



The City of Seattle

## Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649  
Street Address: 700 5th Ave Suite 1700

### REPORT ON DESIGNATION

LPB 189/12

Name and Address of Property: **Seattle Post-Intelligencer P-I Globe**  
**101 Elliott Avenue West**

At the public meeting held on April 18, 2012, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Seattle Post-Intelligencer Globe currently located at 101 Elliott Avenue West as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- C. The Seattle Post-Intelligencer Globe is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state, or nation.*
- D. The Seattle Post-Intelligencer Globe embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction.*
- E. The Seattle Post-Intelligencer Globe is an outstanding work of its designer(s) and its builder(s); and*
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, the Seattle Post-Intelligencer Globe is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.*

### DESCRIPTION

#### **Setting**

The *Seattle Post-Intelligencer* Globe currently sits atop a five-story office building that has housed the *P-I*'s offices since 1986. The building is located at 101 Elliott Avenue West at the northwestern edge of downtown Seattle, near the foot of Denny Way. To the west are the railroad tracks and Myrtle Edwards Park along the waterfront. To the north and south are other modern office buildings. Across the street to the east are light industrial buildings now converted to offices and studios. Although this is not the Globe's original site, it is an effective one since it is highly visible from the water, the park and other locations.

## **Description**

The *P-I* Globe is a unique sign, designed and manufactured specifically to advertise the *P-I*. The sign consists of three parts: the globe, an eagle outlined in neon atop it and a neon banner sign that revolves around the globe.

The largest element is a hollow globe, manufactured of steel divided horizontally into two hemispheres. The globe is painted dark blue, with the continents outlined in Marine Green neon tubes. The latitude and longitude lines are marked with Midnight Blue neon tubing, emphasizing the shape of the globe. The globe is stationary, while the neon sign moves around it. The globe is 30 feet high and weighs an estimated 13.5 tons. Inside the globe are the electronics and machinery for the lights and the revolving sign.

The banner sign with the slogan "It's in the P-I." is composed of metal channel letters mounted on a raceway that revolves around the globe on rubber-tired wheels. The letters are lighted on the interior with Ruby Red neon tubes and are outlined with white fluorescent tubing. The capital letters are eight feet tall and the small letters are five feet tall. Three-foot tall stars between the first and last letters of the slogan are illuminated with a grid of blue neon tubing and outlined with white tubing. Atop the globe is an eagle with its wings stretched upward, outlined in yellow neon. The eagle adds another 18.5 feet and weighs 2,000 pounds.<sup>1</sup>

The sign sits on a structural steel base in the shape of a low flattened pyramid, enclosed in a rectangular penthouse. It was designed by Seattle artist Clair Colquitt, who believed that it would serve as an appropriate transition between the contemporary building and the vintage sign. The building at 101 Elliott Ave. W. is a five-story office building with an irregular horizontal form with a total of 129,362 gross square feet plus a large underground parking garage. It is of structural steel construction with all elevations consisting primarily of black reflective glass. The building was designed in 1986 by Lance Mueller and Associates.

## **Alterations**

No alterations are known to have been made to the globe except its relocation from the original *P-I* building to the current site at 101 Elliott Ave. W. in 1986. To make the move, the globe was taken down in October 1985 and separated at its equator into two hemispheres. The globe surface was repainted, the metal was refurbished and the neon lights were rewired before it was reinstalled. It was reassembled on the new site at 101 Elliott Ave. W. on January 25, 1986.

## **STATEMENT OF SIGNIFICANCE**

The Globe has been considered a Seattle icon since it was originally installed on the *Post-Intelligencer* building in 1948. Its installation in 1986 on the newspaper's rented quarters on the Seattle waterfront increased its visibility, as it is one of the most prominent objects seen on the waterfront as people approach by ferry. The image of the Globe also served as the logo for the newspaper, appearing on its masthead and on each section of the paper.

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<sup>1</sup> Notes from the office of Virgil Fassio, *Seattle Post-Intelligencer* publisher, at the Museum of History and Industry.

