

DRAFT 07-21-2020

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: Cannon's Addition

And/Or Common Name: Cannon Streetcar Suburb Historic District

2. Location

Street & Number: Various

City, State, Zip Code: Spokane, WA 99204

Parcel Number: Various

3. Classification

Category

- ☐ building
☐ site
☐ structure
☐ object
☒ district

Ownership

- ☐ public ☒ both
☐ private

Public Acquisition

- ☐ in process
☐ being considered

Status

- ☒ occupied
☐ work in progress

Accessible

- ☐ yes, restricted
☒ yes, unrestricted
☐ no

Present Use

- ☐ agricultural ☐ museum
☒ commercial ☐ park
☐ educational ☒ residential
☐ entertainment ☐ religious
☐ government ☐ scientific
☐ industrial ☐ transportation
☐ military ☒ other

4. Owner of Property

Name: Various

Street & Number: n/a

City, State, Zip Code: n/a

Telephone Number/E-mail: n/a

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: Ninth Avenue National Register Historic District

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 Categories and Statement of Significance

Applicable Spokane Register of Historic Places category: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:

- ☒A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐B Property is associated with the lives of persons significant in our past.
- ☒C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐D Property has yielded, or is likely to yield, information important in prehistory history.
- ☐E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

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

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property: Approximately 146 acres

Verbal Boundary Description: The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south.

Verbal Boundary Justification: Boundary justification provided on Section 7 Page 16

11. Form Prepared By

Name and Title: Logan Camporeale, MA

Organization: Spokane City | County Historic Preservation Office

Street, City, State, Zip Code: 808 W. Spokane Falls Blvd. Spokane, WA 99201

Telephone Number: 509-625-6634

E-mail Address: lcamporeale@spokanecity.org

Date Final Nomination Heard:

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)

14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission Hearing: _____

Landmarks Commission decision: _____

Date of City Council/Board of County Commissioners' hearing: _____

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.

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

Date

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Summary Statement for the Cannon Streetcar Suburb Historic District:

The Cannon Streetcar Suburb Historic District ¹ is located directly south of Downtown Spokane stretching up Spokane's South Hill from 6th Avenue to 13th Avenue. The district, first platted in 1883, is bounded by Cedar Street on the west and Lincoln Street on the east. Despite being platted just two years after Spokane was incorporated, residential development did not meaningfully expand to the district until Spokane's decade of greatest population growth, 1900-1910. The topography of the district presented a transportation challenge that made it less desirable for residential development. The arrival of electric railroad transportation to Spokane and the establishment of the Cannon Hill Streetcar Line quickly changed the sparsely developed district into a substantial residential neighborhood.

The district's transportation history provides an opportunity to divide the period of significance, 1883-1955, into three distinct periods defined by clear changes in the transportation patterns and the residential development that accompanied those changes. The first period, from 1883-1898, encompasses the original platting of the residential district and the development of the short-lived Spokane Cable Railway. The second period, from 1899-1930, was the district's period of greatest growth spurred by the construction of the Cannon Hill Streetcar Line and accounts for 63% of the buildings remaining in the district today. The third and final period, from 1931-1955, signified the end of the streetcar era and the introduction of public buses as well as widespread automobile ownership and ended with the conclusion of the post-WWII building boom.

Character Defining Features of the Cannon Streetcar Suburb Historic District:

The Cannon Streetcar Suburb Historic District as a whole has four primary character defining features. First and foremost, the district is defined by its development as a streetcar neighborhood which is evident in the ghost lines from removed tracks and substantial homes built on north-south streets that had streetcar lines. Second, the district is shaped in large part by its hilly topography which enhances the sense of street enclosure, provides city views, and offers elevated property sites. Third, the district features an eclectic mix of building forms and architectural styles yet it maintains a desirable cohesive neighborhood feel. Fourth and finally, the mature and robust tree canopy consists of a wide variety of trees including Norway Maples and Ponderosa Pines that provide shade, visual variety, and a feeling of walkability.

An Electric Streetcar Development

The majority of the district is composed of a rectilinear street grid between Walnut Street and Monroe Street, and a curvilinear street pattern east of Monroe Street. Residences in the rectilinear section are primarily built on numbered east-west streets, 6th Avenue through 13th Avenue, on short to medium length blocks. Some of the blocks contain more than ten street-facing residences, whereas the shorter blocks have only three to six residences. Typically north-south streets in the rectilinear section only have a couple street-facing residences on each short block. However, there are two north-south facing streets in the rectilinear section, Cedar Street and Adams Street, which have a disproportionate number of street-

¹ This nomination will refer to the proposed district area as the Cannon Streetcar Suburb Historic District. The proposed district includes portions of Cannon, Boogie's, McIntosh, and South Park Additions. An explanation for the name choice and a justification of the boundary are included in this nomination.

facing residences. Both of these north-south streets were on streetcar routes that ran through the neighborhood during its period of greatest growth.

The Cannon Streetcar Suburb Historic District is primarily an “electric streetcar suburb” as defined by Virginia McAlester. Electric streetcar suburbs became possible when electric streetcar technology was introduced to Spokane in the 1890s. The district had two streetcar lines that crossed the district and spurred development. The Cannon Hill Car Line ran from Bishop Court up Adams Street to 10th Avenue before turning west. The Spokane Traction Company Line ran from Walnut Street south to 9th Avenue then east to Cedar Street and south to 12th Avenue, before jogging east one more block to



1. Bishop Court looking west up the former streetcar grade.

Adams Street and terminating at 14th Avenue. The gravitational pull of these two streetcar lines altered the dominant pattern of north and south facing facades in the district and spurred the construction of east and west street-facing residences on both Cedar and Adams Streets. The orientation of the residences on Cedar and Adams Streets are a remnant of the district’s streetcar legacy.

Although streetcar service ended in the 1930s, evidence of the route is sprinkled throughout the neighborhood. At 10th Avenue and Adams Street, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Car Line is that sweeping bend that connects Bishop Court with 6th Avenue. Before the streetcar line, Bishop Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified because the streetcar required a gentle bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed, it is still unpaved.²

A Residential District Perched on a Hill

The topographic barrier that initially restricted development had an impact on the platting and street pattern of the district. Most notably, the section of the district located east of Monroe Street is platted in a curvilinear pattern because the steep grade of the hill as it nears the Cliff Park Neighborhood was not suitable for a rectilinear street grid and required a street pattern that accommodated the topography. According to Virginia McAlester, “a primary factor in the development of a neighborhood is the topography and vegetation upon which it is built.” She continues in explaining that “contour curves were historically the only affordable solution to development on steep hills.” This is likely the reason for the break in the rectilinear pattern east of Monroe Street. Although the elevation contours do not move perfectly from east to west, the hill gains some 100 feet of elevation in just a few blocks from Monroe Street and 10th Avenue (Huckleberry’s Parking Lot) southeast to Lincoln Street and Cliff Avenue. For

² “Three New Bus Lines to Open,” *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3; “Put Rock Surface on Bishop Court,” *Spokane Chronicle*, Spokane, WA, November 9, 1934, page 1.

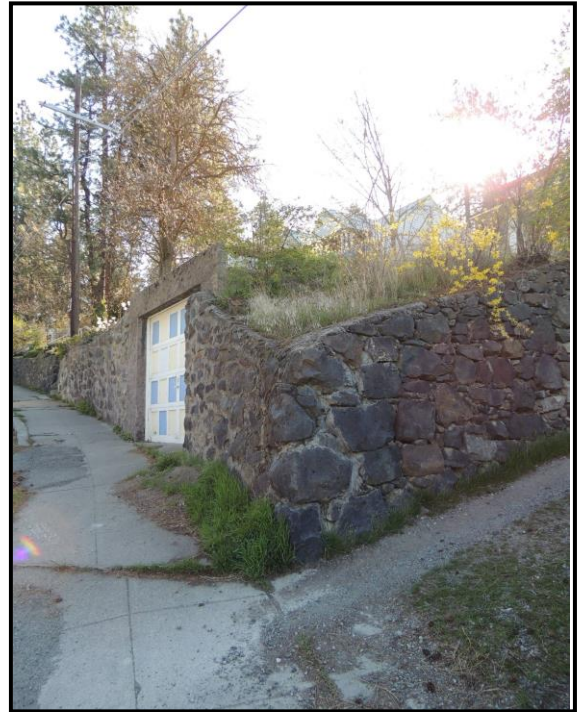
comparison, the hill only gains 115 feet of elevation between 6th Avenue and 13th Avenue along Monroe Street.³

The hilly topography of the district also impacted the siting and orientation of residences throughout the district. Houses constructed on the north side of the street tend to be at street-level and occasionally lower than the street grade. These residences can often take advantage of north-facing city views from second and third stories as the adjacent residences to the north are often sited on a lower elevation therefore providing a less obstructed view to the north. Whereas houses constructed on the south side of the street tend to be above street level, on some occasions more than twenty feet higher than the street. Basalt retaining walls with built in stairs were commonly constructed in order to accommodate the elevation difference between the street and front door. These north facing residences also provide city-view opportunities from the upper stories. This elevation difference, which provides a sense of privacy and grandeur, is most evident on Bishop Court, 6th Avenue, 7th Avenue, Cliff Drive, and 12th Avenue.

Although the Cannon Streetcar Suburb Historic District primarily reflects the streetcar suburb development pattern, it also shows some characteristics of an “early automobile suburb” as defined by McAlester. Most of the district was platted with east-to-west alleys that divide the homes on each block from north to south. Automobile amenities were included in most residences constructed after 1920, often in the alleys, and a substantial number of automobile garages were added to pre-1920 residences as free-standing or attached structures. A number of these garages were built at the same lot depth as the residence, and in some cases directly adjacent to the sidewalk. These near-sidewalk garages are a distinct feature that reflect both the district’s topography and its transition from a streetcar to an automobile dominated residential district. The combination of elevation difference, basalt retaining walls, sidewalk adjacent garages, and an impressive assortment of street trees create a feeling of street enclosure that is typical of hillside neighborhoods.⁴

An Eclectic yet Cohesive Mix

The Cannon Streetcar Suburb Historic District’s hillside setting, varied topography, and streetcar suburb development pattern provided a conducive neighborhood for an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s (a survey of the common styles is provided below). On any given block, one can identify residences from five different decades and a tapestry of different styles. The setbacks, heights, plans, and massing differ from home to home creating a visual zigzag as opposed to a unified and consistent blockfront common in downtown neighborhoods and tract



2. Looking east on Cliff Drive at a garage built into the hillside.

³ Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), page 82.

⁴ Virginia Savage McAlester, *A Field Guide to American House Museums: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* 2nd Edition (New York: Alfred A. Knopf, 2013), page 66-68.

developments. The mix of complimentary styles, the desirable variety of massing and form, and the use of compatible building materials provides an eclectic feel that still maintains a sense of cohesion from one property to the next and from block to block.

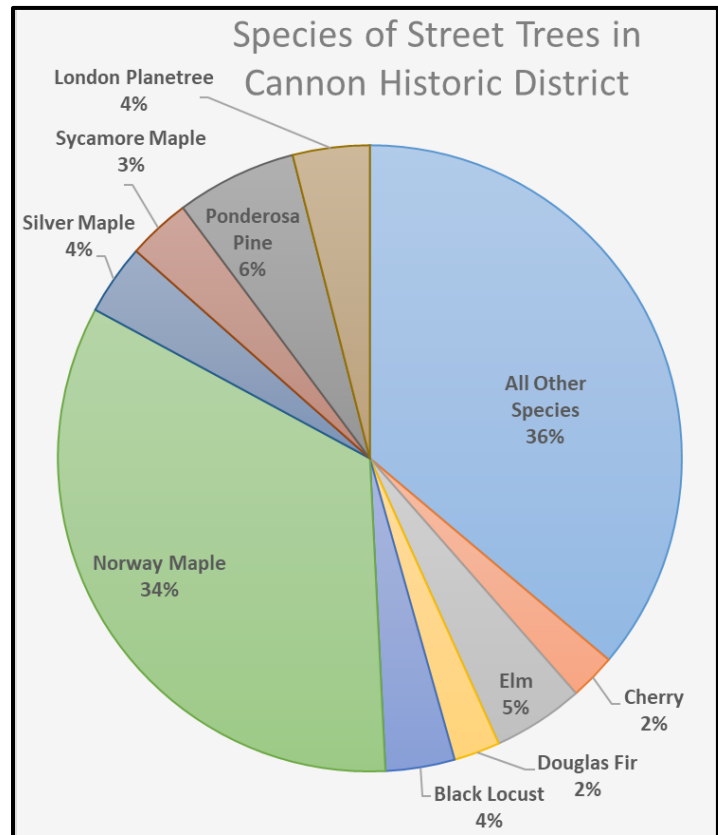
The district's period of significance from 1883-1955 covers the popular revival styles, innovative Arts and Crafts designs, and the new architectural interpretations of the Mid-century Modern movement. There is no meaningful organization of the different styles into character areas, but rather a generous sprinkling of each style throughout the district. The only general character area designation that can be made is that Queen Anne residences are more common in the north portion and modern residences are more common in the south portion of the district.

