

Nomination

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

1. Name of Property

Historic Name	Culton-Moylan-Reilly Auto Company, Fisk Rubber Company
Common Name	Spokane Store Fixtures, Mr. Tux, Bikeworks

2. Location

Situs Street & Number	914-930 West Second AV
City, State, Zip Code	Spokane, WA 99201
Parcel Number	35192.1907 & 35192.1908

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 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			<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
	Public Acquisition	Accessible	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> in progress	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> military	<input type="checkbox"/> other
		<input type="checkbox"/> no		

4. Owner of Property

Name	Wells & Company
Street & Number	1325 West First AV, Suite 300
City, State, Zip Code	Spokane, WA 99204
Telephone Number/E-mail	(509) 624-8050/rronwells@aol.com

5. Location of Legal Description

Courthouse, Registry of Deeds	Spokane County Courthouse
Street Number	1116 West Broadway
City, State, Zip Code	Spokane, WA 99201
County	Spokane

6. Representation in Existing Surveys

Title	Historic Landmarks Survey; West End Downtown Survey, City of Spokane
Date	1979; 1998
Depository for Survey Records	Spokane City-County Historic Preservation Office 808 Spokane Falls Boulevard Spokane, WA 99201

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.

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

.57 & .08

Verbal Boundary Description

All of lots 9 to 11, N ½ Lot 12, Block 25;
S ½ Lot 12, Block 25, Railroad Addition

Verbal Boundary Justification

Two parcels in common ownership

11. Form Prepared By

Name and Title

Sally R. Reynolds, Consulting Services-Planning & Historic
Preservation

Telephone Number

509-448-0311

Street and Number

7015 East 44th AV

City, State, Zip Code

Spokane, WA 99223-1410

Date

October 23, 2000

12. Additional Documentation

Maps

Photographs and Slides

13. Signature of Owner(s) 

14. For Official Use Only:

Date Received: _____

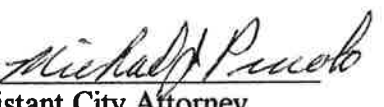
Attest: 

City Clerk

Date Heard: _____

Commission Decision: _____

Approved

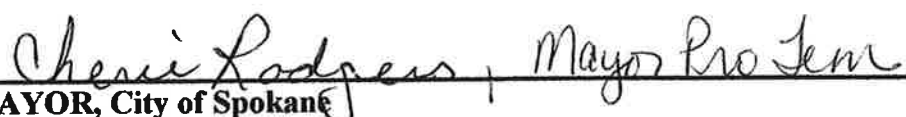
As to form: 

Assistant City Attorney

Council/Board Action: Approved


Date: 11/27/00

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


MAYOR, 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
Sixth Floor – City Hall, Spokane, WA 99201

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Description****Summary**

On West Second Avenue between Lincoln and Monroe Streets, four one-story buildings, with continuous storefronts, face south. Constructed between 1916 and 1918, they are a vernacular commercial style typical of buildings devoted to automotive uses. Originally known as the Culton-Moylan-Reilly Auto Company and the Fisk Rubber Company, they are contributing resources to the West Downtown Historic Transportation Corridor, a National Register historic district since 1999. On four adjacent lots, they are in the east end of the historic district. One-half block south of the Burlington Northern & Santa Fe Railroad tracks, they are separated from the elevated rail lines by an alley once known as Railroad Avenue, the Spokane Dry Goods Company Warehouse, and the smaller Nott-Atwater Building. They share their half-block with the six-story Dry Goods Realty Company Building, a warehouse with street-level retail space located on the north portion of the two east lots. The series of one-story buildings begins 100 feet west of Lincoln Street beyond a corner parking lot. Finished in a dark red pressed brick, the brick coursing above storefronts is varied in pattern and decorated with white insets in geometric shapes. They are typical of the automobile showrooms and service centers that appeared between 1910 and 1925. Three of the four storefronts have had their original entry doors and display windows replaced, and their bulkheads refaced. Brick piers in three locations have also been refaced, but basic building form, and brickwork above display windows is intact although some brick and mortar repair is needed. The fourth building, on the corner of West Second Avenue and Monroe Street, has an unaltered storefront with original bulkheads, piers and pedestrian and garage entries. Although its concrete bulkheads have been painted, its integrity is almost entirely intact.

The four stores represent one of three principle types of buildings that still make up the West Downtown Historic Transportation Corridor. Automobile-related structures remain, along with warehouse-manufacturing buildings, and apartments that once served as single-room occupancy hotels. The Burlington and Santa Fe Railroad, originally the Northern Pacific Railroad, still bisects this segment of Spokane's Central Business District between First and Second Avenues. Auto sales and service centers can be found on both sides of Second Avenue, in both directions. Today's Barton Auto business is one block west, a gas station is one block east, and the Sneva auto business is south and east on Second Avenue's 800 block. West of Sneva's, on the southwest corner of Second Avenue and Lincoln Streets, is the First Baptist Church, built in 1906.

