

# 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: George H. Gallagher Company/Hobson Auto Supply  
And/Or Common Name: Barrister Winery

## 2. Location

Street & Number: 1213 West Railroad Avenue  
City, State, Zip Code: Spokane, WA 99201  
Parcel Number: 35192.1613

## 3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public <input type="checkbox"/> both	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational	<input type="checkbox"/> residential
<input type="checkbox"/> object	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other

## 4. Owner of Property

Name: Greg-Michael Cellars, LLC (Hobson LLC)  
Street & Number: 1213 West Railroad Avenue  
City, State, Zip Code: Spokane, WA 99201  
Telephone Number/E-mail: [greg@barristerwinery.com](mailto:greg@barristerwinery.com) - 509-456-3591

## 5. Location of Legal Description

Courthouse, Registry of Deeds	Spokane County Courthouse
Street Number:	1116 West Broadway
City, State, Zip Code:	Spokane, WA 99260
County:	Spokane

## 6. Representation in Existing Surveys

Title: Enter previous survey name if applicable  
Date: Enter survey date if applicable ☒ Federal ☐ State ☐ County ☐ Local  
Depository for Survey Records: 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 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 LT 3& W30.20FT LT4 BLK 22  
TOG W/15FT BNSF RR R?W N OF & ADJ TO  
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@kolva.comcastbiz.net  
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: 3/12/18

Date of Landmarks Commission Hearing: 3/21/18

Landmarks Commission decision: Approved

Date of City Council/Board of County Commissioners' hearing: 5/8/18

**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

4/26/18  
**Date**

Attest:

Approved as to form:

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
Assistant City Attorney



## **SUMMARY STATEMENT**

The two-story brick vernacular warehouse is on the south side of Railroad Avenue between Jefferson and Adams streets in west downtown Spokane. Built in 1908, the 60' x 120' building retains its basic form and openings with its primary facade facing north along the railroad. The building is an addition to the west end of a similar two-story brick warehouse that was built in 1906, also by the George H. Gallagher Co.

Resting on basalt rubble basement walls, the unreinforced red brick structure is supported by a wood post and beam structure and topped by a flat roof. The front façade (north) is divided into three bays within a flat brick wall terminated by a brick corbel cornice. Accessed from a raised concrete loading dock, a centered, segmental arch loading bay with large wood doors dominates the first floor. A second floor loading bay door is directly above. Segmental arch window bays flank the loading bays on both floors. The building demonstrates the adaptation from the at-grade loading dock to the second story loading platform/bridge after completion of the viaduct in 1916 (1916 concrete bridge removed).

The interior retains the character of the original warehouse, wood plank floors, basalt basement, brick first and second story walls, wood post and beam structure, and exposed wood joists and rafters.

## **DESCRIPTION OF PROPERTY**

Sited along the south side of the Northern Pacific Railroad (now BNSF) concrete viaduct and the paralleling West Railroad Avenue, the building is mid-block between Jefferson and Adams streets. The 60-foot by 120-foot two-story brick building is an addition to the west end of and continuation of the 1906 Gallagher Building (Jefferson Auto Lofts). Red brick in common bond rises from the basalt rubble basement walls to the corbeled parapet wall topping the building.

The first floor level is established by the loading platform height along the north façade. About 32 inches in height on the north side (and the entry landing on the west façade) the concrete dock was used to off-load railcars when the Northern Pacific spurs were at street grade.

### **North (Front) Facade**

The front façade (north) is divided into three bays within a flat brick wall terminated by a brick corbel cornice. A centered, segmental arch loading bay with massive wood doors dominates the first floor. Flanking the centered loading bay are original fixed four-over-four lite wood sash windows also set within segmental arches. The arches are composed of four courses of brick header voussoirs. Another prominent feature of the façade is a concrete loading dock that extends from the abutting Gallagher building across and in front of the loading doors, after which it terminates. Two narrow concrete steps against the foundation wall provide pedestrian access between the 32-inch dock and street grade. In the northeast corner is a flat metal slab pedestrian door that also opens to the dock.

A second floor loading bay door, within a segmental arch opening is directly above the first floor door. Although the opening is original, it is likely that it was originally a window that was cut down to accommodate a loading door ca. 1916. The remnant of the concrete platform bridge that connected with the NPRR viaduct (now BNSF) is visible beneath the door. Flanking the door and aligned over those of the first floor are window bays. The original windows have been replaced with fixed sash that are divided horizontally into two sections by a muntin bar, and

further divided into four vertical internal vinyl grids. In the brick field above the second floor bays is a faded sign that runs across the building. "THE GEO. H. GALLAGHER CO." in white letters on a black field extends between the window arches and the bottom of the corbeled cornice.

The wooden loading doors, 11'-4" x 16' are original and show a bit of wear. The doors are patterned with 3-inch vertical tongue and groove boards over which 6-inch boards forming a double X-bracing are applied. Six-inch boards also form the styles, top rail, and the lock rail that separates the upper and lower cross-bracing and bottom rail. The doors open to the sides via a top rail and rollers.

### **East and West Façades**

The east façade abuts the two-story Gallagher building, to which it was added in 1908 to expand that building.

The west façade is a blank brick wall into which a new pedestrian entrance was cut in the early 2000s. Set about one-third of the wall distance from the northwest corner, the double wooden door assembly is within a segmental brick arch. A raised concrete platform approached by four steps on the north and an ADA ramp on the south provides access to the elevated floor of the warehouse. A double course brick cap extends slightly beyond the wall plain to top the wall. A roof drain angles down from the roof level, below the top of the wall, to the rear corner and a vertical drainpipe. A brick chimney near the northwest corner rises about 18-inches above the brick cap.

### **South Façade (rear along alley)**

The three-bay south facade opens along the east-west alley, and is a continuation of the Gallagher Building that abuts the east end. The demarcation is a vertical joint line and a slight change in brick color. The first floor is comprised of a centered roll-up shop door, pedestrian door in the southwest corner, and window bay on the southeast corner. Second floor windows are aligned above the ground floor bays. The wall rises to a double-row brick parapet cap that extends slightly beyond the wall. The loading door is approached by an included asphalt ramp and concrete approach apron. Battered wood jambs and flat arch header fit within the segmental arch formed by four courses of brick header voussoirs. The rollup metal door has horizontal ribs and four horizontally-oriented, round-corner rectangular glass panels. The pedestrian door is also set within a segmental arch of brick voussoirs and consists of double flat panel wood doors and a wide fixed glass panel transom window (replaced ca. 1970s doors in 2017). The jambs are exposed common brick with the lower portion wrapped with power-coated sheet metal. (It appears that the door opening was enlarged from a window opening similar to that of the east corner.) A concrete platform with one step down toward the east provides access to the door. A pipe railing wraps the outside perimeter of the landing (landing added in 2017).

The window bays, one on the first floor on the east side, and three on the second floor are configured identically, with projecting brick header sills, and brick-voussoir segmental arches. The first floor window sash is metal clad wood divided into four-over-four fixed lites. The three window bays on second floor are divided horizontally into two sections by a muntin bar, and further divided into by four vertical internal vinyl grids. The logo "CHAMPION" is painted between to the middle and easterly window.

The roof is flat tar composition behind a brick parapet wall.

### **Interior**

The interior of the building retains good integrity of space and materials—wood plank floors, brick walls, and exposed posts and beams, floor joists, and trusses.

### **Basement**

The basement consists of basalt rubble, small sections of brick alcove walls, concrete floor and exposed wood posts, beams, and joists. Ten to twelve-inch square wood posts and beams provide structural support upon which the joists of the first floor rest. Five rows of posts and beams run between the south and north walls and divide the basement into three sections. Against the east wall and north of center, the freight elevator and open wooden stairs provide access up to the first floor. The basement is used for the storage of oak barrels that enable the production of wine.