The facade materials commonly used in the district include brick, stucco, cedar shingle siding, horizontal wood siding, asbestos shingle siding, metal siding, concrete block, and native basalt. These materials are found across different architectural styles which contributes to the feeling of cohesion despite the variety of styles.

A Mature and Varied Tree Canopy

According to Virginia McAlester, "of the many amenities that add character to a neighborhood, street trees are perhaps the most important. Nothing makes a stronger impression when looking at a streetscape than the absence or presence of street trees."⁵

The Cannon Streetcar Suburb Historic District features a mature and robust tree canopy that consists of a wide variety of trees that provide shade, visual variety, and a feeling of walkability. The district has over 1500 street trees, which includes those that are located in the public right-of-way and those that are located on private property but have a canopy which extends over the public right-of-way. This number does not include trees that are located in backyards and side yards when their canopies do not extend into the public right-of-way. There are over ninety-five species of street tree present in the district. The most popular species by a long margin is the Norway Maple, which accounts for over 33% of the street trees in the district. The second most popular, the Ponderosa Pine, makes up just over 6%. Elm trees are the third most popular, accounting for over 5%. The four other species that occur in the largest numbers (over 4% of the total) are the Sycamore Maple, the London Planetree, the Silver Maple, and the Black Locust.



⁵ McAlester, *A Field Guide* 2nd edition, page 66-68.

There are approximately ninety other species that are less prevalent, but that meaningfully contribute to the feeling of visual variety that characterize the district's streetscapes.⁶

Description of Property Types in the Cannon Streetcar Suburb Historic District:

The Cannon Streetcar Suburb Historic District is a residential neighborhood dominated by a mixture of single- and multi-family residences with a small number of commercial buildings primarily located on Monroe Street. The common property types are described below:

Single-family Residences

Residences that were originally constructed as single-family homes and are used as single-family homes in 2020 are the most common property type in the district. Of the 479 resources in the district, 238 of those (50%) were built as single-family and remain so in 2020. They range in size from small brick cottages to medium one and one-half story bungalows, to large three story mansions that consume multiple lots. Single family residences were the most popular building type in the district's first two periods, from 1883-1930, but they became the secondary building type for new construction from 1931-1955.

Converted Single-family Residences

The second most common property type in the district are homes that were originally built as single-family residence and subsequently converted into multi-family residences. There are over 200 of these types of residences in the district. Converted residences are distinguished typically by the addition of exterior staircases, altered façade entries to accommodate multiple doors, and porch enclosures. They range in size from two to seven units, all tucked in the original or slightly expanded footprint. The first conversions occurred in the 1910s but did not become common until the 20s and 30s. A large number of these conversions occurred from 1938-1945 as part of a wartime housing program. Single-family residences in the district have also been converted to assisted living facilities and service or retail businesses, like those at 1117 West 10th Avenue and 917 South Monroe Street.

These conversions represent a significant aspect of residential living in the Cannon Streetcar Suburb Historic District; while they are noted as reducing the historic integrity of the original designs, those very changes are an important part of the district's residential history. The inclusion of converted rental properties with reduced integrity as "contributing elements" to the district is an effort to recognize that modifications in order to ensure continued residential use (instead of demolition and replacement) is an important part of the story of the Cannon Streetcar Suburb Historic District. It is often necessary to look beyond traditional conceptions of integrity in order to preserve the stories of a diverse residential neighborhood.

⁶ Street tree species and numbers were compiled using data from tree surveys conducted by the City of Spokane Urban Forestry. Despite the importance of street trees, The Historic Preservation Office will not review changes to vegetation as part of the Cannon Streetcar Suburb Historic District Design Review process.

Multi-family Residences



3. Double house converted to apartments at 606 South Cedar Street.

The buildings originally constructed as multi-family residences in the Cannon Streetcar Suburb Historic District can be divided into two categories: duplexes and triplexes, and larger apartment buildings. The first multi-family buildings constructed in the district were duplexes. Built between 1906-1916, the first wave of duplexes were constructed in a double house form. A double house is a multi-family residence designed with the same form and massing as a single-family residence, typically featuring a pitched roof with dormers and a porch with two separate entry doors. Described succinctly by Historian Camilla Deiber, “a double house, which shelters two families in units separated by a wall or floor, balances the convenience of

an apartment with the psychological comforts of a home.” The double house form was made popular in New England, Washington D.C., Minneapolis, and other parts of the midwest. Spokane builders constructed double houses beginning in the 1890s and increasing in the 1900s. Double houses were often pitched as an investment opportunity to middle-class residents as they offered the opportunity to live in one portion of the home and rent out the other. The first double house was built in the district in 1906 at 1208 West 10th Avenue, and the form remained popular until the mid-1910s. Double houses in the Cannon Streetcar Suburb Historic District were primarily constructed with two units (there is at least one building, 823 S. Monroe Street, originally constructed with three units), however many were later converted to accommodate additional living units.⁷

Duplexes fell out of favor in the Cannon Streetcar Suburb Historic District after 1915 but returned to popularity after 1940 as pre-war housing efforts commenced to accommodate the influx of manufacturing workers moving to Spokane to work at places like Kaiser Aluminum. These newer duplexes tended not to be in the form of a double house but rather in a more utilitarian rectangular floor plan with a shallow hipped or flat roof. After 1940 triplexes also became more popular. In 1950, a builder constructed three triplexes and one fourplex in rectangular forms with flat roofs between 11th Avenue and Cliff Drive. Nearly half of the buildings constructed in the district from 1931-1955 were duplexes or triplexes.

The other category of multi-family residences in the district, apartment buildings, were first constructed in the district near the end of the first decade of the 1900s. Much like the double house, apartment buildings were popular in the district from 1908-1915, and then after a long absence returned to popularity from 1931-1955. Early examples of apartment buildings include 1428 West 10th Avenue and 618 South Jefferson Street, both of which were built as three-story flats in the traditional rectangular plan



4. An advertisement for a doublehouse for sale on Cannon Hill. *Spokane Chronicle*, July 8, 1910.

⁷ Camilla Deiber, *Leading Double Lives: The History of the Double House in Des Moines* (Iowa, Department of Transportation, 2004).

of an urban apartment building. In flats, each floor, or each half of a floor is only one dwelling unit. But, much like residences originally constructed as duplexes and triplexes, these flats have been divided to accommodate additional smaller units. Examples of apartment buildings from the latter part of the period of significance represent a mix of rectangular plan three-story modern apartment buildings and one and one-half and two story irregular-shaped plan apartment buildings, including 727 South Adams Street and 921 South Monroe Street.

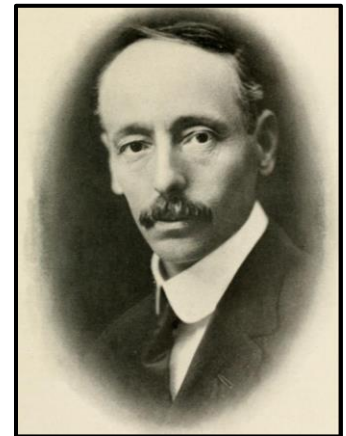
Other Property Types

There are other property types in the district including: a historic clubhouse at 1428 West 9th Avenue continuously operated by the Spokane Woman's Club since 1911; a grocery store and attached strip mall at 926 South Monroe Street; historic Spokane Fire Department Station No. 9 at 804 South Monroe Street constructed in 1932 and currently used by a service business; purpose built commercial buildings; and even an early boarding school constructed in 1903, named the Huston School, at 1125 West 11th Avenue.

Architects and Styles in the Cannon Streetcar Suburb Historic District:

The names of the architects whose work is represented in the Cannon Streetcar Suburb Historic District compile a list of Spokane's most notable architects in early and mid-century Spokane including: John K. Dow (1323 West 8th Avenue), Kirtland K. Cutter (1321 West 9th Avenue), Albert Held (1022 W 9th Avenue), Gustav A. Pehrson (1428 West 9th Avenue), Loren L. Rand (1406 West 9th Avenue), Willis A. Ritchie (1128 West 9th Avenue), William W. Hyslop (1304 West 8th Avenue), and Royal McClure (1102 West 6th Avenue). The architects are well-researched and their biographies are featured in print and in online resources.⁸ The neighborhood also features the work of less-known but accomplished Spokane architects including: William J. Ballard (824 West 12th Avenue), Earl W. Morrison (1303 West 10th Avenue), Arthur W. Cowley (804 South Monroe Street), and Bishop & Wulff (1433 West 9th Avenue). The following section will provide short biographies of the neighborhood's less-known architects and examples of their work in the neighborhood.

William J. Ballard was a prolific architect who is best known for the plan books he published under the company name Ballard Plannery. Ballard was born in Illinois in 1871 to a building contractor. He moved to California with his father where he studied to become an architect at the Throop Institute (a predecessor to the California Institute of Technology), and the University of California at Berkeley. He began his architectural career for a firm in southern California where he learned to design the cottages and bungalows that were popular in that region. In 1908 he moved to Spokane where he established the Ballard Plannery Company that sold architectural plans marketed through popular plan books, like *The Modern Bungalow*, that were sold at bookstores and often coveted by builders. In 1909, a contractor or do-it-yourself home builder could purchase a full set of Ballard's plans for ten dollars or a book of bungalows for fifty cents. One of Ballard's plan books includes plans and



5. Portrait of William J. Ballard from Durham's *History of Spokane Volume 2*.

⁸ Biographies for these architects can be found at <https://historicspokane.org/projects/spokane-architects> and <https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies>.

designs that were constructed in the Cannon Streetcar Suburb Historic District, including the side-gabled Craftsman style home at 1201 South Adams Street. Ballard's plans were used in over 600 Spokane-area homes and another 400 homes in the Los Angeles area. Beyond his single-family home designs, Ballard was also well-known for his barn and silo designs and his apartment buildings. In 1925, Ballard returned to California where he continued to practice architecture.⁹



6. Captain Earl W. Morrison in his WWI U.S. Army uniform. *Spokane Chronicle*, August 5, 1918.

Earl W. Morrison was born on Christmas Eve of 1888 in Iowa and moved to Spokane when he was a child. His father, James W. Morrison, was a prominent real estate broker and insurance dealer with business across the Pacific Northwest and into British Columbia. His father's involvement in real estate may have provided Morrison an opportunity to work in design and construction while still pursuing his education at Spokane's South Central High School. Morrison earned commissions for residential designs from high profile Spokanites (like Martin Woldson's home at 903 S. Adams Street built in 1909) while still attending high school, leading the newspaper to dub him Spokane's "boy architect." After he graduated high school in June of 1910, he left Spokane to attend the Armour Institute of Technology to receive formal architectural training. After completing his education, Morrison returned to Spokane where he worked to build his architectural practice designing dozens of homes and buildings. In 1917, Morrison received a commission as an officer in the United States Army. Captain Earl W. Morrison was sent to France to serve in the Quartermaster Corps as the commanding officer of a "railhead" where it was his duty "to keep a division (30,000 men) supplied with wearing apparel and food, and to provide transportation for them," explained the *Spokane Chronicle*. After returning from the war he continued to work in Spokane for a few years before shifting his focus to central and western

