

1101 E Pike Street seattle landmark nomination



❧ Prepared by Tom Heuser, Marvin Anderson, and Adam Alsobrook

Introduction

- This report was prepared at the request of Liz Dunn, the owner of the property in order to ascertain its historic significance.
- It was researched and written from May to August of 2019 and revised from August to December 2019 with answers to board questions added in 2020.
- Name: 1101 E Pike Street
- Built: 1916
- Original Use: Commercial, automobile showroom and service
- Original Owner: Mary Liebeck, realtor
- Architect: Sønke E Sønnichsen
- Original Occupant: Henry Grant and the Seattle Automobile Company

Neighborhood Context



Figure 1) Context photograph of subject building looking east up East Pike Street.
(Google)

Neighborhood Context



Figure 2) Context photograph of subject building looking south down 11th Avenue.
(Google)

Neighborhood Context



Figure 3) Context photograph of properties located across East Pike Street to the north of subject building. (Google)

Neighborhood Context



Figure 4) Context photograph of properties located to the east of the subject building.
(Northwest Multiple Listing Service)

Neighborhood Context



Figure 5) Context photograph of properties located to the south of the subject building.
(Google)

Neighborhood Context



Figure 6) Context photograph of properties located across 11th Avenue to the west of the subject building. (Google)

Neighborhood Context



Figure 7) Context photograph of the properties located across East Pike Street to the northwest of the subject building. (Google)

Building description



Carson-Pirie-Scott Building, ND
(Louis H. Sullivan, b.1899)

Image: wendycitychicago.com



1101 E Pike St near completion, 1916.

(NAHA P659, 1.6)



Bekins Moving & Storage, 1929
(Gould and Champney, b.1910;
Sonnichsen, b.1918)

Image: MOHAI

Complete view – 1916 / 2019



Corner Entrance – 1916 / 2019



north Elevation – 1916 / 2019



West Elevation - 2019



West Elevation - 1916



Showroom 1919 / 2019



Remodeled showroom at 1101 E Pike St, circa 1919.
Image: University of Oregon Libraries



Showroom at 1101 E Pike St, 2019.
Image: Marvin Anderson Architects

Showroom 2019



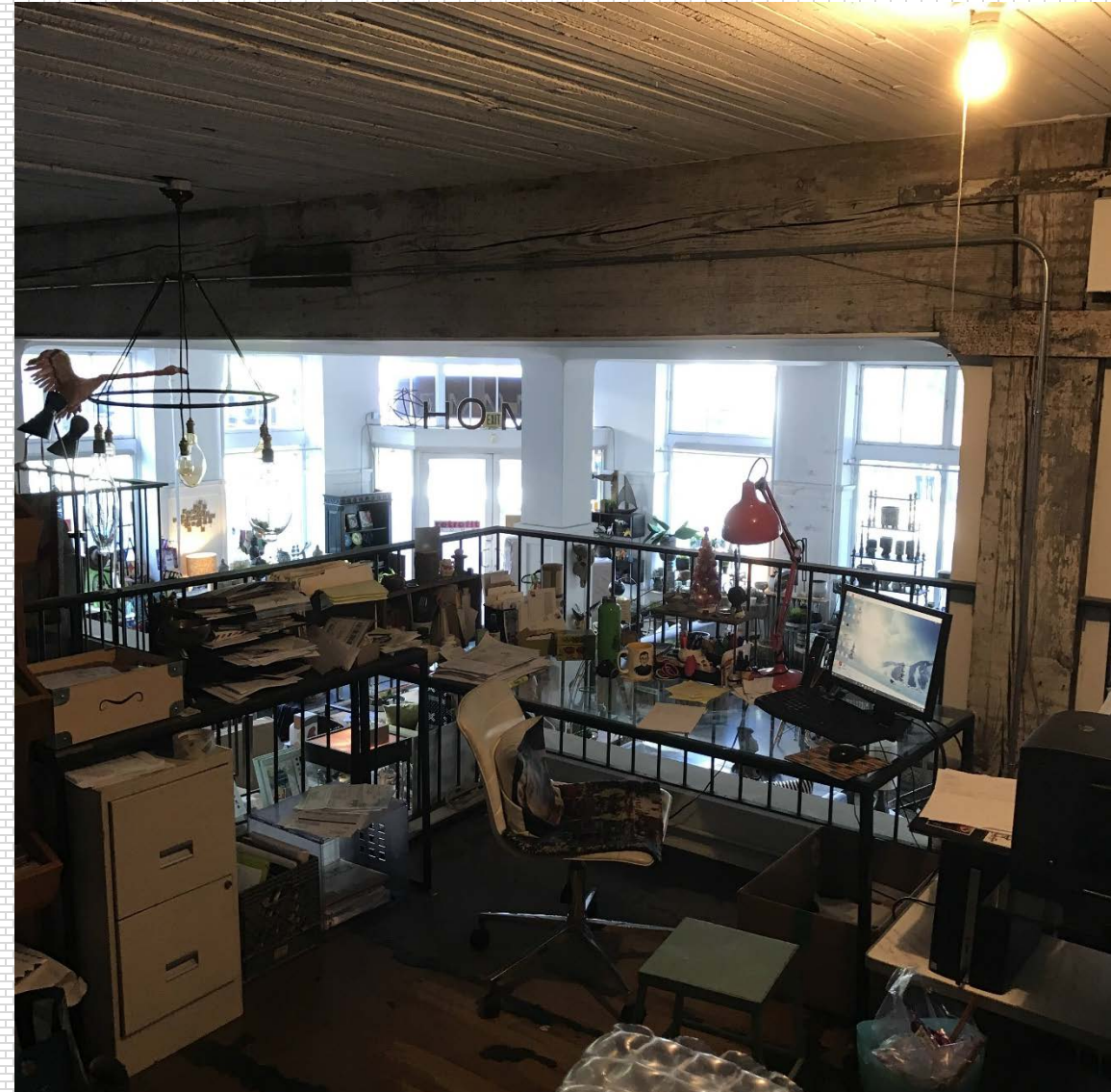
Showroom at 1101 E Pike St, 2019.
Images: Marvin Anderson Architects

Showroom 2019



Showroom at 1101 E Pike St, 2019.
Images: Marvin Anderson Architects

Showroom 2019



Showroom at 1101 E Pike St, 2019.
Image: Marvin Anderson Architects

Basement



Image: Marvin Anderson Architects

Basement



Image: Marvin Anderson Architects

Pettirosso



2nd floor



2nd Floor



2nd Floor



2nd floor

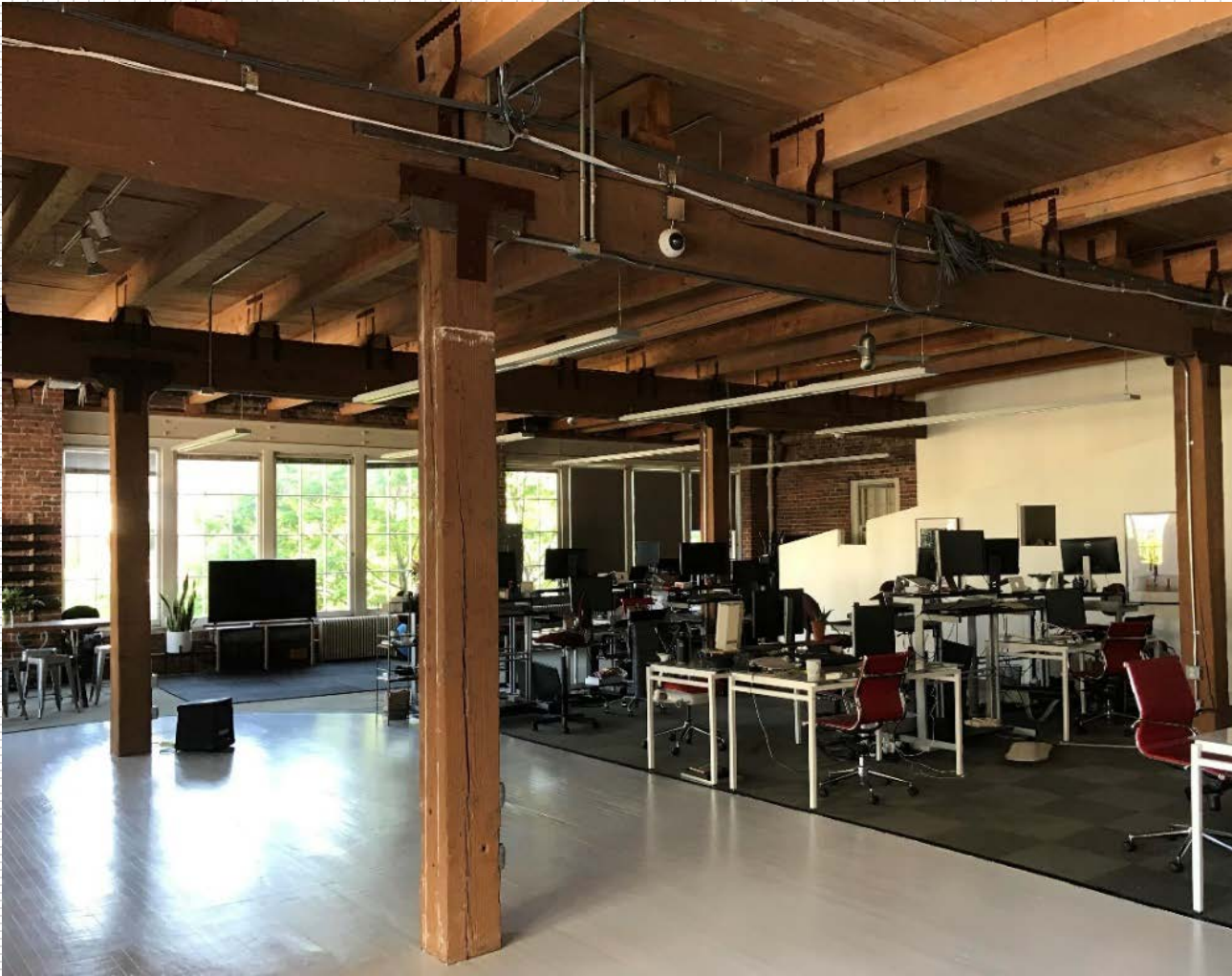


St, 2019.
Architects

2nd floor



Interior – 3rd Floor



Interior – 3rd Floor



Interior – 3rd Floor



Development of the pike/pine area

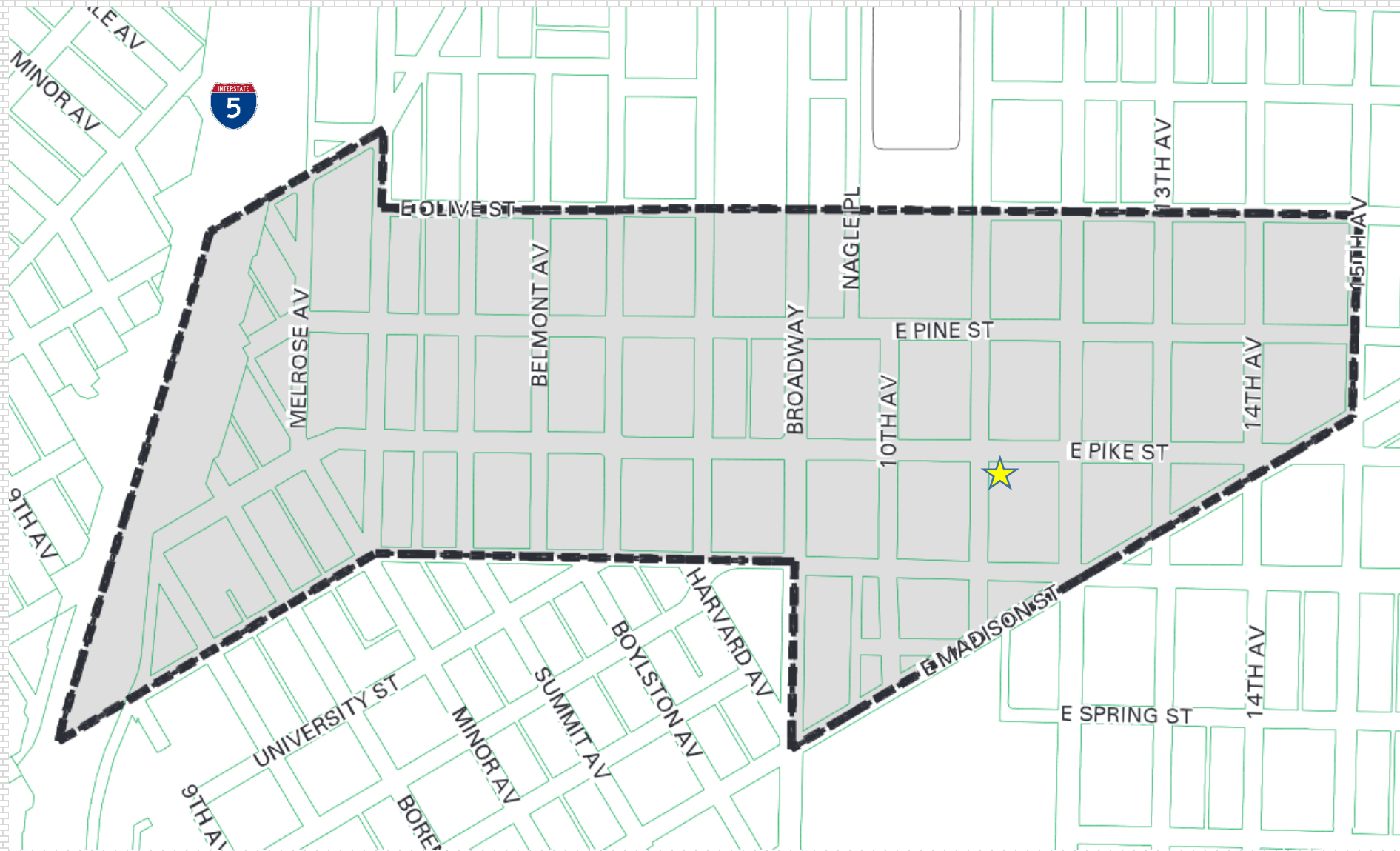


IMAGE:
City of Seattle,
Strategic Planning
Office, *Seattle:
Pike/Pine
Neighborhood Plan
Area*. 1999.