Exteriors

The four buildings fill the 50-foot width of their lots, and the three east buildings, their 142-foot lot depth as well, ending at the alley. The fourth store, at the corner of Second and Monroe, is half the depth of its lot, with a paved parking area adjacent to its rear elevation. The first two buildings west of the parking lot at the corner of Lincoln Street

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Description—continued**

and Second Avenue were constructed in 1916. Built to serve as a unit, they were separated into two stores in 1970. Once mirror images of each other on their facades, they have sloped parapet walls above store entries that were originally garage doors. There is a flat parapet wall over the original pedestrian entry where the buildings meet. Although brickwork is continuous, a visible change in color tone, due to sandblasting of the east building, can be seen. Brick piers on concrete bases at the east corner, and on either side of the first entry east, are original. White cast stone facing applied in a 1970s remodeling has a low relief geometric pattern. It covers bulkheads, encloses the original customer entry below the horizontal section of parapet rise, and the second entry east. The third storefront in the series has its original piers between refaced bulkheads.

Masonry courses above display windows tie the first three buildings together, although a seam is visible between the second and third buildings. On the masonry frieze, there is a continuous soldier course immediately above window openings, a line that is repeated in the horizontal center of the frieze, with the addition of white terra cotta squares with diamond-shaped centers. Above and below the bisecting soldier course are slightly projecting end courses occasionally connected by vertical runs. The brick pattern, meant to frame original signage, includes terra cotta squares inserted at header course corners and between sign spaces. Larger insets of terra cotta, below each parapet, repeat parapet outlines. Display windows are metal-framed. Transoms are covered with sheet rock.

The fourth building, originally a tire store for the Fisk Rubber Company, has a parapet two feet lower than its companions. Although not currently used, its corner entry is intact, with a wood-framed glass-paneled door and wood-framed transoms above. Red brick piers separate wood-framed display windows, define the corner entry, and continue along the Monroe Street elevation. The brickwork pattern of the other storefronts is repeated on this building's narrower frieze, but the runs are not continuous, and the pattern of white geometric squares, visually similar, is made of cast concrete, painted white, rather than glazed terra cotta. Off the corner on both Second Avenue and Monroe Street are basement window wells. On the west elevation, display windows set between piers end with a series of boarded openings. They include two garage entry doors and another display window. The brickwork of the frieze is continued to the building's northwest corner. Beyond the building, the north half of this lot has a paved, fenced parking area. The concrete and brick rear wall is windowless and painted white. Meeting it at a right angle is the third store's west elevation, north half. A single garage entry, near the inside corner, breaks the otherwise flat surface.

The north, or alley elevations of the three longer buildings are similar, with concrete foundations and concrete beams above window openings, and white brick walls, laid in common bond. Window openings are large, with industrial style metal-framed windows with three rows of three panes each. The west building, without a rear entry, has five

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Description—continued**

window openings below a stepped parapet, while the first and second stores each have two windows with a door between. The parapet has coping of large tiles.

The first building east has a partially exposed east elevation that faces the Lincoln Street-West Second Avenue parking lot. The wall, shared with the Hotel Reliance before it was razed in 1963, is faced with wood paneling below an overhanging shed roof. At the south corner, aluminum-framed glass display windows and a glass door extend to the sidewalk. Along the wall, two additional doorways are plain, one with a single door and one with metal clad double doors.

Interiors

The buildings, all 18 feet in height, have walls of cast concrete. The first two stores east were originally divided by a partial wall extending from the back, running almost two-thirds the depth of the two store spaces, and ending where it met a wall extending three-fourths west from the east wall. The space created a large auto showroom at the right front of the combined buildings that could be accessed by the right garage entry. The left garage entry accessed auto service space in the rear. Remodeling in 1970 separated the two east stores into equal spaces. Inside each of the first three stores, interior spaces are divided by non-load bearing partitions into retail space, offices, and rear warehouse spaces. Customer areas are contemporary in finish, with shallow window display areas, wallboard-covered surfaces, and drop ceilings with track lighting. Floors are covered with linoleum tile or carpeting. Originally, trusses were exposed in non-showroom spaces and flooring was brick in some areas. Trusses are still exposed in the storage portion of the east building. Here, in addition to second level storage space over the front half of the building, the northeast wall is shared with the Dry Goods Realty Company/Display House. A doorway south of the Display House elevator connects the two stores.

