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: **United States Rubber Building**
And/Or Common Name: **Music City Annex Building, U.S. Rubber Building**

2. Location

Street & Number: 1011 West First Avenue
City, State, Zip Code: Spokane, Washington 99201
Parcel Number: 35192.1103

3. Classification

Category	Ownership	Status	Present Use	
☒building	☐public ☐both	☐occupied	☐agricultural	☐museum
☐site	☒private	☒work in progress	☒commercial	☐park
☐structure			☐educational	☐residential
☐object	**Public Acquisition**	**Accessible**	☐entertainment	☐religious
	☐in process	☒yes, restricted	☐government	☐scientific
	☐being considered	☐yes, unrestricted	☐industrial	☐transportation
		☐no	☐military	☐other

4. Owner of Property

Name: GVD Partners
Street & Number: 909 West First Avenue, Suite B
City, State, Zip Code: Spokane, WA 99201-4001
Telephone Number/E-mail: 509-534-5805/gvd@gvdcommercial.com

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: West Downtown Historic Transportation Corridor
Date: 1999 ☒Federal ☐State ☐County ☐Local
Depository for Survey Records: Spokane Historic Preservation Office

7. Description

Architectural Classification	Condition	Check One
	☐excellent	☐unaltered
	☒good	☒altered
	☐fair	
	☐deteriorated	**Check One**
	☐ruins	☒original site
	☐unexposed	☐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.

☐E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

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

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property:	Less than one acre
Verbal Boundary Description:	RAILROAD ADD L4 B18
Verbal Boundary Justification:	Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Jim Kolva, Owner
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 **Date**
City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor – City Hall
808 W. Spokane Falls Blvd.
Spokane, WA 99201

Attest: Approved as to form:

_____ _____
City Clerk Assistant City Attorney

SUMMARY STATEMENT

Built in 1911 to house the Gorham-Revere Rubber Company (United States Rubber Company), the building has had a variety of commercial uses on the ground floor, and three unfinished floors that had been used for rubber products storage. The U.S. Rubber Building is buff-colored brick, four stories in height, and has a frontage of 50 feet on First Avenue, the main façade. With a depth of 155 feet, the building backs to Railroad Alley that forms the southern boundary. The building covers the entire 7,775 square foot site. The front façade is divided into five bays. A single commercial bay with centered double-door entry and flanking storefronts, occupies the ground floor. Glass storefront panels occupy the angled sidewalls that extend from the front to the recessed entry. The bulkhead is composed of wood frame glass panels with eight panels on each side (partially covered by metal and wood panels). Five leaded-multi-light glass transom panels are set above the storefront section. The second through fourth floors each contain five equally-spaced window bays. Flat molded terra cotta heads and flat terra cotta sills frame the openings. The windows are 18-over-1 double-hung wood sash. A pronounced molded sheet metal cornice terminates the façade just below the top of the parapet wall. The roof is flat built up tar composition.

DESCRIPTION OF PROPERTY

Located in the west downtown, mid-block, and fronting on First Avenue, the building is within a group of historic buildings forming a continuous street front along the south side of First Avenue. The historic Fox Theater is north, across the street. The 1899 Montvale Block is on the corner of Monroe Street, and adjacent to the east; the 1909 Odd Fellows Lodge is adjacent to the west; and to its west and completing the frontage at the corner of Madison Street, is the 1906 New Madison Hotel. Historic buildings are also across Railroad Alley to the south. They include the 1935 Pacific States Electric Building fronting along Monroe Street, and to its west, the 1904 Washington Machinery and Supply, and 1908 Washington Rubber Building (the Washington Machinery, and the Washington Rubber buildings have been converted to apartments and condominiums, respectively).

The front façade of the U.S. Rubber Building, at 1011 First Avenue, is composed of ground-level storefronts with a centered main entry, and the three stories above divided into five bays. Symmetrically-arranged, the recessed entry is flanked by angled glass sidewall panels that extend out to the flanking display window storefronts. The entry assembly consists of double aluminum-frame glass panel doors with a fixed, single-light glass panel transom above. The black-painted ribbed metal panel that had covered the low bulkhead has been removed. The original wood frames and wire glass (broken and missing panels) have been repaired with the glass replaced on the east side of the entry.

Above the store front windows and entry, and extending to the brick field (laid in stretcher bond) of the second floor, is a wide transom panel of leaded glass. The transom band is divided into five sections composed of 4-inch square prism glass tiles set within a leaded grid. A narrow molding runs along the juncture of the transom and brick line of the storefront opening. It appears that the molding had extended to the building corners.

This is suggested by a 1934 photo of the front façade that depicts the "United States Rubber Products, Inc." sign that extended from corner to corner.

The upper floors are aligned over the bay divisions of the transom panels to divide the façade into five equally-spaced window bays. The windows are framed vertically by the brick jambs, on the bottoms by glazed terra cotta sills, and tops by molded terra cotta window heads. The sills project slightly from the façade plane and extend slightly (brick header) beyond the window openings. The window heads also project slightly and extend further (brick stretcher) beyond the window openings. The flat-arch window heads are divided into five sections framed by raised edges that outline recessed panels. The end panels are narrow and vertically oriented, the middle panel is of the same height but wider and horizontally oriented, and the flanking panels that separate the middle and ends are lower in height and horizontally oriented. Wood brick moldings within the openings frame the double-hung wood sash that is 18-over-1 light (3 rows of 6 lights each).

A pronounced molded sheet metal cornice is affixed to the façade near the top of the parapet. The brick field and flat glazed terra cotta coping of the parapet wall are visible above. The cornice is composed of, from bottom to top, a narrow band, composite-curved moldings, a row of small square dentils, a narrow band of curved moldings, and projecting compound rectangular brackets that support the terminating cyma recta.

Renovation of the building is in accordance with the Historic Preservation Certification Application Part 2, approved by the National Park Service on 9/22/2016.

West Façade
The west façade abuts the Odd Fellows Building and the upper exposed portion is a blank brick wall.

East Facade
The front half of the façade abuts the Montvale Hotel, and like the west, only the blank brick wall of the upper portion is exposed. Because the Montvale Hotel occupies only the north half of the lot, the rear half of the U.S. Rubber Building is exposed. The façade is currently blank with no openings (but, in accordance with its Part 2 application, will receive window openings). The brick pattern reveals that a one-story building at one time extended from the Montvale to the alley. Also, the type and color of brick changes from red to gray in the upper half of the fourth story. The parapet wall is capped with a glazed terra cotta coping.

South (Rear Façade)
The rear façade fronts along Railroad Alley. A recessed loading bay is at ground level in the southwest corner of the building. A 12-inch steel I-beam with rosette capped bolts spans the bay opening (dock has been removed) to support the floor above. In the eastern portion of the wall are two segmental-arch window bays at the basement level (covered plywood panels). Aligned above the westerly basement window is a flat-arch window

bay. In the southeast corner is a second window bay that consists of paired vertical openings. The westerly bay is wider and set lower in the wall. Both window bays have brick-header sills. The arch of the westerly bay is composed of brick headers, while the small, paired bay in the southeast corner has brick stretcher arches. Steel bar grates front each of the window openings.

Above on the second, third and fourth floors are five equally spaced window bays each with metal fire shutters. The center window column has metal clad fire doors that slide horizontally along a steel rail at the top of the openings. The flanking window columns are covered with side-hinged sheet metal fire shutters that open to sides. The sash is one-over-one wood.

Interior

Basement

The basement has concrete floors and basalt, brick, and concrete walls. Wood posts and beams support the exposed floor joists. A natural gas boiler supplies the heat. A freight elevator runs between the basement and the fourth floor. Other than being used for mechanical rooms, workshop, and some storage, the basement is mostly vacant. The basement is planned to be built out during the 2018 renovation.

First Floor Plan

The first floor consists of a centered entry that opens to a large open room that extends approximately to the middle of the building. Per the Part 2 application, the room is being divided into two retail bays with a center corridor.

Second Floor Plan through Fourth Floor Plans

The second through fourth floors are open unfinished spaces and each floor consists of the following features: a stairwell along the east side in the rear two-thirds with a brick-walled freight elevator shaft opposite on the west wall. Window openings are in the north end (front along First Avenue) and the south end (along alley). The floors are 3-inch pine and fir boards that have been battered from use as a warehouse. Walls are brick, and the ceilings consist of the exposed floor joists. The second floor has a sheet rock corridor in the northwest corner that provides fire exiting from the adjacent Odd Fellows Building to the west, and a sheetrock room used for storage in the northeast corner. The third floor has a partial sheetrock wall (top of fire corridor) in the northwest corner. The fourth floor only has an open stairwell to the third floor with wooden railings around the perimeter.

Per the Part 2 approval, floors two, three, and four, which are now open, will be configured with fourteen apartment units.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The front and rear facades are virtually unaltered from the year of construction in 1911. The only change to the front façade was the installation of a ribbed black-painted metal panel along the bulkhead wall that covered over the original wood frame wire glass panels. The entry doors have been replaced with aluminum-frame glass panel doors in the same location. Minor changes have taken place with the storefront windows, likely associated with glass breakage and replacement.

The recent removal of the ribbed metal on the exterior of the bulkhead wall revealed plywood over wood-frame wire-glass panels, most cracked and some removed. Per the current renovation, the panels on the east side have been exposed, the wood frames repaired and repainted, and new clear safety glass inserted in the frames. At this time, on the west side, the plywood covering the window panels has been retained and painted.

The Part 2 indicates that the existing aluminum-frame doors of the front façade will be replaced by more appropriate doors. Also, new openings will be cut into the exposed east façade on the second, third, and fourth floors to provide windows for the new apartment units.

Prior to the current renovation, the entry doors opened to a large room with a full mezzanine floor in the rear half. This mezzanine was an original feature of the building. A stairway that ran from west to east provided access to the mezzanine. In the 1970s, the mezzanine was extended toward the front over the first floor commercial bay with narrow fingers that hugged the east and west walls (this feature is being removed). Small offices were aligned below. Offices on the first floor continued to the rear, beneath the original mezzanine level. The original mezzanine also had offices arrayed along the west and east walls. An open storage area was at the rear and a sliding fire door that provided egress to a loading bay (dock removed) along the south side of the building. Stairs to the upper floors were along the east wall and a freight elevator was along the west wall. These features have been removed and new stairs and an elevator will be installed per the approved Part 2 application.