Development of the pike/pine area

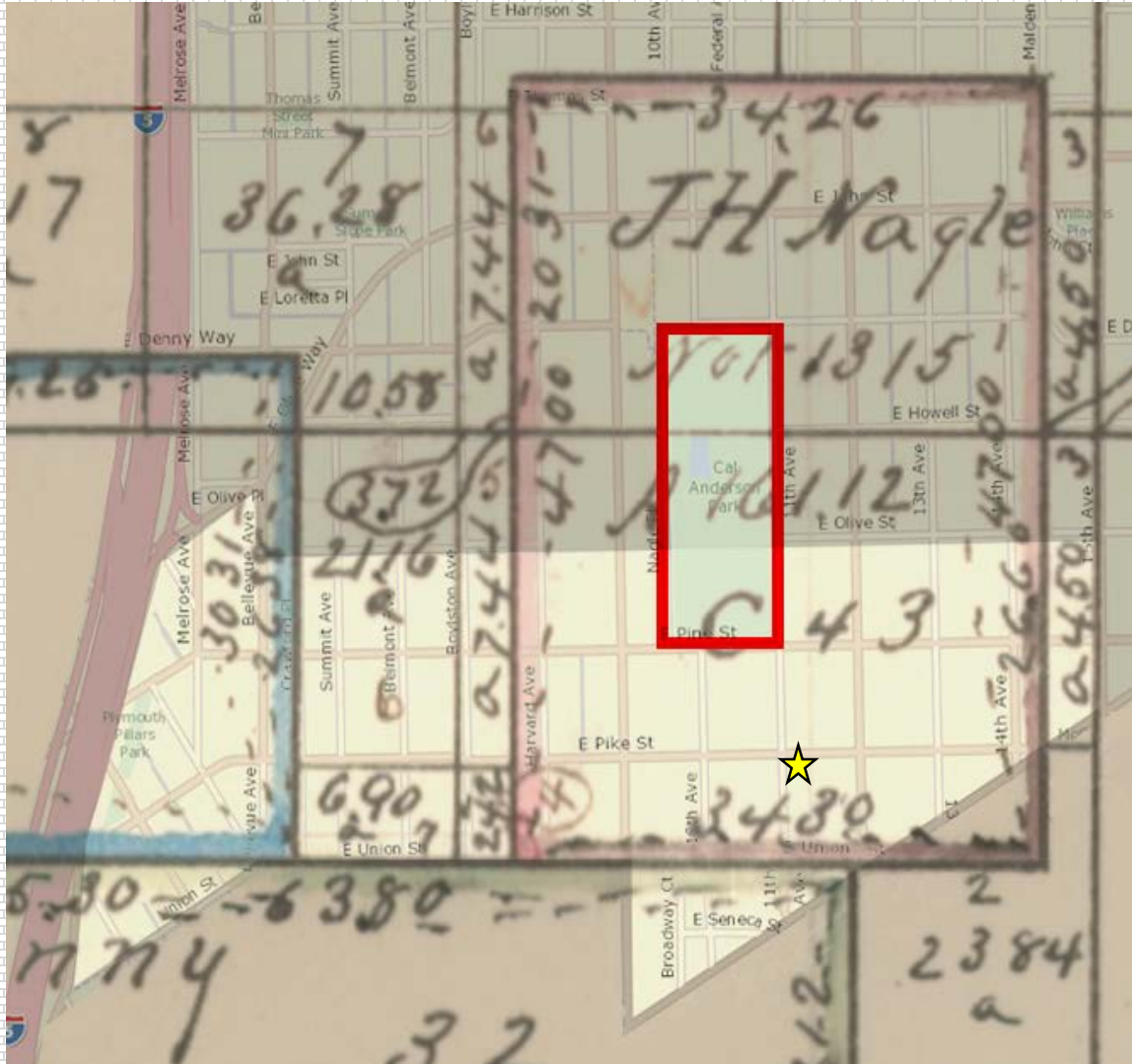


IMAGE: 1863 Cadastral Survey (Bureau of Land Mgmt) overlaid with present-day map (King County)



David Denny circa 1885. Image: MOHAI

Development of the pike/pine area

Plat of an Addition to the City of Seattle, as laid off by

D. T. Denny, Guardian of the Estate of J.H. Nagle.

Comprising a portion of the Donation Claim of the said J.H. Nagle and situated in Sections 29 and 32 of the Township 25 North of the Range 4 East of the Willamette Meridian, King County, Washington Territory.



John H. Nagle's Second Addition

To the City of Seattle.



Oct 23, 1880. Image: King County Archives

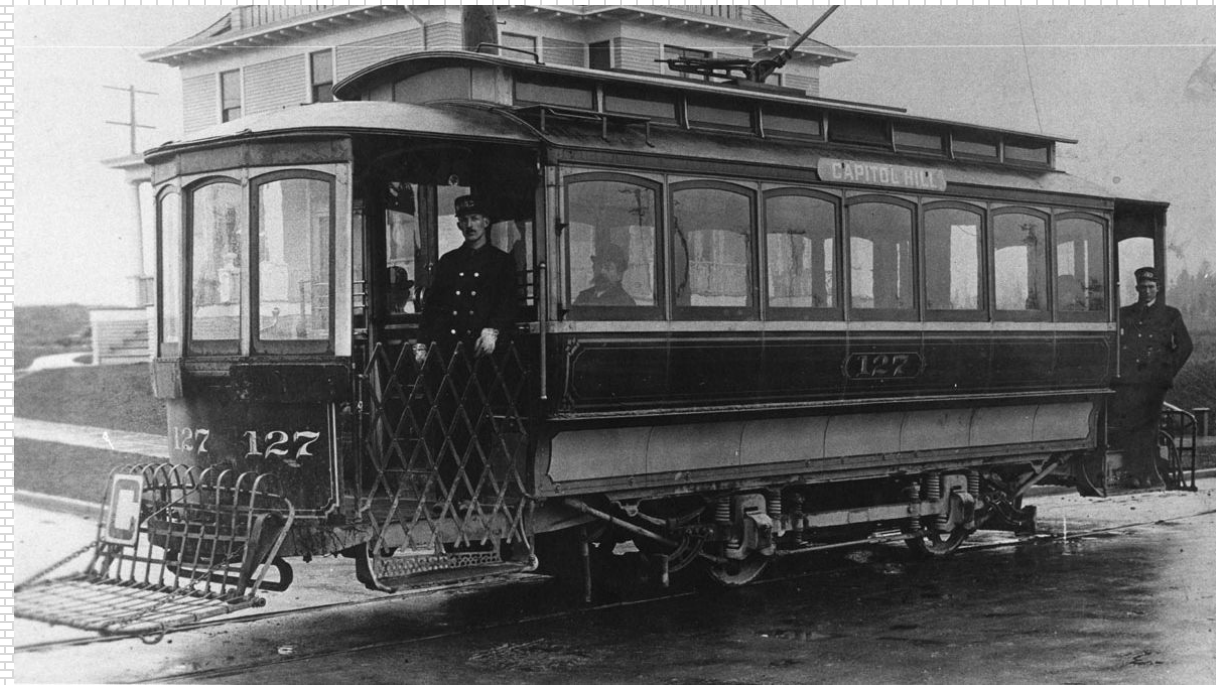
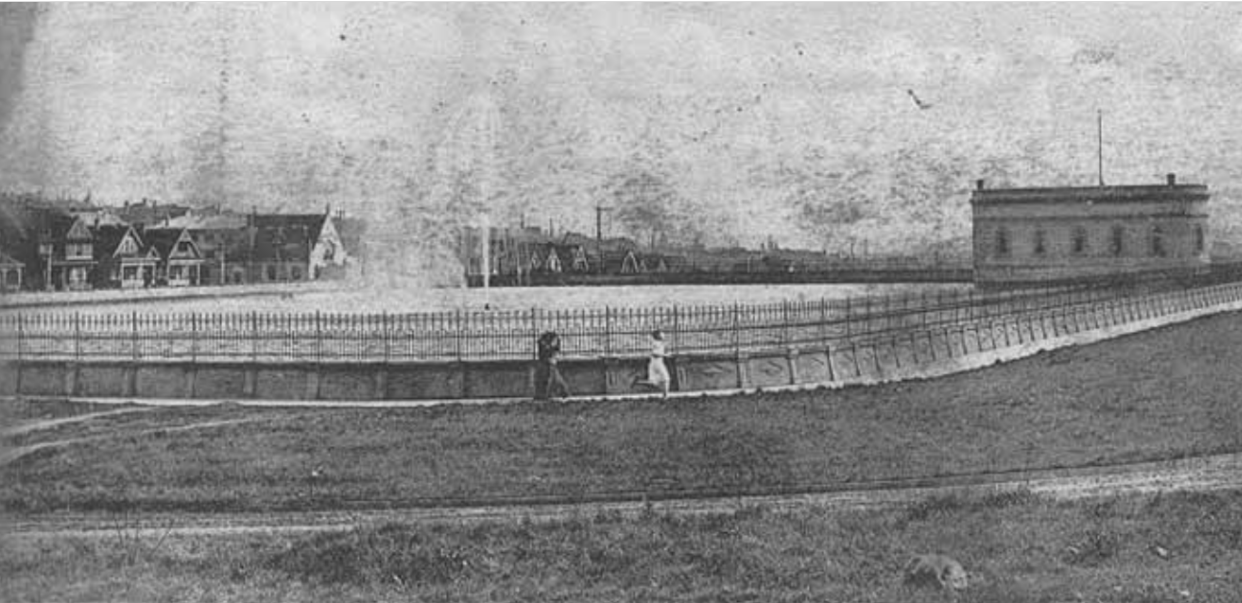
Mar 25, 1890. Image: King County Archives

Development of the pike/pine area



Law Service Reservoir
Sept 18 93

Property of Special Collections, University of Washington Libraries.



Capitol Hill Streetcar, circa 1903. Image: Seattle Municipal Archives

Development of the pike/pine area



Broadway High School circa 1903. Image: MOHAI



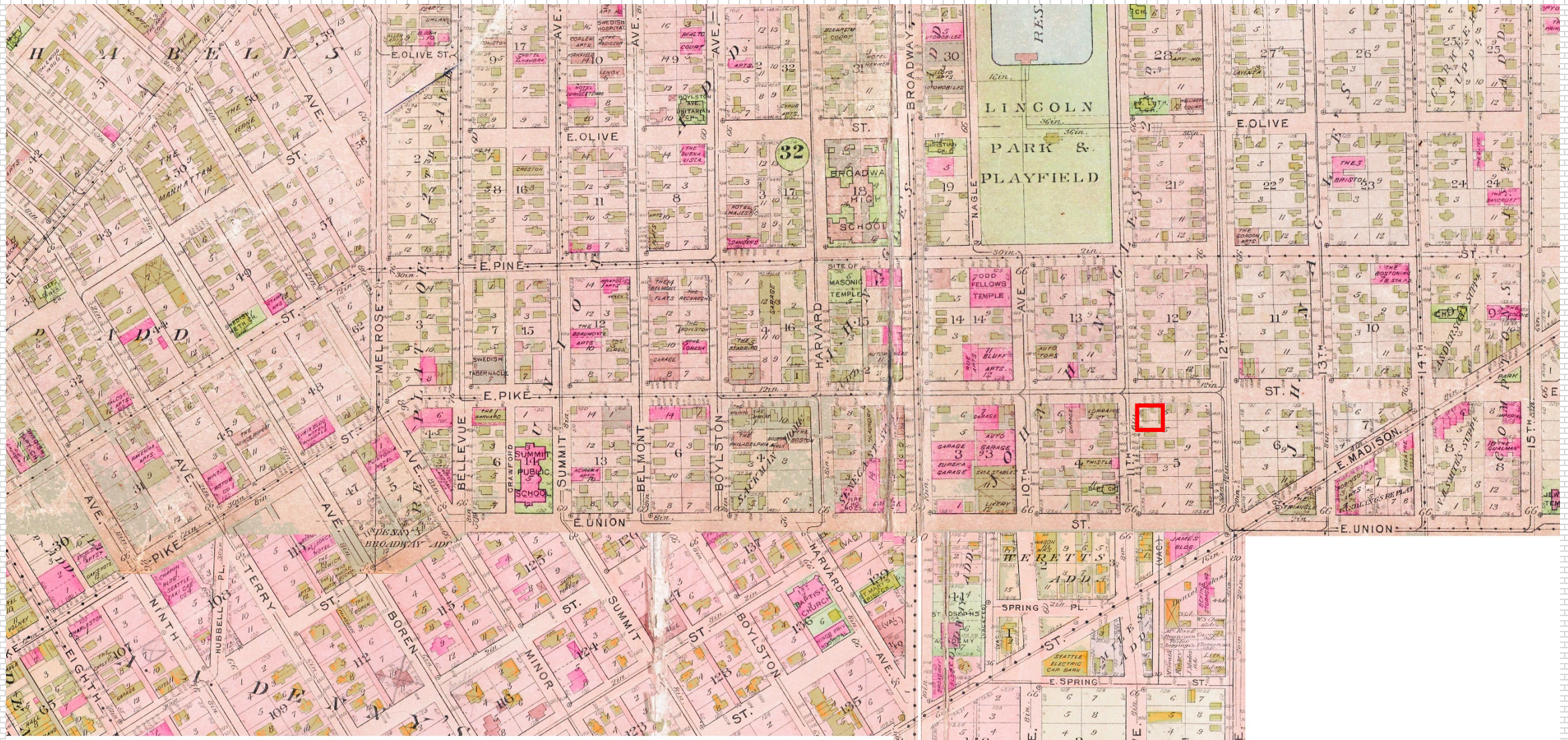
Lincoln Park, circa 1915. (b. c1904) Image: MOHAI

Development of the pike/pine area



Pike/Pine section of 1905 Baist Map. Seattle Public Library.

Development of the pike/pine area



Pike/Pine section of 1912 Baist Map. Courtesy Ron Edge.

