

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 **Goodyear Tire and Rubber Store & Warehouse**
And/Or Common Name **The Bookstore**

2. Location

Street & Number 123 East Sprague Avenue
City, State, Zip Code Spokane, Washington 99202-1603
Parcel Number 35173.1401

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 checked="" type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input 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 Edge Bookstore & Storage, LLC
Street & Number 227 W. Riverside, Ste C.
City, State, Zip Code Spokane, Washington 99201
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
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 1ST TO 3RD L1-2 B6

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/jim@kolva.comcastbiz.net

Street and Number

115 S. Adams Street

City, State, Zip Code

Spokane, Washington 99201

Date

March 31, 2014

12. Additional Documentation

Map USGS 7.5 minute topographic Spokane Northwest, Wash. 1986
Photographs and Slides

13. Signature of Owner(s)

Chas. Batt

14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission hearing: 6/18/14

Landmarks Commission decision: Approved under Category A

Date of City Council/Board of County Commissioners' hearing: 7/7/2014

City Council/Board of County Commissioners' decision: Approved

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.

Ann Marchbanks

CHAIR, Spokane City/County
Historic Landmarks Commission

6/18/14

Date

Nash

OFFICER, City/County Historic Preservation
City/County Historic Preservation Office
3rd Floor - City Hall, Spokane, WA 99201

6/18/14

Date



Attest:

Lena

City Clerk

Approved as to form:

J. M. Landberg

Assistant City Attorney

Description -Summary

Rising from concrete foundation, the one story reddish-brown brick and terra cotta block building is a simple box fronting on Sprague Avenue. The rectangular building is 50 feet wide and 90 feet in length and includes a partial mezzanine. Cowley Street forms the eastern boundary of the building site. Because of the gradient of Sprague Avenue, the foundation of the front façade steps down to the west. Five bays divide the symmetrical front façade, a centered single window bay flanked by wider double window bays. A brick soldier course running between the front corners, defines the window heads, and square white terra cotta blocks mark the bay corners. In the brick field between the tops of the windows and the parapet wall is a slightly projecting sheet metal cornice. The side facades are flat and unadorned, the west wall is terra cotta block and the east side, along Cowley Street, is brick. The roof is trapezoidal composition fabric penetrated by skylights and an elevator penthouse.

Built as a tire warehouse and store, the building exhibits a retail front for a small showroom and a mezzanine with freight elevator access for tire storage, the primary function of the building. Distinguishing features of its warehouse function are the floors composed of 2" x 6" planks set on edge to provide a stout platform for heavy loads and the open freight elevator needed to lift the tires to the mezzanine for storage..

Although the building has been altered over the years, it retains good integrity of design, masonry detailing, and massing. The front façade retains its historic bay divisions and rhythm with a sash pattern alluding to the pattern of the original building. The edge-set 2" x 6" floors and freight elevator remain in use.

Site

The Goodyear Tire and Rubber Building, 123 East Sprague Avenue, is on lots 1 and 2, Block 6, Railroad 1st to 3rd Addition. The lot is about 77 feet in width, fronting along Sprague Avenue, and 90 feet in depth. Occupying the western portion of the site, the building is 50 feet wide by 90 feet deep, approximately 4,500 square feet.

The triangular block in which the site is located is bounded on the south by fronting Sprague Avenue, the east by Cowley Street, and north to west by the Burlington Northern Railroad corridor. Only one other building is in the block, the Edge Lofts (former Western Soap 4-story brick warehouse (1904)). A former filling station and small one to two story commercial buildings are in the block to the east of Cowley Street.

Fire Insurance maps published by the Sanborn Company provide a graphic record of specific years in Spokane's growth by showing building locations and types. The first year in which Sanborn maps were published for Spokane was 1884. They were updated as the city grew through the 1950s. Maps from **1884, 1888, or the 1890** did not depict the area east of Division in which the site is located. The area is platted in the **1891 Sanborn**, with Sprague Avenue along the south side, and Hilliard Street (now Cowley) along the east side of the block. No structures are yet constructed.

The 1902 Sanborn depicts Sprague Avenue and Hilliard Street with the cluster of Northern Pacific Rail Road tracks along the northwest boundary. The subject site is undeveloped and a cabin, 2-story lodgings, a saloon and shed are in the triangular parcels to the west. The blocks south of Sprague Avenue are being filled in with dwellings and commercial buildings.

In 1910, the subject site remained undeveloped with a brick and frame “storage” building along its west side. The westerly lot was vacant, with a store (formerly depicted as lodgings in the 1902 Sanborn map) on its west side and the four-story brick warehouse building (now the Edge Lofts) anchoring the west end of the block. Northern Pacific main line tracks and sidings were on both the south and north sides of the main corridor.

The 1928 Sanborn shows the Goodyear building for the first time. It’s labeled as “AUTO TIRE W. HO.” in the rear and “OFF” in the front, and constructed of brick and tile with a truss roof and elevator. It is also noted that Hilliard Street, the site’s eastern boundary has been changed to Cowley Street (Named for Arthur’s father, the Reverend Henry T. Cowley, one of the first settlers in Spokane).

The 1958 Sanborn depicts the same pattern as 1928. The subject building is labeled Elec. Supplies & Rep. with Office in the front (south) portion.

Building Description

Front Facade (South along Sprague Avenue)

Fronting on Sprague Avenue, and at the northwest corner of Cowley Street, the building address is and has historically been East 123 Sprague. The concrete foundation and bulk head wall of the front façade steps down with the gradient of Sprague Avenue as demonstrated by the ever-widening brick panels below the floor line from east to west. Square brick piers supported by concrete bases mark the front corners and the divisions between the window openings. These piers extend to a brick soldier course that forms the window heads and extends to the corners; this course wraps around the southeast corner. Square white terra cotta squares within the soldier course mark the corners of the window bays. The piers, panels beneath the windows, and brickfield above the window bays are in 1/3 running bond with a rug face. A dark brown projecting sheet metal cornice is about midway between the window heads and the top of the parapet wall.

Originally a door opening, the center window bay is divided into two vertical sections by a square metal mullion. All the windows are framed by black-painted metal sash and are fixed. Two horizontal mullions further divide the vertical segments into three sections, with horizontal single glass panels in the lower sections, taller vertical middle sections, and three light transoms in the upper sections. Flanking the middle bay are window bays each divided into two segments by square metal piers extending from slightly projecting brick bases. The window segments are configured identically to the center sash with lower glass panels and upper three-light transoms.

West Façade (interior lot)

The west façade is flat painted terra cotta block without significant detail. A painted brown band, corresponding to the front cornice runs between front to rear corners. A galvanized sheet metal flashing caps the parapet wall which steps up about 8 inches near the north end. With the exception of the upper half of the northerly bay, the four first floor window bays have been filled with concrete blocks. The northerly bay contains an aluminum-framed casement window. The three bays on the mezzanine level consist of double-hung one-over-one light wood sash. Two of the bays are single sash, and the other, a paired sash configuration.

East Façade along Cowley Street

The façade is flat and faced with painted buff-color common brick that rises from an at-grade concrete footing. As with the west façade, other than the southeast corner, the building has little detail. At the front (southeast) corner, a square brick pier, supported by a painted concrete base, extends about 3-inches above the east parapet wall. The corner pier is composed of reddish brown face brick that wraps around the corner from the front facade. Likewise the sheet metal cornice that extends along the front façade wraps around and terminates at the edge of the corner pier. A painted dark brown band extends from the end of the cornice toward the rear of the building. Capping the pier and parapet wall is a galvanized sheet metal flashing that runs along the sidewall to the rear corner.

At the south corner is a window bay that extends from grade to terminate in a line with the soldier course in the corner pier. The black-painted metal window assembly is divided vertically into three equal sections by a square metal pier and a square metal mullion. Two horizontal divisions divide the windows into three sections horizontally: the lower creates a single glass panel in each of the vertical sections, and the second creates a transom band. Each of the transom panels is divided into three lights.

Northward of the corner window assembly is a window opening that is filled in, but painted to recall that opening, a fixed four-light metal sash window that occupies former loading door opening (divided in the lower one-third by a horizontal mullion and in half by a vertical mullion), and a pedestrian door with double metal-frame (painted black) glass panel doors with single-light transom window. This doorway was enlarged from an original window opening. The remainder of the ground floor is brick without openings. At the end of the wall, however, is a former window that has been filled in with brick.

Corresponding to the mezzanine level are three former window openings that have been filled in with brick. They are aligned over the former loading door, the existing double-door entry, and the bricked-in window at the north end.

Rising above the parapet wall in the gap between the northerly filled in window bays is a brick penthouse for a freight elevator that runs between the ground floor and mezzanine.

Building alterations

As typical with most downtown Spokane buildings, various storefront alterations for changing business occupants took place over the years, primarily windows and entrances. Although work was permitted in 1951 to partition for office space, it appears that the exterior alterations took place in the 1970s. Permits were issued in 1972 to convert to a store building, and in 1975 to move the door and reface. The ca. 1975 remodel replaced the original wood sash of the windows and door of the front with natural aluminum sash windows and aluminum muntins. The window configuration consisted of a vertical mullion extending to an upper horizontal mullion that divided the window segments into three sections, two vertical clear glass panels, and a single-light transom panel with opaque glass. The main entry to the building was on the east side next to the front brick corner pier. A three-section window panel was next to the door assembly, an aluminum-frame glass panel door with a double transom above, one clear glass panel, and one opaque glass panel on top. The next two bays were covered with plywood, and a loading door was near the middle of the first floor.

Appearance Prior to 1973 Renovation

Photos from the Libby collection at the NW Museum of Art and Culture from the year 1929 depict the front and east facades. The front had the same bay arrangement as extant, but the main entry door was centered in the front, and the bulk head walls were taller, extending to the tops of the concrete pier bases. This door assembly consisted of a single wood-frame glass-panel pedestrian door with vertical sidelights and a single-light glass transom above the door. Above the door assembly was a transom band divided into six lights. Flanking each side of the entry the major bay was divided into two wood sash window bays by brick muntin extending from a square concrete base. Five-light wood sash transom windows were over each of the window sections. A flat wall-mounted sign "GOODYEAR TIRE & RUBBER CO." was in the brick field between the window head and sheet metal cornice.