### **First floor**

The first floor retains a good degree of its original warehouse character. The space has 14' ceilings and is arranged into four basic sections. Public entry is through a door cut into the west wall, near the north end. The door opens to a large room that extends from the north to the south walls. In the northwest corner is a wine tasting counter and display area. The room is open to the south wall and forms an "L" plan. The area along the east wall, that wraps around the freight elevator, consists of men's and women's restrooms and an office south of and next to the elevator/stairwell. In front of the freight elevator and extending to the north wall is the wine production area in which steel tanks and other equipment are set and the transformation from grape juice to wine begins. A partition wall consisting of sheet metal separates this area from the public event and wine tasting space. A centered shop door and pedestrian door in the northeast corner provide access between the production area and the exterior loading dock.

Ten to twelve-inch square wood posts and beams provide structural support upon which the joists of the second floor rest. Two rows of posts and beams run between the south and north walls and divide the room into three sections. Against the east wall and north of center, the freight elevator and open wooden stairs provide access up to the second floor and down to the basement. In the southwest corner (rear) of the building is an original door opening that provided access to the alley along the south side of the building. A roll-up shop door is in the center of the south wall.

### **Second Floor**

The second floor is open with brick walls, wood plank floors (some areas covered with steel plate), and exposed wooden roof trusses. Ten to twelve-inch square wood posts and beams provide structural support upon which the trusses rest. Two rows of posts and beams run between the south and north walls and divide the room into three sections. Against the east wall and north of center, the freight elevator and open wooden stairs provide access down to the first floor and basement. The room is used for storage.

### **ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS**

No photos or plans of the original building are available. A photo from the early 2000s shows the building before the concrete loading platform was removed, and the main loading door was restored. That photo shows the original sash on the first and second floors with one of the first floor windows covered with plywood. The main first floor loading bay was filled in with T-111 into which openings for a roll-up shop door and a pedestrian door had been cut.

The front façade retains good integrity of material and form. Changes that have been made include a new pedestrian entry cut into the west wall near the north end, and replacement of the original sash in the 2<sup>nd</sup> floor of the north façade and both floors of the south façade.

## **SECTION 8: STATEMENT OF SIGNIFICANCE**

### **Area of Significance:**

**A – Broad Patterns of Spokane History**

**C - Architecture**

**Significant Dates: 1906, 1908, 1916**

**Period of Significance: 1908-1967**

**Architect: Unknown**

**Building Developer: George H. Gallagher**

**Building Contractor: Unknown**

### **SUMMARY STATEMENT**

#### **Significant under Category A – Broad Patterns of Spokane History**

The 1908 Hobson Building is eligible under Category A as a contributing building to the West Downtown Historic Transportation Corridor (NHR 1999), the building possesses architectural and historical significance and integrity of material and form as described within that district. Because it was constructed during the city's most significant period of growth, 1900 to 1910, and as a railyard warehouse, the Hobson Building is a characteristic property type as described within the National Register West Downtown Historic Transportation Corridor. Although it has been altered slightly over the years, it retains its essential character and place in the continuum of the regional commerce of the downtown area. The building retains its original concrete loading dock that was served by at-grade spur lines of the Northern Pacific Railroad. Although the bridge linking the viaduct was removed by BNSF, the concrete connection to the building remains, illustrating the post-viaduct era of warehousing along the rail corridor.

The building is within an historic corridor of warehouse buildings that runs from Division to Cedar streets in the downtown core. Both sides of the 1916 elevated Northern Pacific railroad viaduct between the flanking alleys were lined with two-to-three story red brick buildings that were built to support the Northern Pacific Railroad and Spokane's position as a regional distribution center. The building, as a part of that corridor, demonstrates the transition of the Northern Pacific Railroad and existing warehouses in accommodating downtown automobile traffic to shift from street grade to an elevated viaduct and second story loading bridges.

A former warehouse and auto parts store, the Hobson Building is considered a contributing property to the West Downtown Transportation Corridor National Register District, a 5-block stretch of modest commercial buildings between First and Second avenues in downtown Spokane. The district and its warehouses (built 1891-1911) are significant for their association with the railroad, Spokane's position as a regional distribution center, and the growth of automobile use. Sales and service businesses supporting the outfitting and distribution of agricultural machinery concentrated along this corridor which flanked the Northern Pacific rails, and subsequent concrete Northern Pacific viaduct. The railroad delivered the machines and supplies that would be housed and distributed across the region from the brick warehouses along the tracks.

The building was used predominantly as a warehouse ranging from farm machinery, moving and storage, paper, building materials, and auto parts sales. The building exhibits the predominant characteristics of the warehouse corridor along the Northern Pacific Railroad as per the nomination--uncoursed basalt foundation, two-to four-story brick walls, recessed segmentally



arched windows and openings and simple corbeled brick, and loading docks at grade and on the second floors.

**Significance under Category C – Architectural Significance**

Per the West Downtown nomination, the warehouse symbolized the commercial age, particularly in association with the railroad corridor that crossed Spokane's downtown business district. The twenty-five warehouses within the district served as receiving and distributing points for a continuous supply of manufactured goods arriving and leaving by train. Spokane's West Downtown Historic Transportation Corridor exemplifies that development. Most of the district's buildings that face the Northern Pacific Railroad were built between 1891 and 1911 as railroad dependent businesses. They are framed two-to-four-story brick warehouses and factories, many of which stand on uncoursed basalt foundations. Most were designed in a utilitarian style characterized by recessed segmental-arched windows and openings and simple corbelled brick that served as limited ornament. Later warehouses were concrete with industrial metal sash. Freight platforms or loading docks connect many of the warehouses at second story level to the elevated railroad grade that was constructed in 1916.

As individual properties, these vernacular brick warehouses are humble working-class buildings and not distinguishable as architectural masterpieces. They are simple in material, form and detailing, and were for the most part, purely functional.

The Hobson Building is an example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination. As a contributing building to the district, the George H. Gallagher Company/Pacific Transfer/Hobson Auto Supply Building is described in the nomination:

This typical brick, rectangular, two-story warehouse fronts Railroad Avenue with the middle door of the second floor connected to the grade by way of a concrete supported ramp. A concrete loading dock at the ground level offers access to a large central garage door now modified. Four windows, original 4/4 double-hung sashes remain, one is covered with plywood. A small door opens to into the east side of the façade. The north elevation is joined to building #49 [George H. Gallagher Company] and its fenestration matches that of the other building. A garage door and a new aluminum entry replace the original openings on the ground floor. All openings are segmentally arched and the building sits on uncoursed stone, typical characteristics of district warehouses.

The warehouse building served as a transfer point for materials shipped into Spokane via the Northern Pacific Railroad to serve the market of Spokane and the Inland Northwest. The Hobson Building retains the dock, a fundamental element of the railroad warehouse building, and retains evidence of its adaptation to the moving of tracks from grade to the elevated viaduct. The outline of the elevated platform bridge and loading door at the second floor level show the results of that adaptation. Although the window sash on the second floor of the front façade (north) and the rear façade (south) have been replaced, the building retains its fundamental character and is recognizable as described in the nomination: basalt foundations, red brick walls, segmental-arch window openings, railside concrete loading dock, main dockside loading door, and second story loading door. Therefore, building is significant under Category C as a specific example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination.

