

HISTORIC SURVEY REPORT

Green's Park Addition Reconnaissance Level Historic Survey

October 2013



Washington Department of Archaeology & Historic Preservation
and
Walla Walla Joint Community Development Agency
Walla Walla, Washington

Project prepared by

Donovan and Associates
Hood River, Oregon

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I INTRODUCTION

Location

Located in southeastern Washington in Walla Walla County, the City of Walla Walla is bordered by Columbia County to the east, Franklin County to the northwest, Benton County to the west, and Umatilla County, Oregon to the south. The Snake River and a portion of the Columbia River define the county boundaries on the north and west. The principal rivers in the region are the Walla Walla and Touchet rivers, and Mill Creek and a series of smaller creeks thread through the city. U.S. Highways 12 (east-west) and 125 (north-south) converge in Walla Walla and extend to other cities in the county, eastern Washington, north-central Oregon, and the Tri-Cities area to the west. There are four incorporated cities countywide: Walla Walla (pop. 31,731), Prescott (pop. 318), Waitsburg (pop. 1,217), and College Place (pop. 8,765, adjacent to and directly west of Walla Walla).

Background

One of the oldest communities in the state, Walla Walla has a rich history beginning with the Native Americans that once occupied the region, the French-Canadian settlement at Frenchtown, and the Euro-American communities around the Whitman Mission and Fort Walla Walla. The city of Walla Walla developed around the fertile agricultural land that played a key role in the growth of the local economy. Wheat, apples, grapes, onions, and peas were some of the earliest crops grown. Walla Walla's relationship to the river and its agricultural resources shaped its development along with its geographical location as a gateway to the gold fields of Idaho and Montana. As the town developed, Walla Walla became the county seat and home to several colleges, professional schools, businesses, industries, and institutions.



Figure 1. Walla Walla house featured in the October 1889 issue of The Northwest Magazine.

Walla Walla has a broad spectrum of historic resources that represent different developmental periods, resource types and styles. Over the years, many of the historic buildings have been documented by various organizations, non-profits, institutions, individuals, consultants, and city, county, and state agencies. The Green's Park Addition Reconnaissance Level Survey (RLS) and this Historic Resource Report will add to the historical and architectural understanding of city's built environment.

Agencies and Survey Personnel

The Washington State Department of Archaeology and Historic Preservation (DAHP) awarded the City of Walla Walla a Certified Local Government (CLG) grant to complete a RLS of the Green's Park Addition and a historic context statement documenting the city's residential development. Walla Walla's Historic Preservation Commission, the City of Walla Walla, and the Walla Walla Joint Community Development Agency spearheaded the survey project. Donovan and Associates, a historic preservation consulting firm, was hired to complete the project in 2013. Sally Donovan, M.S., who meets the required professional standards outlined by the National Park Service, was project manager, and Bruce Howard aided in the fieldwork, data entry, and editing.

Acknowledgements

The consultant team would like to thank Tom Glover, Director, and Lauren Prentice, Senior Planner, with the Walla Walla Joint Community Development Agency; and Brian Walker, Assistant Director, City of Walla Walla for administering the grant, setting up meetings, notifying property owners, coordinating with the Historic Preservation Commission, providing background information and maps for the field work, reviewing the report and survey forms, and creating the final map for the survey report. We would also like to thank members of the Walla Walla Historic Preservation Commission and Walla Walla 2020 members for their support and review of the project components, and for providing additional information on the property surveys. Special thanks to Sandra Cannon who reviewed and edited the survey forms and report, and conducted historic deed research as part of the Walla Walla 2020; to Daniel Clark, Mary E. Meeks, Michael W. Smith, and Katherine Weingart who researched the history of many of the properties in Green's Park Addition as part of the Walla Walla 2020 Historic Building Plaque and Research Project; and to Green's Park property owners who took the time to comment on the survey forms prepared for their buildings.

Project Goals and Objectives

The Green's Park Addition survey was completed in an effort to locate and compile information about historic resources within a defined area of the neighborhood. This information adds to the historic properties already documented and entered into the DAHP's Statewide Historic Property Inventory Database. Green's Park RLS is the second DAHP survey completed in Walla Walla; downtown Walla Walla was finished in 2008. The Green's Park Addition survey provides the foundation for historic resource management and planning decisions. By considering these non-renewable cultural resources early in the planning stages, it is more likely that these buildings will be preserved for future generations. The historic survey is also a valuable educational tool for people, institutions, organizations, and businesses interested in learning more about the development of the Green's Park neighborhood.

The historic survey report provides the broader framework for understanding, interpreting, and evaluating the development of the city's residential neighborhoods by learning about the institutions, businesses, industries, and people that built the community. The residential context statement provides the basis for future planning projects and the background necessary for nominating residences to the National Register of Historic Places or to the local historic register, individually or as districts.

Project Boundaries

Boundaries for the residential historic context study encompasses the area within the city limits of Walla Walla, a much larger area than the Green's Park Addition RLS area. The boundary for the RLS includes the historic plat of Green's Park Addition excluding a portion of the neighborhood in the northeast portion of the addition that will be surveyed at a later date. The RLS boundary is Penrose Avenue on the west; E. Isaacs Avenue on the south; N. Division Street on the east; and an irregular border on the north including parts of Figueroa Street east to N. Clinton, then south to the alley between Alvarado Terrace and Bonsella Street, and northeasterly to Menlo Park (Appendix B).

Methodology

Reconnaissance Level Survey: The RLS Methodology included the field survey, architectural analysis, photography, and data entry into DAHP's on-line database. The fieldwork began with a drive-through to determine the boundaries of the initial survey area using maps provided by the city that listed addresses and approximate construction dates. According to the specification of the DAHP grant, at least 120 properties were to be surveyed. Since more properties were in Green's Park Addition than in the grant agreement, the northeast section of addition was not surveyed as part of the 2013 RLS project.

On DAHP field survey forms, the consultant team surveyed each property built prior to 1965, noting architectural styles, siding, roof type and material, foundation, detailing, prominent landscape features, and alterations visible from the public-right-of-way. Several digital photographs were taken from the public right-of-way of each building including garages and secondary dwellings.



Figure 2. 1955 Sanborn Fire Insurance Map, Green's Park Addition.

The on-line Walla Walla County assessor and appraisal information provided the owner information, legal description, location, and construction date for the DAHP database. If possible, the construction date was verified locating the original building permit housed in Penrose Library's Whitman College and NW Archives collection or construction dates cited in the Walla Walla 2020 Historic Building Plaque and Historic Research project for Green's Park properties. Sanborn Fire Insurance Maps and U.S. Census information also help bracket construction dates and determine building ownership. An architectural description and statement of significance was written (based on architectural information only) about each property surveyed.

Since the project was a RLS, no other historic information was gathered except if readily available in previously written home histories, and/or researched as part of the Walla Walla 2020 historic research project (several buildings in the survey area were documented as part of this on-

going project, Appendix C). Resources were evaluated as Contributing or Non-Contributing to a potential historic district or individually to the National Register of Historic Places according to the extent of intact original material, and retention of exterior form and architectural elements. The photographs, descriptions, statements of significance, evaluations, and location information were entered into the DAHP database. The printed inventory pages for each resource, a list of the resources surveyed, and a map of the Green's Park Addition showing the address and evaluation of each property surveyed were compiled and included in the report (see Appendices B-D).

Historic Survey Report: This historic survey report included a literature search, historic research, developmental overview of the city's residential development, survey analysis and results, and recommendations. Research was conducted in the Walla Walla Public Library's local history room that included: county atlases, Metsker maps, previously written local histories, theses, the *Up-to-the-Times*

Magazine collection, and Polk's City Directories. Archival records, historic City of Walla Walla building permits, and photographs were reviewed at the Whitman College and Northwest Archive collection in the Penrose Library. The city's historic building permits in the NW Archive collection were especially helpful in researching construction dates, owner and builder's names, and the estimated value of the building being permitted. Records pertaining to the development of Whitman College were also helpful.

U.S. Census data, histories, papers, Sanborn Fire Insurance Maps, historic promotional brochures and lithographs, and maps were helpful in determining growth patterns as well as copies of the *Union-Bulletin* newspaper. Robert A. Bennett's thorough research in his books about the history of Walla Walla was invaluable in establishing development patterns (see bibliography) and historical perspective. Penny Andres' books on Walla Walla's historic houses provided excellent photographs of some of the city's oldest residences. Previously recorded historic properties in the DAHP database (especially from the 2008 Downtown Walla Walla RLS) and properties researched as part of the Walla Walla 2020 historic research and plaque project were also reviewed to gain a broader understanding of the history and development of the neighborhood. This information was compiled into a chronological context statement of the city's residential development. Styles and building types were discussed along with some of the architects and builders practicing at different periods. The survey results from the Green's Park Addition RLS were part of the final report.

II HISTORIC CONTEXT

Native Americans and Early Settlement

The nomadic Cayuse, Walla Walla, Yakama, and Umatilla tribes once occupied present-day Walla Walla County prior to Euro-American settlement. Living in semi-permanent lodges at the eastern end of the Columbia River Basin near the junction with the Snake River, the tribes fished, hunted and gathered in the fertile river basins. The Lewis and Clark expedition encountered the regional tribes on their initial trip on October 18, 1805, and on the expedition's return trip in April 1806. The tribes greeted the expedition warmly, exchanging goods and livestock.¹ The explorations by Lewis and Clark stimulated the Northwest fur trade that formed the basis for the earliest French-Canadian and Euro-American settlements.

Canadian North West Company established Fort Nez Perces in 1818 at the mouth of the Walla Walla River as a trading post to manage the fur trade from the interior lands of the Pacific Northwest. When the North West Company merged with the Hudson's Bay Company in 1821, the trading post was strengthened and became an increasingly important link in the trade along the Columbia River.² "The early Hudson's Bay Company employees and their wives, most from local tribes, began to build cabins and establish farms in the valley in 1823-24. Frenchtown was a collection of French-Canadian log cabins scattered among Native American camps, beginning west of present-day Lowden and extending almost to today's Walla Walla."³

In 1836, missionaries Marcus and Narcissa Whitman built the Waiilatpu mission on the Walla Walla River about 22 miles east of the Columbia River in the vicinity of present-day Walla Walla. The missionaries' early agricultural efforts included planting orchards, farming, and building grist and saw mills in addition to ministering Christianity to the Native Americans. The mission became a way station for pioneers traveling the Oregon Trail after Euro-American settlement started in earnest in the early 1840s.

Tensions escalated between the Native Americans and the Euro-Americans as settlers continued to push into tribal lands. These tensions culminated in 1847 when a measles outbreak decimated over half of the Cayuse tribe, sparking a conflict that led to the deaths of the Whitmans and twelve other settlers. Public outcry over the Whitman massacre and settlers afraid of living without a legal government motivated Congress to establish a territorial government in the Pacific Northwest. On August 14, 1848, Congress created Oregon Territory. Soon after, settlers north of the Columbia River began lobbying for 'their own' territory, especially after the donation land claim of 1850 offered free land to homesteaders. On February 8, 1853, Washington Territory was created with Isaac Stevens appointed as the first territorial governor.

In an effort to open lands to Euro-American settlement, treaty negotiations began with the Native Americans who saw their traditional territories being settled by immigrants venturing west on the Oregon Trail. Through a series of treaties, the United States hoped to assemble the semi-nomadic tribes into confederations and move them to reservations.

¹ *National Geographic*. "Lewis and Clark," last modified 1996. <http://www.nationalgeographic.com/lewisandclark>

² Frenchtown Historic Site. This trading post functioned until the mid-1850s when the Hudson Bay Company abandoned the site. Fort Nez Perces Fort, later known as Fort Walla Walla, was not the same military fort built near present-day Walla Walla. <http://www.frenchtownpartners.zoomshare.com/3.htm> T.C. Elliott "The Dalles-Celilo Portage: Its History and Influence," *Oregon Historical Society Quarterly*, Volume 16, No. 2 (June 1915): 152.

³ *Ibid.* Frenchtown Historic Site.

Territorial Governor Isaac Stevens presided over the first Walla Walla Treaty Council that was held in May and June 1855 on the banks of Mill Creek. In attendance was Oregon Superintendent of Indian Affairs Joel Palmer and members of the Yakama, Nez Perce, Walla Walla, Umatilla, and Cayuse tribes. After long debate, treaties were signed in which the tribes ceded hundreds of thousands of acres in exchange for the promise of land, buildings, cash and education. Native American members attending the council signed the treaties; however, other tribe members who did not attend sparked conflict between the tribes themselves, settlers, and U.S. Government forces.

During Congress' review of the treaties, the Bureau of Indian Affairs began urging the tribes to move to the new reservations and live an agrarian lifestyle that was contrary to their traditional ways of living. Tensions with the tribes increased as more emigrants settled on traditional lands within Washington Territory and as the discovery of gold brought thousands of miners into the Pacific Northwest. Euro-American settlement pressures intensified leading to the Yakama-Walla Walla Indian War. By the end of this period, the army had defeated the Native Americans and the U.S. ratified the treaties, effectively opening more land to Euro-American settlement.

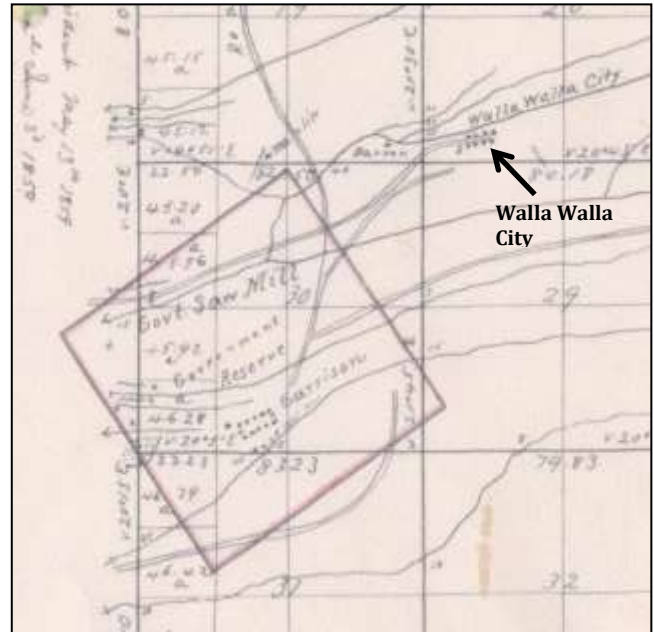


Figure 3. 1861 General land survey map showing Fort Walla Walla and the small settlement of Walla Walla City.

INITIAL DEVELOPMENT OF WALLA WALLA

The New Townsite

After the war broke out, in 1856 Territorial Governor Stevens returned to Walla Walla for a second treaty council further up Mill Creek where the U.S. Army constructed a temporary military Fort Walla Walla. After the second treaty council ended in failure, later that same year U.S. Army Lt. Col. Edward J. Steptoe built a more permanent fort of log structures on the bank of Mill Creek along portion of the Nez Perce Trail in what is now downtown Walla Walla. In 1858, the military moved the fort southwest of the current downtown.⁴ A small civilian community developed near the fort that provided goods, stock, and services for the military. This settlement would become known as Walla Walla City (Figure 3). Small structures were erected along present-day Main Street for these early residents and their fledgling businesses.

In 1859, the territorial legislature created new counties from the vast acreage originally encompassing Walla Walla County. The same year, the county commissioners named the new town Wailepta, but quickly changed the name to Walla Walla. The town was designated the county seat and a governing body was created.⁵ County Surveyor H.H. Case laid out the town with its northeastern corner where present-day Main Street intersects Mill Creek. The town received a trustee town site from the U.S. Government.

⁴ The fort was on the current site of Jonathan M. Wainwright Memorial VA Medical Center.

⁵ The post office name was officially changed from Wailepta to Walla Walla on September 8, 1862

The few residences and commercial buildings constructed during the town's infancy were generally log slab buildings with shed roofs, board and batten structures with gable roofs covered with wood shakes, pole buildings, or small one-story false front buildings. Built in 1859 on a claim established four years earlier, the Ransom and Lettice Clark log cabin stood south of town on present-day Cottonwood Road (Figure 4). The one-story, hand hewn log house had a shake roof that extended over a front porch and two rooms separated by a breezeway. Other residential buildings outside the city were associated with outlying ranches and farms.

The 1860s Gold Rush

As with other settlements in the Northwest, Walla Walla's development coincided with the discovery of gold on the Clearwater River in Idaho in 1860. The Mullan Road, planned as a 624-mile military road from Fort Walla Walla to Montana, ultimately provided Walla Walla with a supply route to several mining districts. By 1861, thousands of miners travelled through Walla Walla, stocking up on supplies before heading to the mines.



Figure 4. Ransom Clark Cabin, Whitman College & NW Archives Collection

Other more permanent citizens were attracted to the community such as educator Cushing Eells, a former colleague of Marcus and Narcissa Whitman. Eells obtained the first educational charter in Washington Territory on December 20, 1859, and opened the Whitman Seminary for young boys and girls. The Methodist and Roman Catholics were among the earliest religious institutions to erect churches in the city.

Over 700 people were living in the Walla Walla precinct by 1860.⁶ Women were among the minorities making up only about five percent of the population and Caucasians were by far the majority. Settlers came from all over the United States including the Eastern seaboard, Midwest, and south. Others immigrated from overseas including Prussia, Germany, England, Ireland, France, Scotland, Bavaria, and China. Professions were mostly service related including hotel keepers, blacksmiths, coopers, carpenters, merchants, laborers, brewers, grocers, tailors, shoemakers, barbers, launderers (Chinese), bakers, saddlers, butchers, teamsters, livery owners, attorneys, coppersmiths, cooks, harness makers, ministers, forgers, and a sheriff. Carpenters were in high demand, as the new residents and businesses needed buildings in which to live and work.

By 1861, Walla Walla was the largest community in Washington Territory. Roads, bridges, and other infrastructure were built to meet growth needs. Streets were crowded, pack trains moved in and out of the town heading for the mines, businesses thrived, and glowing reports of mining strikes fueled gold rush fever. The first newspaper, the *Washington Statesman*, was published, a public school opened, a flourmill built on the south end of the city, mercantile stores thrived, and the stage made regular trips to The Dalles, Oregon. Several saloons and gambling halls opened, and the town had its share of unsavory people, thieves, and prostitutes.

Many new farms and ranches were established to supply the miners with food and livestock. Phillip Ritz reportedly sold the first nursery stock in 1861, marking the beginning of the nursery business that would become so much of Walla Walla's economic backbone.

⁶ 1860 U.S. Census, Walla Walla, WA precinct.

On January 11, 1862, Walla Walla was officially incorporated with E.B. Whitman serving as the first mayor. Four hundred and twenty-two people cast their vote for the new city officials. By spring, miners once again started passing through town, purchasing stock, mining equipment, clothes, provisions, and tools. New businesses were established and more houses built. The *Washington Statesman* noted in an 1862 article that almost 50 new buildings were erected in town with more under construction.⁷ The following year, Congress established Idaho Territory, setting the eastern boundary of Washington. This period also marked the gradual decline of the gold mining activities in Idaho, effectively reducing the amount of people passing through the region. Despite this, the City of Walla Walla had gained a presence in Washington Territory. Many settlers were also drawn to the town because of the military presence at Fort Walla Walla.



Figure 5. 1883 D.H. Chapman Atlas showing the Original Town plat encompassing present-day downtown Walla Walla.

Building the City

As Walla Walla's importance as a supply center for miners diminished, agriculture became the key growth industry in the mid-to-late 1860s. The Homestead Act, enabling single people to claim up to 160 acres (married, 320 acres), stimulated development of the surrounding land. While the practice of dryland wheat farming was successful, other crops also planted including apples and grapes. Nurseries were planted and the stock sold at a premium. Locals realized the key to further development was improved transportation systems to access more distant markets. Business people began discussing construction of a railroad from Walla Walla to Wallula on the Columbia River. At this time, goods were shipped back and forth from Portland via Columbia River steamships to Wallula, and then teamsters brought freight to and from Walla Walla.

