



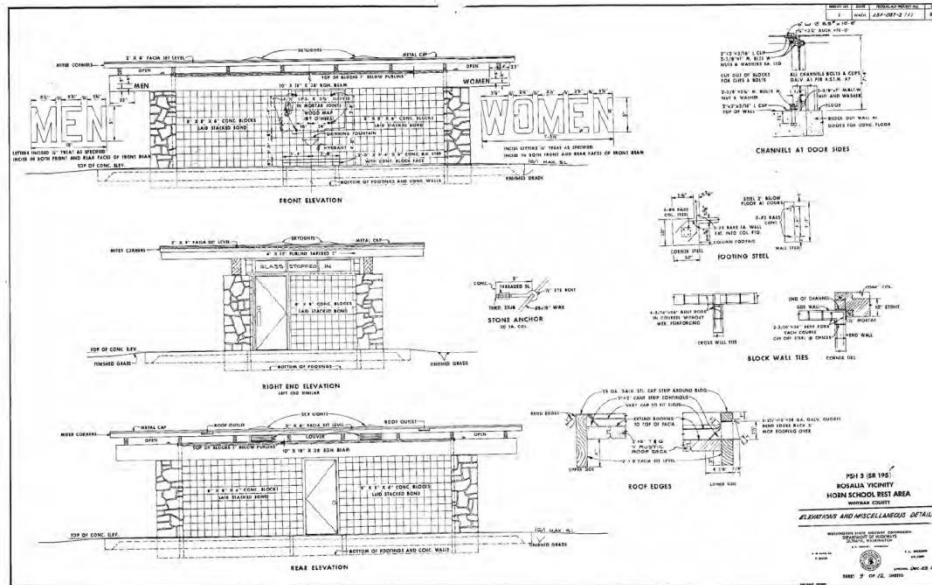
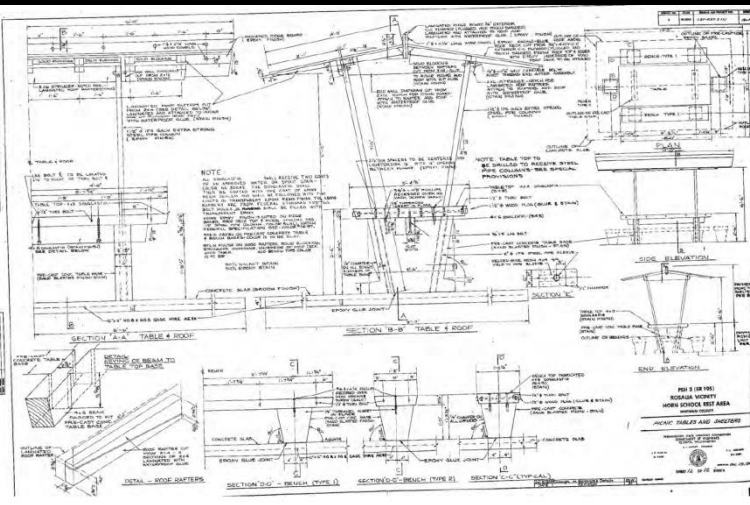
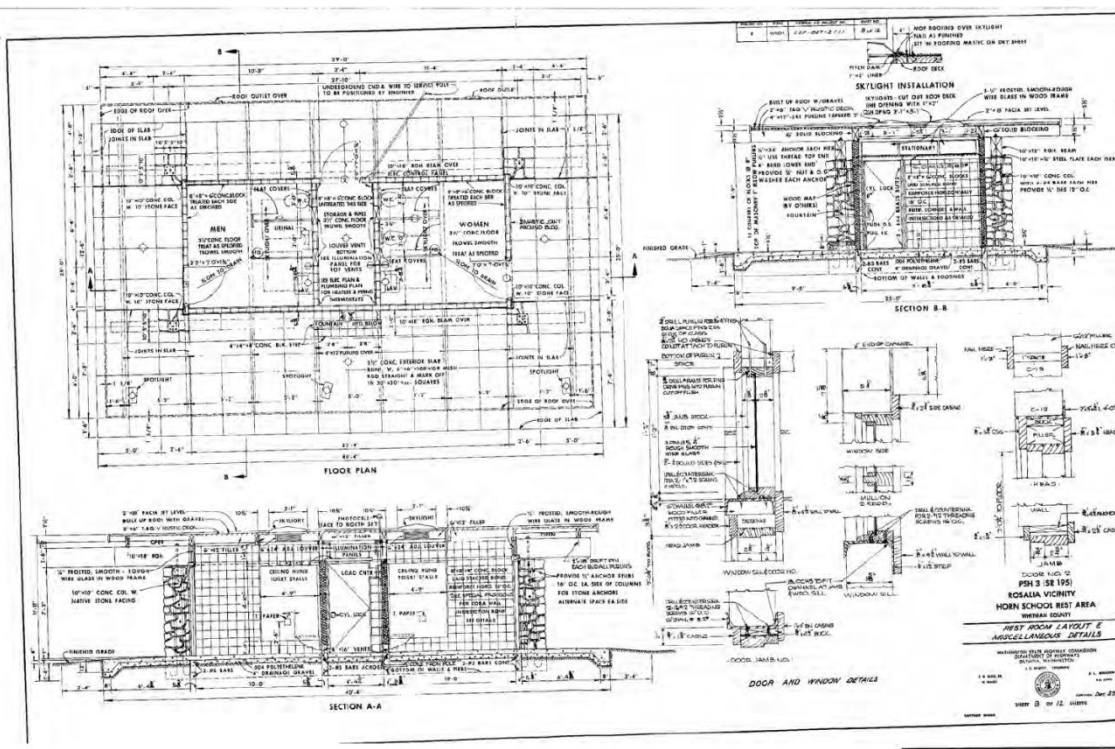
Washington State
**GOVERNOR'S
ADVISORY
COUNCIL ON
HISTORIC
PRESERVATION**

172nd Meeting – Spokane





Horn School Safety Rest Area





Sign Route 195—Slides caused a month's delay on 10 miles of grading from Colfax north, a project costing \$663,700. N. A. Degerstrom, Inc., however, is hopeful of getting the two-lane highway paved by mid-September.

A wet spring delayed beginning of work on the Rosalia vicinity Horn School Rest Area. The contract was awarded to Federal Construction Co. last February. Grading, paving and rest room construction on this \$83,700 project are complete. Landscaping with 180 trees and shrubs, more than 3,000 ground cover plants and two acres of grass is expected to be finished by October.