The west building, the Fisk Rubber Company, has an interior as intact as its outside. A partition wall, with three wood panel doors and wire glass windows in metal frames on its east portion, creates customer space of the interior's front half. The floor in this area is of hardwood. Two small skylights, at right angles to each other, create roof openings. Their metal frames are tent-shaped. Along the east wall, an open stairwell, separated from retail space by a half-height closed railing, leads to the basement. The back room has a concrete floor. Behind the exterior boards on the garage openings, original wood garage doors are in place. The upper halves contain wood-framed window lights and the lower portions have panels of diagonal battens in wood frames. A single large skylight is centered in the roof above. The only building of the four with basement space, it is a partial basement with concrete walls and flooring below a cast concrete ceiling.

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Significance****Summary**

The Culton-Moylan-Reilly Auto Company and the Fisk Rubber Company buildings served automobile-related uses until recently. Their long association with Spokane's automobile industry ties them to the development of this area's transportation history. Though not remarkable for their architecture, they are nonetheless representative of the type of buildings associated with the evolution of the automobile. Over eighty years old, they were among Spokane's earliest structures completed specifically for automobile sales and service. In recent years, the number of the one-story automobile-related buildings has diminished. They represent a building type that was once numerous, but is disappearing in the west downtown area. Their collective facades, designed as a visual unit, add to their architectural character. Daniel H. Dwight, a member of one of Spokane's earliest pioneer families, built the first two, and was associated with development of the third. Dwight heirs have maintained an ownership interest.

Transportation Development

Spokane founder James Nettle Glover purchased his 160 acres of property surrounding the falls in 1873, partly on the speculation that a transcontinental rail line would select the route for a northern branch. His venture proved fruitful when the Northern Pacific Railroad chose a route through the Spokane country. Growth increased substantially when the rail lines were laid through the city in 1881. Connection with the Midwest and East was made in 1883 with the union of rail lines in Montana. Spokane's first great business boom lasted until the nationwide Panic of 1893, overcoming even the disastrous fire of August 1889 that destroyed 32 blocks of the City's core. Spokane emerged as the business and trade center of the vast Inland Northwest.

Economic recovery and the second great expansion period came during the first decade of the new century. Manufacturing, mining, lumbering and farming all created opportunities, and promotional schemes and publications, many of them generated by the railroads, extolled the advantages of the Inland Empire. Migration westward was spurred by immigration, and the young Washington State's major cities tripled their populations between 1900 and 1910. Parallel with the surge was the rise of the automobile, ironically, a development that eventually led to the decline of the railroads.

The first automobiles arrived in Spokane in 1898—a Locomobile steamer and a rear-motor, tiller-steering, Haynes-Apperson. The ten-horsepower Haynes-Apperson broke down shortly after its 50-mile trial run and was returned to its Indiana factory. The first permanent car was the property of Frederick O. Berg, founder of one of Spokane's oldest businesses. A Stanley Steamer, it was a novelty on Spokane streets in 1900 and 1901. Early automobiles were hardly a convenience. Breakdowns were common and replacement parts and skilled mechanics scarce. Tires that needed frequent repair,

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Significance--continued**

meager gas supplies, and poor roads—if roads existed—limited the automobile's desirability to all but a few at first. By 1910, the country was redesigning itself to accommodate its growing popularity. In early 1911, the Spokane area had over 1000 registered motor vehicles and 23 miles of newly paved city streets. The Sunday Spokesman-Review began publishing a full section devoted to automobile news and advertising. Ownership spread beyond a handful of businessmen and professionals. Touring became a popular pastime and lobbying for better roads fostered new interest groups and civic organizations. The carriage manufacturers, livery stables, and blacksmith shops that were common along First and Second Avenues and West Sprague, were gradually replaced by automobile showrooms and service stores. Close to the Northern Pacific Railroad lines that ran through downtown, the area became known as "Auto Row."

West Second Avenue's 900 Block

The 900 block of West Second Avenue was a part of the Northern Pacific Railroad's land holdings before it was platted in 1881. By 1884, Spokane's development was still confined mostly to the downtown areas north of the Northern Pacific tracks. In 1888, Sanborn maps show the Spokane Mill Company's lumberyard south of the railroad tracks in the north half of Block 25. Today, the 1912 Nott-Atwater Building and the Crescent Service Building occupy this half, with the D. H. Anderson Company. On the half-block south of the alley were seven one and two story frame dwellings. By 1890, there were three more houses, and the First Baptist Church (City Temple) in a large two-story frame building. One-story wholesale houses replaced the lumberyard. In 1902, when the First Baptist Church began work on their new brick building across the street, the Spokane Coffin Company moved into the vacated church building. A three-story building, with apartments and first floor commercial space, was constructed on the northwest corner, at the alley on Monroe Street. In early 1909, excavation for the Dry Goods Realty Company's six-story building was started, just north of the recently added three-story Hotel Reliance. The half-block's frame dwellings began to disappear.

