

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: Inland Auto Freight

And/Or Common Name: Pacific Fruit & Produce; Kalispell Auto Freight

2. Location

Street & Number: 102 E Main Avenue

City, State, Zip Code: Spokane, WA, 99202

Parcel Number: 35173.0301

3. Classification

Category

☒ building

☐ site

☐ structure

☐ object

Ownership

☐ public ☐ both

☒ private

Public Acquisition

☐ in process

☐ being considered

Status

☒ occupied

☐ work in progress

Accessible

☐ yes, restricted

☒ yes, unrestricted

☐ no

Present Use

☐ agricultural

☒ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☐ residential

☐ religious

☐ scientific

☐ transportation

☐ other

4. Owner of Property

Name: JABS 102 LLC

Street & Number: 4723 E Glennaire Drive

City, State, Zip Code: Spokane, WA 99223

Telephone Number/E-mail: 509.703.7771, jimmy@jmkfa.com

5. Location of Legal Description

Courthouse, Registry of Deeds

Street Number:

City, State, Zip Code:

County:

Spokane County Courthouse

1116 West Broadway

Spokane, WA 99260

Spokane

6. Representation in Existing Surveys

Title: Enter previous survey name if applicable

Date: Enter survey date if applicable

Depository for Survey Records:

☐ Federal ☐ State ☐ County ☐ Local

Spokane Historic Preservation Office

7. Description

Architectural Classification

Condition

- ☐ excellent
☒ good
☐ fair
☐ deteriorated
☐ ruins
☐ unexposed

Check One

- ☐ unaltered
☒ altered

Check One

- ☒ original site
☐ moved & date _____

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

8. Spokane Register Categories and Statement of Significance

Applicable Spokane Register of Historic Places category: Mark "x" on one or more for the categories that qualify the property for the 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.
- ☐ E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

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: .21 acres
Verbal Boundary Description: Block 102 of the Third Addition to Railroad Addition, Recorded in Volume "A" of Plats, Page 113.
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

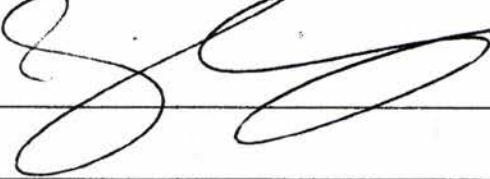
Name and Title: Katie Pratt, Architectural Historian
Organization: Northwest Vernacular, Inc.
Street, City, State, Zip Code: 3377 Bethel Rd SE Suite 107-318
Telephone Number: 360-813-0772
E-mail Address: katie@nwvhp.com
Date Final Nomination Heard:

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)



14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission Hearing: _____

Landmarks Commission decision: _____

Date of City Council/Board of County Commissioners' hearing: 2/10/2020

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.



Megan Duvall
City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor – City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

1/29/20

Date

Attest:



City Clerk

Approved as to form:



Assistant City Attorney

SUMMARY STATEMENT

Constructed in 1922, the Inland Auto Freight building stands at the southeast corner of the intersection of east Main Avenue and Pine Street in the East Riverside neighborhood of Spokane. The one-story, hollow clay tile building with a truncated triangular footprint has a poured concrete foundation. The building is utilitarian in appearance, but its hollow clay structure sets it apart from neighboring brick buildings. Hollow clay tile was an inexpensive alternative to brick, with more heat- and moisture-proof characteristics than brick.¹ The stepped parapets on the building's west and north facades feature ghost signs from one of the building's previous tenants—Pacific Fruit and Produce.

DESCRIPTION OF PROPERTY

Site

The Inland Auto Freight building at 102 E Main Avenue has a triangular footprint with west, north, and southeast elevations. The northeastern corner of the building is truncated. The building's site slopes down from east to west. Pine Street is parallel to the building's west elevation and east Main Avenue is parallel to its north. The Jensen-Byrd Building is immediately northeast of the Inland Auto Freight building, across Main Avenue. The east boundary of the Spokane and National Registers of Historic Places listed East Downtown Historic District is 300-feet west of the building. An asphalt paved parking lot with landscape strips and contemporary lighting are located to the south of the building.

Exterior

The building has a four-foot-high concrete foundation. Hollow clay walls extend above the foundation and form the remainder of the building's exterior. The hollow clay tile's coloring is a mixture of red, gray, and brown. The tiles on the upper portions of the wall appear to be faded where the wall did not have an awning sheltering the tiles from the sun and weather. Window openings on the building's three elevations feature heavy concrete lintels and brick rowlock sills. Contemporary light fixtures, narrow black cylinders with square plates, have been added to provide lighting to the building's exterior and along pedestrian circulation paths. A flat roof shelters the building with a low stepped parapet wall. A black metal coping caps the parapet. Metal scuppers and downspouts drain water off the building's flat roof. Contemporary HVAC units stepped back from the parapet wall are present on the roof and service the building.

The building's primary facade is the west elevation. This facade is marked by several window and door openings, all with heavy concrete lintels, and a large raised concrete patio with integrated accessibility ramp that stretches the width of the facade. The concrete foundation extends up from the new ramp—which replaced the original loading dock—to the halfway point in the height of the first story window and door openings. There are three window openings and two doorways on the first story; four windows have been added above the first story level to provide daylight to the added mezzanine on the

¹ Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York and Oxford: Oxford University Press, 1999).

interior as part of the 2019 adaptive reuse rehabilitation. All the windows and doors are commercial storefront systems with black frames and double paned glazing. The parapet wall steps up two courses of the clay tiles at the center of the facade. A painted ghost sign, “Pacific Fruit & Produce Co.,” remains within this band.

The building’s north elevation continues the foundation, wall surface, and door and window materials found on the west elevation. The main entrance to the building has been established on this elevation, at the western end. The entrance is at ground level and is recessed within a new opening cut through the concrete foundation and clay tiles. A metal lintel marks this entrance. Another entrance has been added to at the eastern end of the elevation as part of the 2019 adaptive reuse rehabilitation. This entrance has also been cut through the foundation and tiles and is recessed. There are eight windows on this elevation, two on the first story level and six on the mezzanine, and all feature the black commercial storefront windows. The two westernmost windows are the only ones that feature the heavy concrete lintels.

The vertical wall plane steps down 10 courses of clay tile for the eastern quarter of the facade. A painted ghost sign for “Pacific Fruit & Produce Co.” stretches the length of the elevation from its western end to the step down at the eastern end.

The building’s east elevation is the truncated northeast corner of the building. It continues the foundation, wall surface, and door and window materials found on the west and north elevations. A former opening—centered on the elevation—has been infilled with concrete block. This elevation houses the utility services brought into the building, with multiple gas meter boxes, a large electric meter, cable/phone line box, and related conduit, pipes, and attachments all affixed to the wall surface.

The building’s angled southeast elevation continues the foundation, wall surface, and door and window materials found on the west, north, and east elevations. The vertical wall plane steps down 10 courses of clay tile for the eastern quarter of the facade. There are no entrances on this elevation. There are eight windows on this elevation, of varying sizes (both width and height), and all feature the black commercial storefront windows present on the other elevations. This elevation does have one large wall of windows set in a 4x6 grid, a departure from the other windows in the building. There are also two windows that stretch nearly the full height of the building providing daylighting to first story and mezzanine spaces. Conduit (with attachments) extends from the utility panels on the east elevation along the parapet level on this elevation.