The tops (sill line) of the original brick bulkhead wall segments were aligned with the tops of the concrete pier bases. Within each of the bulkhead panels was a single rectangular pattern formed by slightly projecting brick header courses. This pattern was removed when the wall was lowered. The horizontal mullions of the existing window sash indicates the approximate height of the original sill line.

The east façade consisted of paired fixed sash window bays at the south corner. These wood sash windows were configured similarly to the front but were narrower with three-light transoms above. The height of the brick sills and bulkhead wall was the same as the corner concrete base and front. A wood-panel loading door was near the middle of the façade. A single double-hung wood sash window was to the south, and a paired double-hung wood sash window was to the north. A wide gap corresponding to the location of the freight elevator separated another paired double-hung wood sash window near the north corner. Aligned above the loading door and the two northerly window bays at the mezzanine level were three window bays each with paired double-hung wood sash windows.

The existing building was renovated in 2012. That renovation replaced the ca. 1970s sash and shifted the entrance on the east façade from the southeast corner to the mid-portion. The replacement sash is more consistent with and alludes to the original configuration by reincorporating the segmented transom windows. Additionally, a new sheet metal cornice was added in the same position and approximate configuration as the original cornice.

Floor Plans and Interior Description

The building has no basement. The first floor includes an open show room in the front, elevator shaft, smaller storage and restroom, and open shop area in the rear. The floor is composed of 2" x 6" planks set on edge (such floor construction is unusual and is indicative of the buildings function as a warehouse that carried heavy loads). A small area at the rear of the building is concrete. The walls are brick and terra cotta block. The first floor level of the front portion (original sales office) is clad with plaster. This front portion was originally covered by a plaster ceiling that was removed at an unknown date. Now exposed above the ceiling level is a massive trapezoidal wood truss, rafters and roof deck, and skylight over the mezzanine. The edge-set 2" x 6" plank mezzanine floor forms the ceiling of the rear 3/4s of the first floor. Wooden posts and beams provide support of this floor.

In the northerly 1/3 of the building is an office, and separating the freight elevator shaft, is a straight run of wooden steps that access the mezzanine. The freight elevator was used to lift Goodyear tires to the mezzanine for storage (now used to lift motorcycles for storage on the mezzanine). Behind the office and elevator shaft is a shop area that is now used for motorcycle repair.

At the rear wall of the building is a loading door that was likely used to move tires into the building. A concrete loading dock along the rear may have received tires from a rail spur that served the main Northern Pacific Railroad tracks to the north. The 1928 Sanborn Map indicated that a rail spur served the Western Soap Building (now the Edge Lofts) but did not appear to directly connect the Goodyear building.

Mezzanine floor

A mezzanine level occupies the rear 3/4s of the building. The floor is supported by wooden posts and beams that are open to the first floor. Open stairs provide access from the front show room. A solid plywood wall, 4 feet in height, is along the south edge of the mezzanine. As described on the first floor, access to the mezzanine is also provided by a freight elevator and adjacent stairs that open in the northern portion. There is no ceiling thus the trapezoidal trusses, rafters, and roof deck are exposed. The galvanized square and round spiral ducts of the air handling system are suspended from the open ceiling. Two skylights provide light to the mezzanine. Windows are also along the west wall, but those of the east wall have been filled in. This floor was originally used to store Goodyear Tires.

Areas of Significance –

Category A - Broad Patterns of Spokane History, Trade and Commerce

Category C – Architecture

Significant Date – 1925 Construction

Architect – Arthur W. Cowley for Goodyear Tire and Rubber Company

Summary

Built in 1925, Goodyear Tire and Rubber Warehouse is eligible under Category A as a building associated with the evolution of the automobile and automotive equipment sales and service business in Spokane. The 1920s was the first decade in which the buildings were built downtown specifically to house automobile sales and accessories. The Goodyear building was the first building constructed in Spokane by a national tire company specifically as a tire warehouse with a sales office. Although it was not in the heart of Spokane's auto row, which was centered on 1st Avenue, west of Monroe Street, it served an integral role to the growing automobile business as a distribution point for automobile tires, and serviced the auto supply and dealerships in that downtown district.

The building is also eligible under Category C, because it represents the work of prominent but seemingly little known architect Arthur W. Cowley. Cowley, trained as a civil engineer was noted for his industrial buildings, but also designed several prominent apartment buildings in the downtown, lower South Hill and Browne's Addition. The West Downtown Transportation District National Register Nomination (1999) recognizes Cowley's contribution to the city's architectural legacy in the design of three major apartment buildings in that district.

The Goodyear building is one of four remaining known examples of Cowley's industrial/commercial work in Spokane. Although, at its face, a straight-forward commercial building, with a well-detailed commercial front for the sales office, the bulk of the building is distinctive in its construction as a warehouse and distribution point for automobile tires. Originally the main public entry was centered between flanking window bays on Sprague Avenue, its fronting street. The entrance on the east side and rear loading door and dock served the warehousing and distributive function. A freight elevator near the rear facilitated the moving of tires from the rear loading dock to the mezzanine storage area. Heavy wooden post and beam construction, and 1st and mezzanine floors composed of edge-set 2" x 6" planks provided the loading capacity for tire storage. The elevator and exposed warehouse floors remain in use and are significant interior features signifying the original function of the building.

HISTORIC SIGNIFICANCE (Category A)

Historical Context

The Spokane Falls and its surroundings were a gathering place and focus for settlement for the area's indigenous people due to the fertile hunting grounds and abundance of salmon in the Spokane River. The first humans to arrive in the Spokane area arrived between twelve thousand and eight thousand years ago and were hunter-gatherer societies that lived off the plentiful game in the area. Initially, the settlers hunted predominantly bison and antelope, but after the game migrated out of the region, the native people became dependent on gathering roots, berries, and fish. The Spokane tribe used the Spokane Falls as the center of trade and fishing.

The first American settlers, squatters J.J. Downing, with his wife, stepdaughter, and S.R. Scranton, built a cabin and established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney, Oregonians passing through the region in 1873 recognized the value of the Spokane River and its falls. They realized the investment potential and bought the claims of 160 acres and the sawmill from Downing and Scranton. The Reverend Henry T. Cowley followed in October 1874 as a missionary and Indian Sub-Agent to the Spokan Indians. Glover and Matheney knew that the Northern Pacific Railroad Company had received a government charter to build a main line across this northern route. By 1875, Matheney became doubtful that the Northern Pacific Railroad came to Spokane and sold his stake in the venture to Glover.

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 Northern Pacific corridor was immediately to the rear of the Goodyear Building and provided rail access for the shipment of tires.)

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. Because of city ordinance to reduce fire hazard, 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 east 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.

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. In February the Spokane Daily Chronicle would announce that "Spokane Banks Made Most Gain," with the largest clearings on the west coast (2 February), and a "Rosy Future Seen for Local Business," in reporting that Spokane was named as one of the nine most promising cities in the whole country (8 February).

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. The 1920s and 1930s saw similar, but less drastic slow growth due to economic factors. The Inland Northwest region's dependency on extractive products from farms, forests, and mines suffered from declining demand.

Automobiles, Rubber Tires and Goodyear - Chronology

Spokane's first automobile came in 1899, followed by two more in 1900. The automobile population and number of automobile businesses in Spokane grew slowly from one listing in Polk in 1903 through 21 businesses in 1910. Polk's classified heading "Automobiles" had its first listing in 1902. The 1910 Polk had listings for Auto Garages, Auto Goggles, and Auto Supplies. Rubber Goods were first listed in 1903 with two companies, Washington Rubber Company and Pacific Coast Rubber Company.

Goodyear Rubber Company (Portland) with W.H. Zimmerman, manager, at 510 1st Street was first listed in the 1905 Polk Directory under the heading Rubber Goods along with The Fred Parker Company and Washington Rubber Cos. The classified directory did not offer the heading Rubber Tires until 1907. Goodyear, however, was not listed under this category; the only company listed under this heading was Novelty Carriage Works. In 1909, two of the four companies listed under Rubber Tires were Carriage works and the others were rubber companies.

Goodyear Tire and Rubber Company was founded in 1898 in Akron, Ohio by Frank A. Seiberling. In founding his business Seiberling memorialized Charles Goodyear, the discover of vulcanization, who had died 30 years before. In the next year automobile tires were added to the original product line of bicycle tires, carriage tires and horseshoe pads. By 1904 Goodyear became leader in the manufacture and sales of carriage tires. A year later, Goodyear Rubber Company was listed in the Spokane Polk Directory.

In the 1912 Polk Directory, Goodyear for the first time carried the name Goodyear Tire and Rubber Company with an outlet at 1107 1st Avenue, with C.B. Clement, Manager. The company listed Automobile, Motorcycles, Bicycles, Carriages, and Truck Tires as well as Sundries and Supplies. Additionally, Goodyear was the only company listed under Automobile Tires and Accessories, the first time that heading was included in the Automobile section of the directory.

Other tire companies listed in Polk in 1913 under the category Automobile Tires and Accessories included B.F. Goodrich, Diamond Rubber, and Gorham-Revere Rubber Company, Interstate Rubber, and Novelty Carriage Works.

By 1915 the Polk Directory listed 42 business under the heading Automobiles. Eight businesses were included under Automobile Tires. The listing for Rubber Ties included Goodyear Tire and Rubber Company at West 1310 Railroad Avenue, Novelty Carriage Works, U.S. Rubber Company, B.F. Goodrich Rubber Company, Diamond Rubber Company, Firestone Tire and Rubber Company, and William Smith Rubber Company.

By 1916, Goodyear became the world's largest tire company, a second plant was built in Akron; and a rubber plantation in Sumatra, and a cotton ranch in Arizona were added to the manufacturing capacity. Rubber and cotton were the primary materials needed to produce pneumatic tires.

The U.S. interstate highway system was in its beginning stages. Sunset Highway opened in 1915 connected Seattle and Spokane. In 1926, it would be designated U.S. Highway 10. U.S. 10 used First Avenue, and in 1928, shifted to and Sprague Avenue through downtown Spokane. Sprague was major corridor east out of downtown to the Spokane Valley and Coeur d'Alene in Idaho. It developed as a corridor with auto-related uses, and because of the paralleling Northern Pacific corridor a warehouse and industrial corridor.