Daniel H. Dwight purchased lots 9 and 10 of the south half of Block 25 in 1906, when they still held frame houses. In 1908, he acquired title to lot 11. County assessor records indicate the first automobile sales and service building, the double storefronts at 916 and 920 today, were built in 1911. Other sources refute this, indicating they were constructed in 1916. The buildings, finished for the Culton-Moylan-Reilly Auto Company, included an auto showroom across two-thirds of the double storefront, with a large service area behind, accessed by the second garage door. In 1917, the third and fourth buildings were added; the third as an extension of the existing automobile business, and the fourth as a separate but auto-related enterprise. Culton-Moylan-Reilly was replaced by the Wells

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Significance--continued**

Chevrolet Company, the region's Chevrolet Distributor, in 1924. In 1926, the Barton dealership, selling Willys-Knight and Overland Automobiles, replaced Wells Chevrolet after its move to larger quarters. The Barton dealership remained until the mid-1950s, eventually relocating one block west.

Sometime before 1952, the half-block's last frame structure, a three-story store-apartment building that sat on the half lot north of the Fisk Rubber Company, was removed. The smaller building on the west corner continued as a tire dealership under different names until the American LaFrance and the Northwestern Fire Apparatus Companies moved in and remained until the mid-1960s. In the late 1960s, with the demolition of the Reliance building to the east, automobile-related uses disappeared, replaced by small retail and service businesses in the remodeled storefronts. The Star Leather Company was a lone tenant until the early 1970s when the Fred Ward Trophy Company, and businesses such as Libby Photographers, and Kimmel-Hatch Sporting Goods briefly occupied store spaces. For the last several years, the tenants have been Spokane Store Fixtures on the east, Mr. Tux, with two storefronts in the center, and Bikeworks on the Monroe Street corner.

Daniel H. Dwight was one of Spokane's preeminent pioneers. He arrived in Spokane in 1887, and witnessed its transition from a frontier town to the hub of the Inland Empire. Anticipating the city's growth, he invested in real estate, gradually accumulating extensive holdings in the central business district and surrounding areas. The Falls City Block on the southwest corner of Riverside and Post was his business headquarters. He remained active in business affairs until shortly before his death in 1950. A real estate developer by profession, among his many civic credits was a term as Spokane City Councilman between 1892 and 1895. With John A. Finch, he was a major contributor to the establishment and development of the Finch Arboretum. Described as "tall and stately", and "among the city's handsomest men," he is remembered by contemporary Spokane residents as the father of Mary Dwight, until her death in the 1980s a local artist, poet, and owner of the Dwight House in Browne's Addition.

Daniel Dwight's foresight in developing a major share of the north side of West Second's 900 Block helped to establish the west downtown corridor's identity as "Auto Row." It is the only block of separate one-story automobile buildings designed to be architecturally compatible. His widowed next-door neighbor in Browne's Addition, Adelen K. Cooper, owned the third building until it was acquired by Dwight in 1939. A Lewiston, Idaho man, E. S. Bartlet, initially owned the fourth store west. It was purchased by Dorothy F. Woodward, one of Daniel Dwight's daughters, in 1969.

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company**Significance—continued**

A number of buildings designed to serve the automobile trade have vanished from the West Downtown Transportation Corridor. The most recent loss was the one-story West 1201 First Avenue building that briefly served as the home of the Spokane Marketplace. The availability of large parcels of less expensive land has attracted automobile dealers and service businesses to East Sprague and the Spokane Valley. Moreover, dealers choosing to remain have in some cases replaced older structures with new accommodations. The four storefronts along West Second between Lincoln and Monroe Streets are not only among the earliest automotive buildings in downtown Spokane, they are distinctive as a group and four excellent examples of a disappearing type.

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company

Major Bibliographical References

Books and Pamphlets

Durham, Nelson W. *History of the City of Spokane and Spokane Country*, Washington.

Spokane: S. J. Clarke Company, 1912

Fahey, John. *Inland Empire*: D. C. Corbin and Spokane. Seattle: University of Washington Press, 1965.

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Newspapers, Periodicals, Unpublished Work

Aberle, William et al. National Register of Historic Places Registration Form for the West Downtown Historic Transportation Corridor, 1999.

Kolva, Jim. National Register of Historic Places Registration Form for the Wells Chevrolet Service Building, Spokane, WA, 1998

Reynolds, Sally R. National Register of Historic Places Registration Form for the Eldridge Building, Spokane, WA, 1992.

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Spokesman Review.