84,000 rest area near Rosalia taking shape
Paving, landscaping and erection of a restroom building will create a "rest area" for motorists on the Spokane highway a few miles south of Rosalia under an \$84,000 project of the federal government now under way. Workmen of Federal Construction Co., Spokane, are improving the old Horn school site as a part of the Johnson administration's highway beautification program.





WOMEN

Horn School Safety Rest Area
Washington State Department of Transportation

WOMEN



MEN

WOMEN

Horn School Safety Rest Area

Washington State Department of Transportation

MEN

WOMEN

NO PETS
THIS SIDE

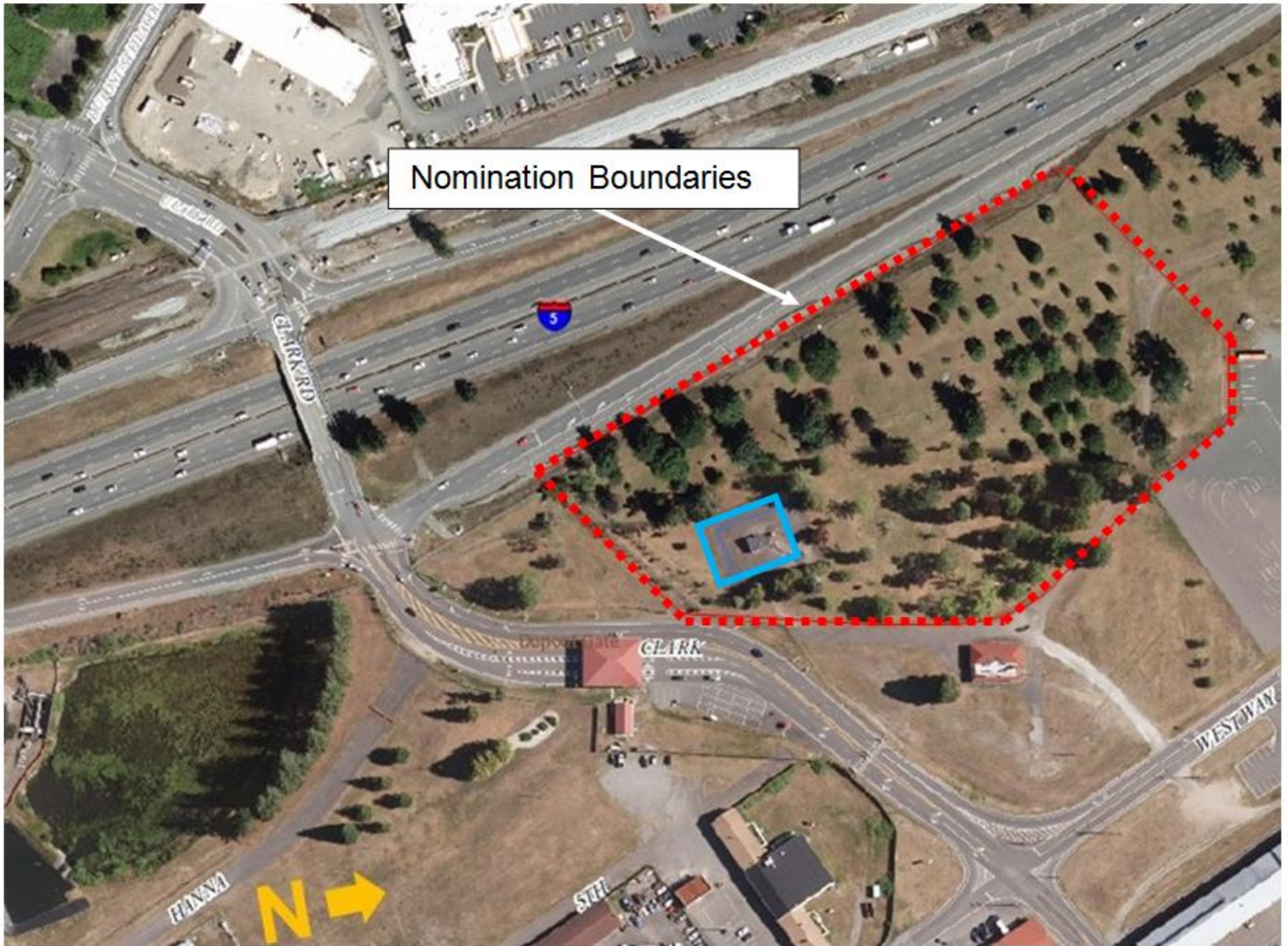








Fort Lewis Arboretum



Nomination Boundaries

N →

STP

CLARK

WESTWAY

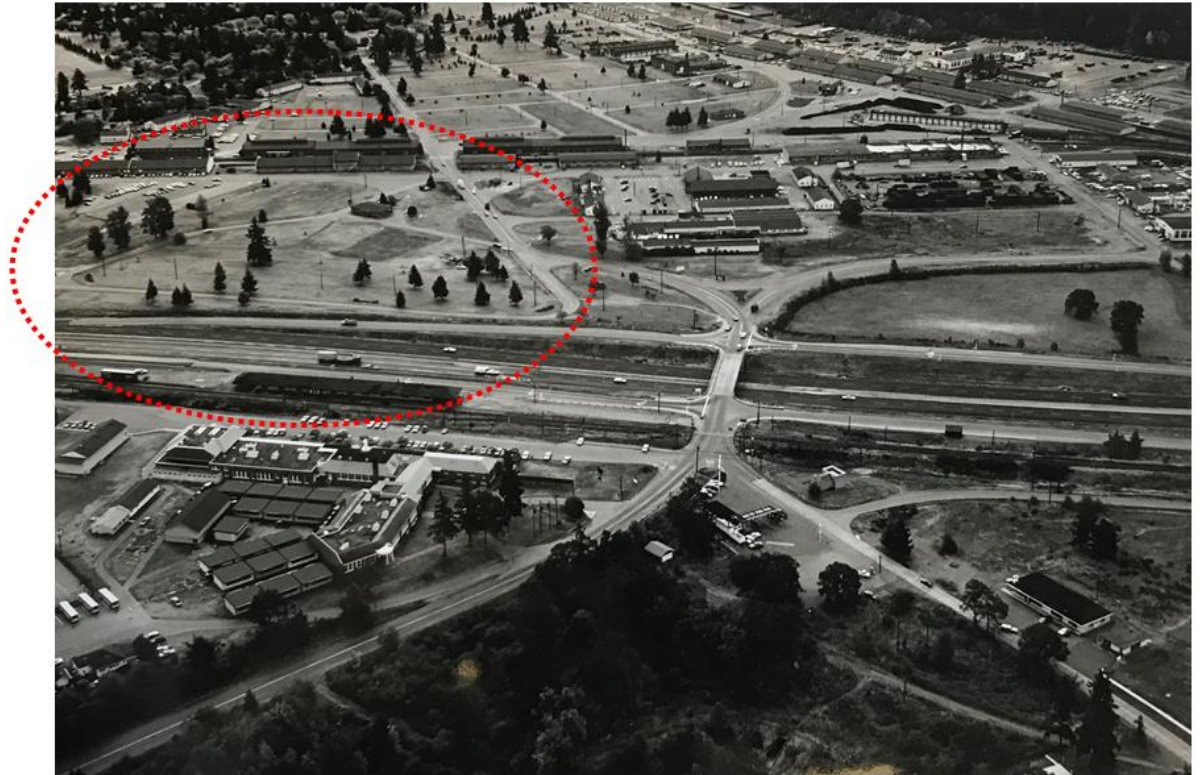
WESTWAY

FANNA

5



Gen. Bolley planting the first of the memorial trees at the arboretum.
Photo taken 05/27/1971



Aerial Photo showing the original lot designated the arboretum, 1969













Summit Grove Tavern & Lodge













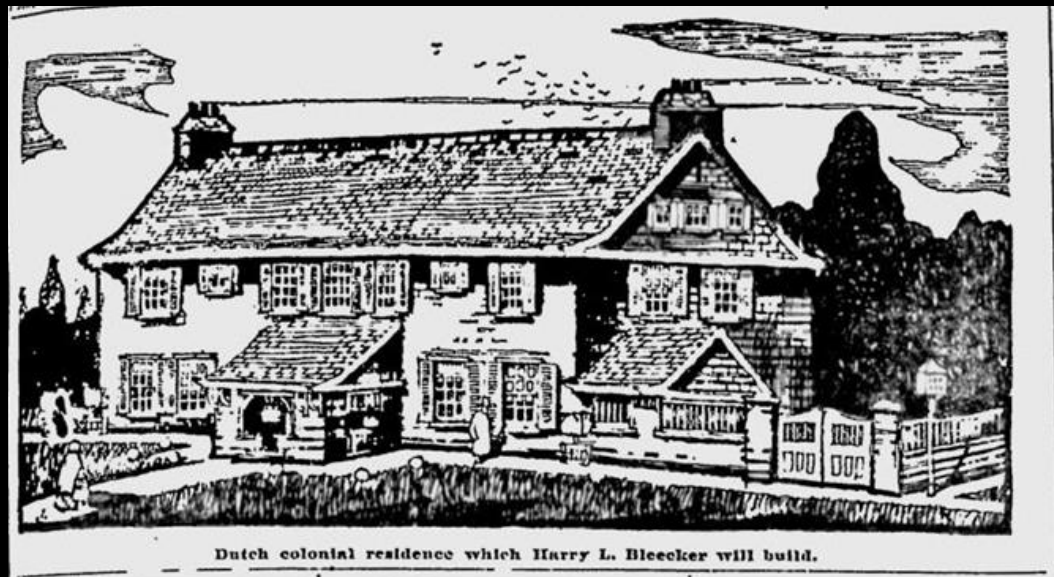
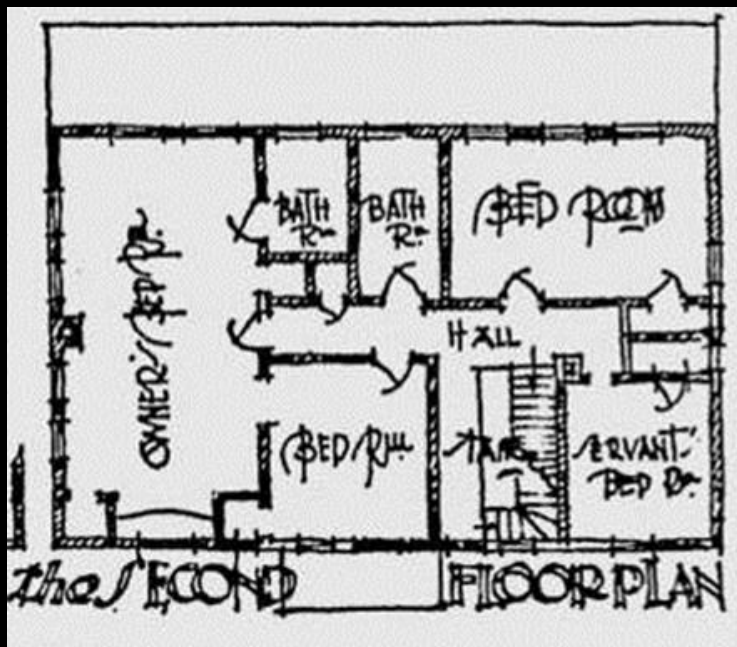
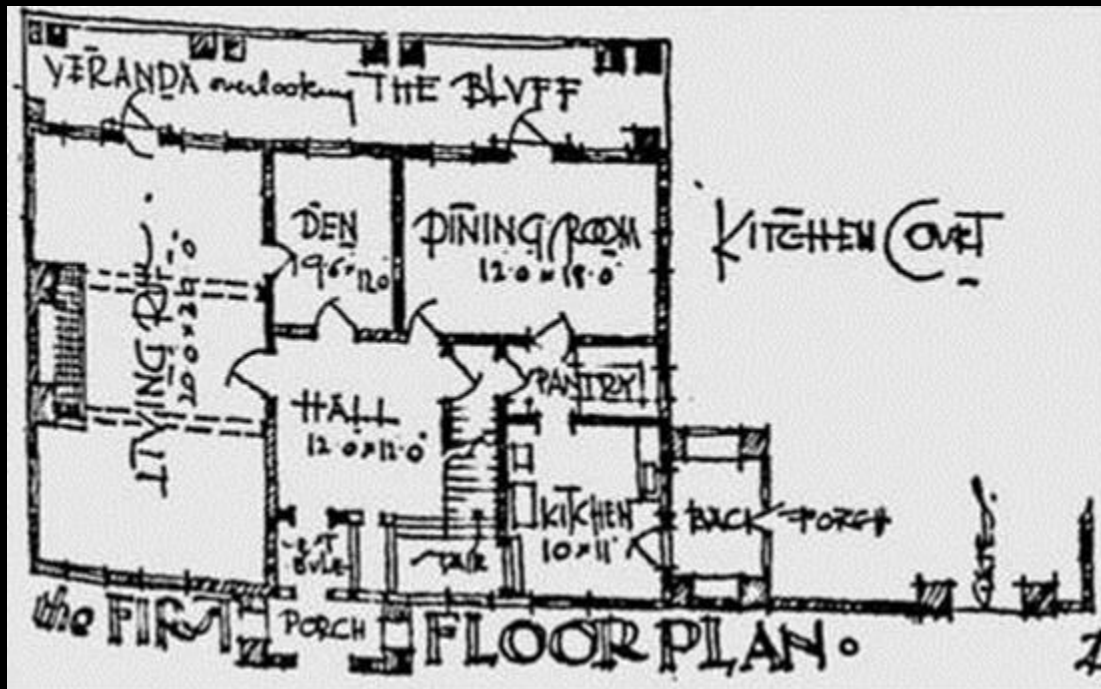






