

MLK / Historic K Street – Summer Walking Tour

Time: Tours depart at 10:30 and 1:00

Location: Starts at People's Park, 9th and MLK

History:

Overview

Encompassing the upper part of the slope rising from Tacoma's city center along Commencement Bay, as well as the plateau which extends westward from the crest of the slope, the Upper Tacoma neighborhood crowns the city's downtown core and is well named "Hilltop". The history of Hilltop's streets, buildings and neighborhoods is really a history of Tacoma as a whole—a history of speculation, growth, decline and renewal.

Beginnings. The first settlements in the Hilltop area were by the Puyallup peoples, with known settlements near the intersections of what is presently Pacific Avenue and S. 15th Street S. 24th Streets respectively. Non-native settlers began staking land claims along Commencement Bay in the 1850s. At this time, the Hilltop area was covered by dense forests.

In the 1870s railroad lines were spreading westward across the country. Speculators, hoping to profit from the railroad's arrival, purchased land near potential terminus sites. In Tacoma, these speculators were to help shape the future of the city, purchasing land in the area now known as "Old Town" Tacoma, and extending up into the Hilltop area. However, these speculator's dreams of profit were tempered by the Northern Pacific Railroad's announcement in 1873 that its planned terminus in Tacoma would be located several miles south of Tacoma's existing settlement, and along the shores of Commencement Bay. This tract of land, platted as "New Tacoma," quickly became the focus of Tacoma's development activity.

The Northern Pacific Railroad's initial land holdings became what we now consider downtown Tacoma and include the area of first expansion into the Hilltop neighborhood. The railroad, anticipating that real estate sales would contribute to its profits, encouraged land development, and hired Isaac William Smith to survey the city and lay out its rectilinear grid of streets and lots. Smith's plan gave the original sections of the city, including Hilltop, the overall shape they have today.

Early developers of the Hilltop area weren't far removed from the speculators that had sold them their land. Early additions received little preparation prior to sale. Owners would survey the land to establish lot boundaries and clear the streets before marketing the properties to prospective land buyers and builders. Paved streets, sidewalks and sewer systems were things of the future.

During the late 1880s Tacoma was a city of manufacturers boasting an iron works, furniture factories, lumber mills, a salmon cannery and the railroad among its list of industries. The city's workers sought the closest affordable housing they could find, and because most needed to walk to work, Tacoma's Hilltop neighborhood received its first influx of settlers. Soon, small wooden homes lined the rutted dirt streets between the brambles and stumps of the Hilltop and interspersed with vegetable gardens, privies and chicken coups.

Immigrant Settlers. In 1890, construction on a cable car line—one of only three in America—began. The Tacoma Railway & Motor Company tracks ran up S. 11th Street, south on King Way, and back down to A Street via S. 13th Street. With the completion of the cable car line, the Hilltop neighborhood was truly opened for expansion.

During the 1880s single family dwellings continued to be the most common building type on the hill. Most Hilltop structures were unadorned gable roofed boxes or single family wood dwellings featuring late-Victorian or Italianate details. Most had modest front yards and larger rear yards, which included the home's privy. Beyond the pall of development, Hilltop was also home to squatter developments cobbled together using second hand materials.

Numerous small shops and businesses, churches, civic buildings and schools began cropping up in the neighborhood to serve the swelling population living there. Hilltop even had its own baseball field in the block between S. 11th and S. 12th Streets and S. L and M Streets.

Many settlers to the Northwest came from other parts of the United States, particularly the Midwest. Foreign immigrants soon began to flock to the jobs in Tacoma's emerging industries; in 1890 36,000 people lived in the city. By 1893 Tacoma had become a busy city of 52,000 people. The first wave of foreign immigration to the Northwest consisted largely of Scandinavians, Britons, Germans and Canadians.

The first era of the Hilltop's development ended with the onset of the depression (1893-1897). The crash particularly devastated the Northwest's wildly speculative real estate markets, and between 1893 and 1900 Tacoma's population fell from

52,000 to 37,000 people. The lingering effects of the crash could be felt in Tacoma until the turn of the century, when the discovery of gold in the Yukon and the Spanish-American War helped restart Tacoma's economic engines.

Branching Out. Once again Tacoma's population began to rise exponentially. Between 1900 and 1910, Tacoma's population jumped from 37,000 to 83,000 people. By 1925, the city had 125,000 residents. Events outside the Northwest increased the demand for Tacoma lumber such as the 1906 San Francisco earthquake and fire and the war-related industries during World War I. The increase in industry and population led to the addition of an extensive network of trolley lines crossing the city and running throughout Hilltop. As a result, the Hilltop, like Tacoma, began to take on a more settled appearance. Public sewers replaced backyard privies. Gas and/or electric lights illuminated homes and streets and paved streets and sidewalks supplanted the muddy dirt roads and plank walkways of the 1800s.

Undeveloped Hilltop lots were filled in with homes reflecting an eclectic mix of home types and styles. Craftsman styles were popular during the period, with larger homes incorporating shingle or American foursquare styles. Perhaps less visible, but just as important, garages began to take the place of sheds in homeowner's back yards.

After the turn of the century, the "K Street" corridor (now M.L. King Way) emerged as the main focus of community business and social activity. After 1900 brick buildings began lining the intersection of S. 11th and S. K Streets. This transition to brick structures was hastened by a fire in 1910 which destroyed buildings on the west side of S. K street between S. 10th Street and S. 11th Street. These brick buildings included stores offering a variety of goods to nearby residents including groceries, baked goods, fresh meat and fish, confections, and services such as watch repair or dress making. The K Street corridor became an important center of community social life as well as commercial activity as it also included a theater, various taverns and civic organizations.

The Rise of the Automobile. After 1910, the influence of the automobile became increasingly felt in the community. Hilltop became home to various auto-related businesses such as gas stations, garages and dealerships. During this era, Hilltop became home to a second wave of foreign immigration which included people from Turkey, England, Norway, Ireland, Wales, Italy, Denmark, Russia, Bohemia, Sweden and Germany (as well as immigrants from every other state). There were so many Russian immigrants living in the vicinity of S. 23rd and King Way, that this area became known as "Little Russia."

During World War I, Tacoma's shipyards drew in tremendous numbers of new residents. The expansion of Camp Lewis brought even more people to the area. However, with the end of the war, the shipyards, sawmills and coal mines in the area scaled back production and many jobs were lost.

By the late forties and early fifties the architecture in the Hilltop area changed again with a shift toward one-story buildings reflecting a trend away from pedestrian-oriented mixed-use commercial buildings with a first floor business and a shop keeper as resident above toward bigger commercial centers with a regional focus and an orientation toward shoppers using automobiles.

Following World War II residential patterns began to change for the worse in the Hilltop area. The proliferation of automobiles, the development of the federal highway system, the growth of suburbs and the relocation of most department stores and retail enterprises to malls and outlying shopping centers created an urban dynamic that undermined the Hilltop area. Fewer people walked to the corner grocery store for their shopping. Instead they drove to the larger chain shopping centers.



The opening of the Tacoma Mall in 1964 started the free fall for the downtown area, and although the businesses along K Street struggled to keep the district alive, established stores continued to lose their clientele.



Renewal. During the 1980s and 1990s the Hilltop area saw many government and private efforts to effect renewal including successful efforts to rename K Street in honor of Martin Luther King Jr. However, most of these efforts weren't successful, and the Hilltop area continued to decline. Corporate restructuring in the 1980s saw the loss of many jobs and the closure of the ASARCO Smelter, further impacted residents of Hilltop.






The Hilltop area became associated with the wave of criminal gang activity. As the crime rate rose, long-time residents began to leave and Hilltop's real estate values fell to their lowest point in 30 years.





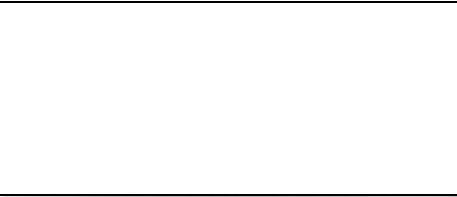

Beginning in 2000, however, young families, new immigrants and long-time residents began revitalizing the many solidly built wood frame houses and buildings. For many, Hilltop represented an affordable homeownership alternative. The reasonable purchase prices, fine views and quality of construction generated new investments of both capital and spirit. Today, Martin Luther King Jr. Way has become the bellwether of the neighborhood as it begins to reflect fresh new development and the Hilltop area once again regains its place as Tacoma's first neighborhood.













