

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 **ROUNDUP GROCERY WAREHOUSE**
And/Or Common Name **THOMAS HAMMER COFFEE**

2. Location

Street & Number 210 West Pacific Avenue
City, State, Zip Code Spokane, Washington 99201
Parcel Number 35191.0311

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 **HAMBAR LLC**
Street & Number 210 West Pacific Avenue
City, State, Zip Code Spokane, Washington 99201
Telephone Number/E-mail 509-535-4806 X 104

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 East Downtown Spokane National Historic District
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 4th ADD E 100FT of LTS 1,2&3 & ALL OF LTS 4 THRU 7 BLK 4 ALSO STRP LYG N OF & ADJ & S OF RR R/W

Verbal Boundary Justification

Nominated property includes entire parcel & urban legal description.

11. Form Prepared By

Name and Title

Jim Kolva

Organization

Jim Kolva Associates

Telephone Number/E-mail

(509) 458-5517

Street and Number

115 S. Adams Street

City, State, Zip Code

Spokane, Washington 99201

Date

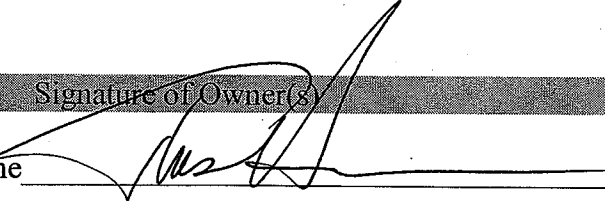
June 10, 2007

12. Additional Documentation

Map USGS 7.5 minute topographic Spokane Northwest, Wash. 1986

Photographs

13. Signature of Owner(s)


Name 

Name _____

14. For Official Use Only

Date Received _____ Attest _____

Date Heard _____ City Clerk _____

Commission Decision _____ Approved as to Form
Assistant City Attorney 

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

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

A one-story concrete block warehouse with a flat roof, the building has a four-bay front façade and is nearly a block long on its north-south axis. The rear wall is angled to conform with the railroad right of way and spur along the north side of the building. McClellan Street bounds the east side (approximately 200 feet long) and Pacific Avenue bounds the south side (approximately 100 feet long), the front of the building (23 feet in height).

The front façade (south) is divided by three 12-inch-square poured-in-place concrete posts into four equally-spaced bays. A fourth post further divides the westerly bay. The posts support a poured-in-place 60-inch deep beam that runs from corner to corner. As the beam extends from east to west, the bottom steps slightly downward (about four inches from post to post). Resting on top the beam are seven rows of concrete blocks capped by a terra cotta tile coping.

Set back about four feet behind the façade plane is an aluminum-frame glass panel wall that extends from the east corner through the third bay (These bays have been altered from the original large, garage door openings). The main entry to the building, a double-glass panel door, also framed in aluminum is near the easterly corner of that wall. The westerly bay, set between the posts, is divided by a square concrete post into two sections, a truck loading bay, and a pedestrian door and window assembly. A roll-up metal garage door, framed by the concrete posts and a concrete header, is within the loading bay. The pedestrian entry in the southwest corner is divided vertically into two sections by square natural-aluminum sash. A single natural-aluminum-framed glass panel door with glass transom above and glass sidelight, divided into three sections, are within the aluminum-framed assembly.

Three metal shade light fixtures are along the upper portion of the facade, aligned over the concrete posts.

The east façade, approximately 200 feet long along McClellan Street, is flat concrete block supported by a concrete foundation. A terra cotta tile coping tops the parapet wall. The front section of the building (30 feet in length) projects about 2 feet above the remainder of the wall. Ten equally spaced horizontally oriented windows, set high on the wall, provide natural light to the warehouse floor. The southerly window has been covered over (sash remains in place) and painted. The fixed steel sash, painted dark blue, is divided vertically into four lights. An 18-inch concrete band extending from front to rear forms a header marking the tops of the window bays. Double doors, with a wooden landing and steps projecting from the wall, are located near the north end and provide access to the rear of the warehouse. The flat steel doors, each with an upper glass panel, are painted dark blue. Two square security lights, mounted near the top of the wall, are near the front and end sections of the building. A horizontally segmented metal roll-up loading door is near the center of the façade, aligned below the middle window bay (added in 2005).

Painted a dark blue color, the otherwise unassuming concrete block building is highlighted by a white image of a claw hammer (the Thomas Hammer company logo) painted on a bright orange field marking the southeast corner of the building.

Interior

The interior is a warehouse divided into two floor levels, with the entry and conference area on the entry level, and the office suite, restrooms, warehouse, coffee production equipment and bakery on the second level (former warehouse floor). The front is at street grade and provided (west bay still provides) the entry for trucks loading and off-loading cargo. Across the entire front and about 36 feet deep, this floor section terminates at the face of the concrete loading dock, a rise of about 3-1/2 feet to become the warehouse floor (all floors are bare concrete). When the building was remodeled for retail use (Simchuk Sporting Goods), the westerly bay was enclosed and separated from the remainder of the building with a sheetrock wall; it remains a truck loading bay. The remainder of the front space is open. A ten-foot-wide ramp, aligned with the front entry doors, runs along the east wall, then turns a right angle (narrowing to 5 feet) to the west and a landing at dock level.