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Collections

Eastern Washington State Historical Society. Photo Archives.

Spokane County Assessor's Records.

Spokane Public Library, Northwest Room. Vertical Files.

Culton-Moylan-Reilly Auto Company, Fisk Rubber Company

Additional Documentation

Maps

West Downtown Historic Transportation Corridor

Spokane County Assessor's Plat Map, Railroad Addition

Sanborn Fire Insurance Map, 1952

CBD Map, 1928

Historic Photos, EWSHS Collection

Chandler-Cleveland Cars Co., 1923

Barton Auto Co., 1927

Photographs B/W

September, 2000

1. Facades and east elevation, Culton-Moylan-Reilly Auto/Fisk Rubber Companies, view northwest.
2. Facades, Culton-Moylan-Reilly Auto/Fisk Rubber Companies, west elevation, Fisk Rubber Company, and West Second streetscape, view northeast.
3. Façade, Culton-Moylan-Reilly Company's middle building, view north.
4. Streetscape, West Second, view west-northwest.
5. Streetscape, West Second, and Fisk Rubber Company's southwest corner on Second Avenue and Monroe Street, view northeast.
6. West and north elevations, Culton-Moylan-Reilly Company's northwest corner, and north, west elevations, Fisk Rubber Company, view southeast at alley.
7. Interior, display windows, doorway (south elevation), and east wall, Culton-Moylan-Reilly Company's west building (Broadway Costume), view southeast.
8. Interior, north partition wall between customer area and offices, Culton-Moylan-Reilly Company's west building (Broadway Costume), view northeast.
9. Interior, display windows, doorway (south elevation), and east wall, Culton-Moylan-Reilly Company's middle building (Mr. Tux), view southeast.
10. Interior, customer area and offices, Culton-Moylan-Reilly Company's middle building, view northeast.
11. Interior, from office area to back/storage area, Culton-Moylan-Reilly Company's middle building, view north-northeast.

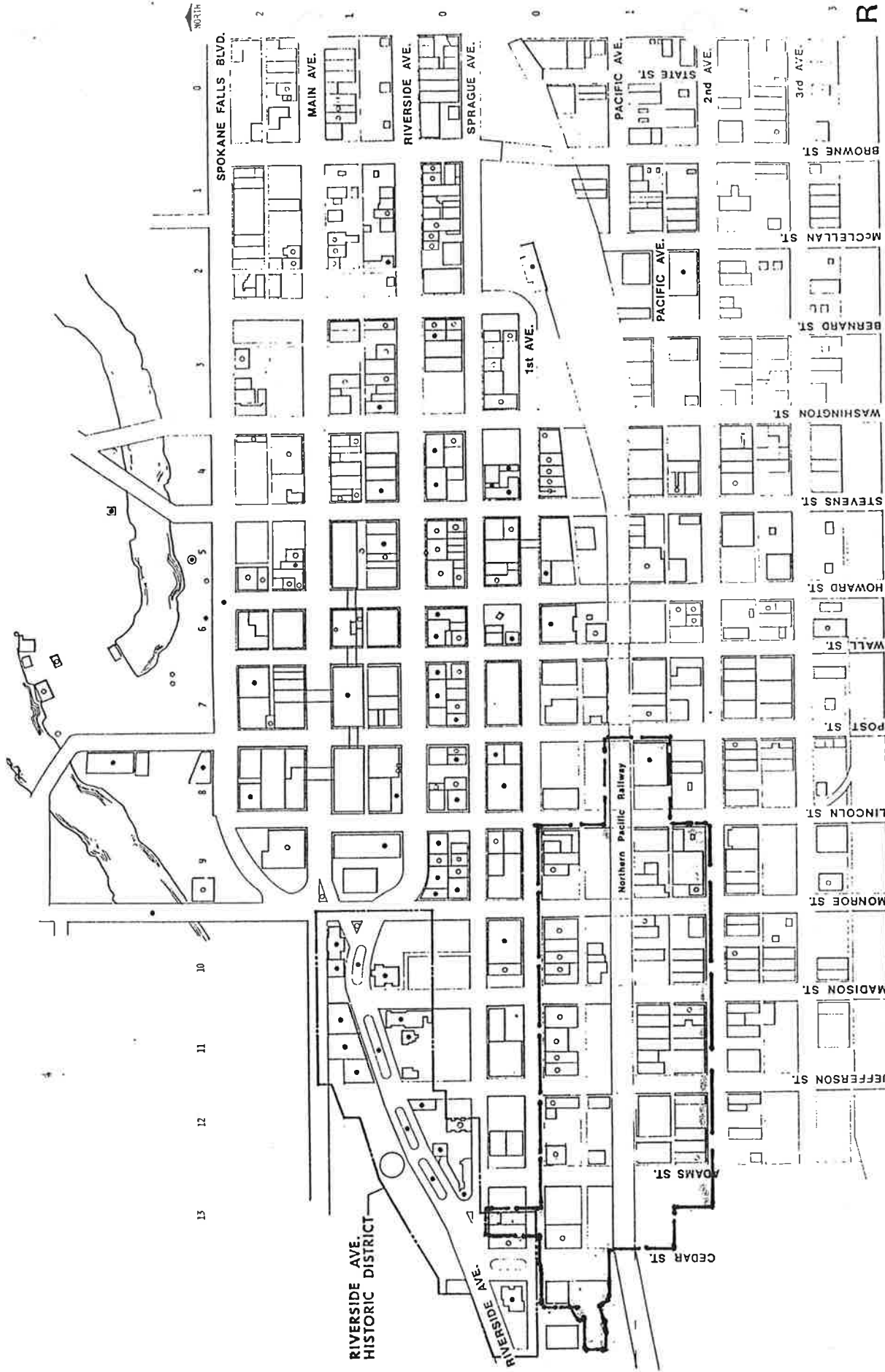
Culton-Moylan-Reilly Auto Company, Fisk Rubber Company