Washington where he did most of his work later in his career.¹⁰

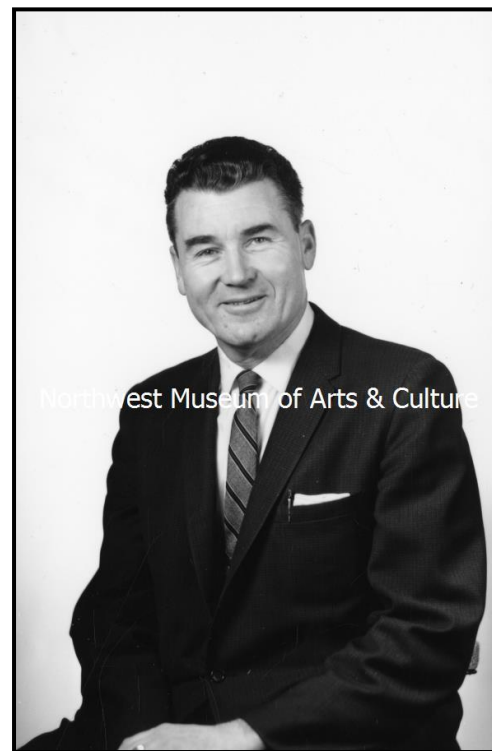
Arthur W. Cowley was born in Spokane, Washington in October 1878, just a few months after Anthony Cannon and J.J. Browne arrived in Spokane. Cowley's father came to the Inland Northwest as a missionary to convert the Spokane Indians. Cowley was one of the first white children to be born in Spokane where he attended the city's public schools including Spokane High School. He was an accomplished runner and cyclist who frequently won local and regional competitions. After graduation, he moved to the midwest to attend university at Oberlin College and the University of Wisconsin where he graduated with an engineering degree in 1903. After graduation, he returned to Spokane to work as a draftsman for the Great Northern Railway. Three years later, in 1906, he formed a partnership with early Spokane architect John K. Dow. Cowley formed a new partnership with Archibald Rigg in 1910. The pair

⁹ Nelson W. Durham, *History of the City of Spokane and Spokane Country Washington: From Its Earliest Settlement to the Present Time, Volume II* (Spokane: S.J. Clarke Publishing, 1912), page 604-608; "Are You Looking for Trouble?," *Spokesman-Review*, May 30, 1909, page 8 advertisement; "Designer Eyes 100," *Spokane Chronicle*, October 27, 1970, page 17; *The Modern Bungalow*, (Spokane: Ballard's Plannery, 1908); Unknown Plan Book held at Spokane Public Library, Northwest Room, (Spokane: The Ballard Plannary Company, nd).

¹⁰ "Earl Morrison Now 'Railhead' Boss in France," *Spokane Chronicle*, August 5, 1918, page 3 column 2; "Another Record at South Central," *Spokane Chronicle*, September 13, 1909, page 7 column 1; Durham, "Many to Graduate South Central," *Spokane Chronicle*, October 9, 1909, page 3 column 6; *History of the City of Spokane Volume III*, page 329-330.

opened a satellite office in Edmonton, Alberta prompting Cowley to relocate to Edmonton to run the office from 1911-1914 where he designed some notable buildings including the Gibson Block. After Edmonton, Cowley returned to Spokane where he continued his work until his retirement in the 1930s. Near the end of his career, Cowley designed Spokane Fire Station No. 9 located at 830 S. Monroe Street within the Cannon Streetcar Suburb Historic District.¹¹

Ralph J. Bishop and Victor L. Wulff worked as individual architects in the same building in downtown Spokane when they decided to form an architectural partnership, Victor L. Wulff, Ralph J. Bishop, Architects Associated. They formed their partnership in 1947 and built their own architectural office in Browne's Addition in 1951. Wulff was born in Ione, Washington in 1909 and moved to Spokane when he was eleven years old. He attended Lewis and Clark High School where he excelled in the classroom, frequently making the honor roll and "very honorable roll." Despite his success in high school, Wulff skipped university and instead gained his experience while working as an assistant to established architects, most notably Gustav Adolph Pehrson from 1929-1942. Bishop was born in 1905 in Tacoma, Washington and moved to Spokane in the 1930s. He, like Wulff, did not attend university but gained his experience working with other architects, including modernist architect E.J. Peterson. Bishop earned his architect's license in 1942 while running Peterson's office so his supervisor and mentor could serve in World War II. At some point during the war, Bishop too was called to wartime duties when he moved to Yakima to work as a specifications writer for U.S. Army contracts. In 1947, after establishing their reputation as regional architects, Wulff and Bishop formed a partnership. According to Historian Diana Painter, "Wulff produced a brochure circa 1974 to promote his firm's work," which included examples of residences, churches, schools, commercial and institutional buildings that the firm designed. The brochure also offered a window into the office's philosophy emphasizing "its workmanlike and efficient approach to design; the comprehensive nature of the practice, from initial design to construction management; and his public service and participation in professional organizations, including serving as president of the Spokane chapter of the American Institute of Architects." In May of 1947, soon after forming their partnership, Wulff and Bishop were awarded the contract for the Elizabethan Apartments at 1433 W. 9th Avenue.¹²



7. Portrait of Victor L. Wulff taken by Charles Libby, 1961. Northwest Museum of Arts and Culture.

The Cannon Streetcar Suburb Historic District also includes the work of multiple accomplished builders such as A.T. Johnson, A.L. Lundquist, and O.M. Lilliequist.

¹¹ Stephen Emerson, *Willard Hotel, National Register of Historic Places Registration Form*, Spokane, WA, September 4, 1998, section 8 page 7; "Arthur Cowley Wins the Race," *Spokane Chronicle*, May 30, 1898, page 5 column 2.

¹² Diana J. Painter, *Wulff & Bishop Architecture Office, Spokane Register of Historic Places Nomination Form*, Spokane, WA, November 6, 2019, section 8 page 4-6; "Lewis and Clark Students High," *Spokesman-Review*, April 12, 1928, page 9 column 3; "New Apartment 9th and Walnut," *Spokane Chronicle*, February 10, 1947, page 1 column 1; "Bishop Succeeds in License Exam," *Spokane Chronicle*, January 21, 1942, page 16 column 4.

The district presents an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s. During the first period, from 1883-1898, the most popular architectural style was Queen Anne which is represented in over 60% of the buildings built during the period and that remain in the district today. During the second period, from 1899-1930, American Foursquare and Craftsman styles were the preferred choice. In the final period, from 1931-1955, the Tudor Composite and Modern style were the dominant architectural styles. A survey of the popular styles is provided below.

American Foursquare: The American Foursquare form was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1930. This architectural “type” is often associated with the Arts and Crafts movement and is usually presented with a symmetrical facade and is laid out in a square or rectangular plan. These homes feature a lower-pitched hipped roof and often include a full length front porch with a front entry. The example to the right, constructed in 1907, is a regionally distinct example of the American Foursquare form known as the Seattle Box. The Seattle Box was featured in *Western Home Builder* in 1907, and is defined by its projecting bay windows supported by ornamental brackets on both corners of the second story facade.



1315 W 13th Avenue

Colonial Revival: The Colonial Revival style was popular in the Cannon Streetcar Suburb Historic District from 1905-1920. This style is usually presented with a symmetrical facade with balanced window arrangements and a centered door, often featuring overhead fanlights or sidelights. An accentuated front door with a decorative pediment crown supported by pilasters is a character-defining feature of this style. The example to the right features a symmetrical facade with a centered pediment supported by Classically-styled columns.



1211 W 8th Avenue

Craftsman: The Craftsman style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1925. This style tends to feature an asymmetrical facade in a rectangular plan with the long side oriented toward the street. Examples that feature side-gabled, cross-gabled, and front gabled roofs built at varying planes are all represented in the district. Exposed rafter tails and roof braces often adorn the eaves. The example to the right features some of the typical elements including a side-gabled roof with two differently shaped dormers detailed with Tudor half-timbering, windows with multi-pane sash over a single pane sash, and distinct trapezoid shaped window trim.



1201 S Adams Street

Dutch Colonial Revival: The Dutch Colonial Revival style was popular in the Cannon Streetcar Suburb Historic District from 1895-1915. This revival style emulated earlier Dutch Colonial designs with a mostly symmetrical facade and a rectangular plan. The gambrel roof is the character-defining feature most associated with this style. There are resources in the Cannon Streetcar Suburb Historic District featuring both front-facing and side-facing gambrel roofs. The example to the right features a front-facing gambrel roof with a continuous dormer, a feature that was not exhibited on the original Dutch Colonial designs. This example has a later addition on the west end that disrupts the original house form.



1120 W 13th Avenue

English Arts and Crafts: The English Arts and Crafts design mode is evident in many of the Craftsman style homes in the Cannon Streetcar Suburb Historic District. There are, however, a few examples of residences that holistically embody the English Arts and Crafts mode. These single-family residences feature an asymmetrical plan with irregular massing and a random mix of picturesque features. Protruding wings and bays contribute to the varied facade. The rooflines are steep with multiple gables and dormers of varying shapes and sizes. Windows are arranged in groups and vary in shape, size, and sash components.



811 S Lincoln St

Modern: The Modern style was popular for multi-family residences in the Cannon Streetcar Suburb Historic District from 1940-1955. Buildings designed in this mid-century style tend to feature a flat or low-pitched roof and a rectangular plan. The modern utilitarian facade materials represent a distinct departure from the traditional building materials that were popular from 1889-1940. The example to the right “The Studio Apartments,” features a long rectangular plan built into the hillside. The flat roof, concrete facade material, and extensive glazing are expressions of the Modern style.



1102 W 6th Ave

Minimal Traditional: The Minimal Traditional style is a subtype of the Modern style that was common for modest single-family residences in the Cannon Streetcar Suburb Historic District from 1930-1955. They are typically one story homes in a rectangular plan. Roof pitches are low or intermediate, eaves and rake are close, and large chimneys are common. Minimal Traditional residences are similar to Tudor Composite Cottages, but their lower pitched roofs and minimal detailing differentiate them. The example to the right features a low pitched roof with a large chimney. The simple centered pediment and cornice returns represent gentle Colonial Revival detailing.



1212 W 12th Avenue

Mission Revival: The Mission Revival style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1905-1915. This style is usually built in a square or rectangle shaped plan in both symmetrical and asymmetrical arrangements. The character-defining feature of Mission Revival style residences are the mission-shaped dormer and roof parapets. They are commonly covered with red tile roofs and finished in smooth stucco and brick.



1128 W 8th Avenue

Neoclassical: The Neoclassical style was applied to both single-family and multi-family residences in the Cannon Streetcar Suburb Historic District from 1900-1915. This style features a symmetrical facade balancing fenestration patterns and a centered door opening. The plan is usually square or rectangular, and sometimes features wings on the sides. The full-height entry porch supported by classical columns is the single most character defining feature of this style. The Armstrong House to the right features a hipped roof with a full-height entry porch supported by columns with Ionic capitals and a lower full-width porch wrapped with a low balustrade.



1022 W 9th Avenue

Queen Anne: The Queen Anne style was applied to single family residences in the Cannon Streetcar Suburb Historic District from 1889-1915. This style features an asymmetrical facade, steeply pitched roofs of irregular shape, patterned shingles, and cutaway bay windows. Round and polygonal towers on the corner of the facade are a common feature. The single most character-defining element of the Queen Anne style is the frequent use of architectural devices to avoid flat wall surfaces. The example to the right features a round tower, patterned shingles, and a cutaway bay window accented with spindlework.



728 S Adams Street

Queen Anne Free Classic: The Queen Anne Free Classic style was common for single-family residences in the Cannon Streetcar Suburb Historic District from 1895-1920. Queen Anne Free Classic is a subtype of the Queen Anne style which uses classical columns, rather than delicate turned posts with spindlework detailing, as porch supports. Palladian windows, cornice-line details, and other classical details are frequent. This style is similar to the Colonial Revival style and the two can be easily confused. The example to the right features an asymmetrical facade with projecting window bays but also includes classical columns and a centered pediment.