The Northern Pacific (NP) rail corridor extended between and parallel to the alleys between First and Second Avenues in a swath through downtown Spokane. The NP owned the land, through a land grant, between the alleys and leased it to the owners of the buildings along the corridor. The railroad encouraged the construction of warehouses and industrial buildings along the corridor since these businesses would provide revenue to the railroad through the leases as well as the freight charges. Typically, the NP (and subsequently the Burlington Northern, and Burlington Northern Santa Fe) entered into what amounted to month-to-month leases for the land. The buildings were owned by private individuals, mostly those using them for business. The railroad lease provided that the building owners would vacate the land (remove the buildings) with thirty days notice, if requested by the railroad on termination of the land lease.

### **Site and Building Chronology**

The 1889 Sanborn Insurance map is the first to show the area along west Railroad Avenue between Madison and Cedar streets. Railroad Avenue was a 220-foot-wide corridor that had been granted to the Northern Pacific for construction of its transcontinental railroad. A single track is depicted with at-grade crossings by the north-south streets including Madison, Jefferson, and Adams. The same pattern was evident on the 1891 Sanborn map. Flanking the rail corridor were dwellings, fronting along both First Street [Avenue] and Railroad Avenue to the north; and the Spokane Mill Company's Lumber Yard to the south running between Madison and Adams streets. Sanborn indicated about 4.5 million board feet of lumber was on the site. Lath piles were also depicted between the yard and the track. Dwellings that fronted along Second Street [Avenue] were south of the alley.

The 1890 Sanborn shows the same pattern as 1889 except that five tracks, the main line and sidings, were now within the corridor, including one siding along the north side of the lumberyard.

By 1891, the lumberyard had shifted to the west to include the block between Adams and Cedar streets, and an office was on the east side of Jefferson Street. Industrial and warehouse uses were beginning to occupy the north side of the Northern Pacific main line as well. Washington Stone Company was at the northwest corner of Madison Street and Railroad Avenue, Spokane Fuel was along the north side of the main line with a rail spur along its north side.

The 1902 Sanborn depicts stacks of lumber crossing Jefferson Street, stacks to the west over the subject site, and a lumber shed and a sash and door warehouse to the west to Adams Street. This lumberyard was operated as the Spokane-Idaho Lumber Company. North of West Pacific Avenue (the street name had changed from Railroad Avenue; City of Spokane building records and the R.L. Polk City Directory continued to use Railroad Avenue) is the Diamond Ice and Fuel Company loading platforms running between Adams Street and Jefferson Street to the east.

In 1910, the Sanborn map reveals a transition in the block with warehouses replacing lumberyards. Along the Adams Street frontage the F.S. Harmon & Company Furniture Warehouse, a four-story wood post and beam structure, had been built in 1905 (extant and now Cornerstone Courtyard, a residential use) as well as a smaller two-story warehouse connected by a wooden platform. To the east, the George H. Gallagher Building had been constructed in 1906 by Edwin A. Cheatham and the addition of the building to the west was completed in 1908. Across the alley to the southwest is the excavation for a three-story building along Adams Street

and to the east along Second Avenue, four dwellings, a brick auto garage, and two wood frame stores on the corner. Two dwellings front on Jefferson.

The same Sanborn map depicts the G. H. Gallagher Cos. Warehouse as having a loading platform along the north side with a rail spur immediately to the north. The warehouse stored agricultural implements and the west end addition now housing Barrister Winery, had an elevator and two rows of wooden posts. "Some paints" were stored within. According to the West Downtown Historic Transportation Corridor nomination, "George H. Gallagher Company, was a supplier of wagon and agricultural implements, from the time of its construction until about 1910." The Polk Directory listed Gallagher's wares as "threshers and engines." *The American Thresherman* displayed an ad in its January 1908 issue, "Plowing by Steam" for the Nichols & Shepard Company of Battle Creek, Michigan which listed one of its branches as George H. Gallagher Co., Spokane, WA. By 1911 and thereafter, Gallagher was listed in Polk as being at Sinto Avenue, on the northwest corner of Ash.

In *The Threshermen's Review* of May 1912, a rate case settlement would put Spokane in a more favorable position for the distribution of farm machinery. Aultman & Taylor Machinery Company of Mansfield, Ohio was considering the former Gallagher warehouse to establish a branch warehouse for distribution of threshing machinery and traction engines in Spokane.

That eastern manufacturers now represented on the Coast are anticipating a favorable outcome of the Spokane rate case, and realize now the necessity of getting located advantageously in Spokane, is evidenced in the recent move of the Aultman & Taylor Machinery Company of Mansfield, Ohio to secure a warehouse in Spokane and prepare to open a branch. The company has just closed negotiations for the southwest corner of Jefferson Street and the Northern Pacific railroad tracks, and will open its warehouse immediately. ...

Aultman & Taylor are extensive manufacturers of threshing machinery and traction engines, and when established in Spokane will use from five to fifteen men locally besides a number of traveling representatives who will make Spokane their headquarters.

Mr. Dobson is enroute to Portland after a visit to the home office and factory. Speaking of opening in Spokane, Mr. Dobson said: "We have always recognized the importance of Spokane as a distribution point for our lines of goods, and my trip east to the factory a month ago was primarily to urge the opening of the Spokane branch at this time. The firm has decided to do it immediately, and to that end has secured the large brick building formerly occupied by the George H. Gallagher company and the Nichols & Shepard Company.

... The company will be established to distribute the spring orders for this section from Spokane. The Inland Empire formerly has been handled directly from Portland.

The Polk Directory, however, never listed Aultman and Taylor at this location or in Spokane for that matter; nor was Pacific Transfer listed at this location until 1917 with an address of West 1201 Railroad Avenue. A building permit of that year listed an address of 152 South Jefferson which would remain the address for the Gallagher Warehouse.

The 1910 Sanborn updated to 1926 depicts the elevated Northern Pacific railroad viaduct with three concrete bridges crossing over Railroad Avenue to connect the warehouse to the railroad. Pacific Transfer Company occupied the George H. Gallagher Building and Peck and Hills Furniture Company occupied the west end of the block with the 1905 wood timber warehouse and a new four-story concrete structure. Brick buildings replaced the remaining wooden structures. It is notable that ground level loading platform of the Gallagher Building was extant. Also, the addition at the west end is depicted as being used for auto storage under the label of Pacific Transfer Co. On the south side of the alley, fronting on Second Avenue were five brick buildings and the wood-frame stores depicted on the 1910 Sanborn. A three-story brick apartment building filled the excavation depicted in 1910, and auto repair, auto sales, battery service, and Yellow Cab Company occupy the four brick buildings to the east.

After Pacific Transfer Company vacated around 1927, Sebring Rubber Company used the building until 1931 followed by Spokane Paper and Stationery Company which would use the building for warehousing and distribution. In 1964 Spokane Papers was listed as the occupant of 152 South Jefferson Street. Pella Window Products occupied the building at this address in 1976.

The first listing for 1213 (the west end addition to the G.H. Gallagher Warehouse) was in 1966 with Automotive Warehouse Distribution as the occupant. The building was listed as vacant from 1975 to 1976, and in 1977 Hobson Auto Supply moved in and occupied the building until 2000. Clear View Window and Door was listed in Polk in 2001 and 2002. The address was not listed in the 2003 directory. In 2004, the owners of Barrister Winery would purchase the land from the Burlington Northern Santa Fe Railroad, and the building from Sterling Savings Bank through a foreclosure sale.