Harry & Catherine Bleecker House



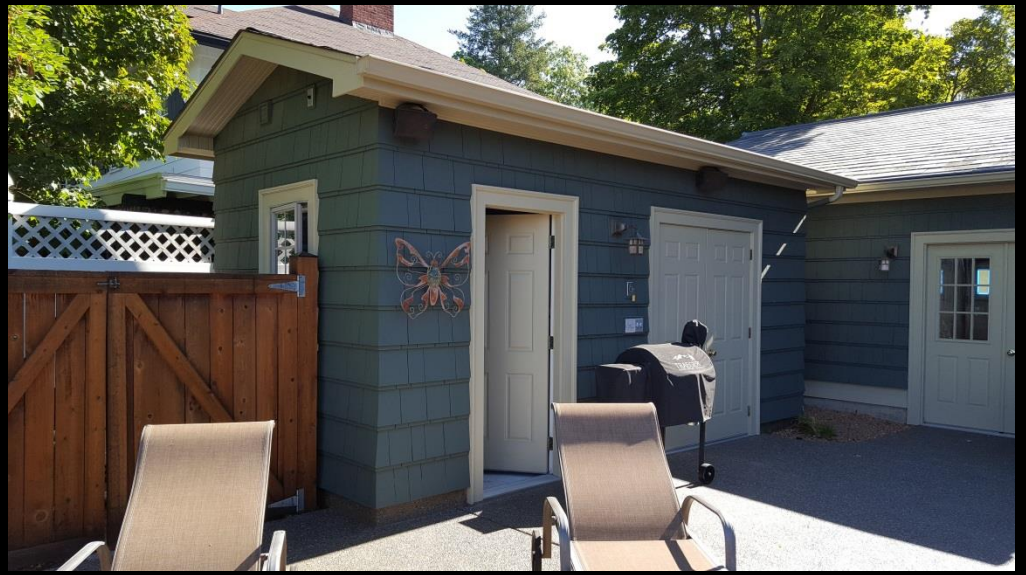




Harry L. Blecker.

























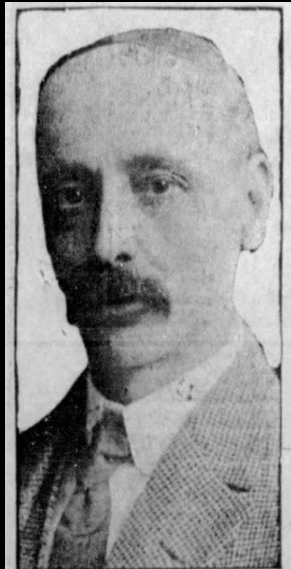
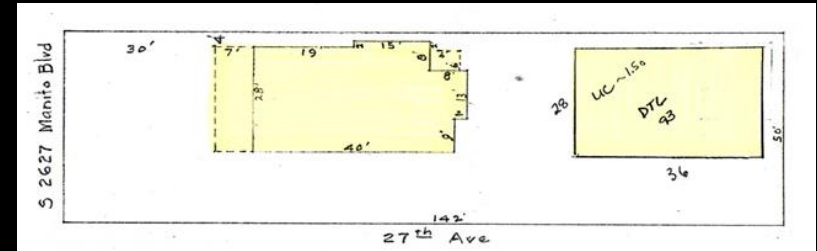
William & Ella Warner House