In the 1860s, new businesses, institutional buildings, and residences were erected to meet the demand of the increased population (Figure 6). Local businessperson Philip Ritz became proactive in his call for new citizens that were not like some of the laborers, drifters, soldiers, miners, and teamsters of the mining days. Ritz states in an October 4, 1867 *Walla Walla Statesman*,

What we want most here now is population, not that kind who came with bowie knife and revolver slung to them, no we have had enough of that class.... We want those who bring civilization with them; those who recognize [in] the scream of the iron horse the music of progress; those who see [in] the little unpretentious schoolhouse by the roadside the springs by which our national greatness will be forever fed.

New residents started social organizations and built governmental and educational facilities. The IOOF Lodge organized, St. Vincent Catholic and Sisters' of Providence schools started, the St. Patrick's Academy for Boys opened, volunteer fire fighters organized, and a building for the Walla Walla County Courthouse was purchased. Literary and social clubs formed as more people, particularly women, moved into the community. The Walla Walla Agricultural Society started in 1866 as a way to exchange information about the important regional industry.

⁷ Robert A. Bennett. *Walla Walla, Portrait of a Western Town, 1804-1899* (Walla Walla: Pioneer Press, 1980), p. 62.

Like many other frontier towns across the nation, Walla Walla experienced its share of disasters. In August 1865, a fire destroyed over a third of the buildings along Main Street, some that housed the county records and plats of the town. After the Civil War, the military severely reduced personnel at Fort Walla Walla demoting the site to function as a depot and a winter refuge for stock animals. Although the fire and the fort reduction impacted the local economy, the wheat industry gained a foothold when new steamship services and portage railroads on the Columbia River opened markets for Walla Walla's fledgling grain industry.

Residential Development in the 1860s

As more people moved to the town, developers surveyed and platted new additions to the city. Some of the earliest Walla Walla plats (pre-1870) filed were Cain's, Shauble's (two additions), Chabot's, and Reese's additions (Appendix D-2). Many of these additions reflect the names of the early settlers such as Cain who was a surveyor in town and Reese who started one of the first stores in the community. The Original Townsite, not platted on a true North-South grid, followed the established road that extended from the southwest to the northeast (Figure 3). The street names in the Original Townsite were First through Eighth (northerly-southerly) and Birch, Poplar, Alder, Rose, and Sumac streets. Each rectangular block had ten lots with alleys extending westerly to easterly. Main Street was 100 ft. wide and the side streets were 50 ft. wide. Other plats surrounded the Original Townsite; Shauble's and Cain's to the north and northeast, Chabot's small addition on the south, and Reese's Addition extended southwest from the west end of Main Street. These additions generally followed the same grid pattern and diagonal orientation as the Original Townsite, and most continued with the numerical and tree names for the streets.

An 1866 lithograph depicts Walla Walla in its infancy (Figure 6). Most of the commercial buildings were one-story, false front wood buildings, although a few businesses were brick structures with the date plate prominently displayed on the parapet. The residences shown were modest dwellings usually one to one-and one-half stories high, with a side or front facing gable, often with a shed addition on the back facade.

By this time, many of the houses were built using the box frame construction or the newer lightweight balloon frame construction that consisted of narrow wooden studs and larger joists arranged in a box-like configuration that could be quickly assembled at a lower cost with fewer and less experienced workers. The houses were generally finished with clapboard or board and batten siding (instead of logs) and had multi-light, double-hung windows (Figure 7). Multi-light sashes were not a decorative choice; large panes of glass were technologically difficult and prohibitively expensive to manufacture. Some of the houses had Colonial, Saltbox, or Classical Revival details often seen in the plan, porch, or window details.

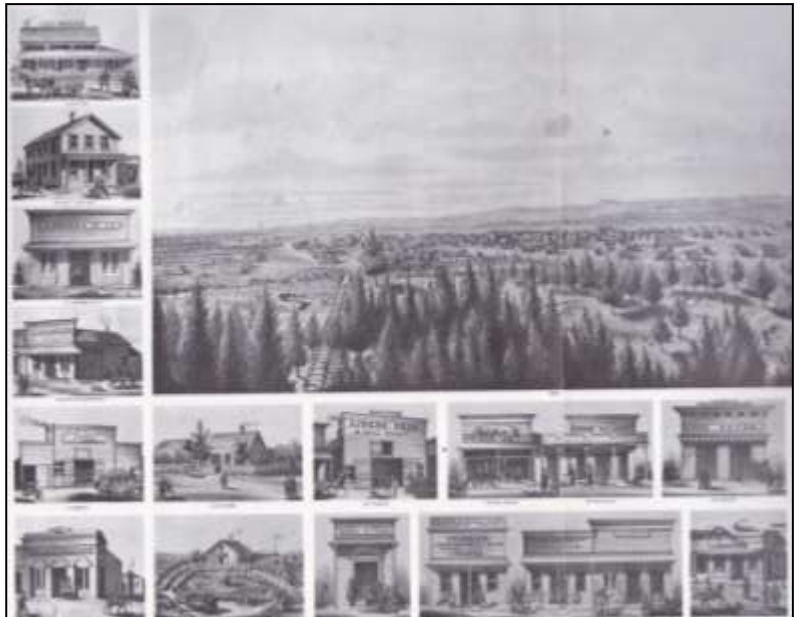


Figure 6. Gafton T. Brown & Co. 1866 Lithograph (partial) of Walla Walla, View looking southeasterly on the town showing businesses & residences.

Dr. Dorsey S. Baker, a prominent businessperson who started a supply store in 1859, and later the Baker-Boyer Bank, filed incorporation papers for the Walla Walla and Columbia River Railway (W.W.&C.R.) in 1868.⁸ Although discussed for years, the incorporation made the railroad one step closer to reality for the residents of Walla Walla County, bringing hopes of new development and cheaper freight costs for shipping the region's agricultural products. The stage was set to usher in a new period of development.

RAILROAD ERA: 1870-1899

In 1870, 1,394 people resided in the Walla Walla precinct, almost doubling in size since the 1860 U.S. Census.⁹ Over 1,100 buildings had been erected by this time, and there were almost as many women as men in town, signaling a shift to a less transient population than during the gold rush period. Walla Walla transitioned from a mining supply center to servicing the needs of the surrounding agricultural community. As news of the possible 32-mile narrow-gauge railroad from Walla Walla to Wallula spread, entrepreneurs began investing in real estate with the hopes of attracting more people.



Figure 7. The first Kirkman House with multi-light windows and classical details. Whitman College & NW Archives Collection.

Before the railroad was even completed, nine new additions were platted between 1870 and 1873 bearing the names of prominent Walla Walla residents; Barron's, Langford, Sheil, Chase, Roberts, Ritz, Bruce's, and Mill. The larger additions of Langford and Ritz were platted along the proposed alignment of the new railroad on the west side of town, and Roberts Addition adjoined the Original Townsite on the east. These entrepreneurs hoped to capitalize on the growth that might happen along the new line. The large Stine Hotel was completed along with other larger brick businesses in downtown; once again in anticipation of the W.W.&C.R. line. John and Margaret Sheets built one of the more substantial houses on a large tract of land purchased in 1869 from Martha and A.B. Roberts in what would become Robert's Addition (1871 plat). Sheets, listed as a "capitalist," built the home with elements of the Gothic style, a more stylized design than the simple houses erected earlier.¹⁰



Figure 8. Sheets-Johnson's Gothic style home, built c. 1873.

Another boost to the local economy was reopening Fort Walla Walla in 1873 due to heightened unrest with several Native American tribes. The six companies assigned to the fort purchased large quantities of local grain, beef, and livestock. By this time, the W.W.&C.R. Railway had reached the halfway point from Wallula (working east). Walla Walla farmers began hauling their wheat by wagon to the new rail line, and

⁸ Elizabeth Gibson. "Walla Walla & Columbia River Railroad is completed from Wallula to Walla Walla on October 23, 1875." <http://www.historylink.org/index>, 2006. Incorporators of the railroad included D.S. Baker, A.H. Reynolds, I.T. Reese, A. Kyger, J. Lasater, J. D. Mix, B. Scheideman, and W.H. Newell.

⁹ U.S. Census. 1860 and 1870, Walla Walla, WA Precinct.

¹⁰ Walla Walla 2020 Historic Building Plaque and Research Project. Historic research on the Sheets House was completed by Katherine Weingart. Sheets sold the house to his son-in-law and daughter, Parrish and Lydia Johnson in 1877. <http://ww2020.bmi.net/archineighbors.htm>

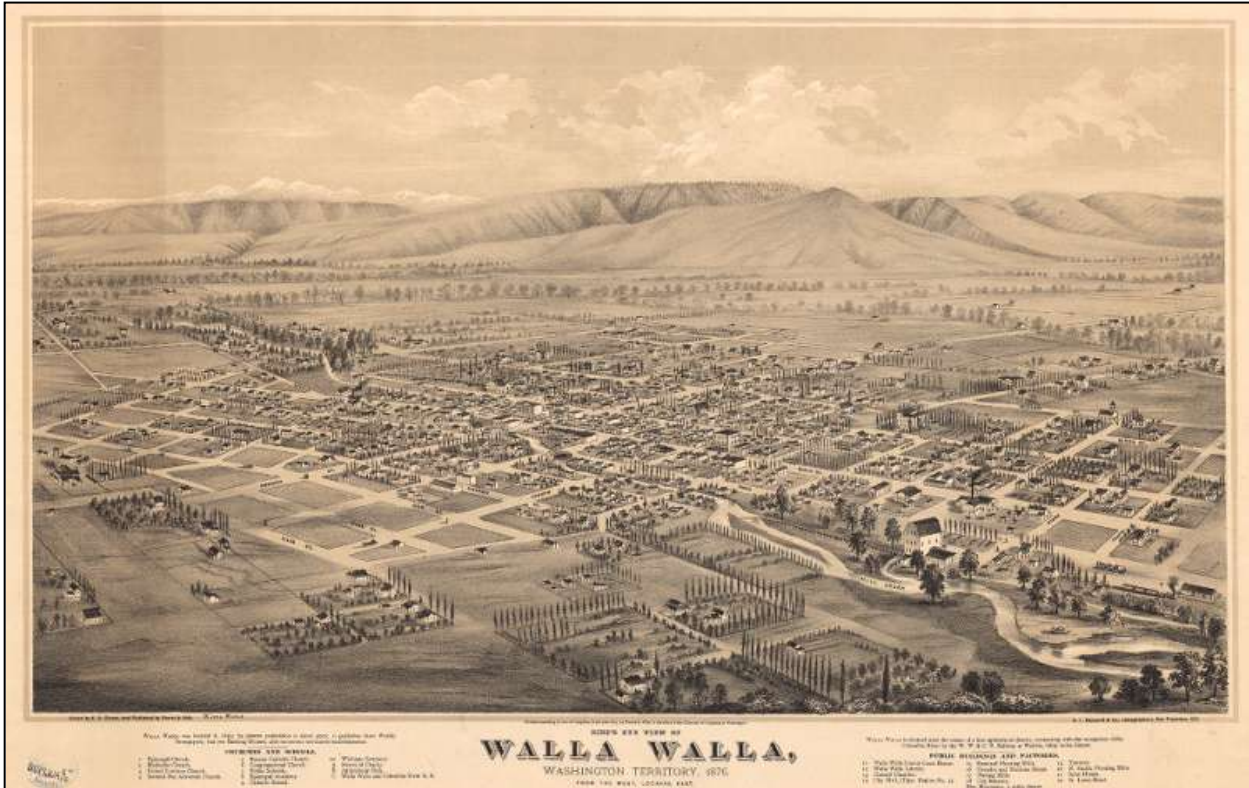


Figure 9. An 1876 lithograph entitled "A Birds-Eye View of Walla Walla, Washington Territory." Looking from the northwest to the southeast to the City of Walla Walla. Drawn by E.S. Glover and published by Everts & Able, Walla Walla.

from there, shipped the grain by rail to Wallula and beyond on the Columbia River steamers. During this time, Dr. Baker attempted to pass a public bond to finance the completion of the railroad. The bond failed but Baker and his investors continued to finance the venture.

This railroad optimism was short lived as the economic panic of 1873 crossed the nation. The panic began with the failure of preeminent investment banking concerns, which were principal backers of the Northern Pacific Railroad and handled most of the government's wartime loans. Investors lost money, recalled loans, and businesses failed. The panic slowed the completion of the W.W.&C.R. Railway but Baker was determined to finish the project. In the fall of 1875, the track finally reached Walla Walla and was celebrated by the community, especially the wheat farmers. The depot and warehouses were constructed at the west end of Rose Street near Twelfth Street. This was the same year that Walla Walla County's final borders were set, and the telegraph line was finished connecting Boise, Idaho to Walla Walla. This optimism was dampened in October 1875 when a devastating fire once again destroyed buildings along Main Street. This fire prompted rebuilding with brick, a more 'fire-proof' material.

From 1876 to 1877, the amount of wheat shipped on the W.W.&C.R. Railway from Walla Walla to Wallula almost doubled.¹¹ Despite the high usage, Dr. Baker sustained constant criticism for setting the freight costs too high even through the teamsters' shipping rates were higher. During this time, the town boasted of two planing mills, one furniture factory, two broom factories, one cooper shop, three flourmills, four breweries, two hotels, stores, shops, offices, and the new railroad depot and

¹¹ Elizabeth Gibson. http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7630

warehouse.¹² The city organized the first official fire department, the Masons and Odd Fellows purchased land for a cemetery (South Second Street, currently part of Mountain View Cemetery), linemen strung the first telephone lines, and the stage company started daily service to Walla Walla.

Citizens of Walla Walla formed a society for the purpose of promoting the city. A brochure touted the mild climate, variety of businesses, transportation options, and rich agricultural lands surrounding the town. In the late 1870s, Italian emigrants discovered Walla Walla's agricultural lands, starting small vegetable farms, and later organizing the Walla Walla Gardener's Association.

Residential Expansion & Architecture of the Late 1870s

After the 1873 economic panic subsided, developers once again started platting additions. Between 1877 and 1879, three more additions were platted; Park, Reeds, and Singletons (Appendix D-2). An 1876 promotional lithograph entitled "A Birds-Eye View of Walla Walla, Washington Territory," shows the community and surrounding countryside (Figure 9).¹³ Residences radiated from the commercial buildings on Main Street to the east, north and south. The residential areas extended approximately from Main Street in the center of the town to Cherry Street on the north, Palouse on the east, Tenth Street on the west, and Willow and Jones streets on the south. Although there were houses north of Cherry Street, these were generally on larger parcels used as small farms with tall trees providing shelter.

Dwellings depicted in the lithograph were generally one to one-and-a-half stories high, T-shaped, L-shaped or rectangular in plan, sometimes with a lower rear addition, and steeply pitched, intersecting gable roofs. These elements were common features of the vernacular Gothic style, sometimes coined the Western farmhouse. And many houses incorporated porches on the front or side facades. Builders were primarily concerned with utility, economy and comfort. Early photographs indicate that most dwellings by this time had wood shingle or shake roofs, horizontal shiplap or drop siding, and multi-light, double-hung windows. Often small outbuildings or barns were in the back of the property.



Figure 10. The Second Empire style Small-Elliott House, 314 Poplar St. (c. 1879), Penrose Library NW Archives.

By the end of the 1870s, more stylized houses began to appear along Walla Walla streets as the Gothic, Second Empire, and Italianate styles became popular. From the plain vernacular designs of the pre-railroad period, the community soon turned to building more formal residential styles that had evolved over the years on the East Coast. Many designs were brought westward by architects and builders seeking to profit from the building boom in the West. The availability of mail-order design books allowed homeowners to choose from many styles, sizes, and layouts.

Some citizens who could afford to hire an architect constructed homes that made personal statements about their lifestyle and status within the community. Prosperous Walla Wallans often built these new homes after establishing themselves in the valley and profiting from their businesses.

¹² Bennett, Robert A. *Walla Walla, Portrait of a Western Town, 1804-1899*, p. 90.

¹³ A.L. Bancroft & Co. Lithographers, San Francisco, CA. Drawn by E.S. Glover, Everts & Able Publishers, Walla Walla, 1876. Penrose Library digital collection, Whitman College & Northwest Archives, Walla Walla, WA.

Circa 1879, self-taught architect and carpenter Freeman P. Allen designed the Second Empire style home of D.W. Small (Figure 10). Allen also designed the Walla Walla City Hall, the first Walla Walla County Courthouse, and the Baker School.¹⁴ More typical houses built during this period were less ornate, vernacular buildings, usually L-shape in plan with a higher main volume intersected by lower porches, and kitchen additions on the side or back facades. Cross gable roofs and simple detailing were the norm.

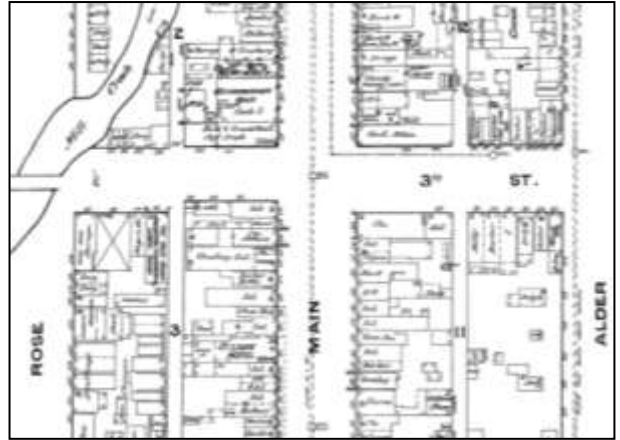


Figure 11. 1884 Sanborn Fire Insurance Map of downtown Walla Walla showing density of buildings.

In 1879, another change took place that would set the stage for a new building boom over the next two decades. Dr. Baker sold most of his railroad interests to chief stockholders of the Oregon Steam Navigation Company and the remaining stock to Henry Villard. Villard quickly made plans to expand the railroad, once again bringing hope of new markets, people, buildings, and businesses to Walla Wallans.

Growth and Development in the 1880s

From 1870 to 1880, the population of Walla Walla almost tripled, increasing from 1,394 to 3,588 (157% increase).¹⁵ In 1880, the town was touted as the largest city in Washington Territory. Expanding both physically and in amenities, the city was deemed important enough to attract President Rutherford B. Hayes during his 1880 Pacific Northwest visit. The townspeople were anxious to show the president the attributes of Walla Walla as a place to live and work.

Henry Villard, with his railroad empire, extended the former Baker railroad into Oregon, and converted the line to standard gauge to meet the new Northern Pacific Railroad being built east from Portland. The O.R.&N. Co. Railroad reached Walla Walla County in 1883. This line met the transcontinental railroad at Wallula; Walla Walla was now connected to the rest of the county. The O.R.&N. Co. depot was erected at the west end of town near the intersection of Elm and Tenth streets. Other railways were built including the Mill Creek Flume and Manufacturing Co. railroad. Constructed in 1881-82 as a lumber railroad, the line extended east from about Eighth and Rees streets east through what would become Green's Park Addition and beyond.¹⁶ Settlers took advantage of these railroads bringing household goods, farm implements, and even farm animals directly to the area. Walla Walla enjoyed the advantage of being a transportation hub, county seat, and home of the United States Circuit Court that held court in the newly completed Walla Walla County Courthouse (completed in 1881).

Walla Wallans enjoyed the comforts of businesses and entertainment afforded in larger communities. Main Street and the secondary commercial streets were lined with restaurants, grocers, butcher shops, furniture and drug stores, banks, bakeries, poultry markets, hardware, implements and mercantile stores, hotels, barber shops, candy stores, sewing machine shops, jewelry stores, dressmakers and tailor shops, book and stationery stores, liveries and blacksmiths, liquor stores, cigar and tobacco shops, and laundries

¹⁴ The Small House at 314 East Poplar Street was rotated to face Poplar Street around 1893 and later remodeled to reflect the Craftsman style. T.C. and Anna Baker Elliott purchased the house in 1892.