1920s, the Burgeoning Automobile Business in Downtown Spokane

In the United States and Washington State, the 1920s was a major growth period for the automobile ownership and infrastructure. In the U.S., by the end of the 1920s the number of registered owners almost tripled from the year 1920 to 23 million. The demand for vulcanized rubber skyrocketed, road construction boomed as the demand for good roads emanated from motorists subjected rain-sodden muddy and potholed roads.

In the state of Washington there were 9,311 registered vehicles in 1910. By 1921, the number of registered vehicles reached 137,000. And by 1934, increased to 460,000 vehicles. The demand for good roads and tires that would withstand the gauntlet of mud and stones grew correspondingly. In May of 1925 (5/10/25), the Spokesman Review reported that 27,022 automobiles had been licensed, compared to 25,287 for the same period last year pA6/c6. (www.dol.wa.gov/vehicleregistration) In the same edition both Goodyear and Firestone Tire companies placed full-page ads in the Motor Section D3 and D5)

Downtown Spokane's auto row was also taking shape, the term was first used in the 20 August 1911 edition of the Spokesman Review in captioning a cartoon that depicted the "Inhabitants of Spokane's Auto Row." By 1920, one of those inhabitants G.E. Riegel had opened a new auto showroom at the corner of 1st and Adams. The area west of Monroe along 1st and 2nd avenues became the city's auto row with six auto dealership showrooms constructed between 1920 and 1926. In addition, garages, auto repair shops, and suppliers of parts and accessories including tires were in this district. Goodyear had moved to 817-819 West First Avenue. from 1107 1st, and U.S. Rubber, a major warehouse, was at 1011 West 1st Avenue, and Fisk Tires and Federal Tire Sales were on 2nd Avenue.

The automobile business was transitioning to modern day sales in the 1920s. The automobile and rail were still integrally related, since the new dealerships and the suppliers were along the Northern Pacific corridor as well as the US 10 highway corridor. Although, the new Goodyear Tire warehouse location was not at the center of the automobile business, it was at the eastern fringe of the downtown while the dealerships were concentrated in the west end. By the time though that the auto dealerships were in the transition, the rubber warehouses that were within the district had moved out. The U.S. Rubber and Washington Rubber buildings were no longer distribution points for tires in Spokane.

Six auto dealerships built new buildings in the West First Avenue district between 1920 and 1926. They include Riegel Brothers Dodge, Willys-Overland Pacific, Findlay-Studebaker, Chandler Auto, Wells Chevrolet, and Eldgridge Buick. Several of these buildings had raised viaducts by which new automobiles that arrived by rail were conveyed to the dealerships. According to the West Downtown Historic Transportation Corridor National Register Nomination (1999), "During the two decades after World War 1, nine brick buildings, all related to the growing automobile industry were erected in the corridor. Most were built in the

mid-1920s, only one was constructed after 1930. “... “The building boom of the automobile-related structures that occurred during the twenties was never matched again in the West Downtown Historic Transportation Corridor”

Again, although the Goodyear Tire and Rubber Warehouse was not in the west downtown auto row district described in the National Register nomination, it was built in that significant period of growth of automobile-related businesses and was integral to that growth.

Goodyear Builds a New Tire Warehouse and Sales Building

On 24 May 1924, a Building Permit for new brick warehouse with a value of \$12,150 was issued by the city. The next day, the Spokesman Review (5/25/24) announced “New Homes Show Prosperity of Truck, Electric, and Tire Lines,” and depicted three new buildings housing International Harvester trucks, Gill and Fahey Auto electric, and Russell-Welmar Goodyear Tire Dealer at West 32 Sprague Avenue.

“City Spent and Spends \$2,615,000 on Buildings and Homes This Year,” announced the Spokesman Review on 1 June 1924 (pB11/c4-5) “Industrial and Downtown Construction Will Run Well Over \$1,000,000.” Railroad and oil company expansions, and the Masonic Temple Annex, and Western Union Life on Riverside Avenue accounted for the bulk of the construction investments in the group of 14 commercial buildings, 15 garages, and 200 residences. The new Ritz Theater on Main and the Goodyear Tire warehouse are \$50,000 each. The article revealed that “Arthur Cowley is building a warehouse on east Sprague avenue for the Goodyear Tire company.”

The year 1925 promised to be a good one for the automobile business (Spokane Daily Chronicle, 1/29/1925-p16/3). Mr. M.O. Hatch, manager of Eldridge Buick of Spokane proclaimed: “1925 will be one of the best years ever experienced by the company.” Mr. Hatch had just returned from a brief business trip over the Inland Empire – “One sees that conditions practically in every locality are better by far than they were a year ago.” Take the mining district and you will find prices on nearly every metal are at or near their peaks.” “The lumber industry is staging a comeback, and while lumber prices may vary, the tendency will be upward because the country is looking toward the northwest for its lumber projects.” “The conditions of crops and soil are very favorable.” The mainstays of the Spokane economy were looking good.

The 1925 Polk Directory listed Goodyear Tire and Rubber Co. of California, Inc – O.C. Pahline branch manager, at 123 East Sprague Avenue. A building permit for alterations to a warehouse with a value of \$500 was issued on 26 May 1931, with Goodyear Tire and Rubber Co. as owner.

The Spokane Daily Chronicle reported on 24 February 1932 that “Goodyear Leases Space for Store in Spokane;” the Goodyear Service Company would be at 1212 West 1st in the heart of auto row. They would provide retail sales and service as an affiliate of Goodyear Tire and Rubber Company.

According to Polk, 1937 is the last year Goodyear was listed at 123 East Sprague. The building was vacant in 1938 and 1939 before Electric Smith contractors occupied the building with addresses of 121-123 East Sprague in 1940.

On 9 November 1951 a permit was issued to Electric Smith to partition into office spaces, value of \$1,000. Electric Smith Inc. Electrical Contractors would be listed as occupant until 1962.

After that, tenants of the building turned over quite regularly. In 1963 and 1964 the building was vacant. Brown Carpet and Rug occupied the space from 1965 to 1969.

Motorcycles, like the current occupant (2014), took over in 1969 with The Two Cycle Shop listed until 1975. A building permit were issued for interior alterations on 29 November 1972 for store building to John I Hordemann for a value of \$2,500. In December, an electrical permit for a shop and show room was issued (12/13/1972). On 17 January 1975, John and Phyliss Hordemann obtained a permit to move the door and reface in the amount of \$5,000. The Kawasaki Fun Center Motorcycles was listed in 1976 and 1977. In 1978, Polk listed the House of Harley Davidson and Kawasaki, and in 1980, Walters Harley Davidson.

A permit was issued on 2 April 1981 for new electrical service for upstairs apartment, but no evidence of such use is extant, nor was it listed in Polk. In 1981 (5/11/1981) a permit was issued to install a cooler for Frontier Meats; in December (18th) Frontier was issued a Certificate of Occupancy and remained there until 1987.

In 1988 the building was vacant, followed in 1989 by a variety of occupants including: Jade Tree Mini Warehouses, Kees Filing Systems, Inc (1990 – 1991), Rainbow Sports and More (1994), and in 2000 - Jade Tree Importers – Jewelry and mini-warehouses-storage.

In 2006 Best Buy Adult Entertainment – book dealers, retail—occupied the space. In June of 2007, the book store owner was found in the store bludgeoned to death. A bloody aluminum baseball bat was found beneath his body. A Spokane man was arrested, tried, convicted of the murder, and serviced six years in prison before being exonerated when the DNA on the bat was tied to another man, the actual assailant. (Associated Press, 2007)

The address 123 East Sprague was not listed from 2007 to 2009. It is now occupied by a motorcycle shop.

Category C – Design and Construction**Arthur W. Cowley, Architect – 1878-1949**

Arthur W. Cowley, born in Spokane, practiced architecture in Spokane from about 1906 through his death in 1949. Cowley was recognized in the West Downtown Historic Transportation Corridor National Register Nomination (1999) as designer of three major apartment buildings: the Otis Hotel, the Alberta Hotel and Jefferson Hotel. Also in the district but, at the time of the nomination were not attributed to Cowley, are the Norman Hotel (adjacent to the Jefferson) also a contributing building, and the Child, Brothers and Day Auto Supply (altered and non-contributing). Additionally, Cowley designed the Inland Auto Freight Company building, a contributing building to the East Downtown Historic District (see list of buildings below).

Cowley's early work was noted in the Spokesman Review in its 25th Anniversary Number marking Spokane's economic progress on June 17, 1909, featuring Spokane's economy and prominent citizens, included a Sketch of "New Apartment House of N.W. Durham" with "Arthur W. Cowley Architect"

A little over a year ago this gentleman opened offices at 631-632 Peyton bldg. for the purpose of carrying on a general architectural business. Mr. Cowley was formerly an engineer of the Great Northern railroad and for a time was chief draftsman for that system. Since entering the architectural field Mr. Cowley has met with flattering success. During the year he has been actively engaged here he erected the Wellington apartments Sixth and Stevens street; the Buckman apartments, First avenue and Elm street; the Windsor store and hotel building, First avenue and Jefferson street, and several of the better class apartments in Spokane. He is now putting up the new N.W. Durham apartments at Third avenue and Lincoln street, a cut of which appears on this page. Mr. Cowley has also designed and prepared the plans for several handsome residences. Mr. Cowley is an enterprising young man, full of ambition and thoroughly conversant with this business.

N.W Durham, in his history of Spokane (1912), wrote the following about Cowley, still early in his career in Spokane:

Spokane has grown rapidly and Mr. Cowley has had his share of the business in his line, his intelligently directed effort bringing him substantial reward while his work has been an element in the city's improvement. He has introduced many innovations in building lines and the structures which he has erected are the principal ornaments of their respective neighborhoods, pleasing to the eye and constructed with conscientious regard for real utility, and the comfort and health of their occupants. Because of his operations unsightly vacancies have become occupied by attractive edifices and real estate in all parts of the city have rapidly advanced in value.