1317 W 11th Avenue

Swiss Chalet Revival: The Swiss Chalet Revival style was sparsely featured as a primary style in the Cannon Streetcar Suburb Historic District, however it is a secondary element in many of the district's single-family Craftsman designs. Swiss Chalet styling includes low-pitched front-gabled roofs with wide eave overhangs. Residences in this style often feature second-story porches or balconies with flat, cut-out balustrade and trim. The residence to the right is the purest example of a Swiss Chalet Revival in the Cannon Streetcar Suburb Historic District. Note the low-pitched roof with overhanging eaves and the second-story balcony with flat trim.



1034 W 7th Avenue

Tudor Composite/Tudor Cottage: The Tudor Composite style was popular for small cottages built in the Cannon Streetcar Suburb Historic District between 1925-1940. These dwellings feature a mix of Tudor details with other motifs, usually Colonial. Such details include cornice returns, and round columns. The example to the right features a steeply pitched roof, brick facade, and cornice returns on the front gable.



1124 W 10th Avenue

Tudor Revival: The Tudor Revival style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1920. Tall, narrow windows organized in groups, steeply pitched roofs, and dominant chimneys are common. The character-defining feature most associated with the style is decorative half-timbering designed to mimic Medieval infilled timber framing. A variety of facade materials are used to fill the space between the timbers, but stucco is most common in the Cannon Streetcar Suburb Historic District. The example to the right features steeply pitched roofs on the front gables with the easily identifiable half-timbering.



1112 W 9th Avenue

Historic Register Nominations within the Cannon Streetcar Suburb Historic District:

The Cannon Streetcar Suburb Historic District contains twenty-four individually listed properties on the Spokane Register of Historic Places. The district also contains two small historic districts (the Booge's Addition Spokane Register Historic District and Shadle-Comstock Spokane Register Historic District) and the much larger Ninth Avenue National Register Historic District.

Ninth Avenue National Register Historic District

The Ninth Avenue National Register Historic District stretches from east to west along Ninth Avenue between Monroe Street and the Hangman Valley bluff. The district stretches north and south in nodes to include portions of 8th, 10th, and 11th Avenues. Ninth Avenue Historic District features work from most of Spokane's prominent turn-of-the-century architects, including Loren L. Rand, Willis A. Ritchie, Cutter and Malmgren, Albert Held, John K. Dow, and Julius Zittel. Their designs, situated along tree-canopied avenues, reflect the most popular architectural styles of the day, ranging from the stately Queen Anne to the modest bungalow. And yet, in addition to the majestic homes of Spokane's more prominent citizens, the Ninth Avenue Historic District includes a wealth of residences owned by members of this community's burgeoning middle class. Teachers, merchants and contractors purchased homes in the area, creating a neighborhood diverse not only in its architectural composition, but in its economic and social representation as well.

At the time of listing on the National Register of Historic Places in 1994, the period of significance for the Ninth Avenue Historic District was determined to be 1892-1940. In the twenty-five years since listing on the NRHP, many mid-century resources within and adjacent to the district now meet the age requirement for listing. These additional properties that are now eligible for listing are integral to telling a more complete story of residential use over time in the district.

Booge's Addition Spokane Register Historic District

The Booge's Addition Spokane Register Historic District is located on the east and west sides of South Adams Street at the intersection of West 12th Avenue and South Adams. The four contributing resources that make up the Booge's Addition Historic District are single-family and converted single-family homes built between 1896 and 1907. All four homes are excellent examples of the Craftsman style and American Foursquare form. Stylistic characteristics depicted in the homes include two-story massing with side-gable and hipped roofs, asymmetrical design, multi-paned windows, and elaborate front porches. Remarkably intact, the Booge's Addition Historic District retains excellent exterior architectural integrity in original location, design, materials, workmanship, and association as single-family and multi-family homes built near the turn of the 20th-century in Spokane.

Comstock-Shadle Spokane Register Historic District

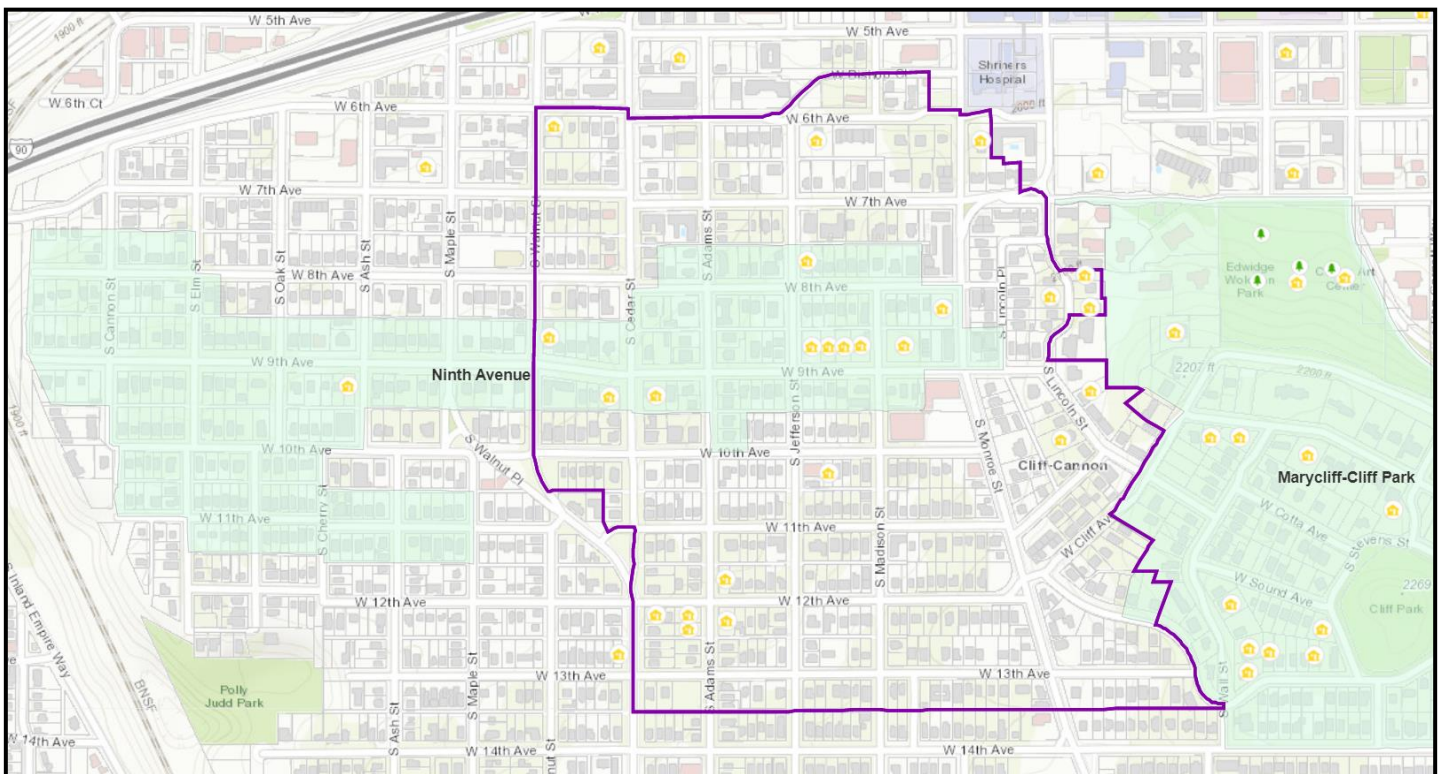
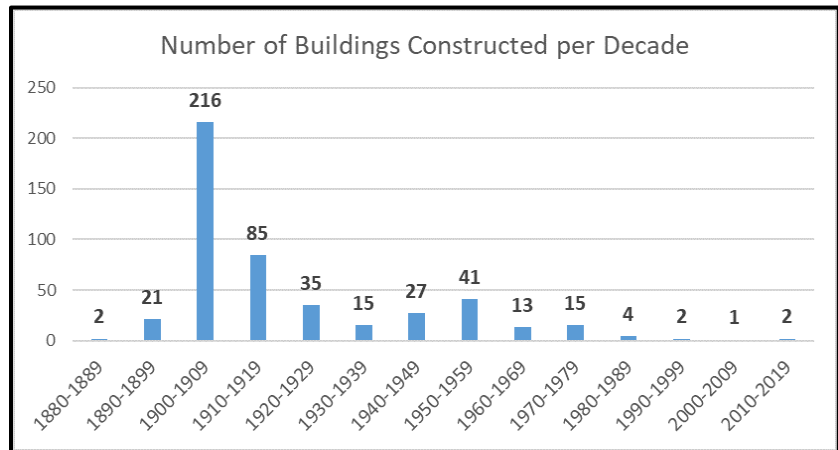
The Comstock-Shadle Spokane Register Historic District forms a well-preserved contiguous façade presented in four houses built between 1905 and 1911 along 9th Avenue. All four homes belonged to members of the Comstock-Shadle family. A reflection of 18th and 19th-century "black & white"

8. Map showing the Cannon Streetcar Suburb Historic District outlined in purple, the Ninth Avenue and Marycliff-Cliff Park National Register districts shaded in green, and individually listed historic properties with yellow house logos.

dwelling and row houses built especially in the English village of Chester, the four homes are excellent adaptations of the Tudor Revival style.

Period of Significance

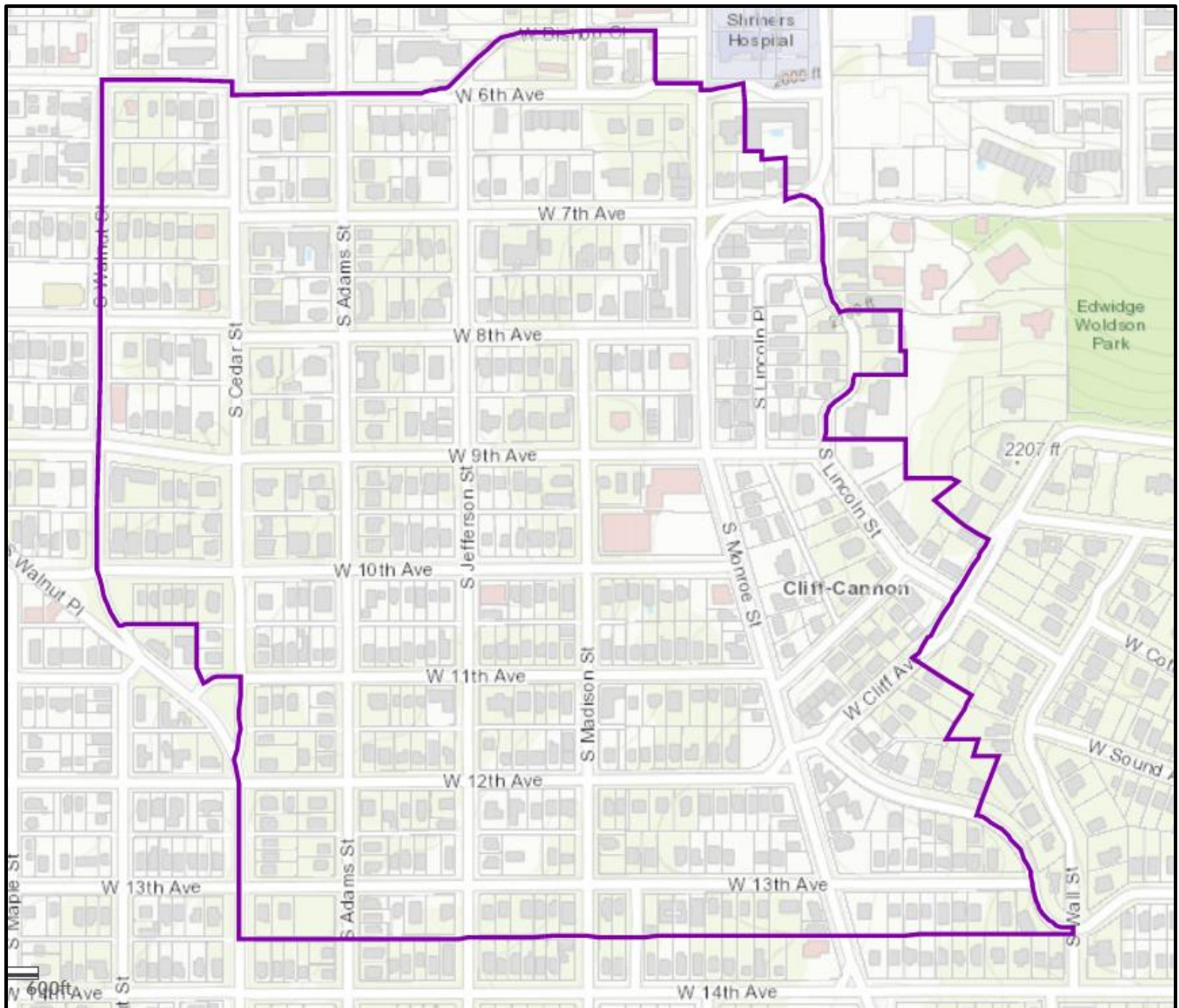
The Cannon Streetcar Suburb Historic District's period of significance begins in 1883 and ends in 1955. The year 1883 represents the year in which Cannon's Addition was first platted and therefore the beginning of residential development in the district. 1955 is the end of the period of significance for three primary reasons. First, 1955 is the last year that more than four buildings were constructed in the district in the same calendar year and represents the end of the post-WWII building boom in the district. Second, by 1955 most of the lots in the district were occupied by a building and new development required demolition. Finally, 1955 is the last year that a single family home was constructed in the district until 2004, a 49-year gap in single-family building. Additionally, 1955 was the last year in which both single- and multi-family residences were built in the same year.



