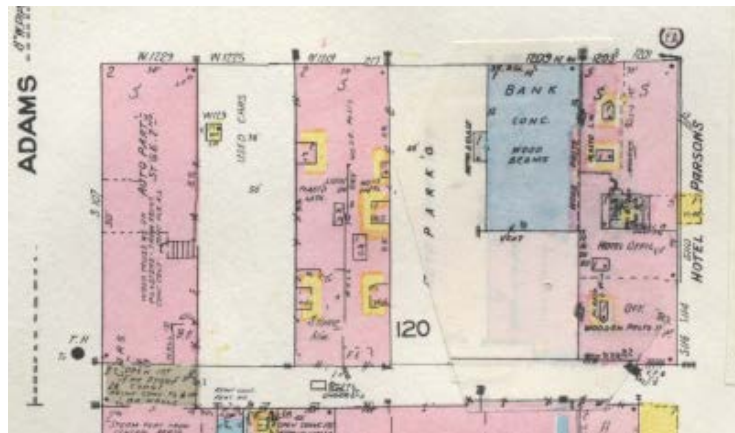




WELLS CHEVROLET SHOWROOM

1229 WEST FIRST AVENUE



SPOKANE REGISTER NOMINATION

1/27/2020

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 Criteria and Statement of Significance

Applicable Spokane Register of Historic Places criteria: 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.

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 1
Verbal Boundary Description: RAILROAD ADD L1 B20
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Jim Kolva
Organization: Jim Kolva Associates, LLC
Street, City, State, Zip Code: 115 South Adams Street, Suite 1
Telephone Number: 509-458-5517
E-mail Address: jim@jimkolvaassociates.com
Date Final Nomination Heard:

12. Additional Documentation

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: _____

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

Date

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Description -Summary

The two-story brick commercial building is on the southeast corner of Adams Street and First Avenue in the west end of downtown Spokane. A former Chevrolet showroom, it is a contributing resource to the West Downtown Transportation Corridor National Register District. Originally built in 1913 as a one-story building with the second story added in 1926, the 50' x 155' building retains its basic form and rhythm with primary facades facing north (front) and west. The building fronts along First Avenue with three bays, and along Adams Street with ten bays on the first floor, and eleven window bays on the second floor. The front façade is symmetrical with a centered entry bay flanked by shop front bays on the first floor and multi-light industrial steel sash on the second. A parapet with a truncated pediment terminates the front facade. The west, or Adams Street first floor façade, indicates the building's functional divisions: showroom on the north four bays; offices behind the two steel sash bays; and shop and automobile parking on the southern half containing a vehicular entrance and three window bays (covered by plywood but likely storefront with transoms). Square brick pilasters divide the second floor window bays. Operable steel sash windows in several configurations are within the second floor openings. Decorative brick pattern and terra cotta insets similar to the front facade provide detailing.

DESCRIPTION OF PROPERTY - CURRENT CONDITION AND APPEARANCE

The ground floor consists of the former showroom in the front, remodeled in the early 2000s for a local entertainment company, and indoor vehicle parking and service area in the rear. The former showroom consists of an open office lobby with several office suites as well as a kitchen and restrooms. A water hydraulic freight elevator runs between the first and second floors. The second floor is mostly open with brick walls, concrete floor, and exposed wood trusses. The elevator is in the southeast corner and an office area is on the north end.

Located in the West End downtown Spokane business district, the building is at the southeast corner of First Avenue and Adams Street, 1229 West First Avenue, Lot 1, block 20 of the Railroad Addition. The Wells Chevrolet Showroom is two stories in height and has a frontage of 50 feet on First Avenue, the front façade; and a frontage (depth) of 155 feet along Adams Street. Railroad Alley forms the southern boundary, and a parking lot is along the east side. The building covers the entire 7,797 square foot site. The facade is essentially unaltered from original construction in 1926.

The red-colored brick building, in Flemish bond, rests on a concrete foundation and slab that are faced by the brick walls. The front façade is divided into three sections along First Avenue and includes a single commercial bay with centered double-door entry and flanking storefronts, each divided into four sections. Low bulkhead walls, inset from the slightly projecting corner piers and the square pilasters flanking the main entry, support each of the storefronts. The wood frames rest on brick headers, aligned vertically with a slight outward slope to facilitate drainage. Narrow metal muntins divide the two shopfront bays into four sections, and the transom windows into two sections. Wood moldings frame the bays and separate the shopfront and transom windows.

Six-inch terracotta tiles clad the entry threshold with the double wood frame glass panel doors set into the opening about eight inches. Brass kickplates, push plates and hardware detail the door frames. Above the doors is a narrow door head with a double transom window above. Both window sections are fixed, with the glass in the lower opening divided into two sections by an internal wood mullion, and the upper opening is a single panel. "W1229" is painted in white letters on the glass of the lower transom.

Spanning the façade between the two corner piers is a brick soldier course that forms the window and door heads near the top of the first floor. This course projects slightly from the brick field of the second story to form the bottom of a recessed brick panel that extends from corner to corner. At each end, inside the corner piers, is a course of twelve vertically stacked brick stretchers. A

single course of brick soldiers forms the top of the frame. Within the recessed second floor panel are twelve brick courses in Flemish bond. Above the framed panel and in the same plane is a flat brick field in which are set three equally-spaced window bays. The bays are framed top and bottom by brick soldier courses, and sides by stacked brick stretchers. Each of the corners is marked by flat eight-inch white terracotta tiles. The middle bay contains a single industrial steel sash window with pivoting four-by-two light middle section (top swings out) within a six-by-four-light window. The flanking bays contain double four-by-four light windows with the four-by-two-light pivoting sections. Above each of the window openings are decorative patterns of brick and terracotta tiles. Over the center bay is a diamond frame of brick headers within which is a white terracotta panel with raised quatrefoil. Over the flanking bays is a brick course that corresponds and matches the pattern of the window heads with the addition of a smaller brick diamond frame with twelve-inch flat white terracotta inset. The wall terminates in a parapet with a truncated pediment capped with a concrete-stucco clad brick coping. Likewise, the tops of the corner piers are brick clad with concrete-stucco. The top of the gable is capped with painted sheet metal. The built-up felt and tar roof is a trapezoidal barrel which rises slightly above the tops of the parapet walls but is not visible from ground level.

West Facade

The west facade, along Adams Street, is asymmetrical and divided into ten unequally-sized bays separated by flat brick pilasters that extend above the concrete coping of the parapet wall. The first floor showroom-office section (north half) contains three storefront bays (bays 1, 2 and 3), a double door entry with double horizontally stacked transom windows above (bay 4), and two steel sash office bays (bays 5 and 6). The steel sash consists of four three-by-three sash units (upper two rows pivot, bottom row fixed) one stacked over one with a vertical steel mullion joining the side-by-side units.

The shop/service section on the south half contains a solid wood slab pedestrian door with transom covered by plywood, roll-up shop door within a single bay and three window bays (bay 7), one narrow (bay 8) and two wide openings (bays 9 and 10) that are covered with plywood. The shop door is wood and glass panel, eight by seven, with three rows of painted glass panels in the middle. All eleven second floor bays are either paired or single industrial steel sash, similar to the front facade. The framing of the window openings with brick courses and terra cotta insets is the same as the front facade. The ten pilasters, accenting the corners and dividing the bays, extend above the concrete parapet cap about twelve-inches and, as square piers are, likewise, capped with concrete.

From front (north) to rear (south) bays 1 and 2 are identical with double steel sash windows, four-by-four-light with a four-by-two center pivot section. Bay 3 is narrow with a single window four-by-four-light window, also with a center pivot section (as do all the sash). Bays 4 and 5 within a single field between two pilasters and contain two window openings, each with a six-by-four-light configuration. Bay 6 is narrow, but with a six-by-four-light sash. Bays 7 and 8 are also within a single field and configured identically to bays 4 and 5 with six-by-four-light sash. Bay 9 is identical to bay 6 with a six-by-four-light sash. Bays 10 and 11 are identical with double four-by-four steel sash sections.

South Facade

Along the alley, which is spanned by an enclosed second-story brick bridge that joins it to the former Wells Chevrolet Service Building to the south, are two plywood-covered window bays, a centered bricked in entry alcove, and a single at-grade loading bay also covered with plywood. The second story is covered by the alley bridge, with only the parapet wall exposed. [Note: The alley bridge is not included in this nomination. It is under another ownership and is part of the former Wells Chevrolet Service building that was listed on the Spokane Register of Historic Places (SRHP) in 1998.]

East Facade

The east facade, except for four window bays on mid-section of the first and second floor levels, and a single door opening on the first floor, is blank brick (all openings are covered with plywood). A twelve-inch concrete band at the juncture of the first and second floors extends from the north east to the southeast corner.

Floor Plan

The ground floor consists of the former showroom in the front, remodeled in the early 2000s for a local entertainment company, and a vehicle parking and service area in the rear. The former showroom extended southward to the pedestrian door/garage door in bay 7. The garage area occupies the remainder of the building. The former showroom consists of an open office lobby with several office suites along the east and south walls. A reception area is in the northwest corner with office cubicles extending to the south in the mid to western section of the floor. In the southeast corner are a kitchen and restrooms over which is the original office mezzanine. The mezzanine consists of an open office area. Four small windows are in the east wall. The floor is carpet over either terrazzo or terra cotta tiles, the walls are a combination of plaster over brick and sheetrock, and the ceilings include plaster over concrete, sheetrock, and acoustical tile panels.

The garage area is open with an electric freight elevator (originally water hydraulic) in the southeast corner and an enclosed stairway in the northeast corner that runs between the first and second floors. The floor and ceiling are concrete and the walls are brick.

The second floor is mostly open with brick walls, concrete floor, and exposed wood trusses. The elevator is in the southeast corner, the open stairway in the east mid-section, and a display area is on the north end. Adjacent to the north side of the stairwell and next to the east wall is an elevated plywood toilet and a shower. A metal wall separates the display area with checkerboard linoleum floor from the rest of the floor. This area is essentially the same as depicted in a 1926 Libby photograph.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The Wells Chevrolet Showroom, originally constructed in 1913, was built as a one-story auto dealership and was modified in 1926 to add a second story. C. Ferris White designed the 1913 building for owner John McDevitt and lessee Harry L. Olive, as an automobile dealership. Libby photos from 1920 and 1921 show the one-story brick building occupied by the Willys-Overland Pacific Company in 1920 and Harry L. Olive Oldsmobile in 1921. The first floor of the front façade as shown in a 1921 photograph is essentially the same as currently exists. The window and door openings are unchanged, but the sash divisions on the storefronts and the transoms are divided differently. In both the 1921 photo of the one-story building and the 1926 photo of the two-story Wells building, the showroom windows are divided into two sections, the overhead transoms into six sections. The doors are double, wood-frame, full glass-panel with a double transom windows overhead. The bottom transom window is divided into two sections and the top window is divided into three sections.

The existing second floor of the front façade is nearly the same as the original shown in the 1926 photograph. The only difference is that the top of the parapet wall top is capped with a sheet metal rather than concrete-stucco.

The west façade, fronting along Adams Street and extending between First Avenue and Railroad Alley was altered in the 1950s. The first story was changed, but the second story is unaltered from original construction in 1926. Ten ground floor bays transition from storefront display windows of the front showroom to multi-light steel sash, to a roll up shop door to three bays that have been boarded over. The eleven second floor bays are as originally constructed. A 1920 photograph shows the northwest corner of the one-story building. In that photograph the northerly two bays (Bays 1 and 2) on the first floor were retained in the 1926 rebuild and are

essentially the same as exist today. The window openings, sill courses, and window heads are identical, but the divisions of the display window and the transom windows have been altered. The transom windows were reconfigured from six lights to two lights. Bays 3 and 4 are essentially the same as in 1926 except for the divisions of the transom windows. In a 1926 photo (see below), the transom over the shopfront window was divided into three vertical lights. It is now a single glass panel. The 1926 photo depicted the double stacked transom with a center vertical division on the bottom for two lights, and two vertical divisions on the top window for three lights. The next two bays, 5 and 6 are unaltered. The alteration completed in the 1950s converted a shopfront window to the existing pedestrian and shop roll-up door configuration. Bay 8 which was a double pedestrian door was converted to a window that is now boarded over. Bays 9 and 10 were shopfront windows with transom configured with six vertically aligned glass lights that are now covered over with plywood.