<p>902 MLK Way People's Park b. 1980 —</p> <p>902 MLK House b. 1903 d. 1965-66</p> <p>Russell & Heath, arch.</p>	<p>Originally site of residential development c 1889-1900, later redeveloped commercially.</p> <p>House at 911 MLK moved to 1402 S Cushman in October, 1937. (verify direction of move)</p> <p>Notice property across street at 913-915 MLK with original residential structure behind 1940s commercial frontage.</p>	
<p>824 MLK Way Mutual Motors b. 1925</p> <p>"Heart of the Hill" (walk/map)</p> <p>C.F.W. Lundberg, arch. Edward P. Leonard, builder. E.M. Anderson Co., contr.</p>	<p>This structure was built as a Lincoln automotive dealership in 1925 and converted into the Olympic Dairy in 1940. It documents the changing commercial development of the Hilltop. Following its 1940 renovation, the plant was praised in the newspaper as 'one of the most modern of its kind on the Pacific Coast, equipped with the latest in scientific devices for the handling of milk, ice cream, and other dairy products.' The company chose the site for the new plant on "South K Street" because it provided a central location from which fleets of dairy trucks could fan out delivering to all of Tacoma. Raised on the building's corner was a gigantic rotating milk bottle, long since removed.</p> <p><i>Start of Baskin-Robbins.</i> Irvial, son of Aaron Robbins, president and general manager of Olympic Dairy, learned the ice cream business and later opened Baskin-Robbins.</p>	






<p>702 South J Street Maloney House - Foursquare b. 1908</p>		
<p>708-722 South J Street Row Victorians C. 1889</p> <p>Washington Builder's Association, builder & contr.</p> <p>"Historic Hilltop: First Neighborhood" #5 (walk/map)</p> <p>South J Street Historic District Added to Tacoma Register of Historic Places on 10/20/1992.</p>	<p>Row of Victorian houses documents the residential development of the Hilltop Neighborhood. The hilltop, located west of the city's primary business and industrial center, developed following the Northern Pacific Railroad's selection of Tacoma for its terminus in 1873. The arrival of immigrants in the new city from other regions of the United States, Europe, and Asia spurred the neighborhood's growth. This house typifies the medium size residences of the Hilltop neighborhood. While contained on a 25 foot wide lot, the house's height allowed greater space for interior rooms. This property is located in Baker's Addition. Platted in 1887, Baker's Addition consisted of approximately 75 lots. Constructed in 1889 by the Washington Builder's Association, at a cost of \$2,700-\$3,000, this house dates to the initial residential development boom in the Hilltop which took place in the late 1880's and early 1890's, following the arrival of the Northern Pacific Railroad's transcontinental rail line in Tacoma.</p> <p>This is a rare example of a continuous grouping of homes by the same builder.</p>	
<p>1010 South 8th Street 802-06 South J Street Emmons Apartments b. 1907</p> <p>Durfey Investment Co., builder Cornell Bros., contr.</p>	<p>9 unit brick building with row-house effect.</p>	<p>CCS/Pacific Square Housing LP, owner</p>
<p>923 South 8th Street Ira S. & Lida V. Davisson Home b. 1902</p> <p>Proctor & Farrell, arch. Cornell Bros., contr.</p>	<p>Constructed by Ira Davisson at a cost of \$3,100 on multiple 25 foot lots in a style described as "colonial" by the newspaper. The home originally contained eight rooms, including a bathroom, reception hall, a pantry and closets.</p> <p>Was heated originally by a "Richard & Boynston" hot air furnace and had transitional gas and electric fixtures.</p> <p>Distinctive style with transition elements of Victorian, Foursquare and Italianate.</p>	
<p>805 South J Street b. 1905 914 South 8th Street b. 1906, Charles Meecham, contr. 915 South 8th Street b. 1907, E.C. Cornell, builder 913 South 8th Street b. 1907, E.C. Cornell, builder</p>	<p>Foursquare homes at 900 Block, South 8th Street</p> <p>Notice the American Foursquare building types in this area</p>	






<p>910 South 8th Street Robert Mottau Home b. 1908</p> <p>Proctor & Farrell, arch.</p>	<p>Constructed by Robert Mottau on multiple 25 foot lots representing one of the larger Hilltop homes.</p> <p>Distinctive Foursquare with wrap-around porch and project center story upper bay. Notice balustrade within entry and leaded windows.</p>	
<p>902 South 8th Street Mottau Apartments b. 1913 demolished</p> <p>Darmer & Cutting, arch. Robert Mottau, builder. John Wallin, contr.</p>	<p>Also known as "Harbor Apartments".</p> <p>One of several medium sized apartment buildings in the early 1900's representing increased density of neighborhood and growing population.</p> <p>Brick with stucco and half-timber upper story.</p>	
<p>816 South 8th Street Malone Apartments b. 1908-09</p> <p>Drack & Bergfield, arch. Joseph Malone, builder. B.B. Teetor, contr.</p>	<p>Also known as "Sovereign Apartments".</p> <p>Notice original leaded windows and upper story porches, covered siding.</p> <p>800 block alley shows variety of back lot buildings, notice lettering of the storefront mid-block to the west.</p>	
<p>806-08 South I Street Buren Apartments b. 1909</p> <p>Louis J. Buren, builder. (may be Baren instead)</p>	<p>Notice central lower entry and upper balcony porch. Property includes back apartment dwelling approached from alley. Asbestos siding over original horizontal wood clapboard.</p> <p>Similar to 708-10 South 8th Street, b. 1908. (register listed)</p>	
<p>809 South I Street Dedenback Apartments b. 1925</p> <p>L.J. Dedenback, builder. McDonald & Michel, arch. & contr.</p>	<p>Also known as "Harvard Apartments".</p> <p>Brick apartment building form 1920's era Hilltop development.</p>	
<p>810 South I Street c. 1888 812 South I Street c. 1890 814 South I Street b. 1923, M.S. Phillips, contr.</p>		






<p>901 South 9th Street 903-05 South 9th Street 907-09 South 9th Street b. 1890</p> <p>A.R. Saunders & Co., arch. H. Hohenchild, builder</p>	<p>Collection of buildings in the Queen Anne style built simultaneously and unique in that primarily, individual buildings were constructed on the Hilltop. Included a corner store building, and two double houses.</p> <p>Similar to 802-04 South G. Street, b. 1890. (register listed)</p>	
<p>920 South 9th Street McIlvane Apartments b. 1908</p> <p>John P. Larkins, arch. J.D. Bonnell, contr.</p> <p>Added to Tacoma Register of Historic Places on 12/16/1997.</p>	<p>On City and National Registries.</p> <p>Renaissance details, brick with stucco upper story, investment property.</p> <p>See self-guided walking-tour, "Historic Hilltop: First Neighborhood", #6.</p>	
<p>901 South 10th Street (or) 922-24 South I Street Swedish Mission Tabernacle b. 1909</p> <p>Heath & Twichell, arch.</p>	<p>Built in 1909 for a cost of \$25,000 in a modified Romanesque style with federal influences.</p> <p>Swedish Mission Tabernacle was later home to First Covenant Church, and then Faith Temple now known as SureHouse Open Bible Church</p> <p>Across the street at 921-23 South I was Temple Beth Israel, b. 1893, as Tacoma's first synagogue. C.A. Darmer, arch.</p>	
<p>1016 South 10th Street (or) 1001 MLK Way Faith Temple b. 1942</p> <p>Norwegian-Danish Baptist Church c. 1909 – 1940 First Scandinavian Baptist Church c. 1889 – 1909 First Presbyterian Church c. 1882 @ 955 Broadway</p>	<p>Great example of the Art Deco/Moderne Styles.</p> <p>Built for "Open Bible Standard Church" which moved in 1967 to Swedish Mission Tabernacle building at the corner of 10th and I Streets.</p> <p>Opera style seating with 3 sided balcony and orientation of 675 seats along the width instead of length. Ivory colored stucco over 12" concrete walls. Building included 1000 glass blocks and lighting affects including a "celestial light" beam shining within an 8'x10' water tank.</p>	
<p>1005-07 MLK Way b. 1906</p>	<p>Store building, frame construction.</p>	
<p>924 MLK Way Johnson Candy Company b. 1949</p> <p>Silas E. Nelsen, arch. Russell & Irene Johnson, builder. Harold Allen Co., contr. Finn Konsmo, supt. of const.</p>	<p>Reinforced concrete faced with roman brick, a great example of commercial Art Moderne design. The single story building, with large glass window walls has the streamlined appearance popular in many post-war manufacturing buildings. Landmark large metal sign recalls 1940s signage on K Street.</p> <p>The Johnson Candy Company relocated here in 1949 from 1109 MLK, just a couple of blocks south. It continues today as a long-established Hilltop business and neighborhood institution.</p> <p>Silas Nelson, was a prolific Tacoma architect</p>	






	and designer of another great Art Moderne example, Mueller-Harkins Buick built in 1948 at 455 St. Helens, Tacoma.	
1014-16 MLK Way b. 1910 Fredlund & Bjorkman, builder.	Commercial building with apartments above Replaced resident structure b. 1888. One of several older structures dating from 1900 to 1910 located to take advantage of the intersecting streetcar lines at 11 th and K Streets. Large awning picture here since removed.	
1020 MLK Way	Commercial building with apartments above. In image, structure to right. Across the street at 1011 MLK was a Safeway Store built in 1942, later demolished. At 11 th and MLK, National Bank of Washington, built 1964, Harris & Reed, arch., precast concrete panels, recently demolished.	
1024 MLK Way (and) 1105 (1101-11) South 11 th Street R.L. Courtney Bldg. b. 1922 Geo. Trust (Trost), arch. Peter Madsen, contr.	Commercial building with apartments (?) above, cost reported at \$37,000. Notice street car tracks in image.	
1007-11 South 11 th Street b. 1925 Silas E. Nelson, arch. Robert Wadsworth, builder. Jackson & Son, contr.	Brown colonial tapestry brick and Wilkeson sandstone trim. Tally Ho Tavern, c. 1935 Chicken Basket Restaurant, c. 1953.	
1101 MLK Way Paulson's Appliance Store b. 1948 d. 1998 John Sutton/ Sutton, Whitney & Dugan, arch. Harold A. Allen Co., contr.	1100 block of MLK demolished to make way for Rite Aid Pharmacy development. Buildings lost include streamlined Paulson's and 1920s buildings home to markets and bakeries. This was the original location of Paulson's when the firm was established in c. 1908 by Bert Paulson. Sometime in the 1930's, Paulson's moved across the street to the 1102 K Street in the Mottau Building only to return to 1101 K Street in 1948. The original Paulson's was razed before starting the new store. "The new store is modernistic throughout, with street level windows and the latest in fluorescent lighting." TLD 11/19/48	