Cannon Streetcar Suburb Historic District Boundary Justification

The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south. Drawing historic district boundaries can be challenging as there are a number of careful considerations that must be weighed in order to include the most contributing properties that tell the story of the district. In the Cannon Streetcar Suburb Historic District a number of factors were considered as the boundary was drawn:

- The boundary was drawn in order to include a large portion of the former streetcar and public transportation infrastructure that catalyzed residential development in the Cannon Streetcar Suburb Historic District. Two particular areas that were included in the boundary specifically to help tell the public transportation story are Bishop Court between Monroe Street and 6th Avenue, and 12th Avenue where it bends eastward from Monroe Street toward Wall Street. Both of these curvilinear roads were part of the streetcar route.
- The boundary was guided by distinct topographic changes. This is most obvious on the north boundary where 6th Avenue sits atop a bluff overlooking downtown and on the east end where the grade rises rapidly toward Marycliff-Cliff Park.
- The boundary was drawn to encompass a large number of properties that were already listed on the Spokane Register of Historic Places.
- The boundary was drawn to include a large portion of the Ninth Avenue National Register Historic District and the entirety of two small Spokane Register Historic Districts: Booge's Addition and Comstock-Shadle historic districts.
- The boundary was drawn to encompass the historically significant properties that are at the highest risk for demolition due to city zoning that allows for a wide variety of development options, many of which would be incompatible with the district.
- In the future, the borders of the boundary on the south and west could be expanded as these areas fit within the scope of this nomination and maintain a similar district feel. The Spokane Historic Preservation Office had to limit the size of the district to approximately 500 properties due to the minimal staff and limited resources available to create a local historic district.
- The area to the east of the district was not included in the boundary because, although it is a historic neighborhood, Marycliff-Cliff Park is a distinct area that makes the most sense as a separate historic district.
- The area to the north of the district was not included in the boundary because there is not sufficient intact historic resources to justify inclusion.



9. Map showing the Cannon Streetcar Suburb Historic District outlined in purple.

Integrity and Evaluations: *(The language and formula for this portion is adopted from the Browne's Addition Local Historic District Nomination prepared by Holly Borth & Betsy Bradley.)*

Integrity

The City of Spokane Municipal Code 17D.100.020 states that a property within a historic district must possess integrity of location, design, materials, workmanship, and association in order to “contribute” to the district. The National Park Service defines these aspects of integrity as follows:

- *Location:* The place where the historic property was constructed or the place where the historic event occurred.
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting:* The physical environment of a historic property.
- *Materials:* The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship:* The physical evidence of the crafts of a particular culture or people during any given period in history.
- *Association:* The direct link between an important historic event or person and a historic property. This aspect is also used to assess the degree to which the property can convey its association with patterns of development of a neighborhood and historic uses. For instance, a school still used as a school has a higher degree of association integrity than one that has been converted to housing.

Many resources within the Cannon Streetcar Suburb Historic District have experienced modifications over time. The most common modifications include the replacement of the original siding or windows of a building, or the construction of an exterior staircase, addition or enclosure of a porch – changes made to modify the building for multi-family use. Modifications such as these, even though they may have been made during the period of significance, somewhat reduce a building’s integrity of design and materials. The severity of the reduction of these aspects of integrity depends upon the extent of the modification compared to the overall form, mass, and design of the resource. These changes were carefully assessed during 2020.

Contributing and Non-Contributing

A historic district is comprised of streetscapes, public spaces, and individual properties. Together, these elements form the collective identity and defining character of a historic district. However, not all properties within the boundary contribute meaningfully to the collective identity and defined character of the district. Some properties are non-contributing because they are new construction built outside the period of significance, and others are non-contributing because the exterior façade has been changed so substantially that the original form and style is not recognizable in its current form.

Each resource within the Cannon Streetcar Suburb Historic District was evaluated for its ability to contribute to the significance and eligibility of the historic district based upon its modifications to four key features: **plan, porch, siding, and windows**. Modifications to the plan include changes made to the footprint of the building, as in additions and partial demolition. Modifications to porches are not assessed

as part of the plan but are a distinct category of assessment due to the frequency of porch modifications in the district and because generally these changes do not alter the original footprint of the building. Modifications to siding include the partial or complete replacement of historic siding materials. Replacement materials were sometimes limited to the first or first and second stories, leaving the historic materials on the highest portions of the walls exposed. The modifications to windows range from replacing some or all of the sash in existing window openings to the creation of larger or additional window openings and the use of metal or vinyl sash. As with siding, the use of replacement materials varies. Storm windows are somewhat common in the Cannon Streetcar Suburb Historic District. They sometimes hide the materials of the windows they protect, but are not considered a loss of integrity.

The descriptions of the buildings address these key features primarily, although there are additional character-defining features that are noted depending on the resource. Also, replacement elements of porches are noted, as well as decorative elements associated with a style of architecture. When present, exterior staircases are noted; as they are needed for multi-residential use of large residences, they are not considered in the assessment of integrity.

Modifications to these four features were categorized into four options:

- Intact (only slight modifications) **3 points**
- Slight (less than half of a feature has been modified) **2 points**
- Moderate (more than half of a feature has been modified, but not completely) **1 point**
- Extensive (completely modified) **0 points**

Using the cumulative point totals from all four features, the resources were then determined to have retained one of four levels in historical integrity:

- Excellent = 11-12 points (Contributing)
- Good = 8-11 points (Contributing)
- Fair = 5-7 points (Contributing)
- Poor = 0-4 points (Non-Contributing)

Any visible modification to a key feature that could be seen from the street of a resource automatically reduced its historical integrity and could not be qualified as having excellent historical integrity. Although modifications do reduce a resource's historical integrity, many buildings are still able to contribute to the history and significance of the Cannon Streetcar Suburb Historic District as a long-occupied residential neighborhood. If several changes have been made, the consideration of the massing, if important to the style, and presence of decorative elements associated with a style are brought into the analysis.

Modifications that occurred within the district's period of significance are considered to be part of the history of the property and some acquire significance in their own right. Converting a single-family residence to a multi-family residence also does not necessarily reduce its historical integrity to the point of it being non-contributing, as those activities are a part of the district's significant historical

associations. In fact, these conversions document the long-term overwhelmingly residential use of the buildings in the district.

These changes are documented and assessed, but accommodated into the historic integrity of the Cannon Streetcar Suburb Historic District. Properties assessed to have “fair” integrity are still able to contribute to the historic streetscapes of the district. The ultimate test is whether they can convey the type and style of building that they were originally built to convey, or are as altered prior to 1955.

Example: A property that has this amount of modification for the following features:

Plan: Slight - 2 points

Porch: Intact - 3 points

Siding: Extensive - 0 points

Windows: Intact - 3 points

Total = 8 points = Good Integrity Rating and would be considered “Contributing”

In order to contribute to the Cannon Streetcar Suburb Historic District, a resource must meet the following criteria:

- Located within its boundary
- Constructed between 1883 and 1955
- Retain excellent, good, or fair historical integrity

The tabulation of the resources within the Cannon Streetcar Suburb Historic District are as follows:

Integrity of Resources in the Cannon Streetcar Suburb Historic District (478)			
Excellent	Good	Fair	Poor

Integrity of Resources Built in or before 1955 (432)			
Excellent	Good	Fair	Poor

Contributing Resources of the Cannon Streetcar Suburb Historic District		
Contributing	Non-Contributing	Out of Period
		46

RESIDENTIAL OUTBUILDINGS: CARRIAGE HOUSES, URBAN BARNs AND GARAGES

These outbuildings on urban residential properties served similar purposes related to transportation but varied considerably in design and materials, form and function, and date of construction.

Many of the larger, earlier houses were built with a carriage house or urban barn. Both buildings likely housed a horse and some type of buggy, as well as storage space for hay, oats and tack. A carriage house combined these functions with a second story that provided quarters for the family's employees: often drivers and gardeners. An urban barn was devoted to storage and transportation. A half-story loft above the ground level provided storage for hay and often had a door at that level. Wide openings with sliding or swing doors were wide enough for adaptation to garage use.

Many of the first purpose-built garages were small wood-framed and clad one-car size buildings with gable roofs. Slightly wider one-car garages, and multi-car units were also built prior to 1955, the end of the period of significance. One pattern in the district was a series of small garages at the rear of lots that appeared after the conversion of large dwellings into multi-unit buildings.

Several of all types of these outbuildings stand in the district, although many of them are not very visible due to their locations at the rear of lots. Post-1955 two-car garages are also common. A few of the more ornate carriage houses have been converted into dwellings and are the primary building on the lot. All three types of buildings that are visible from the street are noted in property descriptions. They are further noted as contributing to the district or contributing to it in a secondary way.

RESOURCES

A form has been prepared for each resource located within the boundary of the Cannon Streetcar Suburb Historic District. These forms are appended at the end of this section.

USING THE RESOURCE FORMS

These forms have information on building permits if they are available for the property, including date of the permit, as well as architect, builder, and owner, if known.

Name: Cannon Streetcar Suburb Historic District

Criteria: Category A, Category C

Areas of Significance: Transportation, Residential Development

Period of Significance: 1883-1955

Statement of Significance:

The Spokane Register of Historic Places provides five categories for significance to be considered in all nominations. The Cannon Streetcar Suburb Historic District is eligible for listing on the Spokane Register under Category A for its association with the broad patterns of Spokane history in the fields of transportation and residential development; and Category C for its architectural significance in the distinctiveness of some of its buildings and the wide array of building types and styles.

Category A: A Residential District Defined by Public Transportation

The Cannon Streetcar Suburb Historic District's topography presented a distinct challenge for residential development that required innovative public transportation infrastructure to make the area desirable to real estate developers and for prospective residents. The public transportation infrastructure built to overcome the South Hill bluff propelled seven decades of residential development that define the district today.

The Cannon Streetcar Suburb Historic District provides a case to explore how public transportation impacted residential development, especially in areas with topographic separation from the city center. Three factors make the district an ideal case to explore public transportation's capability to spur residential development in a previously undeveloped area. First, the district is located in a city with access to hydroelectric power which was critical for successful electric railroad systems. Second, the district was developed when new housing was in high demand during Spokane's period of greatest growth from 1900-1910, when the population grew by nearly 300%. Third, and possibly most importantly, Spokane was in its stage of greatest growth when electric railroad technology was spreading across the country and Spokane businessmen seized on the emerging business opportunity. The district's transportation history exemplifies the development of transportation technology, especially the transition from cable car, to electric rail car, to bus and automobile, and, most importantly, how those transitions impacted the residential development of the neighborhood and at the same time encouraged modifications to the existing building stock.