L87-1.31002-26 – Wells at First Avenue and Adams Street 1926

SECTION 8: STATEMENT OF SIGNIFICANCE

<u>Area of Significance:</u>	A – Broad Patterns of Spokane History, Commerce C – Architecture
Significant Dates:	1913; 1926
Period of Significance:	1913-1933
Architect:	C. Ferris White; Arthur C. Cowley
Building Developer:	Owners, John McDevitt & Mary J. McDevitt
Building Contractor:	F.E. Martin, contractor
Business Owners:	Harry L. Olive; Captain Charles H. Wells

SUMMARY STATEMENT

As a contributing building to the West Downtown Transportation Corridor National Historic District, the Wells Chevrolet Showroom, built in 1926, is significant as a building associated with the evolution of the automobile and automobile-related business in Spokane. The 1920s was the decade in which most of the buildings were built downtown Spokane specifically to house automobile sales and accessories. The subject building was constructed with a showroom and service facility for the sale of Chevrolet automobiles during the formative stages of Spokane's auto row. The showroom building was coupled with a separate service building and alley bridge (SRHP) located between Railroad Alley and the Northern Pacific Railroad viaduct. The automobiles sold herein ran the streets of Spokane and the backroads of the Inland Northwest. First Avenue was Spokane's auto row and six dealerships were constructed between Monroe and Cedar in the 1920s. Automobile-related businesses filled in the storefronts of the other commercial buildings along the First and Second avenue corridors.

The two-story showroom building (and separate service building) was designed by Arthur C. Cowley and was built over and modified a one-story auto showroom building designed by C. Ferris White and built in 1913. The building is also significant as a nicely-detailed brick commercial building that was built for the sales and service of automobiles. Occupying a prominent corner lot location, the showroom and sales gallery in the front part of the building was accessed through the north pedestrian entrance, and the garage in the rear with shop doors on the west elevation to accommodate the passage of vehicles, trucks and automobiles. Although altered slightly over the years, the building continues to retain its essential character and place in the continuum of the automobile commerce of the downtown. Uniquely, the Wells complex—showroom (the subject of this nomination) and service building [currently on the Spokane Register of Historic Places (SRHP)] occupy a full block and an alley—as it creates a unified street front from First Avenue to the BNSF Railroad (former Northern Pacific) viaduct.

Historical Context

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

The first American settlers, squatters J.J. Downing, with his wife, stepdaughter, and S.R. Scranton, built a cabin and established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney, Oregonians passing through the region in 1873 recognized the value of the Spokane River and its falls. They realized the investment potential and bought the claims of 160 acres and the sawmill from Downing and Scranton. The Reverend Henry T. Cowley followed in October 1874 as a missionary and Indian Sub-Agent to the Spokan Indians. Glover and

Matheney knew that the Northern Pacific Railroad Company had received a government charter to build a main line across this northern route. By 1875, Matheney became doubtful that the Northern Pacific Railroad came to Spokane and sold his stake in the venture to Glover.

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

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

When Spokane rebuilt the downtown after the fire, the new buildings were constructed in an area much larger than the original business district. The business district spread east to Division Street. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a dramatic increase in the construction of commercial buildings in 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.

From the turn of the new century, Spokane's population exploded from 36,848 in 1900 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 state's 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 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. But prosperity seemed to return in 1917. In February of that year, the Spokane Daily Chronicle would announce that "Spokane Banks Made Most Gain," with the largest clearings on the west coast (2/2/1917, p8/3), and a "Rosy Future Seen for Local Business," in reporting that Spokane was named as one of the nine most promising cities in the whole country (2/8/1917, p12/1). New buildings were announced and the downtown saw construction activity. Some 32 projects were listed as proposed or under construction as proclaimed by the Spokane Daily Chronicle on March 6, 1917: "Two Millions And Half for New Buildings Here," for buildings that included the Crescent, Chronicle Building, Elks Temple and Overland Garage among others.

By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910 (Decennial Census Counts. OFM). Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. The 1920s and 1930s saw similar, but less drastic slow growth due to economic factors. The Inland Northwest region's dependency on extractive products from farms, forests, and mines suffered from declining demand.

However, the 1920s also saw the advent of the automobile and the improvement in roads throughout the state. Mechanized machinery including motorized trucks replaced the draft horses on the farm and in the woods. Modern buildings were built specifically to house these new

businesses and they were concentrated in the western part of downtown, predominantly between Sprague and 2nd avenues, bracketing the Northern Pacific Railroad viaduct.

1920s, the Burgeoning Automobile Business in Downtown Spokane

In the United States and Washington state, the 1920s was a major growth period for the automobile ownership and at the same time, the improvement of the infrastructure required for citizens to use those vehicles. In the U.S., by the end of the 1920s, the number of registered owners of automobiles in the U.S. almost tripled from the year 1920 to 1930 to 23 million.

In the state of Washington, there were 9,311 registered vehicles in 1910. By 1921, the number of registered vehicles reached 137,000 and by 1934 had increased to 460,000 vehicles. In May of 1925, The Spokesman Review reported that 27,022 automobiles had been licensed in Spokane, compared to 25,287 for the same period the previous year (5/10/25 pA6/c6).

Downtown Spokane's auto row was also taking shape. That term was first used in the August 20, 1911 edition of The Spokesman Review in captioning a cartoon that depicted the "**Inhabitants of Spokane's auto row.**" By 1920, one of those inhabitants, G.E. Riegel, had opened a new auto showroom at the southwest corner of First and Adams. The area west of Monroe along First and Second avenues became the city's auto row with six auto dealership showrooms constructed between 1920 and 1926. In addition, garages, auto repair shops, and suppliers of parts and accessories including tires were in this district.

The automobile business was transitioning to modern day sales in the 1920s. The automobile and rail were still integrally related, since the new dealerships and the suppliers were along the Northern Pacific corridor as well as the US 10 highway corridor.

Six auto dealerships built new buildings in the West First Avenue district between 1920 and 1926. They include Riegel Brothers Dodge, Willys-Overland Pacific, Findlay-Studebaker, Chandler Auto, Wells Chevrolet, and Eldridge Buick. Several of these buildings had raised viaducts by which new automobiles that arrived by rail were conveyed to the dealerships. According to the West Downtown Historic Transportation Corridor National Register Nomination (1999), "During the two decades after World War I, nine brick buildings, all related to the growing automobile industry were erected in the corridor. Most were built in the mid-1920s, only one was constructed after 1930 ...The building boom of the automobile-related structures that occurred during the twenties was never matched again in the West Downtown Historic Transportation Corridor."

Florence K. Lentz and Craig Holstine prepared an inventory and evaluation of historic properties associated with transportation in the state (Lenz, 1995). In that document, the physical form of the auto rows "Downtown Dealerships" were described:

Built between ca. 1900 and 1925, downtown dealerships constructed solely for automotive commerce followed the Main Street formula of zero-setback from the sidewalk, adjoining side walls (in larger towns), and a tri-partite brick or stucco façade. Wood frame or loadbearing masonry construction was the norm. Roof configuration, generally flat, gabled, or bow truss, were hidden behind decorative parapet walls. Downtown dealerships were frequently of two stories (or more in larger cities), requiring interior ramps and /or elevators.

Display windows with transoms were large, offering a view into the street-facing showroom. Often built on corner lots, vehicle access was provided through double-leafed wooden garage doors off the site street or alley. Repair and service facilities were located unobtrusively at the rear.

The Wells Chevrolet Showroom exhibits most of the characteristics described above including:

zero-setback from the sidewalks on a corner lot, and a tri-partite brick façade, loadbearing masonry construction, trapezoidal truss roof hidden behind decorative parapet walls, two stories in height, large display windows with transoms along both Adams Street and First Avenue, vehicle access along Adams street and Railroad Alley, and freight elevator between the first and second floor. In addition to the service area within the showroom building, a separate service building (SRHP) was constructed across the alley to the rear. This service building connected the Northern Pacific Railroad, by rooftop and a second story bridge over the Railroad Alley, to the showroom building. Freight elevators in both buildings made the connection between the service and showroom floors.

Chronology of the Wells Chevrolet Showroom Building

The building was built in two stages and began its life in 1913 as a single-story brick building housing automobile sales and service. The property owner, John McDevitt, engaged prominent Spokane architect C. Ferris White to design a new building for Harry L. Olive, a local automobile dealer. Olive moved from the nearby building at 1221 West First Avenue to the new building on the corner in 1914. Here, he operated as a distributor of automobiles, in 1916 for Overland Automobiles--the Overland Pacific Willys & Willis Knight Auto Company through 1921, and in 1922 sold Oldsmobiles after Overland-Willys-Knight opened its new plant on the southwest corner of Madison and Sprague. Olive was listed in Polk at First and Adams until 1925. In 1925 the building was expanded by adding a second story on the original first floor and opened as a Chevrolet dealership by C.H. Wells. At this time, Mary McDevitt, John's widow, engaged prominent Spokane architect Arthur C. Cowley to design the new building for Wells. To support the showroom, a new two-story service building was also constructed on Northern Pacific Railroad property between the showroom and the concrete Northern Pacific viaduct.

The Chronology for 1229 W. First Avenue -Development of the Block 20 Railroad Addition

Sanborn maps show Block 20, bounded by First Avenue on the north, Adams Street on the west, Railroad Alley to the south, and Jefferson Street to the east. Between Railroad alley and the Northern Pacific railway company main line tracks is a yard area owned by the railroad.

The 1889 and 1891 Sanborn maps show the same development pattern: two dwellings and accessory buildings are on the subject site, and two dwellings are adjacent to the east; the grouping shown on one parcel. The remaining two-thirds of the block shows two dwellings, one fronting on First and the other on W. Railroad Avenue.

The 1902 Sanborn map shows two dwellings facing First Avenue and a dwelling at Railroad Alley and Adams, facing Adams Street. Two more dwellings are to the east, and Star Livery, Feed & Boarding Stables with a feed corral occupies the eastern half of the block. Between Railroad Alley and the Northern Pacific tracks is a rail spur for Diamond Ice and Fuel Company.

The 1910 Sanborn map shows dwellings on the western half of the block, and three brick buildings, including the Hotel Parsons, on the east half of the block. Between Railroad Alley and the Northern Pacific tracks "Spokane Paint & Oil Co's Planing Mill & Sash & Door fact'y" is in mid-block. A loading platform along the tracks extends west of the Spokane Paint & Oil building.

In 1928, the Sanborn map shows the 2-story brick Wells Chevrolet showroom at the corner of First and Adams. A 15-foot wide enclosed bridge at the second-floor level crosses the alley and connects with a two-story brick and concrete building that houses Wells Chevrolet Service Shop and Assembling building that extends to the elevated Northern Pacific Railroad viaduct. Brick buildings, on Northern Pacific-owned land, fill in the remainder of the block. These buildings are used for automobile repair and storage, plumbing supplies and industrial uses.

The current form of Block 20 is depicted in the 1958 Sanborn map. The former Wells Showroom and service buildings remain, but the enclosed alley bridge has been widened the full 50-foot

width of the showroom building. Adjacent to the east is a used car lot. A two-story brick building occupies the next lot. Another parking lot and a one-story concrete bank building occupies the front portion of the next lot with parking to the rear. The Hotel Parsons remains on the northwest corner.

Development of the Building

John McDevitt purchased from Canada Settlers Loan and Trust Company for \$4,750 Lot 1, Block 20, Railroad Addition, on June 16, 1900. John, with his wife Mary, had moved to Spokane in the previous year. At the time of purchase, three single-family dwellings were on the corner parcel.

A building permit was issued on June 2, 1913 to John McDevitt for construction of a new garage at 1227 West First Avenue on 6/2/1913. J.M. McCartney was listed as the builder and C. Ferris White as the architect. Building value was \$8,000

Electrical permits were issued to Warren Oliver, contractor for the H. L. Olive & Company in August 1913.