<p>1107 MLK Way Sunrise Bakery b. 1890 Federal Bakery c. 1920 - 1965</p> <p>Donald MacPherson, builder.</p>	<p>Donald MacPherson, a Scottish immigrant, started a small bakery at the corner of South and 8th and M Street and later built and owned and operated the Sunrise Bakery in 1890 at 1107 South K Street.</p> <p>Business expanded and became Federal Bakeries under the leadership of son, "Wally" MacPherson. 1940's modern business style with a giant rolling pin secured to the side of the building.</p> <p>Next door at 1109 had been the original location of Johnson Candy – originally operated as a general store and lunch counter with hand dipped chocolates next to the register. After focusing on candy and moving to 924 South K, property became Kreamland Ice Creamery.</p>	
<p>1102-08 MLK Way Mottau Building b. 1933 d. 2000</p> <p>Mrs. Robert Mottau, builder. Russell & Lance, arch. Macdonald Building Co., contr.</p>	<p>Art Deco commercial structure, occupants would included: Totem Food Store, McMillan Drug Store, K Street Pharmacy, Paulson's Radio & Appliances, Harold Meyer Drugs and Safeway.</p> <p>Mottau is same as at 8th and I Street house and apartments.</p> <p>Demolished to make way for Alberta J. Canada Bldg b. 2001</p> <p>Rasmussen Triebelhorn, arch. Lugo Construction, contr.</p>	
<p>1110-12 MLK Way Pochert Building b. 1904</p> <p>Herman Carl Pochert, builder. C.A. Darmer, arch. Knoell Bros., contr.</p>	<p>Originally home to clothing stores and hotel above. 1922, home of Vaudette Theater with capacity of 225. Home of numerous other enterprises as past tenants.</p> <p>City purchased property in 2005.</p>	
<p>1114-16 MLK Way Essay & Macksoud Dry Goods c. 1905</p> <p>Browne's Star Grille</p>	<p>Commercial and office. Originally dry goods and later a drug store with physician and dental offices above.</p> <p>In 1968 became home of Browne's Star Grill, originally located at 1219 Pacific Avenue.</p> <p>City purchased property in 2005.</p>	
<p>1117 MLK Way K Street Theater b. 1923 d. 1998</p> <p>Geo. Trust, arch. Moore Amusement Co., builder. Leo Kellogg, contr. John Marker, supt. Of const.</p>	<p>1100 block of MLK demolished to make way for Rite Aid Pharmacy development.</p> <p>Also known as Kay Street Theater. Starting in 1960s home to American Legion post.</p>	

<p>1122-24 MLK Way K Street Department Store b. 1947</p> <p>Hans Johnson, builder. Jardeen Bros., contr.</p>	<p>City purchased property in 2005.</p>	
<p>1002-04 Earnest S. Brazil Street Schultz Apartments b. 1910-11</p> <p>John B. Schultz, builder. Darmer & Cutting, arch.</p> <p>Added to Tacoma Register of Historic Places on 1/31/1995.</p>	<p>South J Street & Earnest S. Brazil</p>	
<p>1201 South J Street Swedish Baptist Church b. 1900</p> <p>Added to Tacoma Register of Historic Places on 5/3/2005.</p>	<p>South J Street & Earnest S. Brazil</p> <p>T.Daily Index 5/4/2005 p.1 Tacoma's historic trio (bldg. added to the Tacoma Register of Historic Places) (il)</p> <p>TNT 4/16/2006 p.A1,A7 Lakewood man steps in to save Hilltop church (renovation by Dr. Emery Chang) (il,interior il)</p>	
<p>1202-04 MLK Way Pay 'n Takit Store b. 1931</p> <p>E.J. Bresemann, arch. James Paine, builder. Walesby Construction Co., contr.</p>	<p>Brick and terra cotta building. Home to Hogan's Fine Foods super market 1943-1956</p> <p>Neighboring brick and tile building, 1206-08, same architect and builder constructed in 1926.</p>	
<p>1206-08 MLK Way b. 1926</p> <p>E.J. Bresemann, arch. James Paine, builder. Bonnell & Son, contr.</p>	<p>Brick and tile building, replacing c. 1889 home.</p> <p>Neighboring brick and terra cotta building, 1202-04, same architect and builder constructed in 1933.</p> <p>Next door, 1210-12, Nickelsen Bros. Grocery, b. 1925.</p>	

<p>1210 MLK Way b. 1905 d. 1925 (moved to 1107 S. Grant)</p> <p>C. A. Darmer, arch. C. A. Opperman, contr. (?) F. Mensing, contr (?)</p>	<p>This house moved to 1107 S. Grant</p> <p>Example of changing character from residential street to neighborhood commercial center.</p>	
<p>1216 MLK Way Valhalla Hall b. 1906</p> <p>Smith, Limming & Co., contr.</p>		
<p>1301 MLK Way Van's Ice Creamery b. 1939</p>	<p>Store opens 2/17/1939 "exclusive ice cream"</p> <p>Sepic Electric Co. c. 1945 Sepic Furniture & Appliance Store, c. 1958</p> <p>Location of church currently</p>	
<p>1304-06 MLK Way Paradise Market b. 1925</p>	<p>Currently façade covered.</p>	
<p>1308 MLK Way Fleischmann Yeast Co. c. 1920</p>	<p>Fleischmann Yeast Co., City Directory (1925)</p> <p>Currently Fulcrum Gallery</p>	

<p>1401 MLK Way b. 1947</p> <p>C.J. Walker, builder.</p>		
<p>1415 MLK Way b. 1889</p> <p>Ben E. Hervey, builder. L.T. Hirt, contr.</p>		
<p>1423 MLK Way Norwegian Free Lutheran Church b. 1902, 1932 addition</p> <p>Hervey, builder. L.T. Hirt, contr.</p>	<p>Norwegian Free Lutheran Church City Directory (1904)</p> <p>TDL 5/7/1932 p.12 Free Church will dedicate its new addition Sunday TNT 10/31/1942 p.15 Olivet now 40 years old, debt free</p> <p>Miracle Temple Church of God in Christ (1979) Shekinah Glory Church (1993)</p>	
<p>1502 MLK Way Normanna Hall b. 1922-23</p> <p>Geo. Trust (Trost) arch.</p>	<p>Norden Lodge No. 2, Sons of Norway was organized in 1904, was housed in Parker Hall from 1909-1923 when this structure was built.</p> <p>Long history of female inclusion, first female member in 1924 and first female lodge president in 1951. Up until 1941 meetings were held and minutes recorded in Norwegian.</p> <p>Lodge instrumental in naming City Waterway to Thea Foss Waterway to honor long-time Norwegian family.</p> <p>Building likely named after early Norwegian immigrant town established in Texas called Normanna, where Tacoma residents may have once lived.</p>	
<p>1402 South L Street Norwegian Congregational Church Elim Free Evangelical Church b. 1921</p> <p>L.T. Hirt, contr.</p>		

<p>1323 South L Street Craftsman House b. 1927</p> <p>M. Lindbeck & J.P. Streat, contr.</p>	<p>Home of Jay Chavis and Ann Thompson.</p> <p>"US Holds Jay Chavis: Ann Thompson Also Arrested in Mann Act Case". TNT 11/12/1941</p>	
<p>1304 South L Street House c. 1899</p> <p>Harvey R. Cox City Directory (1900)</p>		
<p>1102 South L Street 11th Street Ball Grounds b. 1890</p> <p>Glide Skating Rink b. 1906 d. 1924 (fire)</p> <p>G.W. Bullard, arch.</p>	<p>Block was home to 11th Street Ball Grounds, built 1890 before new location on 14th and Sprague.</p> <p>Glide Skating Rink (pictured)</p> <p>Also site of temporary revival (tabernacle) bldg. built in 3 days in 1928 for visit of preacher and month of services. Building "laid low in gale" April, 1928.</p> <p>Proposed site of civic convention hall, never realized.</p>	
<p>1206 South 11th Street Tacoma Medical Center b. 1947</p> <p>Paul A. Hungate, builder Smith, Carroll, Johanson, arch. Construction Engineers & Contractors, contr. James Purvis, supt. of const.</p>	<p>Block was home to 11th Street Ballgrounds, built 1890 and later Glide Skating Rink (1906)</p> <p>Block of 40 buildings as a medical office complex.</p>	
<p>1120 South 11th Street Puget Sound National Bank c. 1947</p>		

Self-Guided Walking Tour

Historic Hilltop *Heart of the Hill*

The Hilltop neighborhood developed quickly due to its proximity to the expanding downtown, waterfront mills and warehouses. Waves of ethnically diverse peoples from around the globe and throughout the Eastern States moved in and established it as a predominantly working class community. Its development paralleled that of the city and of the nation as a whole. An extensive inventory of historic houses, apartments, churches, clubs, parks, and stores narrate the story of this neighborhood's evolution.

Development exploded over the eastern bluff in 1891 with the 11th to 13th Street cable car. A network of subsequent trolley lines led new waves of growth into the 20th Century. Across the Hilltop, land was cleared, additions were platted, and roads and services were laid down. Popular architectural styles of the day, American Foursquares of the 1900s, Craftsmans of the 1910's, and Bungalows of the 1920's, record the irregular pattern of residential infill. They were interwoven with essential services establishing a strong and cohesive community. Surges of growth continued until the Great Depression of 1929, after which scattered infill and modernizations reflect the changing needs of this community's residential population.



The Hilltop neighborhood developed in a pre-automobile, pre-refrigerator age when it was essential that goods and services be close at hand. This walk moves between one of the residential streets that was built during the second wave of the Hilltop's development and the business and community center that grew along the historic "K Street". By the turn of the century, three important public transit lines merged and then diverted at 11th and "K Street". It was here that this diverse working class community came together. Neighbors mixed en route to or from work or when they shopped for meats, baked goods, and household supplies, or when they came to fill a prescription or satisfy a sweet tooth. Social clubs, the K Street Theatre, and the Tacoma Tiger's ball field also brought the residents together as a community in this, the Heart of the Hill.

This walk will pass a wide range of architectural styles and building types that illustrate the first 50 years of the community's development. Building designs regularly merged features common to different styles. With a good architectural style guide in hand, it is a challenge to identify the many bits and pieces that have

been blended in some of the more imaginative residences. They symbolize how the greater community has blended this great diversity of people into a unique and dynamic whole.

