from grade to the 2<sup>nd</sup> story (as presently configured). In the first bay (from southwest corner), a vertically-oriented window occupied the western half of the bay, the eastern half was brick. The second bay was occupied by a window bay with a higher sill of concrete rather than the existing brick sill. It also appears that the site grade was lower at the south end than it is today. Bays three to eight were configured identically. Bay nine was divided identically to the configuration of the second floor windows above. Bay ten was on both the ground and the second floor was divided into two windows by what appears to be narrow concrete post. The sash of both the ground and second floors was steel and divided horizontally into three sections, each with a projecting pivot. Each section had four columns and two rows of lights. It is apparent that the recently removed sash on the west, north, and east facades was not original and likely installed in ca. 1940 when the building was converted for trucking use. (The wood sash in the northeast corner of the ground floor appears to have the same configuration as the sash depicted in the 1916-18 photograph.) This 1940s conversion also resulted in the ground floor bays on the west side being converted from windows to shop doors. The windows and lower brick wall sections were removed down to grade with the exposed concrete posts and beams as the elements framing the door openings.

### **North Façade**

The first north façade is adjacent to a single story wing that was added to the original building in the 1940s-1950s and has been altered from its original configuration. The second story of the building's original façade is visible above the addition. Its bay arrangement and detailing is similar to the south façade in that a slightly projecting pier flanks each of the window bays adjacent to the corners. The opening sizes and sash vary but includes steel sash configured identically to the west façade, a solid metal door, and double-hung wood. The sash has been changed over the years, primarily ca. 1940 and with the door modification and wood sash modification in subsequent years.

### East Façade

The east façade is composed of the one-story shed roof section that extends from the main two-story building and the two-story section. Because of cottonwood trees and other riparian vegetation, this façade is not visible from the opposite shore of the Spokane River nor from Trent Avenue. The one-story wing is a mish-mash of materials consisting primarily of corrugated metal, a battered wood panel garage door (ca. 1929 to 1940, moves horizontally on overhead rollers), and a modern metal panel roll-up garage door. Behind and covered by the metal siding are, poured-in-place concrete, brick and concrete block walls, and wood sash window bays. The concrete-frame, brick wall second story is visible above the one-story wing. It is configured similarly to the west façade, but has a variety of window opening sizes and sash configurations, some original and some modern replacements.

The 1910 Sanborn Insurance Map, updated to December 1929, depicts a 16-foot wide by 88-foot long building (brick, dated 1920, and labeled “drycleaning”) about 60 feet east of and paralleling the main building. The 1950 Sanborn shows that this building has been integrated into a single building. Thus the lower brick portion of the east wall on which concrete blocks have been laid was likely the west wall of the drycleaning building depicted by Sanborn in 1929. The northern 20 feet or so of the drycleaning building was removed when the buildings were integrated. Because of the configuration of the wood sash in the northeast corner (photo 37), it appears that this addition was done between 1929 and 1940.

### Interior

The main building is composed of the ground floor, mezzanine level in the southern portion (bays 1 and 2), and second floor. The east wing has only one floor. The main entry is in the angled southwest corner of the building. The front door opens to an at-grade landing with a set of concrete stairs descending to ground floor and a set of concrete steps (extended and widened by plywood) ascending to the mezzanine level. The mezzanine consists of concrete floors, walls, and ceiling. Concrete posts and beams support the concrete second floor. A straight run of concrete stairs, east of the entry stairs provides access to the second floor. A set of stairs in the northeast corner provides access to the ground floor and an exit door in the southeast corner of the building.

According to the Sanborn Insurance Map, 1910, updated to 1929, the ground floor was used for washing and cleaning while the second floor was used for finishing (likely ironing and pressing), and the southern portion (including mezzanine) was used for offices. During its tenure as a trucking business, the ground floor was used for truck storage and maintenance while the second floor was used for warehousing for an associated moving company.