Interior

The interior of the former warehouse building is now divided up to provide commercial, professional office, and event space. A mezzanine level has been added to increase square footage. Prominent finishes throughout the interior include exposed hollow clay tile, concrete, metal, and heavy timber. Flooring consists of polished concrete in high traffic areas, carpet in office spaces, and tile in the restrooms. Exterior walls are exposed hollow clay tile or concrete. Interior partitions are drywall with a skim coat finish.

Timber beams and wood car decking are left exposed. Ducting and piping are left exposed, as well. See Figures 28 and 29 for contemporary (as of 2019) floorplans of the building.

The main (first) floor has three key zones: an event or restaurant space in the southwest corner; a commercial retail space in the east corner; and a professional office space along the north side. The mezzanine (second) floor is associated with the professional office space.

Upon entering through the main entry door on the north elevation, a half flight of steps leads up to a lobby/waiting area. The lobby provides access to both the event space in the southwest corner and the office space at the north end. A secondary entrance to the lobby, located on the west elevation provides access from the exterior ramp and patio along the west elevation.

The office space is subdivided into a reception area, offices, conference room, work/lounge areas, kitchen space, and restrooms. A new stair leads up from the reception area to more offices in the added mezzanine level. A half flight of stairs leads from one of the work/lounge areas down to a secondary entrance on the north elevation.

The event space is open and will be finished according to tenant needs. It is an open volume (the mezzanine does not extend over it) and it has access out onto the raised patio on the west elevation.

The commercial retail tenant at the east corner is open and will be finished according to tenant needs. It is an open volume (the mezzanine does not extend over it) and has two entrances that flank a large window wall that opens like a garage door.

The mezzanine level of the office space has an open-air walkway with a metal railing that is stepped back from the north exterior wall, maintaining the continuous wall surface. The walkway follows the north elevation and then jogs to the south to access offices and restrooms.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

Original drawings for the building have not been found. Historic photographs of the property, dating from 1926 to 1939 (see Figures 8-13), indicate the building had the following original appearance.

Exterior

The building has historically had a triangular footprint with west, north, and southeast elevations and a truncated northeastern corner. Original exterior materials included a four-foot-high concrete foundation and hollow clay tile walls. The building's main elevation was the west elevation, which was dominated by a full-width raised concrete loading dock sheltered by a shed roof. It appears that slender wood or metal posts supported the loading dock roof at the western edge of platform, spaced at regular

intervals. The loading dock roof was covered in corrugated metal. It appears the loading dock wrapped around the southeastern elevation of the building, but as a wood platform (see Figure 12). Signage at the parapet levels on the west and north elevations remained in a consistent location, but the company name changed depending upon building occupancy.

Many of the historic photos of the building depict lines of freight trucks backed up to the main loading dock, making it difficult to identify the original fenestration pattern on the west elevation. But given its use as a freight depot and the loading ramp, it likely featured some windows and series of loading doors. Windows on this elevation appeared to have been large, multi-lite wood units, possibly arranged in groups and divided by wood mullions (see Figure 8). A photograph from 1997 (included taken for inclusion with a reconnaissance-level historic property inventory form) indicates that the building likely had three loading doors originally—two original doors remained as of 1997. The loading doors slid on overhead tracks and appeared to be wood. A former loading door had been infilled by this point to support a contemporary personnel door. Windows remaining on this elevation in 1997 were 8:8 double-hung sash. See Figure 14.

The north elevation originally featured a series of small windows, mostly present at the clerestory level, and large loading bay doors. At the first floor level, there were at least four windows at the western end of the north elevation. From historic photographs, there appeared to be two 1:1 double-hung wood sash windows and a paired multi-lite set of windows of unknown operation. The five clerestory windows were actually five paired sets of windows, with each pair separated by a wood mullion. The majority of them appeared to be multi-lite casement windows, but the westernmost pair were single lite hopper windows. Two large wood loading doors, supported by an overhead track and metal trucks, slid closed over large openings. Trucks backed directly up to these doors to facilitate loading and unloading. At the eastern end of this elevation, where the wall plane has stepped down, there was a large, ground level loading door opening. Two sliding doors covered this opening, meeting in the middle. See Figure 9.

Historic photographs typically did not depict the southeast elevation, but a photograph shows that at least the eastern end of the elevation had a loading platform and a series of windows. A rail siding paralleled the loading platform. The windows appear to be multi-lite wood, double-hung sash. The loading platform had been removed by 1997. See Figure 14.

Interior

The building was historically used as a freight depot and was likely predominately open storage with utilitarian finishes. According to the 1953 Sanborn Fire Insurance map, the building had a small office sited at the northwest corner of the building and another interior partition near the northeast corner. The map identified the floors as concrete. See Figure 6.

CURRENT APPEARANCE & CONDITION

The current appearance of the building's exterior, while not an exact match to its original design, remains recognizable as the historic Inland Auto Freight building—retaining its distinctive triangular footprint, hollow clay tile walls, and ghost signs. Original window openings are distinguished from newer openings by the added concrete lintels. Rowlock bricks form the window sills for all original window openings.

KNOWN ALTERATIONS

The following is a list of alterations that have occurred to the building. These are determined from comparing historic photographs to the building's current appearance and available building permits. Dates or date ranges are provided when known.

- **1924**, November 8: Wiring and fixtures (6) – permit no. 68936 – contractor H. A. Smith
- **1928**, September 24: concrete and tile work alterations, \$1,000 – permit no. 3291 – contractor Hedger & Kramer
- **1937**, June 2: Addition of 280-gallon gas tank and pump, \$100 – permit no. 49816 – contractor Kalispell Auto Freight
- **1948**, June 17: Addition of one 550-gallon gasoline tank underground and pump, \$400 – permit no. 91101 – contractor Service Station Maintenance Co.
- **Pre-1997**: Removal of west elevation loading dock roof/awning

Summary Statement

Areas of Significance
Period of Significance
Built Date
Architect
Builder

Transportation
1922-1954
1912
Unknown
William H. Allen

SUMMARY STATEMENT

The Inland Auto Freight building, constructed in 1922, remains as one of the few buildings that speaks to the once bustling industrial and warehouse district that operated on the north side of the Northern Pacific Railway tracks east of downtown. The building's triangular shape is a direct response to the location of the railroad tracks, with the building's slanted elevation parallel to the tracks. The Inland Auto Freight building is significant under Spokane Register of Historic Places Category A for its association with Spokane's prominence as the regional shipping center for the Inland Empire and the development of the East Riverside neighborhood around the Northern Pacific Railway's freight depot to support this responsibility. The building is significant within the Commerce and Transportation Areas of Significance. As a freight depot constructed adjacent to the railroad, the Inland Auto Freight building illustrates the shift towards auto-dominated freight in shipping, particularly to transport goods to smaller surrounding communities. The building's size and proximity to the railroad, along with its construction date, connect it to a specific period in Spokane's shipping history as the railroad had peaked in prominence and the automobile began rising in importance. The building's vacancy by the mid-1950s—as Americans had fully embraced the automobile and national highway system—further reflects the shipping industry's continued transition to automobiles with larger trucks and buildings to accommodate the growing industry.