The walk is approximately 1.6 miles and will take 1 to 1-1-2 hours, depending on whether you stop for chocolates, a bowl of Spicy Beef with Egg Noodle, or at Ferry Park for a short swing or brief snooze on the lawn.

Hilltop Additions

The small subdivisions of larger land holdings were called "additions" as they were incorporated into the city. Developers followed the street grid established by W.I. Smith in 1874 as they divided their holdings into individual lots. The majority were 25 foot wide x 130 foot deep. This grid was slightly askew of the National Land Grid, aligning instead with the bluff and shoreline of Commencement Bay. At Sprague Avenue, some distance from the bluff, streets shifted to a true N-S alignment. In the early boom years, lots received little preparation prior to sale. Owners would survey the land to establish boundaries and "grub," or clear the streets before marketing the properties to prospective land buyers and home builders. The Hilltop reverberated with the explosion of powder used to clear stumps. Later, as the real estate market became more competitive, and the public's expectations for infrastructure grew, developers increased the level of improvements, adding sidewalks, street lights, water, sewer, and gas to their additions.

Once trolley lines shortened distances, the early pattern of square blocks was abandoned and replaced with long rectilinear blocks that absorbed the intermediate street, thereby creating valuable 40 foot wide corner lots. These corner lots frequently became home to small neighborhood stores or churches.

A large portion of the eastern Hilltop was part of the original 1873 New Tacoma Plat; see the *Map of New Tacoma* hatched on the sketch. The two most ambitious additions in the Hilltop were the Smith and Fife's Addition of 1884 and the Alliance Addition of the 1860's. Both were, however, tied up in legal battles for years, struggling to resolve the claims of the squatters that commonly lived on the fringes of "proper" development. They were eventually revised and replatted.

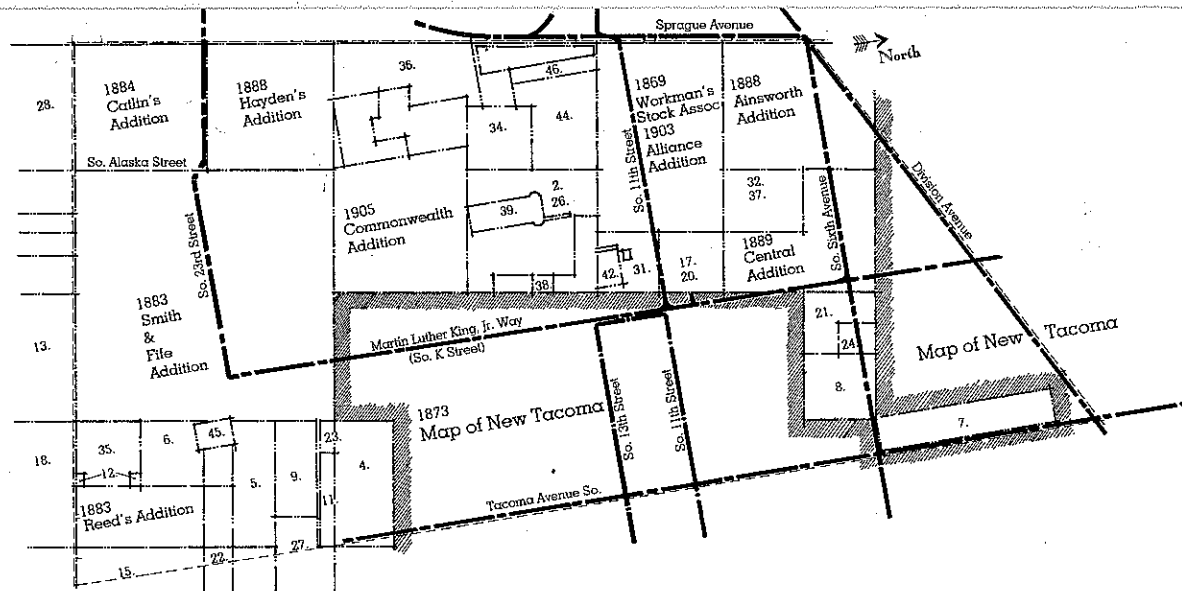
The typical development was more modest. Mid-size additions such as Catlin's Addition, Hayden's Addition, and the Ainsworth Addition, combined with thirty-one small additions—some with less than two or three blocks came to define the Hilltop. The diverse physical character of the Hilltop is a direct outgrowth of this variety of additions that appear almost seamlessly quilted together. Occasionally, in lots at the edges of additions, slight adjustments in the placement of buildings can still be noticed.

These early additions developed and infilled in bursts, adding further layers to an architecturally rich and vibrant community. It was not until the late 1920's that the Hilltop was substantially filled; later modifications and modernizations responded to the changing needs and economics of the entire community.

Addition	Year Platted
1. Workman's Stock Association	1869
(Alliance Addition)	
2. C.P. Ferry's Platt	1871
3. Map of New Tacoma	1873
4. Burns and Blinn Addition	1874
5. Byrd's Addition	1875
6. P.H. Lewis Addition	1881
7. Tacoma Land Company's	
3rd Addition	1885
8. Parker's Platt	1881
9. Barlow's Addition	1883
10. C.P. Ferry's 2nd Addition	1883
11. Cook's Addition	1883
12. Forbes Addition	1883
13. Orchard's Addition	1883
14. Reed's Addition	1883
15. Sahn's Addition	1883
16. Smith & Fife's Addition	1883

Addition	Year Platted
17. Struve's 1st Addition	1883
18. Van Dusen's Addition	1883
19. Catlin's Addition	1884
20. Replat of Struve's Addition	1884
21. Baker's Addition	1887
22. Caughran's Addition	1887
23. Cavander's 1st and	
2nd Addition	1887
24. Stacy's Addition	1887
25. Ainsworth Addition	1888
26. Amendatory Map of	
C.P. Ferry Addition	1888
27. Amended Map of Smith & Denton's	
Addition	1888
28. Carroll and Hannah Addition	1888
29. Hayden's Addition	1888
30. Thompson's Addition	1887
31. Woodruff's Addition	1888

Addition	Year Platted
32. Central Addition	1889
33. Del Norte Addition	1889
34. Eaton's Amendatory of	
Forbe's Addition	1889
35. Edward P. Miller's	
First Addition	1889
36. Amendatory Map of	
Woodruff's Addition	1890
37. C.P. Ferry's 3rd Addition	1901
38. 2nd Amendatory Map of	
Ferry's Addition	1901
39. Alliance Addition	1903
40. Amendatory Plat of	
C.P. Ferry 2nd Addition	1903
41. Seibler de Ferry Addition	1903
42. Commonwealth Addition	1905
43. Baker's Second Addition	1907
44. O'Reilly's Addition, and	
Replat of Block 32 Smith and	
Fife Add., and Lot 16,	
Block 7 Byrd's Addition	1920
45. Baker's Third Addition	1942



Trolley Lines

As initial development on the hill lagged, property owners concluded that a cable car would hasten the pace by making the area more accessible. They turned to the city council which granted a group associated with the railroad a franchise in 1889, and in September 1890 a contract for a cable track on S. 13th Street was awarded. However, property owners along S.

11th Street and historic S. K Street north of 13th grew concerned that their property values would suffer in favor of property along S. 13th Street. They successfully petitioned the council to alter the terms of the franchise. A single track loop line was built up S. 11th Street, south on historic S. K Street, and back down S. 13th Street. This improved access not only to building lots, but also to community institutions situated on the Hilltop, such as the Central School at S. 10th and S. G Streets. In 1891, School Superintendent Gault made arrangements with the trolley company for school children to purchase forty rides for a dollar—a rate half the usual fare. The Tacoma cable car, one of only three in the United States, was not only a practical means of transportation but became a popular tourist attraction.

By the turn of the century, the cable car was linked with an extensive network of trolley lines. In the Hilltop, one ran along historic S. K Street to S. 23rd Street, where it turned west to Hosmer Street. Tacoma Avenue and Sprague Avenue carried north/south lines; while lines went west on Sixth Avenue, S. 9th Street, and S. 15th Street.

The expanded street car network not only linked the Hilltop with the downtown and industrial core, but made properties farther from it more appealing to homeowners. Real estate ads, recognizing street car access as a key selling point, frequently specified the number of blocks from a property to a street car line. The trolley lines also had a direct influence on the development of neighborhood commercial centers. Businesses concentrated at intersections where trolleys turned or lines crossed. Goods and services were close at hand with stores selling groceries, meat, or baked goods, and offering shoe repair, haircuts, or dry cleaning.

After 1910, the automobile had an increasing impact on the community. Auto-related businesses, such as gas stations, garages, and dealerships emerged. In 1914, private mini-buses, known as "jitneys", offered nickel rides and challenged the street car as a mode of travel. Because they were not confined to tracks and traveled at what pedestrians considered a dangerous speed, many felt they were a serious menace. Although city commissioners attempted to limit the speed and control stop locations, they were not successful. The jitneys continued to carom wildly about, with passengers crammed in and hanging from the running boards. Some expressed concern that the competition from jitney service would hinder street car expansion and the development of outlying areas. Little did they imagine that the private auto would impel, not impede, suburban expansion.

Self-Guided Walking Tour

Historic Hilltop *First Neighborhood*

The Hilltop neighborhood developed quickly due to its proximity to the expanding downtown, waterfront mills and warehouses. Waves of ethnically diverse peoples from around the globe and throughout the Eastern States moved in and established it as a predominantly working class community. Its development paralleled that of the city and of the nation as a whole. An extensive inventory of historic houses, apartments, churches, clubs, parks, and stores narrate the story of this neighborhood's evolution.