Except for an 8-foot dividing wall in the rear one-third of the building, and a wall separating the warehouse floor and office suites (added 2005), the upper warehouse space is open. Six-inch wood posts, resting on square six-inch tall concrete bases, are arrayed in a twenty-foot grid. At a height of 16 feet, the ceiling consists of exposed 2 X 12 wood rafters, between which paper faced insulation has been placed. Six skylights penetrate and allow light to enter through the flat, built up tar composition roof.

Interior Materials

The floors are bare concrete that in some areas had been covered in square asphalt tiles (removed). Walls consist of the following materials: aluminum-framed glass along the front, sheet rock enclosing loading bay in the southwest corner, red brick facing of the exterior wall of the adjacent building (window openings bricked-in to form niches); sheet rock along the east wall (up to the bottoms of the high windows), sheet rock dividing wall across the rear one-third, and painted concrete block and sheet rock along the north wall. The ceiling consists of exposed wood rafters and paper-faced insulation.

Summary

- Areas of Significance - Commerce and Industry
- Period of Significance - 1948 to 1955
- Significant Date - 1948
- Architect - Unknown
- Builder - Roy L. Bair & Co for Roundup Grocery Company

The Roundup Grocery/Thomas Hammer Building, a former rail corridor grocery warehouse built in 1948, is eligible under Category A because it is associated with Spokane's railroad and warehousing history. It is one of the few extant post WWII warehouse buildings (to 1957) along the BNSF Railroad corridor, and the only one in the downtown. The building is significant under Category C as a specific example of a rail corridor warehouse as described in the East Downtown Historic District nomination. It is also the first and only modern warehouse building in the district and represents the transition of the warehouse to the modern trucking era.

HISTORIC SIGNIFICANCE (Category A)

The Roundup Grocery/Thomas Hammer Building, a former rail corridor warehouse, is eligible under Category A because it is associated with Spokane's railroad corridor warehouse history. As a warehouse and as a contributing structure in the East Downtown Historic District, the building is a specific property type within that district. The warehouse is historically significant in the area of "industry & commerce," as a good example of the property type, "industrial/commercial warehouse," which is described in the Multiple Property Nomination, *Industrial/Commercial Warehouse Buildings in East Downtown Spokane, WA, 1890-1948*, and for its association with and its contribution to the development and settlement of east downtown Spokane as discussed in the East Downtown District nomination.

The warehouse building served as a transfer point for materials shipped into Spokane via the Northern Pacific Railroad to serve the market of Spokane and Inland Northwest.

Most all of the warehouses in the Pacific Avenue produce district were built at or near the turn of the 20th century, between 1892 and 1911. The orientation of these buildings was predominantly to the railroad, the major carrier of goods, with docks along the rail spurs. At the other end of the dock or other side of the building was the horse drawn wagon and as the years progressed from 1910 to 1920 through the 1950s, the truck, growing in size from a six-foot flat bed to a forty-foot semi trailer. Thus when these buildings were built they dealt with the massive load carrying capacity of the rail car on one side and the relatively small capacity of wagons and trucks that were used to distribute the broken-down lots of goods that had been shipped in by rail.

ARCHITECTURAL SIGNIFICANCE (Category C)

The building is an example of a rail corridor warehouse as described in the East Downtown Spokane nomination. Additionally, the building is a good representation of the building type, “industrial/commercial warehouse,” as identified and described in the Multiple Property Nomination, *Industrial/Commercial Warehouse Buildings in East Downtown Spokane, Washington, 1890-1948*. Although the building has been altered by removing the loading doors (steel rollup) and constructing an aluminum frame glass wall set back about five feet from the façade plane, the building retains the form and rhythm of the original building.

Adapted to the transportation system that radically changed from the 1910s, the loading bays along the Pacific Avenue frontage of the building were built for semi-tractor trailers. The dock was internal to the building so that the trucks could back in and loading could take place indoors. Loading bays were wide, about 20-feet, to accommodate the backing-in trailers.

Site and Building History

The 1889 Sanborn Insurance map is the first to show the area along W. Pacific Avenue between Washington and McKennan (now McClellan) streets. McKennan Street terminated at the Northern Pacific Rail right of way. Pacific jogged south at McKennan and continued westward to Washington Street where it terminated. The same pattern was evident on the 1891 Sanborn that additionally depicts a rail spur curving across the site.

The 1902 Sanborn depicts essentially a blank slate in the site vicinity, between Division and Washington streets. The Northern Pacific corridor and the street grid are in place, but other than small dwellings and sheds, little had been built in the area. McKennan Street had become McClellan Street.