HISTORIC CONTEXT & STATEMENT OF SIGNIFICANCE

Spokane's Development and the East Riverside Neighborhood

The Spokane Tribe of Indians of the Interior Salish Group, have called the area now known as Spokane and the Inland Empire home since time immemorial. When Euro-American settlers arrived in the area to inhabit it and leverage its resources, the Spokane Tribe's land encompassed over 3 million acres, which they lived on and stewarded, fishing the Spokane and Columbia rivers.²

Europeans arrived in the region in the early 19th century, with fur trappers establishing trading posts followed by missionaries and then homesteaders. The United States established the Washington Territory in 1853. Land claims by white colonists were made

² Spokane Tribe of Indians, "Spokane Tribe of Indians," <https://www.spokanetribe.com/> (accessed November 21, 2019).

in the 1870s, with S. R. Scranton and J. J. Downing settling along the banks of the Spokane River near the falls in 1871 and claiming squatters' rights. James N. Glover and Jasper M. Matheny of Salem, Oregon, along with a third partner bought out the claims in 1873 and established a sawmill. Glover bought out his two partners in 1876 and hired a surveyor to lay out streets and blocks, filing the plat of Spokane Falls in Colville in 1878. Spokane Falls grew to a population of 350 by 1880 and was incorporated by the territorial legislature on November 29, 1880.³

The arrival of the Northern Pacific Railroad in Spokane Falls in 1881 spurred initial development in Spokane Falls. When the line arrived in June of 1881, Spokane had a rail connection with Portland and Puget Sound to the west. The eastern connection was not completed until two years later. The population boomed, increasing from 3,500 in 1886 to 20,000 in 1889. Plats like the Railroad Addition and the subsequent three additions, such as the 1886 3rd Addition to Railroad Addition in which the nominated property is located, were filed during this time in anticipation of railroad-related development.⁴

The city's population grew exponentially, though, between 1900 and 1910, soaring from 36,848 to 104,402 as competing railroads like the Union Pacific, and Great Northern, and Chicago, Milwaukee, St. Paul & Pacific arrived in the city. By the dawn of the 20th century, eight railroads were running through Spokane. Branch lines to serve the surrounding region's developing farmland, lumbering industries, and mines extended out from Spokane, establishing it as a significant shipping and distribution center for the Inland Northwest—called the Inland Empire.

Spokane's population growth had stabilized by the 1920s, when the warehouse at 102 E Main was constructed, with the 1923 city directory estimating its population at 122,400.⁵ However, the increasing prosperity of the city was reflected in its thriving residential and commercial construction. In April 1922 over \$2 million in new construction projects were planned or underway in the city.⁶ In the first quarter of 1922 alone, nearly 150 permits for residences were issued, four for new churches, and several fraternal halls and business buildings like the Pacific Fruit & Produce warehouse and an icing plant for the Great Northern Railroad.⁷

By the 1920s, Spokane was “the commercial heart of the Inland Empire,” a status which it retains.⁸ The Inland Empire includes all of Washington east of the Cascades, the panhandle of northern Idaho, and portions of western Montana, northeastern Oregon, and southern British Columbia. The jobbing business—distributors of retail goods—kept pace

³ Summarized from “East Downtown Historic District,” National Register of Historic Places Nomination (2003), Section 8, Pages 2-3, prepared by Eugenia Woo.

⁴ “Plat of the Third Addition to Railroad Addition to the Town of Spokane Falls, Spokane County, W.T.,” Department of Natural Resources, 1886.

⁵ Polk's Spokane Directory, *Spokane City Directory* (Spokane, WA: Polk's Spokane Directory, 1923), 10.

⁶ “Spokane Building, Started or Planned, Reaches \$2,000,000,” *The Spokesman-Review*, April 23, 1922: 24.

⁷ Ibid.

⁸ “Polk's Spokane Directory,” *Spokane City Directory*, 1923, 9.

with the city and Inland Empire's growth. Spokane's wholesale trade network extended to Ellensburg to the west; Pendleton, Oregon, to the southwest; Pocatello, Idaho, to the southeast; Butte, Montana, on the east; and the Canadian border to the north. The wholesaling business had an estimated annual value of \$185 million in 1922.⁹

Freight businesses, typically sited east of downtown in Spokane near the railroad tracks to facilitate easy distribution, formed to deliver goods by trucks via the highway. Between 1910 and 1952 (when the 1910 Sanborn Fire Insurance maps were updated), the neighborhood surrounding the original Northern Pacific Railroad's freight depot (demolished) filled in considerably. The 1910 Sanborn Fire Insurance map shows the dominance of the railroad lines and the freight depot, but the buildings surrounding the tracks and depot were primarily wood-frame dwellings with a few businesses related to the railroad. The largest and most notable building present, besides the depot and associated storage building, was the Marshall Wells Hardware Co. (1909 on Main Avenue). The 1953 Sanborn Fire Insurance map shows a neighborhood redeveloped to support the railroad and freight, including the Northern Pacific's new freight depot in addition to the Inland Auto Freight warehouse, a large auto loading and unloading platform, and multiple warehouses flanking the depot (see Figure 6).

By 1939, 65 freight trucks left Spokane daily carrying merchandise throughout the Inland Empire and the trucking business was valued at an annual income of \$1.25 million.¹⁰ The growth in Spokane's motor freight industry was reflective of trends happening nationwide, as reliance on the automobile took precedence over the railroad. According to *The Spokesman-Review*, in 1939 trucking had far outpaced railroads in terms of employment nationally, with trucking providing jobs for 3.5 million compared to 1 million by railroads.¹¹ A 1948 article on freight traffic in Spokane and the Inland Empire highlighted Inland Motor Freight—which boomed while located at 102 E Main—as a typical example of motor freight expansion in the area.¹² The company grew from 38 trucks in 1931 operating out of a one-story warehouse (102 E Main) to over 400 trucks in 1948 with a warehouse comprising an entire city block.¹³

Construction and Use of the Building

In 1922, local contractor Albert L. (A.L.) Mitchell of Mitchell Bros. general contractors negotiated with Pacific Fruit and Produce to construct a one-story building on his property at Main and Market (now Pine). Between 1890 and 1910, the property had a two-story wood-frame dwelling on it with a large one-and-a-half-story shed (see Figures 3 and 4).¹⁴ Pacific Fruit and Produce signed a 10-year lease for the property. Mitchell hired local contractors Jasper & McLellan to construct the building—at a cost of

⁹ Ibid.

¹⁰ "Fifty-Three Concerns Operate From Here to Many Points," *The Spokesman-Review*, July 31, 1939: 19.

¹¹ "Fifty-Three Concerns Operate From Here to Many Points," *The Spokesman-Review*.

¹² "More Freight Than Average Moves on Highways," *The Spokesman-Review*, January 25, 1948: Annual Progress Edition, 17.

¹³ "More Freight Than Average Moves on Highways," *The Semi-Weekly Spokesman-Review*, 7.

¹⁴ Sanborn Fire Insurance Map, 1910, Volume 4, sheet 435.

\$18,500—with a frontage of 107 feet on Main Avenue, 108 feet on Market (Pine) Street, and 157 feet along the Northern Pacific right-of-way. Although no original drawings have been found for the building, the obituary for architect Arthur Cowley indicates he drew the plans for the Inland Auto Freight warehouse (which is what the building was later called, but Inland Auto Freight also had another building constructed in 1936).¹⁵ The warehouse building was set to include storage space, an office, a large refrigerating plant, and a cooling room (likely the small interior space in the building's northeast corner as seen in the 1953 Sanborn map in Figure 6).¹⁶ A spur railroad track served the building and facilitated freight handling. The building was constructed of hollow clay tile, an inexpensive alternative to brick that was more moisture- and heat-proof and spread in popularity at the beginning of the twentieth century.¹⁷ The use of hollow clay tile, with a less refined finish than brick, was also appropriate for the warehouse which seemed to be intended for purely utilitarian purposes with no expected customer interaction at the building.