Areas of Significance
Category A - Broad Patterns of Spokane History, Trade and Commerce
Category C – Architecture
Significant Date – 1911, Construction
Architect – Carl Hugo Jabelonsky
Builder - Unknown

SUMMARY STATEMENT

Significant under Category A – Historical Significance
The U.S. Rubber Building is significant under Category A as a contributing structure to the West Downtown Historic Transportation Corridor National Register Historic District (1999). The period of significance is 1890 to 1949; the U.S. Rubber Building, built in 1911, is within this period. The building was built to house and distribute tires and other rubber products and is associated with the evolution of the automobile and automotive equipment sales and service business in Spokane.

The building exemplified both the position of Spokane as a rail freight center for the Inland Northwest and as a burgeoning automobile center as located within the First Avenue auto row that evolved during the 1920s. Tires and rubber products were received from the rails, and distributed to the automobile and farm implement dealers that occupied the rail corridor bracketed by First and Second avenues. The building served an integral role to the growing automobile business as a distribution point for automobile tires, and serviced the auto supply shops and dealerships in the downtown district until World War II.

Significant under Category C
The building is also eligible under Category C, because it represents the work of prominent but seemingly little known architect Carl H. Jabelonsky. Jabelonsky, who trained as a civil engineer in Europe before coming to Spokane, was noted for his industrial buildings and concrete and steel structure skyscrapers in New York City and East Coast. The U. S. Rubber building may be the last remaining of the approximately six commercial buildings that he designed in downtown Spokane. In the commercial vernacular mode, the building is well-preserved and nicely detailed with terra cotta window trim, elaborately configured multi-light wood sash, and a pronounced sheet metal cornice.

HISTORIC CONTEXT

The historical context for Spokane has been included in several National and Spokane Register nominations, including the East Downtown National Historic District (Woo, 2003) and the West Downtown Historic Transportation Corridor, National Register Historic District (1999), thus the Spokane historic context discussion is abbreviated.

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 used the waterpower generated from the Spokane River milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the railroad entered the city.

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 businessmen 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.

Warehouses cropped up along the Northern Pacific rail corridor between the two alleys bracketing the tracks. In the blocks south of the warehouse district were shops and two-to-three-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 advanced up the lower South Hill.

According to Woo (2003), Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910.

> This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the states three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly

> developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.
>
> The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

Automobiles, Rubber Tires and U.S. Rubber - Chronology

Spokane's first automobile arrived in 1899, followed by two more in 1900. The automobile population and number of automobile businesses in Spokane grew slowly from one listing in the Polk Directory in 1903 through 21 business listings in 1910. Polk's classified heading "Automobiles" had its first listing in 1902. The 1910 Polk had listings for Auto Garages, Auto Goggles, and Auto Supplies. "Rubber Goods" were first listed in 1903 with two companies, Washington Rubber Company and Pacific Coast Rubber Company.

Goodyear Rubber Company (Portland) with W.H. Zimmerman, manager, at 510 First Street was first listed in the 1905 Polk Directory under the heading Rubber Goods along with The Fred Parker Company and Washington Rubber Cos. The classified directory did not offer the heading "Rubber Tires" until 1907. The only company listed under this heading was Novelty Carriage Works. In 1909, two of the four companies listed under Rubber Tires were Carriage works, and the others were rubber companies.

The Washington Rubber Company occupied a four-story brick building across Railroad Alley from the U.S. Rubber Building at 1016-18 West Railroad. Built in 1908 as a tire and rubber distributor and warehouse, its life in the rubber business was short since it was vacated in 1910. The explanation for its vacation was put forth in a trade publication: *The India Rubber World*.

In an article with the heading "The rubber trade in San Francisco," *THE INDIA RUBBER WORLD,* in its May 1, 1911 edition reported:

> The United States Rubber Company takes over the business of the Pacific Coast Rubber Co. in Oregon and the three stores of the

> Washington Rubber Co. in Washington. The purchase was made in accordance with their policy to cover the coast through the Gorham-Revere Rubber Company, recently organized. …The stores in Spokane and Tacoma, Washington, while still retaining the name of the Washington Rubber Company will be under the supervision of the Gorham-Revere Rubber Co. Mr. Thompson has been given the management of the Spokane store, vice Mr. Biddinger resigned.

In 1911, the Polk Directory listed Gorham Rubber Co. at 151 South Post Street. The Washington Rubber Co. remained at 1016-18 Railroad (now an alley). U.S. Rubber was not listed. Other companies listed in Polk that were associated with rubber goods included Goodyear, Interstate, New York Belting and Packing, Nott-Atwater, Diamond Carriage Co., Interstate Rubber, Novelty Carriage, and Peerless Rubber, all located in proximity to the Northern Pacific Rail corridor.

In a classified ad in the 1912 Polk Directory, Graham-Revere Rubber Co. was advertised as being successor to the Washington Rubber Company and offered wholesale rubber goods of every description, automobile tires, accessories, and roofing material. They were located at 1011-13 First Avenue, the first occupants of Wolf Goldberg's new building. Two years later, a new sign spanned the building above the storefront transoms: "UNITED STATES RUBBER PRODUCTS, Inc." And, a listing in the Polk Directory: the "United States Rubber Company of California."

By 1915 the Polk Directory listed forty-two businesses under the heading Automobiles. Eight businesses were included under Automobile Tires. The listing for Rubber Ties included Goodyear Tire and Rubber Company at West 1310 Railroad Avenue, Novelty Carriage Works, U.S. Rubber Company, B.F. Goodrich Rubber Company, Diamond Rubber Company, Firestone Tire and Rubber Company, and William Smith Rubber Company.

Building history

Sanborn Insurance Maps show the development of the block

The **1888 map** depicts Block 18, Railroad Addition, bounded on the north by "W.1st St.," south by W. Railroad Av., east by Monroe, and west by Madison." The subject site and lot to the west were undeveloped, while four frame dwellings occupied the eastern one-third and two dwellings occupied the northwest corner of the block.

In **1889** ten wood-frame dwellings occupied all the parcels in the block. The subject site had two common-wall dwellings.

The **1890 and 1891 maps** depicted twelve wood dwellings on the block.

Transition marked the **1902 map** as the downtown commercial district was moving west. The Montvale Block occupied the northeast corner with a cluster of three dwellings to its south. The large parcel on the block's west one-third was noted: "Excavation for New Bldg." Four dwellings, including those on the subject block (1011 and 1013 1st) occupied the parcels between the excavation and the Montvale. A side sewer permit, issued to L. B. Englebart, extended sewer to West 1011 and 1013 1st Avenue.

The block was essentially built out in **1910** with the common wall dwellings on the subject site as the final hold out. The Montvale Block and the newly constructed New Madison Apartments occupied the east and west ends. The "I.O.O.F Hall" was adjacent to the west of the dwellings. Across the alley in the strip to the south between the rail spurs of Pacific Avenue was the "Spokane Paint & Oil Co.," the "Washington Rubber Co.," and the "Washington Machinery & Supply Co."

The **1910, updated to 1928, and the 1956** (p282) maps were all pink, in other words, indicating that the entire block was covered with brick buildings. New to the block was the U.S. Rubber Building, and in the southeast corner, east of the former, and south of the Montvale Block, was a machine shop, a tire repair shop, a store, and a motorcycle shop.

Polk Directory, Building Permits and Ownership

Wolf Goldberg had immigrated from Russia (or Poland) and arrived in Spokane around 1900. He is listed in the Polk Directory for the first time in 1901: Wolf Goldberg, Eastern Hide & Junk, 1010 First Ave., residence at 1226 First Ave. By 1905, Wolf Goldberg was listed as the proprietor of the Eastern Hide and Junk Co., 1010 First Avenue. The Eastern Hide and Junk Co. was a wholesale dealer in hides, furs, pelts, old brass, copper, zinc, scrap iron, old rubber boots -- and shoes, "a specialty." He resided at 1019 Riverside Avenue. Goldberg was also listed as operating a clothing shop at 425 West Main Avenue with Arthur J. Bloom, his partner in the Eastern Hide business, were also listed as operating a clothing shop at 425 West Main Avenue. The block in which this shop was located was an enclave of Jewish-owned businesses. (The building was owned by H. Rombeck, who would later consolidate lots and build the Rombeck Building, which would eventually become commonly known as the Huppin's Building.)

In 1906, Goldberg would purchase the property legally described as Lot 4, Block 18, RR Addition. On August 17, 1906, members of the Engelbart family sold and transferred the property by Quit Claim Deed to Wolf Goldberg etal. Sophy R Weiser, daughter of H.C. and Rebecca Engelbart received $3,437; Carl W., Adolph A., and John F. each received $937.50. The parcel Goldberg purchased had two dwelling units, 1011 and 1013 First Avenue. He moved into the unit at 1011 and resided there until he completed his new building.

The Spokesman-Review on April 29, 1911 reported that Spokane's downtown was booming with "Many Costly Edifices" being built.

"MILLION INTO NEW BUILDING"

Not including the new Monroe street bridge, the construction of the terminal for the Milwaukee railroad and the new city hall building, $1,000,000 worth of improvement work is being done in the downtown district of Spokane.

The following work is underway: Pacific Telephone building Second avenue and Stevens, eight-story, $250,000.

Imperial Trading company, Second avenue and Stevens, two-story, $20,000.

Fine High School

Lewis and Clarke [sic] high school, cost $400,000.

Holzman warehouse, Monroe and Railroad, addition to warehouse, cost $15,000.

Goldberg building, First avenue, between Monroe and Madison, cost $15,000.

Keedy building, garage, on Sprague and Jefferson street, cost $7,000.

Regal garage, corner Sprague and Adams, cost $5,000.

Eilers building, corner Post and Sprague, seven stories, $135,000.

Inland Brewing and Malting company, Main avenue near Bernard, cost $10,000.

Klumsky building, corner Main avenue and Stevens, cost $12,000.

McGougan building, 217 Front avenue, three stories, cost $35,000.

Rizzi block, three-story addition. Broadview dairy building, Washington and Cataldo, cost $35,000.

Great Northern station additions, cost $22,000.

In addition to these work is now being completed on the new K.P. hall at Jefferson and Riverside, and Spokane Club building at Monroe and Riverside.

The *Spokane Daily Chronicle* covered the construction of the new building of Wolf Goldberg in its May 11, 1911 edition.

"WILL ADD STORY TO NEW BUILDING"

"Wolff [sic] **Goldberg Will Have Two-Story Block on First Avenue."**

The new building being erected on First avenue, between Monroe and Madison will be two stories instead of a one-story building as a result of a lease which has been signed for the property by the Washington Rubber company. Wolff [sic] Goldberg, the owner, may possibly decide to make the structure a three-story building. A building permit was secured some time ago for a one-story building to cost $15,000.