In 1910, Sanborn documents a surge in construction activity. Warehouses, factories, storage facilities and garages have been built along Pacific Avenue between Browne and Washington Street. A produce warehouse is at 216 West Pacific, but the property on which the Roundup Grocery Warehouse is sited remains undeveloped.

The 1910 Sanborn updated to 1928 depicts the elevated Northern Pacific viaduct with spurs providing access to the rears of the warehouses fronting along Pacific Avenue. The site remains vacant but the Pacific Avenue corridor continues to be built-out.

In 1948 builders Roy L. Bair & Co. constructed this \$125,000 concrete block addition, presumably incorporating an earlier concrete block building, and extending across the head of McClellan from the 100 to the 200 block of Pacific. In this western portion of the building, at 202-214 W. Pacific, Roundup shared space with IGA stores with which it had become associated in 1935. By 1958 the building became the Consolidated Warehouse, a division of Consolidated Freightways, and was separated from the eastern portion of the building at 128-130 West Pacific, that had been used as a warehouse by Roundup between 1952 and 1954 and by General Electric since 1956 (vacating in 1966).

The June 1950 Sanborn shows the Roundup Grocery Company occupying the subject building, the two story brick building to the west (216 W. Pacific), and a grocery warehouse to its west (220 W. Pacific). The subject building, identified as "grocery warehouse and shipping," is shown for the first time. It also includes a concrete block building adjacent to the northeast corner at which McClellan Street terminated.

The 1949 Polk Directory had listed "Roundup Grocery Company Whs" at 128 West Pacific and "Roundup Grocery Company Whol" and IGA Stores Supply House at 216 West Pacific. The same businesses are listed through 1953. Roundup, as well as Beardmore Transfer, is listed at 128 West Pacific in 1955. [It should be noted that the current address of the Roundup building, 210 West Pacific, was not listed because the businesses within the building were either associated with the building at 130 West Pacific, adjacent to the east, or 216 West Pacific, adjacent to the west.]

The 1956 and subsequent Polk Directories did not list the address 128 West Pacific. The address 130 West Pacific, occupied by the General Electric (GE) Warehouse, was listed for the first time. Ray Flaherty, beer distributor, was at 216 West Pacific.

The 1950 Sanborn, updated to 1958, shows the Roundup Warehouse as presently configured and connected at the northeast corner to a similar concrete block building that extends across the north end of McClellan Street. The building and adjacent two-story brick building to the west are labeled as Consolidated Freightways. The building further west, depicted as Roundup Grocery Company in 1950, is now identified as a "seed warehouse." A January 1956 building permit was issued to Consolidated Freightways for interior alterations of the concrete block and brick building at 216 West Pacific (would have included the adjacent warehouse at 210 W. Pacific that did not have a separate address at the time).

General Electric remained at 130 West Pacific until the late 1960s, while a variety of users, primarily trucking, moving, and storage companies, were listed at 216 West Pacific.

Beginning in 1961, Sunset Transfer occupied the building at 216 West Pacific (included 210 W.) and occupied the building at 130 West Pacific from 1970 to 1972. Unicum construction was listed at 216 West Pacific in 1972, and 130 West Pacific from 1973 through 1985 when the space was listed as vacant. Apparently the buildings at 130 West Pacific and 210 West Pacific were separated around 1978, with Simchuk Sporting Goods, Inc. in 210 West (the first year this address was listed), while Unicum continued to use 130 West Pacific as a warehouse.

A building permit was issued to Loretta Simchuk on 8/31/77 for warehouse repair (at 216 West Pacific). Later in the year, 11/9/77, for the first time under the address 210 West Pacific, permits were issued to Simchuk Sporting goods for water service and a water meter. Simchuk Sporting Goods was the first business to be listed at 210 West Pacific in the 1978 Polk Directory.

Simchuk, later Simchuk-Cummins Spokane Athletic Supply, was in the building until 1985. In 1986 and 1987, the building was vacant. Michlitch Company, Inc., a marketing and butcher supplier, occupied the building in 1988 and remained until 2003. Associated Technical Services, office supply, shared the space with Michlitch from 1995 through 2000. The 210 West Pacific address was not listed in 2004 or 2005. Thomas Hammer purchased, began work in, and occupied the building in 2005.

Roundup Grocery Company

Roundup was a wholesale grocery company that was first listed in the Spokane Polk Directory in 1915 as Roundup Fisheries, specializing in imported fine fish and cheese. From 1915 through 1920, Roundup Fisheries was listed at 328 and 330 West Mallon Avenue. In August 1920 a building permit in the amount of \$800 was issued to Roundup Fisheries to alter a

warehouse at 216 West Pacific. In 1921 Roundup moved into the 30,000 square foot two-story warehouse (Commission Building) that had been built by the Washington Warehouse and Storage Company in 1906 and occupied by Rasher-Kingman-Herrin Company (fruit and vegetables wholesalers).

