

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name NORTH SLOPE HISTORIC DISTRICT (AMENDMENT) – Brick & Stone Pavers

other names/site number _____

2. Location

street & number 900 and 1000 blocks of N 9th, 10th and 11th Streets

☐

not for publication

city or town TACOMA

☐

vicinity

state WASHINGTON code WA county PIERCE code 053 zip code 98403

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria

 A B C D

Signature of certifying official/Title

Date

WASHINGTON SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

North Slope Historic District (Amendment)
Name of Property

Pierce Co. Washington
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input checked="" type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing
	buildings
	district
6	site
	structure
	object
6	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

909

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation: Road Related

Current Functions

(Enter categories from instructions.)

Transportation: Road Related

7. Description

Architectural Classification

(Enter categories from instructions.)

No style

Materials

(Enter categories from instructions.)

foundation: _____

walls: _____

roof: _____

other: Brick, Stone: Sandstone

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

This amendment concerns a total of six street blocks in Tacoma's North Slope Historic District: two street blocks on North 9th Street, two street blocks on North 10th Street and two street blocks on North 11th Street, all of which lie between North I and North K Streets. The two blocks of North 9th Street are paved with brick. The two blocks each on both North 10th and North 11th Streets are paved with sandstone setts.¹ The pavements on these street sections provide a unique record of the city's early street paving program from the first decade of the 20th Century. Located within the National Register designated Tacoma's North Slope Historic District and briefly referenced in that 2002 nomination, further research indicated that these unique street pavements are important character defining elements of the historic district and should be called out particularly for inclusion as contributing elements of the historic district.²

North 9th Street

The 900 and 1000 blocks of North 9th Street between North I and North K Streets are paved with 3.5" x 8" brick laid perpendicular to the direction of the street. The 1.5-foot side gutters on either side are 2.5" x 8" brick, laid edge up and parallel to the direction of the street. All curbs are concrete. At each street intersection, the asphalt paving of the primary perpendicular street (North Yakima, North I, North J and North K) extends about 20 ft into North 9th.

In the 900 block of North 9th Street, the brick pavement is in fair condition with several patched areas. A section of North 9th abutting the North J Street right of way and extending about 46 by 7 ft. has been repaired with asphalt. About 55 ft from the North J Street right of way is another asphalt patch about 5.5 ft by 4 ft. At the alleyways, brick extends only to the sidewalks on either side. Along the north curb of the west alley entrance is a section repaired with stamped concrete. There are two asphalt patches of about 3 ft by 4 ft along the east side of the street at about 906 N. 9th Street. There are also two asphalt patches of about 5 ft by 3 ft at the North I right of way.

In the 1000 block of North 9th Street, the brick pavement is relatively good condition. A pothole occurs about 4 ft north of the N. K Street right of way. Brick paving extends into the east alleyway by about 25 ft. All brick has been removed from the west alleyway and replaced with concrete.

North 10th Street

The 900, and 1000 blocks of North 10th Street between North I to North K Streets are paved with Wilkeson sandstone setts, approximately 10" x 5" x 5" (each stone varies), laid perpendicular to the direction of the street. The 1.5-foot side gutters are 2.5" x 8" brick, laid edge up and parallel to the direction of the street. The curbs are concrete and show considerable deterioration. At each street intersection, the asphalt paving of the primary perpendicular street (North Yakima, North I, North J and North K) extends about 20 ft. into North 10th.

In the 900 block of North 10th Street, there is an asphalt patch at the North I right of way. Setts have been replaced in the east alleyway to the gutter. At the west alleyway, setts extend to the sidewalk. About 29 ft south of the west alleyway is a 4 ft by 6 ft patch of stamped concrete. At about 35 ft south of the west alleyway is a 4 ft by 8 ft asphalt patch. At the North J right of way is a 17.5 ft by 6 ft asphalt patch.

¹ The term "sett" refers to broadly rectangular quarried stone used for paving.

² Note that the 800 blocks of N. 9th, N. 10th, and N. 11th are also similarly paved as described above. However, those blocks are located in the National Register Stadium-Seminary Historic District. The boundary between the North Slope and Stadium-Seminary Districts is the midpoint of North I Street.

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In 1000 block of North 10th, there is a 30 ft by 27 ft asphalt patch at the North J right of way. Setts have been replaced with concrete to the gutter at both the east and west alleyways. A 4 ft by 4 ft asphalt patch exists on the west side at the North K right of way

North 11th Street

The 900 and 1000 blocks of North 11th Street between North I Street to North K are paved with Wilkeson sandstone setts, approximately 10" x 5" x 5" in size (each stone varies), laid perpendicular to the direction of the street. The 1.5-foot side gutters are 2.5" x 8" brick laid edge up and parallel to the direction of the street. The curbs are concrete and show considerable deterioration. At each street intersection, the asphalt paving of the primary perpendicular street (North I, North J and North K) extends about 20 ft. into North 11th.

In the 900 block of North 11th, severe unevenness extends across the street from the North I right of way for about 6 ft south. Severe depressions occur at the west entrance to St. Patrick's Catholic Church parking lot. At both alleyways, setts extend to the sidewalk. Severe depressions exist at the entrance to the parking lot of St. Patrick's Parrish Center. An asphalt patch extends across the street from the North J right of way for about 9 ft north, followed by a 15 ft wide patch of stamped concrete. Next is a 5 ft section of what appears to be setts reset and ground smooth.