### **Historical Context**

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

The Spokane River and its falls had long been a gathering place for Native American tribes. It also attracted white settlers, J.J. Downing and family, and S.R. Scranton who established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney would follow and purchase the claims of 160 acres and the sawmill from Downing and Scranton. Early industry would use the water power for milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the coming of the railroad.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, the year of Spokane's incorporation, and with the connection of the eastern and western branches in 1883, transcontinental service through Spokane Falls was established. Spokane continued to grow as a regional shipping and distribution center through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. Although suffering a set back by the 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 as

new brick buildings rose from the ashes. The devastation wrought by the fire resulted in a city ordinance to reduce fire hazard, leading to brick and terra cotta becoming the dominant building materials of the rebuilt downtown.

When Spokane rebuilt the downtown after the fire, the business district would spread east to Division Street and follow Monroe Street across the river. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a marked increase in the building of commercial buildings in the east downtown. Frame dwellings gave way to brick commercial buildings and street frontages began to solidify. Among the property types and businesses that were prevalent were hotels, lodging houses, saloons, banks, drug stores, and restaurants. They were built to meet the needs of a rapidly growing population.

Generally, warehouses cropped up along the Northern Pacific rail corridor, between the two alleys bracketing the tracks from Division to Cedar streets. In the blocks south of that warehouse district were shops, 2- to 3-story apartment buildings, and hotels. These apartment blocks ran along Second and Third avenues, and the cross streets including, Post, Howard, Stevens, and Washington as they ran up to the South Hill.

According to Woo (2003) from the turn of the new century, 1900, Spokane's population exploded from 36,848 to 104,402 in 1910.

This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the 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 about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.

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

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

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

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

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

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

Indeed, the George H. Gallagher warehouse was built along the Northern Pacific tracks to supply farm implements - "threshers and engines" - shipped from the east to be distributed to the farms of the Inland Northwest.

According to an article in *The Threshermen's Review*, May 1912, a rate case settlement would put Spokane in a more favorable position for distribution of farm machinery. It indicated that eastern manufacturers, with the settlement of the rate case, would be considering Spokane as a distribution point. It revealed that the Aultman & Taylor Machinery Company of Mansfield, Ohio had just closed negotiations for the southwest corner of Jefferson Street and the Northern Pacific railroad tracks, and would occupy the Gallagher warehouse. The company would distribute the spring orders for this section from Spokane which had formerly been handled directly from Portland. (It does not appear that Aultman & Taylor ever occupied the building, but the article demonstrates Spokane's position and growing importance in the regional agricultural market.)

Railroad connections to eastern markets and to the west coast created a demand for agricultural products that led to the increasing growth of Spokane. Flour was shipped to such diverse ports as Liverpool, New York, or Tokyo. Livestock and meat also moved out of Spokane. The city grew as both a market for goods and a regional supplier.

#### **Grade Separation and Construction of the Northern Pacific Viaduct**

Jay Kalez, in an article, "Waiting for Trains Was a Way of Life," in the Spokane Daily Chronicle of 11/30/1968 told the story of the Northern Pacific Railroad tracks and the barrier its trains would create in the heart of downtown. When originally built, the line was at-grade and operated that way until the construction of the elevated viaduct in 1916. Watchtowers and guard-gate arms directed traffic at the crossings with the trains prevailing. Kalez described the Railroad Avenue

corridor, as a double track main line augmented by eight switch tracks, within a long canyon walled with warehouse buildings. Passing freight trains as well as switch engines maneuvering cars to the warehouse sidings would often block traffic at the intersections of the north-south streets.

In February 1911, the Northern Pacific Railroad first revealed its plan to invest \$2.5 million to construct a graded separation between its Hangman Creek approach to the city and its exit from the city east of Division Street. Northern Pacific's Chief Engineer W. L. Darling proposed a 12 to 14-foot clearance for all street underpasses. City Engineer, Morton Macartney, worked on behalf of the city to monitor the project. The elevated tracks would consist of parallel poured-in-place concrete walls that would be filled with earth, and 17 trestle-like street overpasses between Division and Cannon streets. According to Kalez (11/30/68), 150,000 barrels of cement and 750,000 cubic yards of earth would be used in the project.

With the announcement of the plans for the regrading of Railroad Avenue in 1911, a court injunction was sought by several businesses with warehouses facing Railroad Avenue and operating track-side loading docks, to prohibit the railroad from executing its plans. About \$310,000 in damage suits were filed by several property owners who claimed that the proposed grade separation would damage their track-side loading facilities and would require considerable additional cost in the handling of their products. In 1913, a court injunction was granted to delay the work. After a year and a half delay during which the issue was litigated, work on the viaduct began in 1915 and was completed in 1916. On April 16, 1916, *The Spokesman Review* ran the front-page headline: "*After Twenty Years Grade Separation Dream True -- \$2,500,000 Project Soon Completed.*" As part of the negotiated settlement between the building owners and the railroad each loading dock would be raised to the new level of the railroad grade. Elevators were also installed in order to move goods between the rail grade, some twenty feet high, and the street grade. Within a couple of years, the entire warehouse district from Elm to Division adjusted to the new grade separation.

The Hobson Building exemplifies the transition of the building in adapting from street/railroad grade to the elevated concrete viaduct. Originally freight was moved from at-grade rail cars via the concrete dock to the warehouse floor; and after the completion of the viaduct, to the second story loading door across the concrete loading bridge from the viaduct grade. The internal freight elevator provided movement between the first and second floor. The ultimate progression of the railside warehouses was their elimination as an element in the movement of rail freight during the 1960s. The Hobson Building, like its neighbors along the former Northern Pacific Railroad corridor, no longer functions as a freight warehouse. Most of these buildings have been adapted to new uses such as offices, entertainment spaces, residences, and food and beverage establishments.