On the day before publication of the last print edition of the *P-I* in March 2009, the *New York Times* described the globe and the role of the newspaper in the city:

In Seattle, everyone knows what you mean when you say the Globe. For years, it has announced to the Pacific Northwest that in a newsroom below, people are preparing to present on broad sheets of paper an account and analysis of the day's events...For some, the *P-I* Globe is the finest landmark in Seattle, surpassing even the Space Needle. When aglow at night, it seems to float upon the cityscape, the continents highlighted in green against the dark blue, the motto — “It's in the P-I” — rotating in red letters five and eight feet high. A continuance is conveyed.<sup>2</sup>

### **Neighborhood Context: The Development of Belltown and the Denny Regrade**

The Globe's two locations bracket the neighborhood now known as Belltown. The area lies on the donation claim of William and Sarah Bell, who arrived with the Denny party at Alki Beach on November 13, 1851. The following year, rather than moving to the main settlement (now Pioneer Square) they filed a claim to the north, on land largely covered with dense forests. A steep cliff rose from the beach where a Duwamish winter village was located at the foot of the future Bell Street. The Bell claim extended from Elliott Bay east to today's Yale Avenue North, from Pine Street north to Denny Way. Encouraging commerce to spread northward was difficult because of the steep topography and poor roads. However, in the 1880s two hotels, an Odd Fellows Hall and a retail/hotel/office building were constructed on 1<sup>st</sup> Avenue near Battery Street. These substantial brick buildings combined with the area's isolation to give Belltown a distinctive identity separate from that of downtown Seattle. Streetcars arrived in 1889, extending from James Street to Denny Way along 2<sup>nd</sup> Avenue. Within a few years, lines would connect Belltown with Ballard, Lake Union and points north and east.

But significant development was slowed by the area's isolating topography. City Engineer Reginald H. Thomson envisioned leveling Denny Hill, using hydraulic jets to sluice the earth into Elliott Bay. In 1898, the first of three regrades in the vicinity was completed, lowering 1st Avenue between Pike Street and Denny Way by 17 feet. The second phase occurred between 1908 and 1911, when 27 blocks between 2<sup>nd</sup> and 5<sup>th</sup> avenues, from Pine to Cedar streets, were sluiced away.<sup>3</sup> The regrades opened up access to Belltown, Queen Anne and Lake Union, greatly enhancing property values. Belltown evolved with apartment buildings to house downtown and waterfront workers, with an accompanying array of cafes, taverns and small grocery stores. The close-in, low-density location encouraged auto-oriented businesses such as service garages and light-industrial uses such as printers and small-scale suppliers and assemblers servicing downtown businesses.

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<sup>2</sup> Dan Barry, “In Seattle, the World Still Turns, a Beacon in Memory of a Lost Newspaper,” *New York Times*, March 17, 2009.

<sup>3</sup> Myra L. Phelps, *Public Works in Seattle: A Narrative History*, *The Engineering Department 1875-1975*, Seattle Engineering Department, 1975, 19-21.

The embankment created along 5<sup>th</sup> Avenue remained for more than twenty years, until the third regrading phase, which began in 1928 and ended in December 1930. This phase extended from 5<sup>th</sup> Avenue to Westlake Avenue, between Virginia and Harrison streets. However, the project was completed just as the country was entering a major depression and the anticipated development in the newly-regraded area did not occur. For decades the area east of 5<sup>th</sup> Avenue contained primarily car dealerships, parking lots, motels and other low-density uses. It was in this virtually empty area that the Hearst Corporation purchased an entire block upon which to construct the new building housing the *Post-Intelligencer* offices and printing presses in 1948.

The *P-I*'s current home on Elliott Avenue West illustrates the changing context of the Belltown waterfront. The area west of 1<sup>st</sup> Avenue was not regraded, and its steep slope kept it largely industrial.<sup>4</sup> Early in the twentieth century the waterfront and the hillside bustled with wharves, the railroad, fish canneries, small manufacturers and livery stables. Fill dirt from the first regrade was used to create more shoreline north of Virginia Street. The deep water allowed construction of large docks parallel to the shoreline. The Booth Fisheries (formerly Chlopeck) pier (later Pier 68) served the company's smokery and packing house on the uplands. The American Can Company had the largest facility; a plant to manufacture cans for salmon packing. Other major industrial activities were the U. S. Radiator plant (later used by Skyway Luggage) and the Lockwood Lumber Company, with a large yard at Broad Street and Western Avenue.