Pacific Fruit and Produce was a large fruit and produce jobbing concern of Portland. At the time, they were one of the largest fruit and produce concerns on the Pacific Coast, with branches in nearly every city with population over 20,000 from San Diego to Vancouver.¹⁸ When the company established itself in Spokane they already had 15 retail branches in Washington and 15 in Oregon, plus eight shipping branches.¹⁹ The company utilized the property at 102 E Main Avenue until 1925. Ryan Fruit Company took over Pacific Fruit and Produce company's wholesale businesses in Spokane, Lewiston, Coeur d'Alene, Baker, and La Grande—this deal was the result of an exchange of territory and shifting of approximately \$150,000 in property by the two competitors.²⁰ Pacific Fruit and Produce's operations moved to the Ryan Fruit Company's newly constructed warehouse, nearby at Riverside and Division (constructed by 1927, demolished). The company eventually moved into a larger warehouse nearby at Riverside and Division where they continued to operate until 1974 when they constructed a one-story 46,000-square foot plant.²¹

After Pacific Fruit and Produce Co. vacated the building, Inland Auto Freight, operated by Grover C. Ealy, and Spokane-Coeur d'Alene Auto Freight, operated by George Natwick, leased a 100x40-foot portion of the building for seven years for a total cost of \$16,800. The remainder of the building was leased by Ryan Fruit as cold storage warehouse. A newspaper article advertising the new auto freight lease stated:

All the auto freight companies except the Cheney Auto Freight Company and the company operating between Spokane and Sprague will use the new terminal, Mr.

¹⁵ "Arthur Cowley Taken By Death," *The Spokesman-Review*, January 19, 1949: 1 and 6.

¹⁶ "Puts \$41,000 in New Warehouse," *The Spokesman Review*, March 24, 1922: 6.

¹⁷ Bradley, *The Works: Industrial Architecture of the United States*.

¹⁸ "Big Produce Co. Enters Klamath on Large Scale: Pacific Fruit and Produce Co. to Erect \$15,000 Warehouse Here," *The Klamath News*, May 23, 1925: 1.

¹⁹ "Pacific Fruit Co. Is \$1,000,000 Firm," *The Spokesman-Review*, March 25, 1922: 9.

²⁰ "Cut Competition by District Trade," *Spokane Daily Chronicle*, April 30, 1925: 21.

²¹ "Pacific Produce Gets New Plant," *Spokane Daily Chronicle*, August 1, 1974: 42.

Ealy said. These are the Lewiston-Spokane line; the Coeur d'Alene-Spokane line; the Inland, operating between Spokane and Chewelah; the Tekoa-Spokane line; the Milan-Spokane line; the Big Bend Auto Freight company, operating between here and Almira; and the Washington Auto Freight company, operating between Spokane and Maiden.²²

In 1931, three major Inland Empire automobile freight lines merged to form a new company—Inland Motor Freight—valued at \$500,000. The three firms that consolidated included Inland Auto Freight, Lewiston-Spokane Auto Freight, and Big Bend Auto Freight. Grover C. Ealy was president and general manager of the newly formed company. In 1930, the three companies had handled freight with a gross revenue of over \$230,000.²³

Ealy was well-known in the freight trucking business, having established Deer Park Auto Freight in September 1918 to provide freight service between Spokane and Clayton. He changed the business name to Inland Auto Freight in 1921 when he extended his service to Colville. He purchased Lewiston Auto freight in 1929 before consolidating it with Inland Auto Freight and Big Bend Auto Freight in 1931 as Inland Motor Freight.²⁴ The three companies had 38 trucks when they consolidated. Even as Ealy consolidated his businesses, the warehouse at 102 E Main, continued to service a number of freight companies, between 1932 and 1936:

- Inland Motor Freight (1931-1936)
- Auto Freight Depot of Spokane (1931-1936)
- Plummer-Worley Auto Freight (1931-1936)
- Cheney Auto Freight Co. (1931-1936)
- Medical Lake Auto Freight Co. (1931-1936)
- North Idaho Auto Freight Co. (1931-1936)
- Washington Auto Freight Co. (1931-1936)
- Sprague Auto Freight Co. (1931-1936)
- Sand Point Auto Freight (1931-1934)
- Coeur d'Alene Auto Freight (1931-1934)
- Tekoa-Spokane Auto Freight Co. (1931-1933)

Ealy's company continued to grow over the years, keeping pace with the expanding freight-truck industry growth in Spokane and the rest of the nation. In 1935, the company hired contractor F. E. Martin to construct a new, larger warehouse (142 by 300 feet in size) on First between Sherman and Sheridan for an estimated cost of \$75,000.²⁵ The new building included a 200-foot loading platform, large service and loading floor, basement

²² "Auto Freighters Lease New Home," *The Spokesman-Review*, June 3, 1925: 9.

²³ "3 Auto Freight Lines Combine," *The Spokesman-Review*, February 1, 1931: 8A.

²⁴ "Freight-Trucking Industry Becomes Big Business, With Spokane as Center: Fifty-Three Concerns Operate From Here to Many Points," *Spokane Daily Chronicle*, July 31, 1939: 19; "More Freight Than Average Moves on Highways," *The Semi-Weekly Spokesman-Review*, January 25, 1948: Annual Progress Edition, 17.

²⁵ "Will Start Monday on Motor Terminal," *Spokane Daily Chronicle*, September 28, 1935: 3.

storage rooms, repair shops, and offices. Inland Motor Freight moved into its new headquarters in 1936.²⁶

Spokane Transfer and Storage Company owned the building by 1940. Millard Johnson purchased the building from the company; Johnson had been one of the founders of the firm and president, in 1940. At the time, the building was used by Pacific Fruit and Produce once again, but as a garage.

Although, Inland Motor Freight moved into a new building, the building at 102 E Main continued to serve as a warehouse for auto freight businesses into the early 1950s. It appears that a number of freight businesses operated out of the building, often at the same time. The following list, generated from address listings in the city directories, includes all the known freight businesses that used the building; date ranges follow in parentheses.²⁷

- Motor Freight Terminal (1940-1952)
- Helphrey Motor Freight (1940-1952)
- Colville Motor Freight (1940-1945)
- Western Motor Freight Inc. (1940)
- Eckert Freight Lines (1940)
- Grand Coulee Motor Freight (1940)
- Matthews Auto Freight (1940)
- Davenport Motor Freight (1940)
- Hankle Transfer (1940)
- Catlow Motor Freight (1940)
- McCune Motor Freight (1940)
- Merchant Shippers Association (1940)
- Westland Forwarding Co. (1940)
- Montandon Bros Freight (1945)
- Drinkard's Motor Freight (1945)
- Eland & Stewart Motor Freight (1945)
- Three-Y Motor Freight (1945)
- Spokane Metaline Auto Freight (1950)
- Okanogan Freight Lines (1950)

According the city directories, the property was vacant by 1954 and appears to have remained mostly vacant for the next 30 years. A brief newspaper mention in May 1965 reporting on vandalism at the property indicated it was the warehouse for Spokane Metals.²⁸ The next known tenant of the property was Precision Mechanical, heating and

²⁶ "New Home of Inland Freight Offers Ample Quarters," *Spokane Daily Chronicle*, January 30, 1936: 6.

²⁷ Spokane City Directories, 1940, 1945, 1950, 1954, 1955, 1956.