Development exploded over the eastern bluff in 1891 with the 11th to 13th Street cable car. A network of subsequent trolley lines led new waves of growth into the 20th Century. Across the Hilltop, land was cleared, additions were platted, and roads and services were laid down. Popular architectural styles of the day, American Foursquares of the 1900s, Craftsmans of the 1910's, and Bungalows of the 1920's, record the irregular pattern of residential infill. They were interwoven with essential services establishing a strong and cohesive community. Surges of growth continued until the Great

Depression of 1929, after which scattered infill and modernizations reflect the changing needs of this community's residential population.

This district was originally developed with one and two-story single-family homes, with occasional double houses. They were tightly packed on the standard 25 foot wide lot. Encircled by busy arterials and close to municipal and commercial centers, this quadrant of the Hilltop was molded by economic pressures and the changing needs of the community.

A vibrant apartment district transformed much of the original neighborhood. Many of the smaller wooden buildings were demolished for these three to four story brick structures that typically stretch the depth of corner lots. Nearer to the historical commercial core at So. 11th Street and MLKing Way, business pressures continuously transformed existing

structures into newer, larger commercial buildings—or with the sad contemporary promises of urban renewal — vacant lots. Many older historic homes remain scattered throughout; standing defiantly against the push of history while adjusting to its inevitable momentum. The result is the Hilltop's most diverse quilt of architectural periods, styles and building types. It has the greatest concentration of properties on the National and Tacoma Registers of



Historic Places in the Hilltop. It includes single family homes, double homes, apartments and neighborhood commercial.

The walk is a figure 8 loop of approximately 1.4 miles and will take 1-1/4 to 1-3/4 hours. Stops for breakfast, lunch, coffee or chocolates will quickly lengthen your time and enjoyment.

Growth of the Hilltop

The formation of the Hilltop can be divided into three broad chronological periods. They address events and trends which influenced the formation of this neighborhood.

The initial period, **First Expansion: 1875-1900**, covers the early settlement in the Hilltop as development spread up the hill from the waterfront following the Northern Pacific Railroad's decision to locate its terminus on Commencement Bay. As the forest gave way to residences, real estate developers played a key role in platting land and marketing property on the Hilltop. The Hilltop's homes were soon joined by community institutions such as schools, social clubs, and churches. Residents depended on their feet for transportation, so stores and social activities were typically located within easy walking distance from homes. The construction of a cable car line up the slope in 1891 hastened the pace of the Hilltop's development. Growth in the Hilltop followed the boom and bust cycle of Tacoma's economy, which was itself affected by regional and national trends. This initial expansion concluded when growth stopped following the national financial panic of the early 1890s.

The second period, **Branching Out: 1900-1930**, establishes an era of tremendous population growth in Tacoma. The city's resource and transportation-based industries recovered from the economic troubles of the 1890s and new employment opportunities in the region attracted immigrants. The Hilltop

absorbed a large share of working class immigrants arriving in Tacoma from throughout the United States—and the world—hoping to benefit from the city's well-publicized economic opportunities. The extension of city-wide trolley lines throughout the Hilltop spurred the construction of homes farther from the commercial and industrial center of Tacoma. Trolleys also contributed to the development of defined commercial districts throughout the community. Numerous apartments appeared, responding to the demand for housing generated by the expanding population. Churches, schools, and civic clubs representing the diverse populations of the Hilltop flourished.

The third period, **Filling In: 1930-1950**, involves the continued development of the neighborhood leading up to and through World War II and the immediate post-war years. After the start of World War II, expansion of war-related industries such as ship building carried Tacoma out of the depression. Following World War II, many who had moved into Tacoma to support the war effort decided to stay permanently. Developers added new homes and apartment buildings on vacant parcels or replaced older structures with newer buildings.

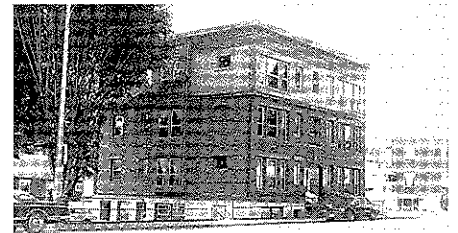
Today the Hilltop is again in flux; responding to the continuing needs of its existing population while opening its doors to new immigrant populations. As in days of old, these new residents come from around the world, the country and the region.



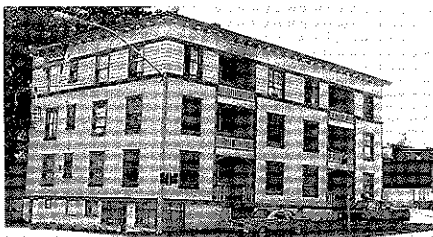
713 Yakima Avenue So. 1906



Buren/Holden Apartments 1908
708-10 So. 8th Street



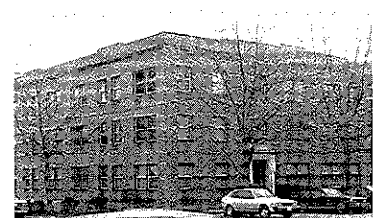
McIlvaine Apartments 1909
920 So. 9th Street



Schultz Apartments 1911
1002 So. 12th Street



720 Sixth Avenue 1925



Charlesbee Apartments 1928
801 So. G Street

Homes in the Hilltop

Residential properties in the Hilltop include two basic types: single family, and multifamily dwellings, which can be subdivided into semi-attached houses and apartment buildings.

A wide variety of single family houses were built in the Hilltop

construction escalated. Apartments replaced older single family housing to the greatest extent in the northeastern part of the Hilltop, close to downtown Tacoma, and along the Sixth Avenue street car route. These buildings created a transition between

Homes in the Hilltop

Residential properties in the Hilltop include two basic types: single family, and multifamily dwellings, which can be subdivided into semi-attached houses and apartment buildings.

A wide variety of single-family houses were built in the Hilltop from the standard 25' wide x 130' deep lots. Individual homeowners and small scale builders produced a tremendous diversity in the sizes and styles. Even on the same block, houses might range from tiny workman's cottages to much larger homes when two or more lots were combined. Early houses were tightly packed, building close to lot lines — and consequently to neighboring homes. Occasionally they were spaced with gardens and orchards on adjoining lots.

Houses ranged from the common vernacular structures and popular "pattern book" designs to the larger architect-designed homes. Popular Hilltop styles included 1880's Stick Style, 1890's Queen Anne and late-Victorian, 1900's American Foursquare, 1910's Craftsman, and 1920's Bungalow. Often motifs from numerous popular architectural styles were incorporated in the same buildings. Because development on the Hilltop tended to leapfrog rather than progress uniformly, one often finds homes from different periods sharing the same block. Homes were typically wood-frame construction with wood siding, shingles, and mass-produced wood ornament. Original stone foundations remain on some of the earlier homes; while cast stone, concrete or concrete block have replaced most early timber foundations. Brick construction was rarely used in residential construction before the 1950s and is therefore an easy way to date a structure.

The majority of single-family homes consisted of individual houses and not large scale tracts as were common in Eastern cities. A few groupings of similar houses built concurrently by the same developer can be seen, but they are the exception in the Hilltop.

Double (semi-attached) houses and larger multi-unit, wood-frame apartments were typically built only in the first phase of the Hilltop's development. After the turn of the century, apartment living became a more widely accepted form of housing, as proximity to commercial interests and the costs of

construction escalated. Apartments replaced older single family housing to the greatest extent in the northeastern part of the Hilltop, close to downtown Tacoma, and along the Sixth Avenue street car route. These buildings created a transition between the urban hubbub and quieter single family residential districts.

The architecture of this walk provides a wonderful opportunity to study the evolution of a building type. Over many years the design of the wood frame, single-family residences were transformed by a repeated doubling the floor plan and a gradual reduction of the size of each unit until being resolved in three to four story brick apartment buildings now common throughout this quadrant of the Hilltop. The Thomas Carroll Double House is an example of the first doubling: the scale, details and building materials still mimic the single family residence. When this was doubled the size of the new structure demanded a new vocabulary. The details and massing of larger commercial structures began to be incorporated. The Buren/Holden Apartments is an early example maintaining four individual entries. The next version doubled vertically with 8 units as in the McIlvane Apartments. There is now a shared entry and the building fully embraces a new apartment building design aesthetic. The construction materials shifted from small scale wood details to a commercial scale (and more fire resistant) brick with stucco. In buildings with two units per floor there was still light and ventilation all along one side. The Schultz Apartments doubled literally doubled this design adjoining a pair. Light and ventilation were now only available at the ends for half the units or through deep shared light wells. Of note also is the all wood construction of this large structure.

Gradually, a commercial brick vocabulary dominated with rather simple architectural ornament concentrated at single entrances. They were typically four story walk-up blocks with little or no street setback. The size of apartments was also reduced to one bedroom and studio plans reducing the need for windows on multiple sides. The family structure was changing and the buildings responded. Apartments of this type include the Charlesbee Apartments [1928] at 801 S. G Street, the Bolivar Apartments [c.1930] at 821 S. Yakima Avenue and the Granada Apartments [1926] at 1224 S. Yakima Avenue.

Self-Guided Walking Tour

Historic Hilltop **Community Churches** & other places of Worship

The Hilltop neighborhood developed quickly due to its proximity to the expanding downtown, waterfront mills and warehouses. Waves of ethnically diverse peoples from around the globe and throughout the Eastern States moved in and established it as a predominantly working class community. Its development paralleled that of the city and of the nation as a whole. An extensive inventory of historic houses, apartments, churches, clubs, parks, and stores narrate the story of this neighborhood's evolution.

Development exploded over the eastern bluff in 1891 with the 11th to 13th Street cable car. A network of subsequent trolley lines led new waves of growth into the 20th Century. Across the Hilltop, land was cleared, additions were platted, and roads and services were laid down. Popular architectural styles of the day, American Foursquares of the 1900s, Craftsmans of the 1910's, and Bungalows of the

1920's, record the irregular pattern of residential infill. They were interwoven with essential services establishing a strong and cohesive community. Surges of growth continued until the Great Depression of 1929, after which scattered infill and modernizations reflect the changing needs of this community's residential population.

