

**An Inventory, Evaluation, and Context History of
Thirty-Three Historic Buildings in the
City of Kennewick's Downtown,
Benton County, Washington,
Conducted in 2005**

**Prepared for the City of Kennewick
The Kennewick Historic Preservation Commission and the
Historic Downtown Kennewick Partnership and the
Washington State Office of Archaeology and Historic Preservation
Certified Local Government Grant**

**By Robin Bruce, Director
Western Historical Services
2323 N. Highway 41
Post Falls, Idaho
(208) 773-4021
westserve@verizon.net**

February 2006

PROJECT BACKGROUND

This inventory of thirty-three historic buildings in the downtown commercial district of the City of Kennewick (incorporated in 1904) is a continuation of a previous survey conducted in 2001 by historian Dr. Robert Bauman. That inventory concentrated on a four-block area of Kennewick Avenue, the east-west thoroughfare along which the commercial district of Kennewick historically developed. The present survey encompassed a six-block area that primarily included side streets intersecting with Kennewick Avenue where subsequent building activity expanded the historic commercial core to the north and to the south. The Kennewick Historic Preservation Commission (KHPC) provided the author with the list of buildings included in this report. Both inventories are a result of the interest of the City of Kennewick, the KHPC, the Historic Downtown Kennewick Partnership (HDKP), and other involved groups and citizens who seek to advance an appreciation for, and encourage the restoration and enhancement of, downtown Kennewick's historic district. These groups view increased public awareness of the commercial district's historic architecture as an important component in the revitalization of the downtown area.

In 2005 the City of Kennewick applied for, and subsequently received, a second grant through its certified local government program and the Washington State Department of Archaeology and Historic Preservation to complete an historic inventory covering buildings within the commercial district that were not a part of the 2001 survey. Additional funding for the project was provided by the City of Kennewick, and by matching resources provided by several interested volunteers. The project commenced in June 2005 and the draft report was completed in December of the same year.*

The grant selection committee selected Ms. Robin Bruce, historian and Director of Western Historical Services (WHS), as the contractor to conduct the present project. WHS is a woman-owned cultural resources management (CRM) firm established in 1992 in Post Falls, Idaho, by Ms. Bruce. Ms. Bruce holds a B. A., History, from Gonzaga University (1985), and a M. A., History, from Eastern Washington University (1989). Ms. Bruce has over fifteen years experience in conducting and managing cultural resources management (CRM) projects. She has completed numerous cultural resources identification and evaluation reports, nominations to the National Register of Historic Places (NRHP), Historic American Engineering/Building Records (HABS/HAER) documentation, and other mitigation reports for various clients from 1989 to the present. She exceeds the minimum qualifications for an historian as described in the Secretary of the Interior's Professional Qualification Standards, 36 CFR Part 61; 48 FR 44716, 29 September 1983.

***DISCLAIMER**

This inventory, evaluation, and context history report has been financed in part with Federal funds from the National Park Service, Department of the Interior administered by the Washington State Department of Community, Trade and Economic Development (CTED), Office of Archaeology and Historic Preservation (OAHP) and the City of

Kennewick. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, CTED, OAHP, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior, CTED, or OAHP.

This program received federal funds from the National Park Service. Regulations of the U.S. Department of Interior strictly prohibit unlawful discrimination in departmental Federally Assisted Programs on the basis of race, color, national origin, age, or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, NW, Washington, D.C. 20240.

PROJECT INFORMATION

Introductory Meeting:

On June 8, 2005 Ms. Robin Bruce (the Contractor) met with representatives of the City of Kennewick, the KHPC, and the HDKP for a get-acquainted meeting in City Hall. Ms. Bruce outlined preliminary research objectives, including an initial search in the Benton County Assessor's records to establish construction dates and record of ownership for the properties surveyed. The participants decided that a public meeting held approximately midway through the research phase of the project would help showcase the project, provide a progress report for work accomplished, and identify research gaps early in the project. All present agreed on holding the public meeting on August 8, 2005.

Survey Area:

The thirty-three buildings inventoried for this project were located within an approximately five-block area bounded by Alder Street on the east, Dayton Street on the west, Third Street on the north and Railroad Avenue on the south. The present survey encompassed an area of approximately one-hundred acres.

Project Expectations:

Early in the twentieth century, Kennewick's commercial core began developing along an east-west orientation that later became the city's present Kennewick Avenue. As the previous survey conducted by Dr. Bauman illustrated, this trend continued following the city's incorporation in 1904 into the decades of the 1930s. Since most of the buildings included in the present survey are mainly oriented along north-south side streets intersecting with Kennewick Avenue, expectations were that buildings included in the present survey represented a later period of growth as the city expanded its commercial core to the north and to the south. Subsequent research verified this expectation and revealed that the majority of buildings included in the present survey were built between 1938-1951.

Research Process:

Prior to the field survey, the Contractor conducted online research in the Benton County Assessor's records for each of the properties included in this survey. Information included in those records included Parcel Identification number, name of owner, transfer history (this was not comprehensive), year built, finished square feet, and land use (such as professional services or public assembly). Later, information from the Assessor's records was input into the Washington Historic Property Inventory Database during completion of the inventory.

Construction dates listed in the Assessor's records provided a range of dates in which to concentrate further research efforts. One problem that became apparent in subsequent archival investigations, particularly in newspaper research, was that the construction dates from the Assessor's records for a number of buildings included in this survey were not accurate. For example, the Assessor's records show that the Farmer's Exchange Building (originally the S & J Garage) located at 19 North Benton was constructed in 1935, but later newspaper articles revealed that the building was constructed in 1945. Those discrepancies, where such occurred, were noted and corrected in the Context History of this report, in the inventory database, and in the separate stand-alone Buildings' History report.

Other repositories utilized during the course of the project included Archives and Special Collections, Eastern Washington University; Manuscripts, Archives and Special Collections, Washington State University; Mid-Columbia Library, Kennewick Branch; and the East Benton County Historical Society Museum.

Product of Work:

A compact disc (CD) containing the inventory data base (including digital photographs) for this project was submitted to the Washington State Department of Archaeology and Historic Preservation for integration into their statewide database and a second CD with identical information was submitted to the City of Kennewick in fulfillment of the present contract obligation. This report is also contained in each CD.