> Carl H. Jabelonsky, architect in the Peyton building, who is preparing the plans, declares that the building will be practically a three-story structure owing to the fact that a mezzanine floor is to be built between the first and second floors, the ceiling for the first floor having been planned for a 20 [?] foot clearance.
>
> A fine set of offices is to be established on the first floor, and the balance of the building, including the basement, will be used for salesrooms and storerooms for the Washington Rubber company.
>
> The building will be 50 by 156 feet with two stories and basement in ex[?] and will be equipped with electric elevators. It will be faced with pressed brick and cement stone.

Wolf Goldberg moved forward with his building at 1011 First Avenue in applying for a permit to connect to the city water main on July 26, 1911. He would follow with a water meter permit on September 6, 1911.

The first Polk Directory listing for 1011 West First Avenue would come in 1912 with a listing for Gorham-Revere Rubber Company (a subsidiary of United States Rubber Company of California). Gorham-Revere would be again listed in 1913, and thereafter from 1914 to 1942, the sign of the United States Rubber Products, Inc. would be affixed to the front of the building. On December 15, 1913 the United States Rubber Company ran a display ad in the *Spokane Daily Chronicle:*

> "The best of everything in rubber. Eureka Fire Hose, American Rubber clothing, Sawyor canvas belting; Meyer rubber footwear; Revere mechanical goods; Stoughton clothing; mechanical Cleveland; Goodyear's glove."
>
> "Branches at Spokane, Wash. 1011-1013 First Avenue; also in L.A. Fresno, Phoenix, Portland, Seattle, SFO, Tacoma, Osaka."

U.S. Rubber was listed in the classified section of Polk under a variety of rubber headings including tires. First Avenue seemed to be the tire corridor of the city with the following listings under the heading "Rubber Tires:" Diamond Rubber Company, 1210 First; The Goodyear Tire and Rubber Company, 1107 First; Gorham-Revere Rubber Company, 1011-1013 First; Interstate Rubber Company, 417-419 First.

In 1943, the address 1011 was not listed in Polk. "Pacific Electronics Radio App mfrs" occupied the building in 1945-46; it was vacant in 1947-49, occupied by McGuire Furniture Company in 1950, and not listed from 1951-53. Furniture stores were listed at 1011 from 1954-57. It remained vacant from 1958 to 1971.

A building permit was issued on 12/3/1970 to lower the ceiling with metal and fiberglas [sic] in the building at West 1011 First Avenue for a value of $1,000.

Work had been permitted in the 1960s for the building to the east (Montvale at 1001) to develop a music store. Robert Shepler received a building permit that spanned West 1001 and 1011 on February 2, 1971 to cut an opening in the common wall between the two buildings. Although not verified by building permits, the Music City Annex was developed in the early 1970s with an extension of the mezzanine on the first floor and the building of small offices on both the ground floor and the mezzanine. Some work was done on the second floor, but it was largely undeveloped as were the third and fourth floors.

The Sheplers, Robert T. and Shirley Ann, purchased the building on March 6, 1978 from the Seattle First National Bank, Ida A. Goldberg estate. They operated Music City, a music business, in the Montvale Block and used the U.S. Rubber Building as the "Music City Annex."

After twenty years, they sold it to Rodney and K.R. Mitchell, and Martin and Lorelei Wittkopp on May 20, 1999. A variety of musical instruments and music teachers had occupied the office spaces within the building: Kohlsted's Stringed Repair; Amend Instrument Repairs; Hal Eastburg-Piano Studies; Robert Kee, Teacher of the Organ; Music City, Spokane Musical Instruments; La Beck, Stephanie Teacher of Keyboard; Art Rosenau, Organ Teacher; Edith Wagnitz, Piano; Gaea Aeolus, and Justin Neddo.

In 2000, Mitchell and Wittkopp sold the building to the Odd Girls, LLC. The Odd Girls continued to use the first floor as an arts venue, primarily music. In 2001, Gattos Yogurt and Ice Cream and Music City Clarkston musical instruments were listed; followed in 2003 by the March of Dimes, and On the Edge Internet Home Design. Craig Volosing and Event Services and Spokane Jazz Orchestras and Bands followed in 2004-2006. Avenue West Gallery was listed in 2007.

The Odd Girls LLC transferred the building to Spokane Partners, LLC by quit claim deed on January 14, 2005. Spokane Partners owned all of the buildings in the block except for the Montvale. During this time an annual arts event, "Terrain," evolved with the Music City Building as its venue for the First Friday in October. Music, food, drink, and art filled the first three floors of the building. Terrain was held in the building from 2009 to 2013, after which it moved to a larger venue. Eventually, the Spokane Partners suffered financial difficulties and the properties, including the U.S. Rubber Building, were transferred by quit claim deed to BS Spokane, LLC and Blow, LLC in 2014. GVD Partners, the current owners, purchased the property in 2014.

United States Rubber Company of California

The **United States Rubber Company** was founded in Naugatuck, Connecticut in 1892 when business financier, Charles R. Flint, consolidated nine rubber

companies that had been in engaged in the competitive rubber footwear business. It was one of the original twelve stocks in the Dow Jones Industrial Average. Engaged predominantly in the footwear business, U.S. Rubber was late in entering the growing and profitable rubber tire market. In 1905, U.S. Rubber acquired Rubber Goods Manufacturing (RGM) in order to enter the tire market. In the following year, Mr. Flint traveled to Brussels, Belgium to secure the entire rubber output of the Belgian Congo, making the company one of the tire sector's major newcomers.

In 1927, the Du Pont family controlled U.S. Rubber, and alongside other industrialists pushed to consolidate U.S. Rubber, Goodyear, and Seiberling. This effort, however, did not win the support of the financial institutions. Tire sales dropped significantly during the Great Depression, but U.S. Rubber maintained and increased its market share from 6.9 percent in 1929 to 30 percent in 1931. General Motors, in which Du Pont also had an interest, gave half of its business in 1931. Sales to the Ford Motor Company also boosted the increase in business. The acquisition of a large share of the Gillette Safety Tire Company had bolstered tire sales to General Motors. U.S. Rubber was producing tires under the Gillette, Ward, Atlas, U.S. Rubber and U.S. Royal brands.

U.S. Rubber purchased the remainder of Gillette in 1940 and expanded and modernized their Eau Claire, Wisconsin factory. With the onset of WWII production of war goods—truck and airplane tires, canvas-top, rubber-soled jungle boots—became the driving force in the rubber industry. U.S. Rubber ranked 37th in the United States in the value of wartime production. In 1942, the Eau Claire plant was sold to the federal government and converted to an ammunition factory. The following year U.S. Rubber purchased the plant back from the government and converted back to tire production, using synthetic rubber.

After four decades of maintaining a leading position in the tire and rubber industry, in 1966, U.S. Rubber changed its name to Uniroyal. (https://www.encyclopedia.com/history, reviewed May 4, 2018)

Wolf Goldberg, building developer - 1869-1941

Wolf Goldberg was born in 1869 in Russia or Poland (the 1920 census lists Russia, and the 1930 census and 1940 census list Poland), was a long-time Spokane businessman, and was a prominent member of the Jewish community. Goldberg immigrated to the United States in 1887 and settled in Spokane in around 1900. He is first listed in the Polk Directory in 1901. He was married to Ethyl and had three daughters, Ida, Lena, and Anna Kaye, and a son, Morris.

Goldberg was the owner of furniture stores, second-hand clothing stores, and hide and junk shops. The 1901 Polk Directory lists Wolf Goldberg as the proprietor of the Eastern Hide and Junk Company, with a residence at 1019 Riverside Avenue.

The 1905 listing for the junk shop included Arthur Bloom as a partner. In 1910, Goldberg was residing at 1011 West First Avenue and had two business locations, the Central Clothing Co. second-hand store on West Main, and Goldberg and Bloom hides and junk across the street at 1014 West First Avenue. Goldberg and Bloom also operated a clothing store at 425 West Main Avenue.

Wolf Goldberg passed away in Spokane on August 10, 1941 and is buried in Mt. Nebo Cemetery. His death notice was published in the August 11, 1941 edition of the Spokane Daily Chronicle

> Funeral services for Wolf Goldberg, 72, 105 Sixth were being held this afternoon at the Smith funeral home, with Rabbi Aaron Werner officiating. Burial was to follow in Mount Nebo cemetery. Mr. Goldberg had been a local merchant 40 years and was prominent in Spokane Jewish activities. Surviving are three daughters, Mrs. Lena Bloom, Mrs. Anna Key and Miss Ida Goldberg, and a son, Morris, all of Spokane.

"Spokane's Jewish Community" and Wolf Goldberg were given brief mention in Durham (1912) "The Orthodox element of Spokane Jewry is represented by Congregation Keneseth Israel, organized in 1902. During the first seven years of their existence they worshipped in Odd Fellows hall. In 1909 the congregation erected a synagogue at a cost of $35,000. The chief lay workers of this congregation have been the Cohn brothers (Hyman, Joseph and Harry), Abraham Phillips, Abraham Coll, Wolf Goldberg, and B. Asheim. The congregation has thus far had two Rabbis."

Carl Hugo Jabelonsky, Architect - 1879-1957

Carl Jabelonsky, born in Sweden in 1879 was trained as a civil engineer in Sweden. He immigrated to the United States in 1900, and although he came to Spokane as an engineer, he was first listed in the Spokane Polk Directory in 1909 as an architect and civil engineer with an office in the Peyton Building. He was listed intermittently in the classified pages as civil engineer, but listed between 1909 and 1916 under the category "architect." In 1917 and 1918, Jabelonsky was listed as residing in Spokane at E. 2011 15th Avenue, and in 1917 as an architect, but he was no longer listed in the classified pages. In 1918, he was listed in Polk as "USA." He departed Spokane in either 1918 or 1919 and appeared in Brooklyn, New York in the 1920 U.S. Census as an army captain. In the 1930 U.S. Census Jabelonsky was enumerated as age 51, and an army officer at the Schofield Barracks in Honolulu, Hawaii. He was married to Thyra and had a 15-year-old daughter. In 1940, Jabelonsky, age 60, was in Denver, and a major in the U.S. Army. He passed away in Denver on September 3, 1957.