Also in 1921, the Roundup Grocery Company was established with a new owner and became a full-fledged wholesale grocery. In 1935, Roundup became an affiliated I.G.A wholesaler, and after that was listed with the I.G.A. Headquarters at 216 West Pacific.

Spokane's first wholesale grocery had been Boothe-Powell Co., established in 1898, later changing its name to Boothe-McClintock in 1906, and again to McClintock-Trunkey Co. in 1907. (Coe, 1974) McClintock-Trunkey was purchased by Roundup in 1953, with operations being consolidated in McClintock-Trunkey's building at 1212 E. Front (concrete block warehouse) that they had occupied since 1951.

In 1942, Roundup in its affiliation with the Independent Grocers' Alliance (IGA) voluntary chain and revised its basic methods of operation. This plan consisted of a wholesale-level billing plan, order handling and provided economies in selling and warehousing. The purpose of the innovative plan was to reduce distribution costs and make independent grocers competitive with the chain grocery companies.

Roundup was purchased in 1964 by Fred Meyer Company of Portland, Oregon, and continued to operate as a division of Fred Meyer. Likewise McClintock-Trunkey continued to operate as a division of Roundup. In 1974 Roundup consolidated its six locations in Spokane to a state of the art warehouse complex in the Spokane Valley. At that time Roundup was touted as having the largest distribution territory of any wholesale grocery in the United States. (Coe, 1974) Roundup was serving 350 retail stores between Yakima and Wenatchee to the west, Grangeville, Idaho and LaGrande Oregon to the south, and Billings and Great Falls, Montana on the east. The 93 tractors, 112 trailers, and 66 drivers based in Spokane would drive four million miles a year to deliver five million pounds of merchandise a week.

Warehouses in East Downtown

Per the East Downtown nomination, the warehouse symbolized the commercial age, particularly in association with the railroad corridor that crossed Spokane's downtown business district. Warehouses in the East Downtown historic district are concentrated along the rail corridor, southeast of the Central Business District. This warehouse district followed the business in its development. When the central business district was destroyed by fire in 1889, these blocks were either vacant or occupied sparsely by frame dwellings and small commercial buildings for livery stables and feed stores. When Spokane rebuilt the downtown after the fire, the new commercial buildings pushed beyond original business district and south of the railroad tracks. Warehouses were constructed so that the loading docks or freight platforms fronted Railroad Avenue for ease of transfer of materials and goods. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a significant increase in the construction of warehouse and commercial buildings in east downtown south of Railroad Avenue.

The warehouses along Pacific Avenue from Browne to Washington Streets serve as the core of the industrial section in the district. Within this three-block area are warehouses built for various uses including cold storage, grocers, meat packing, garage, creameries, and bakeries. They represent three different decades in the development of the neighborhood—1890s, 1900s, and the post-War era, including the 1948 Roundup warehouse.

Along Pacific Avenue is a series of warehouses on the north side of the street that originally housed grocers and fruit and vegetable wholesalers. The buildings vary in height between one to three stories and are of brick or concrete block construction. Loading docks and wide door openings are typical features. The two-story, brick Commission Building (1906) was built for the Rasher-Kingman-Herrin Company (fruit and vegetables wholesalers) that was in the space until 1916. Roundup Fisheries (later Roundup Groceries) occupied the building from 1919 to the 1950s. The warehouse has two primary facades, one fronting Pacific Avenue and the other facing the railroad spur. Adjacent to the east at 210 and 130 W. Pacific Avenue are the 1948 one-story, concrete block warehouses built for Roundup Groceries. North West Cold Storage, Swift & Company Warehouse, and Greenough Bros. Warehouse complete the block. The first building was originally built for cold storage and then occupied by a creamery and second and third buildings were built for grocers. All three retain functioning loading docks and wide door openings, important features for warehouses, fronting Pacific Avenue. (Woo, 2003)

Historical Context

The historical context for Spokane has been included in several National and Spokane Register nominations, including the most recent East Downtown National Historic District and West Downtown Historic Transportation Corridor, thus the discussion of Spokane's history is somewhat abbreviated. The following is excerpted from those nominations and provides context.

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

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

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

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

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

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

The story of industry, commerce, and labor in Spokane is tightly interconnected with the coming of the railroads. The Northern Pacific Railroad came to Spokane in 1881 with the connection to cross the continent in 1883. During the next two decades, several Northern Pacific branch lines were built through the region, establishing Spokane as a hub, to serve the farming, lumber, and mining areas of the Inland Northwest. Additionally, the Union Pacific, Great Northern, and the Chicago, Milwaukee, St. Paul & Pacific came through Spokane on their way to the west coast. By the turn of the century, eight railroads converged in Spokane making the city a major transportation center.

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

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

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

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

Coe, Gordon, H. The Spokane Daily Chronicle. "Warehouse Role Important." 9/17/1974. p.3.