Immigrants brought with them a variety of religious values and associated building traditions. They generated a spectacular flowering of religious structures, most heavily concentrated in the earliest established eastern quarter of the Hilltop. These structures often embody traditions and cultural identities that were shed in more secular buildings where popular styles and a desire to merge with the dominant culture held sway.



It is across this historic and sacred soil this walk wanders. It takes an irregular loop through the Hilltop's first platted area, the *Map of New Tacoma*. The path travels back and forth, up and down the steep eastern bluff. It is a relatively short walk with 21 remaining religious structures and the map identifies the sites of another 30 no longer standing. Several of these are slightly off the main walk. A good place to start is at Associated Ministries

at 13th and So. I Street. You can, however, begin anywhere along the loop.

The walk is approximately 2 miles and will take 1-1/2 to 2 hours, depending on how often you wander off the main walk or if you are lucky enough to get inside one or more of the more outstanding structures.

Housing Faith

The historic religious properties of the Hilltop include numerous examples of both neighborhood-scale and larger community based places of worship. New structures flourished well into the 1940s, while older structures changed hands regularly. Sadly, many of the most spectacular historic structures have been lost to fire or to the blind progress of a wrecker's ball.

Early churches, 1880s -1900s, were typically modest, wood frame, one-room structures with a tall steeple. Clearly identified by their scale and form as churches, these properties often adapted materials common to residential buildings. Relatively small in scale, they often respected the setbacks established by their neighbors. The *German Lutheran Church*¹ [1885] [#16] and the *Norwegian Evangelical Lutheran Church* [1891] [#15] are exceptional examples of pre-1900 wooden churches. The early 1900's saw a new wave of church construction following early patterns as typified by the *Norwegian Free Lutheran Church* [c.1902] [#37] and the *German Zion Evangelical Lutheran Church* [1908] [#43].

As the new century expanded more robustly, development included the construction of several larger brick churches, occasionally replacing an older wooden structure. Included in this development were the *Swedish Mission Tabernacle* [1909] [#14], *Trinity United Presbyterian* [1922], the *First Assembly of God Church [Pentecostal Tabernacle]* [1925] [#5] and the St. Nicholas Greek Orthodox Church [1925] [#1]. The massing and materials used in these structures set them apart from the surrounding residential structures.

¹ Names in *italic* typically refer to the first congregation associated with a structure if it is different than the current congregation.

Religious Traditions

The Hilltop's religious buildings are significant for their association with the religious and social traditions of an extremely diverse population. In individual homes new residents hoped to quickly blend into the general mix of American culture. Religious communities built structures that incorporated many traditional characteristics that helped reflect the continuation of their beliefs. They resisted homogenization until well into the 20th century. The density and proximity of so many different structures gives a glimpse of that dynamic mix of people that moved into and created this unique multi-ethnic community. Some buildings have significant associations with several different religious organizations, ethnic peoples or racial groups, since most have been occupied by different congregations and denominations. In addition to providing places for worship, these structures typically have had a significant role as neighborhood social centers.

Lutherstrasse

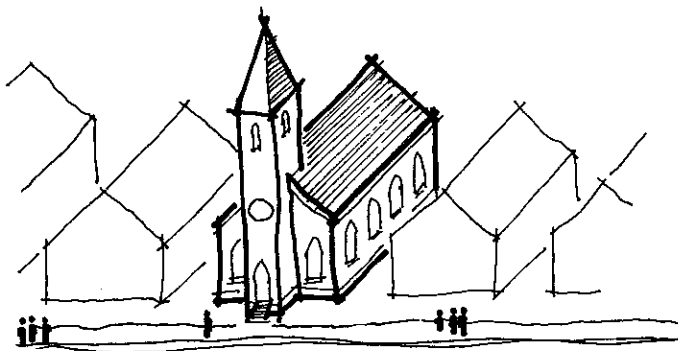
So. I Street was lined with churches very early in Tacoma's history. With the growing presence of Lutherans and their Germanic heritage, there was a movement within the community in the late 1880's to have the street renamed Lutherstrasse.

Building Types

The standard basilica building form (long rectangular space with the minister, priest, or rabbi at one end opposite the entry) was used in most, if not all, religious structures on the Hilltop. Its outward appearance was modified by the traditions and size of a particular congregation, as well as, its specific location on a block and the desire for public recognition within the overall community. The four most common building types are illustrated below. Occasionally these 'standard' types were modified, as with the now non-extant First Presbyterian Church at 10th and So G St. in 1889 which was originally built with

three low corner towers and a main corner tower entrance of 120 feet. Two architecturally unique religious structures on this walk are the brick Neo-classically inspired *Swedish Mission Tabernacle* of 1909 [#14] and the concrete Art Deco designed *Faith Temple* of 1942 [#35].

Many of these neighborhood religious structures were placed prominently on corner lots. Towers were shifted to the corners making them visible along both streets. The vast majority, owing to their relatively modest size, respected the scale and character of the predominantly residential neighborhood.

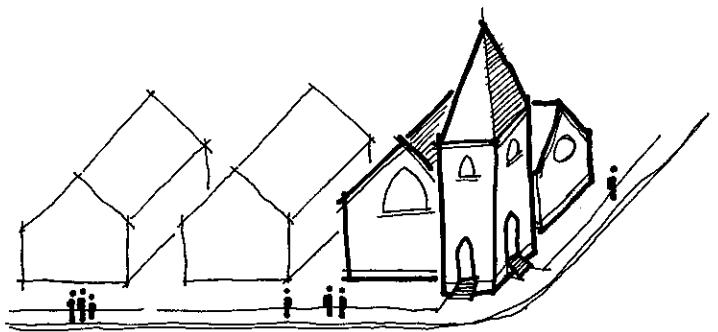


Front tower entrance

Typical located mid-block

Symmetrical

- 16. German Lutheran Church 1886
- 2. Allen African Methodist Episcopal [A.M.E.] Church 1929
- 5. First Assembly of God Church (Pentecostal Tabernacle) c.1925

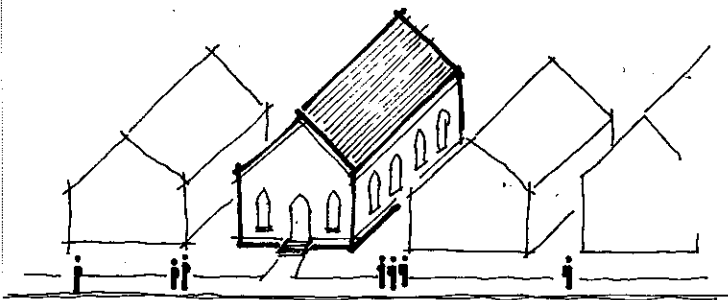


Corner tower entrance

Typically located on a corner

Asymmetrical

- 19. Church of the Holy Communion c.1916
- 37. Norwegian Free Lutheran Church c.1902
- 43. German Zion Evangelical Lutheran Church c.1908

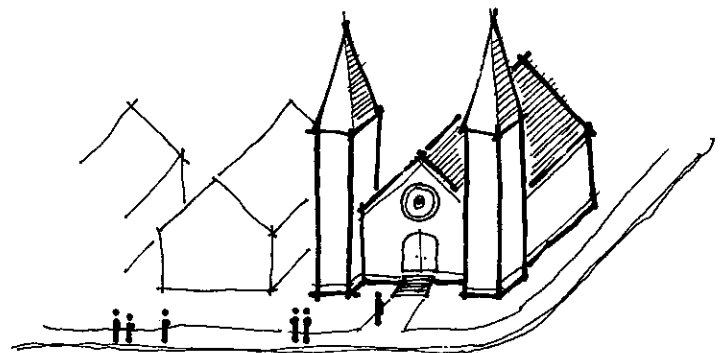


Towerless

Typical located mid-block

Symmetrical

- 28. Apostolic Faith Church 1936 (Demolished)
- 51. St. Rita's Roman Catholic Church 1924



Twin towers center entrance

Typically located on a corner

Symmetrical

- 1. St. Nicholas Greek Orthodox Church 1925
- 3. Church of St. Leo the Great 1901 (Burned)
- 13. Chevra Talmud Torah 1893 (Demolished)

It's Always so EASY to Shop on "K" Street



Yes, I've shopped on "K" Street for years and I've seen the district grow from a few small stores to a little city in itself. I'm older now and I like to take my time when I shop, and I can do just that on "K" Street without having to struggle with crowds.

If I'm downtown on business I always get a stop-over transfer from the bus driver so I can shop on "K" Street. Then I catch the next bus with all my shopping done in a few minutes, and I'm not all tired out with a lot of walking.

*Ask the Bus Driver
for a Stop-Over
Transfer
So You Can Always
Shop on "K" Street*

Another thing I like is that in most of the places the proprietor is right there in person to see that you get good service and good merchandise as well as a friendly greeting. I really enjoy shopping on "K" Street and I'm sure that you will, too.