Cowley is noted for his apartment and industrial buildings, several of which remain in use in Spokane (a listing of the buildings follows). The Goodyear Building is one of four known industrial/commercial buildings that are extant in Spokane, and retains the best integrity of those buildings. Besides the Child, Brothers and Day Auto Supply (1911), which is totally altered, are the Consolidated Motor Freight Warehouse (1935), and Inland Auto Freight warehouse (1929). The Inland Auto Freight Warehouse has been altered by converting truck loading doors to window bays, and changing original window sash, but retains its basic form with relatively good integrity. The Consolidated building has also been altered but retains its basic form and some original window sash.

An article in the Spokesman Review, at death in 1949 included below, recaps Cowley's life in Spokane and his important contributions to the city's architectural legacy.

Arthur Cowley Taken By Death

Arthur W. Cowley, one of Spokane's first native citizens whose life and that of his family have been interwoven in the history and development of this city since its establishment died yesterday in a hospital following a short illness.

The city's growth is full of evidence of Mr. Cowley's life, as he was a prominent architect here for nearly 43 years. He drew plans for some of Spokane's most substantial business and industrial buildings and fine homes which are monuments to his skill and ability. He remained active in his profession until shortly before he died.

Mr. Cowley was born October 9, 1878 in Spokane. He was the son of Henry Thomas Cowley, an early-day missionary who was one of the first settlers in this region. The only other white families here at the time the elder Mr. Cowley arrived were those of A.M. Cannon, J.J. Browne, and James N. Glover. Arthur Cowley was one of the first white children born in Spokane.

His father answered the invitation of the Spokane Indians to settle among them and the younger Mr. Cowley grew up under frontier conditions. He began his life in the home which his father and friendly Spokane Indians built in the center of the Spokane's camp, a beautiful wooded site now the location of Cowley park on Sixth between Browne and Division.

When the Cowleys arrived at Spokane Falls the little town had only one store. The Spokanes welcomed them, bringing them dried salmon, lean venison and a pail of milk.

After they had settled, the elder Mr. Cowley was able to build his first church at the site which is now Bernard and Sprague.

Mr. Cowley was graduated from the old South Central high school here and attended Oberlin academy and college in Ohio. Later he enrolled at the University of Wisconsin and in 1903 was graduated there with a degree in civil engineering.

...

After he was graduated from the university, Mr. Cowley was associated with the American Bridge Building company, with headquarters in Chicago. When he returned to Spokane he became chief draftsman for the Great Northern railway. Before opening his own architectural office here in 1906, he was associated with J.K. Dow, early Spokane architect.

He went into partnership with Archibald G. Rigg for a time. He also had as partners, but at different times, the late William Wells and Noel Thompson.

Mr. Cowley moved to Edmonton, Alta. in 1911 where he lived until 1914. While there he built a number of apartment houses, office buildings, and homes. [one of those buildings is the iconic 1913 Gibson Block, Edmonton's only flat iron building, and one of Edmonton's heritage buildings- 4-story brick and terra cotta]

Among the principal buildings in Spokane for which Mr. Cowley drew the plans are the Riverside warehouse, Consolidated Motor Freight warehouse, Electrical Products building, Grossman Paint factory, Inland Auto Freight warehouse, Babcock Motors garage, Atlantic hotel (now the Earle), Inland Diesel building, the Wellington and Altadena apartments, Grand hotel, Close Inn apartments and several of the city's finer homes.

Mr. Cowley also designed fire station 16, 2731 Northwest boulevard. It was the first fire station designed to conform with the architecture of surrounding buildings. That same idea was carried out in fire stations later built in other neighborhoods.

Among Mr. Cowley's recent major undertakings was the designing of the city's new crematory plant. He drew plans for the proposed Alcott school.

Arthur W. Cowley Buildings in Spokane: (Bold indicates extant building)

- **Alberta Apartments – Hotel Boja** (1910, historic name) – 1104 W. 2nd Avenue-1910 (West Downtown NHD)
- **Altadena Apartments - 608 S. Stevens**, 1910
- **Buckman Apartments, 1828 W. 1st**, 1908 (Browne's Addition NHD)
- Close Inn Apartments – 4th Avenue, corner of Cedar (demolished)
- Gandy Hotel - 916 W. Sprague (demolished)
- Garry Apartments – 311 S. Lincoln (demolished)
- **Kuist Hotel (S 222 Howard)** – 1910, now Pioneer Pathway House-4 sty red brick
- N.W Durham Apartments, 3rd and Lincoln (demolished)
- Wellington Apartments, 6th and Stevens (demolished)
- **Willard Hotel 1101-09 West First (now Otis Hotel)** - architects Cowley and Rigg (1911, West Downtown NHD) (AKA Atlantic Hotel, later the Earle)
- **Windsor Hotel (now Jefferson Hotel)** (1908 2 sty addition) – 1121-1129 W. 1st Avenue (West Downtown NHD)
- **Windsor Annex (now Norman Hotel)** – 1912 (West Downtown NHD)
- Houses for Samuel Galland, H.L. Moody, J.L. Paine, and Robert Grinnell among others

Commercial and Industrial Structures

- Alcott School (demolished)
- Babcock Motors garage (unknown)
- **Child Brothers & Day Auto Supply** (Listed in Polk as Child, Day and Churchill Auto Supplies?), 1217-1219 1st Avenue, 1911 (Non-contributing, West Downtown NHD)
- City of Spokane Crematory Plant - (unknown)
- **City Fire Station No. 9-1930 – 804 S. Monroe/8th (1930, NHR, SHS)**
- **City Fire Station No. 2, East 603 Indiana Avenue (ca. 1926)**
- City Fire Station No. 16. 2731 N.W. Boulevard (demolished)
- **Consolidated Motor Freight Warehouse (Bank and Office Interiors)**, 126 S. Sheridan/Pacific – 1935 SR 7/6/1935 Motor Freight Depot Opened p6/c5
- Eagle Garage Building - (unknown)
- Electrical Products building - (unknown)
- Grossman Paint factory - (unknown)
- Inland Diesel building- (unknown)
- **Inland Auto Freight warehouse (Johnson Printers), 159 S. McClellan-** 1929
- Riverside warehouse - (unknown)
- Spokane Taxicab Garage - 3rd and Brown (demolished)
- Seehorn Warehouse on 4th Whse 1. 216 4th, 42,000 sf; (Whse #3 208 4th St siding on NP (demolished)

Buildings in Edmonton, Saskatchewan, Canada-Biographical Dictionary of Architects in Canada 1800-1950

- Gibson Block, 1913 (Flatiron on City of Edmonton Historic Walking Tour)
- Vardon's Auto Garage, 1913
- Annamore's Mansions, 1914
- Roberts Block, 1914
- Hegler Block, 1914.

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Cowley Park. National Register of Historic Places Nomination. 1972

Cowley School Building. National Register of Historic Places Nomination. 1984

Durham, N.W. History of the City of Spokane and Spokane County, Washington Vol. 2, 1912.
(Cowley pp. 585-587).

Libby Studio Collection (NW Museum of Art and Culture archives). Photo L87-1 38803-29
1929 Goodyear Tire and Rubber Store. East 123 Sprague.

--. L87-1 38804-29. 2929 Goodyear Tire & Rubber Co. East 123 Sprague

Nolan, Edward W. A Guide to the Manuscript Collections in the EWSHS. 1987.

Polk, R.L. Directory, City of Spokane. Various years 1885-2014.

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1948.

Sanborn Map Company (NW Room, Spokane Public Library). 1884, 1888, 1890, 1891, 1902,
1910, 1928, and 1952.

Spokane County Assessor's Office. Field Files for 123 East Sprague Avenue.

Spokane County Clerk's Office, Deed Books.

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

Spokesman Review (25th Anniversary Number). Arthur, Cowley, Architect. 6/17/1909.

--. "Arthur Cowley Taken By Death. 1/19/1949.

--. "First Spokane Car Came in 1899; Made Initial Run of 50 Miles." 3/5/1911. P. D3/C1

--. "Hotel Building on Howard Street to Cost \$32,000. Kuist Hotel to be Complete July 1.
1/23/1910.