--. "Middlemen Speak Up." 9/16/1974. p.10.

Mann, John W.W. Reins, Trains, & Automobiles: Spokane's Historic Transportation Corridor. *Society of Commercial Archeology Journal*. Vol. 19, No. 2 (Fall 2001), pp. 17-24.

Martin, Robert R. Integration in the Inland Empire Region of the Pacific Northwest. *Social Forces*. Vol. 17, No. 1 (October 1938) pp. 29-40.

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

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

Spokane County Assessor's Office. Field Files for 216 West Pacific Avenue.

Spokane County Clerk's Office, Deed Books.

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

Thomas, James H. Trucking History and Legend. (Oklahoma State University PhD Thesis). 1976.

Tousley, Rayburn D. Reducing Distribution Costs in the Grocery Field: A Case Study. *Journal of Marketing*, Vol. 12, No. 4 (Apr., 1948), pp. 455-461.

Washington State University, History Department, Graduate Seminar. West Downtown Historic Transportation District. *National Register of Historic Places Nomination*. 4 May 1999.

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Yeomans, Linda. *Industrial/Commercial Warehouse Buildings in East Downtown Spokane, WA, 1890-1948 MPD, 2007*. Spokane City/County Office of Historic Preservation, Spokane, WA.

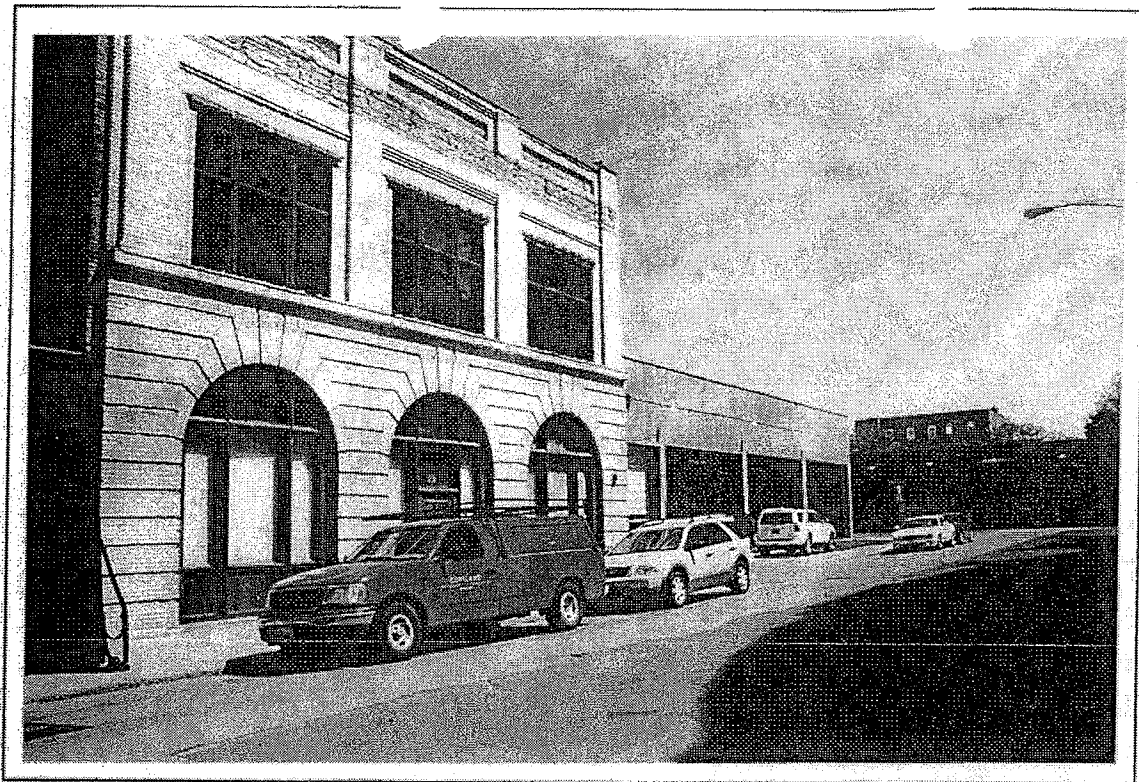


Photo No. 1 – View to Northeast Along Pacific Avenue, Site Streetscape



Photo No. 2 - View to Northwest Looking at Site,
NW Corner of Pacific Avenue and McClellan Street

210 W. Pacific-Roundup



Photo No. 3 – View Toward North Looking at East Façade
Along McClellan Street, Site Streetscape