Development of the auto showroom

Summary

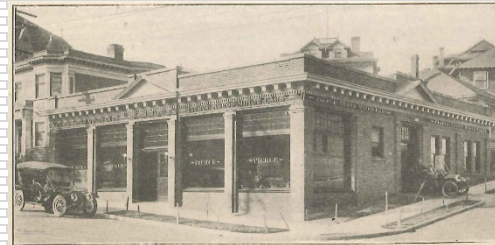
Phase I: Standard Commercial (1900-1905)



Phase II: Livery Style (1906-1908)



Phase III: Ornate Showroom (1909-1930)

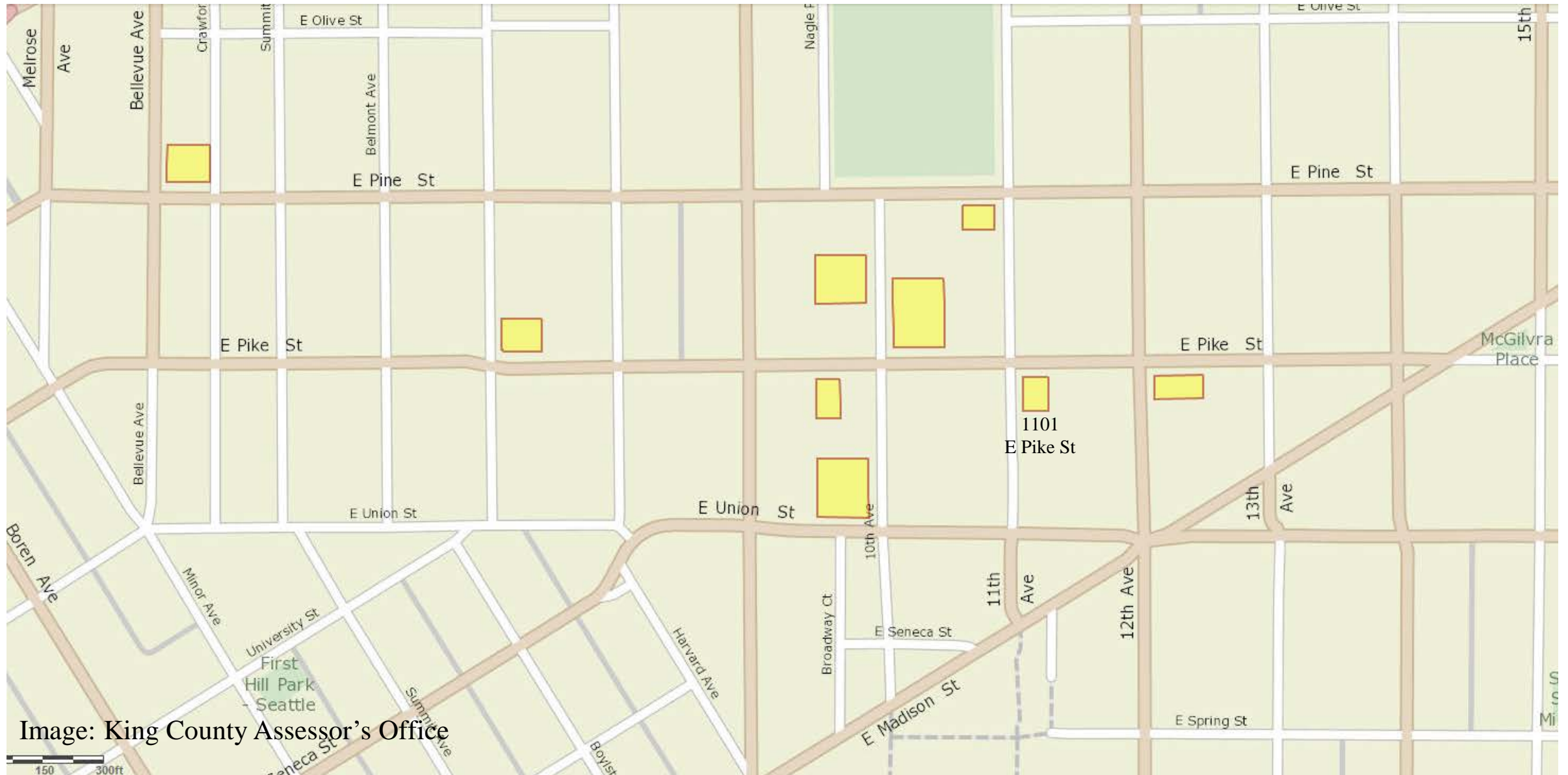


Post auto-row (1930-present)



“Dry Goods Row” 1938/39~1994

known locations of Dry goods manufacturers in Pike/Pine



Mary Liebeck: The Original Owner

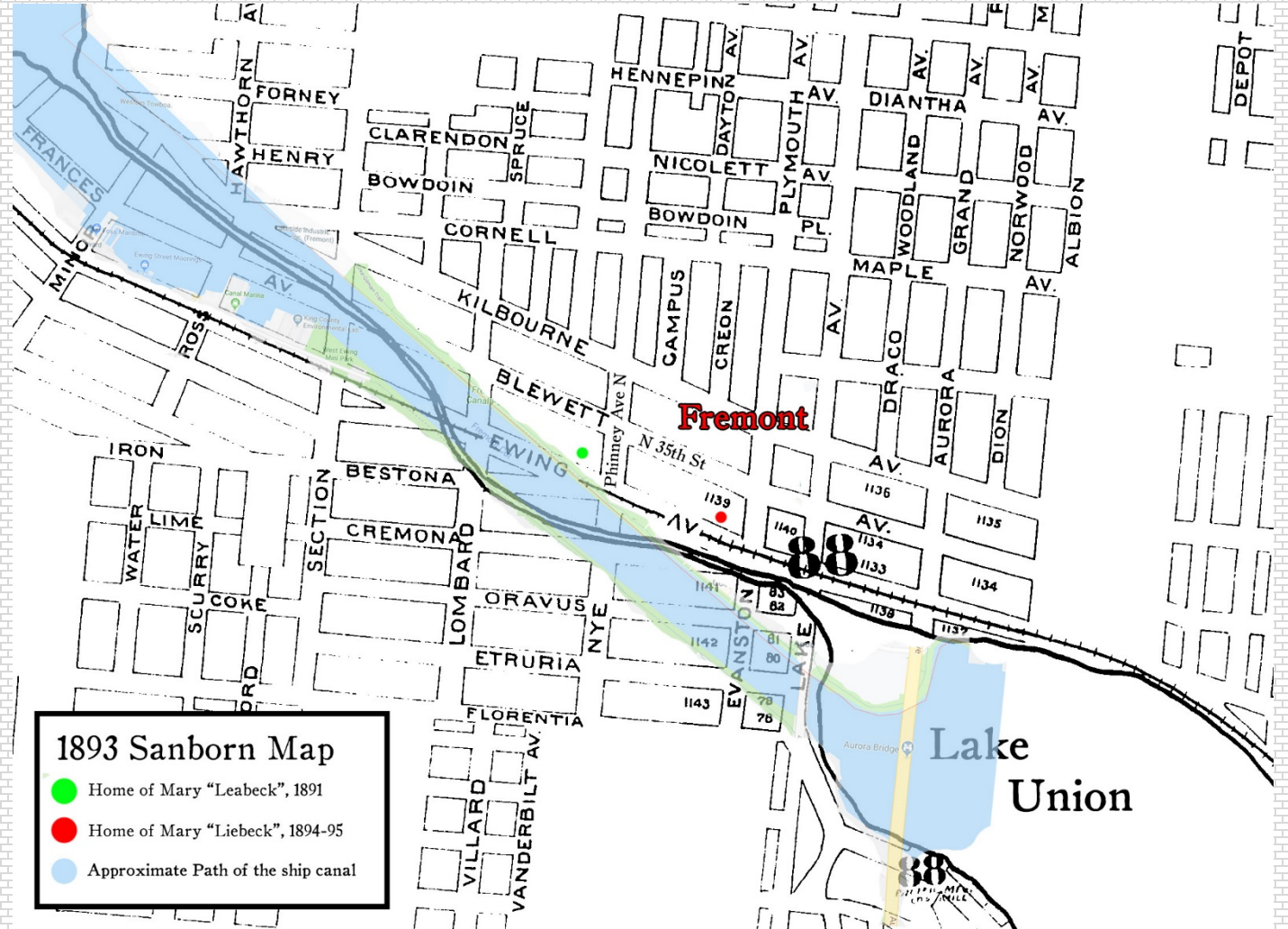
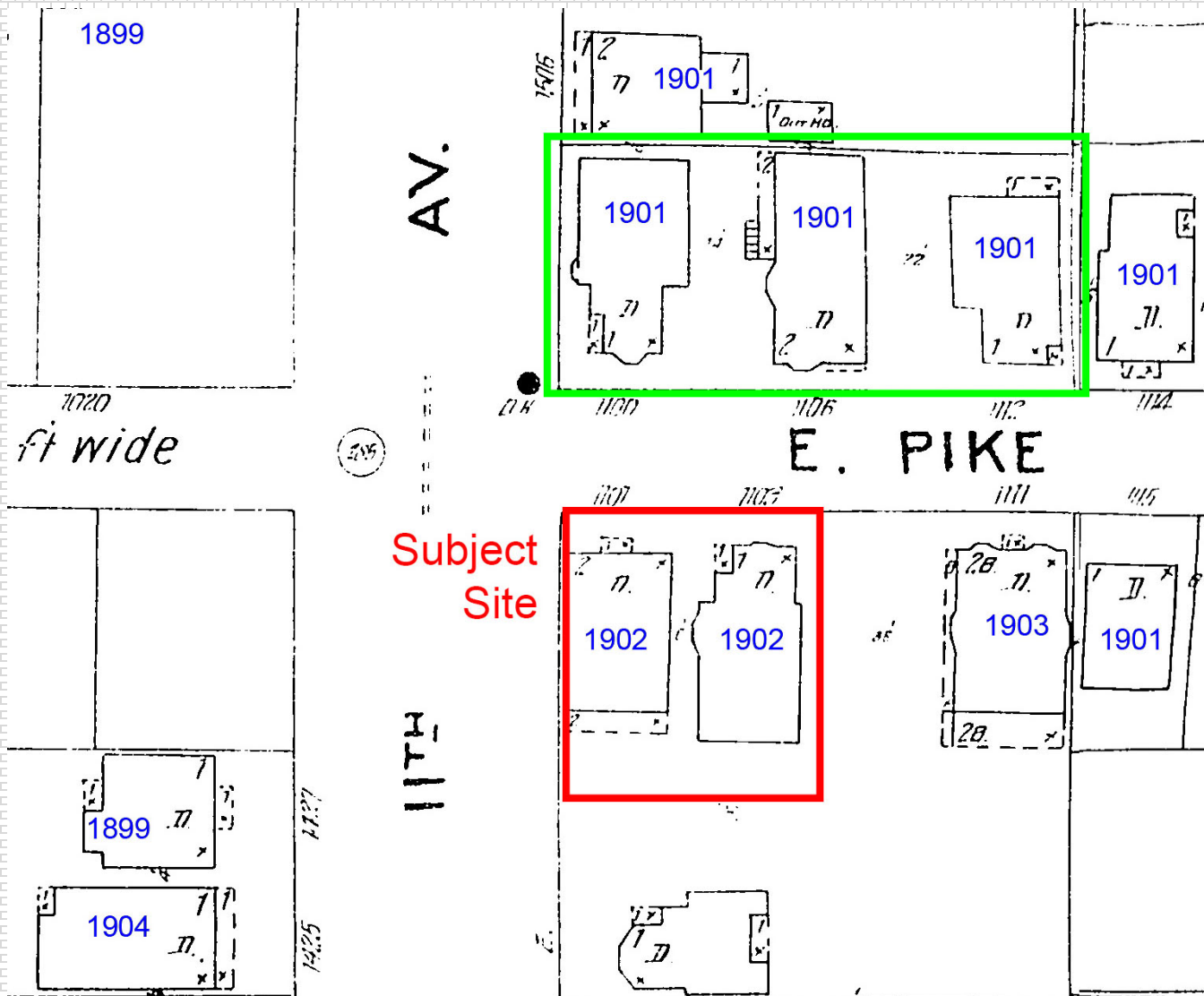


Image: Seattle Public Library and Google.

Mary Liebeck: The Original Owner



LEFT: 1905 Sanborn Map
-Liebeck's development in green.
-Purchased houses in red.
-Construction dates in blue.

Image: Seattle Public Library

BELOW: 1100 E Pike also developed by Liebeck in 1912.
Image: Google



Ownership Summary

1905/1915 – 1928: Mary Liebeck

1928 - 1929: A.V. Cordovado

1929 - 1934: A.F. Wright

1934 - 1935: Eva M Shingler

1935 - 1943: Penn Mutual Life Insurance Company

1943 - 1959: Benjamin Barlin

1959 - 1959: Partenbar Corporation (of which Barlin was listed as officer)

1959 - Unknown: Colkat Incorporated (of which Barlin was listed as officer)

Unknown - 1982: Northwest Credit Corporation

1982 - 1982: H W Baker Linen Company

1982 - 1986: Center Sixty Eight

1986 - 2004: Susan M Singleton

2004 - 2011: 1101 E Pike LLC

2011 - 2014: Kelsey Singleton & Aaron Singleton

2014 - Present: Pike Baker Linen LLC

Women in Seattle Real Estate


RIGHT: Real Estate Ad from *Prosperous Washington*, 1906. Courtesy Diana James.

SEATTLE-OF-TODAY



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MRS. CORINNE SIMPSON.

The part that women have played in the development of the West, commercially as well as in many other ways, is of no inconsiderable extent, and it is noticeable that in whatever line of endeavor a woman may choose she pursues it with an energy and enthusiasm that is sure to win the highest success. Among the prominent business women of Seattle, Mrs. Corinne Simpson, real estate, loan and insurance specialist, is conspicuous, and has won splendid success in the field in which she operates. Mrs. Simpson, whose splendidly arranged and well equipped offices occupy suite 702-3-4 American Bank Building, has been engaged in business in Seattle for two years, and during this time has secured a large and constantly increasing clientele, sixteen assistants being required to show lists and properties, and aid in the consummation of deals. Her lists of



both residence and business properties are complete and comprehensive, containing many rare bargains, and her sales are of large volume. During the time she has been operating here Mrs. Simpson has engineered as many deals in valuable realty as any concern operating in Seattle, all of her transactions being satisfactory alike to buyer and seller. Among the specific properties handled by her may be mentioned the Hall Lake townsite and Green Lake Reservoir tracts, the first named containing one hundred and sixty acres and the latter fifty acres, divided into five hundred lots. In addition to the general real estate department, which embraces a rental agency, Mrs. Simpson does an extensive brokerage business in Alaska and California mining stocks, and is prepared to give investors the best service obtainable in these lines. Loans are also negotiated on approved securi-

OFFICES MRS. CORINNE SIMPSON, 702-703-704 AMERICAN BANK BUILDING.

LEFT: Biography of Corinne Simpson from *Seattle Of Today*, 1907. Courtesy Marvin Anderson.

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PROSPEROUS WASHINGTON

Opportunities of the Past

Some of the greatest fortunes known today are the result of an investment in Seattle Real Estate. A competency now being enjoyed by some acquaintance or friend, as the result of placing a few dollars in property in some of our many flourishing cities, in the years past, is a fact known to almost everyone. The opportunity presented itself, and they accepted it. With blind faith they held on. The village grew to a town, the town to a city, the city to a metropolis, and the property that cost only a small sum, grew to an immense value. This is not a fairy tale. You probably know several persons who have had the experience. Some say that their success was largely luck. Was it? Have you regretted making investment of property in the past? The wise ones accepted their opportunity. Be wise.



MRS. CORINNE SIMPSON

Opportunities of Today

Have you followed the history of Seattle? Have you noted its peculiar position? Have you stood upon one of the prominent eminences of the city and drank in the beauty and grandeur of the scene that met your view, and felt the exhilaration of that new life inspired by the wonderful possibilities of the magnificent harbor, and the hundred hills, with millions of feet of the world's finest timber? Have you thought of the thousands of acres of virgin soil, waiting for the settlers? Coal and iron, gold, silver and copper right at our doors, waiting for the miner? Do you know of the millions received by the city from its immense shipping with Alaska and the Orient that is growing with such rapid strides? Do you know of the three new continental railroads being built to this city? Do you know of the Alaska-Yukon-Pacific fair to be held here in 1909? Can you doubt that this is your opportunity? We cannot estimate the possibilities of the future. Write me today. I have a splendid list of property of all descriptions. Your inquiries will receive my best attention.