The second floor is open, but has two levels, the second floor, and a raised platform along the southern end (bays 1 and 2) that forms the ceiling for the mezzanine. Ceiling height in the open area is 18 feet. The walls of an elevator shaft in the northeast corner have been removed. At some time in the building’s history there was also a wall between the elevator shaft enclosure and the west wall (to wall section in the ninth bay). The floor is concrete, the walls concrete and brick, and the ceiling concrete and terra cotta block. In the middle of the

building an opening in the ceiling that accommodates a series of skylights in a saw tooth configuration with the openings to the north. Wooden boards cover the angled ceilings and the original windows have been removed and the openings covered with corrugated steel.

The ground floor includes offices in the southern portion (bays 1, and part of 3) with the remainder as open shop area. Access from the main entry is from the entry landing via a half flight of stairs. There is also access to the offices from a pedestrian door in the third bay and the shop. The shop, although open, consists of two sections, the front within the original building and the rear within the east wing beneath the shed roof. The wood stud sheetrock walls that separated bays 8 and 9 from the rest of the shop have been removed, as has the concrete block and brick wall housing the elevator shaft. The front, main, portion of the first floor consists of a grid of square concrete columns on a 20-foot grid. Ceiling height is 18 feet. The floor and ceiling are concrete (with some terra cotta block) and the walls are concrete and sheetrock. The eastern section is clear span with an asphalt floor. The floor plate is trapezoidal with angular east and southeast walls consisting of concrete, brick and concrete block. The east wall has a bank of window openings that are covered on the outside. Sitting on a concrete wall, the wood sash windows consist of six sections divided by wood mullions, and are divided horizontally into two equal sections. Each fixed sash contains six lights (2 columns, 3 rows). A wooden shop door, a roll-up shop door, pedestrian door and a couple of windows that have been bricked in. The shop door opening in the south wall has been filled with concrete block. The ceiling consists of a wood deck supported by steel rod reverse trusses with turnbuckles.



**HISTORIC SIGNIFICANCE (Category A)**

Designed by prominent Spokane architect Loren L. Rand, the Cascade Laundry Building is the only one of two remaining examples of buildings that were built along the Spokane River as commercial laundries (the other, also built in 1913, is the former Spokane Toilet Supply and across the Spokane River to the east). Laundries were once a common feature along the Spokane River in the downtown area. Cascade Laundry was one of the earliest and largest of Spokane's commercial laundries. It began its operation in downtown on Bridge Avenue (first listed in the city directory in 1892) and moved to the subject building in 1913. Later in the building's history, around 1940, it was modified by United Trucking Company into a motor freight operational facility, and still later a school bus storage and maintenance facility. The trucking use resulted in the modification to its current form with ground floor shop bays. Subsequent to its transportation use, portions of the building have also been used for a warehouse, offices, a residence, and a tavern.

**Building History and Significance**

The Cascade Laundry Building is the only one of two remaining examples of buildings that were built along the Spokane River as commercial laundries (the other, also built in 1913, is the former Spokane Toilet Supply and across the Spokane River to the east. This building is being converted to residential condominiums). Laundries were once a common feature along the Spokane River in the downtown area. Cascade Laundry was one of the earliest and largest of Spokane's commercial laundries. It began its operation in downtown on Bridge Avenue (first listed in the city directory in 1892) and moved to the subject building in 1913. Later in the building's history, it was used as a trucking company operational facility, and still later a school bus storage and maintenance facility. The trucking use resulted in the modification to its current form with ground floor shop bays. Subsequent to its transportation use, portions of the building have also been used for a warehouse, offices, a residence, and a tavern. The building was designed by Loren L. Rand, one of Spokane's major architects at the turn of the Twentieth Century. The Cascade Laundry building was constructed in 1913, and in spite of having an addition to the east side and the ground floor modification to a truck terminal/shop in the 1940s, the building retains its basic structure and form.