Knowledgeable Informants:

Knowledgeable informants proved an invaluable asset to the research portion of this project. Before commencement of the field survey, Mr. Tom Moak of the Mid-Columbia library provided the author with a list of persons who had special knowledge regarding Kennewick's historic downtown. These informants, and others encountered by the author during the field survey, provided important information that could not have been gathered from any other source. Their accounts provided new information regarding specific properties and events, and corrected misinformation, particularly regarding discrepancies noted in some construction dates listed in the county Assessor's records. Among those who generously provided first-person information were Ken Silliman, Chuck Turner, Henry Belair, Larry Maltos, Tom Moak, and Jerry Maloy.

Field Survey:

Robin Bruce conducted the field survey of the thirty-three historic buildings from 22 June through 25 June 2005. Lyle Bruce assisted her by maintaining a photo-log as Ms. Bruce photographed each building. Weather conditions for the survey were excellent, and at least two photographs consisting of the primary façade and at least one secondary or rear façade view of each building was completed. Ms. Bruce recorded written information on field survey reports for each building at the time of survey. She also interviewed several owners and tenants of the buildings surveyed as a part of the survey process. A statement of significance, building description, and building histories were provided for each property. Ms. Bruce used a Kodak, EasyShare DX6490 digital camera for all project photography.

Public Presentation:

A public presentation to introduce the historic inventory project to the community was held at Mr. Winks Penny Candy & Soda Fountain Shop in downtown Kennewick on August 8, 2005, from 6:00 – 8:00 p.m. Prior to the public presentation, Ms. Bruce and Mr. Paul Scharold of the KHPC and the KDHP participated in a live radio broadcast with radio broadcaster Dennis Shannon at KONA Radio in Pasco. The fifteen-minute radio segment discussed the goals of the project, its progress, and announced the time and place of the public meeting. Although attendance at the meeting was light, several business owners and interested citizens were present and an enjoyable evening followed. Ms. Bruce shared project information with the group, including historic newspaper articles pertaining to specific buildings in the survey. She also distributed a written Progress Report. Ken Silliman shared historic photographs from his personal collection to those in attendance.

Access to this Survey:

The properties inventoried for this project are available in digital format in “Washington’s Statewide Inventory Guide” at the Department of Archaeology and Historic Preservation, Olympia, Washington. Information from this inventory project is also available through the city of Kennewick.

Individual Building Histories:

Ms. Bruce has produced a separate stand-alone document entitled, “Individual Building Histories of Thirty-three Historic Buildings in Downtown Kennewick, Washington, Completed in 2005.” This document is a ready-reference companion to the digital version of the inventory of historic buildings.

Thematic Associations:

Thirty-three (33) buildings were inventoried for the present project. Thematic association of these properties included: Commerce, Communications, Community Planning and Development, Religion, Manufacturing/Industry, and Transportation.

Periods of Construction:

Most of the buildings included in the present inventory were constructed between 1939 and 1951. This period of construction activity included the years leading up to and including World War II (1941-1945), and the post-war years that followed (1945-1951). The two oldest buildings surveyed as a part of the present project were the United Pentecostal Church (circa 1900) at 201 S. Auburn and Tri-City Herald warehouse (circa 1912) at 319 W. Albany Avenue (circa 1912). The newest building surveyed was the J. Storm Building (1966) at 223 W. 1st Avenue. (Note: The property at 104 W. 1st Avenue listed by the Benton County Assessor's records as constructed in 1980 was probably built at a much earlier date).

The majority of the properties inventoried for the present project are representative of the expansion of the commercial core from its historic east-west orientation along Kennewick Avenue to a broader core that included intersecting side streets to the north and to the south. This period of expansion accelerated in the 1940s and into the 1950s.

Property Evaluations:

Some of the buildings inventoried for the present project have retained their integrity of location, design, setting, workmanship, materials, feeling and association. However, the buildings included in the present inventory do not appear to possess architectural or aesthetic qualities in a sufficient concentration or to have historically been a part of a plan of development to qualify them for inclusion in the National Register of Historic Places (NRHP) as an Historic District. A number of the properties, however, do appear to display integrity sufficient to qualify them for inclusion in a potential local Historic District or for listing in a local Historic Register.

Buildings that have retained individual integrity that may be contributing properties to a potential local Historic District are listed below with Western Historical Services' field number, their common name, street address, and date of construction.

WHS No.	Property Name	Property Address	Date of Construction
WHS-1	Columbia Irrigation District Building	10 E. Kennewick Av.	1947
WHS-6	Bateman Building	307 W. Kennewick Av.	1949
WHS-7	Farmer's Exchange	19 N. Benton St.	1945
WHS-8	United Finance	34 N. Benton St.	1950
WHS-9	Farmer's Exchange	35 N. Benton St.	1935
WHS-10	Antique Mall & Ice Harbor Brewing	206 N. Benton St.	1940
WHS-11	High Pockets Coffee Co.	207 N. Benton St.	1950
WHS-12	The Gilded Needle	11 S. Benton St.	1940
WHS-15	Bethlehem Lutheran Church	221 S. Benton St.	1949

WHS-16	Burlington Northern/Santa Fe Depot	213 N. Cascade St.	Circa 1950
WHS-18	Classic Monograms	13-17 S. Cascade St.	1940
WHS-20	Watkins Building	17 N. Auburn St.	1940
WHS-23	O'Henry's	201 S. Auburn St.	1950
WHS-24	United Pentecostal Church	201 S. Auburn St.	Circa 1900
WHS-25	Four-Plex Apartments	10 N. Dayton St.	1949
WHS-26	Manawadu Building	5-13 S. Dayton St.	1940
WHS-28	L M Barber Shop	116 W. 1 st Av.	1950
WHS-32	Builder's Supply and Hardware	114 S. Auburn St.	1951
WHS-33	Espirit (Twin City Creamery)	110 N. Cascade St.	Circa 1930

The remaining properties do not meet criteria for inclusion in the NRHP either as individual properties or as properties contributing to a potential Historic District because they are not fifty years old or older or because they have lost the ability to convey their historic characteristics and associations. Some of these buildings have experienced extensive changes to their storefronts. It is possible that these properties could be restored to their historic appearance if original fabrications and claddings have been covered over and not removed, or if it is possible to restore historic fabrics in kind.

It should be noted that this report contains professional opinions concerning the historic properties within the project area. This report should be submitted to the proper review authorities for evaluation and comment.