²⁸ "Brief City News – Records; Vandals..." *Spokane Daily Chronicle*, May 7, 1965: 5.

ventilation, in 1985 followed by Carpet Service in 1986. The property was once again vacant through at least 1995.²⁹

The Mitchell family continued to own the property through at least 1960. Vince Dressel acquired the property by 1997 and owned it until 2018. The property was purchased by JABS 102 LLC in 2018 and redeveloped in 2019 for office use by JMK & Associates with two commercial retail and/or event spaces.

Original Owner – Albert L. (A. L.) Mitchell³⁰

The Inland Auto Freight building was originally constructed for and owned by Albert L. (A. L.) Mitchell (ca.1864-1942), a general contractor. Mitchell was born in Sacramento, California, ca. 1865. He traveled from California to Illinois by covered wagon and then back westward to Boise, Idaho, as a child. He relocated to Spokane in the mid- to late 1880s, joining his father, George, in building railroads. Along with his brother, Arthur P., Albert established a freighting business to and from the area mines and smelters. They ran a pack train to Coeur d'Alene during the gold rush time and wagon freight trains to the mine towns of Northport, Republic, and Rossland. Apparently the property at 102 E Main, prior to the warehouse construction, was used as a storage site for merchants stock during the fire that ravaged Spokane's business district in 1889.³¹ The brothers shifted into contracting work as the area grew, establishing Mitchell Brothers, Contractors, specializing in road construction.

Albert married Mary E. Twigg in British Columbia in 1896.³² They had two children together: George and Arthur. He was a member of the Spokane County Pioneers' Society and passed away at the age of 77 in 1942.

Builder - Jasper & McLellan

The builders of the freight warehouse were general contracting company Jasper & McLellan, owned by Charles Jasper and Angus McLellan. They had their offices in the Ziegler Building.

Charles Jasper was born in Denmark ca. 1866. He immigrated to America in 1882 at the age of 17 and arrived in Spokane in 1888.³³ He established his building contractor business soon after arriving in Spokane. Some of his projects included Concordia Hall at Second and Jefferson (destroyed by fire), and the Radio Central building at Sprague and

²⁹ Spokane City Directories, 1985, 1986, 1988, 1990, 1995.

³⁰ Mitchell's biography is summarized from the following newspaper articles: "Albert L. Mitchell," *Spokane Daily Chronicle*, January 12, 1942: 5; "A. L. Mitchell, Retired Contractor, Passes," *The Spokesman-Review*, January 13, 1942: 18.

³¹ "George Mitchell Follows Pattern," *Spokane Daily Chronicle*, July 7, 1960: 18.

³² Marriage Certificate: Mitchell and Twigg, 1896, Spokane County Auditor, Marriage Records, 1880-Present, Washington State Archives, Digital Archives, <http://digitalarchives.wa.gov>, accessed November 21, 2019.

³³ "Charles Jasper," *Spokane Daily Chronicle*, May 18, 1937: 3.

Post. He married Emily F. Brown in 1906 and the couple had one child, Karl W.³⁴ He was a member of the Spokane lodge no. 34, F. & A. M. Charles died by suicide at the age of 72 in 1937.³⁵

Angus McLellan was born in Canada to Scottish parents ca. 1872.³⁶ He immigrated to the United States in 1893. He married his Tena McKay, also a Canadian born to Scottish parents, in 1896. They had one child together, a daughter, Hazel. Angus died in 1949.³⁷

Significant Tenant – Grover Cleveland Ealy

Grover Cleveland Ealy was born ca. 1888 in Jacksonville, Illinois. He moved from Illinois to Spokane in the late 1910s and established a freight company, which became Inland Auto Freight and then Inland Motor Freight. The success of his company earned him state recognition and he served as president of the Washington Motor Freight Association. He also served as president of the Inland Empire Racing and Fair Association in 1937. He was a member of the Spokane Early Birds, Athletic Round Table, Spokane Country Club, Manito Golf Club, Spokane City Club, Spokane Lions, Transportation Club, the Elks, Spokane Consistory, and the El Katif shrine.³⁸

He married Agnes M. MacDonald in 1941 and they had two children together, Donald, and Carol. Upon his death, Ealy left behind an estate estimated at \$350,000 for his widow, two children, and sister.³⁹

Grover died from a lung infection after a 2-year long illness in 1947 at the age of 59.

³⁴ Marriage Certificate: Jasper and Brown, 1906, Spokane County Auditor, Marriage Records, 1880-Present, Washington State Archives, Digital Archives, <http://digitalarchives.wa.gov>, accessed November 21, 2019.

³⁵ "Pioneer Builder Takes His Own Life," *The Spokesman-Review*, May 18, 1937: 6.

³⁶ Ancestry.com. *1920 United States Federal Census* [database on-line], Year: 1920; Census Place: Spokane, Spokane, Washington; Roll: T625_1942; Page: 3B; Enumeration District: 258

³⁷ "Probates Filed," *The Spokesman-Review*, November 19, 1949: 12.

³⁸ "Grover C. Ealy Taken by Death," *The Spokesman-Review*, March 20, 1947: 1.

³⁹ "\$350,000 is Left by Grover Ealy," *The Spokesman-Review*, March 29, 1947: 1.

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- . "George Mitchell Follows Pattern." July 7, 1960: 18.
- . "New Home of Inland Freight Offers Ample Quarters." January 30, 1936: 6.
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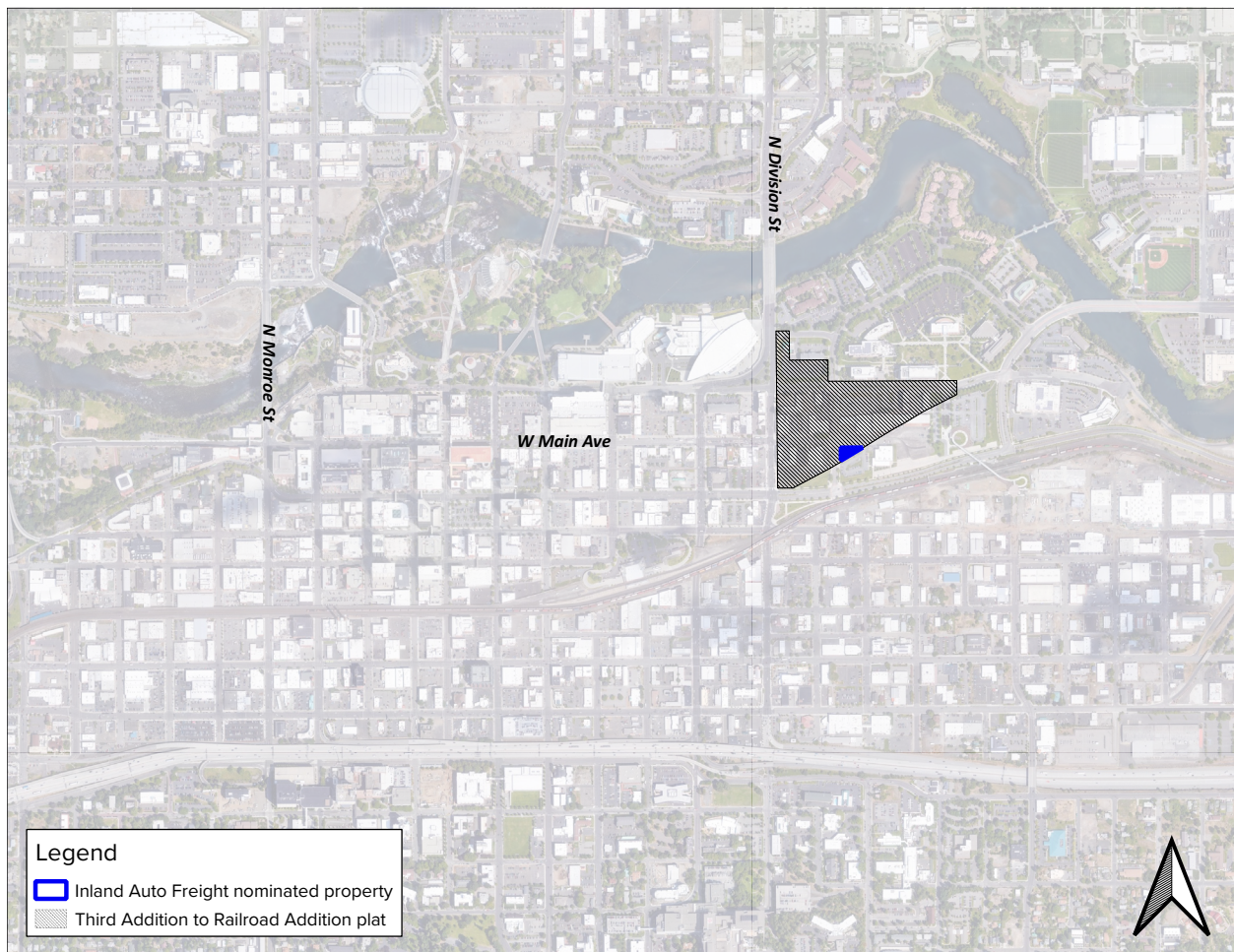