CORINNE SIMPSON

REAL ESTATE, LOANS AND INSURANCE

203-45 EPLER BLOCK SEATTLE PHONE MAIN 3010
813 SECOND AVENUE

Architect Sønke E. Sonnichsen

Early years

- Born September 13, 1878 in Laurdal, Telemark, Norway
- Attended Royal Academy of Arts and Crafts in Oslo, Norway
- Graduated in architecture from Baugewerk School in Eckernförde, Schleswig-Holstein, Germany
- Immigrated to United States in December 1902
- Arrived in Seattle in early 1905

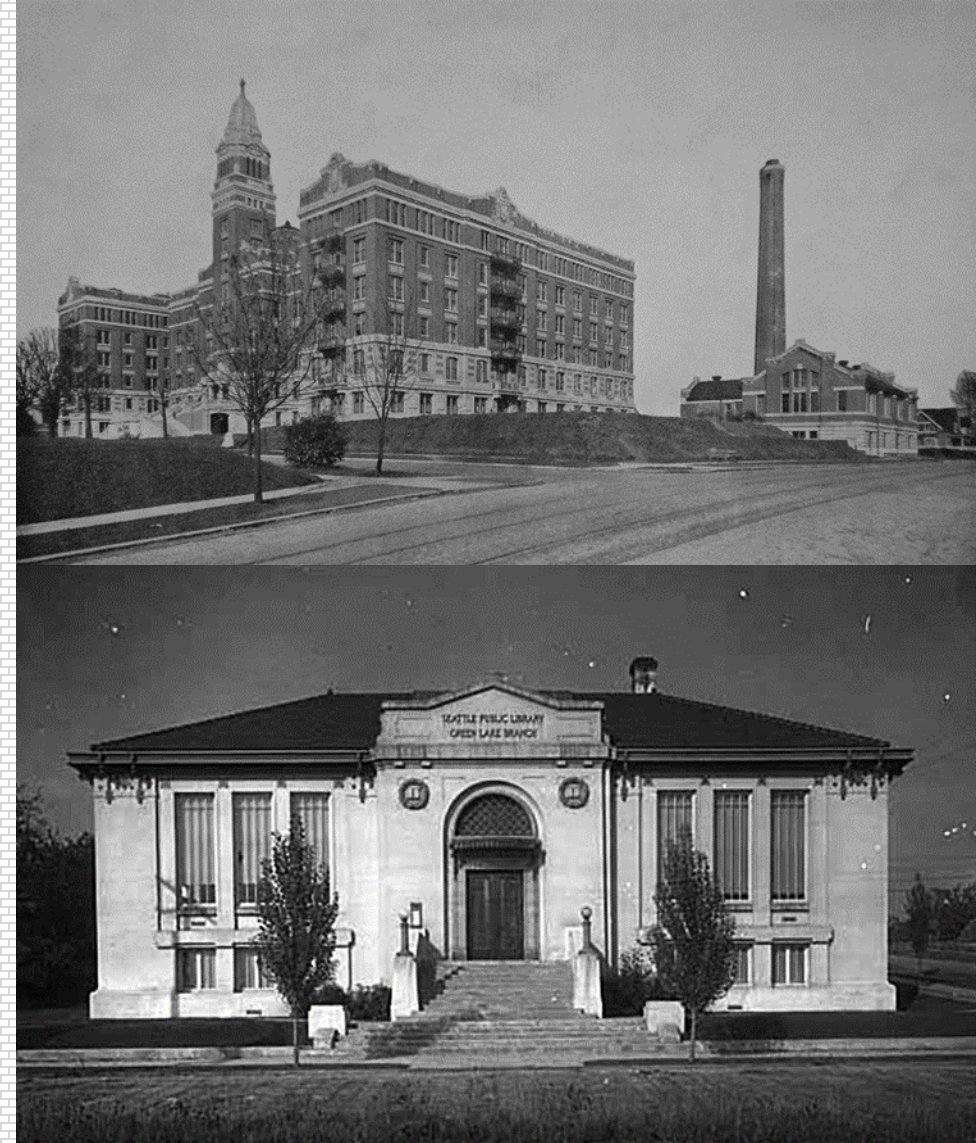


S.E. Sonnichsen in the drafting room of Somervell & Coté, March 1908

Architect Sønke E. Sonnichsen

Architectural Career

- 1905-1910 Sommervell & Cote, Seattle
- 1910-1913 Sommervell & Putnam, Vancouver, B.C.
- 1914-1923 Independent practice, Seattle
- 1923-1924 Independent practice, Los Angeles
- 1924-1925 Employee, B. Marcus Priteca, San Francisco
- 1926-1940 Independent practice, Los Angeles
- 1926-1940 Priteca & Sonnichsen Associated Architects, Los Angeles
- 1941 With Priteca & Young Architects, Seattle
- 1942-1945 Naval Architect, Phoenix Engineering, Milwaukee and Baltimore
- 1945-1956 Independent practice, Seattle
- 1945-1956 Priteca & Sonnichsen Associated Architects, Seattle



Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Sons and Daughters of Norway, 1914
Boren Ave. near Denny Way, Seattle
Existing, City of Seattle Landmark



Seattle Automobile Company, 1915
1101 E. Pike, Seattle
Existing

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1913-1923



Perry Truax Residence, 1915
951 Federal Avenue, Existing



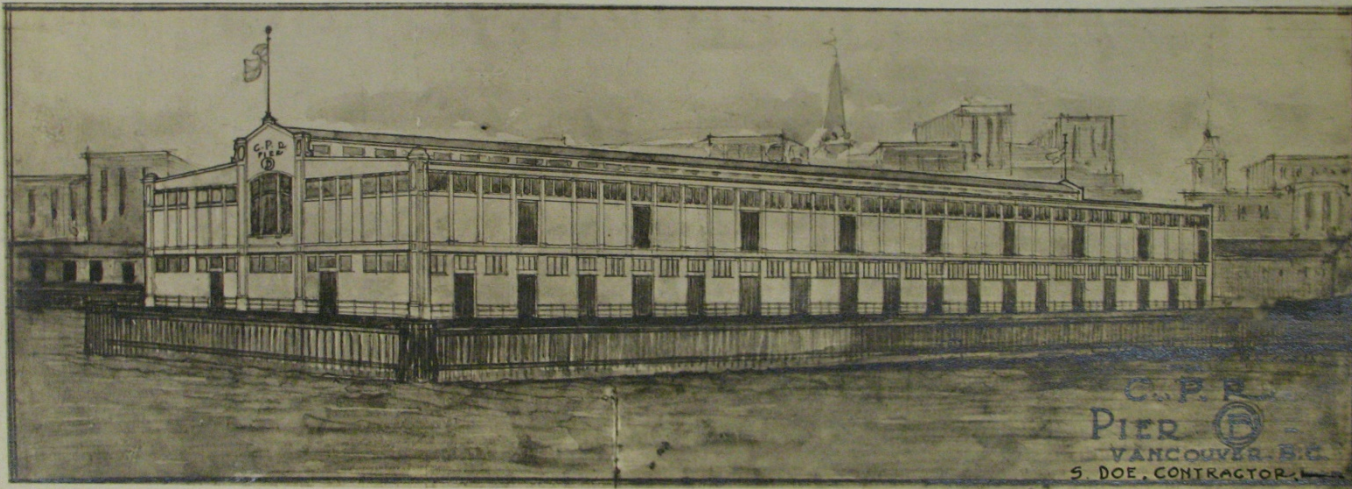
Thomas Kolderup Residence, 1916
3700 E. Union St., Existing



Egil Mack Residence, 1917
3612 E. Union St., Existing

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Canadian Pacific Railway Pier D, 1917 (above)
Vancouver, British Columbia
Destroyed by fire 1938



Alaska Pacific Herring Company, 1917 (right)
Big Port Walter, Alaska,
Status unknown

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



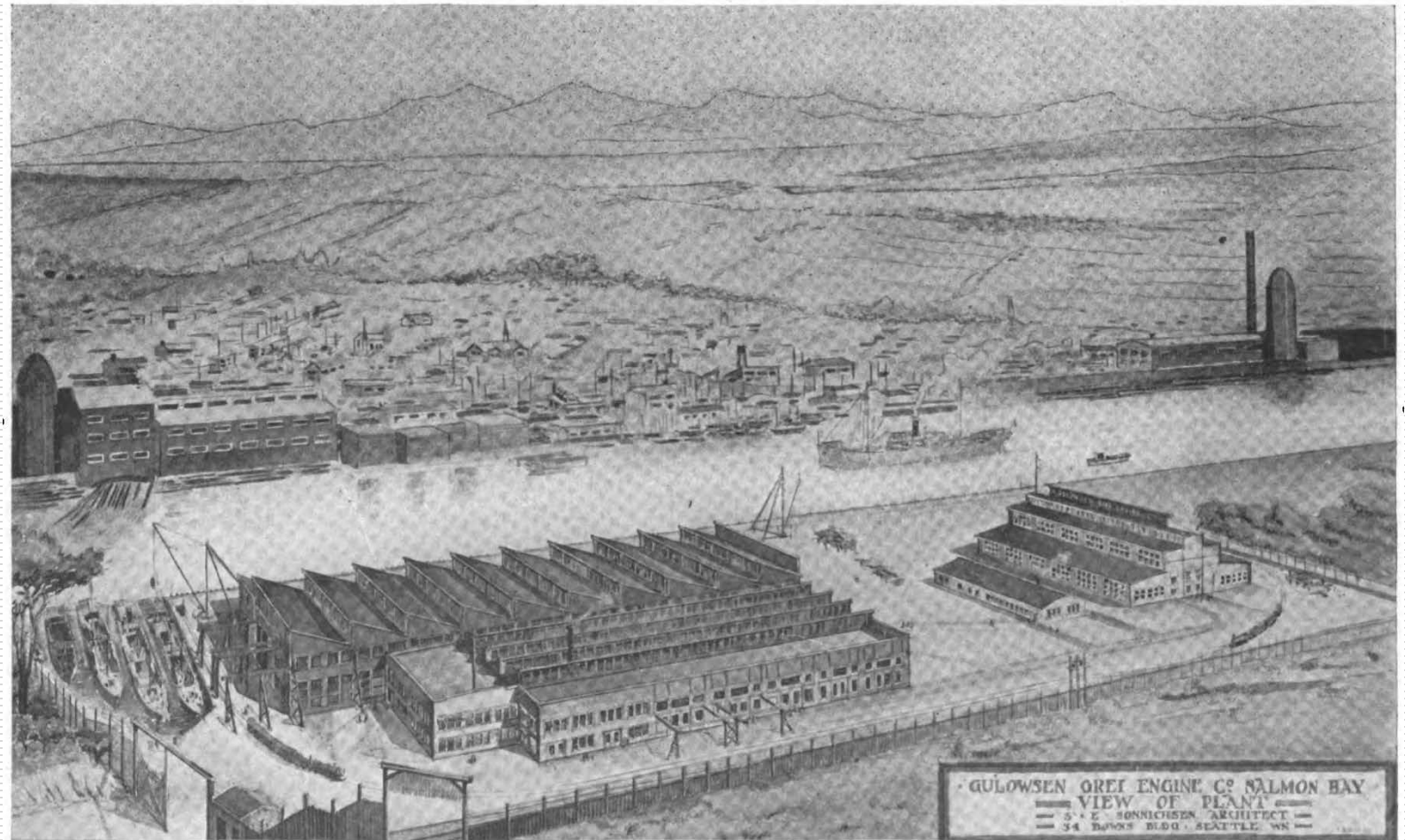
Markay-Campbell Machine Shop, 1917
85 S. Horton Street, Seattle
Existing



Bekins Moving & Storage Warehouse, 1918
1125 12th Avenue East at East Madison, Seattle
, altered

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1913-1923



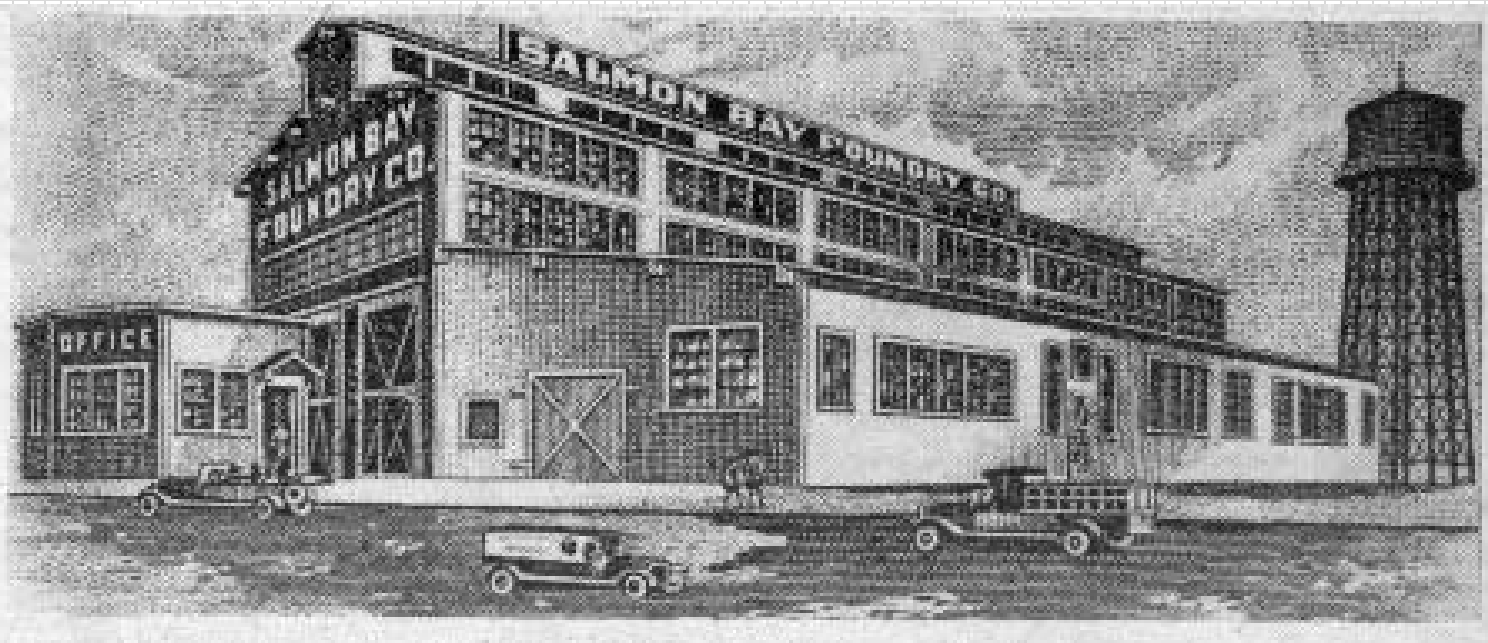
Gulowsen-Grei Engine Company, 1918

On south side of ship canal, west of Salmon Bay, Seattle

Mostly demolished, one building remaining

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Salmon Bay Foundry, 1918
5320 24th Ave NW, Ballard
Destroyed by fire 1947