Additional Documentation

Slides

September 2000

1. Facades and east elevation of Culton-Moylan-Reilly Auto/Fisk Rubber Companies, view northwest.
2. Facades, Culton-Moylan-Reilly Auto/Fisk Rubber Companies, west elevation of Fisk Rubber Company, view northeast.
3. Façade, Culton-Moylan-Reilly Company's middle building, view north.
4. Streetscape, West Second, view west-northwest.
5. Streetscape, West Second, and Fisk Rubber Company's southwest corner at Second Avenue and Monroe Street, view east-northeast.
6. West elevation, Fisk Rubber, Company, and northwest parking lot, Monroe Street, east side, view northeast.
7. West and north elevations, Culton-Moylan-Reilly Company's northwest corner, and north elevation, Fisk Rubber Company, view south.
8. West and north elevations, Culton-Moylan-Reilly Company's northwest corner, view southeast at alley.
9. Interior, display windows, doorway (south elevation), and east wall, Culton-Moylan-Reilly Company's west building (Broadway Costume), view southeast.
10. Interior, north, east partition walls between customer area and offices, Culton-Moylan-Reilly Company's west building (Broadway Costume), view northeast.
11. Interior, display windows, doorway (south elevation), and east wall, Culton-Moylan-Reilly Company's middle building (Mr. Tux), view southeast.
12. Interior, from office area to back/storage area, Culton-Moylan-Reilly Company's middle building, view north-northeast.
13. Interior, back/storage area, Culton-Moylan-Reilly Company's middle building, view west.



CENTRAL BUSINESS DISTRICT

West Downtown Historic
 Transportation Corridor (1999)
 on Historic Landmarks Survey
 CBD Map (1979)

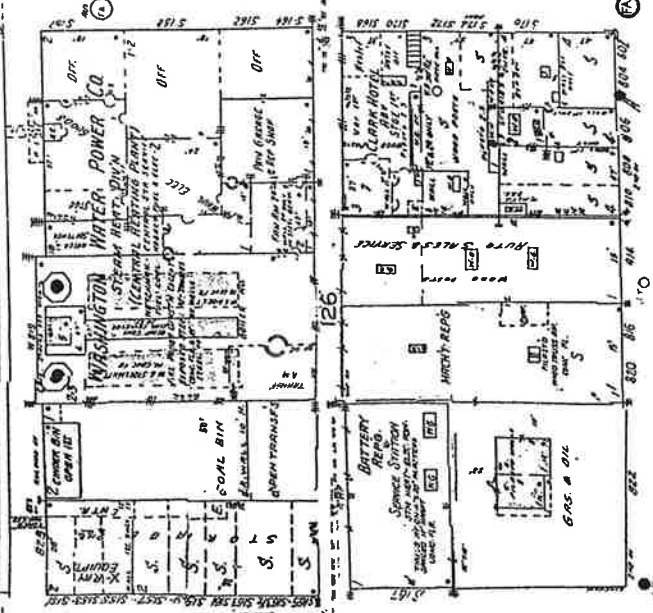
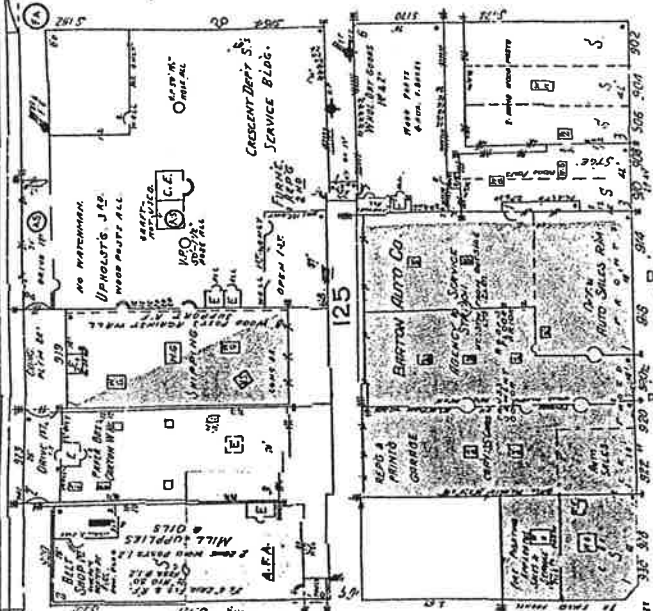
299