Spokane City/County Register of Historic Places Continuation Form

Goodyear Tire and Rubber Store

Section 9

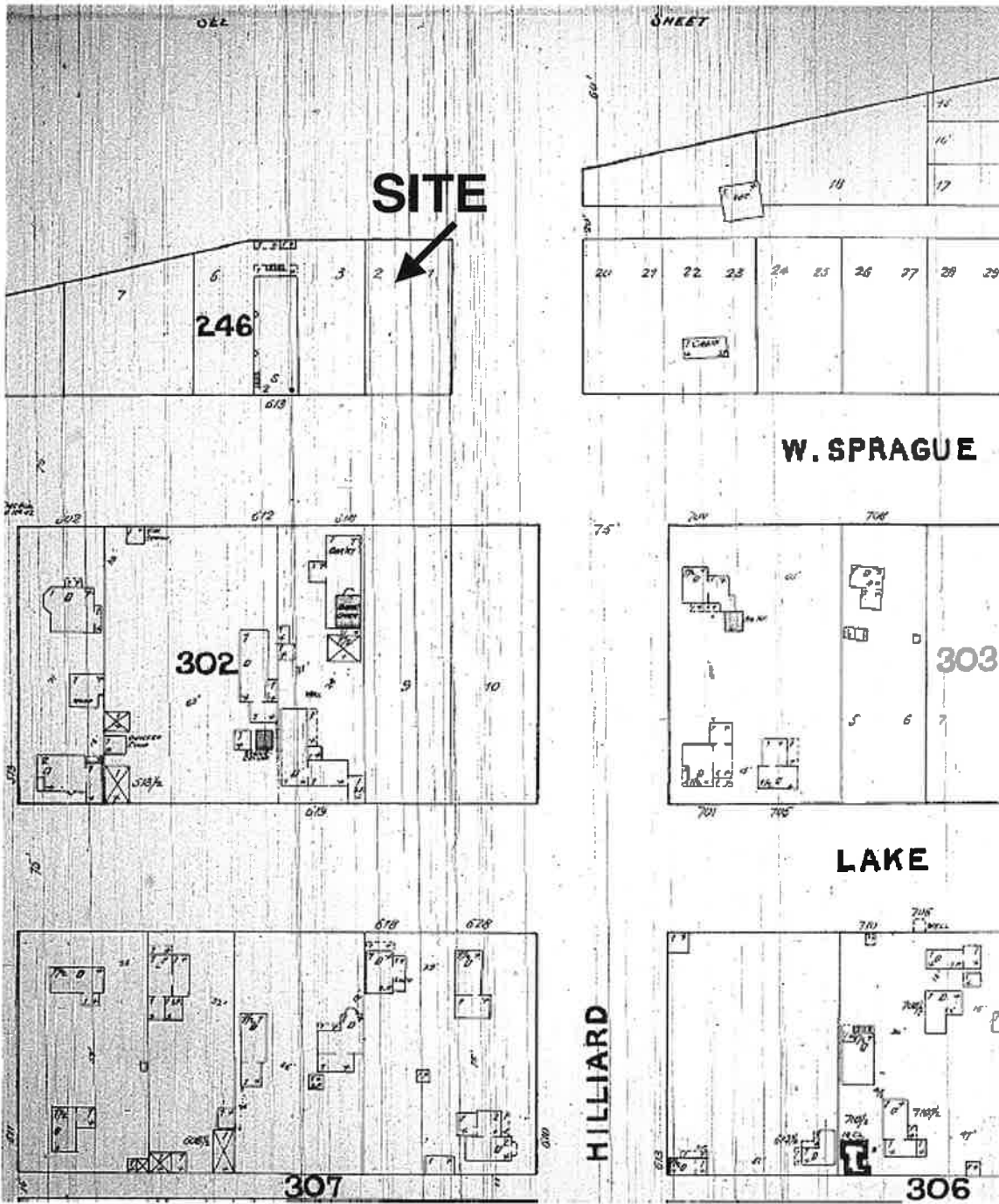
Page 2

Spokane Fire Station No. 9. Spokane Register of Historic Places Nomination. Stephen B. Emerson. 8/1992.

Wells Chevrolet Service Building. Spokane Register of Historic Places Nomination. 1998.

West Downtown Historic Transportation Corridor. National Register of Historic Places. 1999.

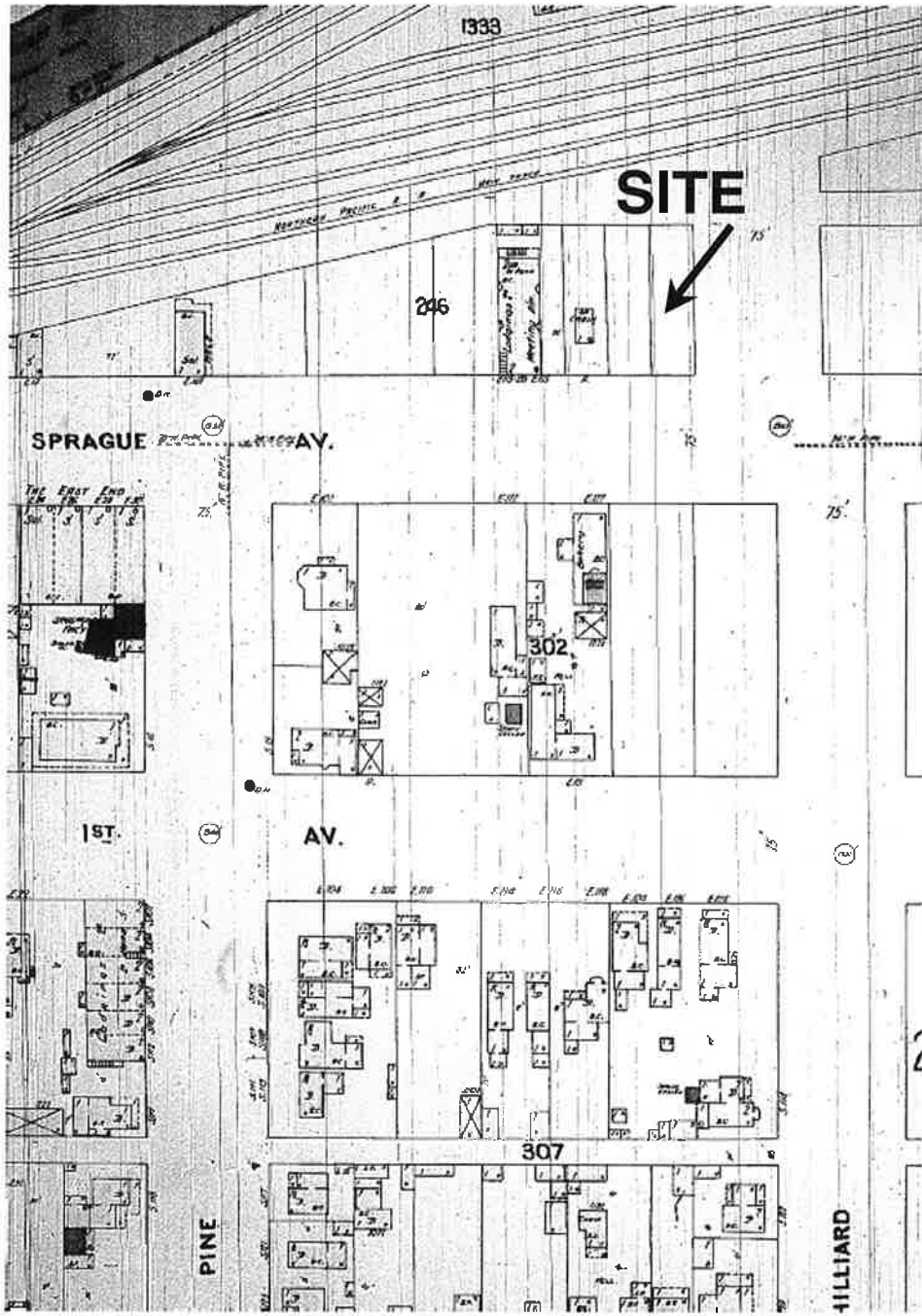
Wikipedia: "History of Spokane, Washington." Reviewed 2/1/2011



Sanborn Insurance Map - 1891 - page 20

**123 EAST SPRAGUE AVENUE
1891 SANBORN MAP**

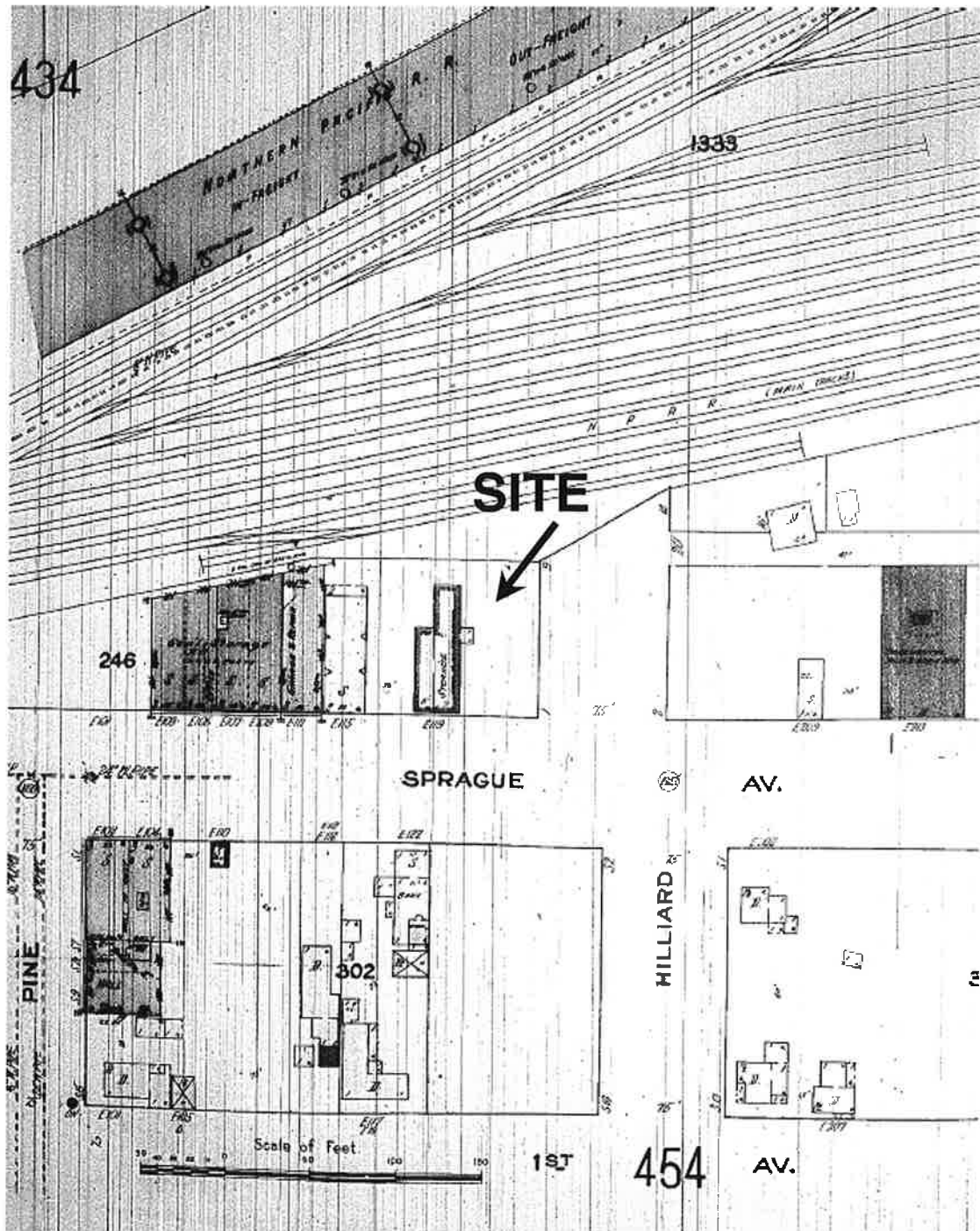
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1" = 100'