Baptist Hospital, 1919
Spring and Boylston Streets, Seattle
Unbuilt project

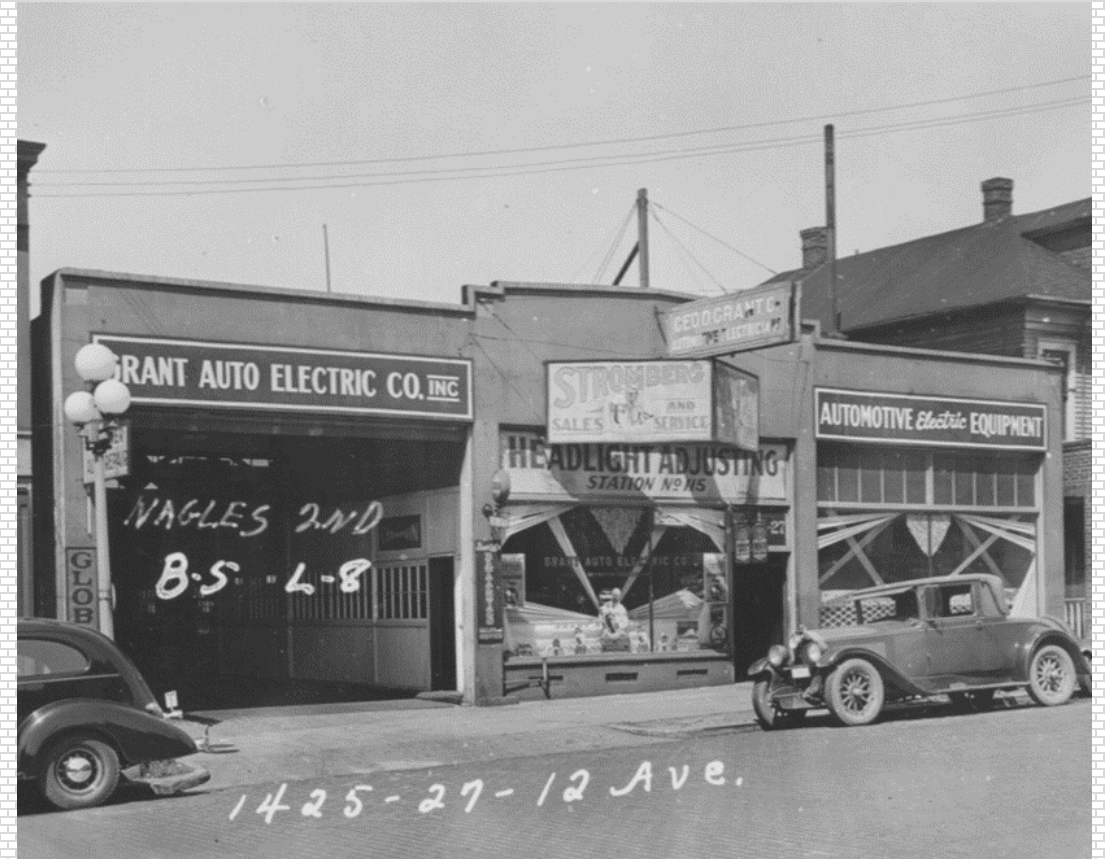


Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Seattle Automobile Company (HP Grant), 1919
1428 Eleventh Avenue, Seattle
Existing, now part of Chophouse Row



Garage Building for HP Grant, 1922
1427 Twelfth Avenue, Seattle
Existing, now part of Chophouse Row

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Caughley Garage (Chilcott-Nash Showroom), 1922
Corner of Thirteenth Ave and E Pike St, Seattle
Existing, Elysian Brewing



Union Bank of Canada, 1919
560 Hastings Street at Seymour, Vancouver, British Columbia
Somervell, Putnam & Sonnichsen Associated Architects

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Washelli Cemetery Mausoleum, 1919
Aurora Avenue, Seattle
Existing



Washelli Cemetery Columbarium and Crematory, 1921
Aurora Avenue, Seattle
existing, altered

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1914-1923



Everett Aerie of Eagles, 1921
Everett and Wetmore Avenues, Everett
Unbuilt project



First National Bank and Office Building, 1923
800 S. Third at Williams, Renton
Existing

Architect Sønke E. Sonnichsen

Independent practice, Seattle, 1913-1923



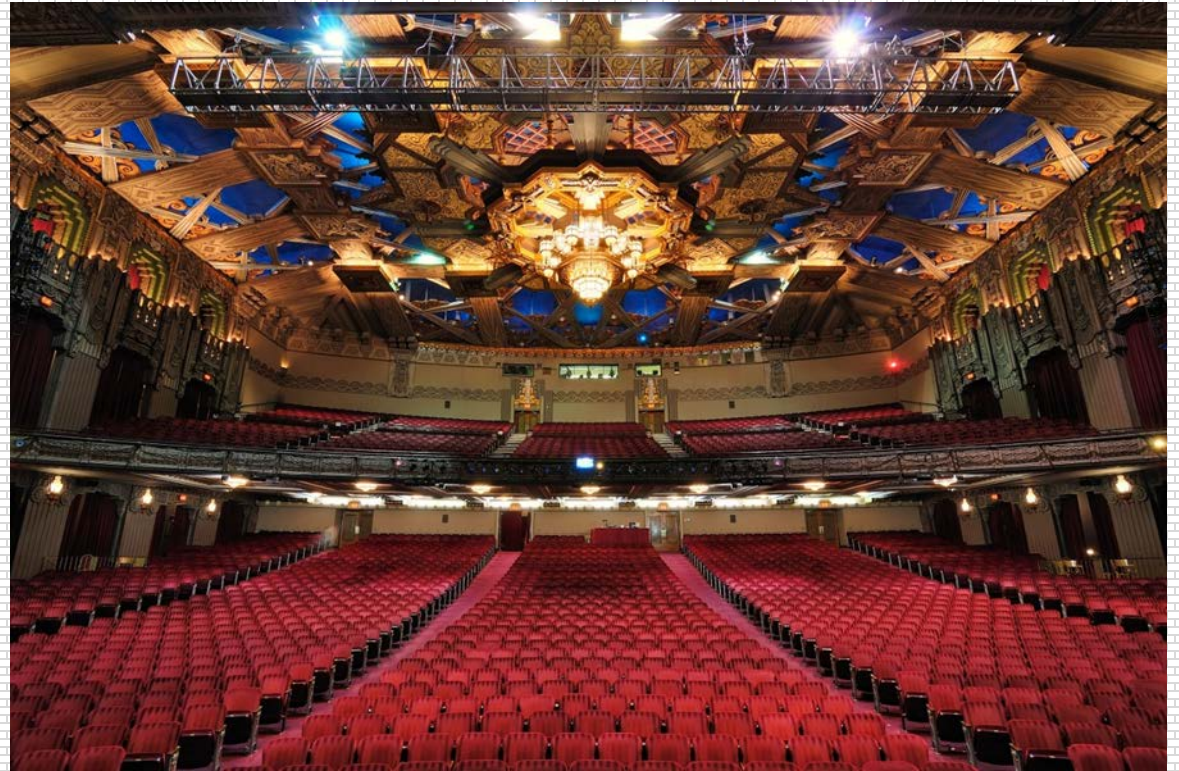
Thomas Street Apartments, 1922
1106 E Thomas Street, Seattle
Existing



Stonecliff Apartments, 1922
2602 Fourth Avenue at Vine Street, Seattle, existing

Architect Sønke E. Sonnichsen

Priteca & Sonnichsen Associated Architects, Los Angeles, 1927-1937



Warner Theatre, Fresno, 1928 (upper left)

Existing

Hollywood Pantages Theatre, Los Angeles, 1930 (above)

Existing



San Clemente Theatre, San Clemente, 1930 (lower left)

Unbuilt project

Architect Sønke E. Sonnichsen

Independent practice, Los Angeles, 1927-1939



Grantz-Wolcott Residence, Fullerton, 1927 (left)
Existing

Campus Theatre, Los Angeles, 1939 (bottom center)
Existing, undergoing restoration

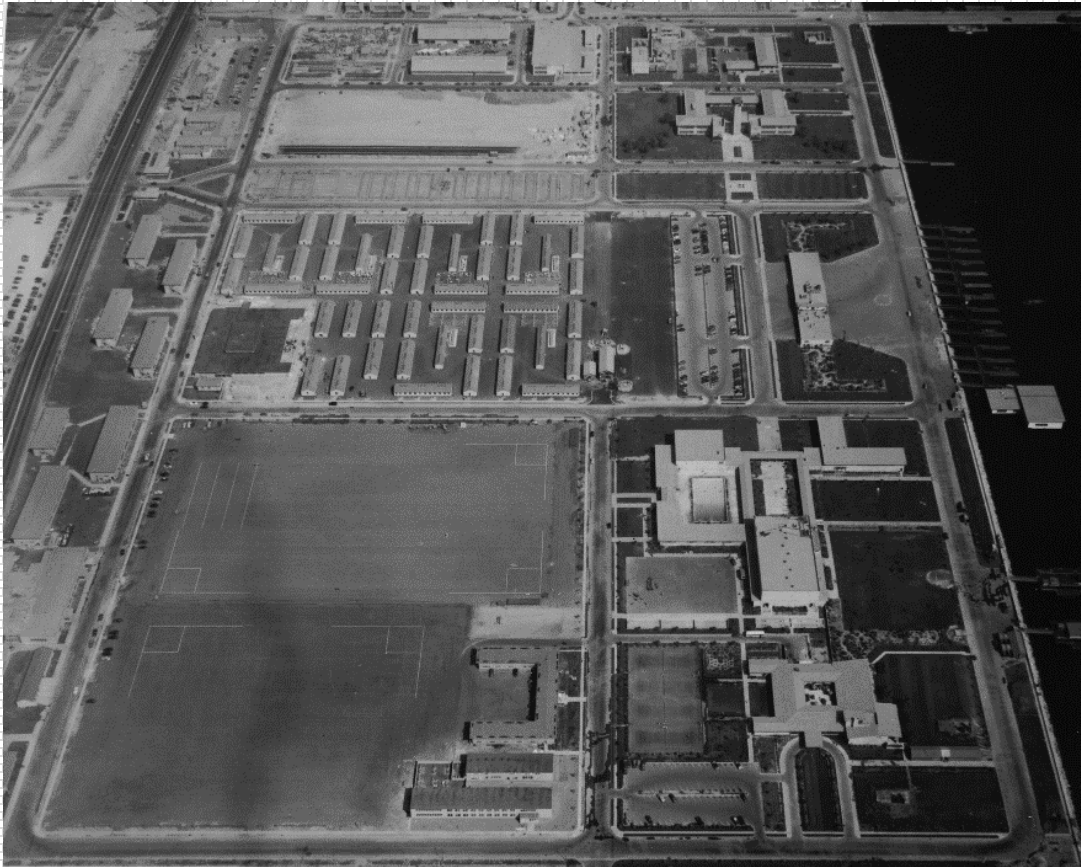
Commercial Building, Santa Monica Blvd., Beverly Hills, 1939 (bottom right)
Existing



Architect Sønke E. Sonnichsen

World War II, 1940-1944

Roosevelt Fleet Operating Base, Long Beach, 1940
Architect with Guy F. Atkinson, George Pollock Co.
Existing, altered

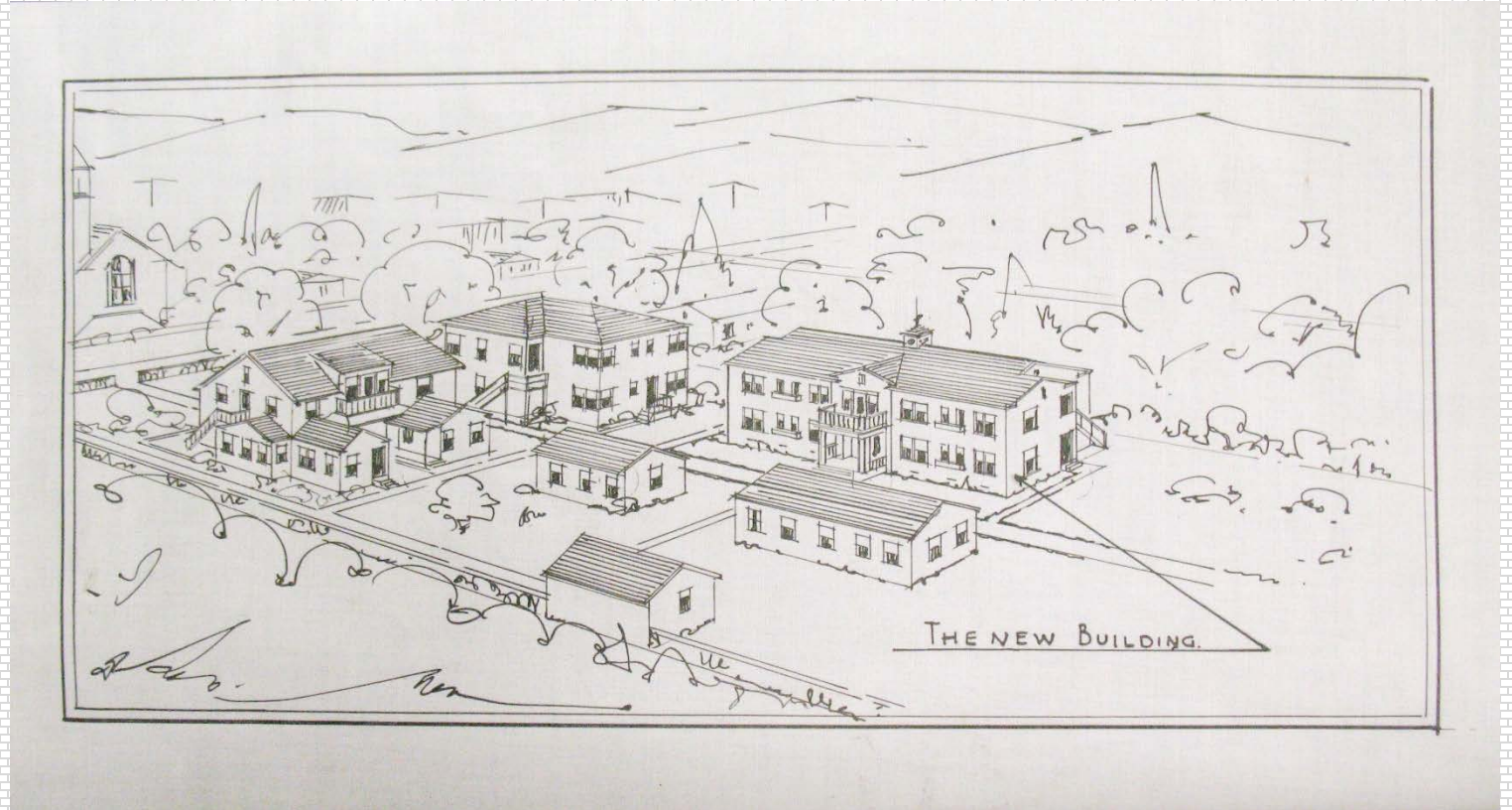
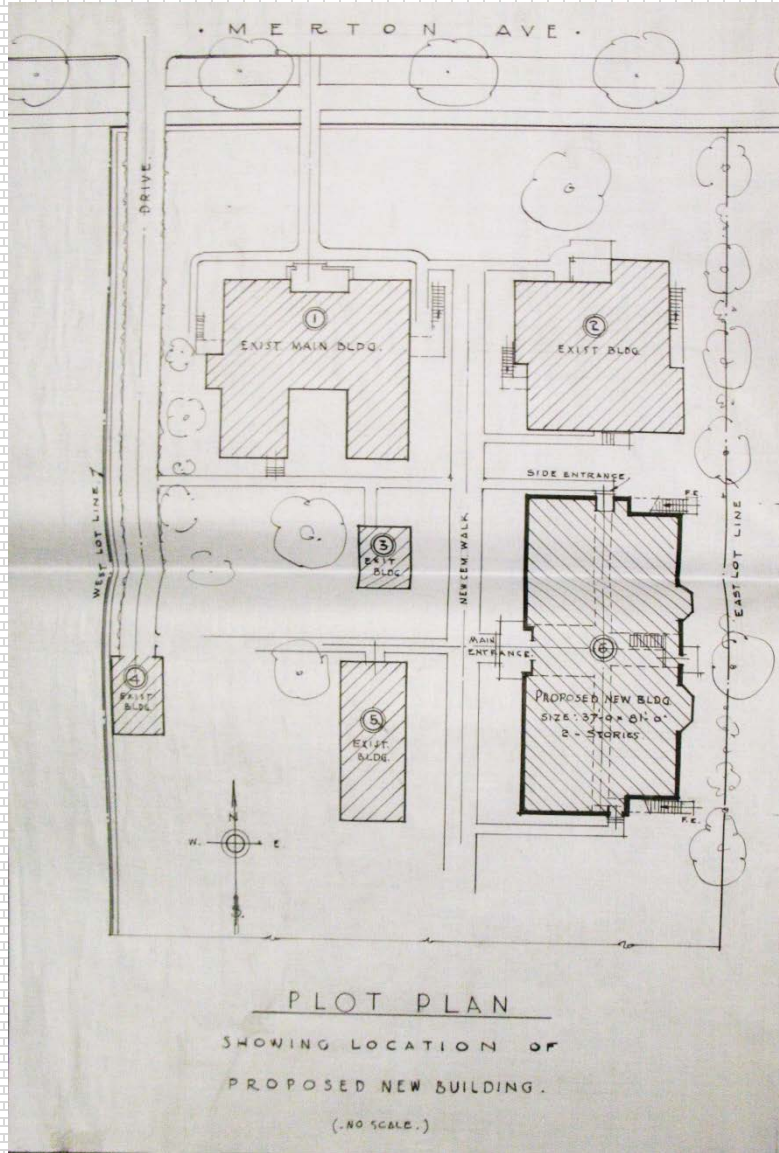