Durham's Biography of Jabelonsky

Carl Hugo Jabelonsky, an architect of Spokane, who is a splendid example of the men of foreign birth who have found in the new world business conditions that have enabled them to develop and utilize their powers and talents, and thus win success, was born in Sweden, April 10, 1879. His parents, Anders and Elsa (Akesson) Jabelonsky, were also natives of that country, where they still reside, the father being a retired railroad man. The three brothers and three sisters of Carl H. Jabelonsky are …. residing in Sweden. Spending his youthful days in the land of his nativity, Carl Hugo Jabelonsky was educated in the Malmoe School of Technical Trade, from which he was graduated in 1897, receiving the degree similar to that of civil engineer in the United States. During the summer he pursued his studies and until 1899 was employed through the remainder of the year by the city and harbor department of Malmoe as draftsman and assistant engineer. From April until September, 1899, he was engineer with the Olands New Cement Company, in charge of the harbor works and building, and at the later date entered upon the study of engineering works in Europe, to which he gave his time until the succeeding May. From February, 1901, until January, 1905, he was draftsman and designer and was in charge of structural steel contracts for J. B. & J. M. Cornell Company of New York City, having come to the United States at the former date. In connection he had charge of the buildings of the navy department in the Charleston Navy Yards, superintended the steel construction for the Metropolitan Railroad Company of New York and Yonkers, had charge of the steel work for the New York Chamber of Commerce and also superintended the steel construction of a number of the sky scrapers of the metropolis, including buildings twenty-two stories in height. His work also was done in connection with a number of leading apartment houses and manufacturing plants. For three months he was with Thomas Edison designing the steel structure for his cement plant, and from February, 1905, until June, 1906, was with Westinghouse, Church & Kerr Company, engineers for New York city, designing a number of buildings, both steel and reinforced concrete, especially manufacturing plants.

From June, 1906, until January, 1907, Mr. Jabelonsky was with the New York Central & Hudson River Railroad and designed a number of buildings for the corporation, including roundhouses and warehouses, also bridges, working in both steel and reinforced concrete construction. He was afterward, from January until August, 1907, with the General Electric Company at Pittsfield, Massachusetts, and assistant engineer in charge of the drafting room, and designed a number of steel and reinforced concrete

manufacturing buildings. At the latter date he was promoted, remaining with the company until February, 1908, with headquarters at Schenectady, New York, as architectural engineer in charge of the preliminary layout for the proposed plant at Erie, Pennsylvania. This plant when completed will cost thirty million dollars. For four months Mr. Jabelonsky was temporarily assigned to the American Concrete Steel Company at Newark, New Jersey, in order to study and acquaint himself with the latest methods in concrete building construction.

In May 1908, Mr. Jabelonsky came to Spokane and his first work was a superintendent of construction of the Washington Mill, the plans for which were made by Architect Robert Sweatt. Mr. Jabelonsky then opened an office of his own as architect and engineer, and has designed a number of the large and smaller buildings in Spokane and tributary territory. He was the designer of the Hotel Majestic, which was erected at a cost of one hundred thousand dollars; the Hoban building, a six-story structure costing twenty-two thousand dollars; the Reiff building, at thirty thousand dollars; two buildings for Mr. Goldberg, costing fifty thousand dollars; the Dooley block, at twenty thousand dollars; and the Spokane Soda Bottling Works costing forty thousand dollars. He has also designed about fifty residences in Spokane and vicinity. …

At the present time he has in hand a number of important constructions and, in addition to his extensive architectural, engineering and building operations, he is interested in mining properties in British Columbia, including the Morning Bell and Golden Scepter.

On the 1st of August, 1903, Mr. Jabelonsky was married to Miss Thyra Elisabeth Gunhilda Osterberg, a daughter of Carl Osterberg, a business man of Sweden. The belong to the Swedish Lutheran church and their home, which they own, is a hospitable one, its good cheer being greatly enjoyed by the many friends whom they have gained during their residence in Spokane. Mr. Jabelonsky is a republican and is identified with several organizations in Spokane, especially those in which his fellow countrymen hold membership. He is now the secretary of the Swedish American League, is chairman of the finance committee of the Scandinavian Brotherhood of America and is an associate member of the American Society of Civil Engineers. He also belongs to the American Society of Swedish Engineers and is a fellow of the Spokane Architect Club. He has gained prominence and renown in

his profession, his ability placing him in an enviable position as is indicated by the importance of the work he has done in both the east and the west. His thorough training in Sweden, his study of engineering problems in the different important cities of Europe and his long experience in American have well qualified him for the important and onerous professional duties which devolve upon him.

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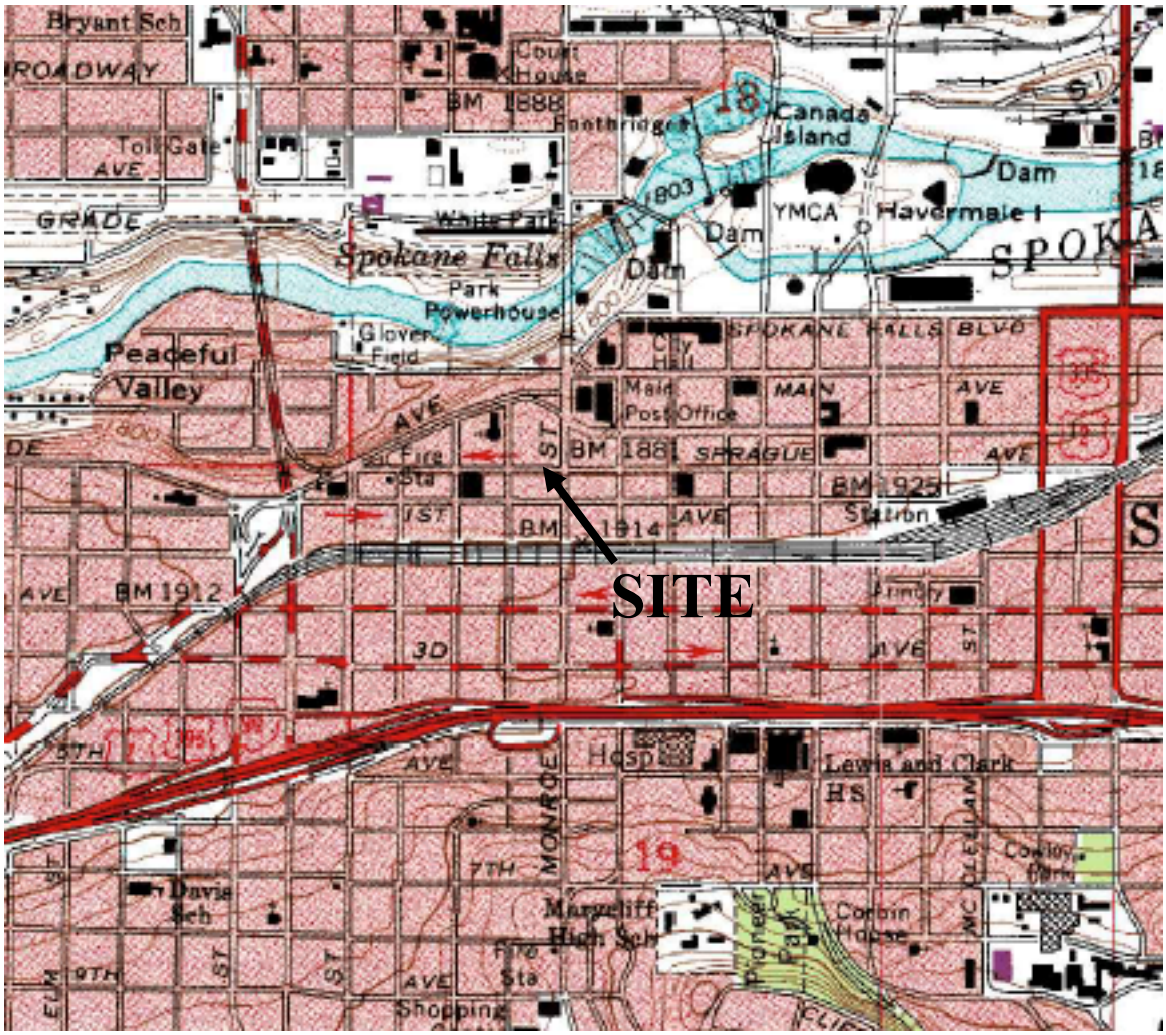
MAPS AND PHOTO PAGES