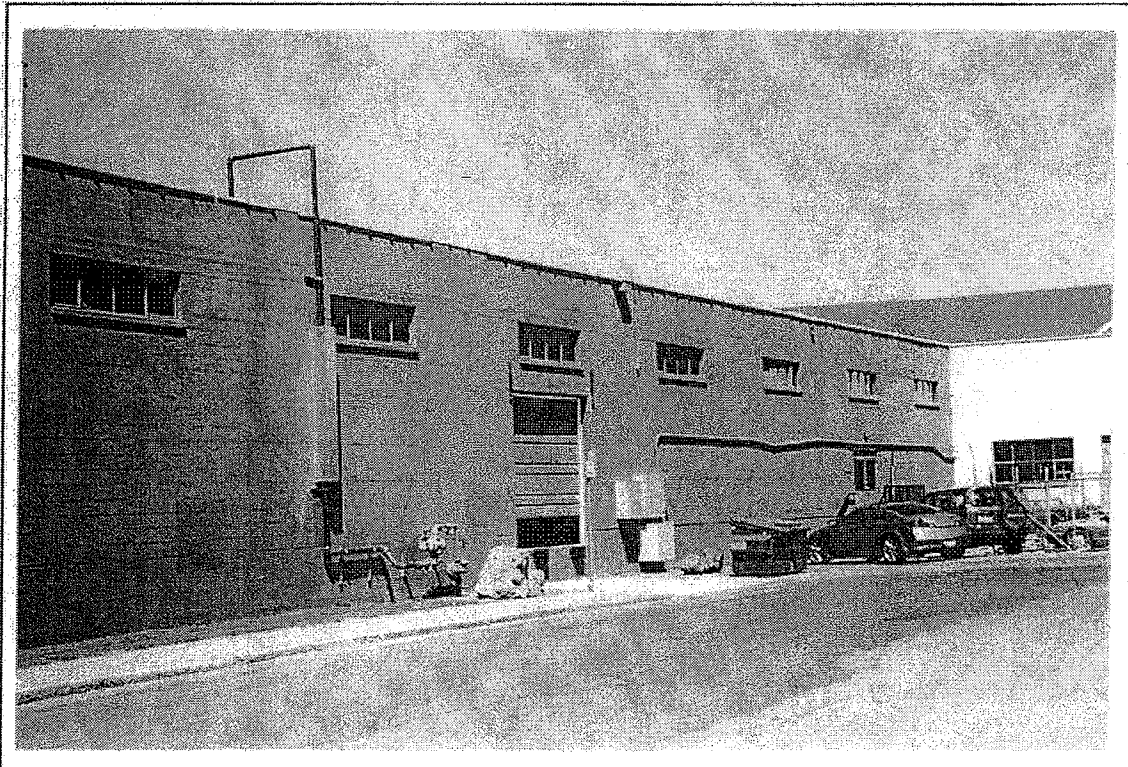


Photo No. 4 - View of East Façade Near North End
(Showing New Loading Door & Existing Pedestrian Doors)

210 W. Pacific-Roundup

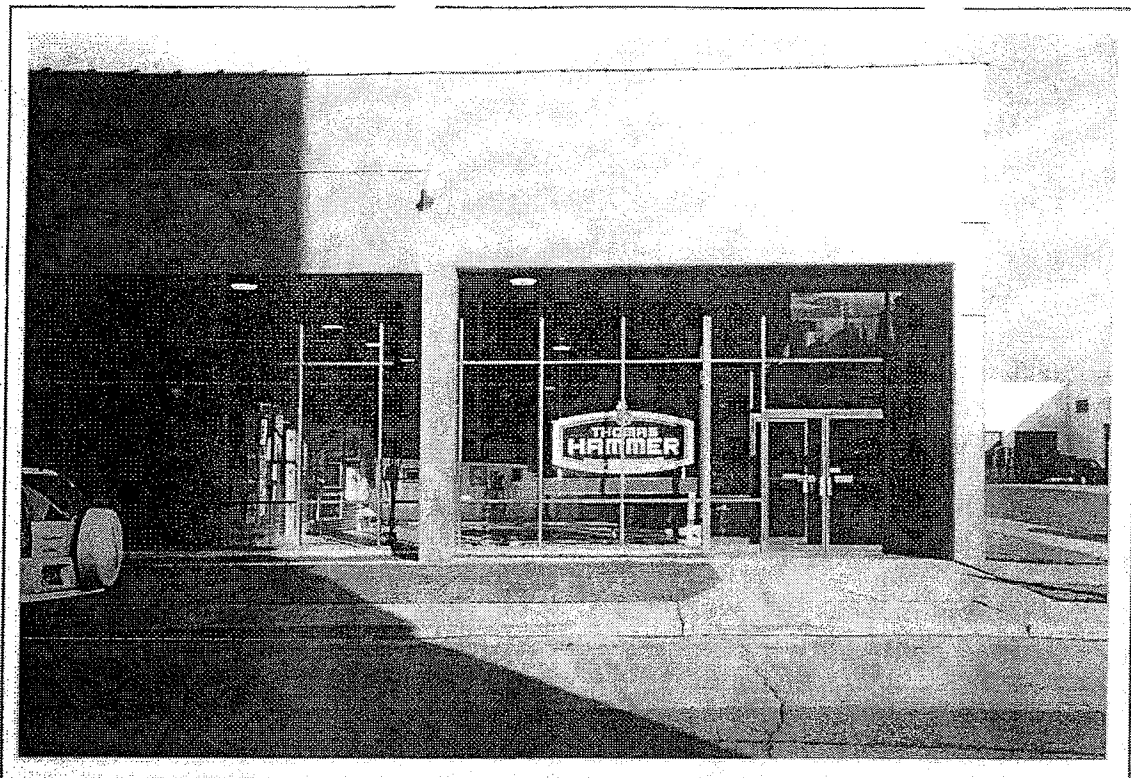


Photo No. 8 – View Toward North Looking At Main Entry
(Bay 1, Southeast Corner)