Category C: A Rich Architectural Tapestry of Late 19th and Early to Mid-20th Century Designs

The Cannon Streetcar Suburb Historic District features a rich and eclectic variety of architectural styles, forms, and types. The most popular styles in the neighborhood include Craftsman, Queen Anne, and American Foursquare. Many of the homes in the district were spec homes from readily available plans like those in Ballard Plannery's *Modern Bungalow* plan book. However, the district also features the work of some of Spokane's most notable architects including Kirtland Cutter, J.K. Dow, and Albert Held. Additionally, the neighborhood includes the work of less-known Spokane architects who are deserving of more research and recognition. These architects include, but are not limited to, Arthur Cowley and Earl W. Morrison.

Although the district was primarily built as single-family residential, there are a considerable number of buildings that were originally constructed to be apartment complexes and duplexes. Many of the apartment buildings are tall three story structures that provide visual variety to the district's block faces. The district also includes some interesting non-residential buildings including one of Spokane's early fire stations, a grocery store and strip mall, and a boys boarding school, Huston School.

Additionally, the neighborhood provides an opportunity to examine how architects incorporated automobile provisions into already existing homes. In two cases, Kirtland Cutter was hired to design garages (one detached and one attached) for residences that were constructed in the time before cars were a common form of personal transportation.

Historic Context:

The City of Spokane: From Tribal Paradise to Bustling Mid-Century City

The City of Spokane sits on the traditional lands of the Spokane Tribe. They have inhabited these lands since time immemorial. They hunted, fished, harvested vegetables, raised horses, traded, and made their homes in Spokane and surrounding areas. The Spokane's way of life was abruptly altered when white people began arriving to the region in the early 1800s. The Northwest Company, a Montreal based fur trading operation, built the Spokane House trading post at the confluence of the Spokane and Little Spokane River in 1810, marking the beginning of white settlement in the region. Settlement was initially slow, but by the late 1850s increasing numbers of white people were encroaching on tribal lands in pursuit of newly discovered gold in the Columbia River and its tributaries.

Violence between the tribes and white settlers got the attention of the United States Government which sent the Army to protect white settlers. Acting as the aggressor under the leadership of General George Wright, the Army initiated a series of battles with the Spokane Tribe that left dozens of Spokanes and hundreds of their horses and livestock dead. The fighting ended in September 1858 with surrender of the tribe under the guise of a peace treaty. Instead of brokering peace diplomatically, General Wright murdered Sub-chief Qualchan and at least three fellow warriors on the shore of Hangman Creek. After the defeat of the Spokanes and surrounding tribes, the government began negotiating with and ultimately forcing the tribes onto reservations. In 1872, an executive order instructed the Spokane Tribe to move to the original Colville Indian Reservation. The removal of the Spokanes and other regional tribes opened up the site of Spokane to homesteaders, and soon after settlers began arriving.¹³

The powerful Spokane River and its large waterfalls made an ideal location for a mill and ultimately a townsite. As the city grew and technology developed, the city's proximity to a waterfall allowed for easy access to hydroelectric power. The electricity produced from the river provided Spokane with a robust electrical system to homes, businesses, and the overhead power lines that criss-crossed the city powering a fleet of electric streetcars.

¹³ Warren Seyler, Ben Adkisson, Spokane Tribal Wars of 1858, directed by Trask McFarland (2017; Wellpinit, WA: VariusMedia), <https://youtu.be/-uN2juBAKlc>.

The City of Spokane grew quickly. In 1880, just a year before incorporation, there were only 350 white people living in the town of Spokane Falls. By the time of the next census in 1890, Spokane residents had dropped the “Falls” from their name and the city’s population had increased to 19,922 people. This rapid inflow amounted to growth of over 5,500% in just one decade. The city’s pace of exponential growth experienced a minor setback in August of 1889 when approximately thirty blocks of downtown Spokane were burned to the ground in a fast-moving fire. This left much of the city’s core a blank slate from which a freshly constructed downtown of primarily brick masonry buildings rose from the ashes.¹⁴

Not discouraged from the fire, Spokane’s rapid growth continued. The burgeoning mining, railroad, timber, and agriculture industries sent tens of thousands of people flocking to the Inland Northwest seeking new jobs and greater opportunities. By 1900, the number of Spokanites had grown to 36,848, most of which were working-class laborers, single women, and itinerant workers. That number continued to grow and when the 1910 census was taken, a decade after the turn of the century, 104,402 Spokane residents were counted. This influx of population brought the labor force and professionals necessary to grow regional business but it required quick construction of housing accommodations.

Population growth remained mostly stagnant in Spokane from 1910-1940, only adding approximately 18,000 residents. However, Spokane was an important city in the build up to World War II due to important war-time industry that was based here. Americans from other regions of the country flocked to Spokane to fill the new job opportunities, sparking another population boom, bringing some 30,000 new residents and increasing the total population to 161,721. This influx in residents demanded more housing, some of which was created in the Cannon Streetcar Suburb Historic District.¹⁵

The Cannon Streetcar Suburb Historic District and Anthony Cannon

The Cannon Streetcar Suburb Historic District was selected as the name of this historic district for two primary reasons. First and foremost, the district did not become suitable for residential development until the Cannon Hill Car Line was completed in 1899, and thus the district's name reflects the importance of that streetcar line. Second, the district is located in Spokane’s Cliff-Cannon Neighborhood, a large residential area composed of two distinct sections which is conveyed by the neighborhood's hyphenated name. The eastern section of the neighborhood is associated with Cliff Park, whereas the western section that contains the Cannon Streetcar Suburb Historic District is associated with Anthony Cannon’s 1883 residential plat, amongst others.

Anthony McCue Cannon was born in 1837 in Illinois. Cannon was an ambitious, but possibly over-zealous, businessman who had operated a variety of companies from selling grain to repairing sewing machines. His first venture was in Chicago, but bankrupt businesses led him from Kansas City, Los Angeles, and finally to Portland, Oregon. After a messy divorce in Portland, Cannon set his sights on a new opportunity, as he always had when the going got tough. In 1878, Cannon headed for the “upper country” toward a townsite on the Spokane River. During a stop in The Dalles, Oregon, Cannon connected with J.J. Browne, a lawyer and educator, who decided to join Cannon on his trip. The two

¹⁴ Washington State Office of Financial Management, Forecasting and Research Division, “Decennial Census Counts of Population for the State, Counties, Cities and Towns,” (Excel spreadsheet, Olympia, 2017), page 4.

¹⁵ Washington State Office of Financial Management, “Decennial Census Counts of Population for the State, Counties, Cities and Towns,” page 4.

arrived in Spokane by horseback in April of 1878. They purchased half of the original townsite of Spokane Falls and a mill from James Glover for just \$3,000, with only \$50 as a down payment. They wouldn't pay the remainder of the debt for five years.¹⁶

Cannon established a general merchandise store located at the intersection of Howard and Spokane Falls Boulevard. In a small addition on the rear of the merchandise store, Cannon opened the city's first bank, The Bank of Spokane. Opening a bank seemed like a strange decision for Cannon, considering he had no money to lend, not to mention money to spend. But, using a \$1,000 loan from his sister-in-law as seed money, he opened the bank and began issuing loans.¹⁷

Glover preempted the Spokane townsite location but he also homesteaded 160 acres west of town. He relinquished this 160 acre homestead to Browne, which Browne platted and developed into the popular residential district Browne's Addition. Around the same time, Cannon began the process to homestead a quarter section of land, equaling approximately 160 acres, just south of Browne's section stretching from Coeur d'Alene Park south up Cannon Hill.¹⁸



10. Portrait of Anthony M. Cannon. 9. Tornado
Creek Publications.

The Financial Panic of 1893 was a two year depression that began in February of that year with the bankruptcy of the Philadelphia and Reading Railroad, which rattled railroad investors across the country. The direness of the situation became clear on May 5, 1893 when the stock market collapsed after another large employer, the National Cordage Company, failed. Spokane, and Cannon were disproportionately impacted by the downturn. As Nelson Durham explained, Cannon had "cast his financial lines into pools too numerous and distant." When the Panic came, Cannon was in a bad position to weather the storm. He tried desperately to offload his assets but was unable to create enough liquidity and he was forced to close the doors of Spokane's first bank.¹⁹

By the end of 1893, Cannon's bank had failed and his wife had succumbed to a long battle with illness. Soon after her death, he left Spokane for New York where he remarried and returned to Spokane with his new wife.

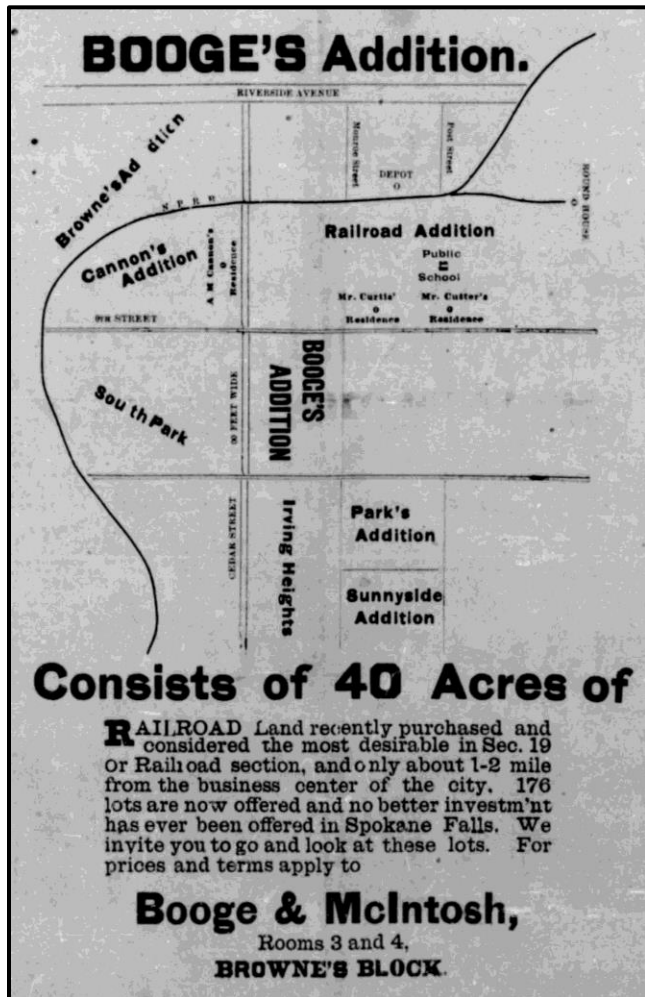
Cannon attempted to restart his life and even discussed reopening his bank, but court judgments surrounding the failed bank began stacking up and Cannon could not afford to pay the bills. By the end of 1894, Cannon fled Spokane for New York, and ultimately Latin America, searching for new investment

¹⁶ Nelson Wayne Durham, *History of the City of Spokane and Spokane County, Washington: From Its Earliest Settlement to the Present Time, Volume 1*, (Spokane: S.J. Clarke Publishing, 1912), page 338-341.

¹⁷ Durham, *History of the City of Spokane and Spokane County*, volume 1, 338-341.

¹⁸ GLO Maps and Land Patent Records, WISAARD database.

¹⁹ Durham, *History of the City of Spokane and Spokane County*, volume 1, 449-450; "Cannon Talks," *Spokane Chronicle*, January 13, 1984, page 1.



11. Advertisement for properties for sale in the Cannon Streetcar Suburb Historic District. Notice that no streetcar lines had been constructed yet. *Spokane Falls Review*, March 17, 1888.

opportunities and a fresh start. His travels led him back to New York City where he died alone in a hotel room without any fortune to speak of. When Cannon passed away in 1895, he was lauded as a founder of Spokane and “one of the best known citizens of the west.” However, the land he homesteaded and the additions he platted were only lightly developed, especially in comparison with Browne’s Addition. He never saw Cannon’s Addition develop into the high-class residential district he imagined it could become.²⁰

The Spokane Cable Railway and Early Development of the Cannon Streetcar Suburb Historic District 1883-1898

Anthony Cannon laid the plats for Cannon’s Addition soon after he received the land patent for his homestead in 1883. Lots on the north end of Cannon’s Addition near Coeur d’Alene Park were quickly sold and developed. Despite the spectacular views, the southern section of the addition located on the South Hill was less desirable for residential development, due to the challenge of transportation up the steep bluff. But, as Spokane’s population continued to grow, the pressure to build on the hill increased. In 1888, three new plats were recorded adjacent to the southwest corner of Cannon’s Addition between Cedar Street and Monroe Street: Booge’s, McIntosh, and South Park Additions.