Figure 1. Aerial view.

This view shows the nominated property and Third Addition to Railroad Addition plat's location within downtown Spokane.

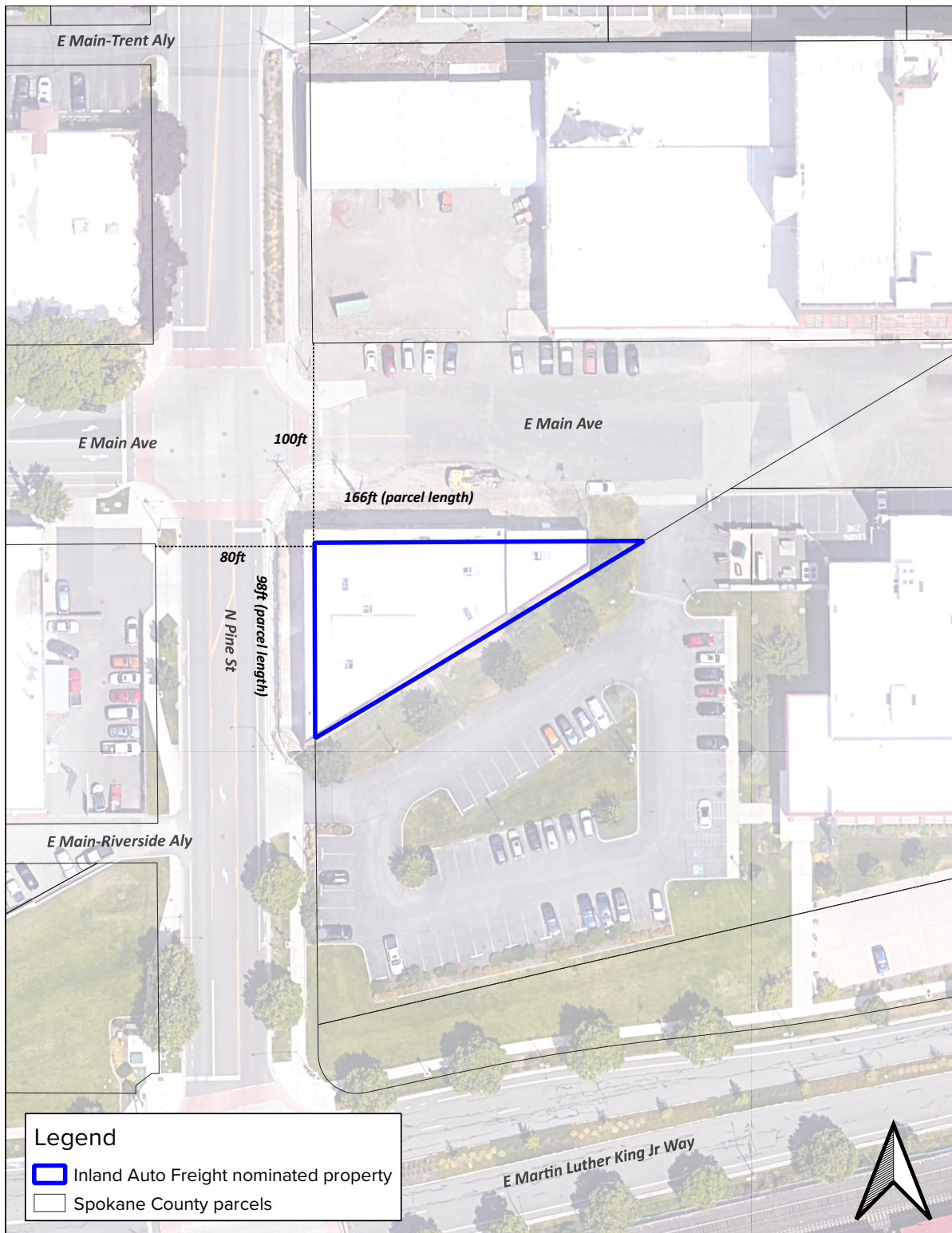


Figure 2. Site Plan.

This map shows the nominated buildings (in blue).