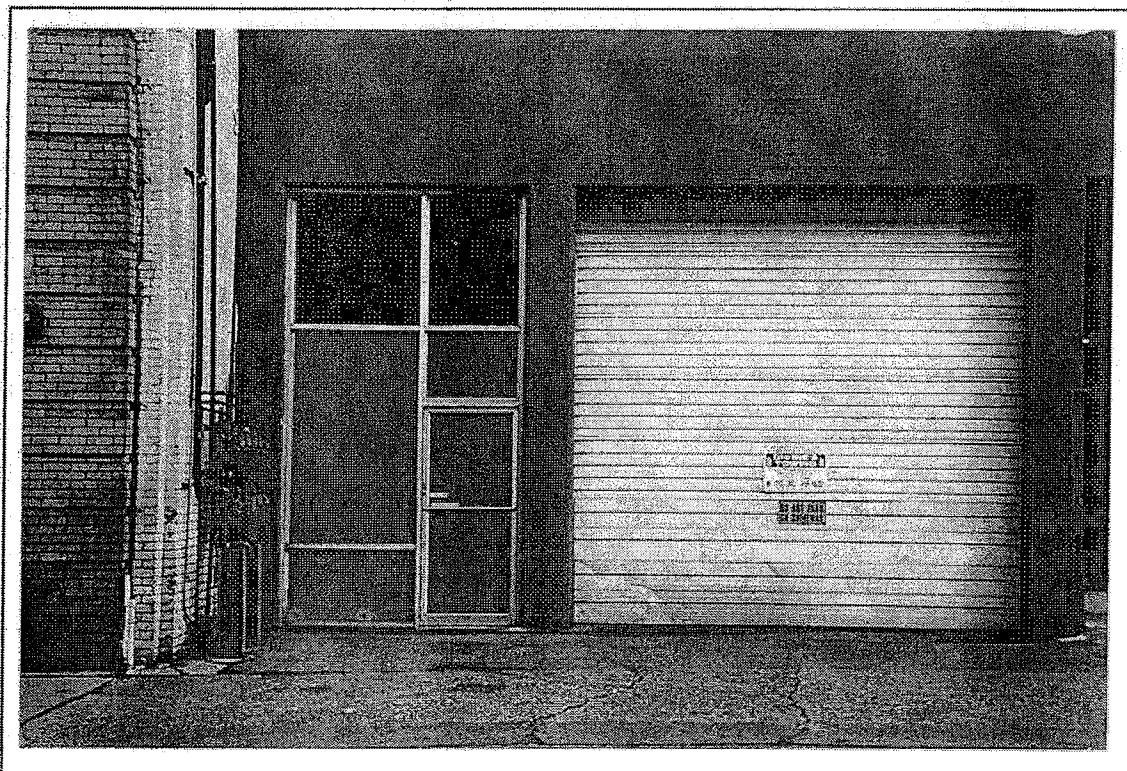


Photo No. 9 – View Toward North Looking At Westerly Loading Bay
(Bay 4, Southeast Corner)