Laundries were common in Spokane in the 1880s onward, one of the earliest being the Spokane Steam Laundry that occupied the big Island in the middle of the Spokane River above the Howard Street Falls. Later known as the Crystal Laundry (on Crystal, now Canada Island), it was also one of the largest in Spokane. Five "Laundries," and thirteen "Laundries-Chinese," were listed in the Polk City Directory in 1892. The laundries included the Cascade Steam Laundry Co. at 911 Bridge; Falls City at the north end of Washington Street bridge, North Side Steam Laundry at 714 Monroe, Spokane Steam Laundry at Howard Street bridge, and Winnipeg Laundry, 506 2<sup>nd</sup> Avenue.

In 1908, the Spokane City Directory listed 22 laundries (again, most of these laundries were small and operated by Spokane's Chinese community), of which the Cascade Laundry, located on the north bank of the River in the 900 block of Bridge Avenue just below the lower falls, and the Crystal Laundry, on an island in the middle of the river, were the largest. The Spokane River was the source of water at one end of the pipe and the depository of the wastewater at the other.

Likewise, the power of the water over the falls was the force that attracted industry to the central falls and the heart of the growing downtown. Lumber and shake mills, flour mills, the city water works, the city's sewage disposal as well as the laundries found home along the banks of the Spokane River.

In 1913, the Cascade Laundry moved to its new building at Trent and Superior along the west bank and further upstream of the Spokane River. It followed the Pearl Laundry and the Ideal Laundry at 636-638 North Superior, with Frank G. Meeks as president of all three enterprises. (The Union Laundry had been at 636 North Superior since 1909). Also in 1913, Spokane Toilet Supply laundry moved from its location at 715 E. Front to 629 North Erie Street on the east side of the river across from Cascade Laundry.

The major laundries in Spokane operated along the Spokane River. The other laundries included Consolidated at 915 West Bridge ([the original Cascade location], ended in 1954), Spokane Steam Laundry at the Howard Street Bridge, Crystal at N 701 Howard (ended in 1972), Washington at N 125 Stevens (ended in 1959 as Ideal Laundry), Pearl at 638 N. Superior (became the stables for the new Cascade Laundry after 1913), and Spokane Toilet Supply at 629 Erie (ended in 1994 as American Linen).

The new Cascade Laundry building, designed by Loren L. Rand, included two floors of reinforced concrete, with brick walls and ample windows and skylights on the second floor for light and ventilation. Safety and working conditions had been improved for the laborers. Washing and cleaning took place on the first floor, and finishing was completed on the second floor. A separate brick building, built in 1921, east of the main building along the riverbank, was designated for dry cleaning. The laundry operated until ca. 1939.

The building was vacant in 1940 and listed at 1003 E. Trent in 1941 with Manlow Transportation and Distributing Company, Manlow Transfer United Truck Lines; Public Service Garage Auto Repair; and Transportation Service Accounting Service. In the period between 1939 and 1941, the building had been modified to accommodate the trucking operations. The ground floor windows bays of the west façade were removed and replaced with shop doors to accommodate trucks.

The former drycleaning building was integrated into the main building by removing a wall, raising the outside wall with concrete block and adding a clear span roof. In the late 1940s additional shop buildings were added to the north to integrate the former Union/Pearl Laundry building. These businesses were listed through 1949. The address 1003 E Trent was not listed in the City Directory after 1949.

The 1950 City Directory listed United Truck Lines, Inc with J. B. Manlowe at 905 E. Springfield Avenue (one block north of Trent). Neither the addresses along Trent nor Superior were listed in Polk. The building was shown in the 1955 Sanborn to be used as a motor freight station. Extending from the north end of the building was a row of buildings containing an "Auto Truck Garage and Repair and Machine Shop", "Truck Body Shop with Truck Washing" and "Truck Body Repairs." Springfield Avenue was the northern boundary of the trucking complex that occupied the block north of Trent and west of the Spokane River.

In 1956 the Okanogan Valley Bus Lines was listed at 704 North Superior and by 1962 had moved to West Sprague in downtown Spokane. United Truck Lines had become United Buckingham Freight Lines in 1961 and was listed at 915 Springfield. In 1967 United Buckingham was listed on east Broadway, E. 915 Springfield was vacant and no addresses were listed for Trent or Superior.