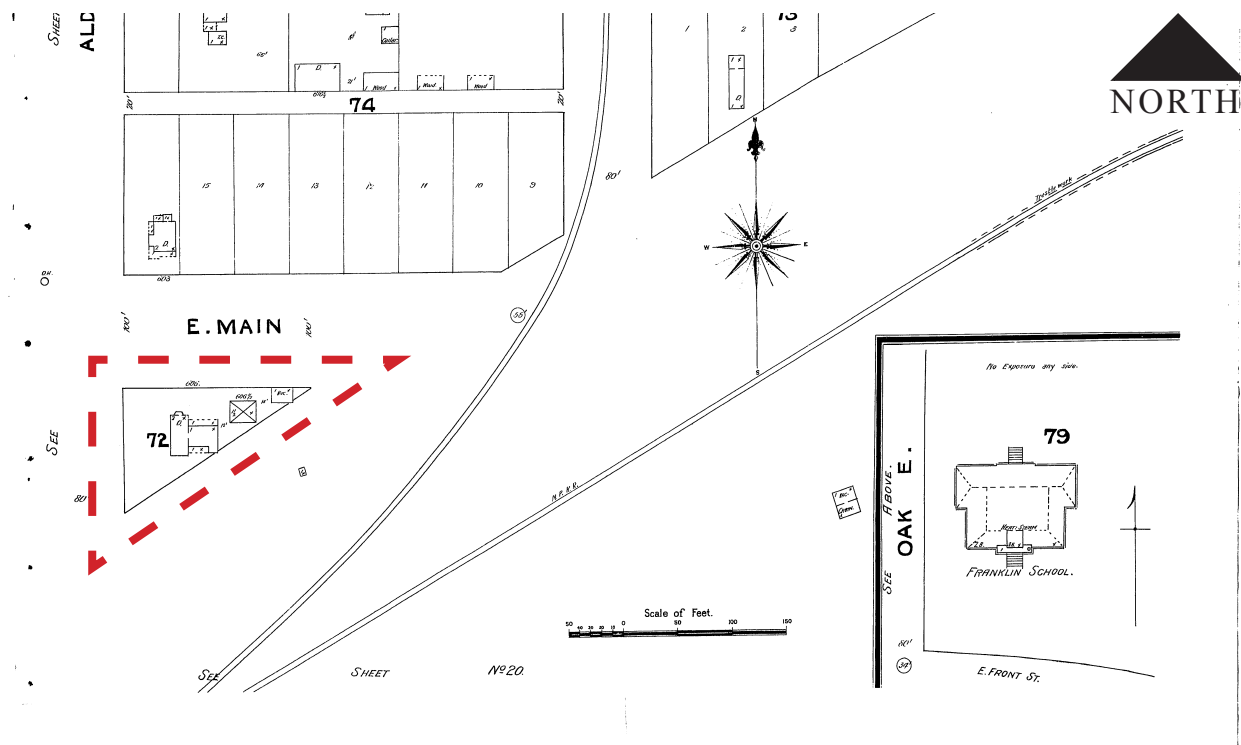


Figure 3. 1891 Sanborn.

Sanborn Fire Insurance Map, 1891, Sheet 16. This is the site prior to construction of the nominated property.

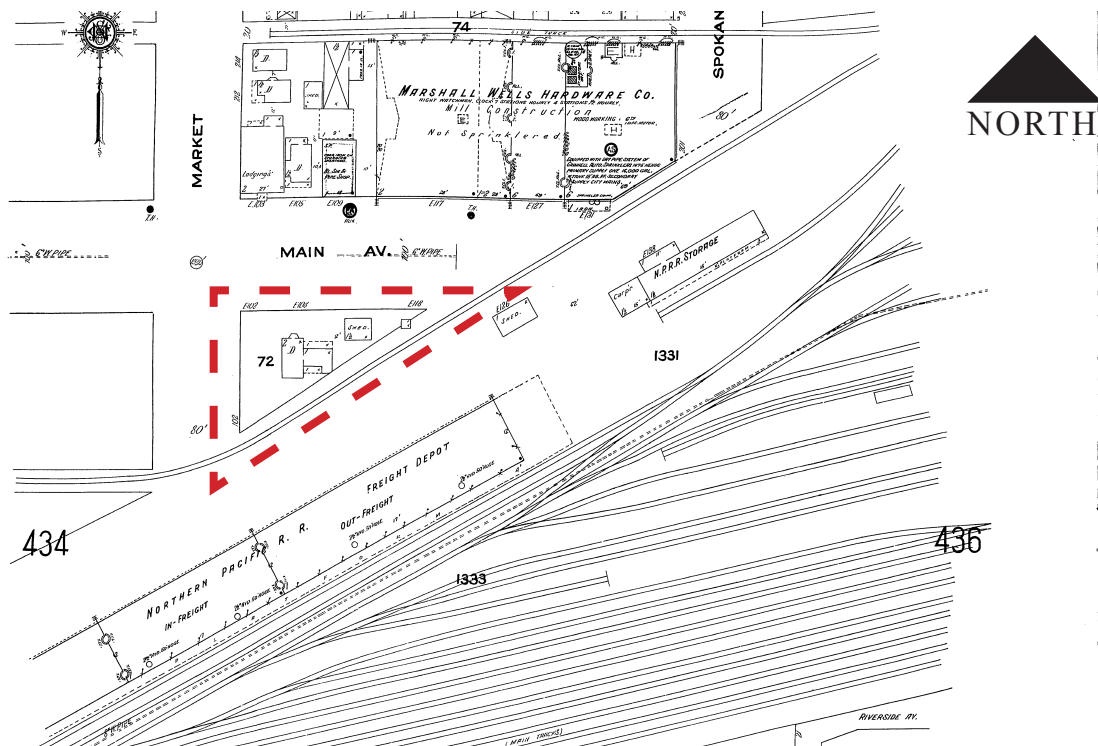


Figure 4. 1910 Sanborn.

Sanborn Fire Insurance Map, 1910, Vol 4, Sheet 435. This is the site prior to construction of the nominated property. Note the additional railroad lines and Marshall Wells Hardware Co.



Figure 5. 1942 aerial.
Nominated property outlined in blue. Courtesy USGS.

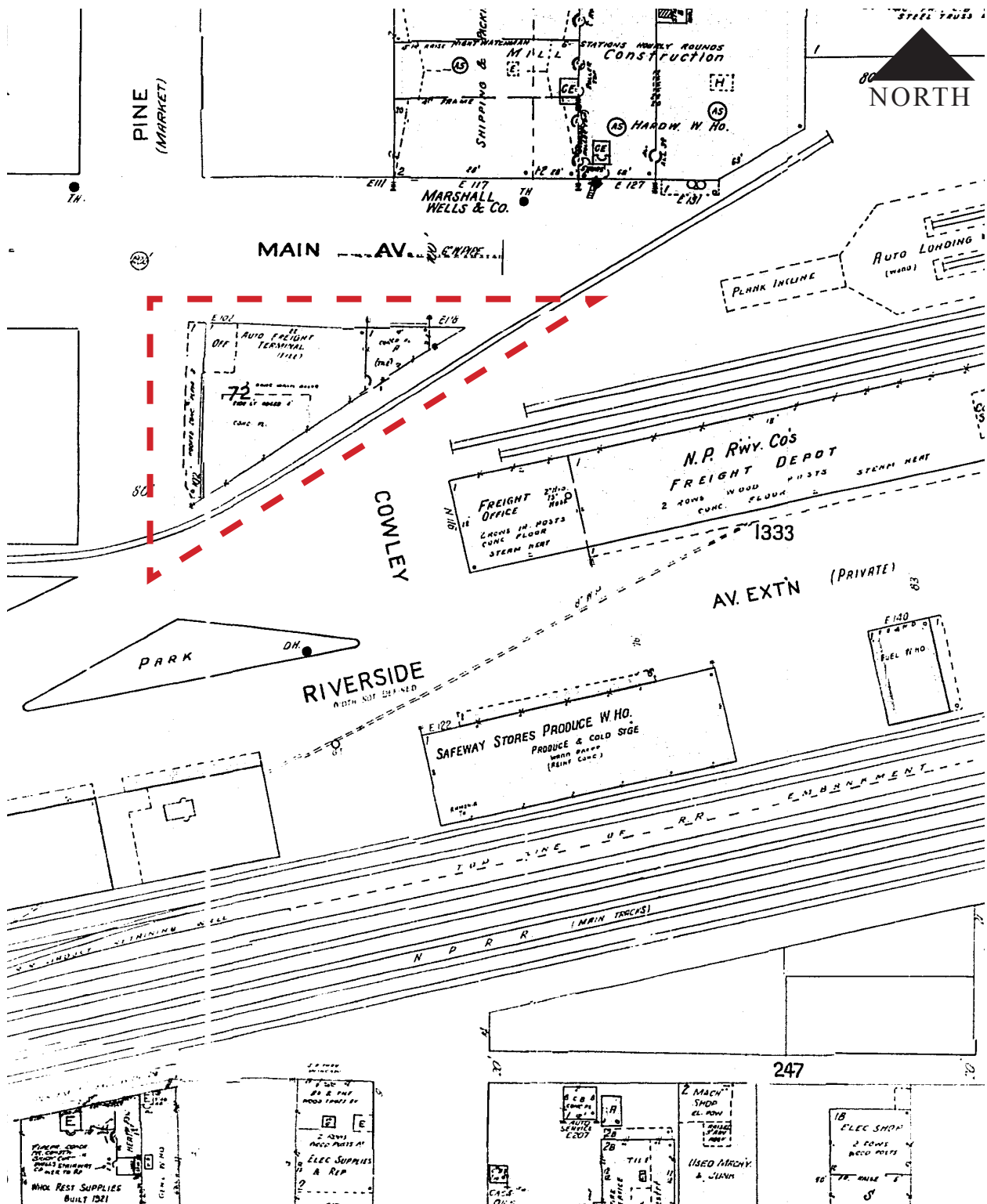


Figure 6. 1953 Sanborn.