Rainier Vista Homes, Seattle, 1941
B. Marcus Priteca and A.M. Young, architects
Demolished



Architect Sønke E. Sonnichsen

Seattle, 1945-1956



Solheim Lutheran Home for the Aged, 1945
2236 Merton Avenue, Los Angeles
Existing, altered

Architect Sønke E. Sonnichsen

Seattle, 1945-1956

Magnolia Theatre, Seattle, 1948 (bottom left)
Priteca & Sonnichsen Associated Architects
Demolished

State Theatre, Olympia, 1948 (bottom center, right)
Priteca & Sonnichsen Associated Architects
Existing

From 1945-1956 Sonnichsen shared an office with Priteca
in the Pantages Building, downtown Seattle

Sonnichsen retired in 1956 and passed away in 1961



Occupant Summary 1916-2000

Automotive

1916 - 1922: Seattle Automobile Co.

1922 - 1925: United Motors Co.

1925 - 1927: Seattle Automobile Co.

1928 - 1929: Wade Albee Motors

1929 - 1933: P.J. Cronin Co. (Auto & radio parts)

1935 - 1936: Nagelvoort Stearns Co.

1936 - 1937: Aladdin Trailer Homes

Textiles

1939 - 1944: WA Training Center For The Blind
Blind & Handcrest Inc.

1943 - 1953: Commercial Linen Company

1953 - 1983: H W Baker Linen Company

1986 - 1994: Don Shingler Inc / Down Factory

Art & Architecture

1990 - 2000+?: Azo Art Studio (Susan Singleton) and Donald Young Gallery

1993 - 2000+?: J.E. Grudger, Architect

1996 - 2000+?: A R C Architects, Talley & Co Architects



1101 E Pike St, 1937.

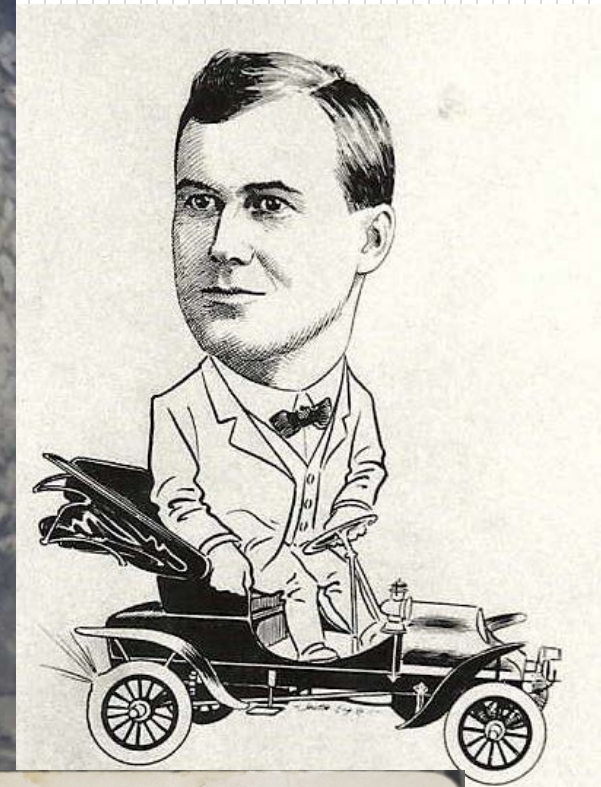
Image: WA State Archives

Henry Grant & Seattle Automobile Co

THE SEATTLE MAIL AND HERALD.



View of Gifford & Grant's Bicycle Store. The gentlemen, reading from left, are Bike Policeman Dewel, Mr. Gifford, Mr. Grant, and Virgil Hall, winner of Good Roads Club medal.



C. E. GIFFORD, H. P. GRANT,

HIGH GRADE POCKET CUTLERY,
FISHING TACKLE, GUNS AND AMMUNITION.

GIFFORD & GRANT

◊THE "LUTHY WHEELS" FAIRY KING AND FAIRY QUEEN◊
—AND ORIENT CYCLES.—

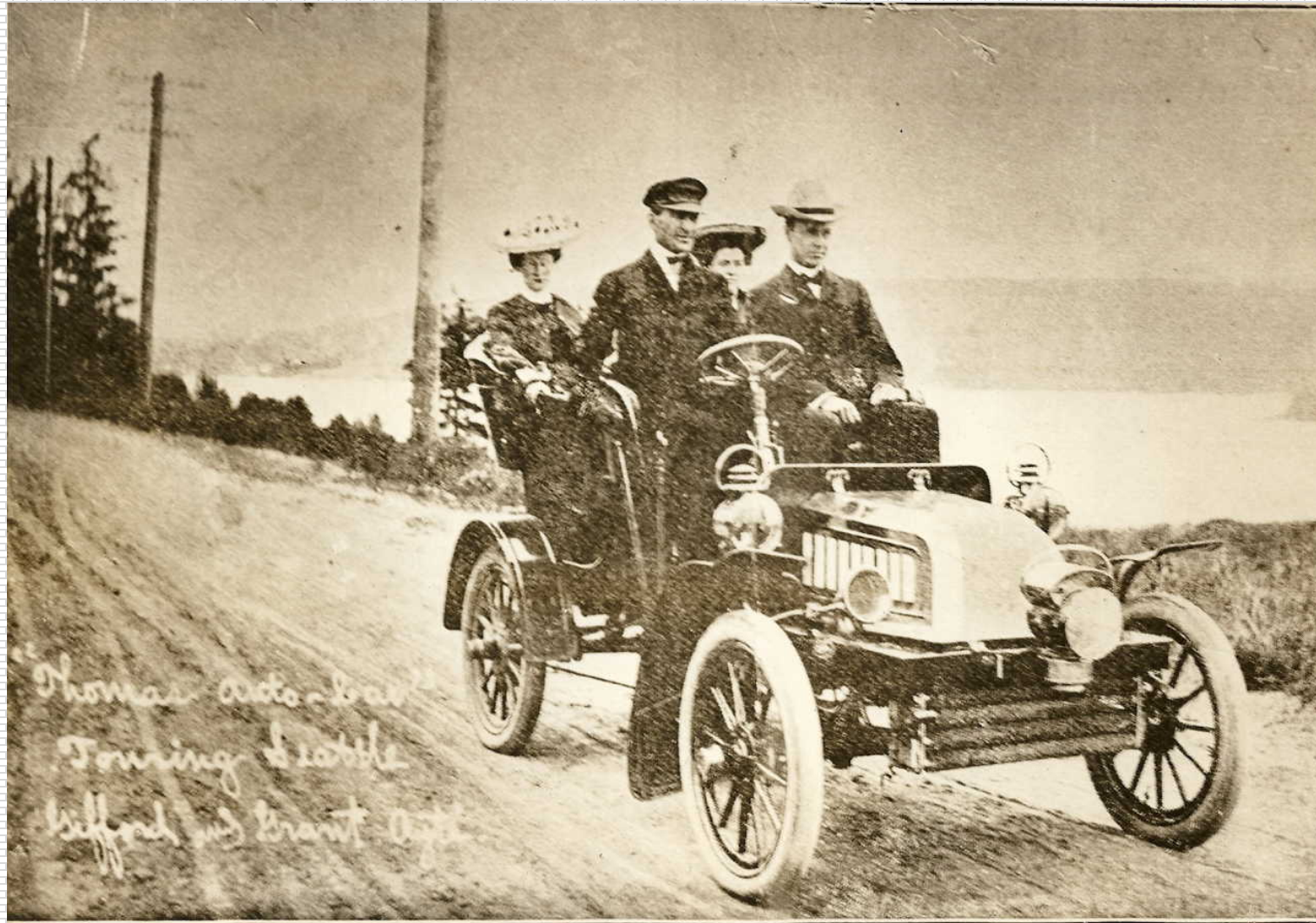
BICYCLE REPAIRING
SUPPLIES ETC., ETC.....

PHONE MAIN 785
855

508 PIKE STREET
SEATTLE, WASH.

Gifford & Grant's new motor cycle has arrived and it is one of the finest machines that ever came to the city.

Henry Grant & Seattle Automobile Co



First Gasoline Automobile in Seattle

Henry Grant & Seattle Automobile Co

NING, SEPT. 3, 1904. 5

AUTOMOBILE CLUB FORMED

Owners of Choo-Choo Cars Organize for Their Own Protection.

The preliminary steps toward the organization of the Automobile Club of Seattle were taken last night, when twenty-three owners of machines met and formed a temporary organization. There are about forty machines owned in the city, but owing to the short notice sent out not all of the owners could be present at the meeting last night.

There has been such an outcry because speed regulations were being disregarded by some youthful and reckless drivers of automobiles that the men who really own machines thought it time to organize a club so that the rights of the automobilists could also be protected. The ordinance proposed by the city council for the regulation of automobiles and their drivers was discussed and a committee was appointed to confer with the committee on streets of the city council, which now has charge of the bill.

The following board of directors was elected: Herman Chapin, C. L. Roy, C. D. Stimson, F. D. Seymour and Dr. C. G. Holcomb. The following became members of the new club last night: J. H. Cannon, C. H. Cobb, C. W. Stimson, E. B. Roy, H. P. Grant, C. M. Strong, C. L. Roy, R. D. Merrill, C. E. Adams, W. C. Stetson, F. A. Wing, Dr. O. V. Lawson, Charles Hill, W. B. Bushnell, F. T. Templeton and W. G. Norris.

The board of directors will call the next meeting, at which time officers will be elected.

AUTO PARADE MARKS SHOW'S OPENING

First Show of the Kind Ever Given in Seattle Begins at Dreamland Rink This Evening.

Seattle's first automobile show will open at Dreamland Rink at 8 o'clock tonight. Local motor enthusiasts paraded this afternoon and following this there was a private view of machines at Dreamland, but the public will be out in force tonight, and will be admitted every afternoon and evening until Saturday night, when the show will close. N. R. Cooper, of San Francisco, is managing the show, which is given under the direction of the Automobile Dealers' Association of Seattle, from which the following compose the committee on arrangements:

H. P. Grant, Seattle Auto Company; George W. Miller, Winston Automobile Company, and C. J. Zinthe, Studebaker Company.

The parade started at 1 o'clock this afternoon from Pioneer Place, proceeded up First Avenue to Virginia Street, crossed to Second Avenue, came down Second to Yesler Way, crossed to Third Avenue, and up Third to Union Street and up Union to Dreamland Rink. Meyer's band led the procession.

In the leading automobiles were: A. W. Denny, president of the Automobile Club; J. H. de Veue, secretary, and Alfred Battle, A. S. Kerry and N. H. Latimer of the board of directors.

Among the prominent automobile owners in the parade were: O. O. Denny, Pierce Great Arrow; C. D. Stimson, Great Arrow; J. E. McLaughlin, Great Arrow; Thomas Bordeaux, Great Arrow; C. F. White, Great Arrow; Albert

AUTOMOBILE DEALERS HAVE NEW ASSOCIATION

Local Men Interested in Trade Reorganize to Protect and Foster Business Interests.

Choosing for its head H. P. Grant, of the Seattle Automobile Company, the Seattle Automobile Trades Association was reorganized last night at a meeting in Odd Fellows' Hall. The objects of the association are to promote the good roads movement and to work together for mutual protection in the automobile business. The following trustees were elected last night: H. P. Grant, of the Seattle Automobile Company; R. P. Rice, of the Ford Motor Company; Fred Haines, of the Pierce Arrow Agency; H. C. Fenn, of the Overland Automobile Company; R. J. Strelau, of the Motor Equipment Company; W. Wallace, of the Olympic Motor Company, and Ira Lundy, of the Stoddard-Dayton Agency.

The following were elected as the permanent officers of the club by the trustees:

President, H. P. Grant; vice-president, R. P. Rice; secretary, Fred Haines; treasurer, H. C. Fenn. The meeting was well attended and the members showed the greatest enthusiasm in the reorganization work.

AUTOMOBILE DEALERS OF STATE WILL MEET IN TACOMA JULY 3

The biggest and most representative gathering of automobile dealers in the history of the State of Washington will be held in Tacoma on Saturday, July 3, when the first annual convention of the Washington Automobile Chamber of Commerce meets in the rooms of the Tacoma Commercial Club. Upwards of 150 dealers and distributors of motor cars, whose annual business runs into millions of dollars, will be in attendance and every section of the commonwealth will be represented.

Arrangements for the convention are now being perfected by Frank M. Fretwell, W. A. Wicks, P. E. Sands, A. G. Schaefer, H. N. Rothweller, H. P. Grant and A. S. Eldridge, who have been instrumental in the organization of a statewide association of automobile dealers. While no definite program has been arranged, the dealers will convene in the Commercial Club rooms in Tacoma at 10 o'clock in the morning on Saturday, July 3. An afternoon session will be held, also, beginning at 2 o'clock.

The principal business of the convention will be the discussion of trade affairs and future work of the chamber and to define the policy along which the big organization will work. Election of officers also will be one of the important matters before the convention. There is so much splendid executive timber available that no difficulty will be experienced in selecting a board of aggressive and efficient officers.

The Washington Automobile Chamber of Commerce has aroused intense interest throughout the state and the fact that there will be about 150 delegates to the first convention is the strongest evidence of the dealers' endorsement of the project and of their conviction of the big benefits that will accrue as a result of a compact organization.