The *Spokane Daily Chronicle* June, 2 1913 (p5:6):

"POUR CEMENT FOR GARAGE"

The first cement was poured this morning for the new garage being constructed by the Harry L. Olive company at the corner of First avenue and Adams street. The new structure, with the cost of the lot, will represent an investment of about \$45,000. Two residences were torn down to make room for the garage.

The structure will be fitted with terraza [sic] flooring and first quality plate glass will be used in the display windows.

It is planned to move into the garage on August 1.

The August 24, 1913 issue of *The Spokesman-Review* featured a full page ad from the Harry L. Olive Co., Inc. at 1227 First Avenue for the Willys-Overland Company, Toledo, Ohio. Only \$950 for the new 1914 model. (Part 2, p6)

Building permits were issued for W1229 First Avenue in April 1917 for Overland Pacific Auto Company to alter a platform for a garage with a value of \$100. Perhaps in anticipation of his death, on June 22, 1918, John McDevitt deeded the property at West 1229 First to his wife Mary J. McDevitt.

Electrical permits were issued in January and February 1921 two W. Oliver for an Oldsmobile sign, and Overland Auto Company. *The Spokesman-Review* in its February 20, 1921 issue included a photograph of the Harry L. Olive Oldsmobile Motor Company garage, a one-story brick building, at 1229 First Avenue.

"Dealers Drive Oldsmobile Cars Home"

One of the first automobile drives away this season took place Tuesday at the Oldsmobile Motor company offices, W1229 First avenue, when the following four Inland Empire Oldsmobile dealers started home in their new four-cylinder demonstrators: Jack Zilka, Coeur d'Alene; A. S. Frost, Moscow, Idaho; Kennedy & Ertie, Walla Walla; and Small Kennedy & Hoyt of Lewiston, Idaho.

"These and many other Inland Empire dealers have signed 1921 contracts for more cars than the local distributors anticipated," said manager Harry L. Olive of the local branch. He has just been on a tour of the Palouse, Lewiston and Walla Walla sections. "Farmers have to seed

their wheat, money is becoming easier and all indications point to a successful season," Mr. Olive said.

A. R. Tyson, manager of the Seattle branch, a visitor here Tuesday, accompanied Mr. Olive in from Walla Walla. Mr. Tyson delivered three new four-cylinder touring cars from a carload at Yakima and two to the Oldsmobile agent in Prosser,

"PLAN NEW CHEVROLET HOME" reported *The Spokesman-Review* on July 12, 1925:

"First and Adams Location Is Site—Will Enlarge Structure."

A new downtown home for the Wells Chevrolet company, distributors of Chevrolet automobiles and trucks at W916 Second, will shortly be built, according to plans made by the company with the owner of the property at First and Adams.

It is understood that the quarters formerly occupied by the Harry L. Olive Motors, Inc., 1229 First, will be taken by the Wells Chevrolet company. This is a one-story building, but another story will be added, according to the plans. Mrs. Mary McDevitt owns the building and Arthur Cowley, architect, has been engaged to draw plans for alterations.

Negotiations are under way to lease property from the Northern Pacific Railway company in rear of the building, on which an extension to the structure is contemplated. No estimate of the cost of the enterprise has been announced.

The *Spokane Daily Chronicle* announced the proposed Wells building with **"FIRM WILL ERECT BIG BUILDING"** across its frontpage banner on July 30, 1925. **"Wells Chevrolet Plan to Expend \$126,000 on New Structure at First and Adams---Ready October 1."** The article noted that "Entrance of the Wells Chevrolet company into the district as West First avenue intensifies that part of the city as an automotive center, for there are several other automobile dealers and distributors there." The article describes the new buildings, the spaces and activities within and how it will operate. "A bridge between the two buildings will connect them on the second floor over an alleyway. Automobiles and carloads of accessories can be unloaded from the Northern Pacific Viaduct into the second story of the buildings."

A building permit was issued to Mary J. McDevitt for construction of a new garage at 1227 West First Avenue on August 24, 1925. F. E. Martin was listed as builder with A.W. Cowley as architect. Building value for alterations for a public garage was \$25,000. Mrs. McDevitt was residing at the Kempis Apartments at that time.

The *Spokane Daily Chronicle* followed on August 24th announcing **"\$25,000 CHANGE PERMIT ISSUED"**

"Garage at W1227 First to Get Alterations—Is Leased to Wells."

A permit for alterations to cost \$25,000 to the garage building at W1227 First avenue was granted Mrs. Mary J. McDevitt at the city building inspector's department today. F. E. Martin has the contract for making the improvements. A.U [sic] Cowley is the architect.

The garage has been leased by the Wells Chevrolet company. It is now a one-story building and another story is to be added.

An advertisement posted by Wells Chevrolet Company in the December 6, 1925 Sunday *Spokesman-Review* touted **"Chevrolet's Greatest Year."** **"Soon, First Avenue at Adams Street."**

The *Spokane Daily Chronicle* ended the year 1925 with a photo of the partially completed Wells Chevrolet building and revealed **"AUTO SALESROOM ALREADY IN USE."** "The Wells Chevrolet company is now using the salesroom of its new buildings at First and Adams and

expects to occupy the entire space in these buildings.” It was expected that they would move in and fully occupy the building by that February. The article described the building and noted: “The second floor of this building is to be used for new and used car storage. The upper floor of this building, south of the alley, is to [sic] used for major service and repair operations. The roof of the building provides parking space and is within an inch of the level of the freight car floors. Cars are unloaded from the box cars, drive across the roof to an elevator and serviced on the second floor, a great deal of time being saved by being adjacent to the overhead tracks.” Finally, “The company has adopted as its slogan “The Heart of Auto Row.” and this designation over a huge red heart has been placed prominently on one of the large windows facing First avenue.”

Construction of the Wells Chevrolet Showroom and Service Building was completed in 1926. The grand opening ceremony garnered a full page spread in the Sunday, April 18 edition of *The Spokesman-Review*. Special interest articles were in the *Spokesman* throughout the week of the grand opening celebration. The building was built to provide automotive service for the Spokane community and Inland Northwest. The showroom connected, via an over-the-alley enclosed skybridge, to the service building that abutted the elevated Northern Pacific Railroad viaduct. The 28-inch gap between roof of the service building and viaduct was bridged by a concrete platform onto which new Chevrolets would be offloaded from the rail cars. Hand guided across a wood plank track, the new cars would enter a water hydraulic freight elevator, descend to the second floor for dealer preparation, then cross the alley via the skybridge into the second floor of the showroom building. A second water hydraulic auto freight elevator (20 feet long by 10 feet wide) would convey the now shiny new Chevrolets down to the showroom floor for distribution throughout the Inland Empire--from Oakland by rail to Oaxdale by road. The Wells complex—showroom (subject of this nomination) and service building (SRHP) present an imposing frontage along the east side of Adams street as the building bridges the alley between First Avenue and the historic Northern Pacific railroad viaduct, demonstrating the connection of rail and automobile.

According to the April 18th article:

All this week will be given over by the Wells Chevrolet company to the celebration of their removal to a fine new home on First avenue at Adams street, in the “heart of auto row.” ... All departments will be thrown open to public inspection during the grand opening week. ...

The event is more than just a “housewarming” for the Wells Chevrolet company. It marks the achievement of a spectacular commercial success seldom paralleled in the motor industry. In less than four years this organization has grown from the original “acorn” into a mercantile oak—the largest Chevrolet distributing unit in this territory.

The main building, which houses the new and used car display, as well as the offices, has been completely remodeled and a 10-year lease on it signed by Captain C.H. Wells, head of the concern, involving in the neighborhood of \$75,000.

The new brick edifice, just back of the main store on Adams street, cost \$40,000 to build and is probably one of the most complete shop and service buildings in the west. It consists of basement, two floors and an unloading roof. This latter feature is as unique as it is practical.

The roof is flush with the Northern Pacific elevated tracks and full trainloads of automobiles are discharged from the freight cars on top of the structure. The automobile elevator connects with the roof and the cars are lowered directly into the service department.

The shop floor is arranged for one-way traffic, thus avoiding confusion or accidents. It is particularly convenient for lady drivers. ...

Reportedly, Wells owned the \$40,000 service building (but leased the ground from Northern Pacific Railroad) but was leasing the front portion which contained the showroom and sales

department. He held a ten-year building lease from Mary J. McDevitt, the building owner. Mary J. McDevitt, a widow, also granted an easement to Wells Chevrolet Company, by instrument dated November 28, 1928, to allow use of the south wall of the Wells Sales Department (showroom) building, located on her property to support the bridge across the alley from the Wells service building.

The November 2, 1926 visit to Spokane of Queen Marie of Romania, prompted Wells to extend an invitation via a full page ad in the *Spokane Daily Chronicle*: "Queen Marie: You are invited with a Royal welcome to visit Auto Row, the beehive of commercial activity in this Queen City of the Inland Empire."

A July 7, 1932 assignment of the Wells Chevrolet property to a Mr. J. D. Meikle to cover mortgages to various parties beginning in 1928 suggests that Captain Wells' business did not survive the Great Depression. In 1933, the building was vacant. Charles H. Wells, auto dealer, passed away in Spokane on August 26, 1934 at the age of 47 years. Spokane Used Car Market occupied the building in 1934 to 1935. F. E. Martin, the original building contractor for the Wells Chevrolet building was issued a building permit on September 15, 1934 in behalf of the property manager F. S. Barrett & Co. Permits were issued in 1935 and 1937 to Day-Majer Company for electrical work, an electrical sign, and alterations to a public garage.

Mary McDevitt had passed away in 1933, and on October 4, 1937, Archibald T. McDevitt conveyed to Mary's daughters, Jennie M. O'Hara and Emily A. Fry, all of his interest as heir of Mary J. McDevitt, deceased. Day-Majer would occupy the building until 1939 to be followed by Inland Empire Truck and Diesel, also G.M.C. Trucks in 1940 through 1942. During that period, by quit claim deed on October 6, 1941, Jennie M. O'Hara and Emily A. Fry conveyed the property back to Archibald McDevitt.

The building was listed as vacant in 1943 and apparently had been occupied by the Army Air Force which had received an electrical permit on November 24, 1942. Apparently, the government had occupied the building as indicated by *The Spokesman-Review*, when it reported return of the former Wells Chevrolet building back to civilian life in its January 5, 1944 edition.

"COAST ELECTRIC FIRM LEASES FIRST AND ADAMS"

The two-story brick and concrete building at the southeast corner of First and Adams, owned by the Mary J. McDevitt estate, has been leased to the Sunset Electric company of Seattle through Watson & Co., property managers. The lease, for a term of years, is renewable.

The building has a frontage of 50 feet on First and a depth of 156 feet on Adams and is equipped with an electric elevator large enough to carry automobiles or trucks. About half of the ground floor is used for showroom purposes, and other streets are faced by large plate glass windows.

This is another building recently vacated by the army. Most of the buildings vacated are being rented at once to permanent tenants, according to Ralph W. Watson.

Although Riegel Brothers purchased the property on January 26, 1945--Dee R. Riegel and Guy E. Riegel, doing business as Riegel Bros. had purchased the property from the heirs of the Mary McDevitt estate for a sum of \$40,000--Sunset Electric would occupy the building until 1949, followed by Dohrmann Hotel Supplies in 1950. Guy Riegel had passed away in 1947 and the family reallocated the Riegel Brothers properties to include his heirs by quit claim deed on March 24, 1947. A building permit issued to Roy L. Blair, contractor, on April 23, 1951 to make alterations to the first floor of the building for a value of \$17,600--alterations to the interior only and one exterior door. Riegel Brothers, which owned the Dodge-Plymouth dealership on the

southwest corner of First and Adams, would occupy the building in 1952 and conducted truck sales and service within.

Riegel Brothers Truck sales and service occupied the former showroom building and the former service building to the rear until 1962. It was vacant in 1963. From 1964 through 1969, Downtown Marina Sales & Service conducted business in the building. They were followed by Royal Auto Upholstery in 1970 through 1972. The building was again vacant from 1973 to 1975, and from 1976 to 1999 occupied by a series of businesses in the flooring industry – Royal Floor Covering, Annex Floor Coverings, River City Rennaut Floor Cover and River City Solid Surface. Crows Nest Entertainment purchased and remodeled the building between 1999 and 2004. The current occupant, Bonded Data Research followed Crows Nest in 2006 and is the current tenant.