¹⁵ U.S. Census, Walla Walla, WA precinct, 1870 and 1880.

¹⁶ H.D. Chapman. "Map of the City of Walla Walla, Washington Territory," 1883.

(Figure 11). Professional services offered downtown included undertakers, attorneys (fifteen in 1882), architects, carpenters, painters, dentists, doctors, real estate agents, photographers, accountants, insurance agents, stock dealers, saddle makers, masons, auctioneers, gunsmiths, grain dealers, gardeners, and plumbers. Three newspapers reported the latest local, regional and national news.¹⁷

By 1880, the city had publically funded schools and the private schools of St. Pauls' Girls School, St. Vincent Girls Academy (Sister of Providence), St. Patrick's Boys School, Valley Boys Academy, and Whitman Seminary. Churches in the community included the Christian, United Brethren, St. Paul's, St. Patrick's, Methodist Episcopal, First Congregational, Presbyterian, First Baptists, Adventist, and First Cumberland Presbyterian churches. Fraternal organizations included the Masonic, Odd Fellows (IOOF), Knights of Pythias, Good Templars. The Walla Walla Library Association was organized and the St. Mary's Hospital had been built on Popular Street between Fifth and Sixth streets. The New Gaiety Theater opened on Main Street and the Harmony Theater brought traveling entertainers into the valley. Industries near the city included flour and grist mills, brick yards, lumber companies, door and sash factory, sawmills, candy and cigar factories, foundry, marble works, and five breweries that helped fuel the 26 saloons active in town.¹⁸ Mill Creek provided the power and water source for many of these industries. The productive farms, nurseries and orchard businesses, and ranches still provided the economic base for the community.¹⁹

The Chinese population represented the city's largest ethnic group in the 1880s, immigrating to the area during the gold rush and construction of the railroad. By 1880, an estimated 600 Chinese lived in Walla Walla, primarily downtown along Rose Street between Third and Fourth streets (coined "China Town" on 1888 Sanborn Fire Insurance Map).²⁰ Chinese laundries, drug, mercantile, and grocery stores opened, and residents hired Chinese as family cooks and gardeners. Vegetables were purchased from truck farms cultivated by Chinese farmers renting lands on the outskirts of town.

Wood commercial buildings gave way to more substantial two and three-story brick edifices, especially after two fires destroyed portions of Main Street. By 1882, there were 38 brick buildings in town.²¹ Gas street lights were installed, a telephone exchange opened, and the first horse drawn streetcar began operation. The city had land, post, express, telegraph, stage, and railroad offices. The City of Walla Walla reincorporated in 1883 after being eligible for standing as a second-class city because of its size. The same year, Whitman College expanded by erecting the first building on the current college campus, a two-story wood building with a bell tower. New commercial booster clubs actively promoted the town.

Walla Walla received another boost to the local economy when the town was chosen for a territorial prison. The Walla Walla State Penitentiary opened in 1887 northwest of town on land owned and subdivided by Arthur Kees, a prominent farmer, and later a Walla Walla County sheriff and a prison warden. The brick prison buildings were some of the finest in the city. Inmates were put to work in a prison brickyard and a jute mill that made rugs and grain bags. Prisoners also made clothing and mattresses, and later operated a cannery and dairy, producing foods for use in other state institutions.²²

¹⁷ Allen Miller. *Directory of Walla Walla, Waitsburg and Dayton for 1880*. (Walla Walla: Statesman Book and Job Presses, 1880).

¹⁸ Frank T. Gilbert. *Historical Sketches of Walla Walla, Whitman, Columbia and Garfield counties, Washington Territory and Umatilla County, Oregon* (Portland: Printing House of A.G. Walling, 1882).

¹⁹ Miller, Allen. *Directory of Walla Walla, Waitsburg and Dayton for 1880* (Walla Walla: Statesman Book and Job Presses, 1880).

²⁰ U.S. Census, Walla Walla, WA, 1880.

²¹ Ibid. Gilbert.

²² <http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7679>

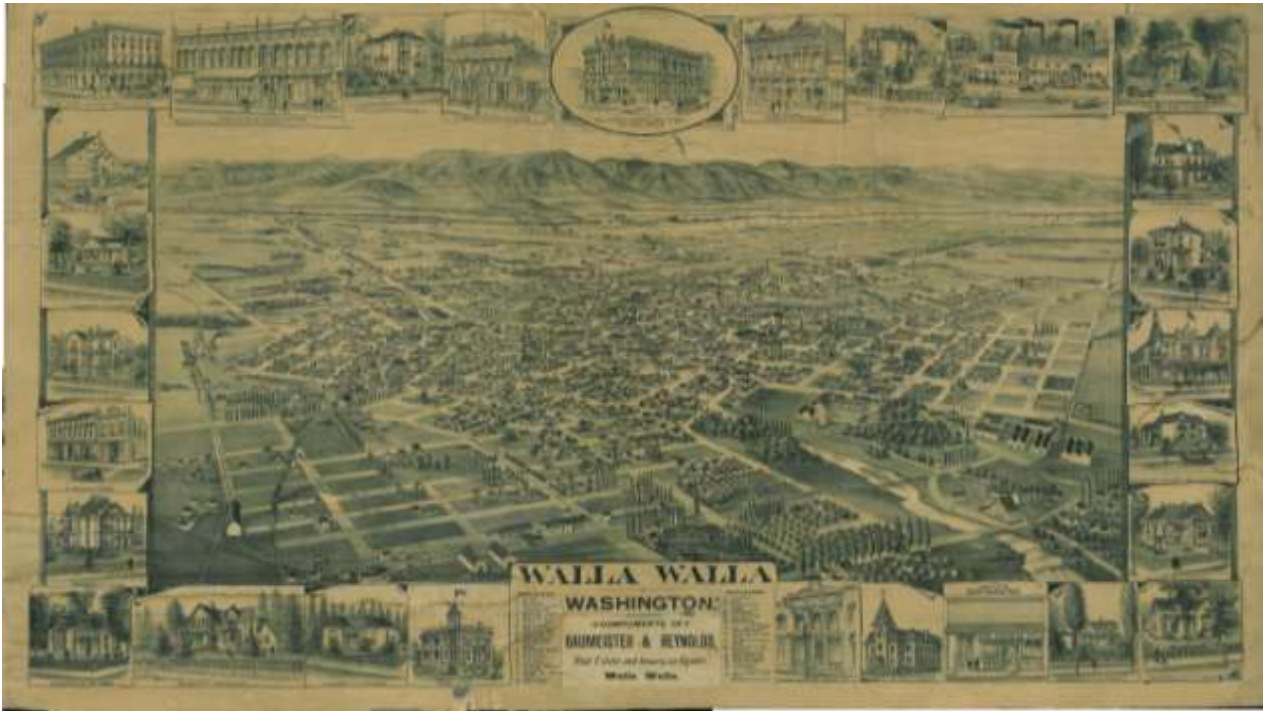


Figure 13. "Panoramic View of the City of Walla Walla," 1890 Baumeister & Reynolds Real Estate advertisement by Elliot Litho & Pub. Co. Drawing by B.W. Pierce depicts 1889 view framed with prominent buildings of the town.

The same year as this somewhat idealized article appeared in *The Northwest Magazine*, Washington was admitted to the Union as the 42nd state. With over 4,500 residents, Walla Walla was poised to usher in a new decade of prosperity. Walla Walla's own resident Miles C. Moore served as the last Washington territorial governor, signing the bill creating the State of Washington.²⁴

Residential Expansion in the 1880s

In anticipation of the transcontinental railroad, business people, Walla Walla promoters and real estate investors platted new subdivisions in hopes of new development. Between 1880 and 1889, seventeen subdivisions were platted mostly south, southeasterly, and east of the downtown (Appendix D-2). These included Park, Bryant's, Babcock's, Chapman and Boyers, South Park, and Sweazeas additions in 1880; Headleys, Valley Homes, Baumiester's, Mountain View, Singletons, and Small's additions platted from 1881-1883; and Isaacs, Ishams, Henderson's, Spring Grove #1, and Singletons-Potter additions platted from 1884 to 1889. These new plats concentrated on the south and east sides of the 1860s and 1870s additions because most of the land on the west had been previously platted, owned by the railroad or state prison, part of larger ranches or farms, or part of the Fort Walla Walla Military Reserve.

An 1884 bird's eye view of Walla Walla by Beck and Pauli Lithographers from Milwaukee, WI, shows a bustling, established town with mature trees and landscaping (Figure 13). Five hundred new people had moved into the community between 1880 and 1882, increasing the demand for residential housing. The railroad, train depot, and the industrial area around the mill are in the lithograph foreground in the western portion of the city, and Mill Creek meanders through the center of town. Commercial buildings along Main Street, the new Baker School on Cherry and Spokane streets, the large Walla Walla County

²⁴ Moore's house at 720 Bryant Street was listed in the National Register of Historic Places in 1989.

Courthouse, private schools, the new Whitman College building (completed in 1883), churches, and manufacturing businesses stand out above the homes that, for the most part, were small dwellings. Langford's large 1871 addition, directly east of the O.R.&N. Co. Railroad, remained one of the more sparsely populated additions, although houses had developed along Elm Street that led to the O.R.&N. Company depot and warehouses (Figure 13).

Generally, areas around the downtown (in the 1860s additions) were built out first; many blocks were completely developed by this time. Families settled in Cain's 1865 Addition to be closer to Baker Public School, and small neighborhoods developed south of downtown near the hospital, churches and the Catholic school. More people moved into the area south of the Whitman College into Roberts Addition (platted in 1871) along Catherine, Palouse, and Park streets after the seminary erected a substantial school building. Houses along South Second Street were constructed, as the street became the main road to the south that also led to the Masonic, IOOF, and City cemeteries.

Poplar trees depicted in the drawing lined many of the streets, lots, and blocks; greening the way for Walla Walla's future as "The Garden City." Farmhouses and outbuildings on larger parcels radiated around the city, and were associated with the popularity of smaller farms, orchards and nurseries.

More stylized architectural designs common in larger cities were constructed in town especially evident after the transcontinental railroad arrived in 1883 (Figure 14). Walla Wallans had better access to the eastern markets with ready-made architectural ornamentation and building materials, although the town had its own door and sash factory, shingle factory, and planing mill. Popular styles were also brought westward by newly mass-produced mail-order pattern books that showed homeowners a broad variety of house styles, floor plans, and sizes. Architectural supply companies produced catalogs from which the builder could order any variety of details, as well as entire portions of buildings including porches. Soon even the simplest homes of the period had some wood shingle details or decorative porch components. The housing stock began transitioning from simple vernacular designs to more complex, formal styles. A new profession emerged in the early 1880s city directories — the architect. Architects listed in Walla Walla during this decade were Frank P. Allen, George P. Thompson, H.I. Joslin, and George W. Babcock who later became well known (Figure 15).



Figure 14: Completed in 1880, the Kirkman Residence is a classic example of a brick Italianate style residence built by a prominent Walla Walla family. On-line archive collection, Whitman College & NW Archives.

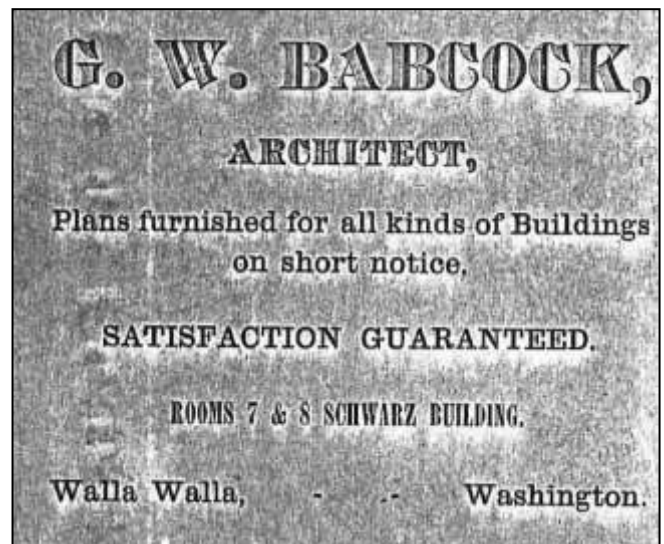


Figure 15. George W. Babcock's advertisement for architectural services in the 1889 Walla Walla City Directory.



Figure 16. Goldman Residence at 420 S. 2nd Street as shown in 1890 lithograph (Figure 13) and current photo (right) with wrap-around porch added at a later date. In 1889, Goldman had a clothing store on 3rd and Main Street.

Wealthier from earlier investments and labors, some citizens were ready to show the region that Walla Walla had its own group of successful capitalists. Many farmers moved into the town and built “city” houses. Homeowners often showed their status within the community through the style and grandeur of their homes that often were sited on multiple lots surrounded by gardens and outbuildings. Consumers had more options on window types after production of glass became less expensive and technology allowed for larger panes. Window and door glass could be ordered in various sizes and forms, including stained, beveled, and leaded. The six-over-six and four-over-four double-hung windows, commonly used in the early Walla Walla houses, transitioned to larger panes of glass in double-hung sashes.

Although some of the houses built during the 1880s continued to reflect design elements of the Italianate and Second Empire styles, the Queen Anne style gained popularity by the end of the decade (Figure 16). Another rosy account of Walla Walla’s residential neighborhoods with the lush greenery was in the 1889 issue of the *Northwest Magazine*,

Walla Walla is a great garden, grove and orchard in the midst of rolling hills covered with wheat fields. It is almost impossible for an artist to make a picture showing the whole town in the season of foliage for the reason that there is no town to be seen from any of the neighboring eminence- nothing but a few spires and roofs in the forest of Lombard poplars, locust and fruit trees. Even when you drive through the streets between the long colonnades of poplars you perceive but little of the dwellings of the people, screened as they are behind vines, shrubbery or trees. Lilac bushes grow up to the eaves, and clematis and honeysuckle throw their vines around the porches. Nor can you do much better if you should seek a glimpse of the side streets or alleys of some cozy home which has thrown up ramparts of foliage between itself and the highway, for all the backyards are full of fruit trees and the paths run riot through jungles of flowers . . .

Steady Growth of the City into the 1890s

Although the new decade brought optimism to Walla Walla, the national depression of 1893 undermined public confidence in the economy due to a complex series of events. Major East Coast railroads and subsidiaries went into receivership causing the collapse of hundreds of banks and businesses dependent upon the railroads. The stock market plunged as investors pulled out of the market. An overproduction of agricultural products and manufacturing led to falling prices, which in turn hurt farmers and associated

businesses. Although Walla Walla was impacted by the panic, the city fared much better than other communities, in part due to the support of Fort Walla Walla that paid farmers for oats, meats, horses and more. Called the most important public institution in the state, the Walla Walla State Penitentiary also helped area businesses weather the depression.²⁵ Inmates provided cheap labor, working in the brickyard and the jute mill that produced inexpensive but quality burlap bags used in shipping wheat. Builders purchased bricks at reasonable rates and the state's appropriation paid for the institution's administration and guards.²⁶ Few Washington cities in the mid-1890s received more assistance from state and federal governments than Walla Walla.²⁷

Another boon for the local economy occurred in 1896 when the Washington State Independent Order of Odd Fellows Home for the aged was completed on Boyer Street in the eastern part of the city near Whitman College. This area quickly expanded as more people settled east of town near the college. Stephen B. Penrose began his long career as the college president in 1894 and is credited with developing the college over the next forty years. In 1892, the Seventh-Day Adventist Church organized Walla Walla College in College Place (west of Walla Walla). Other public schools were built including the B.L. Sharpstein School that opened in 1898 on Howard Street and the new Catholic De La Salle Institute opened September 4, 1899.

Well established by the late 1890s, the wheat industry continued to grow as new markets opened due to improvements in transportation routes. Completion of the locks at Cascade Locks further improved passage on the Columbia River removing another obstacle for shipping wheat through Wallula to Portland grain terminals. Dr. Blalock shipped carloads of Walla Walla fruit for display at the 1893 World's Columbia Exposition in Chicago that brought attention to the Walla Walla Valley. The Walla Walla Produce Company opened in downtown Walla Walla, another outlet for the area's burgeoning fruit industry. Orchardists John Thonney and U.H. Berney started the company and bought fruit directly from the farmers, and in turn sold the produce to eastern markets. The Fruit Fair made its debut in earnest in 1897 in the Armory Building downtown, highlighting the local fruit, vegetables, and wheat in elaborate displays. The fairs became increasingly popular, and after the turn of the century, land was purchased south of town specifically for the fairgrounds. Walla Walla and the new Inland Empire became increasingly known for its successful agricultural industry that attracted new people into the community, especially from areas that declined during the 1893 panic. Walla Walla's population doubled in size from 4,705 people in 1890s to 10,049 by the turn of the twentieth century.

Residential Development in the 1890s

The 1890s brought on another growth period in Walla Walla's history when older additions were further developed and twenty new additions platted. Between 1890 and 1893, Bardsley, Edgewood Place, Spring Grove #2, Jones, McAuliffs, Idlewilde, Hawleys, Walnut Grove, Singleton Subdivision, Abadies, and Lasaters additions were platted (Appendix D-3). The 1892 Singleton Subdivision was one of the first examples of subdividing an earlier plat (1879) into smaller lots. The new additions of the 1890s, small in comparison to earlier additions, concentrated mainly around the southeast corner of the Original Townsite and northeast of Cain's 1865 Addition. Abadies Addition of 1892 was at the west end of town near the mill areas, adjoining Fort Walla Walla Military Reserve. In general, these additions only encompassed a few odd shaped blocks.

²⁵ G. Thomas Edwards. "Dreams and Developments: A Comparison of Two of Washington's Most Historic Towns, Port Townsend and Walla Walla, 1850-1900." *Columbia Magazine*, Vol. 16, No. 3, Fall 2002.

²⁶ Ibid.

²⁷ Ibid.

From 1894 to 1899, more small additions were platted including Evans, Butler's, Stahl & Cambern, Jaycox, Chabot's 2nd, Isaacs 2nd, Boyd Grove, Council Grove, Palouse, and Weber. St. Pauls' School subdivided land between Palouse and Park streets south of Whitman Street. Council Crest in the heart of the city was subdivided and Butler's Addition, the largest of the additions, adjoined the prison property on the west and the O.R.& N. Depot on the south.



Architects and builders moved into the area ready to make a profit from the building boom. Established local builders and carpenters started advertising themselves as architects and were hired to design some of the larger residences, and commercial and public buildings. Architects listed in 1890s city directories include Frank P. Allen, George P. Thompson, H.I. Joslin, George W. Babcock, Charles Sears, and Henry Osterman (one of the town's most prolific and well known architects, especially after 1900). By 1898, over eleven contractor-builders or carpentry firms were working in Walla Walla along with masons, plasterers, decorators, window glazers, painters, wallpaper hangers, and door and sash manufacturers.



Figure 17. The Queen Anne style homes of Henry Osterman (above) and Philip Ritz' (below).

New homes designed began transitioning away from the Italianate, Second Empire, and simple Gothic inspired farmhouses to the eclectic late Victorian style reflecting the Stick, Shingle, and Queen Anne designs. These houses ranged in size from smaller cottages with simple details to high style residences set on oversized lots. Larger porches, multiple roof forms, turrets, varied siding materials, bay windows, and ornamentation in the gable end and porches were common features. These house designs could display a person's individualism, wealth, and status in the community by the detailing, size, and finishes.

Henry Osterman, Walla Walla's well-known architect, designed some of these Victorian era houses including his own Queen Anne/Stick Style residence (Figure 17, 508 Lincoln Street, completed 1892-93). Prominent orchardist Philip Ritz constructed an exotic classic Queen Anne style home (Figure 17, completed 1895). Although various types of Queen Anne style residences were erected after the turn of the 20th century, builders and architects began designing houses that reflected new trends in architecture based on the Beaux Arts tradition as Progressive Era philosophies and the popularization of the automobile began to change residential designs.