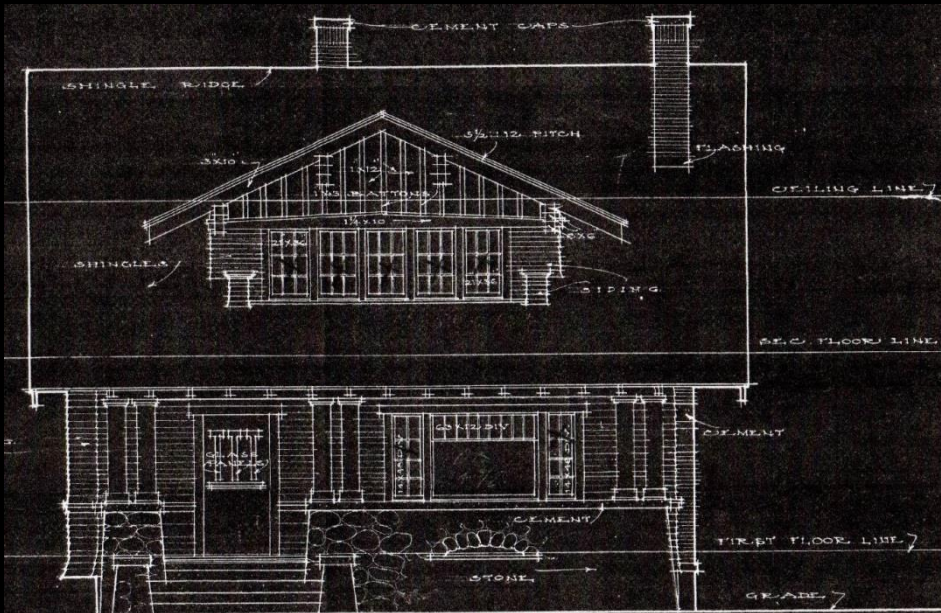




Architect:
William J. Ballard

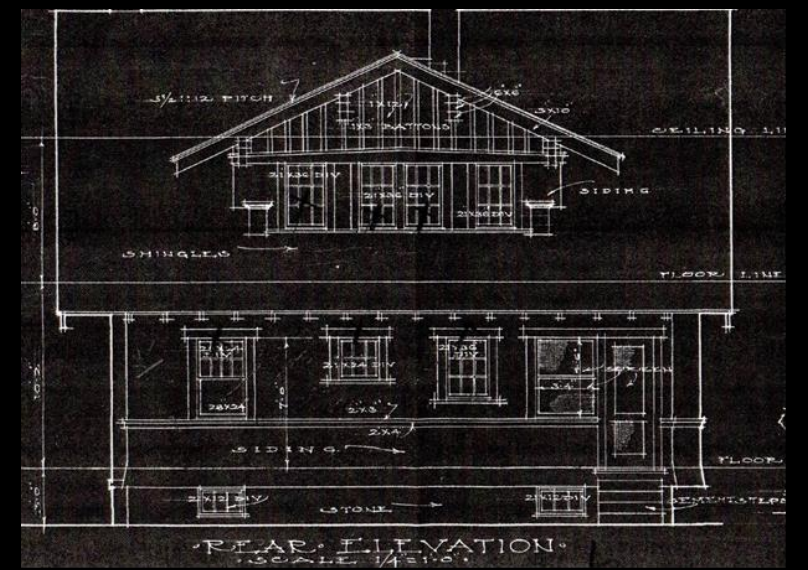


Spokesman-Review
October 6, 1916

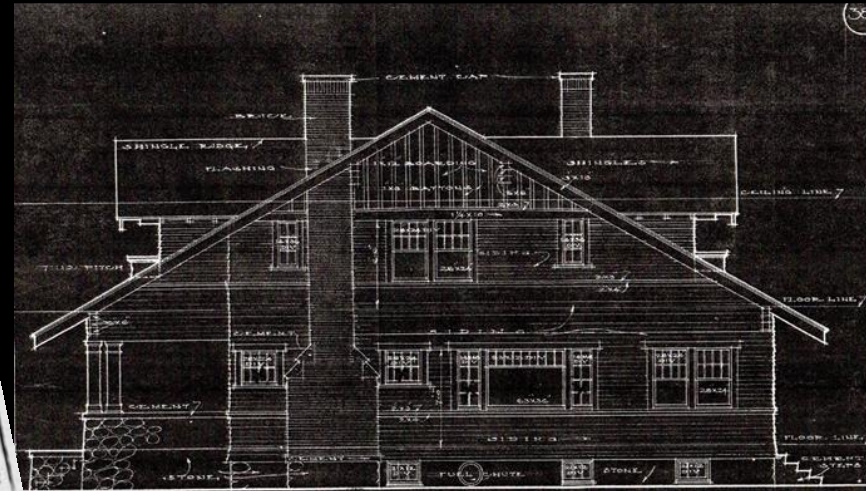


FRONT ELEVATION.
SCALE 1/4"=1'-0"

BALLARD PLANNERY CO. ARCHITECTS
SPOKANE, WASH.



REAR ELEVATION.
SCALE 1/4"=1'-0"



RIGHT SIDE ELEVATION.
SCALE 1/4"=1'-0"

Your Home PLANS DRAWN BY BALLARD

Dollars in Your Pocket Will Mean

In the past two years we have furnished the plans for over three hundred of Spokane's most attractive Mansions, Bungalows, Cottages, Apartment Houses, Business Buildings, etc. and so satisfactory has been the service that Ballard's National Plantery of the Inland Empire, it will be "dollars in your pocket" to consult Ballard before you build.

Ballard's Book of Designs showing recent-seven plans, also views of finished residences, together with "Tips About Building," only 25c.

ALL CORRESPONDENCE RECEIVES PROMPT ATTENTION

The Ballard Plantery Company, Inc.
517-18 Kuhn Building
SPOKANE, U. S. A. Phone Main 2078

Are you going to build? See Ballard's Plantery about your designs. We will save you money.

Ballard Plantery Co., Inc.
517 and 519 Kuhn Bldg.

Evening Statesman
March 18, 1910

Spokane Daily Chronicle
April 14, 1910

W. P. Warner



W. P. Warner, division freight and passenger agent in Spokane for the Milwaukee railroad, who died early this morning in a local hospital. He was the senior agent, in service, of any railroad in the Pacific northwest.



Low Excursion Fares VIA THE "MILWAUKEE"

FROM ALL POINTS IN THE PACIFIC NORTHWEST

Atlantic City, N. J.	\$111.00	Philadelphia	108.50
Boston	110.00	Pittsburg	91.50
Buffalo	91.50	Rochester, N. Y.	96.30
Chicago	72.50	St. Louis	70.00
Detroit	82.50	St. Paul	60.00
Minneapolis	60.00	Sioux City, Ia.	60.00
Montreal	105.00	Washington	107.50
New York	108.50	Winnipeg, Man.	60.00

AND MANY OTHER POINTS THROUGHOUT THE EAST

Tickets will be on sale

April 25, 26 and 27, to St. Paul and Minneapolis.

May 2, 3, 4, 9, 10, 11, 17, 24 and 29.

June 1, 6, 7, 8, 13, 14, 15, 17, 18, 19, 20, 21, 24, 25, 27, 28 and 29.

July 2, 3, 6, 7, 11, 12, 15, 16, 20, 22, 23, 26, 29, 30 and 31.

August 1, 2, 3, 6, 7, 12, 15, 16, 22, 23, 29, 30 and 31.

September 4, 5, 6, 7, 8, 11, 12 and 30.

All tickets good for return until October 31, 1912.

Liberal stopover privileges and choice of diverse routes are permitted. Return may be made through California at slightly higher fares.

For additional information regarding fares, routes, sleeping car reservations, train service, etc., call on or write

W. P. WARNER
A. G. F. & P. A.

F. J. ZEORLIN, Ticket Agent,
Spokane, Wash.

The New Line Is the Short Line.



"The New Steel Trail."

Spokane Chronicle
- August 29, 1925

NO EXTRA FARE
to
Travel Luxuriously
on
The Olympian
A superb train
modern and distinctive

Extra large, roomy observation car with ladies' parlor, library, club room, barber shop, bath, valet service, etc.