Upon the passage of Dee R. Riegel, the trustees of the property conveyed by quit claim deed to Spokane-Coeur d'Alene, Inc. on December 21, 1973. On December 20, 1973, Juanita Santschi transferred her interest in the property to her husband, Oscar C. Santschi [linkage of Spokane-Coeur d'Alene, Inc. to Santschi could not be determined].

Mary J. McDevitt, owner and developer of the Wells Sales Department Building

John and Mary McDevitt arrived in Spokane in 1899 with four children, Jennie, Emily, John, and Archie. They resided at 925-1/2 Sprague Avenue where John was the head of a lodging house. According to the 1900 Census, Mary had no occupation, was 40 years old and had been born in Wisconsin in February 1860. John was 46 years old and had immigrated from Canada in 1870.

In 1905, *The Spokesman-Review* featured the newly constructed house (with sketch of floor plans) of the McDevitts at 1730 West Riverside Avenue that had been designed by prominent Spokane architects C. Ferris White and W.W. Hyslop.

The 1910 Census listed the McDevitt's at 1730 Riverside Avenue. Residing in the house were John, 55; Mary, 50; Jennie, 26; Emily, 24; John Jr., 22; and Archie-18. All but John Sr. had been born in Wisconsin. John Sr. had "own income" Mary had "none." The girls were teachers in public schools, John Jr. was a clerk at the railroad commissary, and Archie was not employed.

John passed away in July of 1918. He was recognized as a real estate owner who had lived in Spokane the last 19 years. He was survived by his wife Mary, two sons, Arch and John and two daughters, Mrs. R. E. Fry of Seattle and Jennie McDevitt of Spokane.

The *Spokane Daily Chronicle* reported the death of Mary McDevitt on May 22, 1933.

Funeral services for Mrs. Mary J. McDevitt, Seattle, formerly of Spokane, will be held at 8:30 Tuesday in Our Lady of Lourdes cathedral with the Rev. W. J. Condon officiating. Interment will be in the Peace Abbey mausoleum at Fairmount with Smith Funeral home in charge. Rosary will be said at 8 o'clock tonight at the home of her daughter Mrs. C.C. O'Hara, at 1730 Riverside.

Mrs. McDevitt had been a resident of Spokane for 34 years. Since the death of her husband in 1918 she had traveled much in the southern states and died Friday at the home of a son-in-law and daughter, Mr. and Mrs. R. E. Fry of Seattle. She had been ill for about a year. Two sons also survive.

Captain Charles H. Wells, Owner Wells Chevrolet

A brief history extolling C.H. Wells was included in a full two-page spread of the grand opening of Wells Chevrolet's new plant on Spokane's Auto Row on April 18, 1926.

Although a dealer in Spokane only a few years, Mr. Wells is, nevertheless, an old-timer in the automotive industry. Just prior to the war he was connected with the executive staff of the Packard Motor company in St. Louis. At the outbreak of

hostilities he organized a motor transport corps and was immediately ordered to the battle front in France.

Once "over there," Captain Wells transferred to the field artillery and put in two years in various sectors. The Vosges mountains, Meuse and the Argonne offensives occupied his attention until the armistice came along and found his battalion engaged in an offensive between St. Miel and Verdun, with Metz as an objective.

Comes from St. Louis

The "big parade" being over, Wells returned to St. Louis, where he joined the forces of the Chevrolet Motor company, under the direction of F. N. Coats, who is now regional sales manager of the Pacific coast territory, with headquarters in Oakland, Cal.

As traveling representative for the big motor concern, Captain Wells covered the Arkansas and Louisiana territory, and in August, 1919, he was made manager of the Chevrolet retail store in New Orleans.

After a year in this capacity, Wells was sent to Utica, N.Y., where he opened and managed a retail store for Chevrolet, later becoming branch manager of that company's establishment in Philadelphia.

Came West in 1919

In July, 1919, the motor executive heeded the admonition of Horace Greely—augmented by an offer from F.N. Coats—and came west. He organized the Inland Empire Sales corporation to distribute Chevrolets in this district. Later this institution was renamed the Wells Chevrolet company, the title it now bears.

During his first year in business here, Wells sold 1491 Chevrolet cars. For 1926 he has set a mark of 2500 automobiles—and exceedingly lively increase for three and a half years.

And so, after a varied career in the industry and with a wealth of sound experience at this command, Captain Wells selected Spokane as a suitable city upon which to concentrate his business talents. That he chose well in his own behalf is evidenced by the remarkable sales records and general expansion made by the organization under his direction.

The motor merchant has definitely proclaimed his faith in the future of this city by the expenditure of close to \$150,000 in fitting up adequate quarters to house his business here.

With his new and larger location, his completely equipped shop and service departments and an augmented operating staff, Captain Wells has set forth to make this the biggest Chevrolet year Spokane has ever known.

Mr. Charles H. Wells, having resided at 509 Cotta, Spokane, passed away at Sacred Heart Hospital on August 26, 1934. His death certificate identified him as 47 years old, and the owner of an auto dealership. He was born in Ambler, PA on January 17, 1887.

Architect Arthur W. Cowley

Arthur W. Cowley, born in Spokane, practiced architecture in Spokane from about 1906 through his death in 1949. Cowley was recognized in the West Downtown Historic Transportation Corridor National Register Nomination (1999) as designer of three major apartment buildings in the same block: the Otis Hotel, the Alberta Hotel, and Jefferson Hotel. Also, in the district but, at the time of the nomination were not attributed to Cowley, are the Norman Hotel (adjacent to the Jefferson) also a contributing building, and the Child, Brothers and Day Auto Supply (at 1217 W First, 1910, altered and non-contributing). Additionally, Cowley designed the Inland Auto Freight Company building, a contributing building to the East Downtown Historic District.

Cowley's early work was noted in *The Spokesman-Review* in its 25th Anniversary edition marking Spokane's economic progress on June 17, 1909, featuring Spokane's economy and prominent

citizens, included a sketch of "New Apartment House of N.W. Durham" with "Arthur W. Cowley Architect"

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

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

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

Cowley is noted for his apartment and industrial buildings, several of which remain in use in Spokane. The Goodyear Tire and Rubber Building is one of five known industrial/commercial buildings that are extant in Spokane, and retains the best integrity of those buildings. Besides the Child, Brothers and Day Auto Supply (1911, 1217 West First Avenue), which is totally altered, are the Consolidated Motor Freight Warehouse (1935, 126 S. Sheridan/Pacific), and Inland Auto Freight Warehouse (1929, 159 S. McClellan).

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

Arthur Cowley Taken By Death

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

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

Mr. Cowley was born October 9, 1878 in Spokane. He was the son of Henry Thomas Cowley, an early-day missionary who was one of the first settlers in this region. The only other white families here at the time the elder Mr. Cowley arrived

were those of A.M. Cannon, J.J. Browne, and James N. Glover. Arthur Cowley was one of the first white children born in Spokane.

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

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

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

[A list of buildings designed by Cowley is included in the Spokane Register Nomination for "Goodyear Tire and Rubber Store & Warehouse."]

F.E. Martin, contractor.

F.E. Martin, Spokane contractor, was constructing Wilson School (1926) at the same time as the Wells buildings, completed the power plant at Edgecliff Sanitarium in 1918; had built the Spokane Civic Building in downtown in 1921 and Finch Elementary School in 1923. He followed with the Rookery Building in 1934. (Mann, 2003)

Clarence Ferris White, Architect of the original 1913 Harry L. Olive Building

Architect Clarence Ferris White was one of the most prolific architects in the Inland Empire area, reportedly preparing plans for over eleven-hundred buildings. His designs range in style and type from homes of prominent businessmen, to working class apartment complexes, as well as several important commercial buildings and schools. He was born in Chicago, Illinois on August 22, 1867 and reportedly studied architecture in Chicago, but his formal architectural education is unknown. Before coming to the PNW he rose to the position of head draftsman for the office of W.W. Meyers and worked in the offices of architects Sprague & Newell and W.W. Clay.

Around 1890, White came to Spokane under a contact to work for architect Herman Preusse. However, within a month he left the office and began working for architect Chauncey B. Seaton. Some studies indicate that White formed a partnership with Seaton, but Polk Directories do not verify this. Instead he was employed by Seaton as a draftsman and then oversaw a branch office for Seaton in Bellingham. In 1892, he moved to Everett and opened a short-lived practice with architect William T. Moller.

White then returned to Spokane in 1896 and again became associated with Chauncey B. Seaton. He then formed a partnership with architect Charles A. Alexander in 1897. Alexander passed away and White formed a new partnership with architect Arthur E. Permain in 1898. They were joined by until 1899 engineer John W. Strack and architect Oscar Huber.

After a short time in California, during which his wife passed away in 1903, he returned to Spokane in October. Upon his return, White jumped back into his architectural practice designing a school in Sandpoint and several houses including the home of J.C. McDevitt at 1730 West Riverside in 1905. Also, he designed the entire company town of Potlatch, Idaho for the Potlatch Lumber Company (the source of dispute with W.W. Hyslop). For the town White designed and erected more than 300 buildings, which included commercial properties, residences, a hotel, theater, warehouses, schools, churches, and a railroad depot.

By 1915 White took on another partner, Rowland J. Englebry, but the partnership lasted for a short two-year period. In 1918 he got into financial trouble again and filed for bankruptcy for a second time. In 1920 he remarried and shortly thereafter he moved to Everett where he continued his architectural career until his death.

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Maps, Drawings, and Photographs