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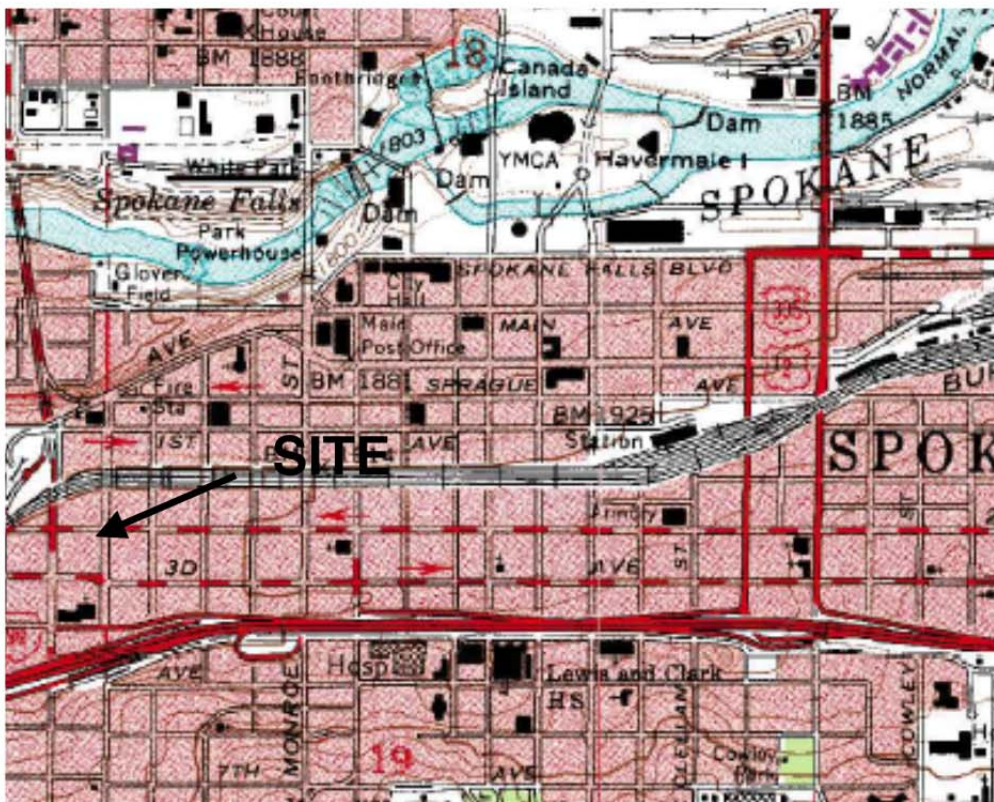
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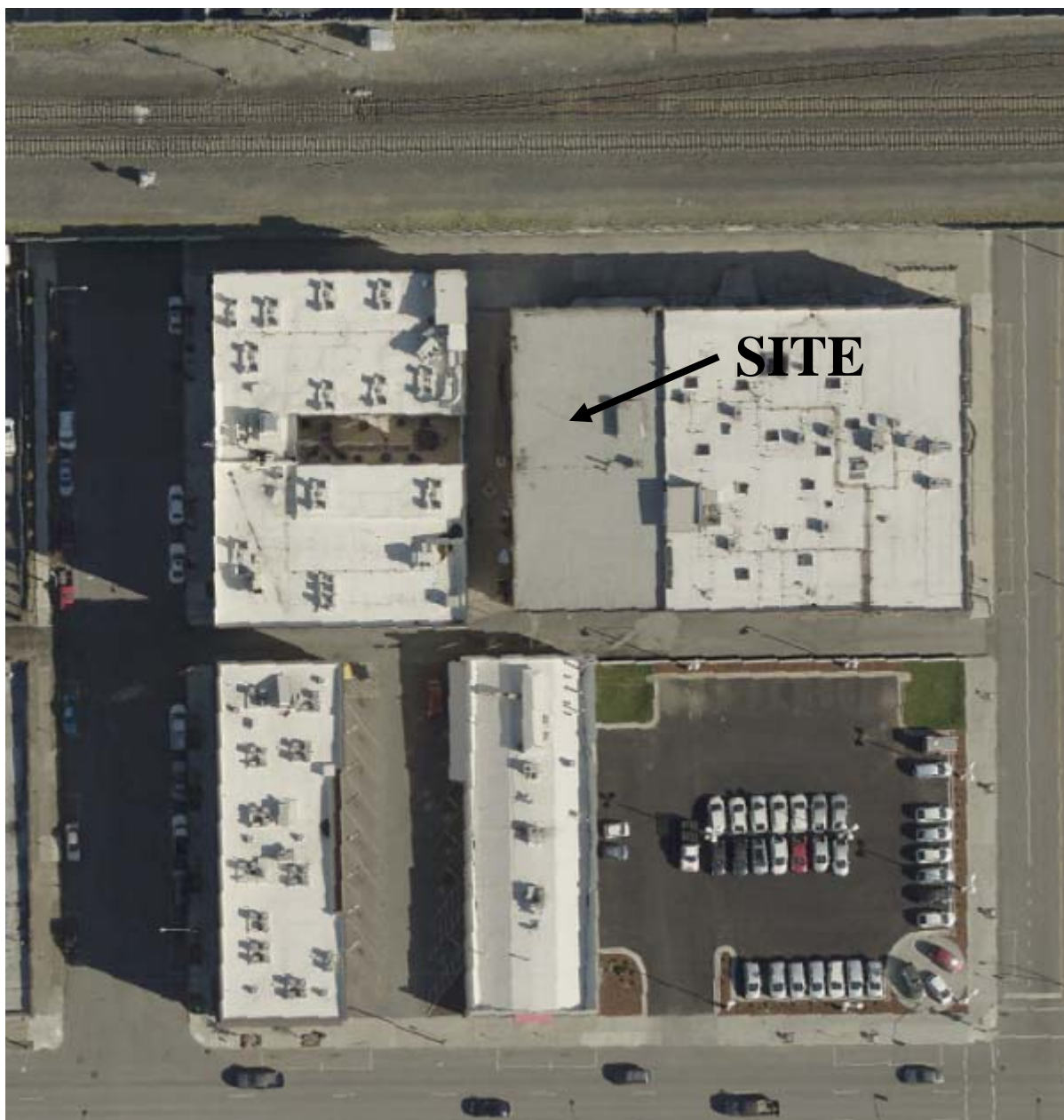
## **Maps, Drawings, and Photographs**



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

**BARRISTER WINERY**  
**1213 WEST RAILROAD AVENUE**

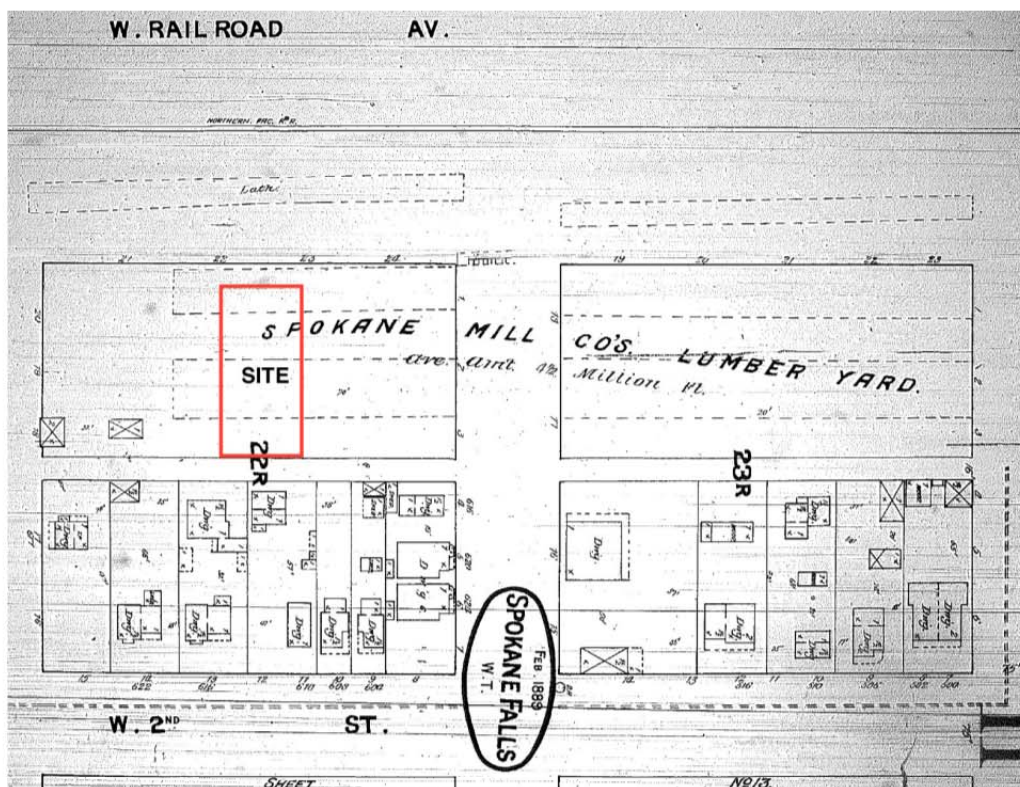
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N  
1' = 2000'