Steel sleeping cars and coaches with trained crews — a la carte and tabled hotel meals that satisfy

Electric Operation — Open Observation Car
Over the Mountains
Exclusive Features

Low Round Trip Fares to
the East Now in Effect

Div. Pass. Agt. H. E. CARBON
City Ticket Office
Cor. Sprague and Post Sts.
Phone Main 125 and 410

TO PUGET SOUND
CHICAGO
MILWAUKEE
& ST. PAUL
RAILWAY
ELECTRIFIED

TO PUGET SOUND
CHICAGO
MILWAUKEE
& ST. PAUL
RAILWAY
ELECTRIFIED



Spokane Chronicle
- March 1, 1912















Columbia Building

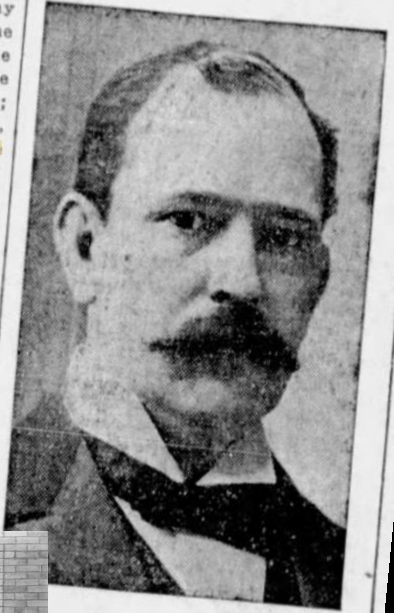






GEORGE TURNER IS ELECTED TRUSTEE

At the annual election of the Alaska Central Railway company held Friday evening at the Seattle offices of the company in the Bailey building, the following trustees were elected for the ensuing year: A. C. Frost, Chicago; H. C. Osborne, Toronto; G. L. Francis, Toronto; August Heidze, Butte; **George Turner**, Spokane; James A. Moore, Seattle; Frank Brown, Seattle; Arthur Wuthenow, Seattle; E. D. Brown, Seattle. The following officers of the company were elected for the same length of time: President, A. C. Frost, Chicago; vice president, H. C. Osborne, Toronto; treasurer, G. L. Francis, Toronto;



George Turner.

GETTING READY FOR THE BABY

MADRID, April 15.—The beautiful and costly layette made for the use of the royal baby has been blessed



Judge George Turner, new building, which is nearing completion at the southeast corner of First avenue and Howard street, will be perhaps the most modern office building in the city when it is finished. Constructed of steel frame reinforced concrete and metal, it will be an entirely fireproof structure. There are six stories and a full basement. The rest of the building will

be about 125,000. The dimensions are 75 feet on First avenue and 105 feet on Howard street. The walls are of brick with terra cotta trimmings. The entrance will be on First avenue. The walls will be of native granite and there will be marble in the lobby and in the toilet room. The building will be used in the future as a flat building. Vacant space on the lot will be reserved.

and there will be toilets for both men and women on each floor. The interior trim and doors of the building will be metal covered, no wood being exposed. The latest type of ball bearings will be installed and the building is being fitted for electric lighting, telephone service and for messenger wall boxes. This is also being piped to the different rooms. The building will be completed about the first of the coming year.