A BEAUTIFUL CITY AND THE AUTOMOBILE ERA: 1900-1929

The City Beautiful Movement to World War I

Walla Walla entered a new phase in development. Progress, prosperity and optimism characterized this period as the city's population almost doubled from 10,049 in 1900 to 19,364 in 1910.²⁸ Walla Walla emerged as an important regional commercial, educational, distribution, and governmental center. Agriculture remained the economic mainstay.

²⁸ U.S. Census. Walla Walla, WA precinct, 1900 and 1910.

The National Reclamation Act of 1902 helped farmers build irrigation works to reclaim land for productive agricultural use. Settlers were allowed up to 160-acres for the purpose of growing irrigated crops. As a result, the amount of irrigated land in the Columbia River Basin increased from 500,000 acres in 1910 to 2.3 million-acres ten years later.²⁹ Respectively, the county's population also grew from 18,680 in 1900 to 31,938 in 1910.³⁰ Wheat, barley, and oats were grown in the valley, although demand for wheat increased as the United States entered WWI.

This growth period corresponds to the City Beautiful Movement that spread across the United States during the first two decades of the twentieth century. Promoters of the movement urged the creation of beautiful urban centers and residential neighborhoods that had open spaces, well-designed buildings, and showcased public buildings that would express a sense of civic and moral duty. There was an interest in social reforms and humanitarian activities through various civic, social and fraternal organizations. During this time, the automobile changed the face of the community, prohibition effectively closed the area's saloons and breweries, and airplanes made their debut in the skies above the city.



Figure 18. 1907 Edition of *Up-to-the-Times Magazine* touting Walla Walla's attributes.

As local citizens became more actively involved in bettering the community, city "boosters" began in earnest promoting Walla Walla as the "Garden City of the Northwest." Street trees, flowers, gardens and orchards planted by early settlers had matured as the town took on an appearance of permanence. Residents took more pride and care in maintaining yards and planting vegetation that would enhance neighborhoods. The community once again caught the attention of a United States president when Theodore Roosevelt visited in 1903 and drew a crowd of over 6,000 people.³¹

New neighborhoods were platted around this new philosophy including the 1903 Green's Park Addition that had curved streets with parking strips and deed restrictions to help guide single-family construction. Houses were erected in the popular new styles including Classical, Colonial Revival, American Foursquare, Beaux Arts, and Arts & Crafts. Downtown Walla Walla also transformed into a modern-looking city as the first road was paved in 1904, electric light lit more streets and buildings, and masonry structures replaced many of the older wood buildings. From 1900 to 1905, the three-story Betz Brewery building, four-story Ransom Department Store with an elevator, four-story Drumheller Hardware Store, and Keylor Grand Theater, capable of seating more than a thousand people, were constructed. In 1905, the elegant new brick and stone Carnegie Library was dedicated as a free library to the people of Walla Walla and was the source of great civic pride.

New banks and specialty businesses were erected along Main Street, and other professionals moved into town as new technologies and markets changed. Another marble works opened, an optometrist established an office, and four undertakers were listed in the directories, one specializing in the fairly new process of embalming. Cement and asphalt contractors, electricians, plumbers specializing in sewer construction and indoor plumbing, and house movers were added to the list of professionals offering services. Walla Walla still had its share of saloons; 37 listed in the 1905 *Walla Walla City Directory*. Locally made cigars and beer were served at these establishments.

²⁹ Joe J. Locati. *The Horticultural Heritage of Walla Walla County, 1818-1977* (Walla Walla: Joe Locati, 1978).

³⁰ U.S. Census, Walla Walla, WA, 1900 and 1910.

³¹ Bennett, Robert A. "Walla Walla: A Town Built to Be a City" (Walla Walla: Pioneer Press, 1982), p. 18

First published in November 1906, the *Up-to-the-Times Magazine* was one of the best promotional tools for the region, highlighting the area's resources and advantages of working and living in the valley.³² One of the first editions touted the new "progressive era" in the city's history,

*..... Walla Walla is fast getting rid of its swaddling clothes of infancy and mossbackism, and is really and rapidly becoming one of the great cities in Washington, receives confirmation from the successful launching of the monthly magazine enterprise, and the appearance of the November number of Up-to-the-Times. The new magazine is devoted chiefly to matters of interest to progressive citizens of the great Inland Empire, and is well deserving of support from all those who have the welfare and advancement of our city at heart.*³³

The magazine reported on new businesses, civic improvements, and building projects such as the much advertised Walla Walla Traction Company's new electric streetcar established by the Northwest Gas and Electric Company. The trolley system extended to different areas of the city including Whitman College, the cemetery and fairgrounds, the O.R.&N. depot, residential areas,



Figure 19. Areas in south Walla Walla showing residential additions and larger parcels for small farms. George A. Ogle & Co. Standard Atlas of Walla Walla County, 1909.

and downtown shopping areas. In 1907, the traction company began construction of a new interurban line that extended from Walla Walla through the agricultural lands to Milton, OR. Not only did the new line carry passengers but also hauled freight such as fresh fruit and vegetables from the productive orchards and garden district of the Walla Walla Valley. The Walla Walla Traction Company became one of the largest employers in the city.

Some landowners subdivided their acreage into five to twenty acre parcels for people that wanted smaller parcels for truck garden farming and planting orchards (Figure 19). Thousands of boxes of locally grown apples were shipped all over the United States as Walla Walla County emerged as a major apple-producing area. New orchards were planted and established businesses such as the Blalock Fruit Company expanded their operations during this period. Apples, pears, prunes, cherries, peaches, and grapes were all grown in the valley. The sweet onion was propagated during this period when Peter Pieri brought an Italian sweet onion seed to the Walla Walla Valley around 1900. Impressed by the onion's winter hardiness, Pieri and other Italian immigrant farmers harvested the seed and began growing onions that became one of the valley's major crops.

³² *The Up-to-the-Times Magazine* was published until 1930.

³³ *The Up-to-the-Times Magazine*. "Aims of a Modern Municipality." December 1906, Volume 1, No. 2. (Walla Walla: Walla Walla Publishing Company), p. 26.

Existing and new clubs formed City Improvement Committees that were charged with promoting and developing betterment projects. Clubs such as the Women's, Commercial, Arts, and Reading clubs quickly formed committees to help with these civic improvement projects. One such project was creating a city park outside the urban center where people could enjoy nature and recreate in a pleasant natural environment. The first City Park (now Pioneer Park) was designated in 1901 on a 40-acre parcel of land east of the city. In 1907, a prominent group of women formed the Park Civic and Arts Club to help develop the park. With the help of accomplished horticulturist, local real estate agent, and Park Commissioner John Langdon, the committee began raising money for improvements.



Figure 20. Bandstand in City Park (Pioneer Park).
Historic postcard, on-line 'Bygone Walla Walla'
collection by Joe Drazan.

The city hired the prominent East Coast landscape architecture firm of Olmsted and Olmsted to design the new city park along with a plan to develop a city-wide parks system. After visiting Walla Walla, John C. Olmsted provided specific recommendations for the new park and locations for other parks throughout the city.³⁴ The centerpiece of the plan was a circular concert ground in the middle of the park, accessed by a formal, tree-lined drive (Figure 20). The remainder of the park featured walkways, meandering streams, low waterfalls, rustic bridges, duck ponds, sweeping lawns, playground, and even a small zoo. During construction, more than 6,000 trees and shrubs transformed the bare ground into a fledgling arboretum of choice shade trees. The new park was a source of great civic pride and attracted new development in the residential areas around the park.³⁵ In the following years, the Park Civic and Arts Club continued to provide new parkland dedications and park improvements.³⁶

Boosters of the community also promoted the benefits of enhancing one's residence as a source of personal and civic pride. This philosophy was promoted in magazine articles such as the November 1908 edition of the *Up-to-the-Times Magazine*,

The policy of the home adornment prompts the neighbors to action in taking care of their plots. It causes passersby to think better of the neighborhood, and raises the value of the property. It aids Walla Walla in its claim of being one of the most attractive residential cities in the Pacific Northwest. Make the outside of the home as enchanting as can be and then feel the rising zeal to make the inside of the home fairer and better. Beauty in the home is an aid to happiness. The character of a man or woman is shown in a determination to make the best of surroundings. ... A little work on the flowers and the lawn after the dull day's work is done is good for the digestion and conscience, if nothing else.

Beautiful new public and institutional buildings were erected around the city at a rapid pace. The city instituted a building permit department to keep track of the new construction activity. A new Walla Walla City Hall, brick fire station, and several stone and brick churches were built. Schools erected during this period included the Walla Walla High School, and Green Park, Washington and Berney elementary

³⁴ Before construction of the Olmsted plan, Parks Commissioner John Langdon revised some aspects of the plan.

³⁵ By 1920, Walla Walla had three public parks.

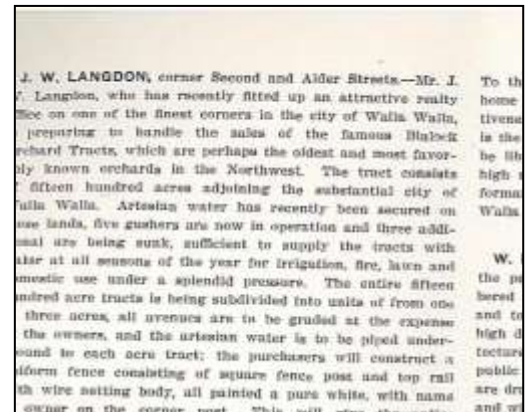
³⁶ Kathy Mendelson. "The Olmsteds in the Pacific Northwest, The Art of Landscape Design." Northwest Garden History. Last updated November 9, 2009. <http://www.halcyon.com/tmend/Olmsted.htm>

schools. Whitman College expanded to accommodate an increase in enrollment and curriculum. At the request of President Penrose, the Olmsted Brothers were brought back to Walla Walla once again, this time to visit the college. The landscape architects examined the grounds and campus, and produced a report outlining proposed development of the campus. As a result, the Portland firm of McNaughton, Raymond and Law completed a campus master plan in 1908. Although most of the master plan was never carried out, the campus became park-like with trees, shrubs, expansive lawns, and vines growing up the sides of the buildings.

Impressive business blocks downtown were erected as the commercial core expanded from Main Street along Rose and Alder replacing older houses and commercial buildings. Hitching posts were removed from Main Street and the city banned wooden sidewalks. Other small commercial centers emerged to service individual neighborhoods. Dedicated in 1907, the three-story YMCA building was a source of great pride as was the new the O.W.R.&N. Company Railroad Depot downtown. A newly completed water system was touted as being “second to none in the state.”³⁷ This period also marks the beginning of the automobile era that helped the local economy and changed the face of the community and surrounding countryside.

The Automobile

Although the automobile made its first appearance in Walla Walla before 1900, the industry gained momentum after the Washington legislature formally established the Washington Highway Department that began the process of planning a statewide road system. By 1910, the automobile industry had a foothold in Walla Walla. The first automobile agency opened in downtown in 1908, the Walla Walla Auto Club organized in 1909, trucks delivered all over town, autos were featured in the local parades, and the fire department purchased its first fire truck. Residential subdivisions were platted further from the city center as more people purchased autos and efforts were made to improve roads due in part to the Good Roads Movement that swept the nation. The completion of the Panama Canal in 1914 and the completion of the Celilo Canal on the Columbia River in 1915 improved transport of goods, creating more markets for Walla Walla’s agricultural products. By 1915, the Inland Empire Highway extended from Wallula through Walla Walla to Clarkston, WA on the Idaho border, with a section extending to Spokane. This highway connected Walla Walla to Seattle and Tacoma.



Clarkston, WA on the Idaho border, with
with cabbage. 1910 Civic Pamphlet, Penrose
Library, Whitman & NW Archives Collection.

Automobile service stations, tire shops, showrooms, agencies, and garages were built in the 1910s to serve the needs of this new clientele. Over twenty firms were serving the auto industry in 1916 and an auto stage was established between Pasco and Walla Walla in 1919.³⁸ The city opened its the first auto tourist park for campers, corner gas stations became commonplace by the 1920s, and farmers began buying autos and trucks for their farming operations. The airplane was introduced during this period that began discussions of establishing a regional airport.

³⁷ *The Up-to-the-Times Magazine*. “Aims of a Modern Municipality.” December 1906, Volume 1, No. 2. (Walla Walla: Walla Walla Publishing Company), p 25.

³⁸ *Polk’s Walla Walla County and Columbia Counties Directory, Vol. 20* (Seattle: R.L. Polk & Co., 1920).

New commercial buildings continued to grace the skyline of downtown, especially when the Baker-Boyer Bank completed the first skyscraper – a six-story bank and office building in the center of town. A statue of Christopher Columbus was dedicated in 1911 on the Walla Walla County Courthouse lawn funded entirely by subscriptions from Italian citizens. From 1913 to 1917, other buildings were erected including the Elks Hall, several churches (in the latest Beaux Arts styles), the NW Christian Home for the Aged, the classically inspired U.S. Post Office and Federal Courthouse, St. Mary’s Hospital, and one of the most ambitious projects designed by well-known local architect Henry Osterman, the Walla Walla County Courthouse completed in 1916. Osterman also designed the American Theatre that opened in 1917, the same year the United States entered WWI.

As the United States became more involved in the war in Europe, Walla Walla’s farmers and orchardists benefited as wheat prices climbed to record levels and the demand for other produce increased to help feed the troops. Wheat and other commodities nearly doubled in price, and new farming equipment made it possible to cultivate lands considered marginal before. In 1918, a plan to grow sugar beets was approved by the area growers, and the Walla Walla Sweet Onions grown by Italian farmers became a favorite throughout the northwest.³⁹

During this period, banks loaned money on both land and equipment so farmers could expand their operations. Walla Walla merchants responded by expanding their businesses and buying more implements to handle the increase demand during the war. Fundraising drives by the local Red Cross, YMCA, and other civic and fraternal organizations raised needed funds for the war effort. The first federal assistance program for the purpose of constructing a state highway system was initiated that included paving county roads that in turn helped the local economy. After the war ended in November 1918, many of the county’s enlisted men and others who left the area to work in the larger industrial plants such as the shipyards, never returned. The flu epidemic of 1918 also took its toll on Walla Walla. In one month alone 29 people died in the state penitentiary. By 1920, Walla Walla’s population had decreased by almost 4,000 from over 19,000 people in 1910.

Stabilization in the 1920s

After rationing and building material shortages were lifted post-WWI, optimistic business and civic leaders resumed their efforts at developing the city.⁴⁰ A new armory, airstrip, several large specialty stores, banks, and business warehouses were erected, and in 1921, the Commercial Club was instrumental in opening a tuberculosis and veteran’s hospital at the old Fort Walla Walla military reservation.⁴¹ The first private radio station was established in 1922, and after realizing that the radio was a great way to promote the Garden City, the city funded the station. In 1923, the PP&L Building was erected, other commercial buildings built, and a golf course and clubhouse opened northwest of downtown (established in 1914). Whitman College continued as one of the largest contributors to the cultural and social life in Walla Walla and a major supporter of the area’s businesses. The state penitentiary sustained its role as a major employer, and in 1922, retooled the prison’s jute bag factory to manufacture license plates.

The automobile began replacing former modes of transportation. The electric streetcar company discontinued

³⁹ First refined and cultivated around 1900 by members of the Italian community. It became Washington’s official state vegetable in 2007.

⁴⁰ According to the U.S. Census, the population dropped from 19,364 in 1910 to 15,000 in 1920.

⁴¹ The fort grounds were transferred to the Bureau of Public Health, then to the state. The hospital opened in 1929 on the grounds.



Figure 22. Walla Walla General Hospital, historic view. 'Bygone Walla Walla' on-line collection by Joe Drazan.

the interurban lines in 1926 in favor of motorized buses; however, the bus service was suspended by end of year. New bridges were erected, and many new and old roads were paved throughout the county and state enabling businesses to expand their distribution network. This was especially important to the local agricultural community and the small truck farms that were prolific at producing lettuce, carrots, onions, spinach and other vegetables. In 1920 alone, over 3,000 acres of apple orchards were in production in Walla Walla County. Annual shipments to eastern markets reached over 1,500 carloads.⁴² The local dairy and poultry industry became stronger and contributed to the regional economy.

The Walla Walla Valley General Hospital opened in 1927 in the popular Green's Park neighborhood near Whitman College (Figure 22). The college was expanding quickly as new students enrolled, and a new central heating plant, college dormitories, campus buildings, and fraternity houses were constructed. Commercial and residential neighborhoods expanded around the college as well as in other parts of town. The city experienced a surge in building permits between 1926 and 1928 including one for the Marcus Whitman Hotel that was, in part, financed by local businesses and community leaders. The "high rise" hotel opened in 1928 and became a symbol of the community's optimism. A new Infirmary building for veterans opened in 1929 on the old Fort Walla Walla grounds, and attracted veterans and their families who in turn supported local businesses and even moved to the community.

Residential Development

From 1900 to 1910, Walla Walla's population almost doubled necessitating more housing citywide. The interurban trolley system and automobile enabled new additions to be platted farther from downtown. Over sixty additions were platted from 1900 to 1910 in and adjacent to the city limits bearing the name of some of the long-time Walla Walla residents. These new additions varied in size from smaller parcels of land nearer the downtown to larger additions at the outer edges of the city, reminiscent of the 1870s expansion during the railroad era boom. Builders constructed homes in the established neighborhoods on vacant lots or demolished older houses to make way for new residences. Larger lots were subdivided as investors and home owners capitalized on the active real estate market. Boosters of the community were successful at attracting new residents. Brochures, advertisements, and promotional information extolled the benefits of living in Walla Walla as the Garden City of the Northwest.

As the City Beautiful Movement created new sensibilities for the built environment and landscape, many developers or builders sought ways to increase control over their projects. Civic-minded developer began creating better living environments for the area's residents. Utilities, graded roads, curbs and sidewalks, and street trees were sometimes integrated into their developments along with placing deed restrictions on the property to help ensure the quality of the houses. One of these planned developments was the 1903 Green's Park Addition.



Figure 23. Green's Park Addition, platted 1903. Curved and tree-lined streets were part of the appeal of the new neighborhood.

Platted by the pioneer Green family and managed by prominent civic leader and investor, John Langdon of Green's Investment Company, Green's Park was planned by community-minded developers who wanted to create a beautiful neighborhood. Green's

*uit-Grower, August-2010.
/Last-Bite-mdashFruit-first-in-Walla-Walla*

Park became one of Walla Walla's premiere neighborhoods with curvilinear streets, tree-lined parking strips, and exotic street names, such as Alvarado, Valencia, Bonsella, Figueroa and Estrella streets (Figure 23).⁴³ Stipulations in Green's Park's deeds also helped shape the neighborhood by requiring a house worth a certain amount be built on the lot before any other structures could be erected. The February 1907 issue of *Up-to-the-Times Magazine* reports on the Green's Park Addition, "Remarkable advances are recorded in Green's Park Addition. This tract of ground was farmed by Chinamen for forty years, as a garden, with a value perhaps of \$50 to \$100 per acre; three years ago the same was platted and today lots are selling from \$500 to \$2,000 each." In contrast, Green's Annex immediately to the east was laid out with larger lots for use as small farms or country estates.

The automobile had additional impacts on the new additions and subdivision. The streets were generally wider, parking strips more common, and driveways, alleys, and garages became an integral part of neighborhoods. More duplexes and apartment buildings were integrated into the neighborhoods to meet the needs of changing demographics. College students, teachers, elderly, and people moving into the city, particularly single working woman that needed small inexpensive places to live.