Advertisements for buildable lots in Cannon’s, Booge’s, McIntosh, and South Park Additions frequently appeared in the newspaper from 1883-1889, but there was limited reporting about new residences constructed during that period. (There were no Sanborn maps drawn for the district until 1891, so we are limited to newspaper records and building permits.) In 1889, Monroe Street was paved up to 9th Avenue and Adams Street was graded from 5th to 14th Avenue. These infrastructure improvements, among others, encouraged the first substantial wave of residential development in the district, primarily on 6th and 7th Avenues but some new residences were built as far south as 11th Avenue. Although there were likely more residences built between 1883 and 1889, only two residences built before 1890 remain in the district. Both are modest size homes, one in the Queen-Anne style and the other vernacular in design.

²⁰ “Brings His Bride,” *Spokane Chronicle*, March 14, 1894, page 1; “A.M. Cannon Dead,” *Spokesman-Review*, April 7, 1895, page 1.

In 1890, the Spokane Cable Railway Company endeavored to overcome the topographic challenge presented on the South Hill by constructing a cable railroad line from downtown to 14th Avenue and Grand Boulevard via Monroe Street. The route was destined for prime locations for real estate development along the way and at the terminus. The Monroe Street cable rail line encouraged some new development in the district, including eight homes built between 1890 and 1895 that remain in the district. The homes from this period are noticeably larger in scale and feature more architectural styling than the district's earliest homes.²¹



12. Photo of Spokane Cable Railway railcar. *Spokane's Street Railways: An Illustrated History.*

In 1891, Spokane Sanborn Maps only stretched as far south as 8th Avenue, and featured primarily vacant lots south of 6th Avenue. Although there was likely small residential development further south, the lack of Sanborn maps beyond 8th Avenue is an indication of the limited development in the Cannon Streetcar Suburb Historic District up until the early 1890s. Of the buildings still remaining in the district, only eighteen were built before 1899.²²

In preparation for the city's southward expansion, Spokane city government authorized the removal of one of the city's first cemeteries to make room for more residential lots in the neighborhood. The Mountain View Cemetery, located south of 9th Avenue and west of Cedar Street, stopped accepting new burials around 1889 but the city was still relocating burials in 1894. Today, many homes sit on top of a former cemetery because residential development pressures, and the profits that accompanied them, were more important than the burial places of city residents who had long passed.

The city was prepared for rapid development, but it took longer to materialize than anticipated because getting up the hill was tough. After years of struggling with inconsistent service and issues with their infrastructure, the Spokane Cable Railway Company ended service up the South Hill in 1894 due to slower than expected property sales along the route, possibly as a result of the nationwide financial Panic of 1893. No homes that are still extant in the neighborhood were constructed in the district from the end of 1895 until the end of 1898.



13. Drawing of a small home at 11th Avenue and Cedar Street before major residential development began in the Cannon Streetcar Suburb Historic District, undated. Northwest Museum of Arts and

²¹ Charles V. Mutschler et al, *Spokane's Street Railways: An Illustrated History*, (Spokane: Inland Empire Railway Historical Society, 1987), page 26 & 40.

²² Sanborn Fire Insurance Maps, Spokane, Washington, 1891.

The Cannon Hill Car Line Building Boom 1899-1930

By the end of the 1890s, the Cannon Streetcar Suburb Historic District was lightly sprinkled with residential development. Whereas, nearby Browne's Addition, which did not have the same topographic transportation challenges, still retains nearly ninety homes built before 1899. As the *Spokane Chronicle* explained, the Cannon Streetcar Suburb Historic District was "rapidly becoming one of the most popular residence districts in the city, but had the disadvantage of being reached only by walking up the long and steep hill." Although it was lagging behind nearby neighborhoods, the Cannon Streetcar Suburb Historic District would soon enter its period of greatest growth.

In July of 1899, the Spokane Street Railway Company proposed the construction of the first reliable transportation up the hill, the Cannon Hill Streetcar Line. The new streetcar would not be operated by cable, like its predecessor which struggled and failed. The new streetcar line featured a revolutionary technology that was spreading across the United States, the electrified locomotive. The first electrified streetcars began operating on the east coast in 1886, and the technology arrived in Spokane shortly after in 1888. Spokane was an ideal location for electrified streetcars because the city had easy access to water-generated electricity.

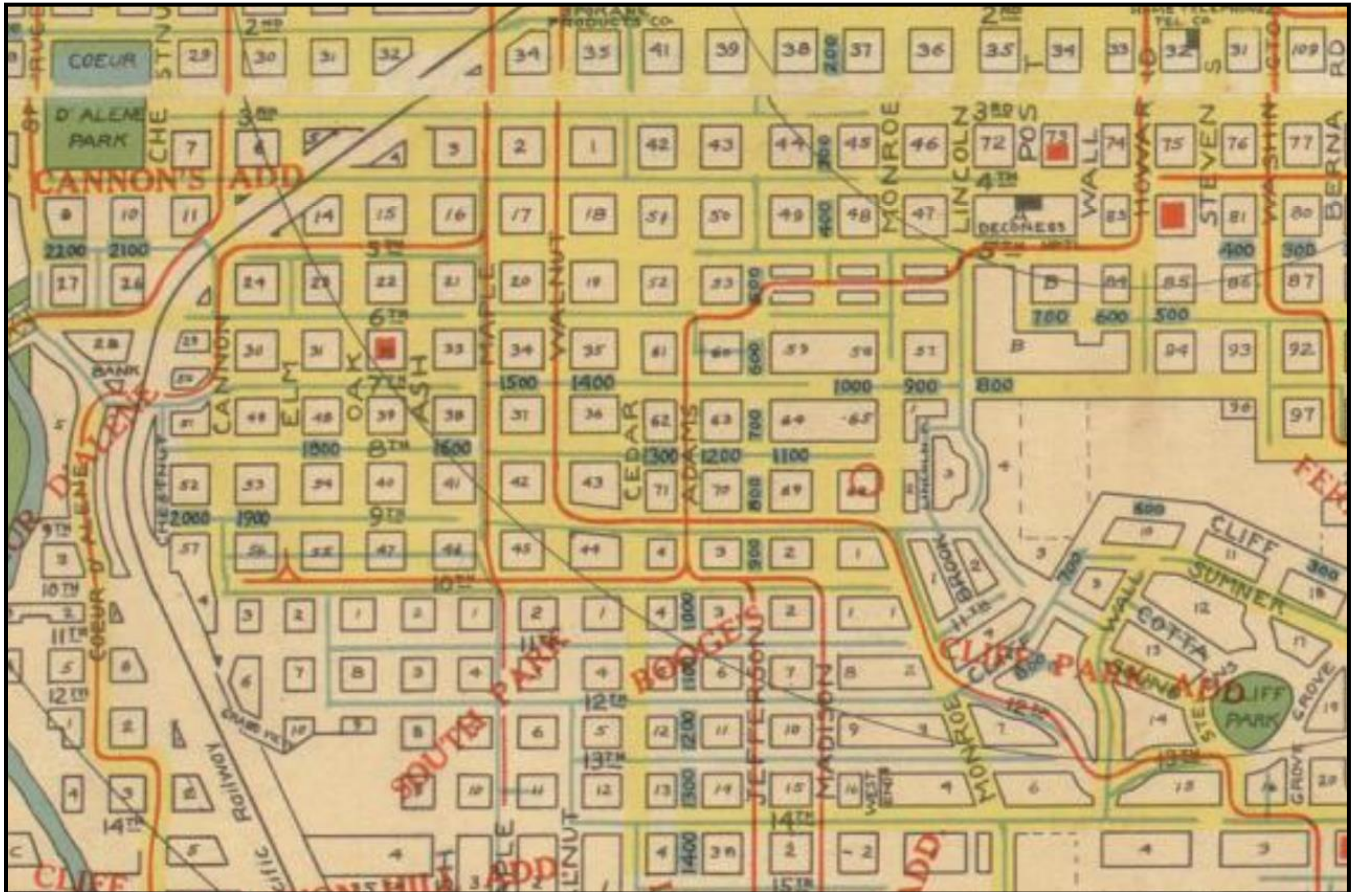
The first tapestry of streetcar lines in the city were owned by a variety of companies operating routes that primarily stretched from west to east from Browne's Addition through downtown and northward toward residential districts like Corbin Park. The Panic of 1893 had slowed streetcar development and companies were nervous to build a line into the Cannon Streetcar Suburb Historic District due to the steep grade and limited residential development on the hill. In 1899, the Washington Water Power Company (WWP), who operated the hydroelectric power stations on the Spokane River, absorbed most of the city's streetcar companies. On August 10, 1899, WWP purchased the franchise agreement from the Spokane Street Railway Company and completed the Cannon Hill Streetcar Line. The company considered multiple options but settled on a route that ran "along Howard Street from Fourth to Fifth Avenue, thence along Fifth to Lincoln, up Lincoln to Bishop Court, along Bishop Court nearly to Jefferson Street, thence through a rock cut and across Jefferson Street to Sixth Avenue, thence along Sixth to Adams, south on Adams to Tenth Avenue, and west on Tenth to Elm Street." This route was selected because it did not require substantial rock cuts, and because it avoided "heavy grades and expense of construction."²³



14. A newspaper headline announcing the opening of the Cannon Hill Streetcar Line. *Spokane Chronicle*, October 24, 1899.

Although the streetcar line was removed long ago, evidence of the route is sprinkled throughout the neighborhood. At Tenth and Adams, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Streetcar Line is the sweeping bend that connects Bishop Court with Sixth Avenue. Before the streetcar line,

²³ "Will Build a New Line," *Spokane Chronicle*, July 29, 1899, page 1.



15. Street Map of Spokane from 1922 showing the streetcar routes as red lines. Notice the line up Bishop Court at the north and the curved route along 12th and 13th Avenues to the southeast. Designed by H.H. Weile and printed by the Spokane Lithographing Company.

Bishop Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified because the streetcar required a sweeping bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed it is still unpaved.

The Cannon Hill Car Line opened in 1899 and it was immediately successful. Local newspapers reported the importance of the new infrastructure to current residents of the hill. While, in the same newspapers, real estate speculators lauded the line in their advertisements and homes in the district quickly flew up. In the five years following the completion of the Cannon Hill Streetcar Line, at least fifty new residences were constructed in the district. The lots closest to the original streetcar line were selected for development first, and as new lines were built into the district residential development followed their route. By 1902, the Cannon Hill Streetcar Line was so crowded that folks were writing the *Spokesman-Review* to complain. In 1905, the Cannon Hill Streetcar Line increased service to every 15 minutes from 30 minutes. In 1906, the Cannon Hill Streetcar Line was extended up Monroe and then east to Cliff Park at 12th Avenue.²⁴

²⁴ "Cannon Hill Cars Crowded," *Spokesman-Review*, February 2, 1902, page 1.

Virginia McAlister's *A Field Guide to American Houses* gives an excellent overview of how electric streetcars facilitated residential development:

The speed of electric cars facilitated a new real estate development process. A typical pattern was to build a trolley line into vacant countryside, often terminating at a recreational destination - a park, a fairground, an amusement park, or a large cemetery (which, in the 19th century, functioned as tranquil open space), this planning helped attract riders immediately. House lots were placed adjacent to the line, subdivision improvements were added (sidewalks, utility connections, etc.), and the vacant lots placed on the market. Signs advertising "Home Sites for Sale" greeted passengers traveling along the line. As lots were sold and homes built, the new residents increased the number of daily commuters. The streetcar line added value to the vacant land, and the development of the land brought value to the streetcar. Often the owner of a trolley line and its adjacent property was either the same or connected in some way. By 1900 trolley lines and streetcar suburbs had become the primary factor in the development of new urban neighborhoods throughout the country.