With hundreds of thousands of dollars invested in equipment, cars and stocks and transacting a volume of business that runs into millions of dollars each year, the Automobile Chamber of Commerce takes rank as one of the important commercial bodies in the state of Washington. The scope of work of the chamber includes the entire commonwealth, and it is believed that much good can be accomplished toward solidifying the trade and developing it.

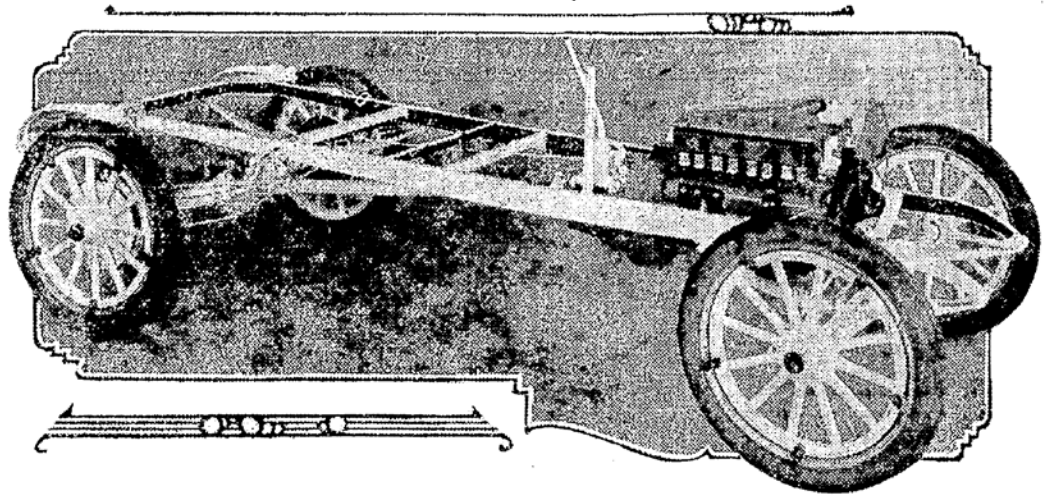
A number of prominent speakers will appear before the convention, among them Secretary of State I. M. Howell, who will discuss the new motor code which went into effect on June 10. Secretary Howell will explain a number of features of the new law that are not entirely clear and on which there is a diversity of opinion.

The date and meeting place of the convention has been wisely chosen, for practically all the big automobile dealers in the state will be in Tacoma to witness the speedway races on July 4 and 5.

Henry Grant & Seattle Automobile Co

THE SEATTLE SUNDAY TIMES, APRIL 1, 1917.

SPECIAL CUTAWAY CHASSIS OF MAXWELL BUILT IN LOCAL HOUSE AND SHOWN ON DISPLAY FLOOR



EDUCATIONAL FEATURE PREPARED BY SEATTLE AUTO COMPANY.

DRIVING MAXWELL CAR EASY FOR WOMEN

According to local Maxwell dealers, women are more courageous when it comes to learning to drive automobiles than are most men.

"We delivered a 1916 Maxwell car to a woman recently," said H. P. Grant, of the Seattle Automobile Company. "As is our custom, we sent an expert out with the car to deliver it and to give the lady, who had never attempted to drive an automobile before, her first lesson in the handling of the machine. After giving the beginner a lesson lasting for about forty-five minutes our man came away telling the new Maxwell owner that he would come out again the next day if she would telephone and let us know what time would best suit her convenience.

"Friday morning, not having heard any thing further from the lady, the teacher reported it to me and I immediately called her up to find if we could be of any service to her and to ascertain when she would desire another lesson in driving. You can imagine my surprise when she replied that she had decided that she could drive to her own satisfaction after the lesson that she had taken the first day. She said that all she needed was a little practice and that the next afternoon she started out in the machine and went down on the busy streets and drove back and forth, as she wished to accustom herself to the traffic. She said that she had made the round trip ten or twelve times when an officer inquired of her as to her object in coming along and turning around so many times and at such regular intervals, and she wondered why he was so surprised when she told him that she was just learning to drive her new Maxwell car."

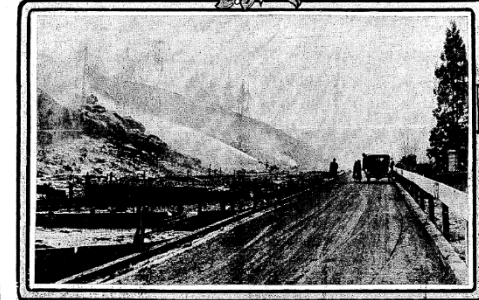
AUTOMOBILES

The Seattle Sunday Times

AUTOMOBILES

SEATTLE, WASHINGTON, FEB. 25, 1917.

WEST SEATTLE in a Chandler Six



MAY NAME CITY FOR TERMINUS

Seattle Urged as Logical End of Pike's Peak, Ocean-to-Ocean Highway—Selection to Be Made Soon.

CONSIDERATION OF Seattle as a terminus for the proposed Pike's Peak, Ocean-to-Ocean Highway—Selection to be made soon.

THE SEATTLE CHAMBER OF COMMERCE has taken up the question of Seattle as a terminus for the proposed Pike's Peak, Ocean-to-Ocean Highway.

At a meeting held last night the chamber's committee on the subject of the proposed highway, which would connect the city with Pike's Peak, Colorado, and the ocean, has taken up the question of Seattle as a terminus for the proposed highway.

The committee has decided to recommend Seattle as the logical end of the proposed highway, and has urged the city to take up the matter with the federal government.

The committee has also decided to recommend that the city should take up the matter with the federal government as soon as possible.

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Truck Takes Place of Many Teams and Men

Single Vehicle on Stage Run Proves Equal to Thirty-Six Horses and Five Men.

THE SEATTLE CHAMBER OF COMMERCE has taken up the question of the use of trucks in the city.

The chamber's committee on the subject of the proposed highway, which would connect the city with Pike's Peak, Colorado, and the ocean, has taken up the question of the use of trucks in the city.

The committee has decided to recommend that the city should take up the matter with the federal government as soon as possible.

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Doble Steam Car Secured By KisselKar

Pacific Branch Obtains New Line for Pacific Coast, Says Announcement.

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Highway Built To Be Used by Trucks Solely

First Road Devoted Exclusively to Commercial Vehicles Constructed in South.

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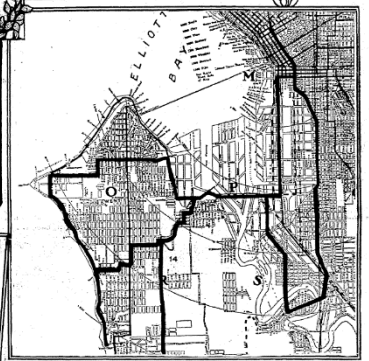
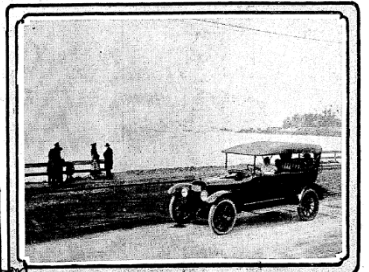
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Ostrom Resigns From High Post With Locomobile

Purchasing Agent Takes New Office—Transactions Announced at Bridgeport.

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NEW SERIES OF SHORT DRIVES IS INAUGURATED

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AUTO MAN TO JOIN FIRM OF AD WRITERS

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Henry Grant & Seattle Automobile Co

UNDER the personal supervision of H. P. Grant, president, who planned the entire scheme, work of remodeling the interior of the Seattle Automobile Sales Company's building at 1101 E. Pike St. is now completed.

With the completion of the elaborate program of renovation, reconstruction and redecorating, the company now has one of the most up-to-date automobile distributing plants in the West. The Seattle Automobile Sales Company holds exclusive distribution rights for the Chandler and Maxwell automobiles.

Many of the features of the remodeled and practically new building interior are innovations and were planned by Mr. Grant only after he had made an exhaustive study of salesrooms throughout the country. Mr. Grant outlined all plans for the changes in design, new construction work and decorating, and deserves full credit for the excellent results obtained.

By moving the general offices of the company from the main floor to the specially constructed mezzanine floor, Mr. Grant not only enlarged the showroom space but also gave the organization larger and more comfortable administrative offices.

Beautiful Showroom.

The showroom faces on both thoroughfares and covers sixty-four feet by forty feet, giving ample space for the display of the attractive Maxwell and Chandler 1916 models, which are winning strong favor with motor devotees of Western Washington. The showroom is exceptionally light, which is in keeping with the plans of Manager H. P. Grant to make it one of the most cheerful establishments on Automobile Row. The walls are finished in white and trimmed in ivory, which enhance the effect of the high powered semi-indirect lighting system.

Henry Grant & Seattle Automobile Co

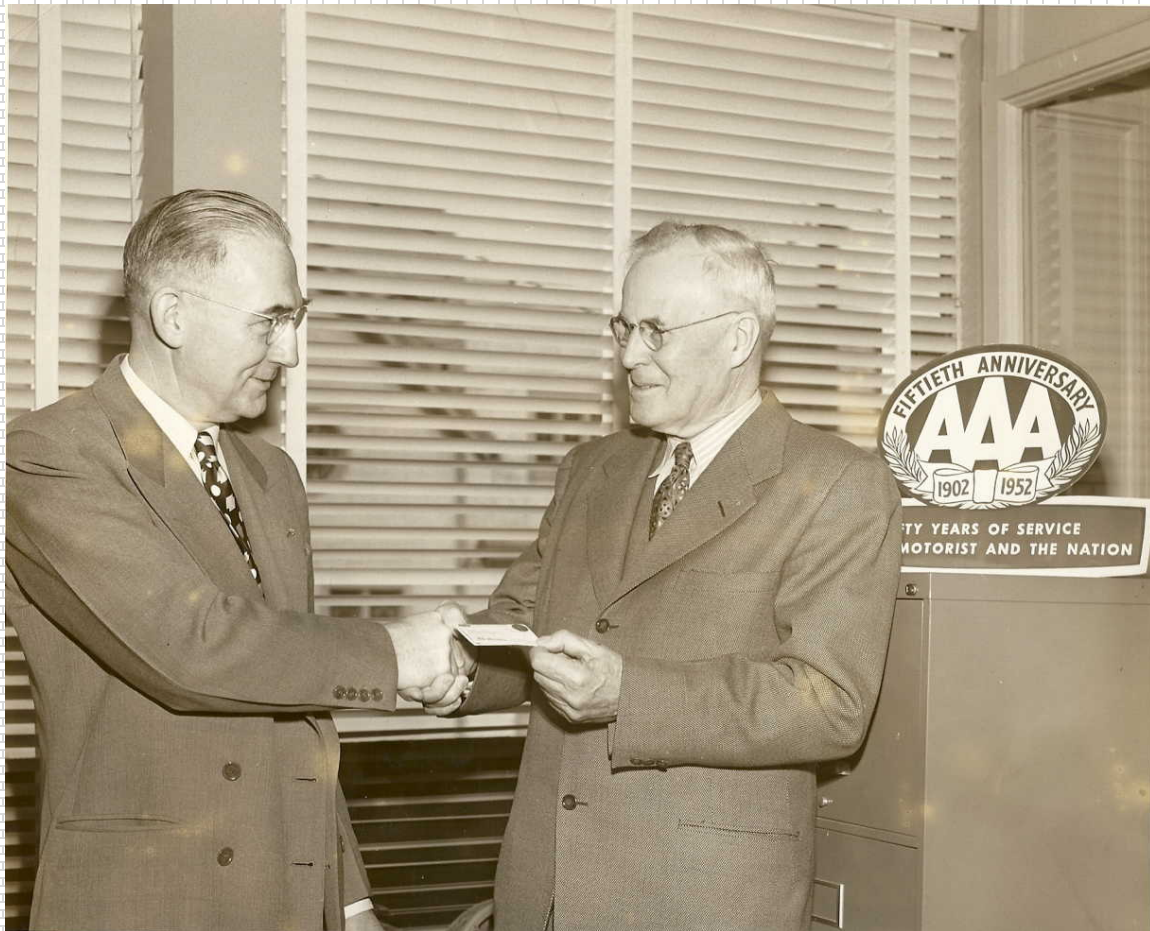


Image: Highline Heritage Museum.



Image: Seattle Times via Paul Dorpat.

Commercial Linen Co. 1943-53



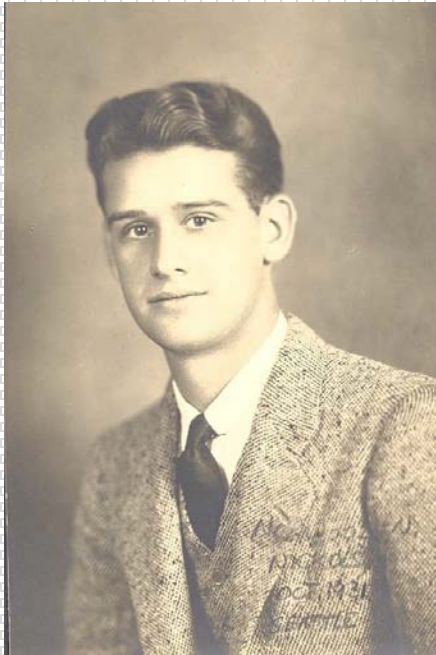
Louis Nickols Sr.
Courtesy Bill ward

CENTER: 2nd location of Commercial Linen
Image: Puget Sound Regional Archives



RIGHT: 700 E Pike circa 1937. Briefly
home of Benjamin Barlin Co. in 1942.
Image: Puget Sound Regional Archives

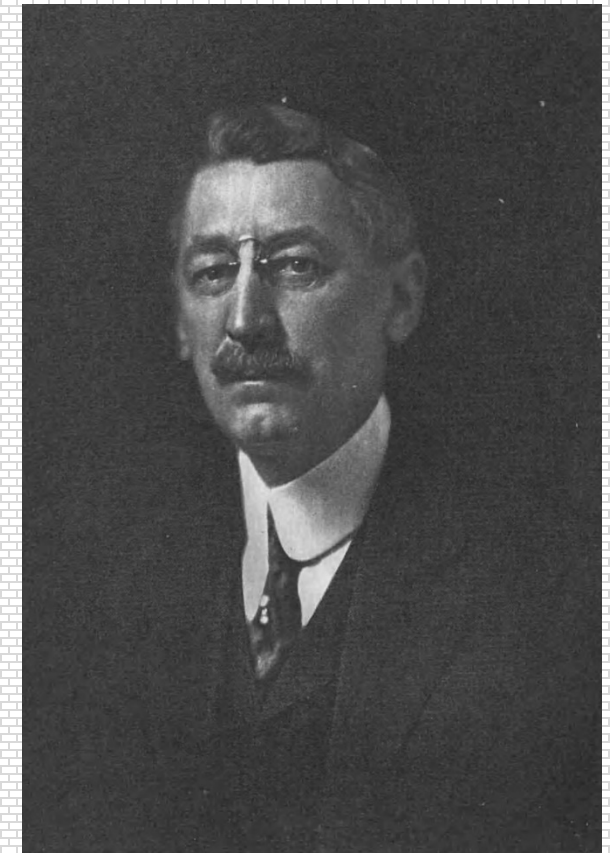
H.W. Baker Linen Co. 1953-83



Norwood Nickols, October 1931. Courtesy Bill Ward



1101 E Pike St circa 2008



Hiram W. Baker.
Image: American Biography,
A New Cyclopedia Vol 8

ANNOUNCING the Opening of
GROUP HEALTH HOSPITAL

The new building will be open to inspection by the public today, Saturday and Sunday, 1 to 4:30 p.m. afternoons and 7 to 9 p.m. evenings.