Spokane City Map – August 2017 Download

**BARRISTER WINERY**  
**1213 WEST RAILROAD AVENUE**

↑  
N  
No scale

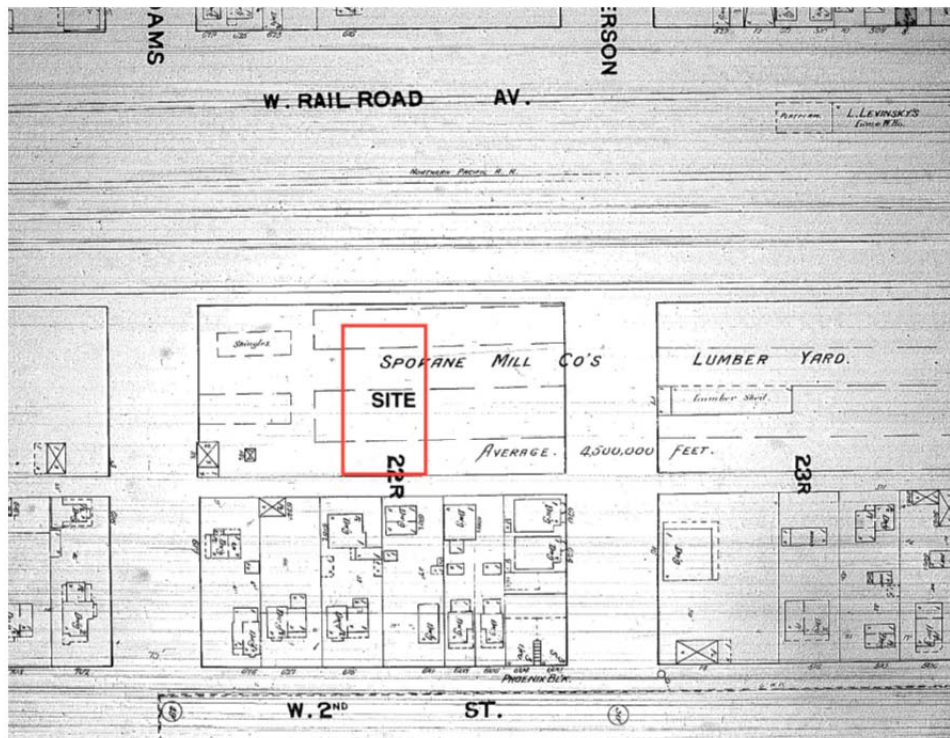


Sanborn Insurance Map – 1889 – page 11

**1213 WEST RAILROAD AVENUE**  
**1889 SANBORN MAP**

↑  
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No scale

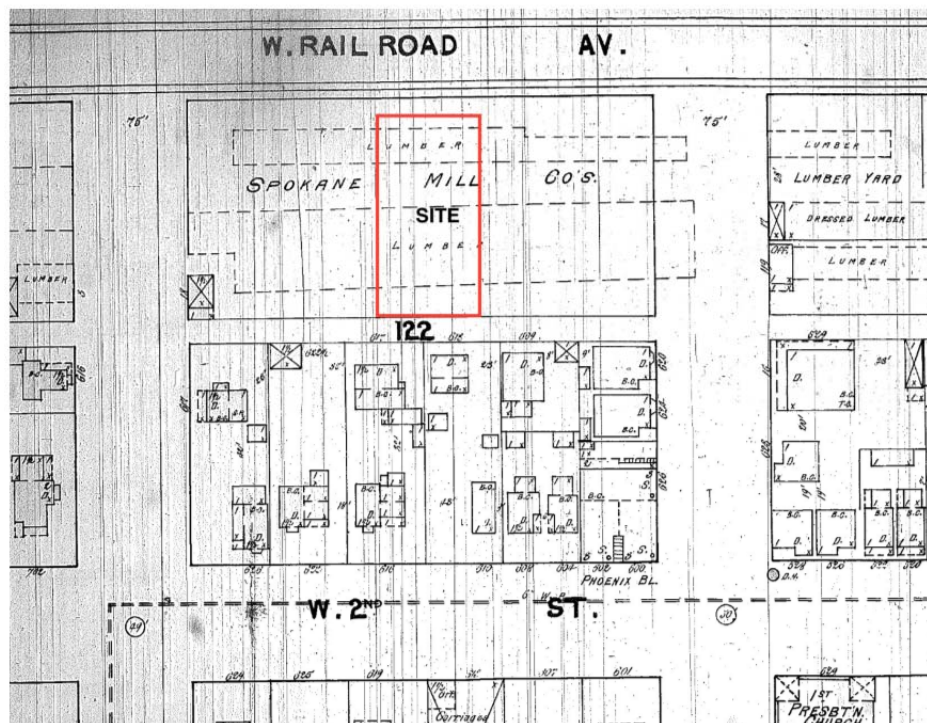




Sanborn Insurance Map – 1890 – page 11

**1213 WEST RAILROAD AVENUE**  
**1890 SANBORN MAP**

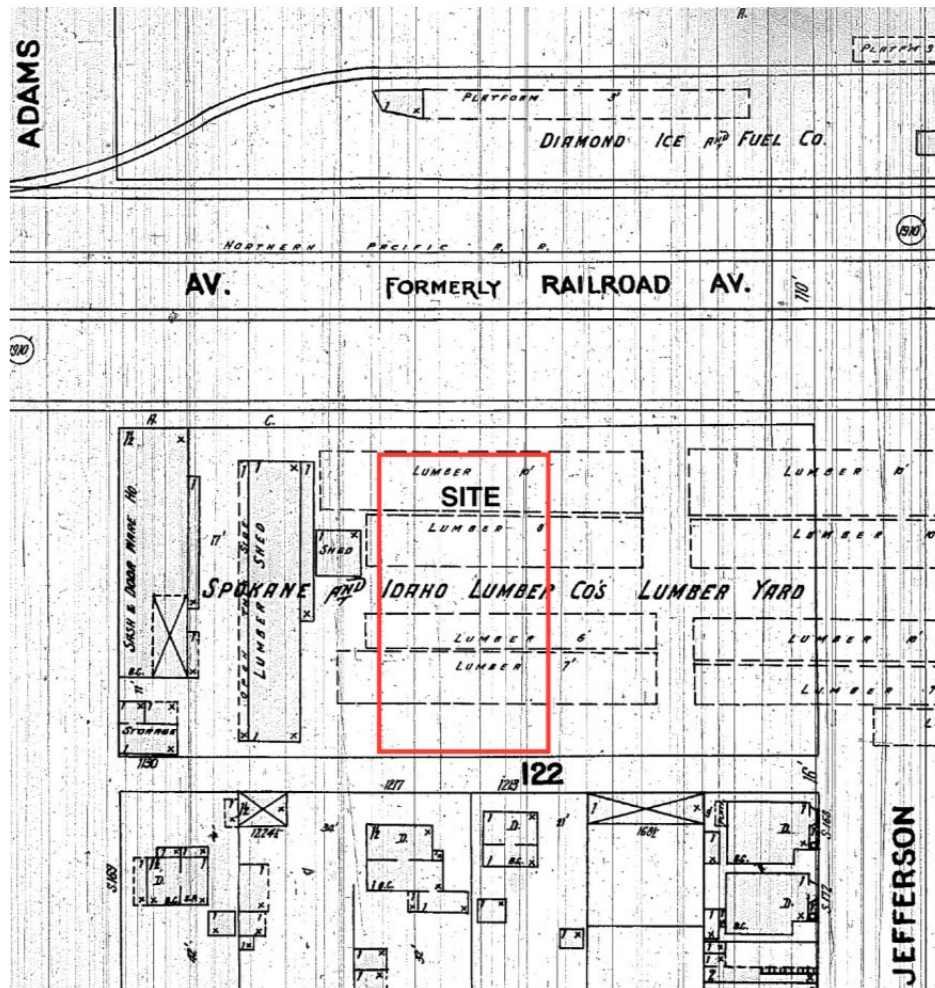
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Sanborn Insurance Map – 1891 – page 13