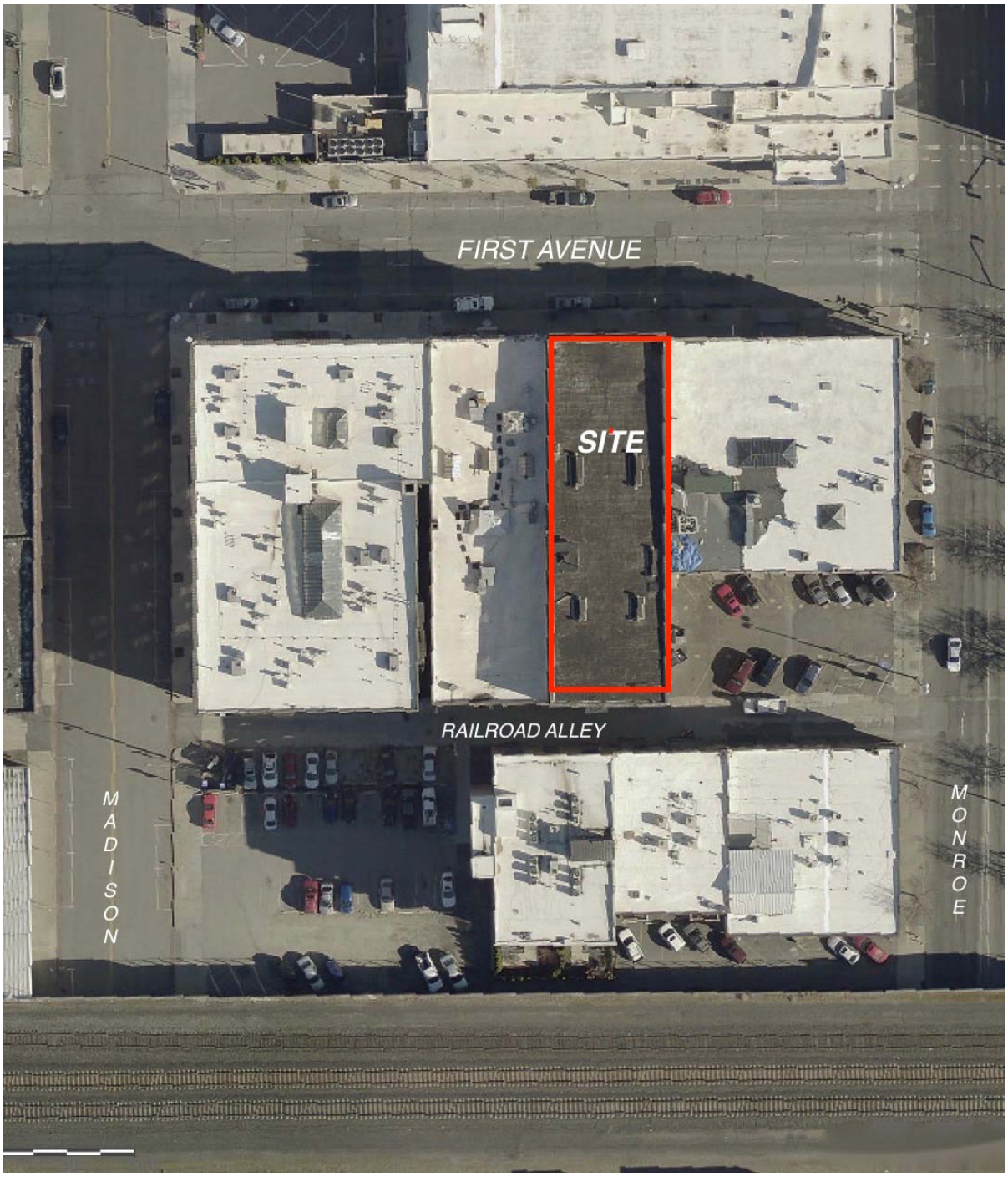


USGS 7.5 Minute Quadrangle. Spokane NW, Wash. 1974. Photorevised 1986

UNITED STATES RUBBER BUILDING
1011 WEST FIRST AVENUE

N

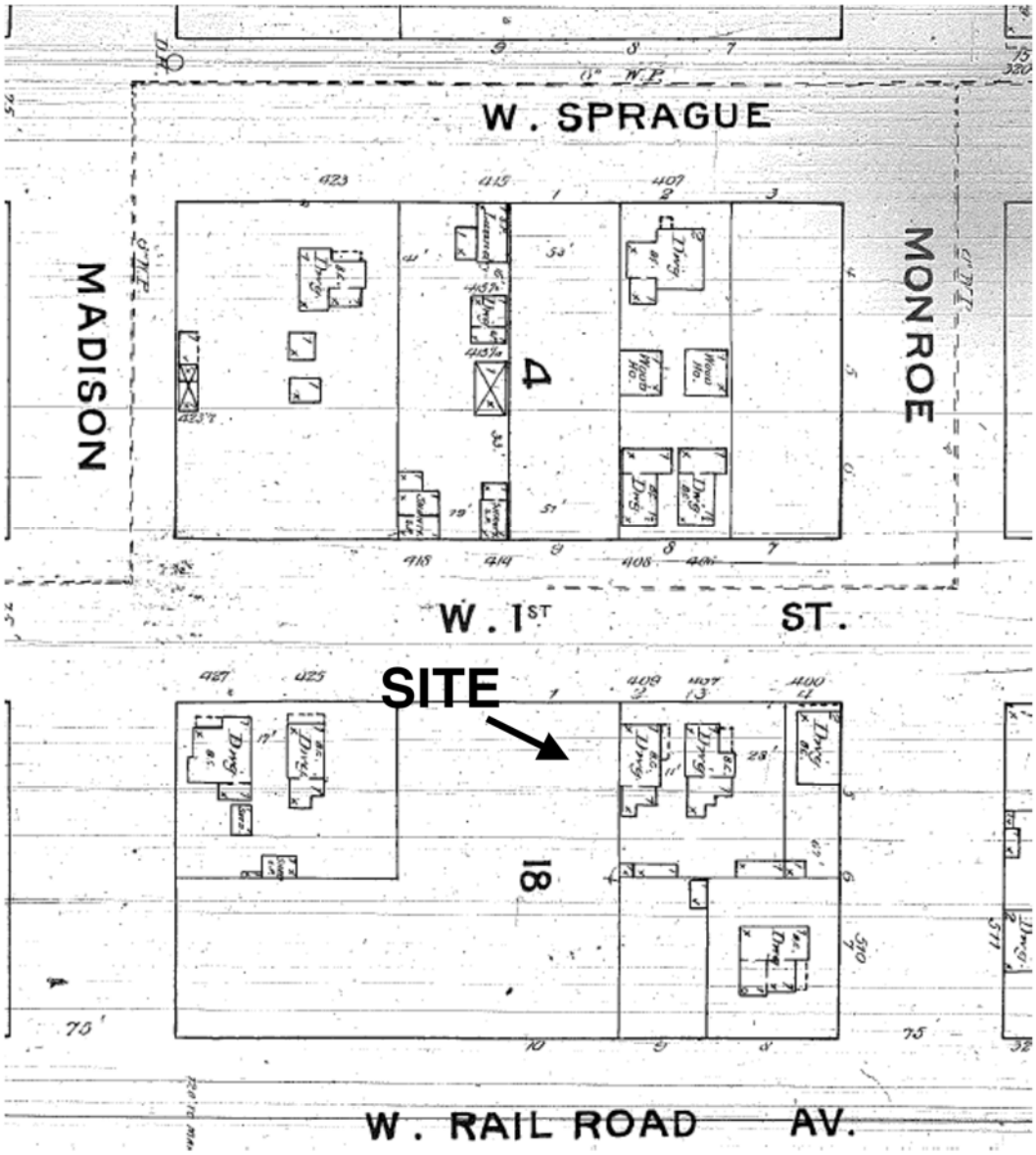
1' = 2000'



Spokane City Map. 7/2018.

UNITED STATES RUBBER BUILDING
1011 WEST FIRST AVENUE

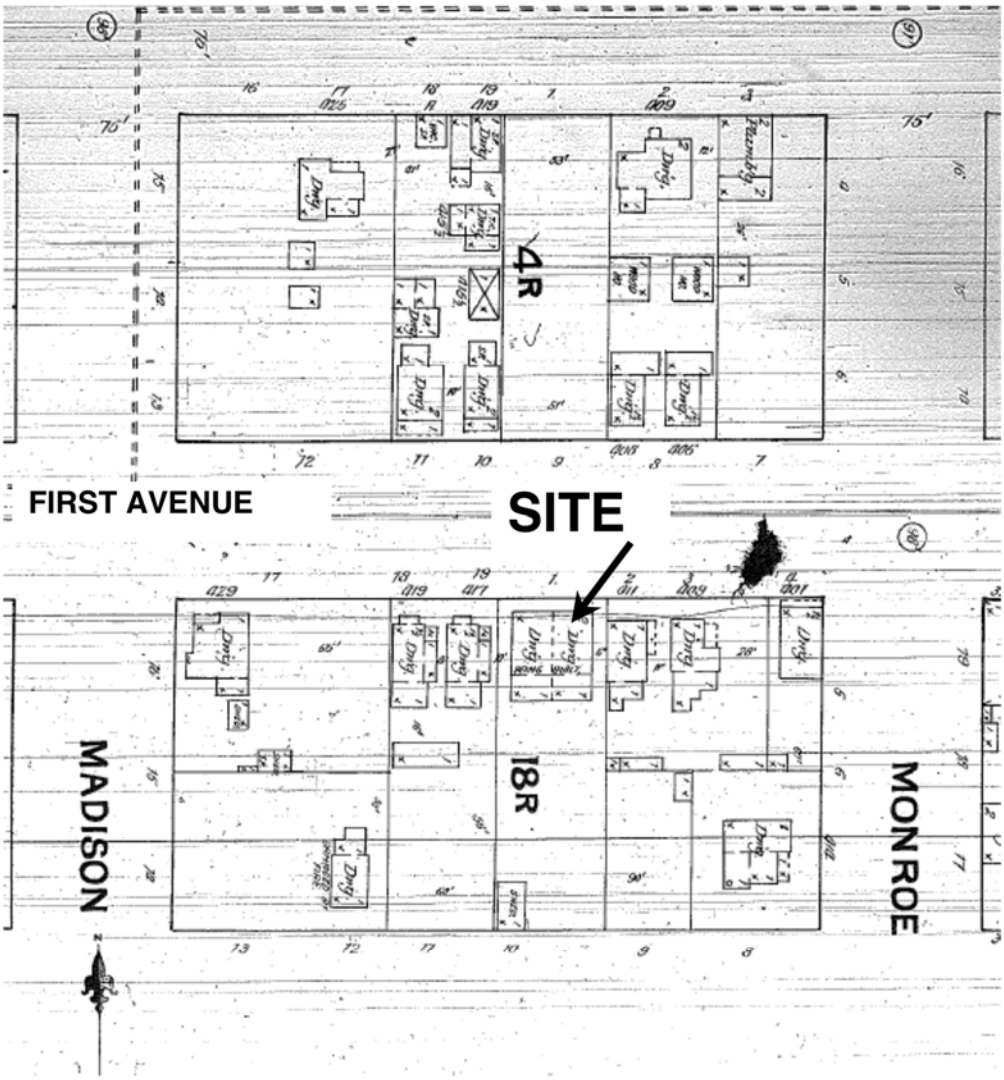
N
1' = 60'