ADDRESS/BLDG. NAME **W. 1229 1st Avenue**

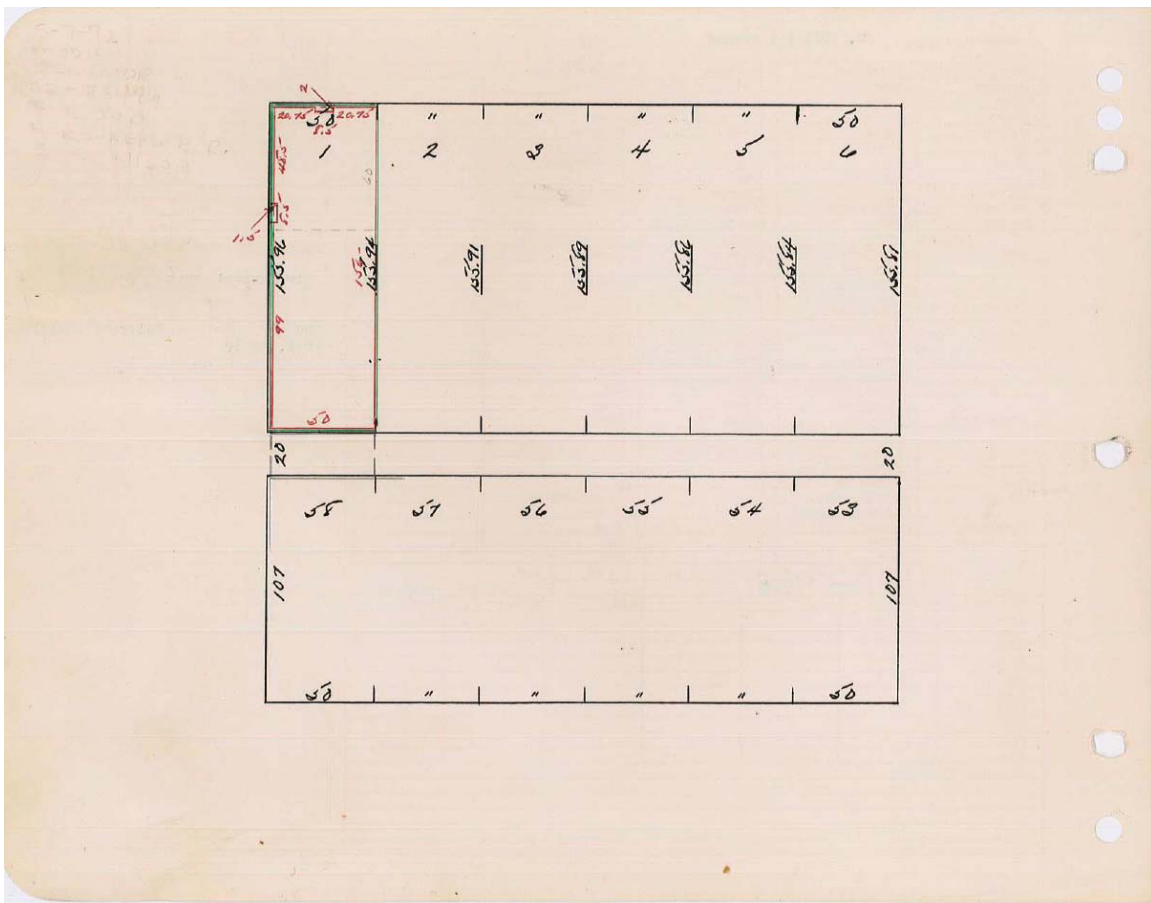
BUILDING #	TYPE-USE-QUALITY	EXT. WALLS	BASEMENT	EXTRA FEATURES					
	Apartment	Brick	Full	Marquees					
	Office	Stone	Size 1256 Sq Ft	Canopy					
	Warehouse	Concrete	Finished For Oil	Balcony					
	Gas Station	Siding	Utility	Insulation					
	Motel	Con. Blk.		Cold Storage					
	Garage		HEATING	Sound Proofing					
	Store	Cast Panel	Hot Air						
	No. Stories		Hot Water	INT. WALLS					
	No. Rooms	ROOF CONSTR.	Air Cond.						
	No. Apts.	Flat	Gas						
	ANNUAL GROSS INC.	Pitched	Electric	INT. PARTITIONING					
	DATE	Steel Truss	Oil Burner	Lin-Foot					
		Wood Truss	Coal Stoker						
		Removd or Wood Trusses	Steam	ELEVATOR					
		ROOF COVERING	Central	Kind					
		Asphalt Shingles		Steps					
		Corr.	Toilets	APPLIANCES					
		Tar-Gravel	Tubs	RG & OV					
		Build-Up	Basins	HF					
		FLOOR STRUCTURE	Sinks	DW					
		Reinf. Conc.	Showers	Washer					
	CONSTRUCTION	Conc. Slab	Laundry Trays	Dryer					
	Frame	Joisted Const.	H. W. Tanks						
	Steel Frame		Sprinkler System						
	Reinf. Conc.	FLOOR FINISH							
	Brick	Asphalt Tile							
	Con. Blk.	Fin TERRAZZO		GEN'L CONDITION					
		Limestone		Excellent					
	FOUNDATION	Cement		Good					
	Con. Stone Blk	Brnd		Fair					
	Reinforce	L/W/W		Poor					
	Yr. Built	% Fin.	Class	Sq. Ft. 1st	Sq. Ft. 2nd	Height	Per	9 PSF	A. V.
	1926			7770	7800				60000 49.50
	BLDG. DESC	BLDG. #	BLDG. #	BLOG. #	BLDG. #	BLDG. #	BLDG. #	BLDG. #	
	Const.								
	Fndtn.								
	Floors								
	Ext. Walls								
	Roof								
	Plumb. Fix.								
	Year Bilt./Life								
	9 PSF								
	Sq. Ft.								
	Value								
	LAND: 7,797 sq ft								

YEAR	LAND VALUE	BLDG. VALUE	APPRSL.	DATE
1982	24,000	24,000	TR	4-82
1984	24,000	69,000	TR	4-84
1985	24,000	69,000	TR	8-85
2004			66	5/04

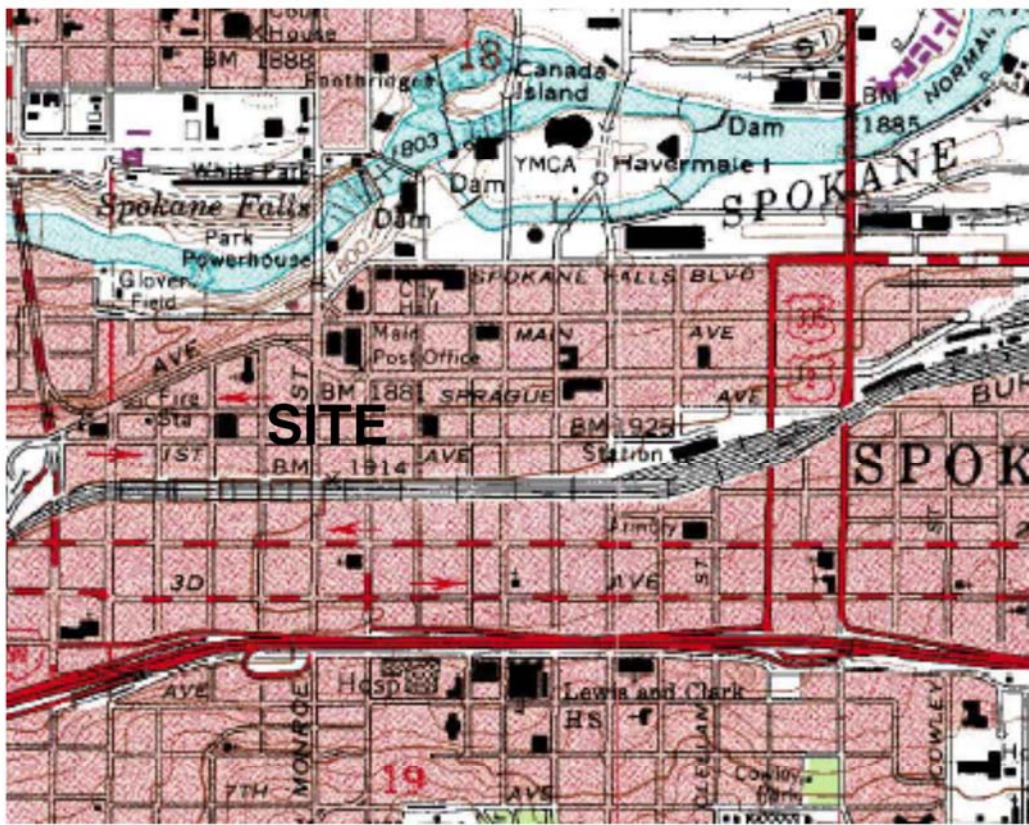
PARCEL NUMBER: 19532-1301 35/92.1301

LEGAL DESC: Spo 81 Railroad Addition Lt 1, Bk 20

ASSESSOR FIELD FILE - 2004



ASSESSOR FIELD FILE PLOT SKETCH



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

WELLS CHEVROLET SHOWROOM
1229 WEST FIRST AVENUE

N
1' = 2000'



City of Spokane 2019 Download

**WELLS CHEVROLET SHOWROOM
1229 WEST FIRST AVENUE**





1. First Avenue/Adams Street - context, looking southeast



2. First Avenue context, looking southwest



3. Looking southwest at northeast corner - front and east facades



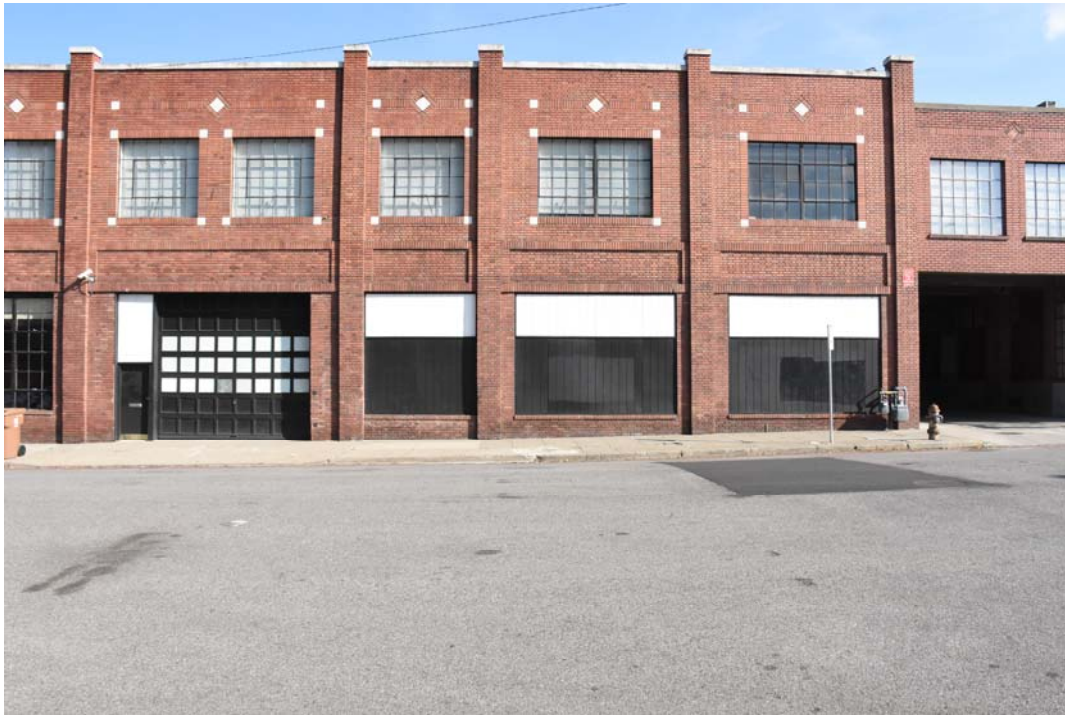
4. Front Façade – 1229 First Avenue – looking south



5. Northwest corner – north and west facades, looking southeast



6. North end of west facade, looking east



7. South end of west façade, looking east



8. Southwest corner – west and alley façades, looking northeast (attached to skybridge of former Wells Chevrolet Service Building)



9. West façade second floor window bay detail, looking east



10. South façade along alley, looking northeast (beneath skybridge)



11. East facade - midsection, looking southwest



1. Office Area, looking north at main entry on First Avenue



2. Office Area, looking east at typical office



3. Office Area, looking south from front entry



4. Office Area, looking southwest across cubicles



5. Office Area, looking north across mid-section



6. Office Area, looking west toward Adams Street entry



7. Office Area, looking east toward southeast corner and mezzanine



8. Mezzanine, looking west from stairway



9. Garage Area - south half of building, looking south-freight elevator in southeast corner



10. Garage Area - looking west toward main entry



11. Garage Area, looking north toward main entrance



12. Second Floor-stairwell to first floor, looking east



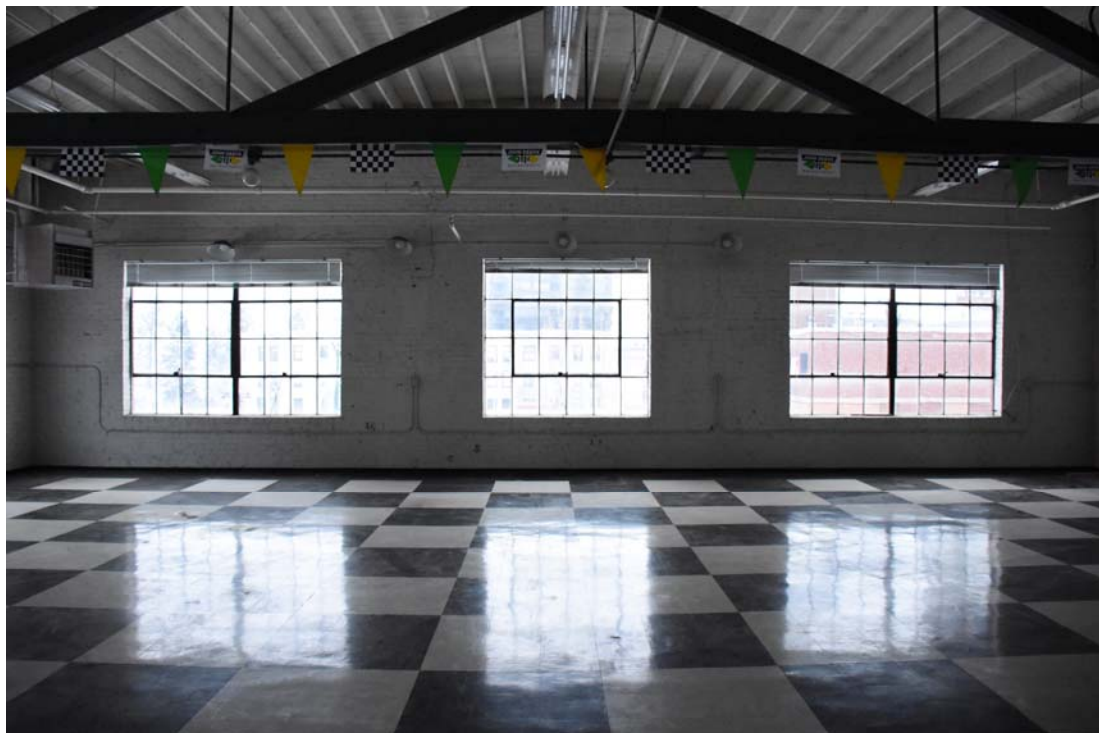
13. Second Floor, looking north from south wall