By the late 1960s, economic and technological developments led to the decline of Belltown's industries and subsequent changes in land use. The American Can Company plant closed in 1970; it was later changed into a trade center and is now the offices of Real Networks. The last major industrial presence was Skyway Luggage, which expanded into the adjacent Booth Fisheries building in 1965; it maintained its properties into the 1990s, but with minimal manufacturing activity. Its two main buildings now house a school and a storage facility. The numerous small warehouses and light industrial buildings on Western and Elliott avenues were either replaced or modernized, housing support services such as printers or dealers in industrial or commercial equipment. However, by the 1980s many of these were themselves being replaced by condominiums or office buildings, including the *P-I*'s new building.

### **Journalism Context: History of the *Seattle Post-Intelligencer***

The *Post-Intelligencer* was formed in 1881 through the merger of the *Seattle Post* and the *Weekly Intelligencer*. The *Weekly Intelligencer* was a successor to *The Seattle Gazette*, the city's first newspaper, established in 1863. After several changes in ownership, the paper was purchased in 1867 by Samuel L. Maxwell, who re-named it the *Weekly Intelligencer* and began publication on August 5, 1867. A legend holds that the type was in poor condition and Maxwell picked the name "Intelligencer" as the best he could do with the large letters he had available.

In 1870 a second newspaper, the *Puget Sound Dispatch*, appeared; it became the town's first daily paper in 1872. In 1876 a new owner, David Higgins, expanded the *Intelligencer* to daily publication, re-naming it the *Daily Intelligencer*. In 1878-79 Thaddeus Hanford acquired the *Intelligencer*, and subsequently acquired the *Dispatch* and the *Pacific Tribune*, both of which he folded into the *Intelligencer*. During the same period, another newspaper appeared, *The Post*, backed by John Leary, a prominent lawyer and

investor. Despite Leary's resources, the paper was constantly in debt and in 1881 it also merged with the *Intelligencer*. The new *Post-Intelligencer* began publication on October 1, 1881.<sup>5</sup>

The merged publication's tumultuous ownership history continued for several decades. It had numerous stockholders, including Thomas W. Prosch, who became a noted historian. In 1886, following a series of anti-Chinese riots, a group of civic leaders, bought the *P-I* for use in their campaign for law and order; they appointed Clarence B. Bagley, also a noted historian, as manager. After a short period, the group sold the paper to Leigh S. J. Hunt. Hunt was a partner of Peter Kirk in the Kirkland Land and Improvement Company, which built a steel mill and developed the original town of Kirkland. Hunt had enough financial backing to buy new printing equipment and to hire experienced reporters from *The Oregonian*. The paper became more metropolitan and was actively involved in influencing state policies and in campaigning for improvements such as parks. It was sold following the 1893 depression and had several more owners until 1921. The last of these was Clark Nettleton, a civic leader, who sold the paper to John H. Perry in October 1921. It was later revealed that Perry had purchased the paper as an agent for the Hearst Corporation.<sup>6</sup>

The major event of the early Hearst years was a three-month strike from August 19 to November 29, 1936. Half of the 70 news staff employees, members of the new American Newspaper Guild, went on strike in protest of efficiency moves such as arbitrary dismissals and assignment changes. With the support of other unions and Teamsters leader Dave Beck, the strikers were victorious. It is considered one of the first significant and successful strikes by white-collar workers in the United States.<sup>7</sup>

The paper achieved another measure of national fame after the strike, when Hearst appointed John Boettiger as publisher. Boettiger's wife, Anna, was the daughter of President Franklin D. Roosevelt; she became editor of the women's page. Since Hearst had actively opposed Roosevelt in the 1936 election, it has been speculated that he made this appointment to help the paper re-gain circulation after the strike. The president himself visited Seattle during his tenure and Eleanor Roosevelt visited a number of times. In 1943 Boettiger entered the Army and his family soon moved back to Washington, D. C.