Sanborn Insurance Map – 1902 – page 211

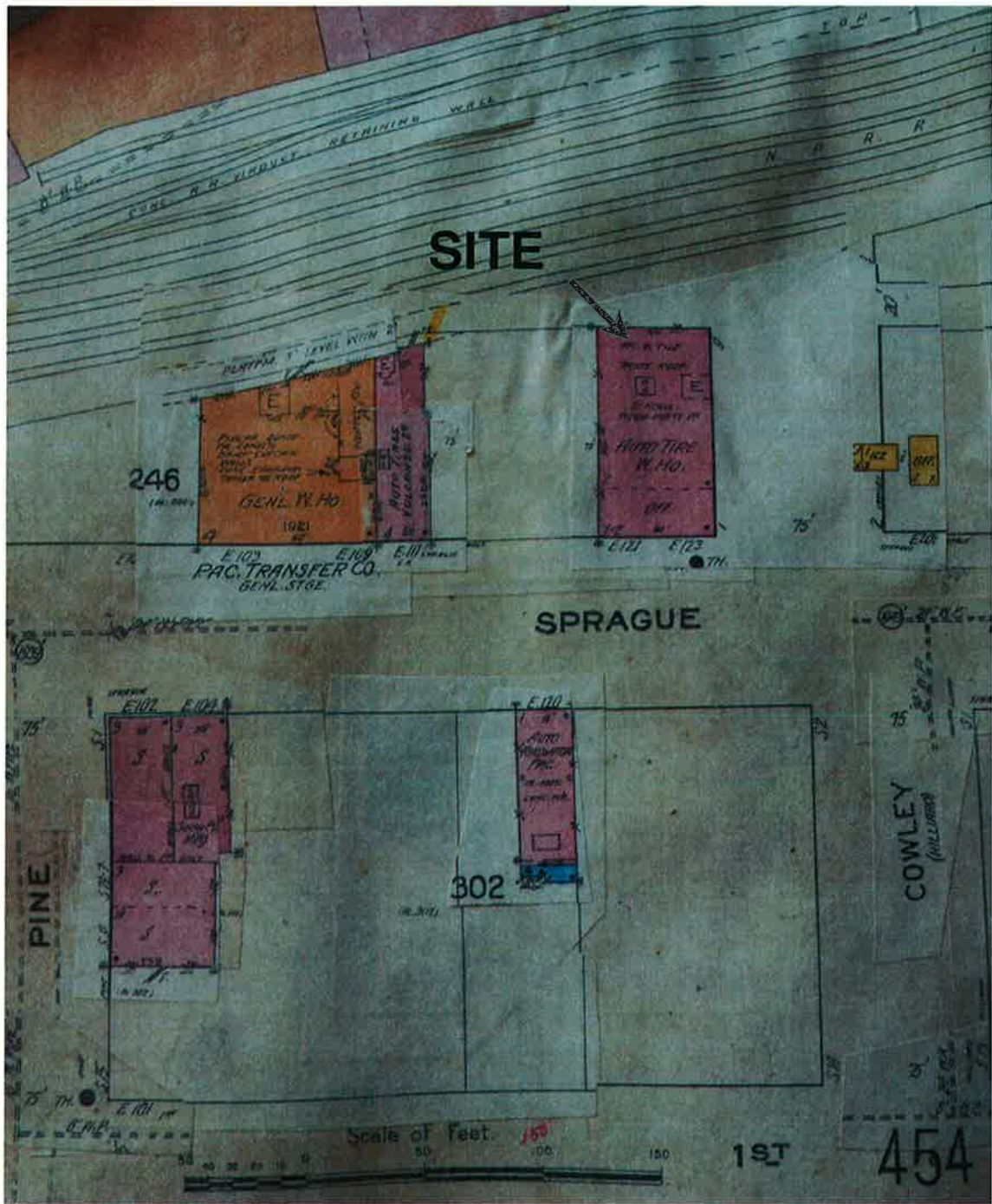
123 EAST SPRAGUE AVENUE 1902 SANBORN MAP

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1' = 100'



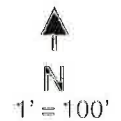
Sanborn Insurance Map – 1910 – page 435

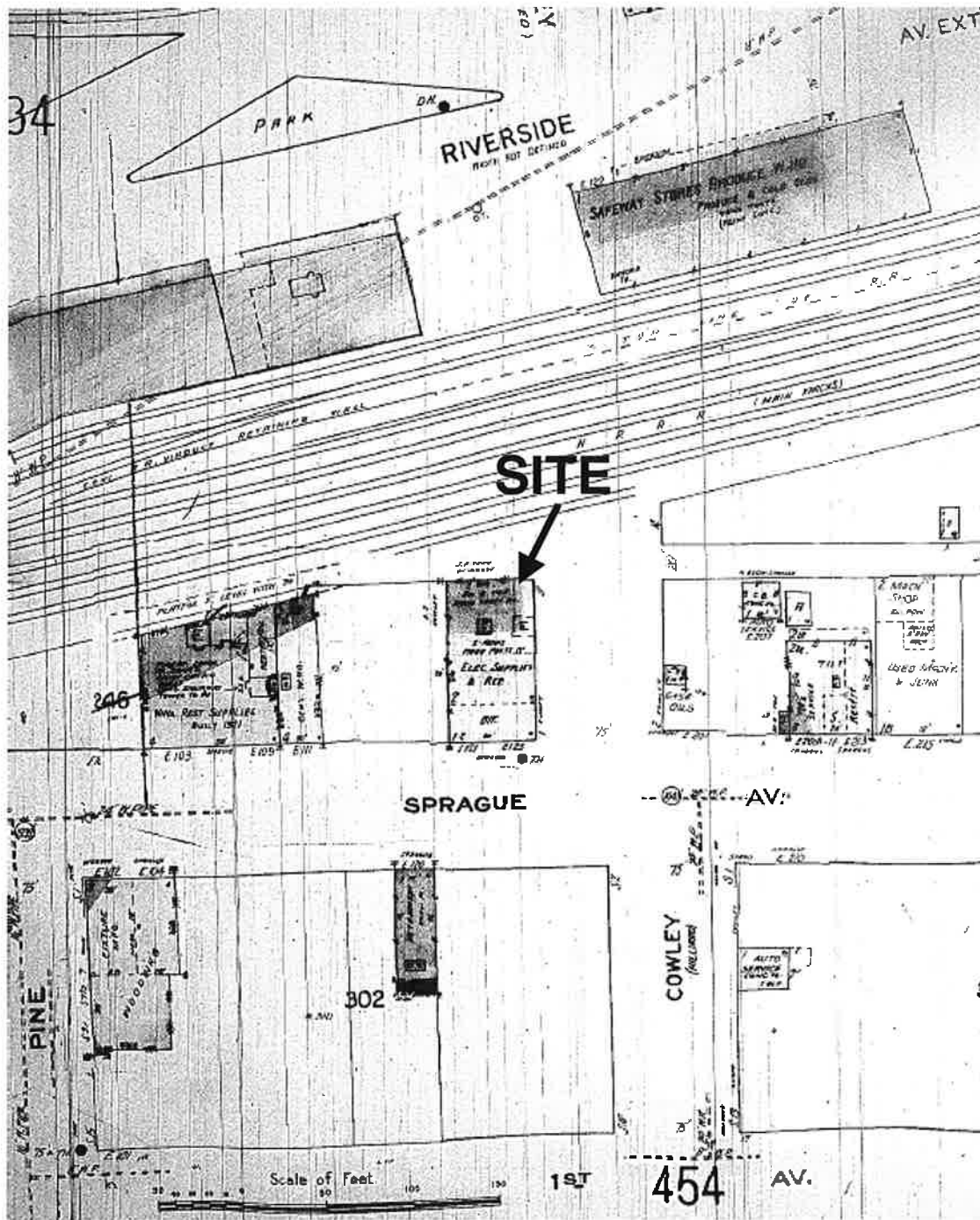
**123 EAST SPRAGUE AVENUE
1910 SANBORN MAP**