14. Second Floor, looking northwest across shop floor



15. Second Floor, looking north toward "display room" partition



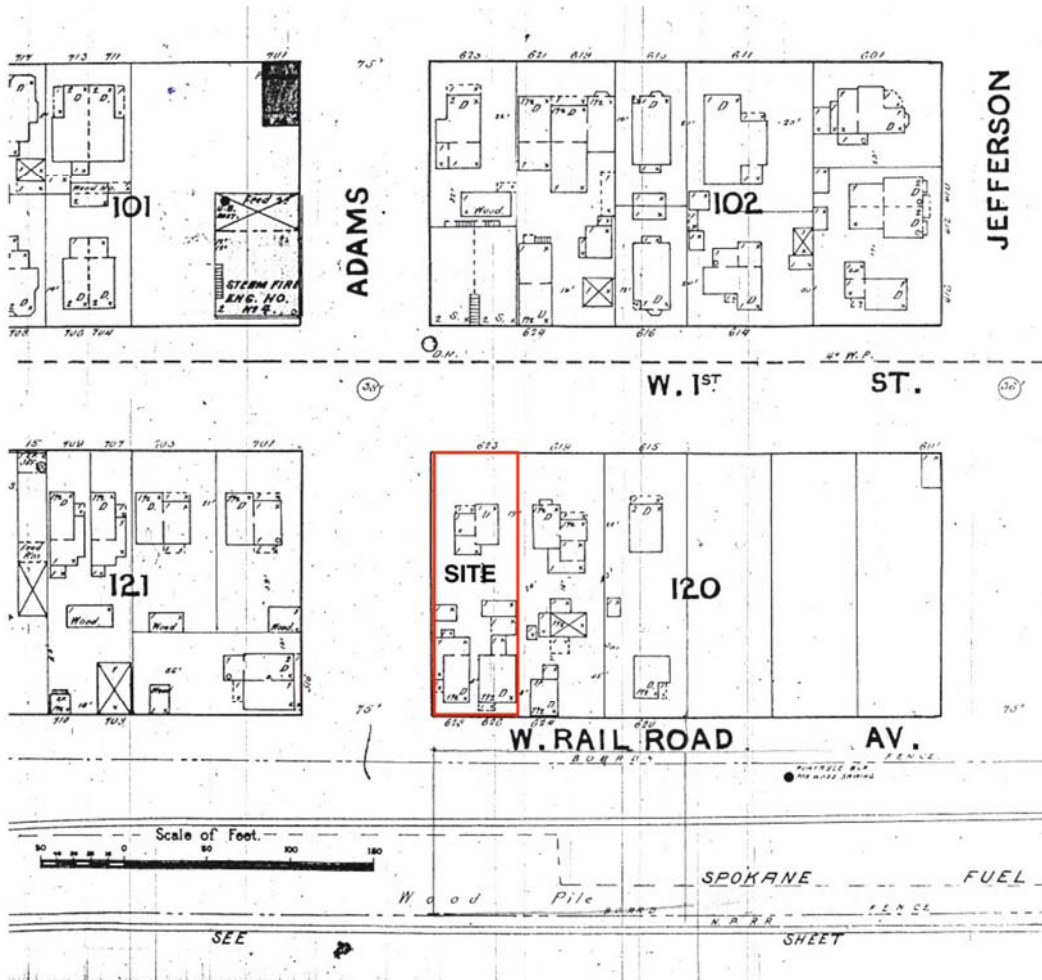
16. Second Floor, looking north across "display" room" toward north wall



17. Second Floor, looking west along north wall



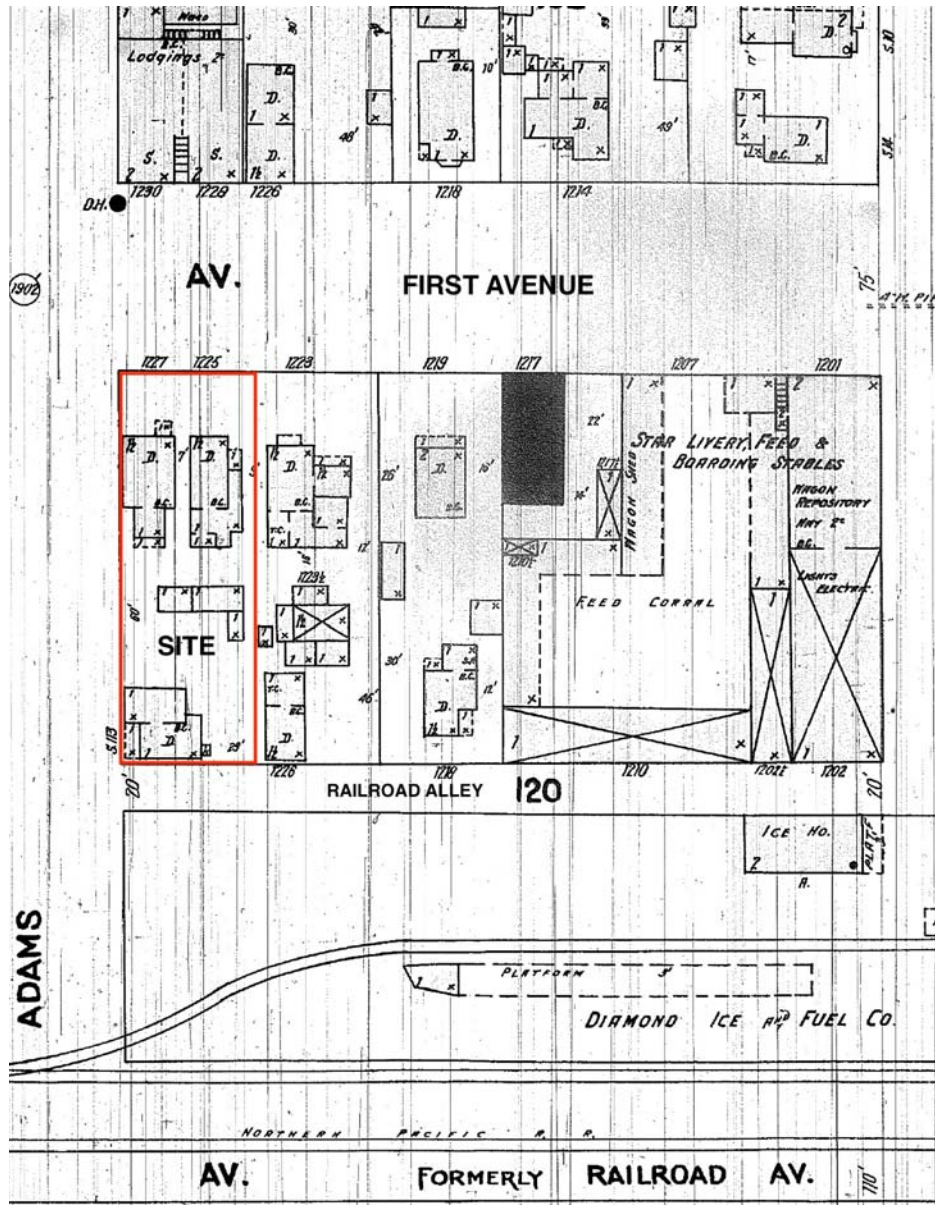
18. Second Floor, Looking South From "Display Room" Partition



Sanborn Insurance Map –1891– page 22

1229 WEST FIRST AVENUE
1891 SANBORN MAP

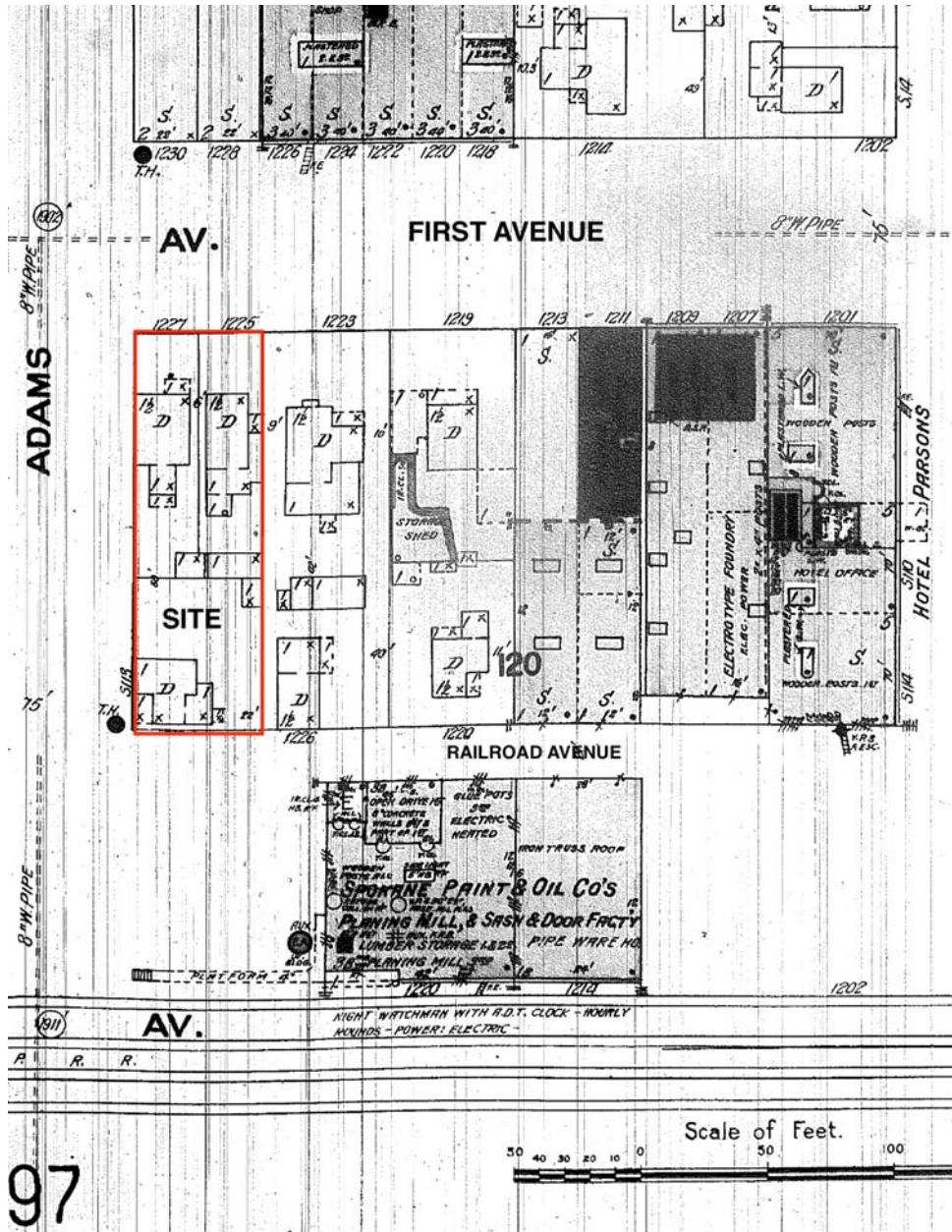
N
1' = 100'