Suburban living became more realistic as the automobile and trolley system made living outside the urban core in new developments east and north of Whitman College, around the new City Park, and south to the fairgrounds. Boyer Avenue became a showcase for some of the larger homes, and large fraternity houses and impressive residences lined the north side of East Isaac Avenue across from Whitman College. Real estate developers placed ads in the local papers and in the *Up-to-the-Times Magazine* praising the benefits of suburban living. One such ad for Elliot's Addition, east of town, states that the new addition was

*"Just what you are looking for, a choice lot in Elliot's Addition on South Palouse. A drive along Palouse will convince you that this street is now, and will continue to be Walla Walla's most attractive residence street-close in. . . . take the electric car to Palouse and Whitman, and you have a three-block walk. Present prices \$525 to \$1,000 — Buy now and get the benefit of the rise — terms easy. Moore & Sons Owner."*⁴⁴

Another ad for the East Walla Walla Addition proclaimed the benefits of suburban living: fresh air, larger lots, less crowded, better environment for children, lots of shade trees, clean running water, and places for animals and larger gardens.

The ad stated, "After business hours the man living in the suburbs enjoys fresh unpolluted air, pure water, and unadulterated food which his brother in the city can not."⁴⁵ Boundaries of the new suburban plats were often surveyed around existing farms as the additions pushed further into the countryside.

New Architectural Trends

Although still popular at the beginning of the 1900s, construction of Queen Anne style houses were on the decline as new styles emerged in favor of Beaux-Arts, Arts and Crafts, Prairie, Classical, and Colonial Revival styles. These styles



Figure 24. Cornwell House (571 Boyer Ave), one of the larger houses built near Whitman College in the new Colonial Revival style. Built 1908-09. Whitman & NW Collection.

⁴³ In part, Green's Park may have been laid out following the curve of the railroad that extended easterly through the southern portion of the plat, and the other line that extended northerly along the western side of the plat.

⁴⁴ *Up-to-the-Times Magazine*. March 1907, Volume 1, Number 5 (Walla Walla, Walla Walla Publishing Company, 1907).

⁴⁵ *Up-to-the-Times Magazine*. Volume 1, 1906.

began changing the face of existing neighborhoods and new subdivisions. The larger houses designed in the Beaux Arts tradition and the Colonial Revival styles dramatically showed this new design sensibility (Figure 24). Well-known architectural firms in other cities such as McNaughton, Raymond, and Lawrence of Portland designed some of these new houses along with local architects including George Babcock, G.C. Johnston, G.P. Thompson, and Henry Osterman.⁴⁶ Local contractors such as O.D. Keen, J.A. McLean, and the Huntingtons sometimes used template architectural plans supplied by local lumber company Whitehouse Crawford or other companies such as Sears, Roebuck, and Company to construct these new houses. These modern houses usually had central heating systems, indoor plumbing, laundry facilities, and other conveniences once only affordable to the wealthy.

New houses built in the beginning of the new century, particularly in the area north, east, and southeast of Whitman College, were designed in the Georgian Revival, Tudor, Shingle, Dutch Colonial Revival, Classical Revival, and Arts and Crafts styles that reflected new architectural trends (Figure 25). Large porches, colossal columns, oriel windows, porte-cocheres, impressive brick exterior chimneys, bays, sun porches, and decorative windows were often features of the design. Most of the houses were constructed of wood with lap siding although some had partial stucco and brick facades especially on



Figure 25. Houses highlighted in the 1909 Walla Walla County Standard Atlas (George A. Ogle Atlas) showing new styles.

Tudor style designs. Foundations were generally poured concrete but some were parged concrete scored to look like stone. More sophisticated designs incorporated cut-stone foundations and porch post bases into the design. Cast concrete block was also used primarily in foundations although some entire houses were erected of this new material. Roofs were generally hip or gable, or a combination of, and had dormers affording smaller houses more room in the upper story. Larger houses were generally sited on oversized lots and had expansive yards with concrete sidewalks. Depending on the topography, rock or concrete retaining walls and steps at the sidewalk were part of the landscape design.

Smaller houses were sometimes built with lingering Queen Anne massing in the T-or-L shaped plans with cross gable roofs and front porches. These vernacular working-class family dwellings were simple in design, ranged from one to one-and-one-half stories high. The American Foursquare also emerged as a popular style for families. These symmetrical, rectangular or square, hip roof houses had large porches extending across the front often with Colonial Revival posts or other stylistic details.

⁴⁶ The firm of McNaughton, Raymond, & Lawrence is credited with designing the Frank Lloyd Wright inspired Stone House (1415 Modoc).

The Craftsman and Bungalow styles emerged as the predominant residential building style by the 1910s. Affordable to the masses, Bungalows were erected quickly and could be adapted easily in detailing and size. Some of the architects practicing during this decade were Mulvane & Clancy, Simeon Gore, Charles Lambert, Osterman & Siebert, and Adolph Semrow. Over twenty carpenters were listed in the 1914 *Polk's Walla Walla City Directory* with other building related professions. Some of the more prolific and talented builders in the 1910s were O.D.



Figure 26. Various styles popular in the 1910s and 1920s in Walla Walla. Dutch Colonial, Bungalow, Aeroplane Craftsman, and Tudor Composite (from upper left to lower right).

Keen, Schreiner & Gier, Charles Halter, William Huntington, and James A. McLean. Trade magazines touted the Craftsman and Bungalow styles as being distinct and practical with thousands of variations used. Local newspapers featured ads showing floor plans and elevations that could be used by the contractor of your choice. These houses generally had horizontally orientated profiles, low-pitched gable or hip roofs, wide eave overhangs with brackets and exposed rafter tails, large chimneys, expansive porches, and various siding materials. Bungalows were seen in all parts of the residential neighborhoods including older additions and new subdivisions, proliferating into the late 1920s and even 1930s.

Besides the popular Bungalow and Craftsman styles, the historic period styles gained popularity during the 1910s and 1920s including the English Cottage, Tudor Revival, Spanish, Mission, and Colonial styles (Figure 26). After WWI, homeowners, builders, and architects favored these styles that were constructed in neighborhoods throughout Walla Walla. Only about 14 additions were platted between 1910 and 1923; the Fairfield Addition was the last platted.

In the 1920s, Walla Walla saw its first large-scale apartment building erected in 1922 at the corner of Clinton and Boyer streets near the Whitman College. The six-story building had stylistic elements of the Spanish Revival style. Duplexes, fourplexes, and smaller apartment complexes were built in various neighborhoods. Record numbers of building permits were issued in 1926 and 1928, as new home and commercial structures were erected and old buildings remodeled. As the 1920s came to a close, the Great Depression started and Walla Wallans once again retooled to meet the demands of the economic downturn.

THE GREAT DEPRESSION and WWII: 1929-1945

The Depression

On October 29, 1929, the stock market crashed, triggering the beginning of a nationwide depression. Banks failed, businesses closed, and millions of Americans became unemployed. Wages dropped, savings were lost, and unemployment rose overnight creating the worst economic depression in the country's

history. News headlines told the story - disappearing wealth, shrinking middle class, tax delinquencies, and foreclosures. All in all Walla Wallans seemed to weather the Great Depression. According to the U.S. Census, Walla Walla's population increased from 15,979 people in 1930 to 18,109 in 1940, an increase of over 2,000 people.

In 1930, more building permits were issued than any other year on record except 1926 and 1928. Some of these projects had been in the planning stage before the crash and, on faith that the economy would recover, were carried out. The long-planned Congregational Church and a Firestone Super Service Station were two of the larger projects built along with new house and remodeling projects.⁴⁷ A bond measure was passed to buy land for a permanent airport. This was the same year that Walla Walla lost one of its most ardent promoters, civic leaders, and businessman John Langdon. The city mourned the loss of Langdon in the face of the Depression.

The Depression impacted the local economy after wheat prices fell dramatically crippling one of the major cash crops. Canada imposed a tariff on fresh fruits and vegetables, which additionally hurt local farmers.⁴⁸ Community leaders came together in an effort to attract new businesses. Over the years, various efforts were made to establish a cannery in the county to locally process the area's produce. In 1931, business leaders tried in vain to interest large-scale canners to build a facility in Walla Walla. A large delegation of business people led by John G. Kelly, publisher of the *Walla Walla Bulletin*, studied the possibility of establishing a local cannery that would put the unemployed to work and provide a new market for farmers. By January 1932, after selling shares to finance the new cannery, the Walla Walla Canning Company produced its first canned products in the spring of that year (Figure 27). Asparagus, spinach, peas, fruits, and other vegetables were all canned, receiving favorable responses from the public.

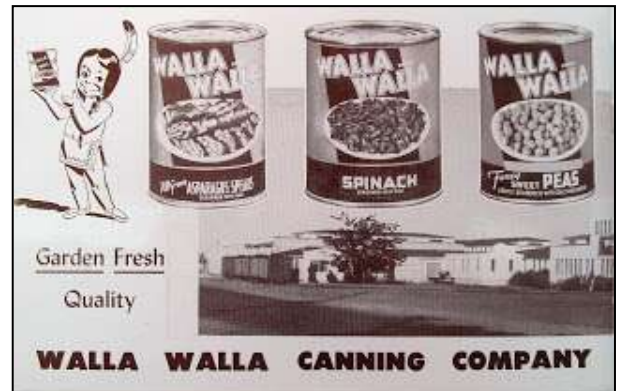


Figure 27. Walla Walla Canning Co. advertisement, c. 1932. *Bygone Walla Walla* on-line collection by Joe Drazan.

In 1933, the Walla Walla Canning Company expanded by constructing a larger facility that concentrated on processing peas. The plant was such a success that it gained the attention of the Green Giant Company that built a plant in the neighboring community of Dayton a year later. In 1935, Libby, McNeill & Libby erected a cannery in Walla Walla boosting the local economy. As new people moved into town, more residential housing was needed, which in turn aided local contractors, building supply companies, hardware stores, and other support businesses. In 1933, many celebrated the end of prohibition when establishments could once again serve spirits. The dairy industry became a major contributor to the local economy as lists of dairies were in the city directories.

⁴⁷ Bennett. *Walla Walla, A Nice Place to Raise a Family, 1920-1949*, p. 103.

⁴⁸ *Ibid.* Bennett, p. 103.

Despite the boost from the canneries, the mid-1930s was also plagued with banks closing and openings, floods, dust storms, and some of the coldest weather on record. Building downtown was minimal but the Roxy Theater on Main Street was rebuilt and opened to help take people's mind off the Great Depression. In 1935, the Art Deco building for Pacific Telephone and Telegraph was dedicated, and in 1936, the Edison School was built. That same year, the community celebrated the 100th anniversary of the arrival of Marcus and Narcissa Whitman with a four-day celebration that raised funds for the purchase of the Whitman Mission site for a national monument.

After the devastating 1931 flood, local Walla Walla citizens lobbied Congress in earnest to help construct flood control devices on Mill Creek. Congress passed the Flood Control Act in 1938, funding two projects in the Walla Walla Valley; the Mill Creek Flood Control Plan and the Mill Creek Channeling projects. Both these projects were completed in the 1940s, controlling flooding in the urban center that had been plagued by floods over the years.

New Residential Construction

President's Roosevelt's New Deal programs help fuel the residential building industry. Between 1933 and 1936, policymakers established a new set of federally regulated and sponsored institutions to finance residential construction and created agencies to encourage the adoption of the long-term mortgage loans. The number of building permits increased in the last half of the 1930s as homeowners took advantage of these programs while the town experienced an increase in the population primarily due to the success of the new canneries.

Despite the building activity, only one re-plat was filed during the 1930s. Vacant lots or portions of larger lots in established neighborhoods were subdivided and built upon, making neighborhood density greater. Styles once again began changing to more simplistic designs, following the new trends in architecture. The Minimal Traditional, Tudor Composite, and WWII-Era Cottage styles became popular designs for small to medium size residences (Figure 28). Art Deco and Art Moderne style residences, although less common, made their way into some Walla Walla neighborhoods. One to one-and-one-half story structures with gable or hip roofs, and stucco or wood siding became the norm, and many designs were repeated along the streets, only reversed in plan to give variety to the streetscape. Although a majority of the homes erected were smaller in size, larger residences were built in area around the Whitman College and neighborhoods such as Green's Park Addition. The Sigma Chi Fraternity raised funds to build an impressive new Colonial style fraternity house in 1938 (1005 E. Isaacs Avenue) across the street from campus.

Local newspapers and national magazines were filled with architectural plans and designs. Regional companies also published books with pages of architectural designs to choose from. These plans were purchased for a modest fee and given to the builder of your choice to carry out. Local builders William



Figure 28. Small cottages built in the 1930s with simple detailing.

Huntington, Buell Throop, Chuck Mardis, Henry Gross, or O.D. Keen were busy during this period as their firms were listed as the contractor on many of the building permits. New houses, garages, and remodels were among the permits issued. Tum-A-Lum Lumber Company, founded in Walla Walla, hired local architect Harold Emmons Crawford as the resident architect.⁴⁹ The company offered a free plan service for their customers in the hope that they would buy materials for their new homes from the lumber company.⁵⁰ Other local architects practicing in the 1930s included Victor Siebert (long time partner with Henry Osterman) and Arnott Woodruffe.

By the mid-to-late 1930s, rows of new houses were built along areas such as the streets east of N. Clinton and north of Boyer Avenue. The houses east of N. Clinton along Figueroa Street exemplify this rapid development where modest Tudor Composite, Minimal Traditional, and WWII-Era Cottages were built right next to one another. A new trend in homebuilding started during this time when builders constructed several houses at one time on speculation. Chuck Mardis and Buell Throop were two such contractor-builders, and in 1939 applied for multiple building permits for several dwellings on undeveloped lots and streets in formerly platted neighborhoods. Constructed quickly and inexpensively, these spec houses were generally small rectangular houses with a gable or hip roof, wide lap siding, and minimal detailing.⁵¹ Interspersed with these newer 1930s residences were older houses that had been erected in the outlying suburban areas of Walla Walla but now were within the city limits. Duplexes and apartments were also among the building permits issued as multi-family dwellings became more popular during the Depression.

As with the simplicity of a majority of the houses erected during this period, landscape elements also became more austere. Parking strips with trees that provided greenery and a visual buffer between the street and houses gave way to sidewalks and curbs, and in some cases, no sidewalks at all. Landscaping in general seemed to be less of a priority as these houses were built quickly as the demand increased. Building continued into the early 1940s as Walla Wallans prepared to enter another war.

⁴⁹ Tum-A-Lum Lumber Company was a subsidiary of the Harold Crawford's family business; the Whitehouse & Crawford Company, one of Walla Walla's earliest and successful businesses. Crawford became vice-president of the lumber company after the death of his father. <http://www.dahp.wa.gov/learn-and-research/architect-biographies/harold-e-crawford>

⁵⁰ *Ibid.*

⁵¹ Chuck Mardis building permits in April 1939 included 315, 317, 323, & 327 E. Pine streets, and a few of Buell Throop's building permits in March 1939 included 1216, 1333, 1341, 1327 Bonsella, and 1322 Figueroa streets. Penrose Library Archives, Northwest Archives, City of Walla Walla collection, Whitman College, Walla Walla, WA.

World War II

Although the United States was not yet officially in the war in Europe, National Guard units all over the nation were called to active duty in late 1940 as regions of the country were being surveyed for possible training facilities. Neighboring Pendleton, Oregon was chosen for an Army Air Force Base and the Umatilla Ordnance Depot near Hermiston, Oregon was under construction. Walla Walla citizens lobbied for a United States Army Airfield in 1941. Three days after the December 7, 1941 attack on Pearl Harbor, Washington D.C. notified Walla Walla that a new 7.5 million dollar United States Army Air force training base would be built in the community, serving about 5,000 enlisted men and officers and housing over 130 aircraft.⁵² The Walla Walla airport would be the largest of the state's municipal airports converted to military use during WWII.

Construction of the base started by February 1942; all commercial flights were suspended at the airport. By June, despite setbacks in construction of the cantonment and airstrip, the military moved into the new base (Figure 29). Over 300 buildings were constructed and equipped to house, feed and train thousands of men at one time.⁵³ The base was an important part of the Walla Walla's wartime economy. Duplexes, barracks, and other multi-family dwellings were constructed on the air base to house the military and their families. Construction of non-military housing almost came to a standstill in Walla Walla as building materials and laborers were monopolized for the war by the federal government.



Figure 29. Example of housing built at the beginning of WWII (1942, above). View of airbase in Walla Walla during WWII. On-line history of Walla Walla airport (below).

WWII also brought changes to farms across Walla Walla County and throughout the country. As farmers coped with labor shortages, the Government issued military deferments for farm workers in 1942; however, this action did not keep all laborers on the farms. Many young people moved to larger cities such as Portland and Seattle to work in factories with large military contracts. Despite the labor and supply shortages, agricultural products were in high demand, profiting local farmers. Continental Can Company opened a new processing facility in 1941 gearing up for wartime production. The amount of peas canned between 1940 and 1941 doubled because of the pending war.⁵⁴ Walla Walla pitched into the war effort with scrap metal drives, rubber salvaging, and selling war bonds and stamps. Rationing effected the supply of gas and other commodities and newspapers were filled with war updates and casualties of war.

The increase in commerce, catalyzed by the spending on national defense, strengthened the city and county. In 1943, the United State Army dedicated the new McCaw Hospital in town that employed hundreds of civilians during the war. Whitman College joined the United States Navy training programs in 1943, helping to train

⁵² Bennett, *Walla Walla, A Nice Place to Raise a Family, 1920-1949*, p. 149

⁵³ Walla Walla Regional Airport History. <http://www.wallawallaairport.com/airport-information/history>

⁵⁴ Joe J. Locati. *The Horticultural Heritage of Walla Walla County, 1818-1977*.

aviation cadets and officers. Civilian groups aided in the war efforts by conserving materials, supporting the troops, and working in off-base establishments. Women became active outside the home and filled jobs traditionally held by men. As the war came to a close in 1945, the community braced itself for another phase of development in the post-war economy.

POST-WWII BOOM: 1946-1965

After the war, a sense of normalcy slowly returned to Walla Walla and the surrounding county. The end of 1945 signaled a shift in local economy once again as the region moved away from a military-based economy to private development and business. The local paper was filled with articles about an improved economy, and new people and businesses moving into Walla Walla. Bans on goods not available during the war were lifted; however, demands were so great that a sense of scarcity prevailed for a time. Agricultural commodities remained strong immediately after the war providing economic stability. New technologies, mechanization, and chemical use helped farmers reach new levels of crop productivity. However, the new technologies also had a negative effect on the small farms in the area. Larger more mechanized farms decreased the need for farm workers as more laborers moved into towns. By the 1950s, about two-thirds of Washington residents were living in urban areas, a change from 20 years earlier.⁵⁵

Large wheat farms remained the mainstay of the region, as bulk grain elevators were constructed to handle the increase in grain production. Another boost for the local economy occurred in 1946 when Birds Eye Division of General Foods Corporation opened its quick freezing plant in Walla Walla ushering in the age of the frozen vegetable. Canned peas production hit an all time high the same year. The major crops were wheat, green peas, asparagus, spinach, prunes, and onions.

In 1947, the United States Air Force declared the Walla Walla Air Base surplus, and on December 1, 1947, the City and County took over operations. An Airport Board was formed to manage the airport and the complexities of the facilities transfer.⁵⁶ The board began renting former unused buildings on the air base to commercial, industrial, and military organizations. Many of the buildings were used by farm workers and became 'labor camps', especially suited to seasonal workers. In 1948, the newly formed Walla Walla District Army Corps of Engineers opened the office in the former hospital building on the base. The Walla Walla District served as the headquarters for Corps operations in Washington, Oregon, Idaho, Wyoming and portions of Utah and Nevada. The district office opening corresponds to the release of funds for the long awaited McNary Dam. Construction began in May 1947, and McNary Dam delivered its first electricity to the Bonneville Power Administration in 1954. Water was released into the new mile-long Burbank irrigation canal that helped irrigate over 1,200 acres.⁵⁷

New businesses opened downtown and buildings remodeled in an effort to 'modernize' the downtown. According to the 1948 Federal Census of Businesses, Walla Walla had nearly twice as much retail businesses than five other counties in Southeastern Washington and three counties in Northeastern Oregon.⁵⁸ Retail and wholesale businesses increased as more people moved into the city. A bus system was initiated and more professional services offered, especially in the medical field. New treatment

⁵⁵ Carlos A. Schwantes. *The Pacific Northwest: An Interpretive History* (Lincoln: University of Nebraska Press, 1996), p. 437.