After Hearst's death in 1951, the Hearst Corporation allowed more local control of the paper. As other local dailies closed, the *P-I* became an even more integral part of Seattle. It competed fiercely with the other remaining paper, *The Seattle Times*. The *Times* was considered the more staid of the two, and the *P-I* prided itself on informality and inventiveness. Several of its "misfits" became noted authors in later years, including Tom Robbins, Frank Herbert and Tim Egan.

The paper lost money, however, and in 1983 the *P-I* entered into a joint operating agreement (JOA) with the *Times*. The JOA provided that the *Times* would take over the production, advertising, marketing and circulation functions for both papers, in exchange for a payment from Hearst. It was this agreement that instigated the *P-I*'s move from its own building. With only editorial and news employees, it no longer had a need for a large building with printing presses. However, the JOA did not enable the paper's long-term survival. The Hearst Corporation ceased publication of the *P-I* as a printed newspaper on March 17, 2009. A version of the publication remains today on the internet.

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<sup>5</sup> Historylink.org, *Post-Intelligencer: A 1922 History of the Seattle Newspaper* (Edmond Meany), Essay 8905.

<sup>6</sup> *Seattle Post-Intelligencer*, 125<sup>th</sup> Anniversary Edition, November 11, 1988.

<sup>7</sup> Historylink.org *Seattle Post-Intelligencer* news staff strikes on August 19, 1936, Essay 2519.

## Journalism Context: The Hearst Corporation

The Hearst Corporation, one of the largest and most influential media companies in the world, had its origins in the mining fields of the American West. George Hearst (1820-1891) migrated from Missouri to California in 1850 during the gold rush. He eventually acquired interest in some of the West's richest mines, including the Comstock Lode, the Homestake in South Dakota and the Anaconda in Montana. Once his fortune was made, he sought public office. To pursue these ambitions, he acquired the *San Francisco Daily Examiner* in 1880. After he achieved his objective, appointment to the U. S. Senate in 1886, he turned the *Examiner* over to his son, 23-year-old William Randolph Hearst.

The younger Hearst began as the *Examiner's* editor and publisher in 1887, approaching the newspaper business with great enthusiasm—and a lot of money. In 1895 he moved to New York and acquired the *New York Journal*, entering into direct competition with Joseph Pulitzer's *New York World*. Hearst used his paper to fight Tammany Hall corruption with the ultimate aim, like his father, of becoming governor or a U.S. Senator, neither of which happened. Hearst also pursued technological innovations such as Sunday comics printed in color, half-tone photos and wire syndication of news copy through the Hearst International News Service.<sup>8</sup>

In 1905, Hearst diversified the company by buying *Cosmopolitan* magazine, followed a few years later by *Good Housekeeping*. In 1919, he inherited \$25 million from his mother, Phoebe Apperson Hearst. This fortune appears to have fueled his newspaper buying program over the following decade. By 1930, Hearst owned 28 newspapers, so widespread that one of every four Americans read a Hearst paper. He also established a news reel company and began acquiring radio stations.<sup>9</sup>

Sensationalism was at the heart of Hearst journalism, highlighting crime, disasters, sports and the activities of the wealthy. Hearst used his ample funds to hire large numbers of reporters who provided detailed coverage and to hire noted writers such as Mark Twain, Jack London and Jules Verne to write pieces for his papers. He also embarked on crusades, including the promotion of the annexation of Hawaii and of building an American empire with a strong navy (especially during the Spanish-American War). He also supported various progressive causes and advocated for the candidacy of Franklin D. Roosevelt in 1932. However, after World War I Hearst had become more isolationist. He actively opposed Roosevelt in the 1936 campaign because of his internationalist policies and the New Deal, which he saw as anti-business. As Hearst aged he became less influential, although he did join in the anti-Communist crusades of the late 1940s. He died in 1951 at the age of 88.<sup>10</sup>

The Hearst Corporation continued to diversify after its founder's death. It now owns 29 television stations and 15 daily newspapers. The company is the largest publisher of monthly magazines in the world, with titles such as *Cosmopolitan*, *Good Housekeeping*, *House Beautiful*, *Seventeen* and *Popular Mechanics*, distributed in more than 100 countries.