**1213 WEST RAILROAD AVENUE**  
**1891 SANBORN MAP**

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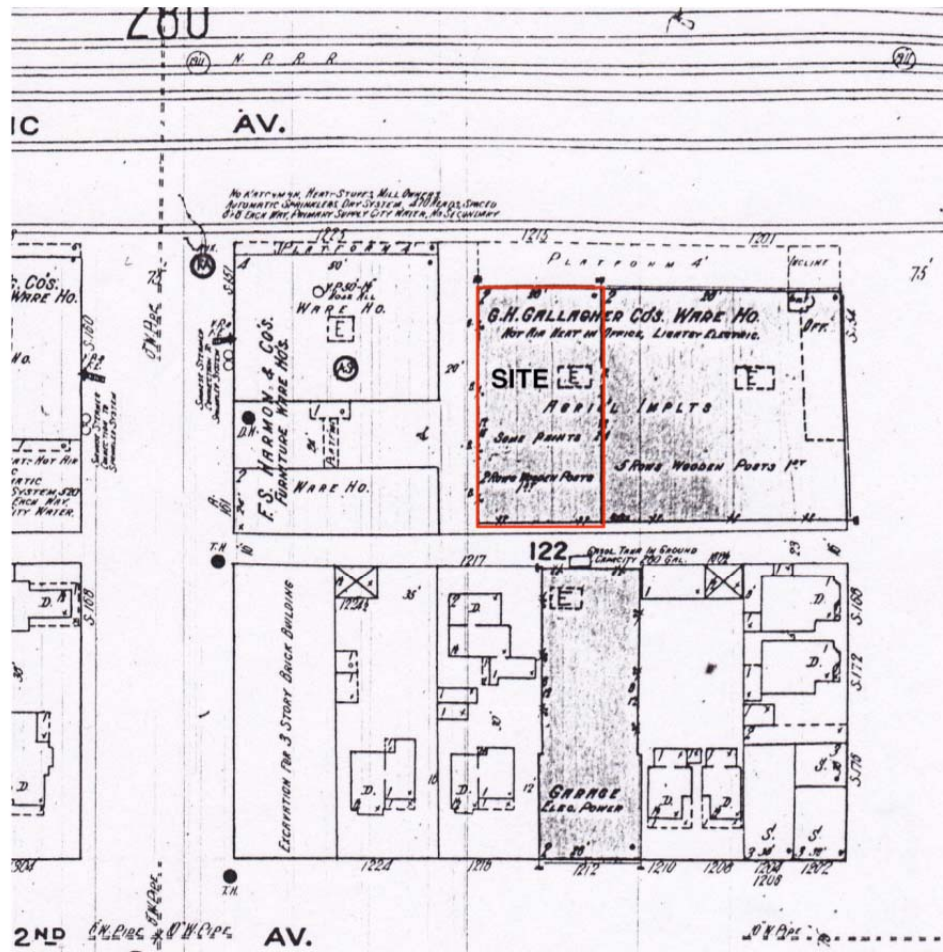