286

RAILROAD
(PACIFIC)

AV.

(CONE STREET DIVISION AV.)



2ND

AV.

POST

MONROE

298

LINCOLN

300

Northwest Room
Sanborn Fire Insurance Maps
1952
Volume III, Sheet 299

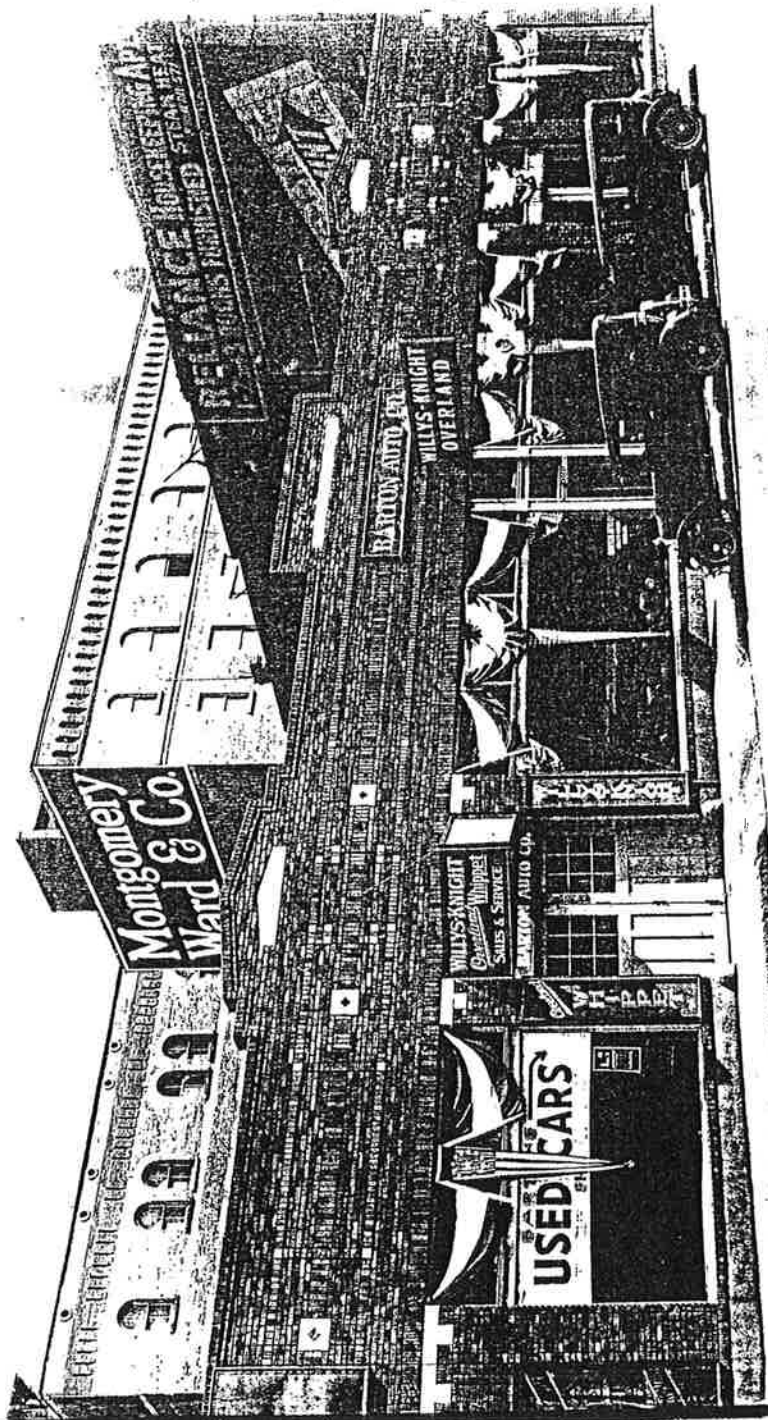
EWSHS Photo Archives
 Second, West 900
 Libby Collection
 1927