Recommendations:

- All property owners should be advised regarding the conclusions presented in the present inventory and evaluation project and afforded an opportunity to comment.
- A request for a formal determination of eligibility for individual properties that may be eligible for the NRHP or for a local Historic District should be solicited from the Washington State Historic Preservation Officer (SHPO).
- A request for a formal determination of eligibility of the properties named as contributing to the significance of a potential local Historic District in the present inventory should be solicited from the SHPO.
- Many of the buildings included in the present inventory represent more recent construction (1930-1951) in the development of Kennewick's historic commercial core. For perhaps this reason, many have not yet experienced extensive remodeling. In order to provide for the protection and enhancement of the properties included in the present inventory, property owners are urged to consult with KHPC, the HDKP, and any other interested groups or individuals with an interest in preserving the historic aspects of Kennewick's commercial core. The Department of Archaeology and Historic Preservation should be consulted at every level of project planning and development as it pertains to the rehabilitation of historic properties to the Secretary of the Interior's Guidelines. It is further recommended that the Department of Archaeology and Historic Preservation be

invited to participate in workshops or meetings of property owners and other interested parties to acquaint these groups with the Federal Historic Preservation Tax Incentives program. This program rewards private investment for rehabilitating historic buildings listed on the National Register of Historic Places or contributing to a National Register Historic District. It is one of the nations most successful and cost-effective community revitalization programs.

City of Kennewick Historic Preservation Groups:

The City of Kennewick Historic Preservation Commission (KHPC) and the Historic Downtown Kennewick Partnership (HDKP) are two preservation groups that work together to raise community awareness of the city's historic properties and to encourage the identification, enhancement, and protection of historic buildings and structures in Kennewick. Both groups recognize the importance of an appreciation of Kennewick's historic properties in encouraging the rehabilitation of historic buildings as one means of economic revitalization of Kennewick's historic downtown. The KHPC maintains a city Register of Historic Places and coordinates historic planning and preservation goals with other branches of city government, such as the Planning Commission and Parks and Recreation Commission, as well as other interested groups, including the HDKP, whenever possible. Completion of the present inventory of historic properties provides a new management tool for historic preservation interests through the identification and evaluation of properties that may presently be eligible for listing in the national (NRHP) or local historic register. The present inventory project also provides historic contexts for future evaluation of properties as new properties reach the fifty year age criteria for historic register listing or for properties that may have achieved significance for other qualities.

Research Questions:

The majority of the buildings included in the present survey were constructed during the decade of the 1940s, a period that represented a building boom in Kennewick. Further research topics that may lead to a greater understanding of factors contributing to the rapid growth of Kennewick in the 1940s and into the decade of the 1950s are presented below.

- The Columbia Basin Project is one of the largest federal reclamation and irrigation projects undertaken in the arid West. At the time of its inception in 1933 it was predicted to take at least fifty years to establish the project to its fullest extent. How did the creation of this vast new area of productive farmland affect the economy, demographics, and social structure of Kennewick? Were new architectural styles or living accommodations introduced as a result of changed demographics, such as migrant camps, seasonal housing, company housing, or factory dormitories? What kind of new businesses or services may have developed in response to the needs of seasonal workers and their families? In what ways did seasonal populations affect Kennewick's commercial core?

- Beginning in 1940, improvements to the Columbia River channel for the first time enabled grain to be shipped in bulk from Kennewick to Portland. How did this improvement and subsequent changes to the Columbia River channel affect the growth of Kennewick, particularly the downtown commercial core? What types of new businesses may have resulted from increased river traffic?
- How did World War II impact the growth of Kennewick? What new war-related industries and services developed in and near Kennewick and why? Were most of these industries ephemeral in nature lasting only for the duration of the war, or did war-related businesses and industries adapt to post-war conditions?
- How did the development of hydroelectric dams on the Columbia River, beginning with Bonneville and Grand Coulee dams, affect the social and economic development of Kennewick and the Tri-Cities region?
- How did creation of the Hanford site affect the social and economic development of Kennewick and the Tri-Cities region?

Appendices to This Report:

Appendix A: Properties Sorted by WHS Field Number

Appendix B: Properties Sorted by Street Name

E. Kennewick Avenue
 W. Kennewick Avenue
 E. 1st Avenue
 W 1st Avenue
 N. Benton Street
 S. Benton Street
 N. Cascade Street
 S. Cascade Street
 N. Auburn Street
 S. Auburn Street
 N. Dayton Street
 S. Dayton Street
 W. Albany Avenue
 W. Canal Drive

Appendix C: Properties Sorted Alphabetically by Common Name

Appendix D: Properties Sorted by Year of Construction

CONTEXT HISTORY (Kennewick 1900-1950)

Early in the twentieth century, Kennewick boosters predicted that a great urban center would soon arise at the confluence of the Columbia, Snake, and Yakima rivers where Kennewick now stands. They saw that Kennewick (founded 1904) stood at the center of a vast geographic area, encompassed by the states of Washington, Oregon, and Idaho, each with immense agricultural, mineral, and timber resources to be developed. They pointed to the fact that by 1910 three regional railroads, the Oregon-Washington Railroad and Navigation Company, the Northern Pacific, and the Great Northern railroads had “all pushed their lines across the Columbia at Kennewick.”¹ By 1910 this vast but mostly arid region of eastern Washington had become known by many designations, including the *Inland Empire*, the *Great Columbia Plain*, *Spokane Country*, and the *Columbia Basin* (for consistency in this report, hereafter the Columbia Basin).²

Despite glowing predictions for Kennewick’s future, however, throughout the early decades of the twentieth century there was no attendant district of any considerable wealth to support a large urban commercial center where the Tri-Cities of Kennewick, Pasco, and Richland now flourish. Kennewick and its neighbor across the river, Pasco, served mainly as support communities for the railroads and as service centers for local agriculture rather than as commercial or industrial centers for the area around them.³ Statistics support this observation. By 1932, the entire population of Benton County stood at a modest 1,800, and the economy depended almost exclusively upon local “farming, fruit growing and stock raising.”⁴

In the fertile but arid farming and fruit growing region surrounding Kennewick, good crops depended almost entirely upon irrigation, which had been practiced for many years on a small scale. With limited irrigation, however, agricultural growth was slow. In 1910, there were 1,239 farms in Benton County and even with irrigation by 1930 the number of farms had increased to only 1,668.⁵ Thus, despite modest increases in irrigated acres, for nearly thirty years Kennewick’s potential as an important agricultural, industrial, and commercial center remained unrealized even though it stood at “an impressive junction of rails as well as rivers.”⁶

¹Kennewick Commercial Club, pub., *Kennewick, Washington* (Kennewick, Washington: Kennewick Commercial Club [Archives and Special Collections, Eastern Washington University], circa 1912), 3.

² Donald W. Meinig, *The Great Columbia Plain, A Historical Geography, 1805-1910* (1986; reprint, Seattle: University of Washington Press, Seattle and London, 1995), 460-1, 466.