The pattern for streetcar driven residential development presented by McAlister describes the development patterns in the Cannon Streetcar Suburb Historic District, and much of Spokane, almost perfectly.

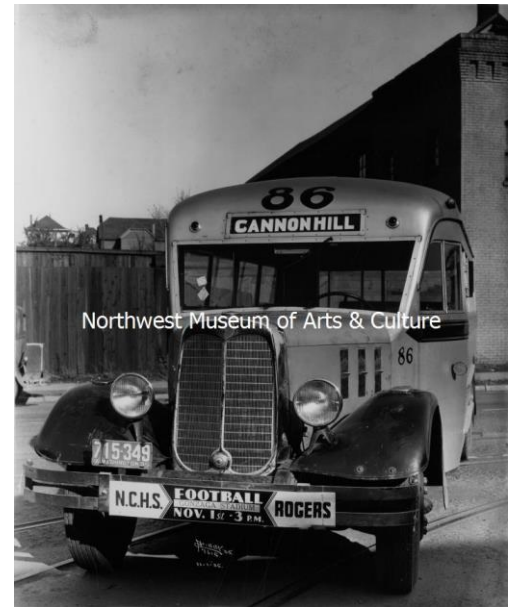
The rapid pace of development continued in the district until World War I. The district retains 301 buildings that were constructed in the twenty years following the completion of the Cannon Hill Streetcar Line. This amounts to 63% of the buildings in the district in 2020. Although the majority of new construction in this period was single family residences, large scale apartment buildings became popular in the 1910s and many were constructed between 1910 and the beginning of the First World War. No buildings were constructed in the district in 1917 or 1918. Once the war wrapped up, building in the district resumed but with notably less energy. Only 42 buildings were constructed between the end of the war and the onset of the Great Depression.

Homes built in the first half of this period, from 1899-1915, generally did not include provisions for automobiles like garages. Whereas, during the second half of this period from 1916-1930, most of the homes were built with either attached or detached garages and many new garages were built adjacent or attached to existing homes that were constructed before the first wave of personal automobile ownership. Two notable examples of garages that were added to existing homes include Thadius Lane's detached garage and chauffeur quarters at 1312 W. 9th Avenue, and Martin Woldson's attached garage at 903 S. Adams Street. Both of the garages seem like small insignificant projects, however both were designed by renowned Spokane architect Kirtland Cutter to closely match the primary residence.

The Bus and Automobile Take Over 1931-1955

Two distinct changes define the Cannon Streetcar Suburb Historic District during the period from 1931 to 1955. First, the transition from rail dominated public transportation to bus dominated transit, coupled with increased car ownership, impacted the development patterns in the neighborhood. Second, the increase in demand for affordable workforce housing in the lead up to World War II had a tremendous impact on existing homes in the neighborhood.

In 1931, as the Great Depression was setting in, Spokane's street railway companies suggested that they were planning to replace some of the Cannon Hill Streetcar Line with bus service. The railway companies started by discontinuing spur lines and replacing them with short bus routes. This was met with resistance in the Cannon Streetcar Suburb Historic District. Residents of the district protested the changes and requested that any replacement bus service closely mirror the rail service that was being discontinued. The railway companies listened to resident's concerns by routing the bus in a similar way to the rail line. The most notable change in the route was abandoning the Bishop Court section in favor of taking 5th Avenue east to Adams Street and climbing the hill from there.²⁵



16. Spokane United Railways Cannon Hill Line bus coach. This bus replaced some of the streetcar routes in the Cannon Streetcar Suburb Historic District. Northwest Museum

The newly initiated bus service provided less frequent trips than the streetcar, but it was still desirable infrastructure for prospective renters or home buyers in the district. Advertisements for home rentals and sales often point out that the site is adjacent to the Cannon Hill Bus Line. Bus riders included working-class district residents who resided in apartment buildings, but some of the district's well-to-do residents also relied on the bus to access downtown.²⁶

This shift in the dominant forms of transportation marks a clear change in the district's development patterns. In 1930, many developable lots remained vacant, especially those located further from streetcar lines. Increased access to personal automobiles and the shifting nature of bus routes provided the transportation options that were needed to encourage developers and prospective home buyers to build on the remaining vacant lots in the district. Although there are no Sanborn Maps between 1910 and 1950, the difference in density of the district between the two maps is obvious.

The second catalyst for change in the district during this period was the onset of World War II. Spokane was home to important wartime industries which beckoned American's from across the country to migrate to Spokane to work in homefront factories. The influx in war workers required creative housing solutions in order to accommodate all the new Spokaneites. Three temporary public housing projects were constructed in west and northeast Spokane, and new apartments were built all over the city. Five of the

²⁵ "Cable Addition Asks Own Bus," *Semi-Weekly Spokesman-Review*, Spokane, WA, May 31, 1931, part 1, page 6, column 1; "Three New Bus Lines to Open," *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3.

²⁶ "Hearing Started in Damage Case," *Spokane Chronicle*, September 22, 1936, page 8.

ten buildings constructed in the district during the war mobilization and wartime period from 1939 through 1945 were multi-family buildings.

One additional creative program was used to increase the number of housing units within the existing housing stock. As part of the “out-migration” government lease program, residents of single family homes near the city center were encouraged to migrate outside of the city and vacate their home for war workers. The government would then finance and oversee the conversion of vacated single-family homes into multi-family residences. Once the conversion was complete and the units were filled, the rent money would be funneled to the owner who vacated. As part of this program, many homes in the district were converted into multi-family residences, or additional apartments were added to existing complexes, in order to accommodate the influx of war workers. (More about this program and its impact on the district's architecture in the next section.)²⁷

Despite the success of the “out-migration” government lease program during the war, in 1943 and 1944 zero new buildings were constructed in the district. This was the first time that two years elapsed without any new development in the district since 1899 when the Cannon Hill Streetcar Line was completed. After this short wartime pause, development in the district resumed with vitality. From 1945 through 1955, fifty-three new buildings were constructed in the district including twelve in 1950 (the most in a single year since 1911). The building boom fizzled out after 1955, that being the last year that more than three buildings were constructed in the district in the same year. This is, in part, the reason the period of significance for the Cannon Streetcar Suburb Historic District ends in 1955.

This midcentury influx of residents had a clear development impact on the Cannon Streetcar Suburb Historic District. What was a medium density neighborhood at the beginning of the Great Depression filled in to become a high density neighborhood with only a few remaining vacant lots by 1955. The buildings constructed in this period, especially the multi-family residences, reflect a distinctly different architectural style employing mid-century designs and using different materials.

A Summary on War Housing in Spokane, Prepared by Betsy Bradley, March 2020

Converting large houses into several apartments was a common occurrence during the middle third of the 20th Century in many places. If you’ve lived in one of those types of apartments in Spokane, chances are you lived in an apartment that housed residents of Spokane working in the World War II production efforts in this area.



²⁷ "Out-Migration Plan Underway," *Spokesman-Review*, January 17, 1943, page 36.



Spokane had a significantly expanded population and housing shortage for war workers during most of World War II. Although not mentioned as an important war production center in broad overviews of the topic, Spokane experienced the full effect of the great migration of war workers to where they were needed, and the *Spokesman-Review* covered the effort to house everyone. The Trentwood aluminum mill, Mead reduction plan, and the magnesium plant in Mead were the officially recognized war industries that needed workers.²⁸ A federal war worker housing program went through several iterations. The programs provided new housing, temporary housing and the reworking of existing buildings to provide small apartments for war workers and their families. This last category of work has had a long-lasting impact on Spokane's older

residential neighborhoods, as it included the creation of apartments, or even more apartments, in larger older residences.

The Spokane program, initially under the direction of lumber executive Ray Beil, was established in late 1942. The goal at that time was to create 3,000 additional units. The owners of over 100 large single-family homes and some commercial buildings applied for assistance from the program during its first 40 days of operation. At the same time, the program helped war workers and their families find housing in Spokane and its environs, as far away as Cheney, Medical Lake and Coeur d'Alene. Another aspect of the war housing effort was the federal government's rent control program established in 1942. Soon after the program was put in place, over 25,000 landlords in Spokane registered with the Rent Control Office.²⁹

The privately-financed portion of the program, implemented in the spring of 1943, provided help with plans for creating small apartments and applying to local banks for loans, as well as



²⁸ "Housing Center Aids Thousands," *Spokesman Review* (SR) R 3 November 1943, p 14.

²⁹ "A. E. Victor Head of Conversions," SR 20 Dec 1942, p. . "What Rent Control Means," Leaflet, Office of Price Administration Fact, circa June 1942. Box 89, Superintendent's Correspondence, Education Dept. Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>. "Get 25,322 Landlords To Register Property," SR 17 December 1942, p. 6.

access to building materials when much of that material was directing to other war demands. Public funding through the Home Owner's Loan Corporation (HOLC) involved the program leasing available properties for several years, making necessary alterations to accommodate war workers and families, managing and renting the properties for the duration of the war, and then returning them to owners. The agency concentrated on houses, mixed use buildings with residential use on upper floors, and small apartment buildings.³⁰

A newspaper ad in May 1943 warned readers that "Spokane is in Trouble! Big Trouble!" because of the acute shortage of housing for war workers.³¹ The need for this housing did not lessen through the early years of the war. A local campaign encouraged Spokanites to "Share your Home" in September of 1943 by renting a spare bedroom to a boarder.³² News stories about the program during the later war years emphasized the number of units made available and the number of families that had been helped in finding housing. In Spokane, 936 applications for the home conversion program were handled, resulting in some 1400 apartments. As of November 1943, the program housed 456 families in single-family houses; 826 families in apartments; 136 families in light housekeeping apartments; 1145 families in single rooms or room and board. By that time, 2563 families had been helped through over 40,000 phone calls.³³ While the federal government paid the salaries of the handful of employees, volunteers were important for the success of the program and members of the American Association of University Women and Red Cross were important for the effort.³⁴

While much of the remodeling work was on the interior, some projects affected the exterior of the houses as well. A newspaper story about the program in 1943 noted that a vacant and deteriorated large house on W 25th Avenue stood out on a street. The HOLC rented the property and remodeled it on the exterior as well: its turret was removed, roof lowered, and a modern entrance was created. Other examples of large houses in the program include 1122-1124 S Walnut and 1128 W 9th Street, which were converted in April, 1943, as well as several in Browne's Addition. One of the materials readily available during the war was stucco, and the application of stucco on an older house may indicate that work was done on the building during the war and/or for the housing program.³⁵

A promotional booklet from 1944 noted that "Housing is Drafted for War," and that overall, more than 250,000 apartments had been created in older houses.³⁶ While the publication emphasized the need for housing for returning servicemen and their families once the war was won, it posited new construction would provide that housing.³⁷ The closure of the Spokane Housing Center was announced in October 1945 even as the office was busy helping veterans and others find housing in the city.³⁸

³⁰ "Beil Appeals for more Homes," SR 25 April 1943, p. 38.

³¹ "Spokane is in Trouble! Big Trouble!" SR 15 May 1943, p. 17.

³² "Start Share Your Home Drive," SR, 2 Sept 1943, p. 6. 18 April 1943, p. 46.

³³ "Housing Center Aids Thousands," SR 3 November 1943, p 14.

³⁴ "Make New Homes from the Old," SR, 3 October 1943, p. 61; "Housing Center has Located Homes for 3,300 war Workers," SR 30 Jan 1944, p. 80.

³⁵ "Make New Homes from the Old," SR, 3 October 1943, p. 63; "War Housing Program Lags" and "Remodeling of Large Residence Underway" SR 18 April 1943, p. 4; "Ample Plaster for Building," SR 11 October 1942, p. 44.

³⁶ "Housing for War and the Job Ahead," Informational Booklet, National Housing Agency, April 1944, p. 3. Folder 20, Box 34, Defense Council Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>.

³⁷ "Housing for War and the Job Ahead."

³⁸ "Housing Center Closes Offices," SR 19 June 1945, p. 23.

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- "War Housing Program Lags" and "Remodeling of Large Residence Underway" SR 18 April 1943, p. 4;
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