Sanborn Insurance Map -1902- page 22

1229 WEST FIRST AVENUE
1902 SANBORN MAP

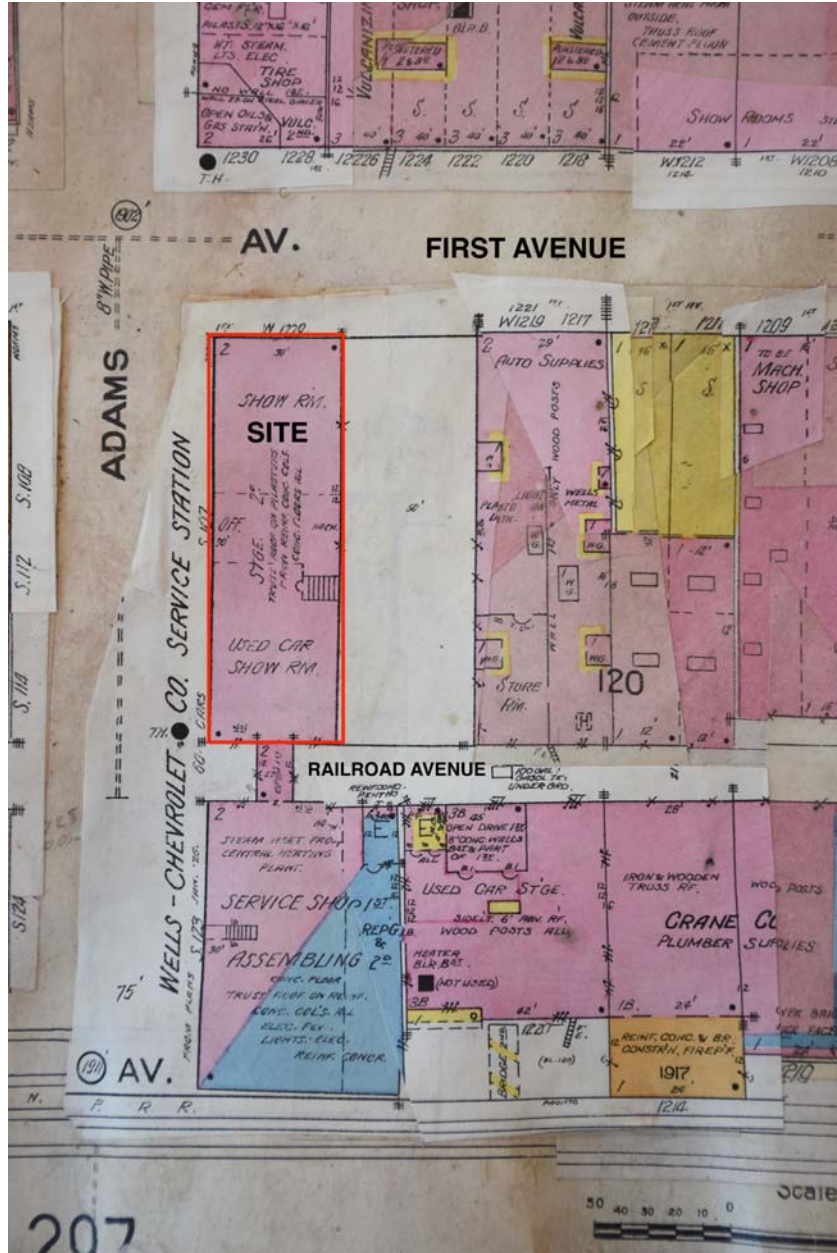
N
1' = 100'



Sanborn Insurance Map -1910- page 280

1229 WEST FIRST AVENUE
1910 SANBORN MAP

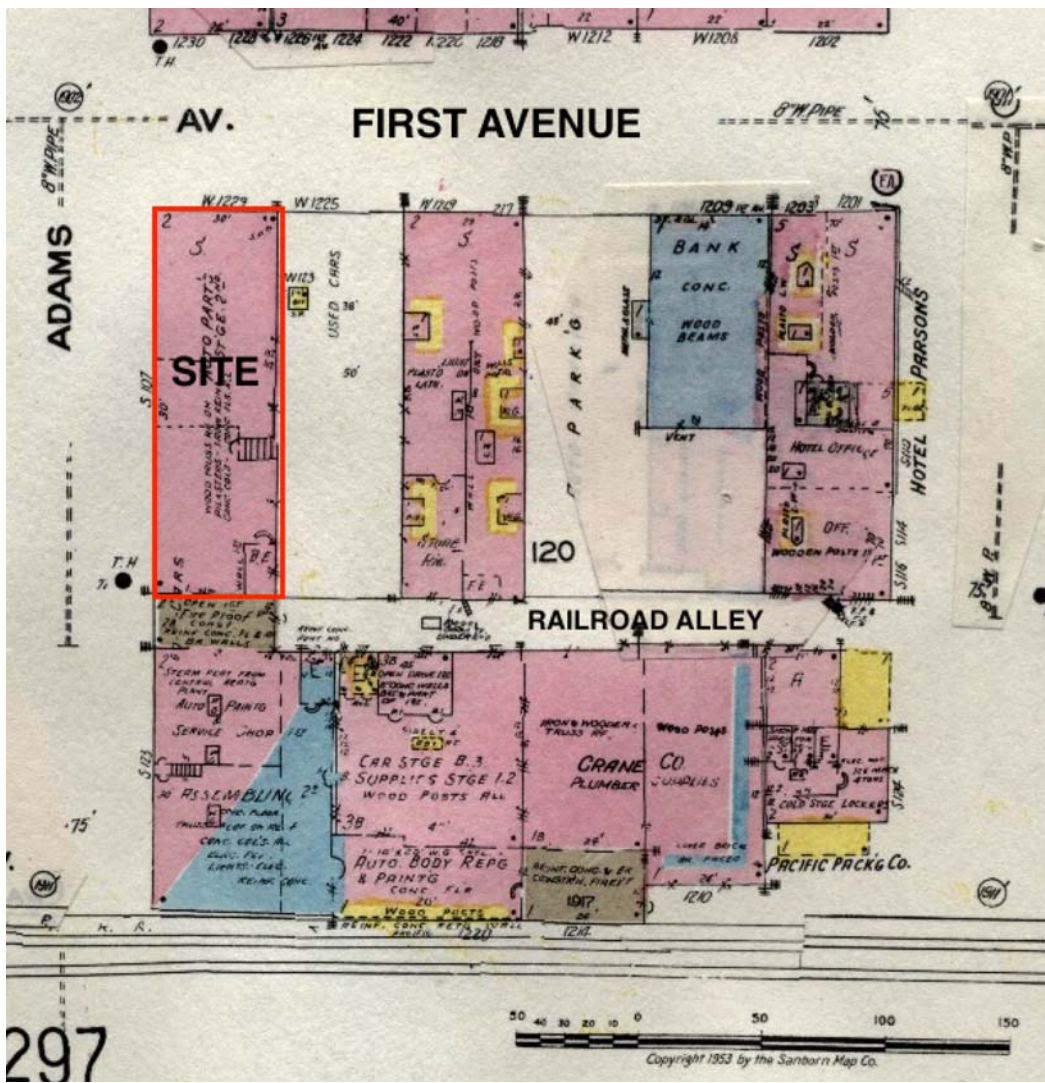
N
1' = 100'



Sanborn Insurance Map –1928– page 280

1229 WEST FIRST AVENUE
1928 SANBORN MAP

N
1' = 100'



Sanborn Insurance Map –1958– page 280

1229 WEST FIRST AVENUE
1958 SANBORN MAP

↑
N
1' = 100'



L87-1.31002-26 – Wells at First Avenue and Adams Street 1926



L87-1.30997.26 - Wells original west façade, 1926



L87-1.31001-26 - Wells 2nd floor looking north from south wall, 1926



L87-1.71092-52. Riegel Brothers Trucks 1952
(Shows reconfigured Service Entrance in West Façade)

THE CHRONICLE IS THE ONLY SPOKANE EVENING NEWSPAPER OWNED AND EDITED BY SPOKANE MEN

SECOND EDITION

Spokane Daily Chronicle

39TH YEAR. NO. 268.

26 PAGES

SPOKANE, WASH., THURSDAY, JULY 30, 1925.

PHONE MAIN 5678.

PRICE: THREE CENTS IN CITY, FIVE CENTS OUTSIDE OF CITY.

AUTO FIRM WILL ERECT BIG BUILDING

Hundred Fort Wright Soldiers to Aid in Flag Ceremony Friday

A flag ceremony for the raising of the first flag in the American quarter in a western manner will be held at 10:30 tomorrow morning, under the leadership of the first band of the American Legion, Chief of the Legion, representative of Fort Wright, in cooperation with the band directed from Spokane by Bernard. At that point there will be a parade to the new quarter, and a salute stopping out at each point en route to the new quarter.

POOR CLARE SISTERS WILL HAVE NEW HOME

Catholic Order Will Spend \$50,000 on Herby and Princeton.

Forty thousand dollars will be spent by the Poor Clare sisters on the new building for their new home at Herby and Princeton, and the new building will be completed in the fall of 1926.

THEY DON'T LIKE "SKIN DISEASE"

LOUIS BROWN, Cal., July 29. (A.P.)—A petition was being presented to the city council of Spokane today requesting the city to prohibit the sale of skin disease medicine in Spokane.

GROCERY STORES FORM COMBINE

Neighborhood Store Combination Organized—Plan Advertising Campaign.

EARTH TREMORS SHAKE 5 STATES

Kansas, Oklahoma, New Mexico, Texas and California Feel Jolts.

SEND WASSON

WASSON, Mo., July 29. (A.P.)—The Kansas legislature today passed a bill to send W. C. Wasson to the United States penitentiary for a term of ten years.

"BACKWARD—TIME IN YOUR FLIGHT"

Who Wouldn't Be Young Again and Frolic With Children's Home Kiddies in New Wading Pool



Swimmers at the Spokane children's home, Herby and Princeton, are having the time of their lives in the Herby River. (Special photo by Chronicle staff.)

SWISS BOY SHOT BERKELEY WOMAN

Basel Lad Is Held for Murder of Mrs. Howard Bowen, Retired.

BERKELEY, Cal., July 29. (A.P.)—A young Swiss boy was held today for the murder of Mrs. Howard Bowen, a retired woman, who was shot in the back of the head by a bullet from a .22-caliber pistol.

Policies Are Ready

"I can trade one dollar for \$100 worth of protection, I can do it today," said a spokesman for the Spokane Chamber of Commerce today.

OLYMPIC BRIDGE SPAN COLLAPSED

Car With Two Men and Woman Hurled Into River—Escape Injuries.

SPokane, Wash., July 29. (A.P.)—The Olympic bridge over the Spokane river today collapsed in a most dramatic manner, hurling a car containing two men and a woman into the river.

SIXTEEN ARE KILLED IN RAILWAY SMASHUP

Accident Occurs at Tours, France—Train Jumped Tracks.

TOURS, France, July 29. (A.P.)—Sixteen persons were killed and a number injured when an express train from Lyons to Tours jumped the track here and struck the station at Tours.

BANKERS TIGHTEN PURSE STRINGS

They Won't Allow Coffee

They Won't Allow Coffee

ELEVEN STRIKERS KILLED IN CHINA

Shooting Occurs Following Gathering of Mob in Canton.

CANTON, China, July 29. (A.P.)—Eleven strikers were killed and a number injured today in a shooting which followed a gathering of a mob in Canton.

WILMER ROOD, 73, KILLED BY FALL

Pioneer of District Fatally Hurt While Working at Foothills.

Falling from the roof of the Foothills hotel today, Wilmer Rood, 73, a pioneer of the district, was fatally injured.

Wells Chevrolet Plan to Expend \$126,000 on New Structure at First and Adams--Ready October 1.

Plans for the construction of a two-story building and the renovation of the present building at First and Adams in the future have been announced today by C. H. Wells, president of the automobile concern.

Renovation of the building at First and Adams, formerly occupied by the Harry L. Olive company, calls for an addition of a second building and changing of the front of the building at a cost of \$25,000. On the property in the rear of the building adjacent to the Northern Pacific railway, a 40,000-sq-ft two-story brick and concrete building is to be erected, stated Mr. Wells.

INDICTED Percy Owen of Illinois, Dry Chief, Under Fire

The revocation of the present building will be completed by October 1. The two buildings will give the Wells Chevrolet company a total of 120,000 sq ft of space, which is nearly double the space of their present building, 60,000 sq ft.