³ Meinig, *The Great Columbia Plain*, 459.

⁴ R. L. Polk & Co., publishers, *Polk’s Oregon & Washington Gazetteer, 1931-32*, (Seattle: R. L. Polk Co., Inc, 1932), 484.

⁵ Works Project Administration. *Inventory of the County Archives of Washington, No. 3. Benton County, Prosser* (Spokane, Washington: The Historical Records Survey, Division of Professional and Service Projects, Works Progress Administration, 1939), 9.

⁶ Donald W. Meinig, *The Great Columbia Plain*, 459.

Kennewick began to emerge in importance as an urban, industrial center in 1933 when the federal government began advancement of an immense reclamation and irrigation development known as the Columbia Basin Project. Within little more than two decades, this monumental undertaking converted the Columbia Basin from an agrarian wasteland to a land of agricultural plenty.

Grand Coulee Dam was the kingpin of the Columbia Basin Project. The world's largest manmade structure at the time of its completion, Grand Coulee Dam produced inexpensive hydroelectric power for a multitude of purposes, including national defense. The huge gravity flow dam also provided storage and water conveyance systems that allowed for the reclamation of arid lands for diversified agricultural development in the Columbia Basin on a truly grand scale.

By the late 1930s, in addition to traditional cereal crops produced in the Columbia Basin, corn, hay, potatoes, apples, pears, grapes, cherries, peaches, plums, strawberries, figs, and other fruits had also become important agricultural commodities. Correspondingly, “[h]amlets such as Warden, Quincy, and Othello, which for half a century struggled desperately to stay alive on the edge of the desert, were suddenly transformed into thriving towns.”⁷ In the 1930s, the importance of agriculture gained even greater impetus in the Columbia Basin as the United States moved toward entry into World War II, throughout the war years (1941-1945), and in the post-war boom that followed. By the new millennium fully six per-cent of the Columbia River's annual flow, as measured at its mouth and nine per-cent as measured at The Dalles, was being diverted for agriculture.⁸

Although agriculture began to increase in complexity and in importance in Benton County in the 1930s, manufacturing and industry commanded only a minor presence in the county. This changed dramatically beginning in 1943. In that year the federal government developed the Hanford site to produce plutonium for atomic weapons near Kennewick. The Hanford site led to diversification of business and industry in the Columbia Basin to an extent most likely unforeseen by even the most enthusiastic early twentieth century Kennewick boosters. Last, the series of dams constructed on the Columbia River after 1945 following completion of Bonneville and Grand Coulee dams in the early 1940s “made this arid stretch of the river the greatest producer of hydroelectric energy on the continent.”⁹

The majority of the buildings that were surveyed as a part of the present historic inventory project were constructed from the late 1930s to 1950. Those years encompassed the construction of monumental hydroelectric dams on the Columbia River, development of large-scale federal and private irrigation systems for agriculture, the availability of abundant electrical power for agricultural and industrial use at nominal prices, and the inception and enlargement of the Hanford site in the 1940s. The growth of the city of Kennewick during that time reflects these influences and how they

⁷ Meinig, 480.

⁸ Bonneville Power Administration. *The Columbia River System Inside Story*, 2nd ed. (Portland, Oregon: Bonneville Power Administration, 2001), 7.

⁹ Meinig, *The Great Columbia Plain*, 480.

presented new opportunities for agricultural and industrial diversification in Kennewick and the surrounding region that previously had not been possible.

Various interest groups soon spread word of the scope of the Columbia Basin Project, and the new opportunities it presented. In September of 1939, a crowd of “unusually large attendance” gathered at a Kennewick Chamber of Commerce meeting to listen to G. C. Finley, manager of a local land owners association.¹⁰ He met with members of the association who were then engaged in forming the three 400,000-acre irrigation districts that were expected to develop as a result of the Columbia Basin Project. He stated that the enormous undertaking would take fifty years to complete, and when completed would be “more than four times the size of the entire Yakima project, including the Rosa and the Ellensburg projects.”¹¹

The following year (1940), Dr. Henry K. Benson, an expert in chemical engineering from the University of Washington, elaborated on the potential for the utilization of farm products for new chemical products manufactured locally from factories consuming cheap power from the Grand Coulee and Bonneville hydro-electric developments.¹² In a meeting in Kennewick with delegates from the Irrigation Institute, Dr. Benson stressed the advantages of chemical applications to natural, organic products in producing numerous commodities useful in daily life, such as nylon, rayon and various plastics.¹³

Also in 1940, H. W. Derry, manager of Pacific Power & Light (PP&L), visited Kennewick in order “to get acquainted with the area, its resources and its present industries.”¹⁴ Derry explained that his principal job was “to help every community served by the company [Pacific Power] in the concerted effort to create new employment-giving industries.”¹⁵ He emphasized the importance of attracting diverse business and manufacturing enterprises that complemented rather than competed with established businesses. Finley pointed to Kennewick’s Church Grape Juice Company, then the “only juice producer of its kind in the country,” as an example of this kind of innovative and diverse industrial development.¹⁶

At the same time as new agricultural processing and packaging enterprises appeared in Kennewick, ambitious plans were underway for improvements to the Columbia River that would for the first time enable bulk shipment of wheat from Benton and Franklin counties by barge to Portland. Experts anticipated that bulk handling of grain was a change in farming practices that “could easily be effected, and the saving over a period of time would be considerable.”¹⁷

Kennewick, in fact, had already begun to attract new manufacturing and processing businesses. In 1939, a company called the Big Y installed a new experimental six-ton asparagus freezing plant that was also adaptable to strawberries in Kennewick.¹⁸ The

¹⁰ *The Kennewick Courier-Reporter*, 14 September 1939.

¹¹ *Ibid.*

¹² *The Kennewick Courier-Reporter*, 5 December 1940, 1.

¹³ *Ibid.*

¹⁴ *The Kennewick Courier-Reporter*, “Scans Area for New Industrial Opportunities,” 11 June 1940, 1.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

¹⁷ *The Kennewick Courier-Reporter*, 18 January 1940.