## Historic Signs

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<sup>8</sup> Ben Proctor, *William Randolph Hearst: The Later Years, 1911-1951*, New York; Oxford University Press, Inc., 2007.

<sup>9</sup> Proctor.

<sup>10</sup> Proctor.

Signs have been a significant medium of communication between businesses and the populace at large since at least medieval times. Because of their ubiquitous and vernacular character, historic signs provide considerable insight into the era in which they were made. The most prominent and individualistic signs, like the Globe, become part of community memory, even outlasting the original business.

The Globe is a specific type of sign that goes well beyond announcing the name of the business. It harkens back to early medieval signs, which typically used symbols that spoke directly of the activity within—such as a tankard on a tavern sign. Most early signs either projected from a storefront or were affixed directly to the building. However, by the second half of the nineteenth century, rooftop signs were popular, usually capping prominent buildings such as hotels, theaters or corporate headquarters.

By the eighteenth century, businesses were using illuminated signs to attract nighttime customers. Early examples used candles and, in 1840, P.T. Barnum built a gas-illuminated sign. With the advent of electricity, signs were lighted by lamps shining on them. The use of individual bulbs to form images and words allowed more imaginative uses, with blinking bulbs simulating movement. Electric motors provided an even broader range of motion. These developments transformed nighttime streetscapes throughout the country. As buildings became larger, the signs themselves were larger and more ornate. Motorized travel, on trains, buses and automobiles, also influenced the size of signs, as larger, brighter signs were needed to attract attention as people moved faster through cities.<sup>11</sup>

Neon signs seemed tailor-made for the faster pace of the twentieth century and the coming of the automobile. Neon (from the Greek word for "new") gas was discovered in 1898, and found to have the interesting property of glowing when an electric charge passes through it. The first neon lamp was invented in 1910 by French engineer Georges Claude and patented in the United States in 1915. In 1923 Claude's company produced the first two neon signs in the country, for Earl Anthony's Packard dealership in Los Angeles.<sup>12</sup> By encasing the gas in glass tubes, letters and an infinite variety of lighted, moving shapes could be formed. Neon signs once again transformed our city streets, reaching a height of popularity in the 1940s, when the Globe was made. Neon signs often reflected stylistic trends, with Art Deco and Streamlined Moderne popular in the 1930-40s and motifs such as fins and star bursts common in the 1950s.<sup>13</sup>

The design and large size of the P-I Globe speaks of the importance of the newspaper and of journalism at the time it was installed. After World War II Americans were very aware of the larger world and its influence on this country. The Globe's design vividly illustrates the concept of world-wide communication, with the paper using its staff and communications technology to bring the world to Seattle. The eagle, often used as a symbol of the United States, sitting atop the Globe evokes the nation's preeminent international role in these years. The sign's large size and prominent position on its original building also reflected the increasing auto orientation of the late 1940s. It was particularly suitable for the new building's site near SR 99, Seattle's first highway; it stood out dramatically, surrounded by the parking lots and auto dealerships built after the last of the Regrades.

## **The History of the Globe**

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<sup>11</sup> Michael J. Auer, *Preservation Brief 25: The Preservation of Historic Signs*. Technical Preservation Services, National Park Service, U.S. Department of the Interior, 1991.

<sup>12</sup> May Bellis, "The History of Neon Signs," <http://inventors.about.com/od/qstartinventions/a/neon.htm>

<sup>13</sup> Auer: 5.