Spokane Chronicle
April 15, 1907





1955

















ONE WAY
←

ROBINSON



←

NO LEFT TURN



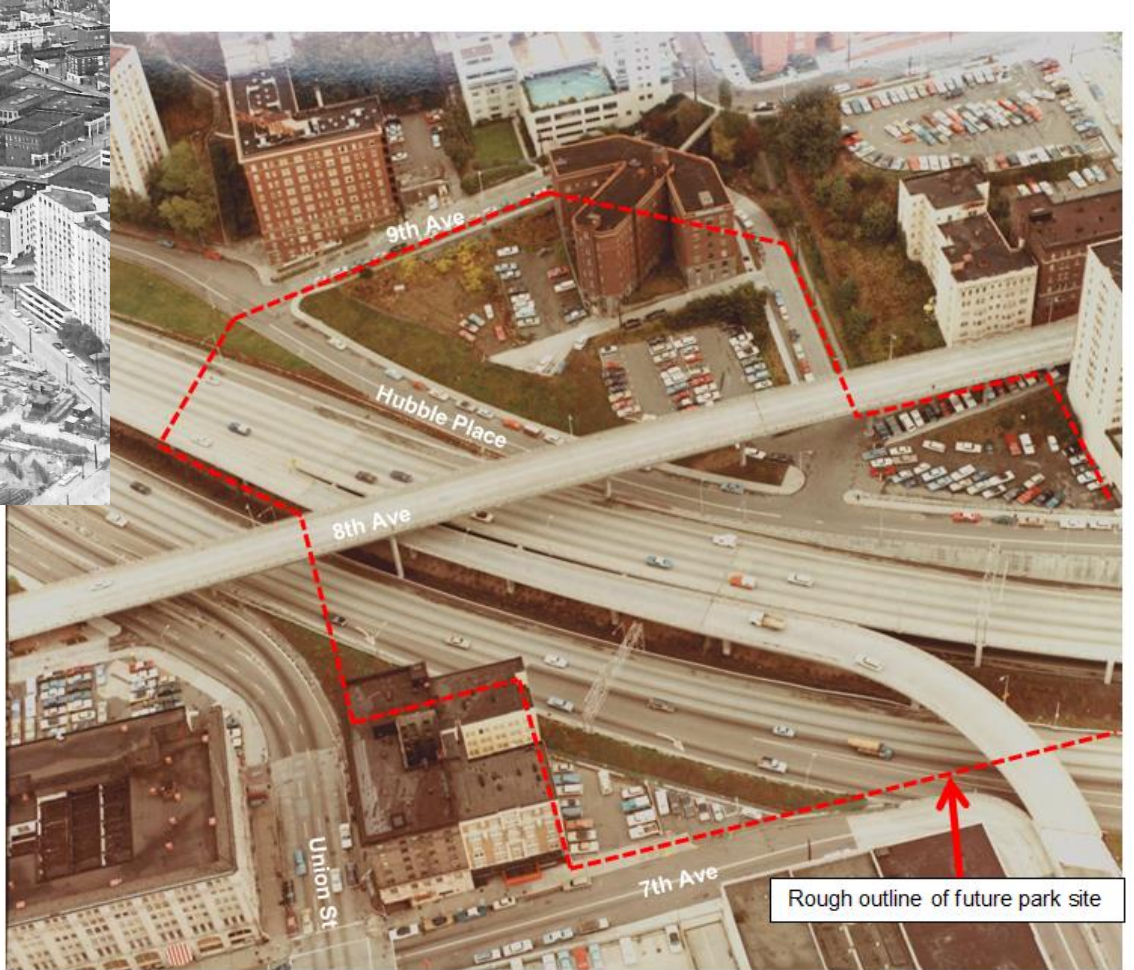
Freeway Park





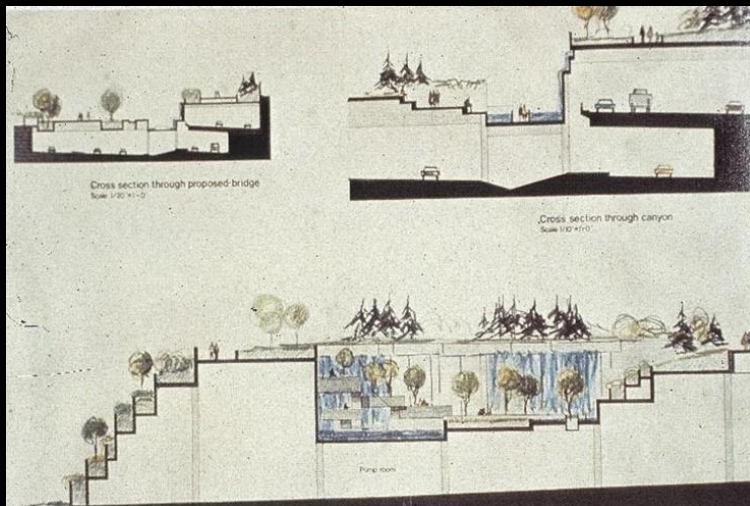
Portrait of Progress

The sweep of the Seattle Freeway as it passes from mid-Seattle northwardly is shown in this aerial photograph. Early stages of construction are shown from Union Street at the lower right to Olive Way at the center of the picture. The nearly-complete Olive Way to Mercer Street section extends from the center of the photo toward the upper left. This section is due to be opened to motorists in October. Beyond Mercer Street, the freeway slices along the west edge of Capital Hill, across an arm of Lake Union, through the University District and disappears at N.E. 85th Street at the extreme upper left. Approximately \$60 million in construction contracts completed or under way are represented in this 7 miles of modern highway.—Photo by John Valentyne.



Rough outline of future park site

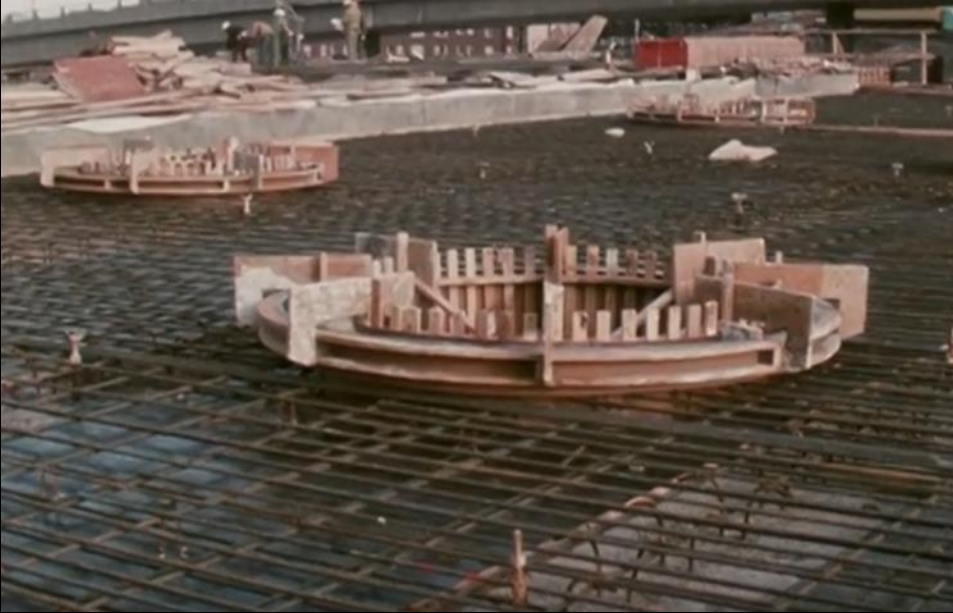
Aerial image of future park site between First Hill and downtown Seattle, Sept 29, 1969, before the construction of Freeway Park, view northeast. *Image courtesy of Seattle Municipal Archives, #77763*



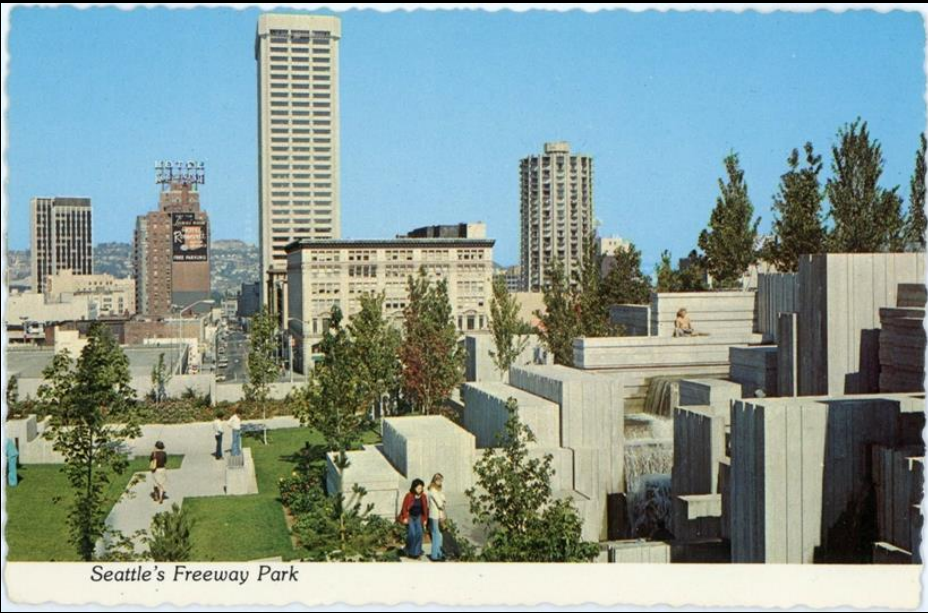


Girders for Freeway Park

Small, illegible text block located at the bottom right of the black and white photograph, likely providing technical or project details.