¹⁸ *The Kennewick Courier-Reporter*, 13 April 1939, 1.

following year, in addition to the Kennewick Canning Company then operating in the city, the Walla Walla Canning Company established a branch cannery in Kennewick.¹⁹ At that time, another cannery (a building surveyed for the present project) had been in operation in Kennewick since 1935. This was Campbell's Custom Cannery (now the Farmer's Exchange at 35 N. Benton). There operators of small truck farms and individuals with kitchen gardens could bring their produce directly to the cannery and process and label it themselves.²⁰

Perhaps in response to these and other new developments in the growing city of Kennewick, in 1940 the city formed a public improvement committee to begin drawing up a zoning plan for the city.²¹ Of particular concern to the city at that time was the "highway between town and the river bridge."²² The city's proposed new zoning plan stipulated that "only certain types of business or industry will be permitted to locate in that section."²³ That same year the city also extended the sewer system to include the new Walla Walla Cannery and to provide an extension to the Big Y asparagus freezing plant, which was in the process of doubling its capacity.²⁴ By March of 1940 the new sewer line was completed. The *Kennewick Courier-Reporter* commented on the "unusually prosperous appearance" of the city at that time:

"The new cannery is rushing construction, with the foundations completed, the fill made, fiber laid and part of the walls already up; the Williams-Rose building has the floors laid and the studding and rafters up, while the new Havestad building on the avenue has the walls raising...Other developments are under way also. Otto Reese has just purchased the two lots adjoining the Consolidated station, while his brother completed the deal for the purchase of the Howe building occupied by the Washington Hardware. Several new residences are under construction also."²⁵

Five buildings included in the present inventory project were all built in 1940 during this flurry of new construction activities. Notably none of the new buildings were constructed on Kennewick's historic and principal commercial corridor—Kennewick Avenue. With the exception of the Grange Supply warehouse, all of the following buildings pushed south on side streets intersecting with Kennewick Avenue, thus changing the linear orientation of the downtown to a more rectangular-shaped commercial downtown grid that eventually expanded into the city's present commercial core.

New building construction of 1940 included the Grange Supply Warehouse (now Antique Furniture and Ice Harbor Brewing Company) at 206 N. Benton in Kennewick's warehouse area; the Columbia Valley Telephone Company building (now the Gilded Needle) at 11 S. Benton; the commercial building at 11 S. Cascade (now Fraga Services); the one-part commercial block building that presently houses the Mane Attraction and Classic

¹⁹ *The Kennewick Courier-Reporter*, "Another Cannery To Be Established at This Location," 1 June 1940, 1.

²⁰ Ken Silliman, personal communication with Robin Bruce, 26 July 2005.

²¹ *The Kennewick Courier-Reporter*, 18 January 1940, 1.

²² *Ibid.*

²³ *Ibid.*

²⁴ *Ibid.*

²⁵ *The Kennewick Courier-Reporter*, 28 March 1940.

Monograms at 15 and 17 S. Cascade; and the Manawadu building at 5-13 S. Dayton. The present Burlington Northern & Santa Fe railroad depot (also included in the present inventory) was probably built about 1940, as well.

Several buildings constructed in the 1940s are particularly illustrative of the influence of large-scale irrigation projects, the growth of the hydroelectric industry, and the presence of the Hanford Works on new building construction in Kennewick. In May of 1940 the huge new Grange Supply building, containing a store and feed mill, opened at 206 N. Benton (note that this was also the same year that channel improvements to the Columbia River for the first time allowed bulk shipments of grain by barge from Kennewick to Portland). The Grange supply was served by its own railroad spur and the picture of the imposing new building appeared on the front page of *The Kennewick Courier-Reporter* on May 2, 1940.²⁶ In keeping with advancing technologies made possible by abundant and inexpensive electric power, the Columbia Valley Telephone Company building at 11 S. Benton provided state-of-the art communication services for Kennewick in 1940. Among the advantages the new telephone company offered customers in its expanded service area was the use of higher voltages for faster and more efficient connections.²⁷

In 1947, one of the Columbia Basin's oldest irrigation enterprises, the Columbia Irrigation District, constructed a new headquarters in Kennewick. Shortly after its formation in 1917, the Columbia Irrigation Company acquired the system of the Northern Pacific Irrigation Company.²⁸ A successor to earlier pioneering irrigation enterprises dating from the 1890s, the Columbia Irrigation Company formerly occupied a portion of the Washington Hardware building on Kennewick Avenue.²⁹ In 1947, the company moved into its new large facility at 10 East Kennewick Avenue and has occupied the building continuously from that year to the present.

World War II (1941-1945)

Kennewick's first casualty of the war was a youth who died in the Japanese attack on the great U.S. naval installation at Pearl Harbor, Hawaii, on December 7, 1941, the infamous event that propelled the United States into World War II (1941-1945). The young sailor who died at Pearl Harbor was Thomas Hembree, who was born and raised in Kennewick. He was serving as an apprentice seaman aboard the U.S.S. Curtiss at the time of the Japanese air raid on Pearl Harbor.³⁰ His death is indicative of the dramatic and lasting effects of the war on individuals and families, communities, the country, and, indeed, the world.

Communities large and small across America responded to the war in various ways, including through the conservation and recycling of vital goods and materials for the war effort. In 1942, a group of Kennewick business men and businesses including J. R. Ayers, the Kennewick Bakery, Standard Lumber, the Roxy Theatre, Visger Drug, J. C. Pratt, Washington Hardware and many others took out an ad in *The Kennewick Courier-Reporter* calling on the citizens of Kennewick to participate in a drive to collect scrap

²⁶ *The Kennewick Courier-Reporter*, 2 May 1940.

²⁷ *The Kennewick Courier-Reporter*, 5 September 1940.

²⁸ Ted Van Arsdol, *Tri-Cities The Mid-Columbia Hub* (Chatsworth, California: Windsor Publications, Inc., 1990), 44.

²⁹ *Tri-City Herald*, 22 March 1947.

³⁰ *The Kennewick courier-Reporter*, 16 April 1942

rubber. Tires of all kinds were called for including bike, baby carriage, lawn mower, wheel-barrow, and even tire patches. Other rubber items called for were “hot water bottles, rubber gloves, rubberized clothing, bathing caps, shoes, and rubber rain-coats.”³¹ The ad warned that unless stocks were replenished present supplies would be depleted in less than four months.³²

Despite shortages and other hardships and uncertainties associated with the war, the war years were a time of tremendous growth in Kennewick that began even before the bombing of Pearl Harbor. The decade between 1930 and 1940 saw a twenty per-cent increase in population in Kennewick, “one of the largest shown by any of the Valley towns.”³³ Not only were there considerably more people living in Kennewick and the surrounding area, but they were buying more goods. In 1940 PP&L reported that the “sales of all appliances for the first three months of the year were 35 percent ahead of the same period in 1939, with major appliances such as ranges, refrigerators and water heaters outstripping the general average.”³⁴ By 1942, growth in Kennewick had escalated to almost desperate proportions and city officials sought to have potential housing areas designated as defense zones in order to obtain priorities for buildings materials, and for procuring funds from the federal government for residences:

“Facing the possibility of a vast and sudden influx of population, the city council last Tuesday evening took the first preparatory steps to handle the unusual situation. Applications for sites for trailer camps brought out the necessity for proper sanitary precautions to be taken.”³⁵

The city predicted that if Kennewick received the requested funds from the federal defense housing administration that the City of Kennewick would “become the communities largest land lord.”³⁶ Others also participated in the building boom. In 1942, amid rumors that “at least five hundred new residences” would be required in just a few months, Pat Owens purchased a ten-acre tract east of Washington Street and proceeded to develop it.”³⁷ Also that same year, the city proceeded with plans to accommodate a federally controlled migratory farm labor camp that would house 1,000 workers, a number thought sufficient “to handle all the extra labor requirements developing on the farms in this section.”³⁸

Post War Years (September 1945-1950).