210 W. Pacific-Roundup

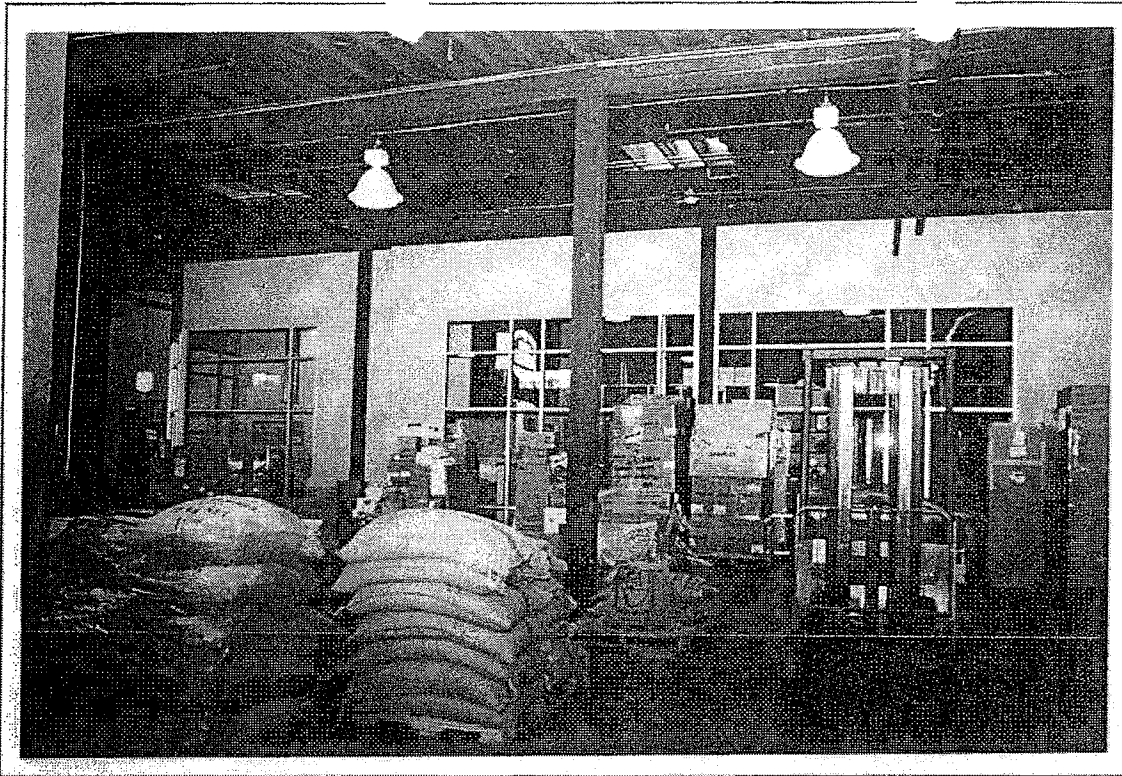


Photo No. 16 – View Toward Northwest Looking Diagonally Across Warehouse Floor Toward New Offices

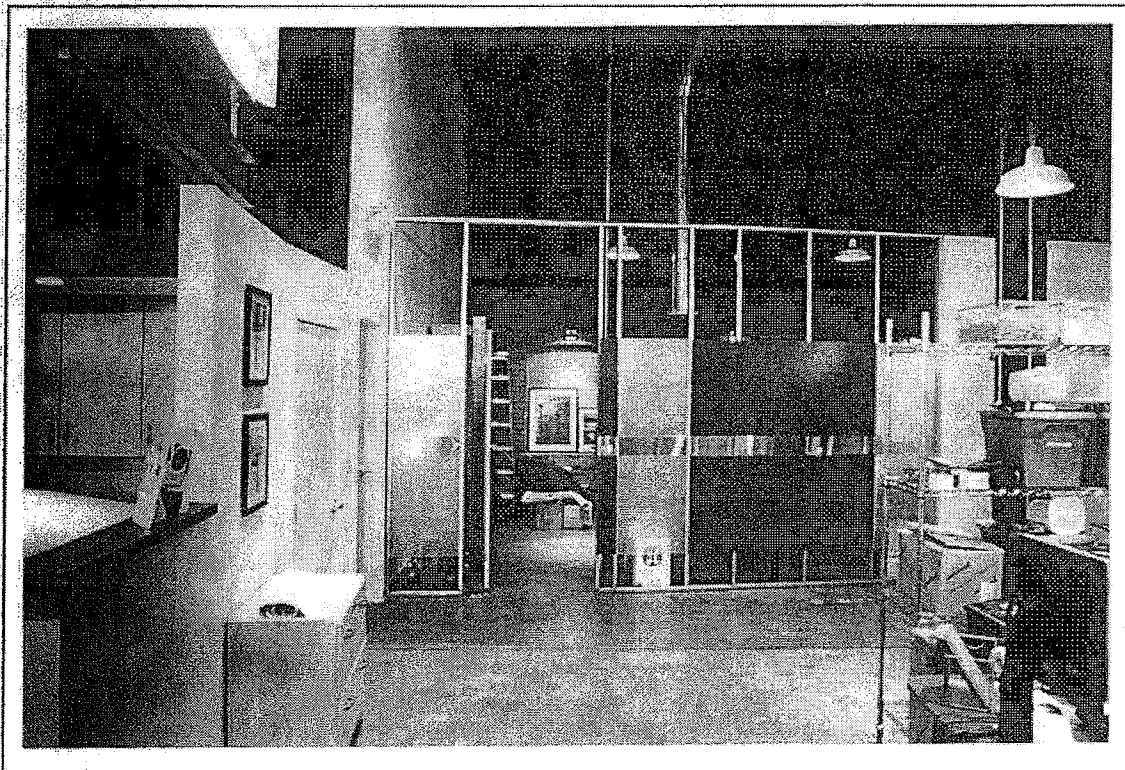


Photo No. 17 – View Toward West Looking Inside Office Area Showing Office Partitions and Original Brick Wall and Window Niche

210 W. Pacific-Roundup