Sanborn Insurance Map – 1888 – page 7

1011-1013 WEST 1ST AVENUE
1888 SANBORN MAP

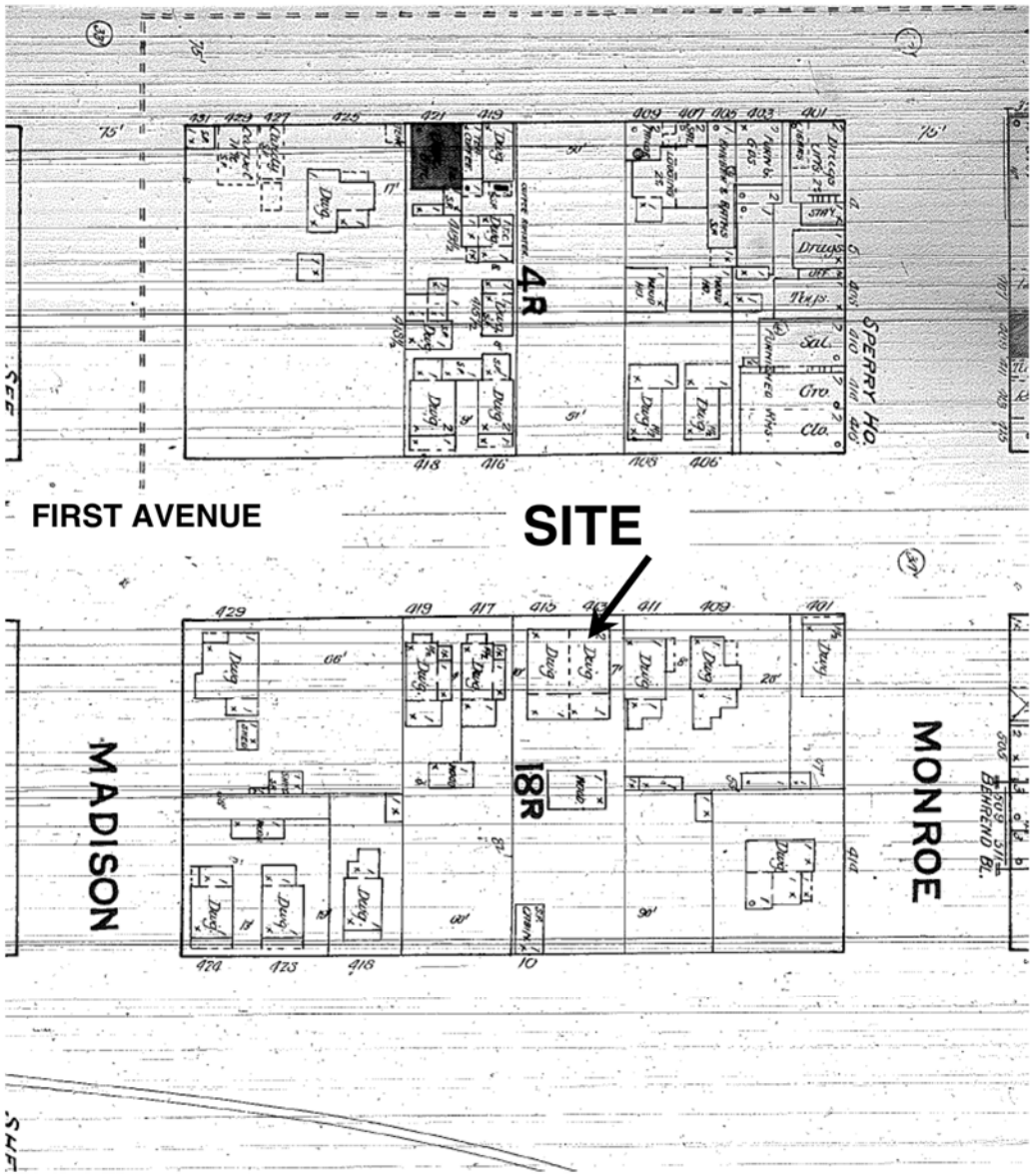
N
1' = 100'



Sanborn Insurance Map – 1889 – page 9

1011-1013 WEST 1ST AVENUE
1889 SANBORN MAP

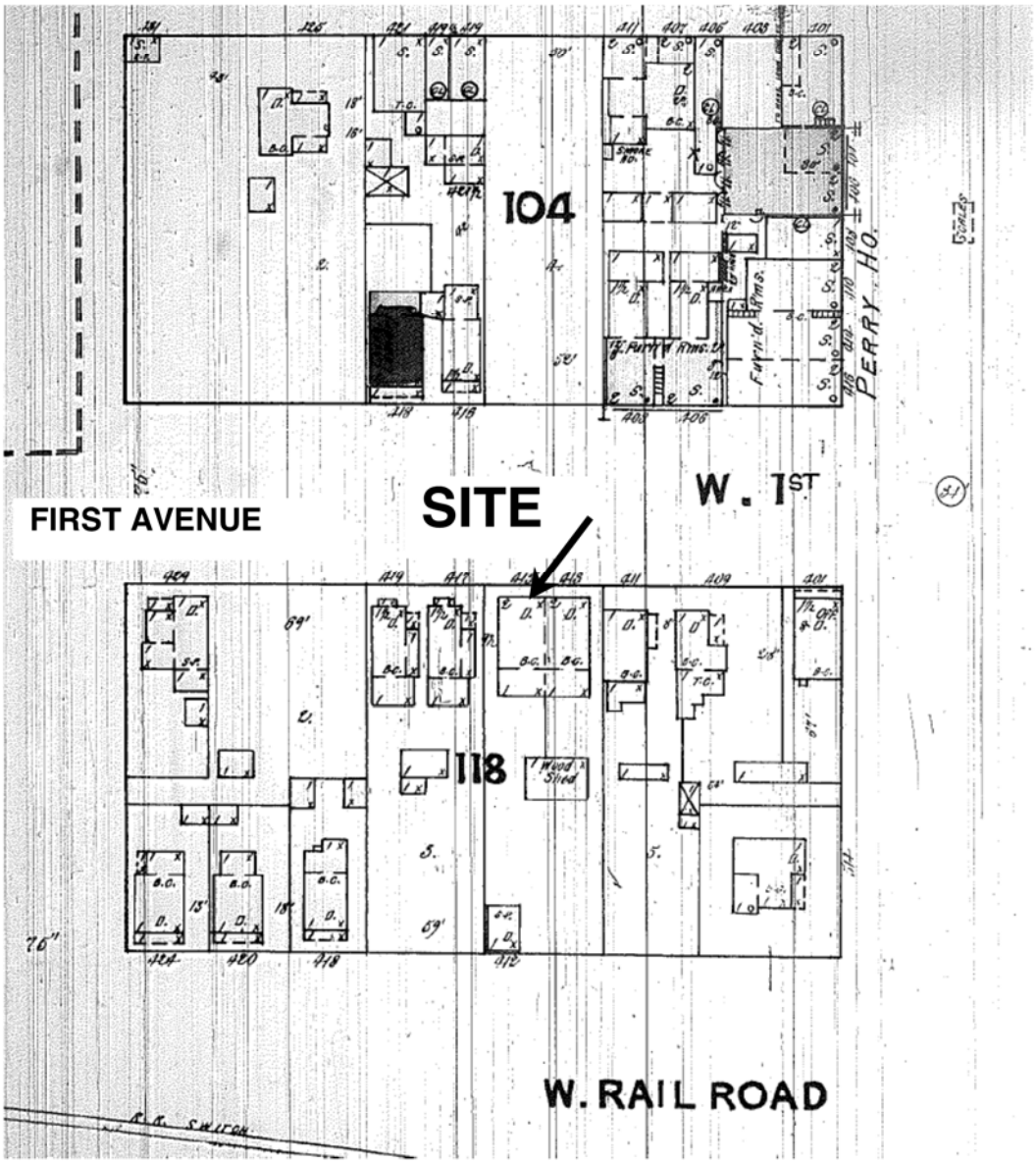
N
1' = 100'



Sanborn Insurance Map – 1890 – page 9

1011-1013 WEST 1ST AVENUE
1890 SANBORN MAP

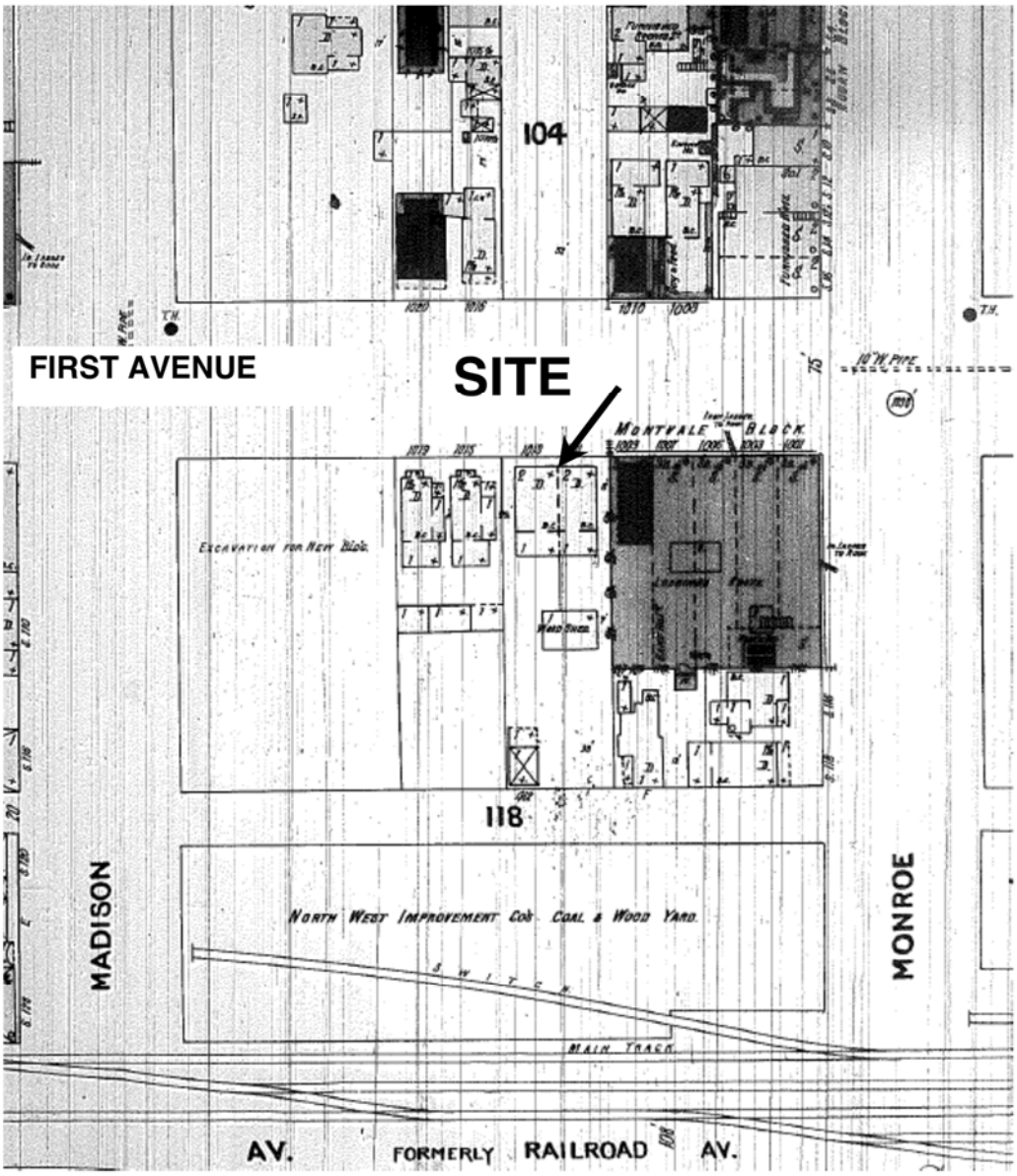
N
1' = 100'