Sanborn Insurance Map - 1928 -- page 435

123 EAST SPRAGUE AVENUE
1910, Updated to 1928 SANBORN

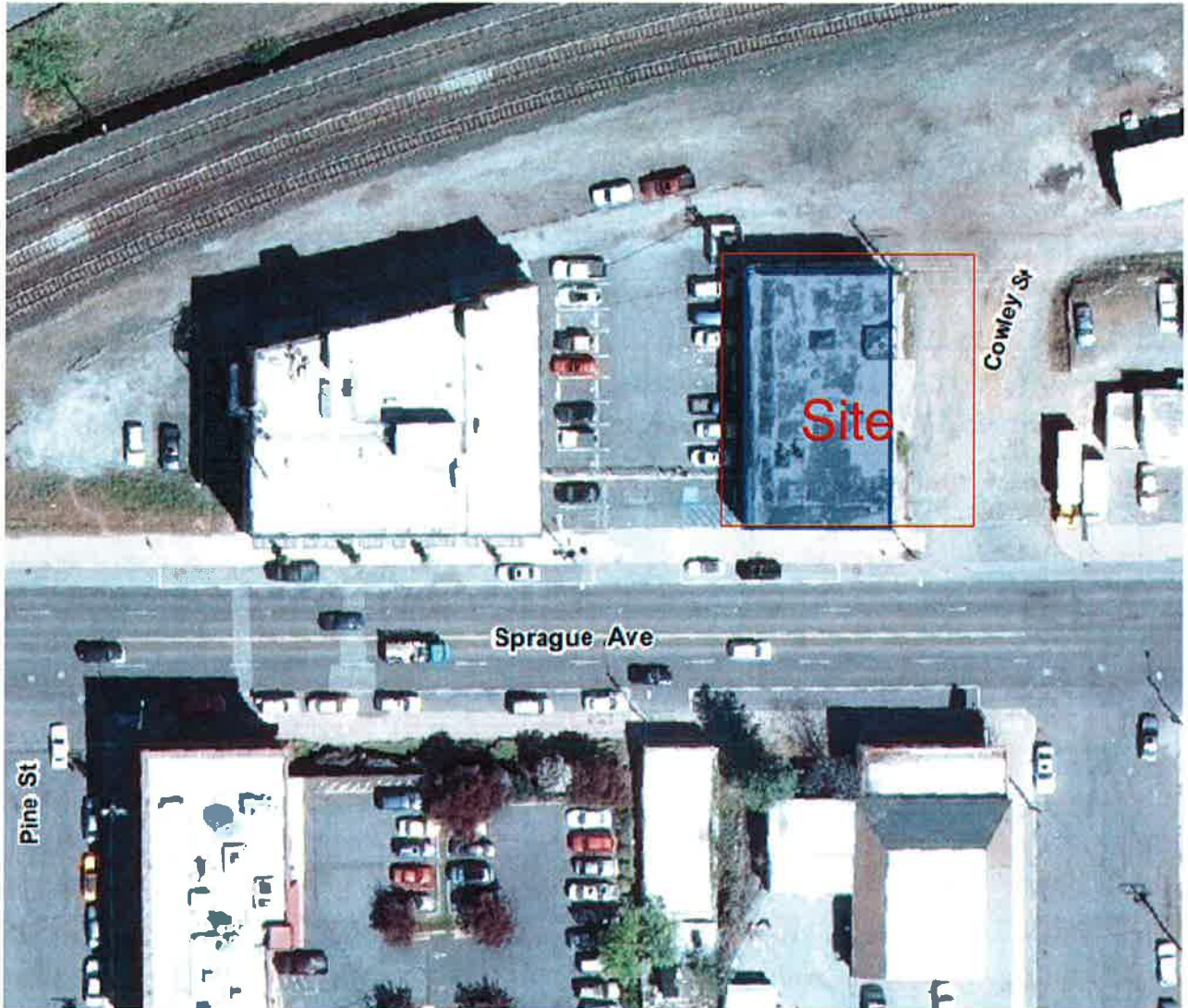




Sanborn Insurance Map – 1950 – page 435

123 EAST SPRAGUE AVENUE
1910, Updated to 1958 SANBORN

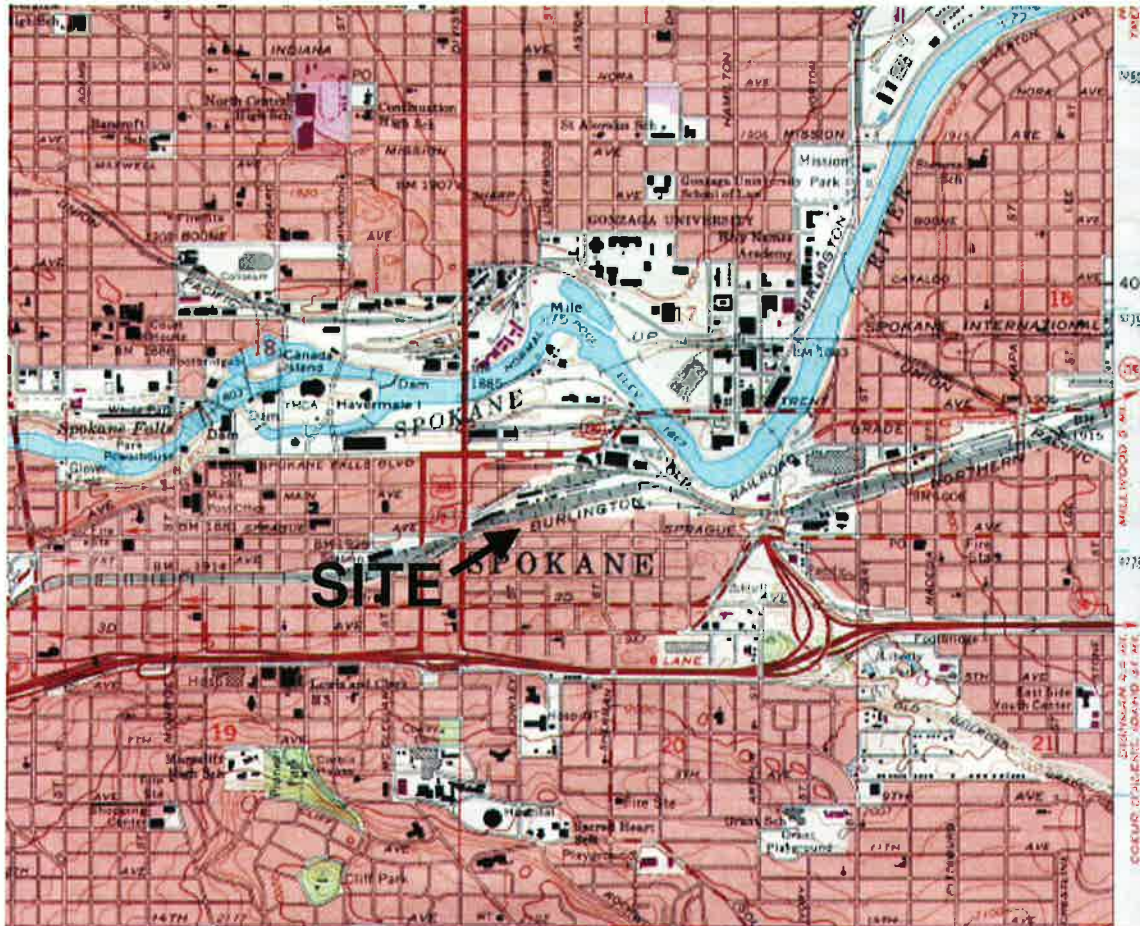
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 1" = 100'



City of Spokane 2007 aerial photo

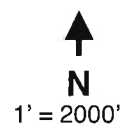
123 EAST SPRAGUE AVENUE AERIAL PHOTO OF SITE