The building was vacant with no addresses listed in 1970, 1971 and 1972. In 1973, the Spokane Public Schools Transportation Department occupied the building with an address of 614 North Superior. Supervised Occupational Enterprises occupied 1003 East Trent in 1974 while Spokane Schools remained at 614 North Superior. The Dorsey School Bus Company are the Spokane Schools Transportation Department were listed in 1975. Dorsey would occupy the building until 1982 and a variety of auto-related businesses also occupied the building complex. These included A&A Body Repair, Perfection Tire, Lloyd's Tire Warehouse. A variety of businesses, including the United States Postal Service Procurement Office and Produce Supply used the building to augment space from their nearby facilities. Lucky Penny Tavern moved into the Trent side of the building in 1992. The USPS Procurement (1001 E. Trent), Lucky Penny Tavern (1003), and Rich Crisler (1007), who lived on the second floor, were listed as building occupants in 1995. Other than Crisler, the building was vacant in 1996 and 1997.

Riverwalk was listed for the first time at 1003 E. Trent in 1998. Riverwalk marked a transition in the building complex from warehouse, heavy commercial and industrial to retail and restaurants. The buildings north of the Cascade building were remodeled to accommodate those uses that included, in 1999, Bayou Brewing, Cactus Co., Custom Brewing, SME Corp Leacy Studios, Roxy Antiques, Taste of Orleans, and Cravens Coffee. The Cascade Building was not remodeled with the buildings to the north and was used in its current form for offices, a computer training school, a telephone survey company. and storage.

Renovation of the Cascade Building was initiated in the summer of 2007 to accommodate a second floor tenant. This work included conversion of the second floor to offices, general repairs, removal of the freight elevator, addition of a new passenger elevator, stair tower and entry in the northwest corner, and replacement of the windows on the second floor. The mezzanine and first floors will be renovated in subsequent phases in accordance with future tenant requirements. The remaining windows would be replaced at a future date, as would a reconfiguration of the ground floor shop bays.

**Loren L. Rand (1851-1935)**

Loren Leighton Rand was born in Amesbury, Massachusetts in 1851, his youth influenced by prominent neighbors such as Harriet Beecher Stowe, Mary Baker Eddy, and John Greenleaf Whittier. Rand studied architecture at the Massachusetts Institute of Technology, completed his apprenticeship, was married in Michigan, and moved to Spokane in 1888. In 1889 a fire destroyed the downtown Spokane business district and created a great demand for new buildings and architects to design them. Mr. Rand passed away in 1935

Although most of his buildings are gone today, Rand was a major contributor to the city's turn of the century building stock. In 1892 he designed the Tidbal Block, the Marble Bank Building, the Crescent Department Store (1899, NHR, extant), the Spokane Dry Goods Company (1908, NHR, extant). The Marble Bank and the Crescent Warehouse were featured in the September 1908 *Western Architect*. His (with partner J.K. Dow) 1905 Masonic Temple Building was expanded in its Neoclassical style in 1923 (NHR, extant), the Lewis and Clark High School Administration Building (1908) was demolished for the remodel of the Rand designed Lewis and Clark High School (1912, NHR, extant) in 2000. Rand had also designed the First Presbyterian Church (extant) and ten Spokane elementary schools that were razed to make room for expansion of site and construction of new elementary schools in the 1970s. Even though many of Rand's major buildings have been razed or altered, those remaining buildings are important legacies in the continuum of architecture and design in the Spokane region.

Crisler, Rich (former owner). Interview. 9/6/2007.

Eastern Washington State Historical Society Photo Collection: L83-113.122 (ca. 1916-18 photo).

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

Polk, R.L. Directory, City of Spokane. Various years 1900-2002.

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

Reynolds, Sally. Spokane Register of Historic Places Nomination for the Cascade Laundry Company. 7/20/2001.

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

Spokane County Assessor's Office. Field Files for 1007 East Trent (625 N. Superior Street).

Spokane County Clerk's Office, Deed Books.

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

Spokesman Review. Various articles 1900 to 1912.

NOV 29 2007

CA 1918





RIVERWALK