17 Blocks of Easy Parking and Shopping

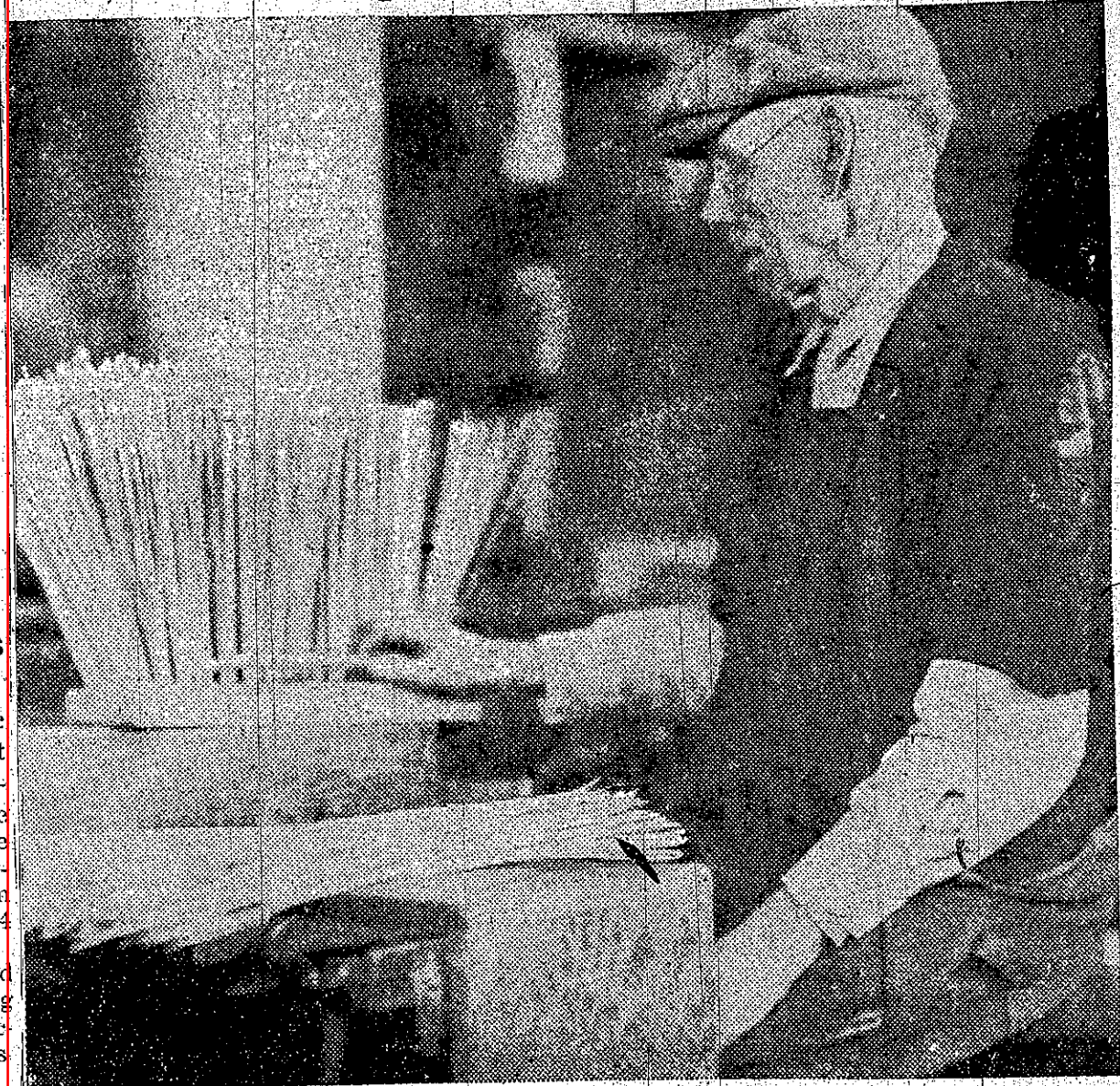
'K' STREET SHOPPING SECTION

Everything for Your Home and Family

Abe's Tavern 1109 South 17th	Harold's Mobile Service 1202 South 12th	Kay St. Mdse., Mart., Furniture 1502 South K	Peterson Bros., Inc.—Feeds 1002 South K
Al's Rickfield Service 1115 South 12th	Hartman's Shoe Repair 1106 South 23rd	Kay Street Taxi 1103 1/2 South K	Pine Tavern 1215 South K
Archer's Confectionary 1901 South K	Ht-Gloss Photo Finishing 1018 South K	Kay Street Theatre 1117 South K	Play-Mor Alleys — Bowling 1208 South K
Armstrong's Grocery 1722 South K	Hillcrest Market — Meats 1214 South K	Kay-Way Grocery 1520 South K	Riser Drug Company 23rd and South K
Babe's Tavern 2143 South K	Hy-Tone Cleaners 1103 South 11th	Ko-Ko Tavern 1119 South K	Sepic Electric Company 1301 South K
Ben Franklin Store 1120 South K	Joe's Barber Shop 1020 South K	Kreamland Ice Cream Shop 1104 South 11th	Sixth & Kay Furniture 608 South K
Bjorkman's Food Store 1016 South K	Johnson's Candies 1109 South K	Marine Meat Market 1122 South K	Sixth-N-Kay Bakery 1101 Sixth Avenue
Bob & Ray's Bay State Mkt. 1101 South K	K-Sino Tavern 1218 South K	Harold Meyer Drugs 1108 South K	Sound Imp. Co. — Roofing 1207 South K
Carrell's Associated Service 1022 South K	K Street Club 1111 South K	Nephron Co., Asthma Remedy 1005 South K	Sound Lockers, Cold Storage 922 South J
Coy's Florist 1010 South K	K Street Department Store 1124 South K	Olympic Dairy Products Co. 824 South K	Tacoma Roofing & App. Co. 614 South K
Craig & Sons Hardware 1112 South K	K Street Florist 618 South K	Ostlund's Shoe Store 1110 South K	23rd Street Public Market 1102 South 23rd
Economy Drug Company 1114 South K	K St. Recreation — Bowling 1123 1/2 South K	Paul's Bakery 1105 South 23rd	Washington Curtain Laundry 1209 South K
Fairmont-Hilltop Cleaners 1114 & K — 23rd & K	Kay Street Barber Shop 1115 South K	A. G. Paulson — Jeweler 1016 South 11th	Woolen Cleaners and Dyers 1205 South K
Federal Bakery 1107 South K	Kay Street Grill 1104 South K	Paulson's Radios, Appliances 1102 South K	Waller Bros. People's Market 1401-J South K
Al Gentili — Meats 1016 South K			

There Is Always Plenty of Parking Space
When You Shop on "K" Street

81 Years Sweep By; His Brooms Sweep On



OLD TIMERS ON THE JOB—H. C. JOHNSON—No. 7

This is one of a series of sketches and pictures calling attention to Pierce county and Tacoma veterans of industry and business who are still on the job. Readers are nominating men and women, still working, whom they believe to be the oldest in their respective lines of endeavor.

Tacoma is a fairer, cleaner city because of H. C. Johnson, 81, city employe since June of 1889, residing the last 42 years at 1218 South 11th street, Tacoma. Born in Norway in 1850, he learned the broom making trade from his father, and has since devised several machines to make

better brooms—brooms that balance, sweep clean, and last a long time. He has also made a stitch of brass wire which insures the dirt-gathering end of his brooms will hold in the socket.

If you don't believe his brooms do the dirty work, ask city street clean-

ers. Other broom makers have sent their wares to Tacoma for a trial, but the street employes all come back for the Johnson broom. Other cities may have their crack broom makers, but none of them come up to this efficient Tacoma worker, city officials declare.

HOOVER MAKES RED CROSS PLEA

7 JAILED AS KENT RIOTERS

SCHOOLS SEEK NO EXTRA TAX

SENATE TAX VOTE

Committee to Opp Measure Provide Col

Body Vote

By L.

OLYMPI

ate of the rests the ho relief from today when unite stand economical.

Hardly and taxation policy declaring increasing considered alternative some other

as a whole ure to inc perior cour from 13 to the Senate superior ju officers in set the sal

Senator chairman c tions comm sentiment Senate wh against t "We come ple deman given ther around an measure li except inc these judg Vote Is C.

The vot measure w absent, bu jority on l plained-by ty deleg counted ii to the ot

Verthe Arrested After Nash

Research Template for July 19, 2008, MLK Business District Walking Tour

Name of Building:

Address: 1323 South L Street

Date of Construction: 1927

Architect and/or Builder: M. Lindbeck & J.P. Streat, contr.

Building Use (from original use to current use so we can see how the district has evolved):

Residence

Architectural significance (building style, significant features, building integrity):

Craftsman bungalow

Historic/cultural significance (development of the city & neighborhood, people, events):

"U.S. Holds Jay Chavis: Ann Thompson Also Arrested in Mann Act Case" "Jay Chavis, Tacoma Negro, widely known in the city's night life, and Ann Thompson, white, operator of the Hotel Ewen, 1537 1/2 Broadway, listed by police as a known house of prostitution prior to the closing order in August and the scene of many raids by state liquor inspectors, were being held in the city jail by federal officers Tuesday.

Chavis was arrested on a warrant issued by H. G. Fitch, United States commissioner, at the request of Frank Hale, assistant United States attorney, charging him with violating the Mann Act, relating to the interstate transportation of a woman for immoral purposes. Mrs. Thompson was held as a material witness. The arrests were made by Herbert Algeo, US marshal, John Vargo, asst. US marshal, and officers of the FBI.

A hearing on the charge will be held before Commissioner Fitch Wednesday morning, at which time the amount of bail for Chavis and Mrs. Thompson will be set. The warrant charges Chavis with transporting Mrs. Thompson, a woman not his wife, across a state line for immoral purposes. It is alleged that last June, Chavis and Mrs. Thompson went on a trip to New York to see the heavyweight boxing championship bout between Joe Louis and Billy Conn. Chavis and Mrs. Thompson are alleged to have lived together as man and wife during the trip, thereby violating the Mann Act.

It is claimed by the officers that Mrs. Thompson is married to a man now confined in a mental hospital, and that she has filed suit for divorce. It was later reported that a decree was issued several months ago.

Chavis and Mrs. Thompson are perhaps the most widely known of Tacoma's underworld nightlife characters. The Hotel Ewen is said to have enjoyed a practically uninterrupted reign as Tacoma's number one vice spot for close to 20 years, although it has not always been at the same address.