⁵⁶ The Airport Board received an approved Civil Aviation Authority's full and complete title to the \$13 million airport on April 10, 1949. "History of the Walla Walla Airport." <http://www.wallawallaairport.com/airport-information/history>

⁵⁷ *The Spokesman-Review*. "Burbank Canal Work is Pushed." September 9, 1948, p. 30.

⁵⁸ *The Walla Walla Story. An Illustrated Description of the History and Resources of The Valley They Liked So Well They Named It Twice* (Walla Walla: Walla Walla Chamber of Commerce, 1953), p. 23. Penrose Library, Whitman College and Northwest Archive Collection, Walla Walla, WA.

facilities opened, hospital improvements and additions made, and a school of nursing started. The veteran's hospital also expanded, bringing in more patients and residents. Other long-term institutions continued to contribute to the economy such as the Washington State Penitentiary. The increase in the inmate population and completion of a minimum-security prison in the early 1950s brought more jobs into the community.

Whitman and Walla Walla Colleges expanded as veterans took advantage of the G.I. Bill to further their education. A master plan was prepared for Whitman College in 1946 to guide new development on campus. With building materials still scarce, four of the McCaw Hospital buildings were repurposed and used for Whitman student housing from 1946 to 1949 under the Federal Public Housing Authority program. In 1949, other buildings were moved onto the Whitman campus from the former hospital site and used for dormitories. In the 1950s and early 1960s, more buildings were erected on campus including the Student Union Building, Penrose Memorial Library, Whitman Theater, Anderson Hall, Hall of Science, and Jewitt Hall. The college continued in its role as the educational and cultural center of the community.

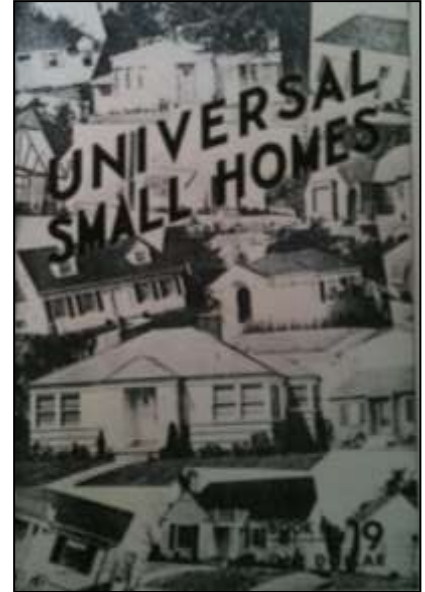


Figure 30. One of the many plan books available in the post-WWII housing boom.

Recreational activities increased as new and old parks were developed in the four corners of the city. By the early 1950s, the city boasted five parks; Pioneer, Evergreen, Jefferson (originally Dreamland Park), Menlo, and Washington. A community swimming pool was built, picnic areas and playgrounds improved, and a golf course completed. The City of Walla Walla acquired the land that is currently Fort Walla Walla Park. Although acquired in stages, the first land acquisition took place in 1958 when the General Services Administration transferred 6.35 acres of former military reserve to the City for use as a park. By 1950, Walla Walla's population was 24,102, an increase of almost 6,000 people since 1940. Growth tapered off in the 1950s with only about 400 people added to the census by 1960; however, the number of dwellings built from 1940 to 1960 equaled all the housing constructed prior to 1940.⁵⁹ These two decades of growth necessitated one of the largest residential building booms in the city's history.

Residential Expansion

Veterans returned from overseas, many wanted to start new lives, often with families, and did so with the funding resources of the G.I. Bill mortgage programs. However, there was not enough housing stock to accommodate the demand. As a result, President Truman created the office of Housing Expediter in 1946 that intervened in the housing market largely through price controls and supply chain restrictions. Efforts moved to focus exclusively on veterans housing, specifically a materials subsidy for housing construction. This program was short lived and ended in January 1947, only to be replaced by the Housing Act of 1949 that dramatically expanded the role of the federal government in both public and private housing, improving the loan program, creating development incentives for blighted areas, and promoting public housing projects. Locally, these programs fueled Walla Walla's building industry, as more citizens were able to own their home, an important component of the 'American Dream.'

⁵⁹ Peter J. Smith & Company, Inc. "Population and Housing, The Walla Walla Comprehensive Plan, 2007 Review & Update." (Buffalo, New York, 2007), p. 8-7.

The post-WWII federal incentives for housing ushered in dramatic changes in home building practices as many builders began to apply principles of mass production, standardization, and prefabrication to house construction on a large scale. Government loan and credit programs provided ideal conditions for builders. Because of readily available financing, streamlined methods of construction, and an unprecedented demand for housing (especially for veterans), these builders constructed large numbers of homes in short periods of time (Figure 30). The timber industry in the Pacific Northwest grew at a rapid rate as the demand for lumber soared after WWII.

This nationwide trend was seen in Walla Walla, as the *Union-Bulletin* Newspaper reported on the number of building permits approved in the midst of the housing shortage. Building permits soared in 1946. In April alone, 86 permits were issued and 28 additional permits approved for remodel projects, the highest number recorded in the building department.⁶⁰ In the April 22, 1947 issue of the *Union-Bulletin*, a contractor stated that,



Figure 31. Typical 1950s Ranch style home.

“The city is still in for an unheard of building boom. We need new structures, hundreds of additional houses, and a general face lifting all over town. It is going to come, but I don’t know when.”

Approximately 20 of the additions or subdivisions platted before 1960 were smaller subdivisions east, northeast, and southeast of town. These new subdivisions often incorporated cul-de-sacs and curvilinear streets. New subdivisions included the Milbrook Park Addition, northeast of the City Park; Meadow View, south of downtown; and Crestview Addition, south of town and east of S. Second Street. Vacant lots,

larger parcels, and whole streets platted early in the century in outlying areas were built upon and the city expanded the city limits (Appendix D). Areas historically platted around the perimeter of the city for the small farms gave way to suburban housing tracts. Portions of the WWII air base were sold and subdivided into Melody Park Terrace and E’Dair Vistas additions.

Housing for veterans was a priority as many vets wanted to resume a sense of normalcy. Construction grossed more than 2.5 million in 1946.⁶¹ Although hundreds of building permits were issued in the following couple of years, labor and materials were still in short supply, but with inflated prices. In 1949, Walla Walla reported a banner-building year, with over \$1,800,000 in residential construction.⁶² An editorial in the *Union-Bulletin* touts the success of the building industry compared to other cities in the Northwest and exclaims, “The records would indicate that Walla Walla is doing pretty well, all thing considered. There’s life in the old girl yet.”⁶³ This building trend continued throughout the 1950s as more supplies, laborers, and materials became available. Almost 16% of Walla Walla’s houses were built during the 1950s.⁶⁴ As Walla Walla’s population stabilized in the 1960s, residential construction declined over the decade by almost half.⁶⁵

⁶⁰ *Union Bulletin Newspaper*. May 1, 1946.

⁶¹ *Ibid*, January 8, 1947, p 4.

⁶² *Ibid*. November 22, 1949, p. 4.

⁶³ *Ibid*.

⁶⁴ Peter J. Smith & Company, Inc. “Population and Housing, The Walla Walla Comprehensive Plan, 2007 Review & Update.” (Buffalo, New York, 2007), p. 8-7.

⁶⁵ *Ibid*. Between 1950 and 1959, 15.6% of the pre-2000 building stock was built and in the 1960s, 9.5% were of the homes were constructed.

The 'Modern' Styles

Generally the house styles in the 1940s and early 1950s were similar in design to homes built immediately before WWII. The simple yet functional WWII-Era Cottages remained popular after the war, when building materials were scarce and builders favored simple house designs with minimal detailing. Houses were generally less than 1,000 square feet and had hip roofs, larger windows, and horizontal siding. The Minimal Traditional style also lingered into the 1940s, as it was simple to construct and could be built inexpensively. The Cape Cod style, with some more stylistic detailing around the front entrance, was also popular during this period and into the 1950s. This style could be adapted in size to accommodate larger families or simply could be a rectangular box with a side facing gable roof, a recessed doorway, and decorative shutters. Developers tended towards these styles because of the economy of building material and the ease of construction.

The early Ranch style homes emerged after the war with similar minimal detailing as the WWII-Era Cottage. The automobile impacted the design of these houses as the garages were attached to the body of the house (Figure 31). As families accumulated more wealth and had more children, the Ranch style emerged as the favorite building type for homeowners who wanted attractive residences, more elbow room with separate rooms for specialized activities, and large yards that often merged the interior and the exterior spaces with patio, decks and gardens. Popular magazines were full of designs for Ranch styles houses. Builders liked the style and could reproduce a design over and over again in suburban developments, or architects could design custom rambling ranches made for a particular family or taste. The ranch style was the predominant house style in the 1950s and 1960s. Other styles such as the Regional Pacific Northwest, Colonial, and the Split Level styles made their way into many of Walla Walla's newer developments (Figure 32). Growth slowed by the end of the 1960s and housing types changed very little during this period.



Figure 32. 'Modern' style house at 405 N. Madison Street was built in 1956.

RECENT PAST

Walla Walla's population declined slightly between 1960 and 1970 from 24,536 to 23,610. The 1970s brought a decline in the business activity as well. The Eastgate Shopping Center opened in the beginning of the decade competing with the downtown stores. Gradually during the 1980s and 1990s, the economy began to recover. The population steadily grew from 25,619 in 1980 to 31,731 by 2010. Agriculture continued to play an important role in the economy and provided a solid base. Over the last decades, the Downtown Walla Walla Foundation was incorporated, several key downtown buildings rehabilitated, the *City of Walla Walla Downtown Master Plan* created, the City was designated as a Certified Local Government with DAHP, and a historic survey was completed for the downtown's historic buildings. These all have been important steps in creating a multi-faceted historic preservation program that will aid in the retention of Walla Walla's historic buildings, districts, and neighborhoods, as well as helping with economic development and vitality of the town.

III SURVEY RESULTS AND RESOURCE TYPES

Located in the north-central portion of the city, Green's Park Addition neighborhood is south of Highway 12 that skirts the northern city limits. The Green's Park Addition, defined by the original 1903 plat, extends roughly from Penrose Street (originally College Avenue) on the west, Figueroa and Melrose streets on the north, N. Division on the east, and E. Isaacs Avenue on the south. The northeast quadrangle of the plat was not surveyed as part of this phase of the 2013 Green's Park RLS.

Green's Park Addition Background

Mary Frances Green platted Green's Park Addition on July 23, 1903, in what was then the northeast outskirts of town in a swampy area rented to garden farmers, among them members of the Chinese community (Appendix D). Mary purchased the land with husband William Orville Green from John Haley on October 7, 1867, which was part of Haley's United States Government patent claim of July 15, 1865. The Greens arrived in Walla Walla in 1862 during the gold rush period. William Green was an associate of Dr. D.S. Baker in the stock business and acquired considerable land in Walla Walla and Franklin counties. Orville Green died in 1878, leaving Mary to manage their land, businesses, and property. The couple had five daughters; Clarinda J., Anne B., Philandra, Mary O., and Fanny.

The land that would become Green's Park Addition was deeded to the Green children, who quitclaimed the property back to Mary Green for one dollar on December 30, 1895. By that time, daughter Fannie had died and two of the other daughters had married; Clarinda J. to Hugh Roland Smith and Annie to W. H. Barnett. In 1897, daughter Philandra married John Langdon, a prominent citizen, businesses person, civic leader, and manager of Green Investment Company.

In an effort to control the type of buildings erected, the Green family initially stipulated that a single-family dwelling (not a multiple family dwelling) had to be built on the lot for a specific cost, usually at least \$2,000. These stipulations were a way of discouraging land speculators and assuring some type of quality construction. The family donated the land for Green Park School, which was completed along E. Isaacs Street in 1905. Mary Frances Green transferred all her property to the Green Investment Company in 1908, and remained president of the business until her death on November 9, 1911. Mary resided in Green's Park at 925 E. Isaacs Avenue for a short time before her death.

Most of the Green daughters and their husbands (and some of their children) erected houses in Green's Park Addition, a plat that attracted prominent Walla Walla business people and educators, and became one of the most desirable suburban neighborhoods. By the late 1930s, most of the lots had been developed in the addition. Only a few buildings were constructed in the development after 1945. The neighborhood retains integrity of its architecture and landscape, and is a cohesive district that reflects the various developmental periods in Walla Walla's history.

National Register and Previously Surveyed Properties

Green Park School (1905) is the only building listed on the National Register of Historic Places within the 2013 survey area. The school was listed in 1990-91. Over the years some of the homes in Green's Park have been identified and documented by historians and researchers as a part of different projects. Green Gables at 922 Bonsella Street was inventoried and recorded in the DAHP database in 1991, and the properties at 903 and 1020-1026 Alvarado Terrace; 922 and 1008 Bonnie Brae Street; and 925, 949, and 1067 E. Isaacs Avenue were also recorded on the DAHP database as part of other studies. There has been no other comprehensive DAHP historic surveys conducted in Green's Park prior to the 2013 RLS Survey.

Although not recorded on DAHP survey forms or entered into the statewide database, 16 of the houses in the neighborhood have been documented with in depth title research as part of the Walla Walla 2020 Building Plaque and Research Project. These properties are noted in Appendix C.

Plat

Two major influences affected the layout of Green's Park Addition; the City Beautiful Movement and the two railroads that once extended through the plat (Appendix D). Platted in one of the largest growth periods in the city's history, Green's Park Addition's curvilinear streets, parking strips, alleys, sidewalks, and large lots reflect the principles of the City Beautiful Movement that sought to create pleasing, planned communities that integrated the built environment with the landscape. The two railroad lines, one extending north-south through the western section of the plat, and one extending west to easterly through the south portion of the plat, provided the opportunity for parallel alleyways along the tracks.

The Mill Creek Flume & Manufacturing Co. Railroad (later the Union Pacific's Oregon Railroad & Navigation Co.) extended east-west through the addition in 1881. The lumber railroad was directly north of present-day E. Isaacs Avenue. When Green's Park Addition was platted years later, odd sized lots and curved streets were created as a result of the railroad right-of-way. The Oregon & Washington Territorial Railroad (reorganized as Washington & Columbia River Railway/Northern Pacific Railroad) completed a line through present-day Green's Park c. 1888. Still occasionally in use today, these tracks parallel present-day Valencia Street on the west. The Green Investment Company amended the Green's Park Addition plat on June 1, 1915, platting Green Lane on the north side of Green Park School. After O.R. & N. Company east-west railroad tracks were removed through Green's Park Addition, the right-of-way became alleys through some blocks and Green Lane at the east end.

Lots and blocks were irregularly laid out because of the curvilinear street pattern (Appendix D). The west to northeasterly streets of Alvarado Terrace, Bonsella Street, and to some extent, Green Lane, were platted with a curve, and the perpendicular north-south streets were basically straight with the exception of Bonnie Brae Street in the northwest section of the plat. Twenty-six blocks were platted with a varying number of lots in each block. Streets were platted with 60 ft. right-of-ways and 15 ft. alleys. Lots sizes also varied depending on where the lot was on the street. The most common size lot was 60 ft. by 120 ft. although other lots were wider and longer or irregular in shape especially along E. Isaacs Street, Penrose Street, and Portland Avenue.

Setting and Landscape

Primarily residential in character, the Green's Park landscape retains a high degree of integrity of setting, feeling, and design particularly along the interior streets of Alvarado Terrace, Bonsella Street, Estrella Avenue, Valencia Street, and Bonnie Brae Street. These interior streets generally have tree-lined parking strips, sidewalks, large front yards, and even setbacks with the neighboring houses. Common are sidewalks lined on the inner edge with concrete retaining walls of varying heights interrupted by splayed concrete steps that lead to walkways to the front porches. The higher concrete retaining walls are often parged and scored to look like stone walls. Some blocks on the north side of Alvarado Terrace are elevated above the street level necessitating the higher concrete retaining walls.

Landscape features include mature and newer street trees, larger front yards with deciduous and conifer trees, shrubs of all types, and some fencing in the back and side yards. Many of the front yards are large and park-like, particularly associated with houses on double lots. Generally, the garages are behind the house at the alleys; however, a few garages are built at the sidewalk level. Driveways are either on the sides of the houses or along the alleys in back of the house. A few of the houses have understory basements. Portions of Butcher Creek, in the west end of the plat, extend along the front, side, or back of many lots. Some rock retaining walls line portions of the creek, and a few concrete bridges span the creek.

The south portion of the plat, defined by E. Isaacs Avenue has a very different setting, association, and feeling than the interior of the neighborhood. Originally a 60 ft. county road, the street has been widened over the years and currently is a four-lane aerial. East Isaacs Avenue has several different types of historic resources dating from the early 1900s to the 1960s. Single-family houses, multi-family dwelling, fraternity houses, a commercial building (originally a neighborhood grocery store), and Green Park School are on the north side of E. Isaacs in the south edge of Green's Park Addition. Although some mature trees and shrubs exist along the street, the parking strip was removed when the street was widened, and only the sidewalk remains as a buffer between the curb and the front yards. The height and scale of these buildings, and the multi-story Whitman College campus buildings, alter the historic setting of this street within the neighborhood. Three green spaces are in the neighborhood; Green Park School playground in the southeast corner of the addition, Menlo Park at the eastern edge of the plat, and the pond and grounds associated with the former Walla Walla General Hospital along the north boundary on Bonsella and Valencia streets.

Resource Types

Ninety-one percent (91%) of the historic resources surveyed in Green's Park Addition are single-family residences, although there are a few buildings that are multi-family residences. Below is a list of the historic resources by resource type, the number in each category, and location. Note: This list reflects the historic use not the current use since some of the single family residences have been converted into multiple-family dwellings for fraternity house uses.

- Single-family (135) (see list in Appendix C)
- Multiple-family: (4) Duplex/Apartment (1020-1026 Alvarado Terrace; 1032-1034 Alvarado Terrace; 814-816 Figueroa Street; and 735-737 Valencia Street)
- Multiple-family: (2) Fraternity Houses (715 Estella and 1005 E. Isaacs Avenue)
- School (1): Green Park School (1105 E. Isaacs Avenue)
- Hospital (1); Walla Walla Valley Hospital (993 Bonsella Street)
- Heating Plant (1): Whitman College Heating Plant (804 Penrose Street)
- Commercial Building (1): Green Park Grocery Store (1067 E. Isaacs Avenue)
- Park (1): Menlo Park (Alvarado Terrace and No. Division Street)
- Creek (1): Butcher Creek (no date)
- Oregon & Washington Territorial Railroad/Northern Pacific (1): (ca. 1888)

Other historic resources found in the study area were garages and other auxiliary buildings associated with the residences. About 107 of these auxiliary buildings were documented; about 73 were Contributing; 26 Non-Contributing; and eight needed further research to evaluate. These were garages that had similar siding, roof, and detailing as the associated residences, although some of the garages date from a later period and are newer in appearance. Single and double-car garages are represented

and the garages associated with multi-family dwelling had several connected bays. These buildings are accessible from the alleys in most cases and/or driveways extending from the street. A few of the garages have living quarters above; some of these are later additions. An excellent example of a garage with a living area above is located at 1019 Alvarado Terrace. Other auxiliary buildings include a barn and sheds. These buildings are integral to the neighborhood design and history, and reflect the influence the automobile had on the design and development. Auxiliary buildings are listed in Appendix C.

Distribution of Resources

Generally, the single-family residences that maintain their original use are north of E. Isaacs Avenue. Houses along E. Isaacs between Penrose and N. Clinton streets have been altered for use as fraternities or multi-family apartments. Green Park School is in the southeast corner of the survey area and the Whitman Heating Plant is in the southwest corner. Menlo Park is in the center of the east boundary and the former hospital (now used by Whitman College) is in the center of the north boundary along Figueroa Street. The few duplexes and apartments are along Alvarado Terrace, Valencia, and Bonnie Brae streets.