Seattle's Freeway Park





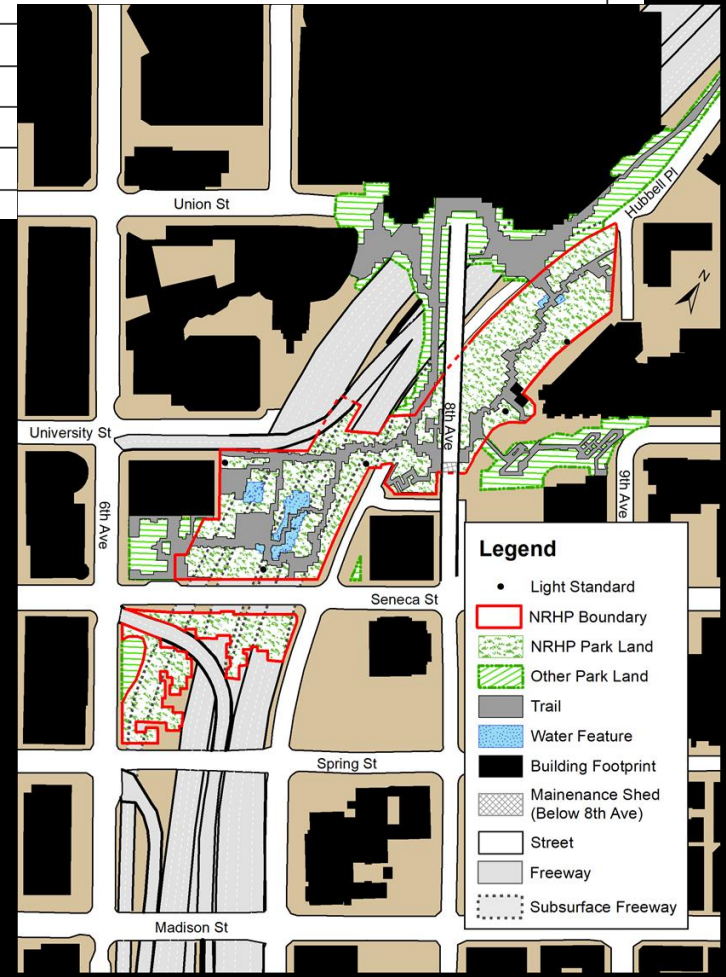
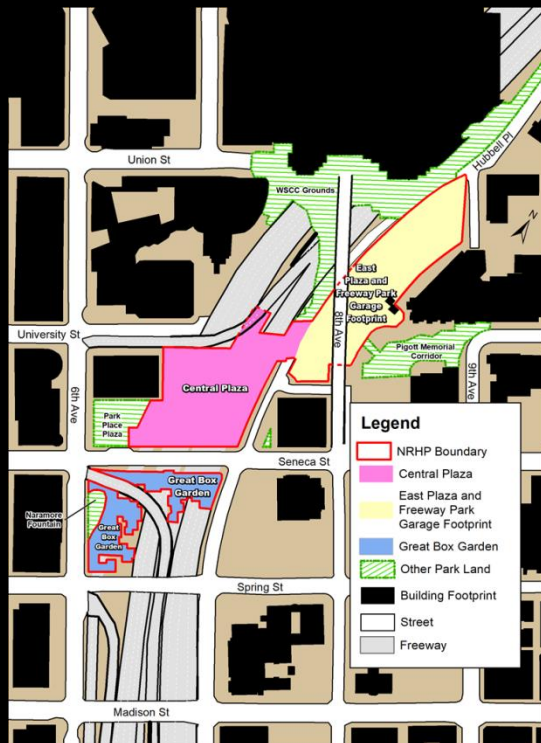






Table 2. Character-Defining and Non-Character Defining Features in Freeway Park

CHARACTER-DEFINING FEATURES	NON-CHARACTER-DEFINING FEATURES
100 ft light standards (5 objects)	20 ft light standards (1 object)
Water features (3 structures: Canyon, Cascades , East Plaza Water Display)	Round concrete planters (1 object)
Central and East Plazas, Great Box Garden (3 sites)	Map Kiosk signage (1 object)
Concrete path system (1 structure)	Blade signage (1 object)
Concrete benches (1 object type)	
Concrete trash receptacles (1 object)	
Seneca St. Bus Cable Guide and Light Poles (5 objects)	
Freedom Plaza (1 object)	
Board-formed concrete finish (1 structure)	

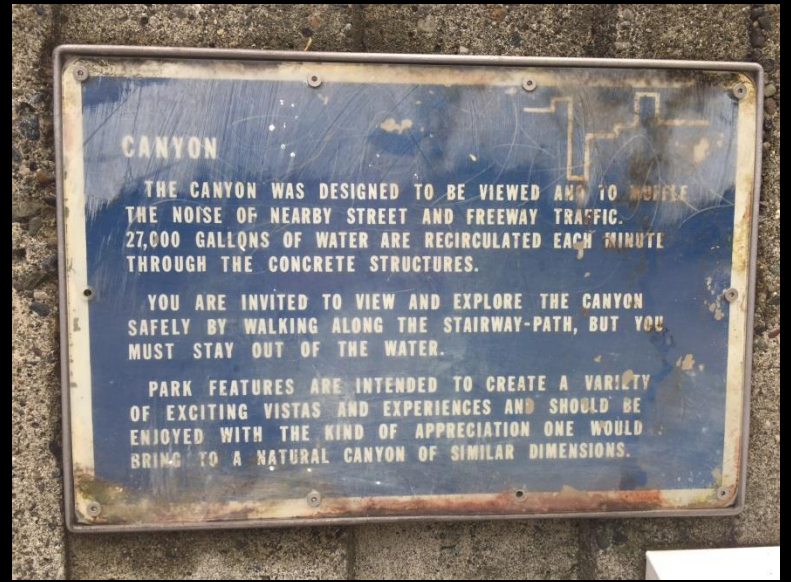


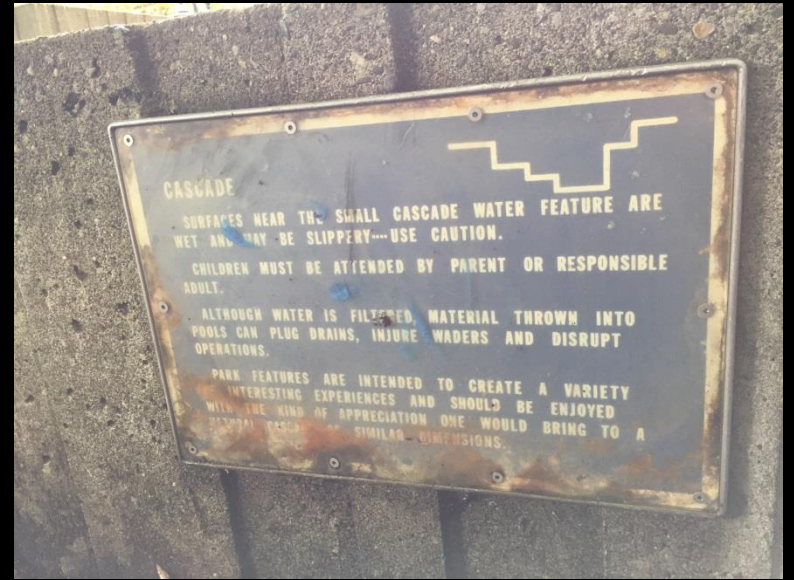


WA State Convention Center
Expansion – c.1989



Paul Pigott Memorial Corridor - 1984







Washington State
**GOVERNOR'S
ADVISORY COUNCIL
ON HISTORIC
PRESERVATION**

172nd Meeting – Spokane