In 1948 the *P-I* moved into a distinctive office building and printing plant at the edge of downtown Seattle. It was designed in the Moderne style that was popular at the time, particularly for this type of industrial building. The architect was the prominent New York industrial engineering firm of Lockwood Greene, with Henry Bittman as the local associate architect. Lockwood Greene (now a subsidiary of CH2M Hill) is the country's oldest design firm, founded in 1832, and probably had extensive experience in meeting the specific needs of a major newspaper printing plant. The plant was technologically and architecturally designed to suit the varied needs of a large publishing operation, with sturdy construction to support large printing presses, a loading dock for delivery trucks and spaces for a news room, administrative offices and other departments.

The Globe was not part of the building's original design. According to the plans, the building design was completed in April of 1947. However, at the northeast corner it had a prominent circular entry pavilion with a flat roof, a common feature of the Moderne style. This roof was a natural base for a notable emblem of some type, and this may have been the reason that the newspaper held a contest in 1947 soliciting suggestions for the façade. Among the judges were prominent architects Henry Bittman, George W. Stoddard and Lance Gowen.

University of Washington art student Jack (known as Jakk) C. Corsaw won over nearly 350 other entrants with his idea for a curved map of the world to be placed above the entrance. Part of his concept was flashing lines of light connecting Seattle to wherever important news was happening around the world. Few details about the contest have been found, beyond an interview with Corsaw and a poor photocopy of his original entry. Members of the *P-I*'s art department refashioned his map idea into a globe and added the slogan and the eagle. It was hoisted atop the building on November 9, 1948.<sup>14</sup>

The Globe remained in this location until 1985, when the *P-I* ceased its printing and distribution operations, moved to smaller offices and sold the building. The Globe was removed in October 1985 and installed in the new location on January 25, 1986.

## **The Fabricators**

### ***The Globe***

The Globe was manufactured and erected by the Structural Steel Division of Pacific Car and Foundry Company of Renton. The initial contract, executed in June 1948 was for \$27,831, which was revised shortly afterward to \$25,932. The company, now known as PACCAR, is identified primarily with the manufacture of heavy-duty trucks (notably Kenworth and Peterbilt). However, it was founded in 1905 as the Seattle Car Manufacturing Company, specializing in equipment for the logging industry. During World War I it manufactured steel box cars, and rail cars became an increasingly important part of the business. During the Depression, the foundry won government contracts for the structural steel in the first Lake Washington floating bridge and in Grand Coulee, Bonneville, and Ross dams. During World War II, the company produced Sherman tanks and parts for Boeing planes, and diversified into building steel tugboats and dry docks in Everett. In 1945 Pacific Car purchased Kenworth Motor Truck Company, which had been founded in Seattle in 1923. Since the 1950s truck manufacturing has been the company's primary business. The Structural Steel Division had major contracts in the 1950s-60s, including providing steel for the Space Needle and the World Trade Center. However, the division was closed in 1973, shortly after the company changed its name to PACCAR Inc.

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<sup>14</sup> *Seattle Post-Intelligencer*, Special Section, "P-I Moves to New Building," May 14, 1986.



An advertisement placed in the *P-I* by Pacific Car and Foundry explained the manufacturing process for the globe:

Its manufacture exemplifies the diversity in our departments and divisions...It required special attention in our own complete engineering and testing departments. Wooden templates were cut in our woodworking mills; its steel skin was stretched in our motor coach divisions; its ribs were welded and riveted and the structure was assembled in our Seattle plant. It was hoisted into place by our steel erection crew.<sup>15</sup>

The ad does not mention the eagle specifically, but it is very possible that it was also manufactured at this time, as it would have been well within the abilities of the company and would have required the use of the wooden templates described.

### ***The Banner Sign and the Neon***

The letters and the neon tubing were designed and fabricated by Electrical Products Consolidated (EPCON), one of the area's pioneers in the design of neon signs. In 1926 Electrical Products Consolidated obtained the state franchise for neon and designed the area's first neon sign, a pink and blue sign for the *P-I* building at 6<sup>th</sup> Avenue and Pine Street. For this much larger sign they designed and installed the multi-colored neon on the banner sign, the eagle and the Globe itself. The firm built the letters and Ron Cruickshank, an electrical engineer for the company, designed the electrical system and the motor that allows the banner sign to revolve. Upon its completion, George Comstock, company president, called it:

The most complicated sign in the West...comparing favorably with the elaborate signs in New York. It is by far the most spectacular sign in the Northwest and one that is sure to become a Seattle landmark.<sup>16</sup>

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<sup>15</sup> Pacific Car & Foundry advertisement, *Seattle Post-Intelligencer*, January 2, 1949.