Some of the oldest houses are along Valencia, Bonnie Brae, E. Isaacs, and Alvarado Terrace. Generally, the largest, more ornate houses are along the north side of Alvarado Terrace between Valencia Street and N. Madison, and former houses on E. Isaacs Avenue. The various styles are distributed throughout the neighborhood with the exception of the Ranch and Modern style houses that were built along Portland Avenue, Madison Street, and Green Lane, north of the school playground.

Construction Dates

The Green's Park Addition neighborhood has developed into a cohesive residential district with an array of early twentieth century residential architecture. Approximately 19 whole blocks and two, half-blocks out of the 26 blocks in Green's Park Addition were surveyed. Construction dates span the period between 1904 and 1963; the majority of the 148 resources were built from 1904 to 1940 with the exception of Butcher Creek and the W&C RR tracks, which are before 1900. The list below shows the built dates by decade and the number of buildings constructed in that period (in parentheses).

- 1888–1909 (38)
- 1910–1919 (30)
- 1920–1929 (37)
- 1930-1939 (28)
- 1940–1949 (10)
- 1950 –1959 (3)
- 1960-1969 (1)
- No date (1)

Styles

Architectural styles in the 2013 survey area reflect the periods of construction and stylistic trends of the day. The oldest houses predating 1910 were designed with elements of the Queen Anne, American Foursquare, Craftsman, Colonial and Dutch Revivals, and Tudor styles. A majority of the houses that predate 1930 were designed in the popular Arts & Crafts style with Craftsman, Bungalow, or Colonial influences.

Styles from the eclectic movement include Tudor, Tudor Composite, Colonial Revival, Spanish Eclectic, and Mission. These were popular in the late 1920s and 1930s. The Tudor Composite style was particularly prevalent in the late 1930s as small builder's houses were erected in the east portion of the neighborhood. Minimal Traditional, WWII-Era Cottage, and Early Ranch houses built in the mid- 1930s into the 1940s. There were a few Ranch style residences constructed in the neighborhood in the 1950s and 1960s along with some designed in the Regional Northwest style.

Architects and Builders

Although the Green's Park Addition survey was a RLS study and did not include intensive historic research on each property that usually helps identify builder or architects, research conducted as part of the WWRCs identified many of the prolific builders, architects, and contractors that contributed to the development of the city. These builders are discussed within the developmental period in which they worked.

Integrity

The majority of the historic resources in the study area maintain a high degree of architectural integrity. Most of the modifications to the buildings include replacement of the wood window sashes, additions on the rear facades, and residing. Six of the buildings considered Non-Contributing resources were on Valencia Street, and the other six were distributed throughout the neighborhood. Some of the residences that are now used as fraternity houses along E. Isaacs Avenue were originally single family residences.

Extreme cases of remodeling include the historically significant John W. Langdon House at 925 E. Isaacs Avenue and the Warren Langdon House at 949 E. Isaacs Avenue. The second story of the John W. Langdon mansion was removed in 1957 when it was remodeled a second time for the Beta Theta Phi fraternity. Some of the details of the beautiful home are still seen in the windows and stone work on the front porch. The Warren Langdon House to the east is another example of a residence modified for use by a fraternity when it was joined to the adjacent house to the east, making one large fraternity house (completed 1961). Although these two houses have been modified extensively, they are significant for their associations with the Langdon families and Whitman College.

Evaluation

The Green's Park RLS included 148 properties. Each property was evaluated according to the National Park Service's guidelines for evaluating resources for the National Register of Historic Places. Since the Green's Park RLS survey *only* included the building exteriors from the public-right-of-ways, these evaluations are *preliminary* in nature and may change as new information about the history, people, or architecture is researched and documented. Of the 148 buildings evaluated, one building (Green Park School) was listed in the National Register of Historic Places, 133 (about 89.5%) historic resources were Contributing, and 14 (about 10.5%) were Non-Contributing.

Considering the significance of the Green's Park Addition historically and architecturally, and the high number of Contributing resources, it appears that the addition would be eligible for listing in the National Register of Historic Places as a historic district or listed locally as a historic district. There are several buildings in Green's Park that would be also eligible for listing individually or as part of a multiple property nomination (see Appendix C).

IV RECOMMENDATIONS

Future planning for the Green's Park Addition neighborhood should build on the work already completed and include the following preservation planning goals:

- Complete the RLS survey for Green's Park Addition encompassing the properties in the northeast section of the addition that were not surveyed as part of the 2013 RLS project.
- Consider the benefits of completing DAHP Intensive Level Survey (ILS) forms on selected properties in the neighborhood or for the entire neighborhood.
- Conduct educational workshops highlighting the various architectural styles in the neighborhood, and the value of retaining character-defining features. Encourage the preservation of the craftsmanship, materials, design, setting, and architectural design of the houses in the study area.
- Conduct neighborhood meetings about the benefits of creating a National Register Historic District, Multiple Property Nomination, local historic district, or conservation area. Educate property owners about financial incentive programs available such as the Washington State Special Valuation Program for listed properties.
- Consider establishing a local historic district or a National Register of Historic Places historic district or conservation area for Green's Park Addition after the remainder of the area is surveyed. Alternately, research the possibility of creating a National Register Multiple Property Nomination for Green's Park Addition or for residential properties in Walla Walla. This would allow property owners to list a property on the National Register of Historic Places individually as part of the neighborhood context or a broader context of residential development of the city.
- Develop and adopt design guidelines or standards for the neighborhood as a way to safeguard the historic resources so the historic character of the historic district is not affected.
- Distribute informational materials about the efficiency of retaining wood windows with storm windows instead of removing and replacing the original sashes.
- Develop a walking tour brochure or informational sheet highlighting the history and some of the houses in the survey area to increase awareness and pride in the neighborhood.
- Add the historic documentation completed for houses in Green's Park that were researched as part of the Walla Walla 2020 plaque program into the DAHP database. This information can be added as 'information only' in the DAHP database and incorporated into a RLS or Intensive Level Survey (ILS) form as surveys are completed.
- Conduct RLSs of other residential neighborhoods in Walla Walla such as residential areas east and south of Whitman College.

V CONCLUSION

Although Walla Walla has grown from just a few hundred people in the 1860s to almost 32,000 inhabitants in 2010, the historic framework and development patterns are still a part of the city's economy, built environment, and landscape. Walla Walla maintains its standing as the professional, commercial, health, industrial, educational, governmental and civic center for Southeastern Washington and Northeastern Oregon, as it was historically. Wheat continues to be the mainstay of the community; however vineyards and wineries have become economically important over the last three decades. Relative stability has been maintained through governmental and public sector businesses, including a strong educational community. Walla Walla, now the 24th largest city in Washington, has a rich history seen through its built environment and urban landscape. The historic resources in the community and in Green's Park Addition, not only tell the story of the town's development and its founders, but also create a sense of place that is unique to the community. The development and economic trends that played an important role historically still provide the framework for the city today.

APPENDICES

- A Bibliography
- B Map: Evaluation and Property Location Map
- C List of Properties Surveyed
- D Supplemental Maps
- E Green's Park Addition Survey Forms

Appendix A

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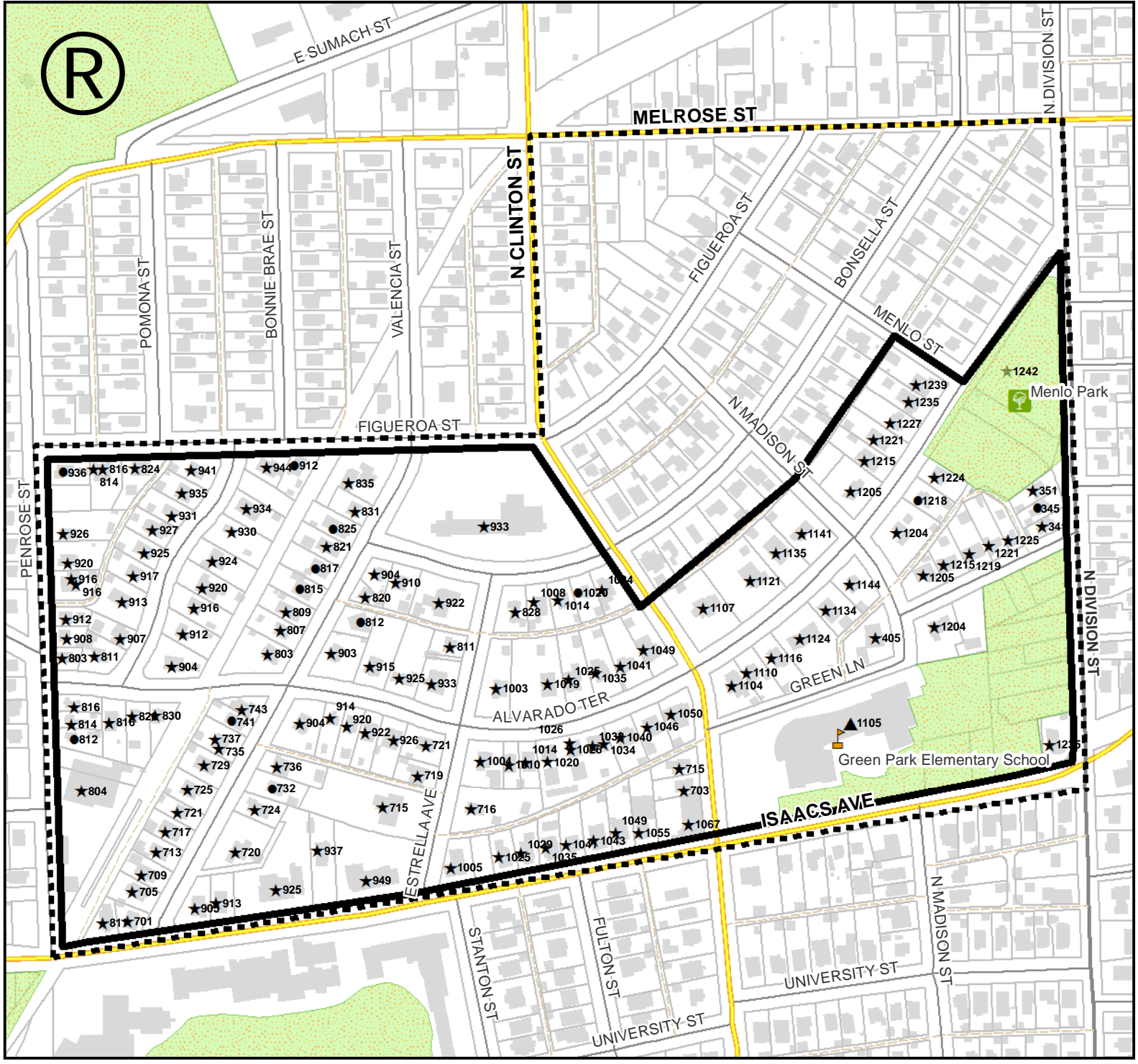
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
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Appendix B
Map: Evaluation and Property Location Map

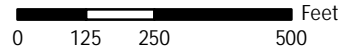
Green's Park Addition Historic Survey Map



-  Park / Open Space
-  Tax Lots
-  Green's Park Addition

- Survey Evaluation**
-  Contributing
 -  National Register
 -  Non-contributing

 2013 Survey Boundary



Appendix C

List of Properties Surveyed

Green Park Historic Survey Evaluation List

Number	D	Street		Built	Evaluation	Listed on WW2020	Aux. Building Evaluation	Historic Name
803		Alvarado Ter.	c.	1936	Contributing		None	
811		Alvarado Ter.	c.	1906	Contributing		Non-Contributing	Sharp House
816		Alvarado Ter.	c.	1922	Contributing		None	Fahey House
826		Alvarado Ter.	c.	1936	Contributing		Contributing	
830		Alvarado Ter.	c.	1936	Contributing		None	
903		Alvarado Ter.	c.	1940	Contributing		None	
904		Alvarado Ter.	c.	1904	Contributing		Contributing	
914		Alvarado Ter.	c.	1927	Contributing		Contributing	Lapham House
915		Alvarado Ter.		1937	Contributing		None	Hopkins House
920		Alvarado Ter.	c.	1924	Contributing		Non-Contributing	
922		Alvarado Ter.		1927	Contributing		Contributing	Ellis House
925		Alvarado Ter.		1935	Contributing		None	Pope House
926		Alvarado Ter.		1922	Contributing	WW2020	Contributing	Collingwood/Lange House
933		Alvarado Ter.		1912	Contributing	WW2020	Non-Contributing	Miller House
1003		Alvarado Ter.		1910	Contributing•	WW2020	Contributing	Hockett House
1004		Alvarado Ter.	c.	1908	Contributing		Non-Contributing	Smith House
1010		Alvarado Ter.	c.	1922	Contributing		Contributing	Steinbeck House
1014		Alvarado Ter.		1922	Contributing		Contributing	Metz House
1019		Alvarado Ter.	c.	1909	Contributing•		Contributing	Kelly House
1020-26		Alvarado Ter.	c.	1928	Contributing		Contributing	Kern Court Apt
1025		Alvarado Ter.		1909	Contributing•		Non-Contributing	Crawford House
1032-34		Alvarado Ter.		1931	Contributing		Contributing	
1035		Alvarado Ter.	c.	1908	Contributing		Contributing	Fine House
1040		Alvarado Ter.		1922	Contributing	WW2020	Contributing	Ingalls House
1041		Alvarado Ter.		1916	Contributing•	WW2020	Contributing*	Wade House
1046		Alvarado Ter.	c.	1911	Contributing		Contributing	Bendix House
1049		Alvarado Ter.		1909	Contributing•		Contributing	McLean House
1050		Alvarado Ter.		1921	Contributing•	WW2020	Contributing*	McLean House
1104		Alvarado Ter.	c.	1918	Contributing	WW2020	Contributing	McLean House
1107		Alvarado Ter.		1922	Contributing		Contributing	Eubanks House
1110		Alvarado Ter.		1932	Contributing		Contributing	Peterson House
1116		Alvarado Ter.	c.	1919	Contributing		Contributing	Youdovitch House
1121		Alvarado Ter.	c.	1908	Contributing		Non-Contributing	Baker House
1124		Alvarado Ter.	c.	1937	Contributing		Contributing	Borden House
1134		Alvarado Ter.		1918	Contributing	WW2020	Non-Contributing	Eells House
1135		Alvarado Ter.		1907	Contributing		Contributing	Moore House
1141		Alvarado Ter.		1917	Contributing	WW2020	Contributing	Green House
1144		Alvarado Ter.	c.	1931	Contributing		Contributing	Reynolds House
1204		Alvarado Ter.		1936	Contributing		None	Williams House
1205		Alvarado Ter.	c.	1912	Contributing		None	Kern House
1215		Alvarado Ter.	c.	1920	Contributing		Contributing	Huber House
1218		Alvarado Ter.	c.	1937	Non-Contributing		Non-Contributing	
1221		Alvarado Ter.	c.	1910	Contributing		Contributing	Davis House

Green Park Historic Survey Evaluation List

Number	D	Street	C.	Built	Evaluation	WW2020	Aux. Building Evaluation	Historic Name
1224		Alvarado Ter.		1908	Contributing	WW2020	Non-Contributing	Ware House
1227		Alvarado Ter.	c.	1924	Contributing		None	
1235		Alvarado Ter.		1928	Contributing		Contributing	Frank House
1239		Alvarado Ter.		1922	Contributing		Non-Contributing	Baumann House
1242		Alvarado Ter.	c.	1940	Contributing		None	
904		Bonnie Brae St.		1921	Contributing	WW2020	Contributing	Hawk House
907		Bonnie Brae St.	c.	1948	Contributing		Contributing	
912		Bonnie Brae St.		1931	Contributing		Contributing	Thornton House
913		Bonnie Brae St.	c.	1908	Contributing		Contributing	Taylor House
916		Bonnie Brae St.	c.	1929	Contributing		Contributing	McDonald House
917		Bonnie Brae St.	c.	1908	Contributing		Contributing	Lee House
920		Bonnie Brae St.		1924	Contributing		Contributing	Ingram House
924		Bonnie Brae St.	c.	1959	Contributing		None	
925		Bonnie Brae St.	c.	1920	Contributing		Contributing	
927		Bonnie Brae St.		1916	Contributing		Non-Contributing	Conaughey House
930		Bonnie Brae St.		1930	Contributing		Contributing	Foltz House
931		Bonnie Brae St.	c.	1940	Contributing		Contributing	
934		Bonnie Brae St.	c.	1908	Contributing		Non-Contributing	Morrison House
935		Bonnie Brae St.	c.	1908	Contributing		Contributing	Hart House
941		Bonnie Brae St.	c.	1908	Contributing		Contributing	McInroe House
944		Bonnie Brae St.	c.	1920	Contributing		Contributing	
904		Bonsella St.		1931	Contributing		None	Reynolds House
910		Bonsella St.	c.	1925	Contributing		Non-Contributing	Haff House
922		Bonsella St.		1909	Contributing	WW2020	Contributing	Smith House
933		Bonsella St.		1927	Contributing		None	WW Valley General Hospital
1008		Bonsella St.	c.	1922	Contributing		Contributing	Eichenberger House
1014		Bonsella St.	c.	1938	Contributing		Contributing	VanAtta House
1020		Bonsella St.	c.	1932	Non-Contributing		Contributing	
1024		Bonsella St.	c.	1915	Contributing		None	Bybee House
703	N	Clinton St.	c.	1918	Contributing		None	Stafford House
715	N	Clinton St.	c.	1935	Non-Contributing		None	Mayfield House
341	N	Division St.	c.	1912	Contributing		Contributing	
345	N	Division St.		1928	Non-Contributing		Non-Contributing	Olsen House
351	N	Division St.	c.	1925	Contributing		Contributing	
715		Estrella Ave.	c.	1915	Contributing		None	Phi Delta Theta
716		Estrella Ave.	c.	1929	Contributing		Contributing	Moore House
719		Estrella Ave.	c.	1915	Contributing		Contributing	
721		Estrella Ave.	c.	1915	Contributing		Contributing	
811		Estrella Ave.		1937	Contributing		Contributing	Miller House
828		Estrella Ave.	c.	1939	Contributing		None	
814-16		Figueroa St.	c.	1947	Contributing		None	
824		Figueroa St.	c.	1963	Contributing		Contributing	
912		Figueroa St.	c.	1946	Non-Contributing		Contributing	