The following firms who have participated in the construction or furnishing of the new building, congratulate Group Health Hospital on its continuing modernization.

201 - 16th Ave. North EA. 5-9400

<p>To Seattle's Newest Group Health Hospital, We are proud and honored by your confidence in Baker's Textile Products. H. W. BAKER LINEN CO. 110 E. Pike St. EA 4-5135</p>	<p>WASHINGTON ASPHALT COMPANY Good Wishes to Group Health Hospital 309 W. 39th St. ME 2-207</p>	<p>Congratulations To Group Health Hospital UNITED IRON WORKS "Light Structural and Miscellaneous Iron Work" 7421-5th Ave. S. PA 5-6900</p>
DEARBORN PAINTING	B & B HARDWARE	BUILDERS HARDWARE

1101 E Pike Street - conclusion



Development of the auto showroom

Phase I: Standard Commercial

LEFT:

Globe Building, 308-310 1st Ave S
Mitchell, Lewis & Staver. (1900)

Image: University of WA Special
Collections, pictured in 1902.



RIGHT:

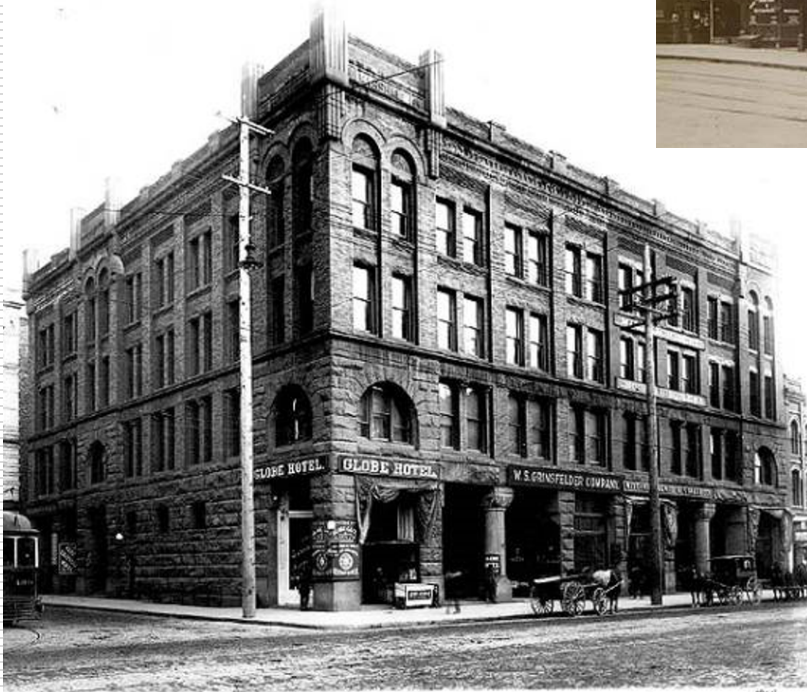
Idaho Block, 508 Pike St,
Gifford & Grant. (1903)

Image: University of WA Special
Collections, pictured in 1910.

CENTER:

Chapin Block, 1418 2nd Ave
Whitford Rapid Vehicle & Motor Launch
(1901)

Image: MOHAI, pictured in 1903



Development of the auto showroom

end of Phase I: Standard Commercial

Broadway Building at Broadway & Madison, home of Broadway Automobile Company.

Right Image: MOHAI, 1905.

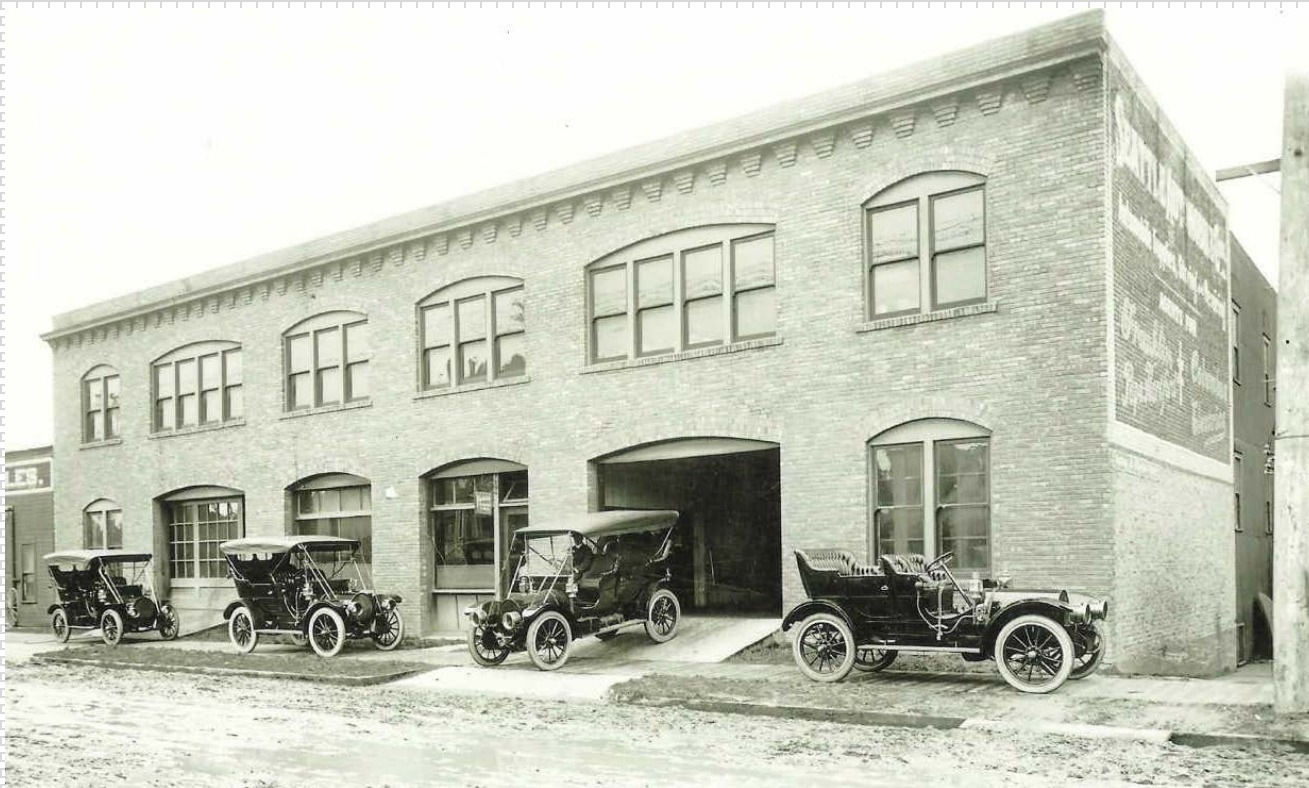
Below Image: The Coast magazine, vol 18, #6 December 1909



Development of the auto showroom

Phase II: Livery Style

LEFT: Seattle Automobile Company at 1423-25 10th Avenue, circa 1910. Built, 1907. Image: Tacoma Public Library



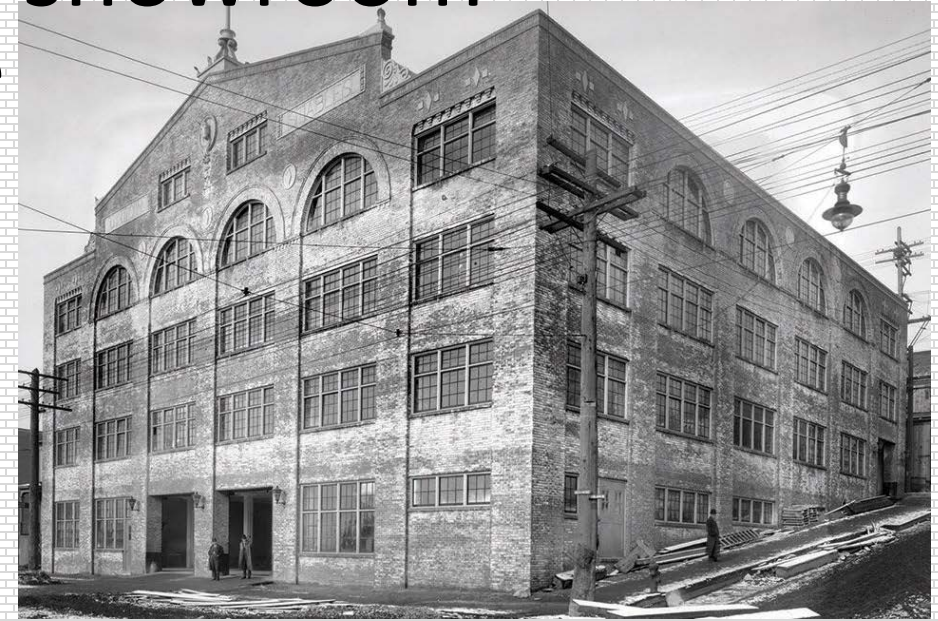
RIGHT: Pacific Coast Automobile Company at 1414 Broadway circa 1937. Built, 1907. Image: Puget Sound Regional Archives



Development of the auto showroom

Phase II: Livery Style

TOP RIGHT: Union Stables, 2200 Western Ave.
Image: Allegraproperties.com.

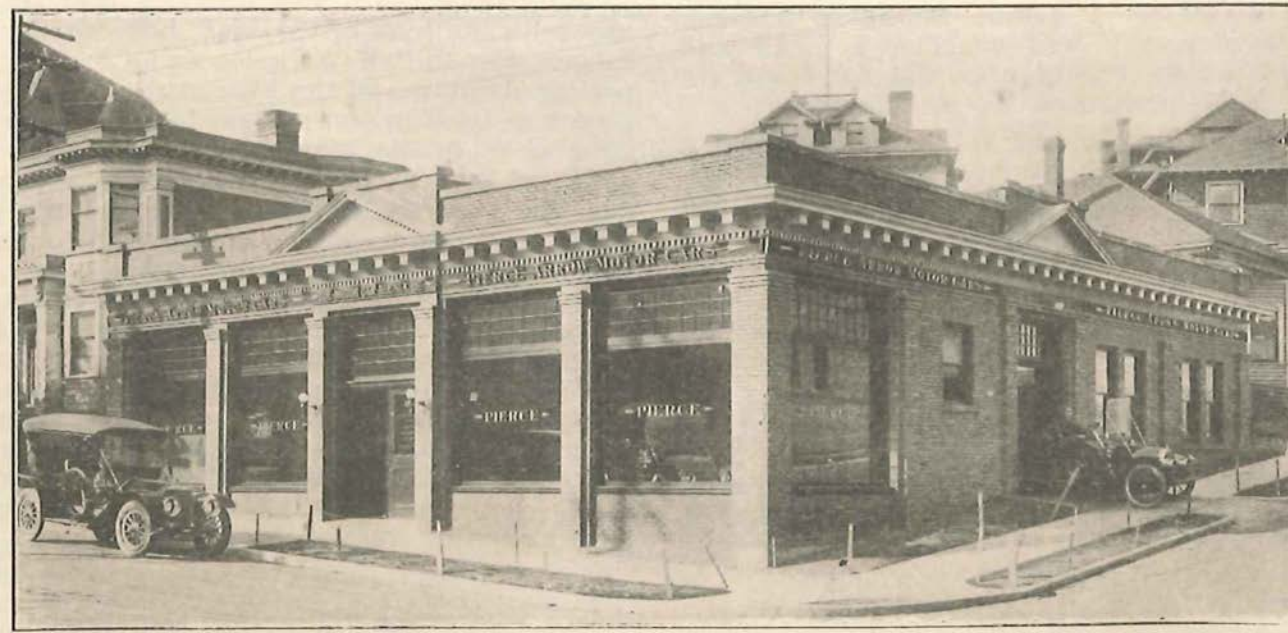


BOTTOM RIGHT: Rainier Stables, 2114 Western Ave
Image: MOHAI



Development of the auto showroom

Phase III: Ornate Showroom



Motor Car Agency at Broadway & Union, b. 1909. Image: Coast Magazine, December 1909, p. 306.



N&K Packard dealership at Belmont & Pike, b. 1909. Courtesy Paul Dorpat.

Development of the auto showroom

Phase III: Ornate Showroom



J.W. Leavitt Company. Built to two stories in 1913. Pictured circa 1937, edited in Photoshop to appear as it did in 1913.



J.W. Leavitt Company building after two-story addition in 1915. Pictured in 1937. Images: Puget Sound Regional Archives.

Development of the auto showroom

Phase III: Ornate Showroom



1101 E Pike St circa 1916. Courtesy Paul Kilpatrick



White Building, circa 1937. (b. 1917) Image: Puget Sound Regional Archives.

Development of the auto showroom

Phase III: Ornate Showroom



Packard Dealership at 1154 Pike Street (corner Minor) circa 1937. b. 1920. Image: Packardinfo.com



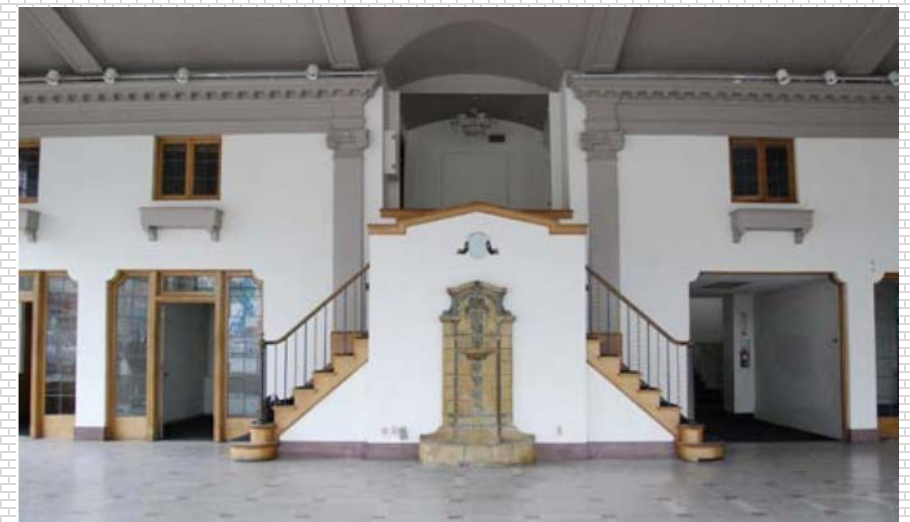
Packard Dealership showroom circa 1937. Image: Packardinfo.com

Development of the auto showroom

Phase III: Ornate Showroom



Ford McKay building on Westlake. B. 1923. Courtesy Paul Dorpat.



McKay Block Early Design Guidance Report, 2008. City of Seattle

Development of the auto showroom

Post Auto-row



S. L. Savidge dealership at 2021 9th Avenue, circa 1960s. (b. 1948)
Courtesy Alden Jewell.



University Chevrolet, 1974. Image: Seattle Municipal Archives.