Sanborn Insurance Map – 1902 – page 21

**1213 WEST RAILROAD AVENUE**  
**1902 SANBORN MAP**

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No scale



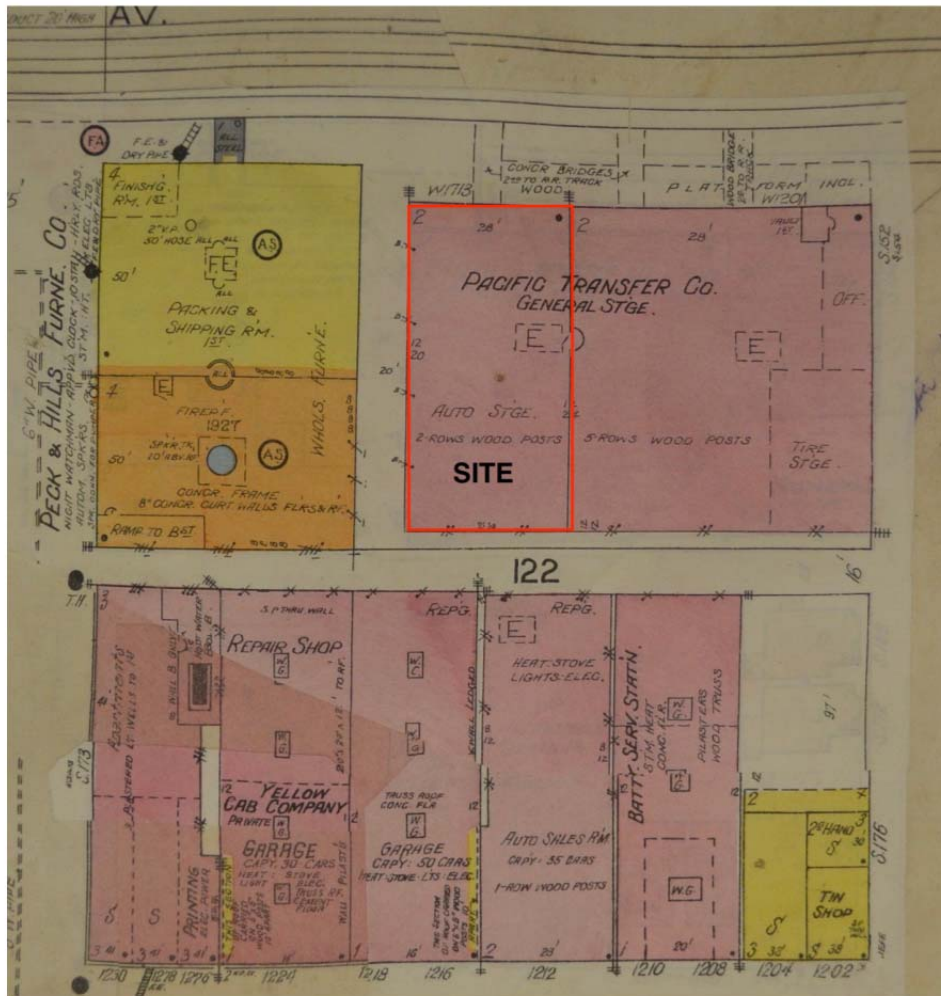


Sanborn Insurance Map – 1910 – page 297

**1213 WEST RAILROAD AVENUE**  
**1910 SANBORN MAP**



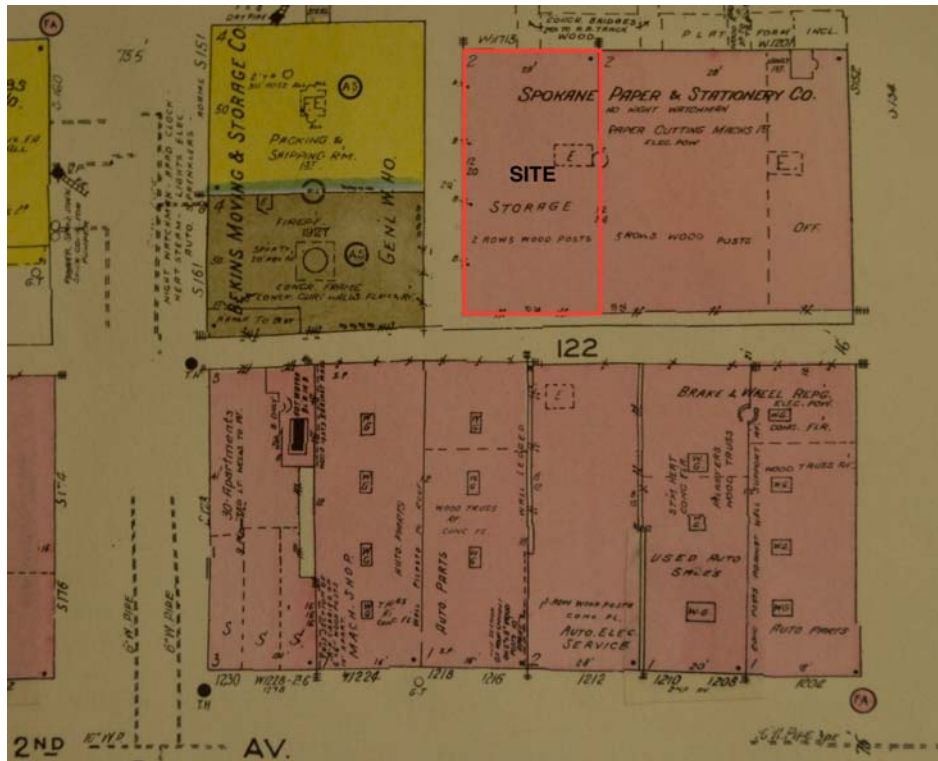




Sanborn Insurance Map – 1910-1928 – page 297

**1213 WEST RAILROAD AVENUE**  
**1928 SANBORN MAP**





Sanborn Insurance Map – 1952 updated to 1958 – page 297

**1213 WEST RAILROAD AVENUE**  
**1958 SANBORN MAP**

↑  
N  
No scale



1. Context along Railroad Avenue - looking east from Adams Street



2. Hobson Building, west end of Gallagher Building - looking east





3. Hobson Building, northwest corner, showing north and west facades



4. Hobson Building, northeast corner showing north façade - looking west



5. Center Bay, main loading doors at grade platform and second story bridge remnant



6. Context along Railroad Avenue - looking west at Gallagher Building from Jefferson Street



7. Context along alley between Second Avenue and Railroad Avenue - looking west at Gallagher Building from Jefferson Street





8. Hobson Building, southeast corner showing south façade - looking northwest



9. Hobson Building, southwest corner, showing south façade - looking northeast



10. Context along alley - looking east from Adams Street



11. View to east along the BNSF viaduct showing loading bridge platforms, ca. 2003





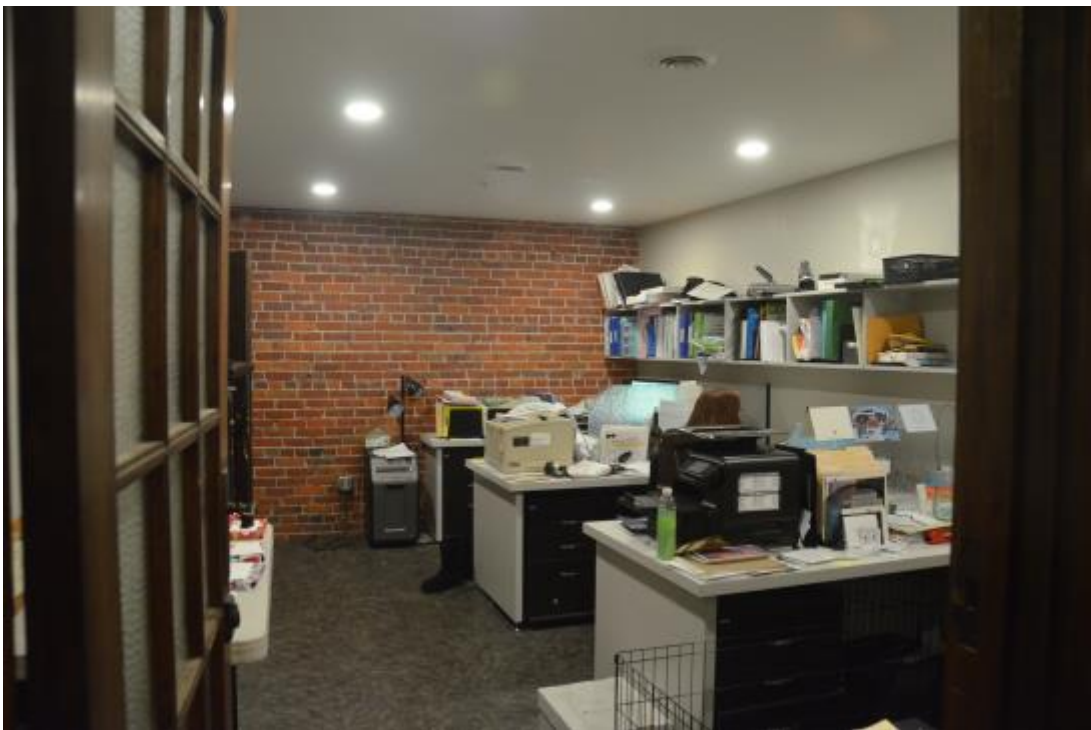
1. 1st Floor - looking south along west wall toward southwest corner



2. 1st Floor - looking southeast toward the southeast corner



3. Looking east toward restrooms and office

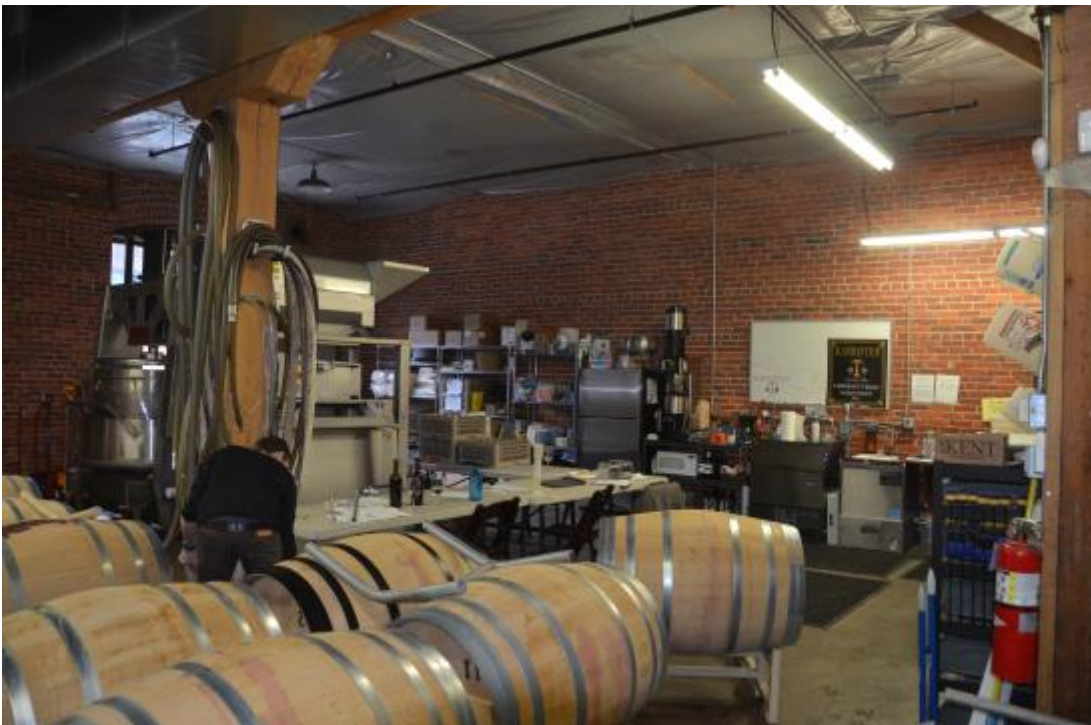


4. 1st Floor Office - looking east





5. 1st Floor - looking north toward tasting counter



6. 1st Floor - wine production area - looking northeast



7. Basement - looking north along west side bay



8. Basement - looking east along south wall





9. Basement - freight elevator - looking east



10. 2nd Floor - Freight elevator - looking east



11. 2nd Floor - looking east across south wall



12. 2nd Floor - looking north along central bay