The tremendous influx of population in Kennewick led to new building development in Kennewick and the surrounding area following Japan’s surrender to the United States in 1945. New growth in Kennewick’s downtown began to enlarge the existing commercial core along Kennewick Avenue to include intersecting side streets to the north and south. One of the buildings included in the present survey, the Farmer’s Exchange at 19 N. Benton (originally the S. & J. Garage), is representative of this new trend. In reporting

³¹ Ibid.

³² Ibid.

³³ *The Kennewick Courier-Reporter* 16 May 1940.

³⁴ *The Kennewick Courier-Reporter* 9 May 1940.

³⁵ Ibid.

³⁶ Ibid.

³⁷ *The Kennewick Courier-Reporter* 26 February 1942.

³⁸ *The Kennewick Courier-Reporter* 19 March 1942.

on the grand opening of the S & J Garage, a Ford-Mercury dealership which opened in December of 1946, the *Kennewick Courier-Reporter* noted that the location of the new auto dealership helped “to build up a cross street in the business area.”³⁹ The building also introduced a new building style to Kennewick’s commercial district. Constructed in Art Deco styling, the building’s “lavish use of plate glass and glass block” in the design of the building elicited public interest and comment. Clearly, the citizens of Kennewick seemed eager to embrace new architectural forms and considered their use as a sign of progress in the post-war era:

“The modern lines of the building have caused considerable comment among Kennewick residents who feel that a building of this type adds a lift to the business district and will furnish an impetus to the construction of more modern buildings.”⁴⁰

Although Art Deco styling never became popular in downtown Kennewick, the completion of the new S. & J. Garage did herald an unprecedented building boom in Kennewick beginning in the following year. In 1946, permits for construction in Kennewick for the first time exceeded \$1,000,000, which was almost double that of 1945.⁴¹ Interestingly, construction values were nearly evenly divided between domestic and commercial construction, indicating the correlation between the rapid increase in population in Kennewick and commercial development in the city.⁴² The building boom continued through 1950, with numerous buildings included in the present inventory completed between 1948 and 1951. Those were the Interstate Telephone Company building (now Verizon) at 15 S. Benton (1948); the four-plex apartment building at 10 N. Dayton (1949); the United Finance Company building at 34 N. Benton (1950); High Pockets Coffee Company at 207 N. Benton (1950); Chuck’s Meats at 15 E. 1st (1950); L M Barber Shop at 116 W. 1st (1950); O’Henry’s at 20 S. Auburn (1950); Bettendorf’s Printing at 14 S. Benton (1950), and Builder’s Hardware and Supply (originally Safeway) at 114 S. Auburn (1951). Truly, the decade of the 1940s propelled Kennewick from a community that in the past had relied mostly on agriculture for its economic base to a city that not only supported diversified agriculture and agri-business, but also witnessed the beginning of an industrial, technological, and manufacturing economic base as well.

Conclusion

Most of the thirty-three buildings included in the present survey were constructed during a time of monumental changes that occurred in Kennewick beginning with the onset of the Columbia Basin Project in 1933. Eventually this huge reclamation project opened up vast acres in the Columbia Basin for diversified agriculture. Beginning with the Hanford site, continuing with World War II and the post-war prosperity that followed, manufacturing and industry joined agriculture as major factors in the rise of Kennewick and the Tri-Cities area as an important regional center. Although Kennewick did not begin to achieve its potential as quickly as perceived by early twentieth century boosters, its present development and its continuing growth would no doubt please, but not surprise, those early visionaries.

³⁹ *The Kennewick Courier-Reporter* 27 December 1945.

⁴⁰ *Ibid.*

⁴¹ *The Kennewick Courier-Reporter* 2 January 1947.

⁴² *Ibid.*

SOURCES

Bonneville Power Administration

- 2001 *The Columbia River System Inside Story*. 2 ed. Portland, Oregon: Bonneville Power Administration.

Kennewick Commercial Club (Publishers)

- 1908 Circa. *Kennewick, Washington*. Kennewick, Washington: Kennewick Commercial Club (Archives and Specials Collections, Eastern Washington University).

Meinig, Donald W.

- 1995 *Great Columbia Plain: A Historical Geography, 1805-1910*. Reprint, University of Washington Press, Seattle and London.

Polk, R. L. & Co. (Publishers)

- 1932 *Polk's Oregon & Washington Gazetteer 1931-32*. Seattle: R. L. Polk Co., Inc.

Silliman, Ken

- 2005 26 July. Personal communication with Robin Bruce

The Kennewick Courier-Reporter

- 1939 13 April; 14 Sept.
1940 18 January; 28 March; 2 May; 9 May; 16 May; 11 June, "Scans Area for New Industrial Opportunities"; "Another Cannery To Be Established at This Location"; 5 September 1940; 5 December 1940.
1942 26, February; 19 March; 16 April.
1945 27 December.
1947 2 January.

Tri-City Herald

- 1947 22 March 1947.

Van Arsdol, Ted

- 1990 *Tri-Cities The Mid-Columbia Hub: An Illustrated History*. Windsor Publications, Inc.: Chatsworth, California.

Works Progress Administration (United States)

- 1939 *Inventory of the County Archives of Washington, No. 3. Benton County, Prosser*. Spokane, Washington: The Historical Records Survey, Division of Professional and Service Projects, Works Project Administration.