Sanborn Insurance Map – 1891 – page 12

1011-1013 WEST 1ST AVENUE
1891 SANBORN MAP

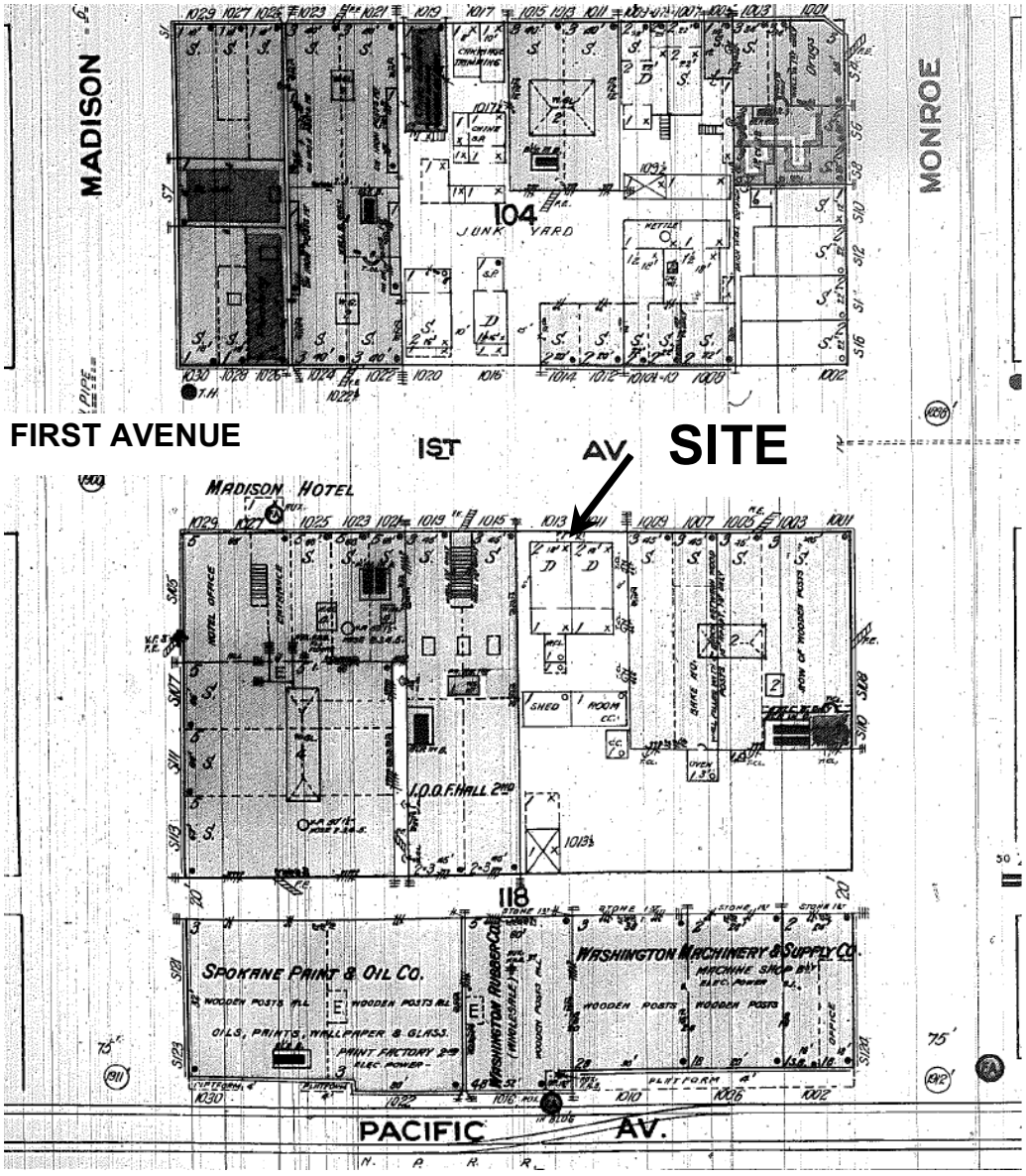
N
1' = 100'



Sanborn Insurance Map – 1902 – page 12

1011-1013 WEST 1ST AVENUE
1902 SANBORN MAP

N
1' = 100'



Sanborn Insurance Map – 1910 – page 28

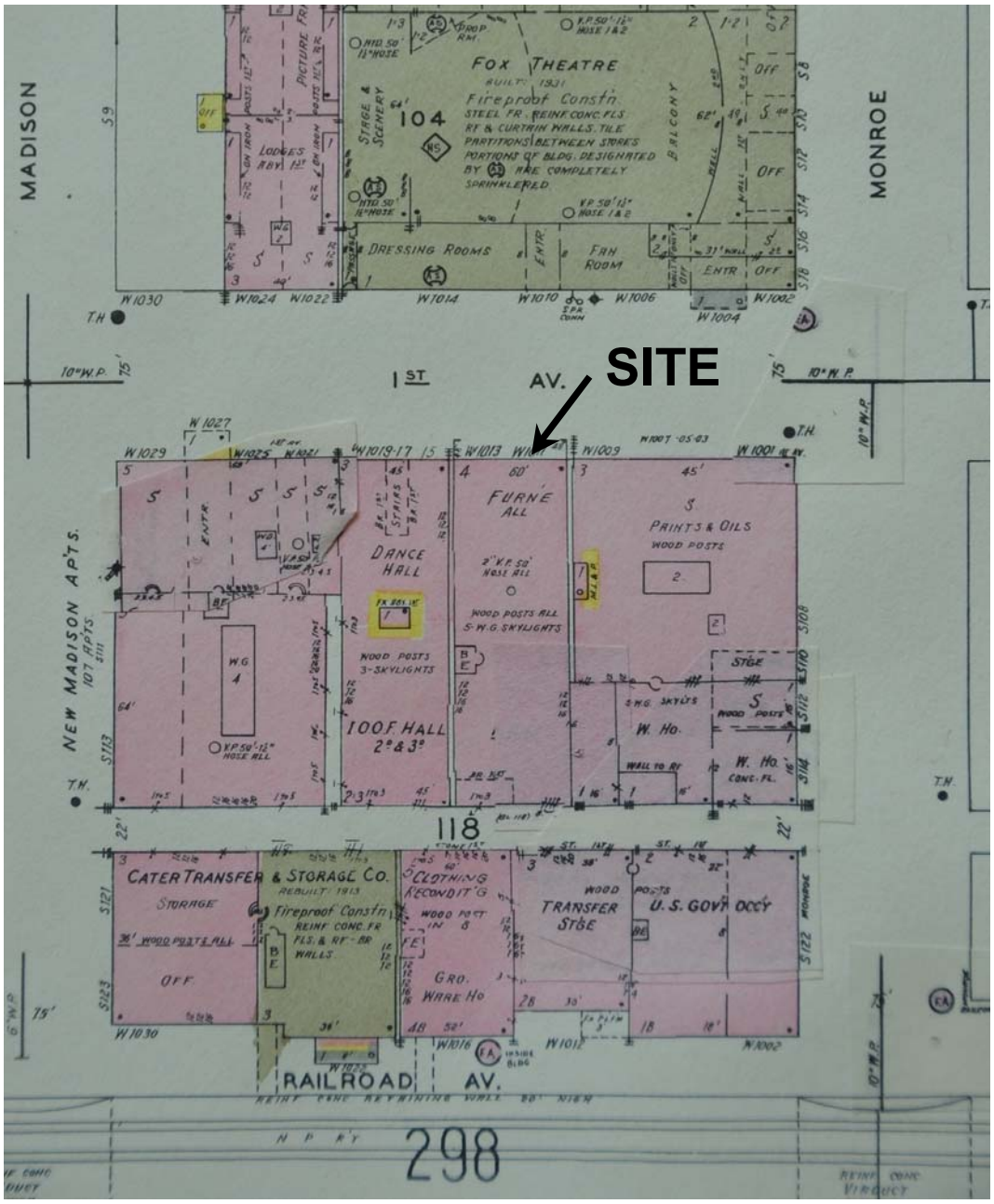
1011-1013 WEST 1ST AVENUE
1910 SANBORN MAP

N
1' = 100'

Sanborn Insurance Map – 1928 – page 281

1011-1013 WEST 1ST AVENUE
1928 SANBORN MAP

N
1' = 100'



Sanborn Insurance Map – 1956 – page 282

1011-1013 WEST 1ST AVENUE
1956 SANBORN MAP

N
1' = 100'

PHOTO PAGES - EXTERIOR

1934 - US Rubber - L87-1.4419-34

1. Contextual view along First Avenue looking southwest

2. Contextual view along First Avenue, looking southeast

3. Front facade 1011 West First Avenue looking south

4. Looking south at first floor bays

5. 1011 West First Avenue -- main entry bay, looking south

6. Coffered ceiling above main entry approach

7. Front façade -- second story windows, looking south

8. Front facade -- fourth floor window sash, sill and head

9. Front facade -- northeast corner of cornice and parapet

10. Front facade -- northwest corner of cornice & parapet

11. Southeast corner -- east and rear facades, looking west

12. Looking north at rear (south) facade

13. South façade -- southeast corner, looking north

14. South facade service entrance and loading dock

15. Rear Facade -- southwest corner, looking northeast

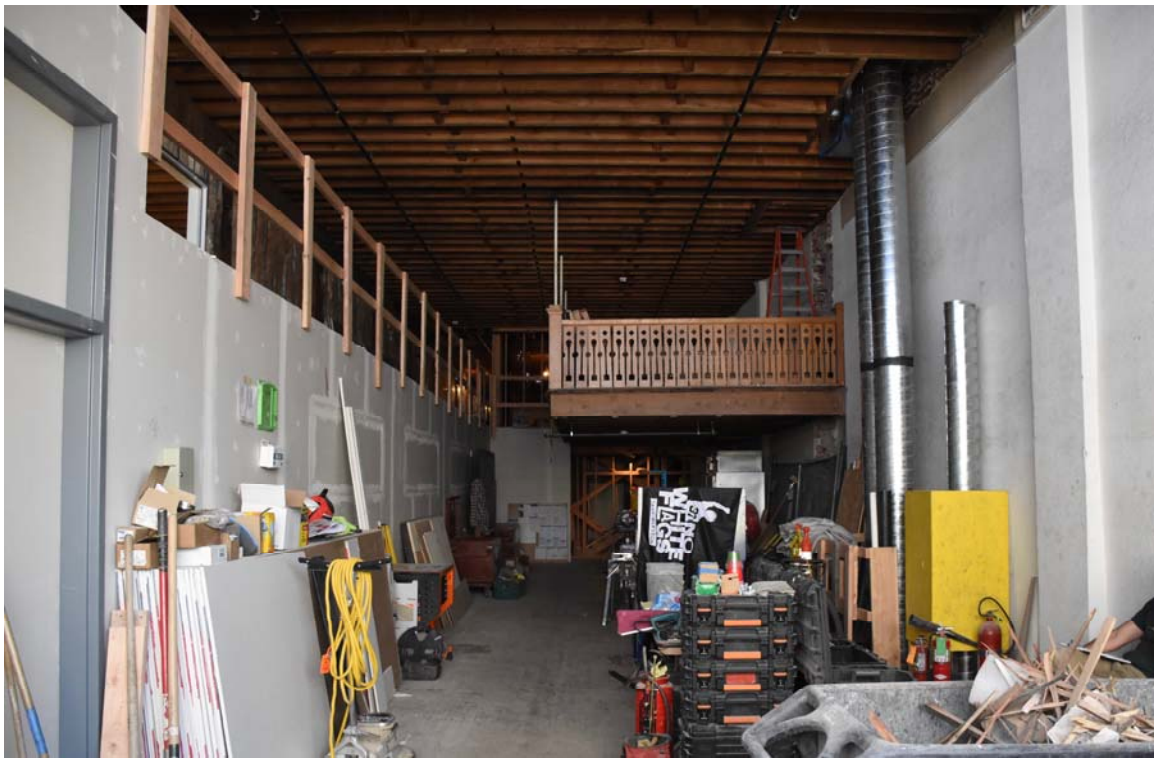
16. Roof top and north parapet wall, looking northeast