Sanborn Fire Insurance Map, 1953, Vol 4, Sheet 435.



Figure 7. 1962 aerial.
Nominated property outlined in blue. Courtesy USGS.



Figure 8. Inland Auto Freight Depot, 1926.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.31034-26.



Figure 9. Auto Freight Depot, 1930.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.42062-30.



Figure 10. Jones Auto Freight Depot, 1930.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.43786-30.

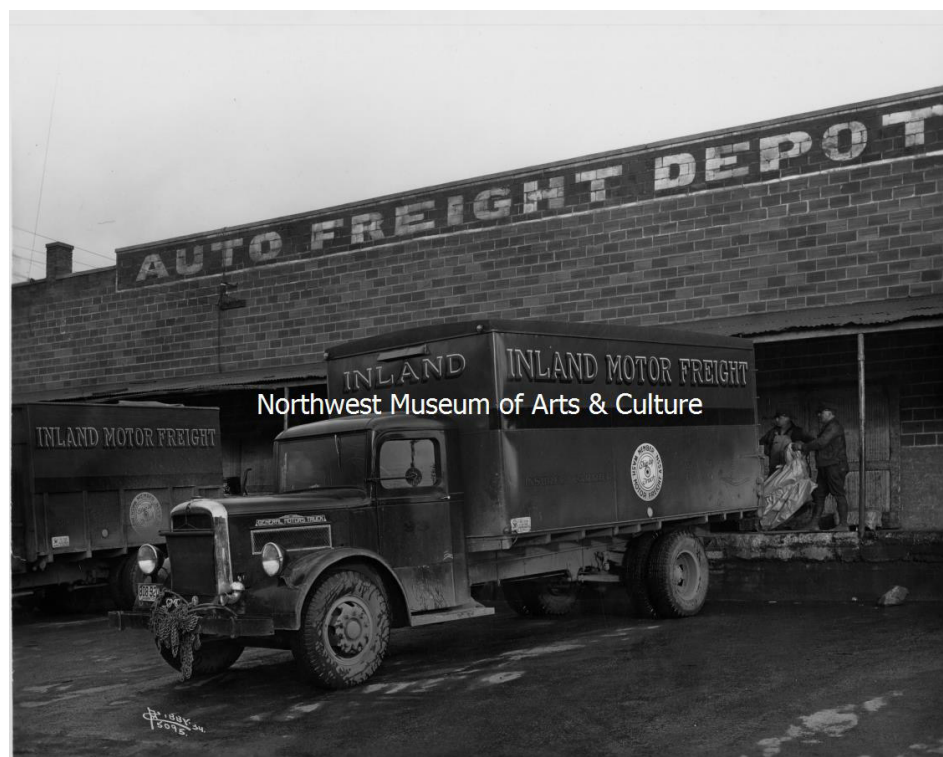


Figure 11. Inland Motor freight Truck, 1934.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.5095-34.



Figure 12. Northern Pacific Freight Terminal, 1936.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.8281-36. The nominated property is visible at the left edge in the middle of the photograph.



Figure 13. Helphrey Motor Freight, 1939.

Photographed by Charles Libby. Joel E. Ferris Archives, L87-1.15488-39.



Figure 14. Inland Auto Freight, 1997.

Reconnaissance level survey photograph in DAHP's WISAARD database. Field Recorder: Craig Holstine.



Figure 15. Grover Ealy, 1930.

Image in the *Spokane Chronicle*.



Figure 16. Grover Ealy, undated.

Photograph included included with Ealy's obituary in *The Spokesman-Review*, 1947.



Figure 17. West elevation, looking east, 2019.



Figure 18. West and north elevations, looking southeast, 2019.



Figure 19. North elevation, looking south, 2019.



Figure 20. East elevation, looking southwest, 2019.



Figure 21. Southeast elevation, looking north, 2019.



Figure 22. West end of southeast elevation, looking north, 2019.



Figure 23. West and southeast elevations, looking northeast, 2019.

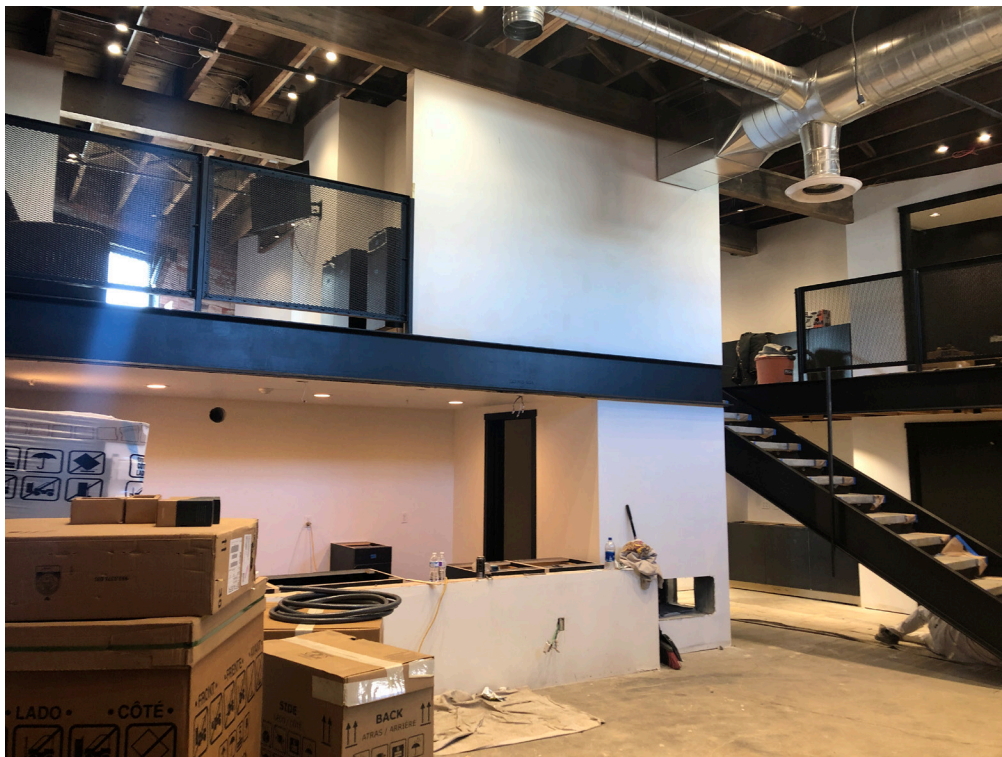


Figure 24. Reception area, 2019.



Figure 25. Car decking and beam details, 2019.



Figure 26. Hollow clay tile walls and exposed mechanical, 2019.



Figure 27. Typical office, 2019.