APPENDIX A: Properties Sorted by WHS Field Number

WHS Field No.	YEAR BUILT	STREET ADDRESS	HISTORIC NAME	COMMON NAME
WHS-1	1947	10 E. Kennewick Avenue	Columbia Irrigation District Building	Columbia Irrigation District Building
WHS-2	1945	11 E. Kennewick Avenue		High-Tech Fire & Water Restoration
WHS-3	1960s	20 E. Kennewick Avenue		Tri-City Construction Council
WHS-4	1960s	111 E. Kennewick Avenue		Sysco
WHS-5	1940	102 E. Kennewick Avenue	United Pentecostal Church	Alano Club
WHS-6	1949	307 W. Kennewick Avenue	Bateman Building	Bateman Building
WHS-7	1945	19 N. Benton Street	S & J Garage	Farmer's Exchange
WHS-8	1950	34 N. Benton Street	Farmer's Insurance Company	United Finance
WHS-9	1935	35 N. Benton Street	Campbell's Custom Cannery	Farmer's Exchange
WHS-10	1940	206 N. Benton Street	Grange Supply	Antique Furniture/ Ice Harbor Brewing Co.
WHS-11	1950	207 N. Benton Street		High Pockets Coffee Company
WHS-12	1940	11 S. Benton Street	Kennewick Valley Telephone Co.	The Gilded Needle
WHS-13	1950	14-16 S. Benton Street		Bettendorf's Printing
WHS-14	1948	15 S. Benton Street		Verizon
WHS-15	1949	221 S. Benton Street	Bethlehem Lutheran Church	Bethlehem Lutheran Church
WHS-16	Circa 1940	213 N. Cascade Street	BNSF Railroad Dept	Northern Pacific Depot
WHS-17	1940	11 S. Cascade Street		Fraga Services
WHS-18	1940	13-17 South Cascade St.		Classic Monograms
WHS-19	1944	11 N. Auburn Street	Pratt's Garage	Pratt's Garage
WHS-20	1940	17 N. Auburn Street		Watkins Building
WHS-21	1960	14-20 N. Auburn Street		Leo's Catering
WHS-22	1936	15 N. Auburn Street	Cecil & Jim's Auto Center	Perfection Glass
WHS-23	1950	20 S. Auburn Street	O'Henry's Restaurant	O'Henry's Restaurant
WHS-24	Circa 1900	201 S. Auburn Street	Presbyterian Church	United Pentecostal Church
WHS-25	1949	10 N. Dayton Street		Four-Plex Apt. Building
WHS-26	1940	5-13 S. Dayton Street		Manawadu Building
WHS-27	1948	15-17 E. 1 st Avenue	Chuck's Meats	Chuck's Meats
WHS-28	1950	116 W. 1 st Avenue	L M Barber Shop	L M Barber Shop
WHS-29	1980	104 W. 1 st Avenue		Little Dot's Casino
WHS-30	1966	223 W. 1 st Avenue		J. Storm Floor Covering
WHS-31	Circa 1912	319 W. Albany Avenue		Tri-City Herald Warehouse (Annex)
WHS-32	1951	114 S. Auburn Street	Safeway	Builder's Hardware & Supply
WHS-33	1930	110 W. Canal Drive	Twin City Creamery	Espirit

APPENDIX B: Properties Sorted by Street Name

STREET ADDRESS	HISTORIC NAME	COMMON NAME	YEAR BUILT	WHS Field No.
E. Kennewick Avenue				
10 E. Kennewick Avenue	Columbia Irrigation District Building	Columbia Irrigation District Building	1947	WHS-1
11 E. Kennewick Avenue		High-Tech Fire & Water Restoration	1945	WHS-2
20 E. Kennewick Avenue		Tri-City Construction Council	Circa 1960s	WHS-3
111 E. Kennewick Avenue		Sysco	Circa 1960s	WHS-4
102 E. Kennewick Avenue	United Pentecostal Church	Alano Club	1940	WHS-5
W. Kennewick Avenue				
307 W. Kennewick Avenue	Bateman Building	Bateman Building	1949	WHS-6
E 1st Avenue				
15-17 E. 1 st Avenue	Chuck's Meats	Chuck's Meats	1948	WHS-27
W. 1st Avenue				
104 W. 1 st Avenue		Little Dot's Casino	1980	WHS-29
116 W. 1 st Avenue	L M Barber Shop	L M Barber Shop	1950	WHS-28
223 W. 1 st Avenue		J. Storm Floor Covering	1966	WHS-30
N. Benton Street				
19 N. Benton Street	S & J Garage	Farmer's Exchange	1945	WHS07
34 N. Benton Street	Farmer's Insurance Company	United Finance	1950	WHS-8
35 N. Benton Street	Campbell's Custom Cannery	Farmer's Exchange	1935	WHS-9
206 N. Benton Street	Grange Supply	Antique Furniture/ Ice Harbor Brewing Co.	1940	WHS-10
207 N. Benton Street		High Pockets Coffee Company	1950	WHS-11
S. Benton Street				
11 S. Benton Street	Kennewick Valley Telephone Co.	The Gilded Needle	1940	WHS-12
14-16 S. Benton Street		Bettendorf's Printing	1950	WHS-13
15 S. Benton Street		Verizon	1948	WHS-14
221 S. Benton Street	Bethlehem Lutheran Church	Bethlehem Lutheran Church	1949	WHS-15
N. Cascade Street				
213 N. Cascade Street	BNSF Railroad Dept	Northern Pacific Depot	Circa 1940	WHS-16
S. Cascade Street				
11 S. Cascade Street		Fraga Services	1940	WHS-17
13-17 South Cascade St.		Classic Monograms	1940	WHS-18
N. Auburn Street				
11 N. Auburn Street	Pratt's Garage	Pratt's Garage	1944	WHS-19
17 N. Auburn Street		Watkins Building	1940	WHS-20
14-20 N. Auburn Street		Leo's Catering	1960	WHS-21
15 N. Auburn Street	Cecil & Jim's Auto Center	Perfection Glass	1936	WHS-22

APPENDIX B: Properties Sorted by Street Name (Continued)

S. Auburn Street				
20 S. Auburn Street	O'Henry's Restaurant	O'Henry's Restaurant	1950	WHS-23
114 S. Auburn Street	Safeway	Builder's Hardware & Supply	1951	WHS-32
201 S. Auburn Street	Presbyterian Church	United Pentecostal Church	Circa 1900	WHS-24
N. Dayton Street				
10 N. Dayton Street		Four-Plex Apt. Building	1949	WHS-25
S. Dayton Street				
5-13 S. Dayton Street		Manawadu Building	1940	WHS-26
W. Albany Avenue				
319 W. Albany Avenue		Tri-City Herald Warehouse (Annex)	Circa 1912	WHS-31
W. Canal Drive				
110 W. Canal Drive	Twin City Creamery	Espirit	Circa 1930	WHS-33