17. Roof top - - showing skylights and venting, looking southeast

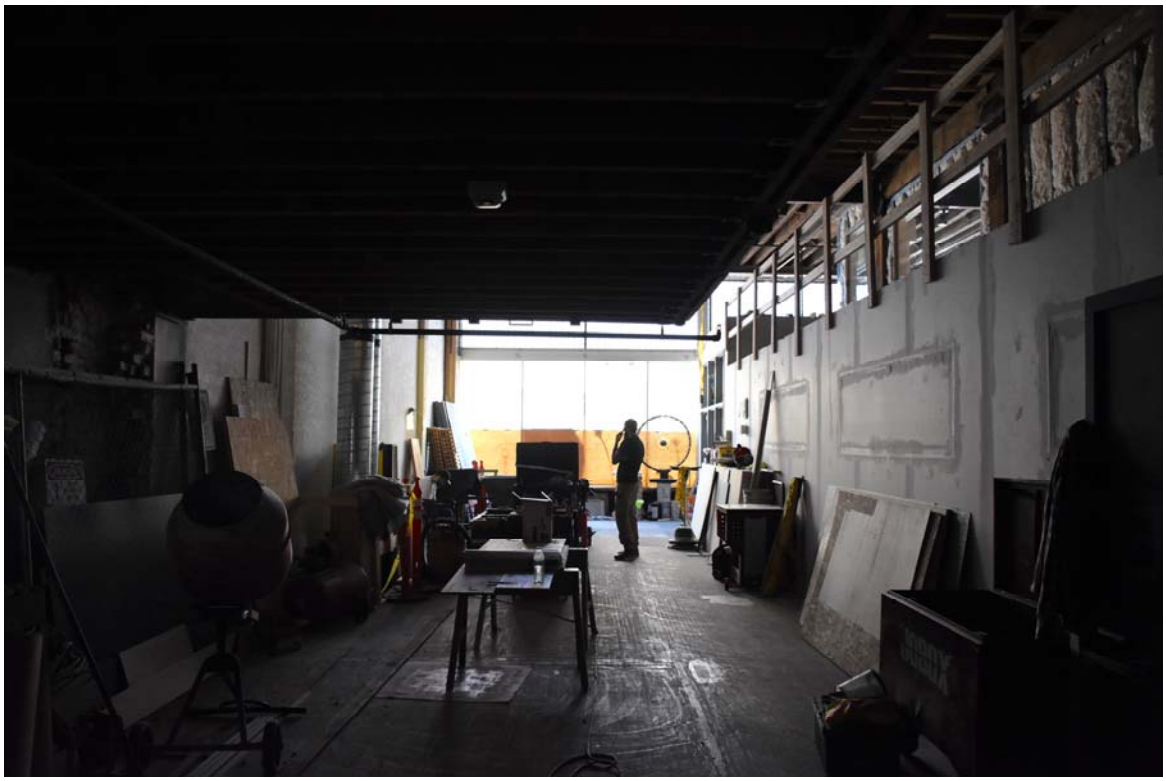
PHOTO PAGES - INTERIOR

1. Basement -- looking north across center bay

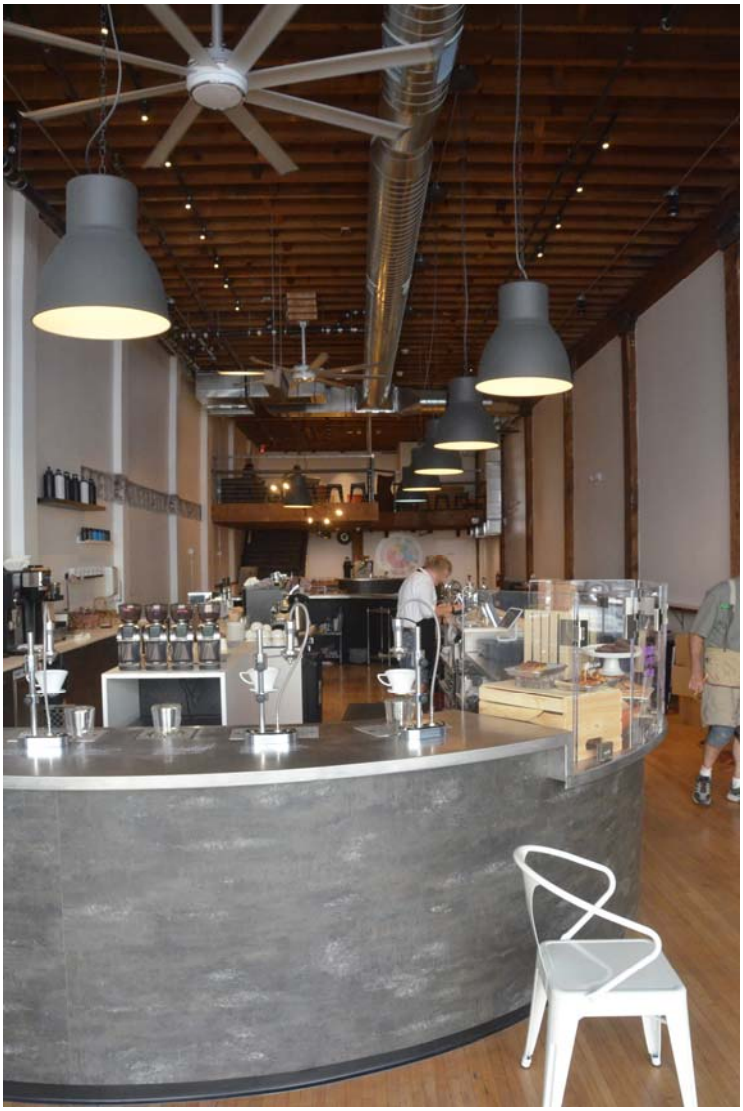
2. Basement -- looking south toward abandoned stairs to first floor



3. First floor -- west bay, looking south (toward rear)



4. First floor -- west bay, looking north (toward front)



5. First floor -- east bay, looking south (toward rear)

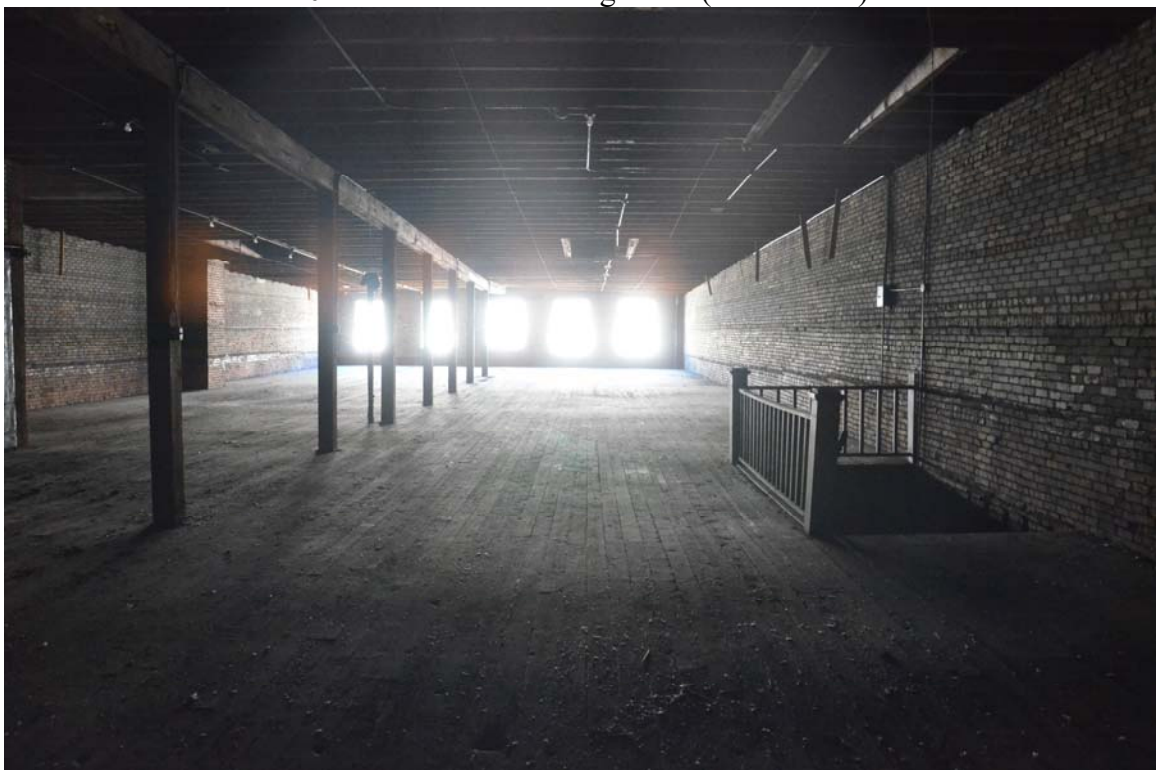
6. First floor -- east bay, looking north (toward front)

7. Second floor -- looking north (toward front)

8. Second floor -- looking south (toward rear)

9. Third floor -- looking north (toward front)

10. Third floor -- looking south (toward rear)



11. Fourth floor -- looking north (toward front)

12. Fourth floor -- looking south (toward rear)