Mrs. Thompson was a woman of striking beauty when she made her first appearance in Tacoma's nightlife, and even today is attractive in appearance." (TNT, 11/12/1941)

"Frame Building Hit by Blaze" "The one and one-half story frame building at 1323 South L, occupied by Ann Thompson, was damaged to the extent of \$1,500 in a Sunday afternoon fire. Firemen said the fire apparently started from an electric light in a closet. The building is owned by O. J. Chavis, who reported damage covered by insurance. Donald E. Medlicott, 1027 South Steele, a fireman, was treated at a local hospital for cuts about the right hand suffered when a window in the house broke." (TNT, 07/01/1947)

"Death Takes Jay Chavis" "Jay Chavis, 56-year-old Tacoman stricken with a heart attack Friday night, died early Sunday in a local hospital. Chavis, well known in Tacoma nightlife circles for years past, was also prominently known as an official of the Colored Elks Lodge, of which he was Grand Esquire at the time of his death.

Chavis was taken ill in the Tacoma city jail where he had been confined about a week, serving an 80-day term on a charge of carrying concealed weapons. He was convicted last May 20, when he was also fined \$250 and costs.

Chavis, while a resident of Tacoma for 36 years past, had spent much of his time in Seattle in connection with lodge matters. He was born in Quincy, IL, and was past Grand Traveling Deputy and Grand Lodge Inspector of Colored Elks Clubs. He had been a member of the organization since 1915.

Chavis, who only recently returned from California, had maintained his home for a number of years at 1323 S. L St. Chavis is survived by his widow, Ann Thompson Chavis, a sister Susie Chavis of Seattle and a brother, Horatio Chavis of San Francisco." (TNT, 03/15/1949)

Historic images (TPL image # or attach print-out):

Your Name: Kim O'Rourke

Mann Act

From Wikipedia, the free encyclopedia

The United States White-Slave Traffic Act of 1910 (ch. 395, 36 Stat. 825; codified as amended at 18 U.S.C. § 2421–2424) prohibited white slavery. It also banned the interstate transport of females for "immoral purposes." Its primary stated intent was to address prostitution, immorality, and human trafficking. The act is better known as the **Mann Act**, after James Robert Mann, an American lawmaker.

According to historian Rhodri Jeffreys-Jones, the Federal Bureau of Investigation's "racially skewed enforcement of the Mann Act was just one chapter in the history of Jim Crow", the system of primarily state laws in the U.S. that enforced discrimination against African Americans

History

Panic over the "traffic in women", commonly known as "white slavery", has surfaced periodically in Western nations, most notably in England in the 1880s and again in the United States in the decade prior to World War I. In 1910, when the U.S. attorney in Chicago proclaimed that an international crime ring was abducting young girls in Europe and forcing them to work in Chicago brothels, there was significant outcry.

Politicians and social reformers jumped on the bandwagon, and many claims were made, often without the slightest documentation. It seems clear that many of the claims made "were almost certainly exaggerated."^[1]

Amid this charged atmosphere, James Mann, a U.S. Representative from Illinois, introduced the legislation associated with his name. At the time, the ability of the U.S. Congress to enact criminal laws was seen as somewhat limited, so the White Slave Traffic Act was drafted to prevent interstate commerce to facilitate prostitution or concubinage, or other forms of immorality; Congress' power to regulate interstate commerce is specifically provided for in the U.S. Constitution.^[1] The Act also applied to activity conducted wholly "in the District of Columbia or in any Territory or Possession of the United States", based on Congress' authority to regulate all conduct in those jurisdictions.^[1]

The Act criminalized transport of "any woman or girl for the purpose of prostitution or debauchery . . . or for any other immoral purpose". The vague language of "any other immoral purpose" was used to greatly expand the scope of the Mann Act in subsequent years.^[1]

Prosecutions

For all its high-minded claims, the most common use of the Mann Act was to prosecute men for having sex with underage women.^[2] It was also used to harass others who had drawn the authorities' wrath for "immoral" behavior.

The first person prosecuted under the act was heavyweight boxing champion Jack Johnson, an African-American man. He had an affair with a white prostitute named Lucille Cameron. Johnson married Cameron so that she could not be made to testify against him. Belle Schreiber, a prostitute who at some point left a brothel and traveled with Johnson to another state, was next in line to testify against him. Johnson was prosecuted and sentenced to the maximum penalty of a year and a day in prison.

Pioneering sociologist William I. Thomas's academic career at the University of Chicago was irreversibly damaged after he was arrested under the act when caught in the company of one Mrs Granger, the wife of an army officer with the American forces in France. Thomas was acquitted at trial.

British film actor Charles Chaplin was prosecuted in 1944 by Federal authorities for Mann Act charges related to his involvement with actress Joan Barry. Chaplin was acquitted of the charges, but the trial permanently damaged his public image in the US. The uproar contributed to his departure for Switzerland in the early 1950s.

Canadian author Elizabeth Smart described being arrested under the Mann Act in 1940 when crossing a state border with her lover, the British poet George Barker, in her book *By Grand Central Station I Sat Down and Wept*. She memorably intertwined the callous police interrogation under this law with quotations about love from the Song of Songs.

In the late 1950s, Kid Cann, a notorious organized crime figure from Minneapolis, Minnesota, was prosecuted and convicted under the Mann Act after transporting a prostitute from Chicago to Minnesota. His conviction was later overturned on appeal. Even later, Kid Cann was prosecuted and convicted of offering a \$25,000 bribe to a juror at his trial under the Mann Act.

The 1948 Mann Act prosecution of Frank LaSalle for abducting Florence Sally Horner is believed to have been an inspiration for Vladimir Nabokov in writing his novel *Lolita*. The book's protagonist Humbert Humbert, seeking to escape watchful eyes and bind the girl Dolores Haze more closely to him, also conducted a multi-state road trip during the course of the story.^[1]



NOTICE OF PUBLIC HEARING AND INFORMATIONAL SESSION

MIXED-USE CENTERS ZONING AND REGULATIONS

PLANNING COMMISSION PUBLIC HEARING

Wednesday, August 6, 2008 5:00 pm City Council Chambers
Tacoma Municipal Building, 747 Market Street, 1st Floor

If you are interested in learning more about the proposed changes prior to the public hearing, please attend the Informational Session listed below, where staff will provide a detailed explanation of the proposed changes and answer questions.

INFORMATIONAL SESSION

Wednesday, July 23, 2008 5:00 - 7:00 pm City Council Chambers
Tacoma Municipal Building, 747 Market Street, 1st Floor

What is the Purpose of the Public Hearing?

The Planning Commission is seeking comment on proposed changes to zoning districts, height limits, parking requirements and on draft revisions to landscaping, design and development standards in the mixed-use centers. You received this notice because you are a taxpayer with property within one of the centers or within 400 feet of a center, or you are part of a group that has been identified as an interested party. Please note the proposed changes will affect zoning and how properties within these areas may develop in the future.

What are Mixed-Use Centers?

Mixed-use centers are areas that are planned for high density housing, commercial revitalization, pedestrian-friendly development and frequent transit service. The 16 mixed-use centers that are part of this review are shown in the map above.

Where can I get Additional Info?

Additional information including maps showing zoning district changes and the complete text of the proposed regulations are available from the Community and Economic Development Department, at all branches of the Tacoma Public Library and on the Planning Division website: www.cityoftacoma.org/planning

How do I provide comments to the Planning Commission?

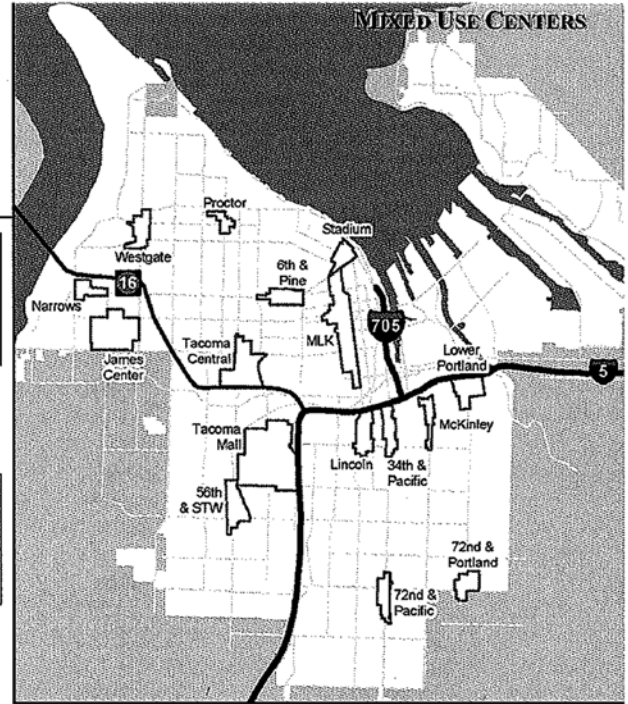
You can testify at the hearing or provide written comments using the return address on this card no later than 5:00 pm on Friday, August 15, 2008 or by facsimile at (253) 591-2002 or via e-mail at planning@cityoftacoma.org

If you have more questions or comments please feel free to contact the Planning Division's comment line.

(253) 573-2529

Environmental Review

The lead agency for this proposal has made a preliminary determination that this project does not have a probable significant adverse impact on the environment. A Determination of Environmental Non-Significance was made after a review of a completed environmental checklist, a copy of which is available upon request. Comments on the preliminary determination must be submitted by 5:00 p.m. on **Friday, August 15, 2008** in order to be considered. The City may reconsider or modify the preliminary determination in light of timely comments. The preliminary determination will become final on August 19, 2008, unless modified. Appeals may be filed with Pierce County Superior Court within 21 days after the final determination. Appeals shall be made in accordance with the procedures and limitations set forth in RCW 43.21C.075. (State Environmental Policy Act)



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