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N
No scale



USGS 7.5 Minute Quadrangle. Spokane NW, Wash. 1974. Photorevised 1986

123 EAST SPRAGUE AVENUE SITE LOCATION



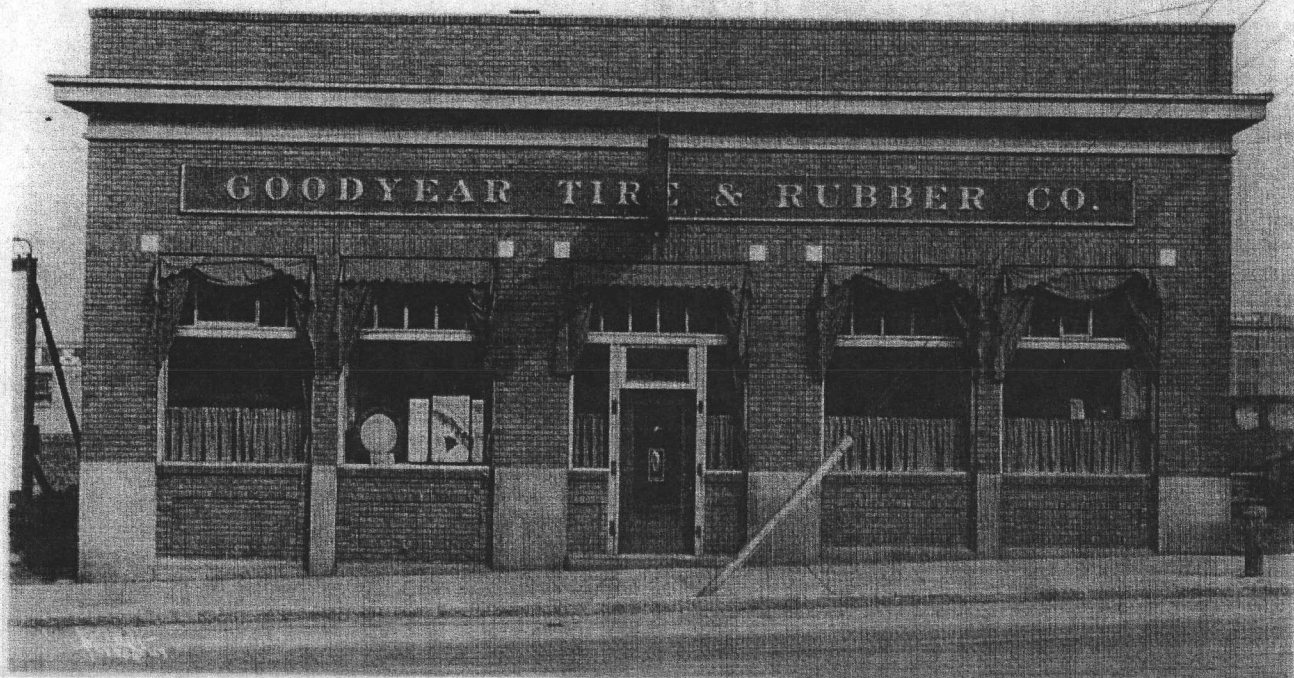
SPRAGUE, EAST-100

1929 Goodyear Tire & Rubber Co.
East 123 Sprague

L87-1. 38804-29

8x10 orig./

Photographer: Libby Studio
Collection: Libby Studio



SPRAGUE, EAST - 100

L87 - 1. 38803-29
8x10 Orig./8x10 NN

1929 Goodyear Tire and Rubber Store
East 123 Sprague

Photographer: Libby Studio
Collection: Libby Studio

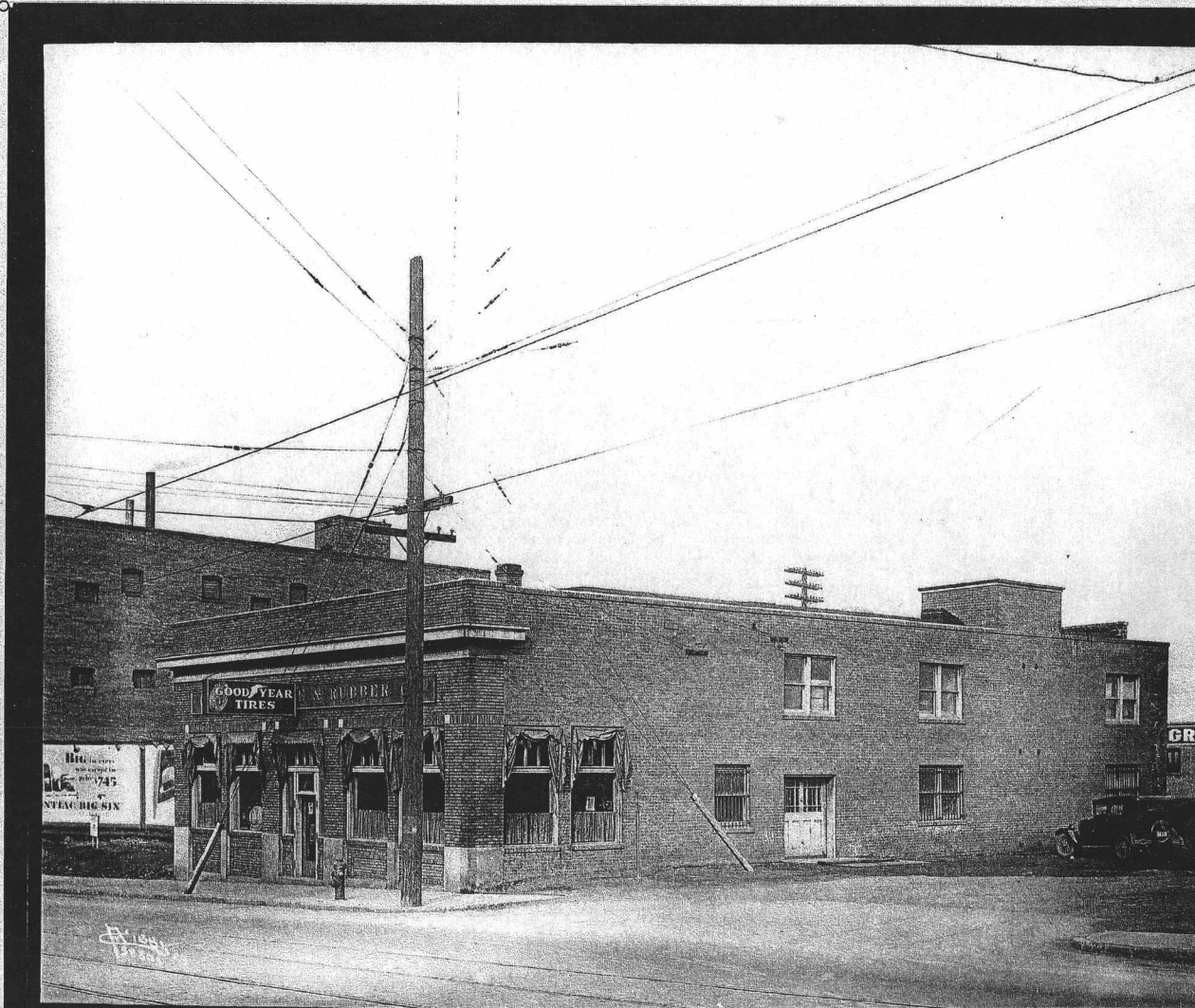




Photo 1 – View to Northeast Showing Context & Southwest Corner of Goodyear Building
123 East Sprague Avenue

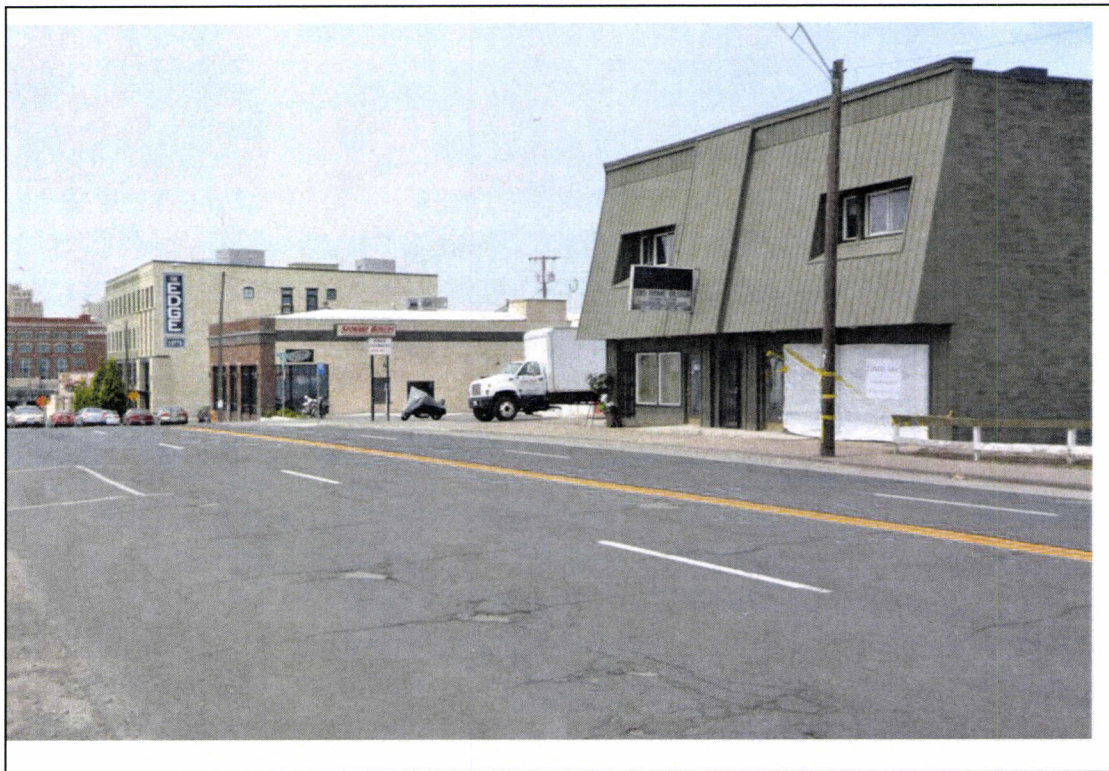


Photo 2 – View to Northwest Showing Context Along Sprague Avenue



Photo 3 – View to Northeast Showing West and South Facades



Photo 4 – View to North Showing Front Façade



Photo 5 – View to Northwest Showing East and South Facades



Photo 6 – View to West Showing East Side Facade
(Along Cowley Street)



Photo 7 – View to South Showing Rear Facade



Photo 8 – View to East Showing West Side Facade



Photo 1 – First Floor View From Main Entry to West Across Mid-Section

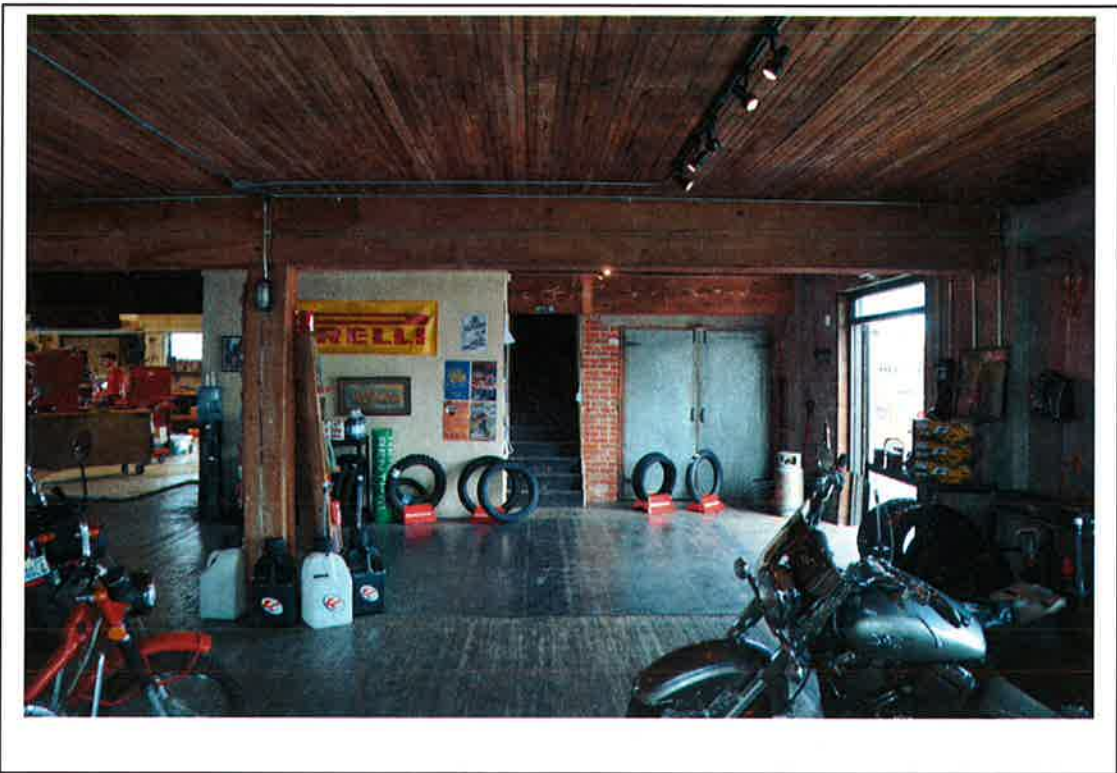


Photo 2 – First Floor View to North Showing Stairs and Freight Elevator to Mezzanine
(Main Entry Along East Façade)



Photo 3 – First Floor Looking West Across Front of Show Room



Photo 4 – First Floor Looking East Across Front of Show Room



Photo 5 – First Floor Looking North Toward Mezzanine and Rear



Photo 6 – First Floor Looking East Across Shop Area



Photo 7 – Mezzanine Floor Looking North Toward Freight Elevator and Rear



Photo 8 – Looking From Mezzanine Toward Front of 1st Floor Showroom

aynes

Manufacture of Tires in 1920 Requires 400,000 Bales

Nearly four per cent of the world's cotton production for 1920 will be used in the manufacture of pneumatic tires—a total consumption of approximately 400,000 bales. The 1920 production of tires in the United States should approximate 10,000,000 to equip nearly 1,500,000 new cars and to maintain about 7,000,000 now in operation. Cotton premises to remain indefinitely as indispensable in tire making as rubber.

These startling figures are given by Elliott H. Barnwell, manager of the cotton and fabric division of the Goodyear Tire and Rubber company. He estimates that the only bar to further expansion of the pneumatic tire industry might possibly be the limit to fabrication capacity of yarn and cotton mills.

Many motorists wonder how much cotton goes into the manufacture of

eight inch staple of the larger portion than half the remainder will more than 250 in 1915 Goodyear in 7,000,000 tires and ably manufacture of the country's

To keep their company in existence the textile plant in year. Conn. will be 30,000 new spindles for employees will 30 days and a in on the Pacific coast 33,000 spindles by mill at Goodyear's plant. At Los Angeles' new tire plant 5000 people will the middle of sum