APPENDIX C: Properties Sorted Alphabetically by Common Name

COMMON NAME	YEAR BUILT	STREET ADDRESS	HISTORIC NAME	WHS Field No.
Alano Club	1940	102 E. Kennewick Avenue	United Pentecostal Church	WHS-5
Antique Furniture/ Ice Harbor Brewing Co.	1940	206 N. Benton Street	Grange Supply	WHS-10
Bateman Building	1949	307 W. Kennewick Avenue	Bateman Building	WHS-6
Bethlehem Lutheran Church	1949	221 S. Benton Street	Bethlehem Lutheran Church	WHS-15
Bettendorf's Printing	1950	14-16 S. Benton Street		WHS-13
Builder's Hardware & Supply	1951	114 S. Auburn Street	Safeway	WHS-32
Chuck's Meats	1948	15-17 E. 1 st Avenue	Chuck's Meats	WHS-27
Classic Monograms	1940	13-17 South Cascade St.		WHS-18
Columbia Irrigation District Building	1947	10 E. Kennewick Avenue	Columbia Irrigation District Building	WHS-1
Espirit	1930	110 W. Canal Drive	Twin City Creamery	WHS-33
Farmer's Exchange	1935	35 N. Benton Street	Campbell's Custom Cannery	WHS-9
Farmer's Exchange	1945	19 N. Benton Street	S & J Garage	WHS07
Four-Plex Apt. Building	1949	10 N. Dayton Street		WHS-25
Fraga Services	1940	11 S. Cascade Street		WHS-17
High Pockets Coffee Company	1950	207 N. Benton Street		WHS-11
High-Tech Fire & Water Restoration	1945	11 E. Kennewick Avenue		WHS-2
J. Storm Floor Covering	1966	223 W. 1 st Avenue		WHS-30
L M Barber Shop	1950	116 W. 1 st Avenue	L M Barber Shop	WHS-28
Leo's Catering	1960	14-20 N. Auburn Street		WHS-21
Little Dot's Casino	1980	104 W. 1 st Avenue		WHS-29
Manawadu Building	1940	5-13 S. Dayton Street		WHS-26
Northern Pacific Depot	Circa 1940	213 N. Cascade Street	BNSF Railroad Dept	WHS-16
O'Henry's Restaurant	1950	20 S. Auburn Street	O'Henry's Restaurant	WHS-23
Perfection Glass	1936	15 N. Auburn Street	Cecil & Jim's Auto Center	WHS-22
Pratt's Garage	1944	11 N. Auburn Street	Pratt's Garage	WHS-19
Sysco	1960s	111 E. Kennewick Avenue		WHS-4
The Gilded Needle	1940	11 S. Benton Street	Kennewick Valley Telephone Co.	WHS-12
Tri-City Construction Council	1960s	20 E. Kennewick Avenue		WHS-3
Tri-City Herald Warehouse (Annex)	Circa 1912	319 W. Albany Avenue		WHS-31
United Finance	1950	34 N. Benton Street	Farmer's Insurance Company	WHS-8
United Pentecostal Church	Circa 1900	201 S. Auburn Street	Presbyterian Church	WHS-24
Verizon	1948	15 S. Benton Street		WHS-14
Watkins Building	1940	17 N. Auburn Street		WHS-20

APPENDIX D: Properties Sorted by Year Constructed

YEAR BUILT	STREET ADDRESS	HISTORIC NAME	COMMON NAME	WHS Field No.
Circa 1900	201 S. Auburn Street	Presbyterian Church	United Pentecostal Church	WHS-24
Circa 1912	319 W. Albany Avenue		Tri-City Herald Warehouse (Annex)	WHS-31
1930	110 W. Canal Drive	Twin City Creamery	Espirit	WHS-33
1935	35 N. Benton Street	Campbell's Custom Cannery	Farmer's Exchange	WHS-9
1936	15 N. Auburn Street	Cecil & Jim's Auto Center	Perfection Glass	WHS-22
1940	102 E. Kennewick Avenue	United Pentecostal Church	Alano Club	WHS-5
1940	11 S. Benton Street	Kennewick Valley Telephone Co.	The Gilded Needle	WHS-12
1940	11 S. Cascade Street		Fraga Services	WHS-17
1940	13-17 South Cascade St.		Classic Monograms	WHS-18
1940	17 N. Auburn Street		Watkins Building	WHS-20
1940	206 N. Benton Street	Grange Supply	Antique Furniture/ Ice Harbor Brewing Co.	WHS-10
Circa 1940	213 N. Cascade Street	BNSF Railroad Dept	Northern Pacific Depot	WHS-16
1940	5-13 S. Dayton Street		Manawadu Building	WHS-26
1944	11 N. Auburn Street	Pratt's Garage	Pratt's Garage	WHS-19
1945	11 E. Kennewick Avenue		High-Tech Fire & Water Restoration	WHS-2
1945	19 N. Benton Street	S & J Garage	Farmer's Exchange	WHS07
1947	10 E. Kennewick Avenue	Columbia Irrigation District Building	Columbia Irrigation District Building	WHS-1
1948	15 S. Benton Street		Verizon	WHS-14
1948	15-17 E. 1 st Avenue	Chuck's Meats	Chuck's Meats	WHS-27
1949	10 N. Dayton Street		Four-Plex Apt. Building	WHS-25
1949	221 S. Benton Street	Bethlehem Lutheran Church	Bethlehem Lutheran Church	WHS-15
1949	307 W. Kennewick Avenue	Bateman Building	Bateman Building	WHS-6
1950	116 W. 1 st Avenue	L M Barber Shop	L M Barber Shop	WHS-28
1950	14-16 S. Benton Street		Bettendorf's Printing	WHS-13
1950	20 S. Auburn Street	O'Henry's Restaurant	O'Henry's Restaurant	WHS-23
1950	207 N. Benton Street		High Pockets Coffee Company	WHS-11
1950	34 N. Benton Street	Farmer's Insurance Company	United Finance	WHS-8
1951	114 S. Auburn Street	Safeway	Builder's Hardware & Supply	WHS-32
1960s	111 E. Kennewick Avenue		Sysco	WHS-4
1960	14-20 N. Auburn Street		Leo's Catering	WHS-21
1960s	20 E. Kennewick Avenue		Tri-City Construction Council	WHS-3
1966	223 W. 1 st Avenue		J. Storm Floor Covering	WHS-30
1980	104 W. 1 st Avenue		Little Dot's Casino	WHS-29