Green Park Historic Survey Evaluation List

Number	D	Street	C.	Built	Evaluation	WW2020	Aux. Building Evaluation	Historic Name
811	E	Isaacs Ave.	c.	1916	Contributing		None	Meyer House
905	E	Isaacs Ave.	c.	1906	Contributing		None	Blackman House
913	E	Isaacs Ave.	c.	1925	Contributing		None	
925	E	Isaacs Ave.	c.	1906	Contributing		None	Langdon House/Beta Theta Pi
937	E	Isaacs Ave.	c.	1925	Contributing		Non-Contributing	Fuller House
949	E	Isaacs Ave.	c.	1906	Contributing		None	Langdon House/Tau Kappa Epsilon
1005	E	Isaacs Ave.		1938	Contributing		None	Sigma Chi House
1025	E	Isaacs Ave.	c.	1915	Contributing		Contributing	Benson House
1029	E	Isaacs Ave.	c.	1923	Contributing		None	Hull House
1035	E	Isaacs Ave.	c.	1909	Contributing		Non-Contributing	Drumheller House
1041	E	Isaacs Ave.	c.	1932	Contributing		None	
1043	E	Isaacs Ave.	c.	1918	Contributing		Contributing	Barrett House
1049	E	Isaacs Ave.		1912	Contributing	WW2020	Contributing	Ennis House
1055	E	Isaacs Ave.	c.	1912	Contributing		Non-Contributing	Archer House
1067	E	Isaacs Ave.		1939	Contributing		None	Deitrich and Sons Grocers
1105	E	Isaacs Ave.		1905	National Register	WW2020	None	Green Park School
1235	E	Isaacs Ave.	c.	1910	Contributing		Contributing	
405	N	Madison St.	c.	1956	Contributing		Contributing	
804		Penrose St.		1923	Contributing		Non-Contributing	Whitman College Heating Plant
812		Penrose St.	c.	1928	Non-Contributing		None	Schreiner House
814		Penrose St.	c.	1928	Contributing		Contributing	
816		Penrose St.	c.	1928	Contributing		Contributing	
908		Penrose St.	c.	1928	Contributing		Contributing	Young House
912		Penrose St.	c.	1931	Contributing		Contributing	
916		Penrose St.	c.	1914	Contributing		Contributing	Drake House
920		Penrose St.	c.	1915	Contributing		None	
926		Penrose St.	c.	1931	Non-Contributing		Non-Contributing	
936		Penrose St.	c.	1928	Non-Contributing		Non-Contributing	
1204		Portland Ave.	c.	1946	Contributing		Contributing	
1205		Portland Ave.	c.	1948	Contributing		Contributing	
1215		Portland Ave.	c.	1948	Contributing		Non-Contributing	
1219		Portland Ave.	c.	1955	Contributing		Non-Contributing	
1221		Portland Ave.	c.	1935	Contributing		Contributing	
1225		Portland Ave.	c.	1938	Contributing		Contributing	
701		Valencia St.	c.	1912	Contributing		Contributing	
705		Valencia St.		1909	Contributing		Contributing	Dunham House
709		Valencia St.	c.	1908	Contributing		Contributing	Wilson House
713		Valencia St.	c.	1908	Contributing		Non-Contributing	Hull House

Green Park Historic Survey Evaluation List

Number	D	Street	C.	Built	Evaluation	WW2020	Aux. Building Evaluation	Historic Name
717		Valencia St.	c.	1909	Contributing		Non-Contributing	Hopkinson House
720		Valencia St.		1905	Contributing	WW2020	Contributing	Barnett/Green House
721		Valencia St.	c.	1905	Contributing		None	Holbrook House
724		Valencia St.	c.	1907	Contributing		None	
725		Valencia St.		1909	Contributing*		Contributing	Larsen House
729		Valencia St.	c.	1928	Contributing		Contributing	
732		Valencia St.	c.	1915	Non-Contributing		Non-Contributing	
735-37		Valencia St.	c.	1918	Contributing		Contributing	
736		Valencia St.	c.	1916	Contributing		Non-Contributing	
741		Valencia St.	c.	1909	Non-Contributing		Contributing	
743		Valencia St.	c.	1908	Contributing		None	Wilson House
803		Valencia St.		1917	Contributing	WW2020	Non-Contributing	Smith House
807		Valencia St.	c.	1909	Contributing		Contributing	
809		Valencia St.	c.	1908	Contributing		Non-Contributing	Thorn House
812		Valencia St.	c.	1948	Non-Contributing		None	
815		Valencia St.	c.	1908	Non-Contributing		Non-Contributing	
817		Valencia St.	c.	1908	Non-Contributing		None	York House
820		Valencia St.		1935	Contributing		None	Wentsch House
821		Valencia St.		1908	Contributing		Non-Contributing	Scholl House
825		Valencia St.	c.	1909	Non-Contributing		None	Coleman House
831		Valencia St.	c.	1925	Contributing		None	Barbee House
835		Valencia St.	c.	1936	Contributing		Non-Contributing	
809		Isaacs Ave. Vicinity	c.	1888	Contributing		None	WA & Columbia RR/Northern Pacific
837		Valencia St. vicinity		ND	Contributing		None	Butcher Creek
		*Maybe eligible for the National Register with further research						

Appendix D
Supplemental Maps

**GREEN'S
PARK
ADDITION**
To the City of
WALLA WALLA,
Washington
July 1903

ESCLERE CITY SURVEYOR SCALE 100 FT. = 1" 1/2



DEDICATION

I, MARY F. GREEN, OWNER OF GREEN'S PARK ADDITION TO THE CITY OF WALLA WALLA, WASHINGTON, DO HEREBY DEDICATE TO THE PUBLIC FOR USE AS STREETS AND ALLEYS ALL THE STREETS AND ALLEYS AS SHOWN ON THIS PLAT. EXCEPTING AND RESERVING TO MYSELF, MY HEIRS AND ASSIGNS, ALL OF THE WATER RIGHTS AND PRIVILEGES TO THE WATERS OF THE STREAMS FLOWING THROUGH SAID ADDITION, WITH THE RIGHT TO LAY PIPES OR FEEDERS, LAID UNDERGROUND, ALONG OR ACROSS ANY OF SAID STREETS OR ALLEYS.

WITNESSES: H. C. BAKER
M. F. GREEN
J. W. LANGDON
NOTARY PUBLIC
STATE OF WASHINGTON
COUNTY OF WALLA WALLA

I, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, DO HEREBY CERTIFY THAT ON THIS TWENTY-NINTH DAY OF JULY 1903 PERSONALLY APPEARED BEFORE ME THE ABOVE NAMED MARY F. GREEN PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SHE SIGNED, SEALED AND EXECUTED THE SAME AS HER FREE AND VOLUNTARY ACT AND DEED, FOR THE USES AND PURPOSES THEREIN MENTIONED.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR FIRST IN THIS CERTIFICATE WRITTEN.

JOHN W. LANGDON
NOTARY PUBLIC FOR WASHINGTON,
RESIDING AT WALLA WALLA, WASH.

DESCRIPTION

BEGINNING AT THE N.E. CORNER OF SECTION 20, T. 7 N., R. 36 E. W.M., AND RUNNING THENCE WEST 3.72 FEET; THENCE S. 0° 23' E. 790 FEET; THENCE N. 69° 33' W. 1310 FEET TO THE CENTER LINE OF COLLEGE AVE.; THENCE S. 0° 23' E. 127.8 FEET TO THE CENTER LINE OF ISBACS AVE.; THENCE N. 63° 29' E. 795.6 FEET; THENCE N. 66° 25' E. 1075.1 FEET TO THE CENTER LINE OF DIVISION ST.; THENCE N. 0° 34' W. 330.45 FEET TO THE S.E. CORNER OF THE N.W. 1/4 OF SECTION 21, T. 7 N., R. 36 E. W.M.; THENCE N. 0° 42' W. 1320.4 FEET TO THE N.E. CORNER OF SAID N.W. 1/4 OF SAID N.W. 1/4; THENCE S. 65° 54' W. 1320.6 FEET TO THE POINT OF BEGINNING.

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY OF GREEN'S PARK ADDITION TO THE CITY OF WALLA WALLA CONFORM TO THE REQUIREMENTS OF ORDINANCE NO. 546 REGARDING ADDITIONS TO THE CITY OF WALLA WALLA, WASH.

E. S. ELASK
CITY SURVEYOR

APPROVED BY THE COUNCIL OF THE CITY OF WALLA WALLA JULY 21ST 1903.

E. S. ELASK
CITY SURVEYOR.

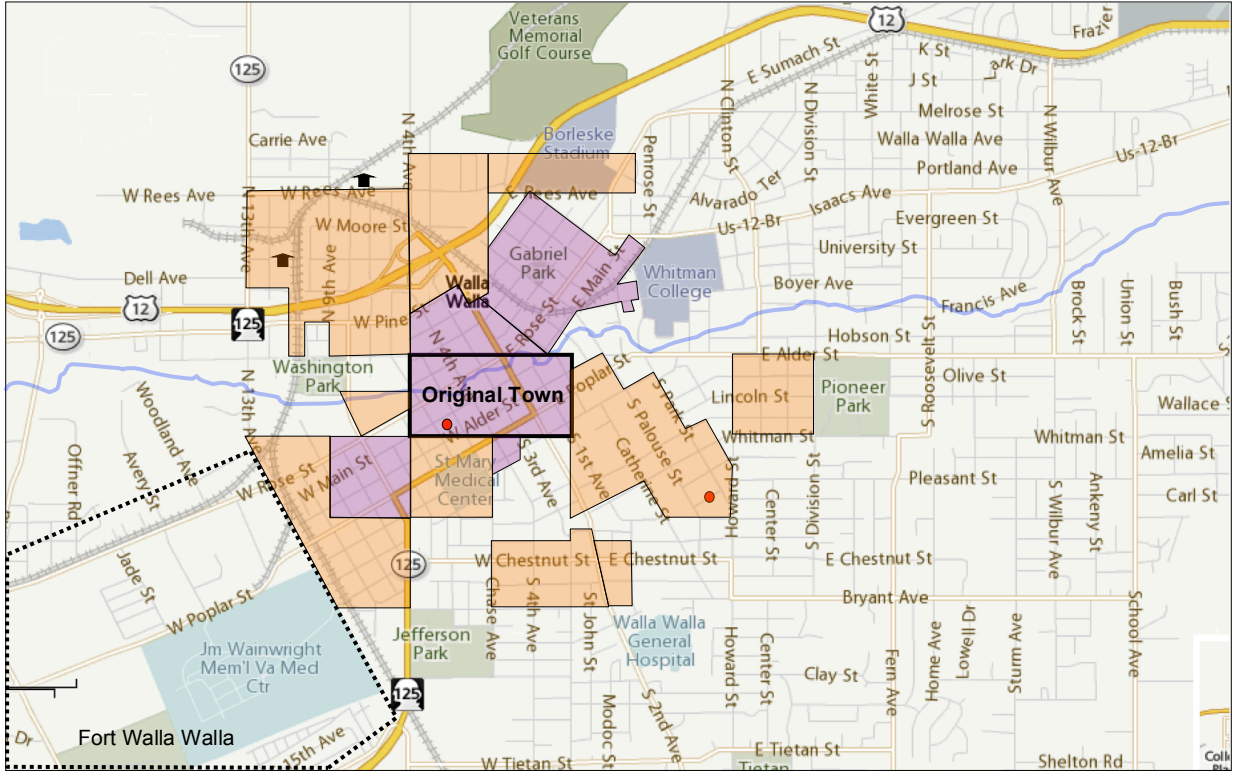
APPROVED JULY 22ND 1903

E. M. CORNWELL
CHAIRMAN OF THE
BOARD OF COUNTY COMMISSIONERS
OF WALLA WALLA COUNTY
W.

FILED FOR RECORD JULY 25, 1903, AT 3:15 O'CLOCK P.M.
RECORDED AT REQUEST OF J. W. LANGDON.
W. S. HONEYCUTT
COUNTY AUDITOR
BY T. M. HANLEY
DEPUTY

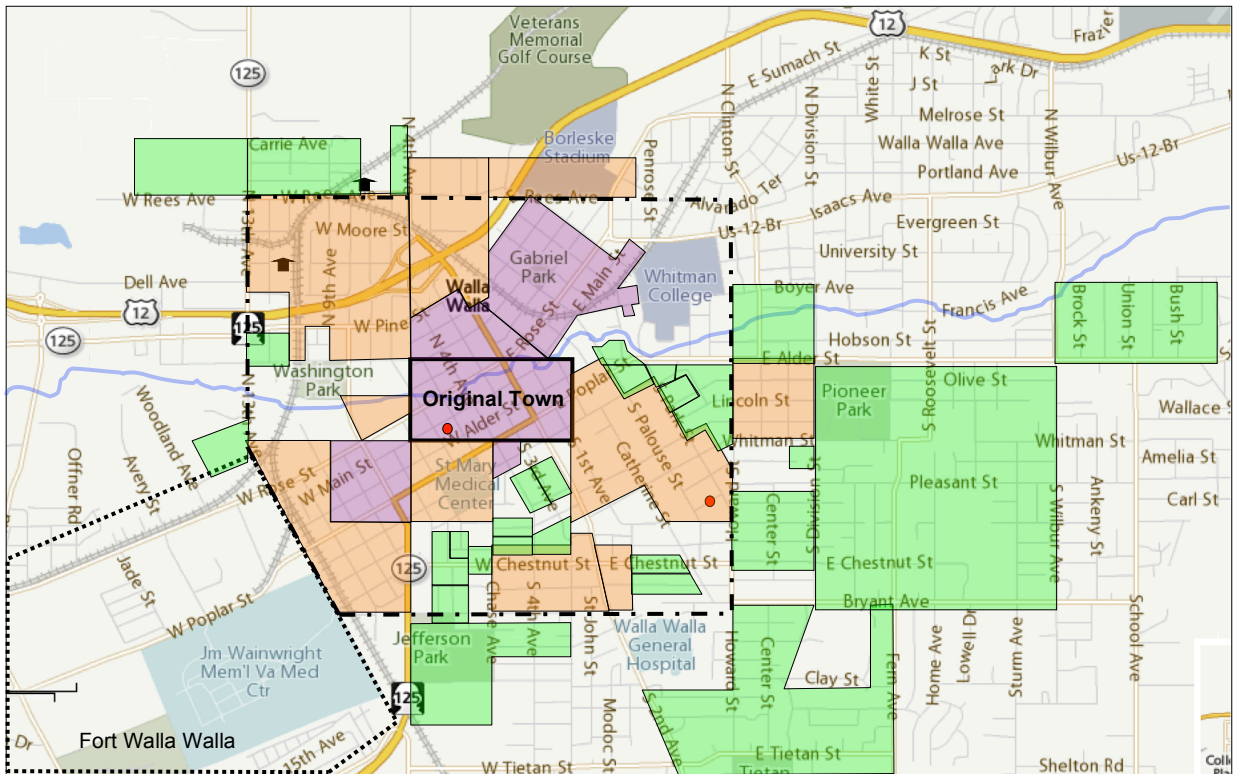


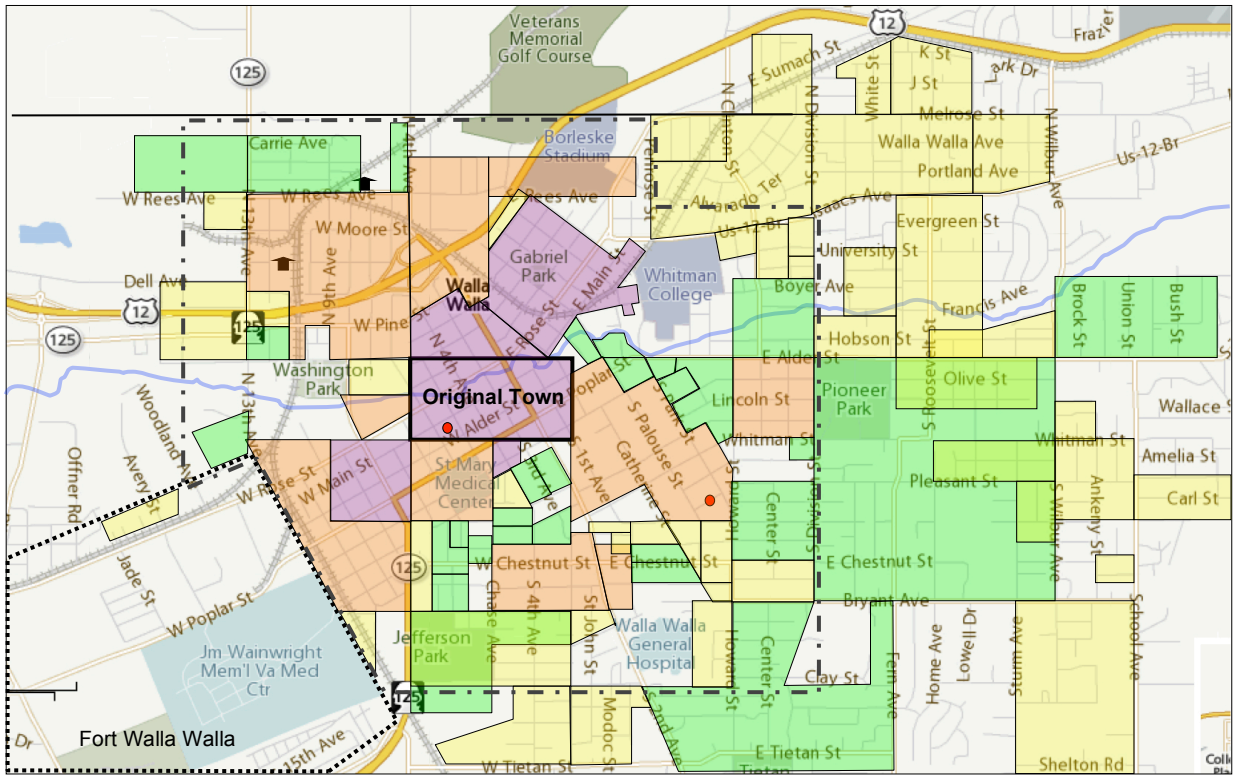
D-1. Green's Park Addition Plat Map, 1903.



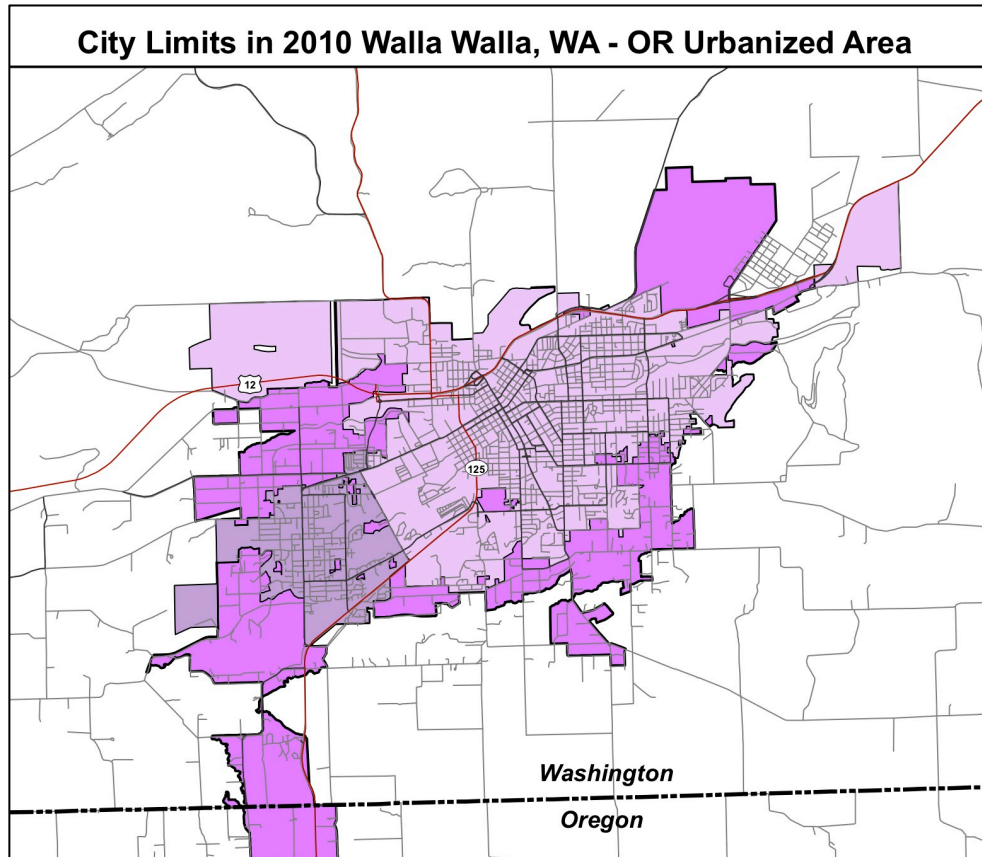
Appendix D-2: Above- Plat map showing growth pattern from the Original Town Plat. 1860s additions are shown in purple and 1870s additions are shown in orange.

Below- Map showing additions in the 1880s, shown in green.





Appendix D-3: Above-Plat map showing growth pattern from the Original Town Plat. 1860s, 1870s, and 1880s additions (orange and green), and 1890s major additions (yellow). Below-Current Map of Walla Walla



Appendix E

Green's Park Addition Survey Forms