<sup>16</sup> "P-I Neon Sign Successor to Seattle's First 22 years ago," *Seattle Post-Intelligencer*, January 2, 1949.

**Note: The Landmark Nomination for the P-I Globe was prepared by Mimi Sheridan (on file with the Historic Preservation Office for the City of Seattle). This Designation Report is based on the information provided in the Landmark Nomination.**

## Sources Used

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Historylink.org, PACCAR Inc, Essay 4272, 2004.

*Seattle Post-Intelligencer* news staff strikes on August 19, 1936, Essay 2519.

*Post-Intelligencer*: A 1922 History of the Seattle Newspaper (Edmond Meany), Essay 8905

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*Seattle Post-Intelligencer*, January 2, 1949. Pacific Car & Foundry advertisement.

\_\_\_\_\_. "P-I Neon Sign Successor to Seattle's First 22 years ago,"

\_\_\_\_\_, Special Section, "P-I Moves to New Building," May 14, 1986

\_\_\_\_\_. 125<sup>th</sup> Anniversary Edition, November 11, 1988.

## **Additional Resources**

These are additional articles and websites that discuss the *Seattle Post-Intelligencer*.

“P-I Globe: Please Preserve Me; Don’t Let Me Go,”  
Seattle Post-Intelligencer, Friday, March 13, 2009

“In Seattle, the World Still Turns, a Beacon in Memory of a Lost Newspaper,”  
New York Times, Monday, March 16, 2009,

“Neon Sign Pioneer Cruikshank Dies at 84,”  
Seattle Post-Intelligencer, Tuesday, August 18, 1992

“Flamboyant Artist Jakk Corsaw, 69, Who Helped to Design P-I Globe, Dies,”  
Seattle Post-Intelligencer, Thursday, April 26, 1990

“So We Took Our Globe and We Came Home,”  
Seattle Post-Intelligencer, Wednesday, May 14, 1986

“Lock, Stock & Computer – The Seattle Post-Intelligencer Packs Its Bags and Moves to a New Home,”  
Seattle Post-Intelligencer, Wednesday, May 14, 1986

“Not the P-I’s First Move – Globe Atop the Roof Dates Back to 1948,”  
Seattle Post-Intelligencer - Wednesday, May 14, 1986

P-I Globe Moving to Its New Home This Weekend,”  
Seattle Post-Intelligencer - Friday, January 24, 1986

“It was unanimous: P-I couldn’t leave the globe behind,” seattlepi.com, 2009

“*Seattle Post-Intelligencer* publishes its final edition on March 17, 2009,” Historylink.org, 2009

“Sixty Days: A visit to a wounded P-I globe,”  
seattlepi.com, 2009

“The Globe and I—A voyage to the interior of an icon,”  
Jean Godden, Crosscut, April 8, 2009

### ***The features of the Landmark to be preserved include:***

The entire object, excluding the 1986 structural steel base and penthouse enclosure.

*This designation does not include the building that the object is attached to and the site at 101 Elliott Ave. W.*

Issued: May 2, 2012

Karen Gordon  
City Historic Preservation Officer

Cc: Kevin McCauley, Hearst Corporation  
Jack McCullough  
Michelle Crabtree  
Councilmember Jean Godden  
Councilmember Sally Clark  
Councilmember Tim Burgess  
Mimi Sheridan  
David Yeaworth  
Leonard Garfield, MOHAI  
Mark Hannum, Chair, LPB  
Diane Sugimura, DPD  
Alan Oiye, DPD  
Kent Hunnicutt, DPD  
Ken Mar, DPD