SECOND, WEST-900-(LINCOLN TO
 MONROE)

Northside: Barton Auto Co.
 West 916 Second, 30 July 1927

Photographer: Libby Studio

L87-1.33927-27



Second West - 900
AUTOMOBILES-DEALERSHIPS

L87-1.22579-23

Chandler-Cleveland Cars Co.
920 West Second Avenue, 1923

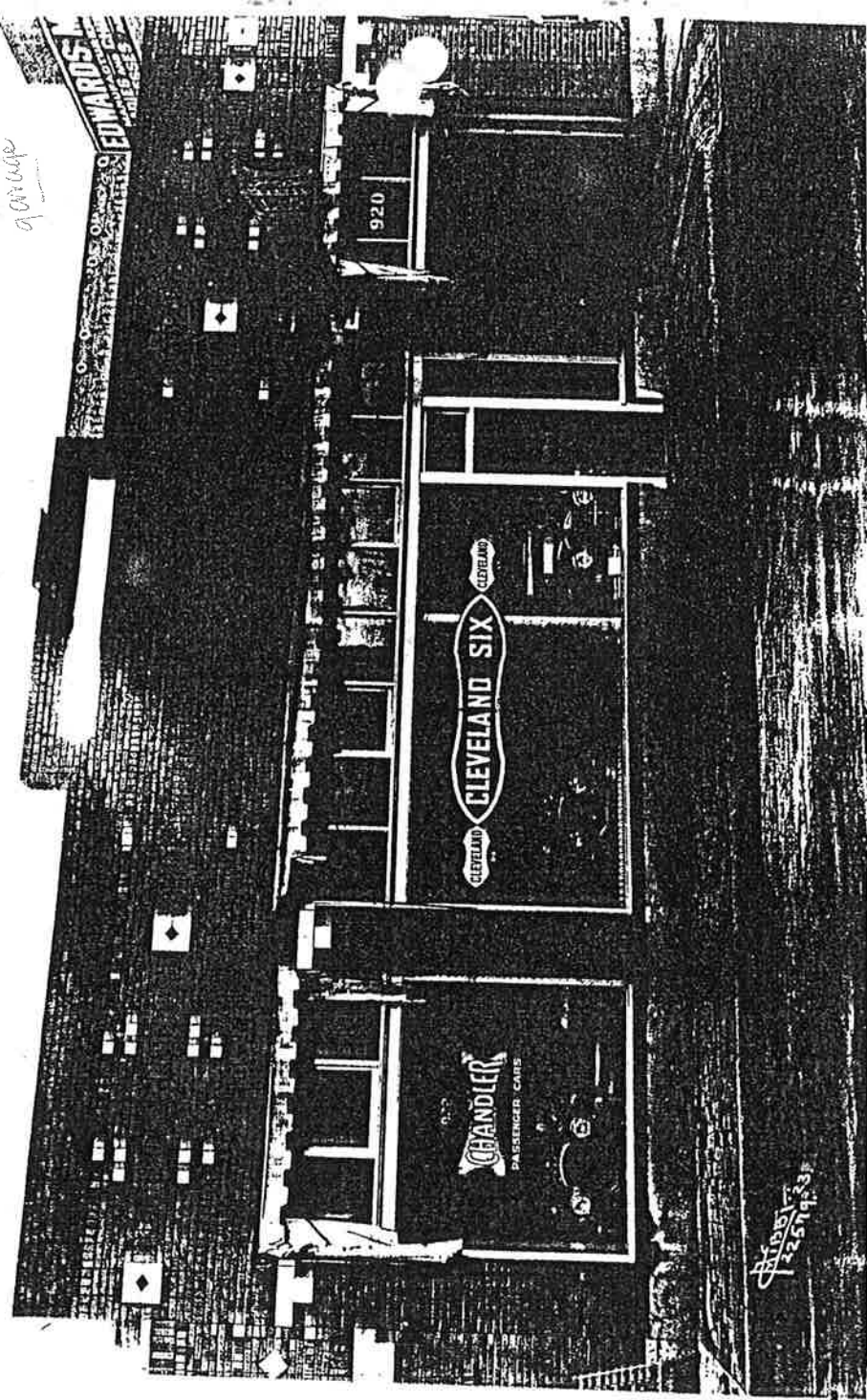
Original/ A/P /NN

Photographer: Libby

Edwards Mfg. Co.
on Reilly Bldg.

Building on lot 11

900
garage



EWSHS Photo Archives
Second, West 900
Libby Collection
1923



#2



#3



#4