WILMER ROOD, 73, KILLED BY FALL

Pioneer of District Fatally Hurt While Working at Foothills.

Falling from the roof of the Foothills hotel today, Wilmer Rood, 73, a pioneer of the district, was fatally injured.



Percy Owen, federal prohibition agent of Illinois, is under indictment for an alleged violation of the law which forbids the sale of liquor to minors.

THURSDAY, DECEMBER 31, 1925.

SPOKANE DAILY

AUTO SALESROOM ALREADY IN USE

Wells-Chevrolet Home
Nearly Ready—Retain
Old Quarters.

The Wells-Chevrolet company is now using the salesrooms of its new buildings at First and Adams and expects to occupy the entire space in these buildings in February, however, retaining its old location, W216 Second avenue, until March 1, according to James Whitelaw, assistant manager. The new buildings extend from First avenue to the Northern Pacific railway, being connected through an overhead passageway over the alley, and the investment will be about \$150,000, it is estimated.

To the rear of the large salesroom is a mezzanine floor where C. H. Wells, president and manager, has his private office. Offices are also provided on the mezzanine floor for the wholesale department manager and there is an assembly room for the sales staff.

Offices for Salesmen.

Under the mezzanine floor are offices for Mr. Whitelaw, the clerical staff and the salesmen. The rear part of the first floor of the building north of the alley is devoted to used car sales. The main portion of the floor is used for new car display, there being room for 11 models. Six 140-watt chandeliers provide adequate lighting.

The second floor of this building is to be used for new and used car storage. The upper floor of this building, south of the alley, is to be used for major service and repair operations. The roof of the building provides parking space and is within an inch of the level of freight car floors. Cars are unloaded from the box cars, driven across the roof to an elevator and serviced on the second floor, a great deal of time being saved by being adjacent to the overhead tracks.

Stalls for 25 Cars.

On the first floor of the southernmost building is the parts and accessory department and the service department, where quick service jobs are done. Stalls are provided for 25 cars. There are also shower baths for the mechanics in this part of the plant, and just off the alley are two car washing racks.

The building adjoining the railway viaduct is on ground leased from the Northern Pacific for 25 years, the building belonging to the Wells Chevrolet company. It is 15x185 feet in dimension. The other building is owned by Mrs. Mary J. McDevitt and is 156 by 50 feet in dimension.

The company has adopted as its slogan "The Heart of Auto Row," and this designation over a huge red heart has been placed prominently on one of the large windows facing First avenue.

Along Auto Row

NEW WELLS-CHEVROLET BUILDING PARTIALLY OCCUPIED



The partially completed Wells-Chevrolet building, First and Adams, is already being used for display and sales of new and used cars.

spent several days in Spokane visiting with Ahrens & Ahrens, local distributors.

Adds Used Car Lot.

George H. Koester & Co. have taken over two lots in the 1200 block on East Sprague avenue, adjoining their building, for storing used cars. The used car lots will be used jointly with the Spokane Nash Motor company.

CHRYSLER MEN GO TO DETROIT

J. Blaine Snow, general manager of the Logan-Grant company, Chrysler distributors, with Clyde Warren of Wenatchee and Fred Sherman of

Yakima, dealers, left this week for the company factory in Detroit to hear talks by Walter P. Chrysler and other head men of the company.

"One thousand distributors and agents from all parts of the country will attend the meeting," said Frank MacDonald, local salesmanager. Mr. Snow and his companions expect to return January 19.

ADVERTISING

ADVERTISING

ADVERTISING

A
New Year's Tip
For a pleasant, smooth

SUNDAY MORNING, MARCH 11, 1926

First Solid Trainload of Automobiles Shipped to a Spokane Dealer by a Western Factory; Chevrolet Cars From Oakland



THE SPOKESMAN-REVIEW, SPOKANE, WASH.

The train of 40 boxcars containing automobiles, which departed last week on the Union Pacific, is being loaded together to get the picture; Spokane from a western factory (Chevrolet at Oakland, Cal.), and came over the U. P. engineers, and is more than 100 by the Wells-Chvrolet, said Adams Whiteley, assistant manager and distributed to dealers about March 26, according to the railroad. The cars, were unloaded here throughout the Island Empire.

HORSE HOLDS OWN IN BERLIN
The horse show is being held in Berlin, the city of the German Empire. The show is being held in Berlin, the city of the German Empire. The show is being held in Berlin, the city of the German Empire.

PETER PAN A PUBLISHER
The Peter Pan Publishing Co. has been organized in Spokane, Wash. The company has been organized in Spokane, Wash. The company has been organized in Spokane, Wash.

THE TRAIN REMEMBER
The train remember when you see the first solid trainload of automobiles from a western factory. The train remember when you see the first solid trainload of automobiles from a western factory.

DRIVER CONTROLS IMMENSE POWER
The new 1926 Chevrolet has been announced. The new 1926 Chevrolet has been announced. The new 1926 Chevrolet has been announced.

Spring is around the corner - is your car ready?
You will soon be putting your car to harder use... you will be taking those longer trips, your car in... ready to take you there and bring you back? Now is the time to give your car the attention it deserves. Below we list a few necessities at the moment. See ready and willing to assist you now.

UNEQUALLED MOTOR PERFORMANCE
The best locomotive and the most powerful... The best locomotive and the most powerful... The best locomotive and the most powerful... The best locomotive and the most powerful...



for Economical Transportation

THIRD SOLID TRAINLOADING

HEART of UTO ROW

CHEVROLET

We invite you to Attend the Bis of the Great Open Week AT FIRST ADAMS

WELLS CHEVROLET CO. First Avenue at Adams Street
PHONE MAIN 4364

3 Solid Trains of Chevrolets
WE CELEBRATED the removal into our new quarters in a novel fashion by ordering and receiving three solid trainloads of Chevrolet automobiles from the factory at Oakland, California. We fittingly observed our first month in the new home by selling 415 of these cars.

Space Now Three Times Greater
THE NEW and big building at the corner of Adams and Third streets is now open for business. The new quarters are three times as large as the old quarters and will accommodate three times as many automobiles. The new building is a first class affair and is equipped with all the modern conveniences and comforts that are to be expected in a modern office building.

A Great Dealer Organization
OUR dealer organization is now the largest and most complete in the Northwest. We have secured the services of the finest and most experienced mechanics and service men in the Northwest. Our service men are all trained and equipped with the latest tools and equipment. We have also secured the services of the finest and most experienced salesmen in the Northwest. Our salesmen are all trained and equipped with the latest tools and equipment. We have also secured the services of the finest and most experienced repairmen in the Northwest. Our repairmen are all trained and equipped with the latest tools and equipment.

The New Improved Chevrolet
THE NEW improved Chevrolet is now on the market. It is a real masterpiece of engineering and design. It is a car that is built to last and to give you the most pleasure and comfort in the world. It is a car that is built to give you the most economical transportation in the world. It is a car that is built to give you the most reliable transportation in the world. It is a car that is built to give you the most beautiful transportation in the world.

Car Sales Leap From 19 to 415
WE SOLD 19 automobiles during our first month in Spokane. That was less than four years ago; since that time the original "acorn" has grown into a great mercantile "oak" through which 415 new Chevrolets were delivered last month.

Flat Rate System in 100% Shop
THE mechanical department accepts a brand new flat rate building especially constructed and equipped for the purpose. This new building obtains the highest degree of efficiency in labor and general service.

Plenty of Reason to Celebrate
A NEW addition to the staff of the Wells Chevrolet Company is a group of four young men who have been building and repairing automobiles for many years. They are a fine addition to the staff and will be glad to assist you in any way that they can.

Used Cars--Care and "Feeding"
WELLS CHEVROLET CO. has a complete department for the care and feeding of used cars. We have a complete line of used cars for sale and we will be glad to assist you in any way that we can.

Plenty of Reason to Celebrate
A NEW addition to the staff of the Wells Chevrolet Company is a group of four young men who have been building and repairing automobiles for many years. They are a fine addition to the staff and will be glad to assist you in any way that they can.

S-R-4/16/1926

Part Five
1928 YEAR, NO. 128
THE SPOKESMAN-REVIEW.
SUNDAY MORNING, APRIL 15, 1928. SPokane, WASH.
Chevrolet Section

Wells Chevrolet Plant Will Hold "Open House" This Week




At 12th and Broadway.



USED CARS
LOWEST USED CAR PRICES
WELLS CHEVROLET CO.



The 1928 cars are just here.




In the showroom.



Commercial body department.



A show room.



An exterior view of plant.

WELLS CHEVROLET COMPANY WILL HAVE HOUSE-WARMING THIS WEEK

Late Models on Exhibition in Its Modern Plant.

The new plant will be ready for business in a few days. The company has been busy for several weeks in preparing the new building for occupancy. The new plant is located at 12th and Broadway, and is a modern building of brick and concrete. It is a two-story building with a large front porch. The building is well lighted and has a modern interior. The company has been busy for several weeks in preparing the new building for occupancy. The new plant is located at 12th and Broadway, and is a modern building of brick and concrete. It is a two-story building with a large front porch. The building is well lighted and has a modern interior.

CHEVROLET SALES EXPERT TO COME

C. W. Fox Will Meet Spokesmen From Community Plan Proves Satisfactory.

C. W. Fox, general sales manager of the Chevrolet division of the General Motors Corp., will be in Spokane this week. He will be in charge of the Chevrolet sales campaign in the city. He will be in charge of the Chevrolet sales campaign in the city. He will be in charge of the Chevrolet sales campaign in the city.

PLAN TO RESELL 2000 USED CARS

Sold 19 Cars During First Month Here—415 in March.

The Wells Chevrolet Company has announced that it will resell 2000 used cars during the next few months. The company has sold 19 cars during the first month here and 415 cars in March. The company has sold 19 cars during the first month here and 415 cars in March.

C. H. WELLS HAS HUNG UP UNIQUE SALES RECORD WITH CHEVROLETS

Sold 19 Cars During First Month Here—415 in March.

C. H. Wells, president of the Wells Chevrolet Company, has set a unique sales record with Chevrolet cars. He has sold 19 cars during the first month here and 415 cars in March. He has sold 19 cars during the first month here and 415 cars in March.

REGARD HEALTH OF WELLS

Employees Will Care For in Wells Chevrolet Plant.

The health of C. H. Wells, president of the Wells Chevrolet Company, is being cared for by the employees of the company. The employees are taking care of him in the Wells Chevrolet plant. The employees are taking care of him in the Wells Chevrolet plant.

DAILY PARADES THIS WEEK

Wells Chevrolet Company Will Have Parade.

The Wells Chevrolet Company will have a parade this week. The parade will be held on the main street of the city. The parade will be held on the main street of the city.



CAPTAIN C. H. WELLS
President

S-R-4/18/1926

for Economical Transportation



CHEVROLET

645

The
Coach
\$



f.o.b.
Flint,
Mich.

New Low Prices
Delivered Here

Touring . . .	\$632
Roadster . . .	627
Coupe . . .	799
Coach . . .	799
Sedan . . .	889
Landau . . .	921
1/2 Ton Truck . . .	485
(Chassis Only)	
1 Ton Truck . . .	650
(Chassis Only)	

Carefully check the quality and equipment offered in the Improved Chevrolet Coach! Check it against any five-passenger closed car in the world! Know what its new low price really means!

Where else can you get for \$645 a five-passenger closed car with balloon tires, speedometer, fine Fisher body, Duco

finish, one-piece VV windshield, Alemite lubrication and other essentials to modern motoring!

Come in—note these many quality features—get a demonstration—experience the car's amazing performance—and then you will realize how much more it gives for \$645 than any other five-passenger closed car on the market today.

Ask for a Demonstration!

Effective at once Chevrolet buyers will be given the benefit of the recent tax reduction, although it does not become officially operative until March 29th

All Departments Now in New Location
HEART OF AUTO ROW

Why
Walk
?



**WELLS
CHEVROLET CO.**

FIRST AVE AT ADAMS PHONE MAIN 4364

Why
Wait
?

Used Cars S111 Adams Service and Parts S115 Adams

QUALITY AT LOW COST

S-R – 1926 - no date