In the 1000 block of North 11th, severe depressions occur in the 10 ft. area of the North J right of way. A 3 ft. wide patch of stamped concrete runs across the street at about 5 ft north of the alleyways. At the alleyways, the setts have been removed from both alleys to the gutters. Severe depressions occur in a section about 10 ft wide north of the N. K street right of way.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING & DEVELOPMENT

TRANSPORTATION

Period of Significance

1904-1907

Significant Dates

1904 – Paving portions of N. 9th with brick

1907 – Paving portions of N. 10th & 11th with stone

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Cannon, T. J. (Builder)

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Statement of Significance

(Provide a summary paragraph that includes level of significance and applicable criteria.)

Located within the National Register North Slope Historic District (period of significance: 1881 to 1955) in Tacoma, six additional resources are added as contributing elements to the district. The six resources consist of six sections of brick and stone paving. They were briefly referenced in that 2002 nomination, but were not counted as contributing elements and further research indicates that these unique street pavements are important character defining elements of the historic district.

The blocks paved with brick and stone are historically significant under Criterion A for their direct association with events that have made a significant contribution to the broad patterns of our history. The blocks along North 9th, North 10th and North 11th Streets between North K and North I Streets comprise some of the last remaining original brick and stone paved residential streets in the city of Tacoma and show the city's early attempts in the early 1900s to accommodate the transportation needs of its burgeoning population.

Additional the paved blocks are historically significant under Criterion C as resources that embody the distinctive characteristics of their type, period, or method of construction, thus demonstrating early paving materials and techniques from the early 20th century. Additionally they demonstrate the skilled labor of brick and stone masons, especially in the case of the sandstone setts.

The period of significance begins in 1904, the date the brick paving began, and ends in 1907 the year the sandstone pavers were installed.

With Tacoma's economic and population boom that began about 1900, the city had to deal seriously with its poor streets. Major streets in the downtown business district, as well as some streets along major streetcar lines, had been paved with wooden planks since 1890. By 1900, however, wooden planking had proved less than satisfactory as a solution and most streets were still dirt and frequently washed out in the winter. Residents and businesses demanded a solution. The decade from 1900 to 1910 saw the most experimentation with different paving solutions.

During this time the primary mode of transportation was still the horse, and paving decisions were built around accommodating horse-drawn traffic. Traction for horses' hooves, especially on steep inclines, was a major concern. Automobiles only begin to appear in Tacoma in any significant numbers around 1915, about a year after Henry Ford began major production of the affordable Model T. Within 10 years, the automobile would predominate in Tacoma's city traffic.³

Tacoma, like most growing American cities, began more or less experimenting with different paving options: wooden blocks, brick, macadam, stone, and asphalt. Just like electricity, it was "engineering by failure": pave some streets, see what happens and then try again. Initial attempts with local brick revealed problems with the quality of the brick used, which crumbled quickly. Wooden blocks had problems similar to wooden planks in that they rotted quickly in the wet climate. "Sheet asphalt" (asphalt with little or no rock in it) did not have durability and was very slick on inclines. Bituminous macadam (a compacted mixture of gravel with asphalt) was more successful, providing durability and sufficient traction for horse's hooves but a very rough ride. In 1902, bituminous macadam pavement was laid on St. Helens Street and North I Street, whose midpoint is the boundary of the historic district.⁴

By 1904, the Barber Asphalt Company had perfected asphalt technology to something close to what we have today, and the rough, noisy ride of macadam was replaced with a smooth, quiet ride. In 1904, North Yakima from Division to Steele was the first street in Tacoma paved with the new asphalt along with steeper, two-block sections on North 4th and North 8th from North G to North I. The new pavement was received enthusiastically, and over the next year, parts of North 1st, 2nd, and 6th Streets as well as North J, North K and Division Streets

³ Public Works Department, City of Tacoma. *Streets: A part of the Tacoma Master Plan*. 1950.

⁴ "Tacoma to have model pavements in future". *Tacoma Daily Ledger*, 10/12/1902

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were paved with the new asphalt.⁵ However, these were largely level streets with little or no incline. Despite the enthusiasm for the new asphalt, it was not a perfect solution. Horse hooves had nothing to grip on steep inclines.

In 1905 the Denny Clay Company of Seattle introduced an improved paving brick designed for greater durability.⁶ Several streets, including Pacific Avenue, were paved with this brick as a test site. It is likely that the two blocks of North 9th within the North Slope Historic District were paved with this Denny brick. In 1905, a Limited Improvement District (LID)⁷ #257 mentions paving certain blocks of N. 3rd through N. 8th with brick and perhaps N. 9th was added. LID #339 in 1907 mentions paving sections of N. 9th, N. 10th and N. 11th with sandstone setts. While that did occur on N. 10th and N. 11th, N. 9th is brick today, suggesting it had already been paved with brick, probably in 1905. However, brick suffered the same problems as the new asphalt, especially when wet. Horses' hooves could gain little traction on steep inclines. However, brick street gutters with brick laid edge up became widely adopted as the standard and were installed through the north end and central area of the city. Many can still be found in the North Slope Historic District.

The solution to the traction problem on steep streets was a wide, rectangular quarried paving stone or sett with a rounded top that could provide traction for hooves. Some of these earliest setts were made of granite quarried at the Western Granite Works of Index, WA, and remnants can still be found at South 25th and East C Street in Tacoma. This same quarry also provided the granite curbstones still found in some parts of the city. Granite, however, was difficult to work, increasing its cost. Sandstone is softer and easier to work as well as somewhat more common, quarries could be found at Wilkeson, Tenino, Chuckanut (near Bellingham), and Sucia and Waldron Islands in the San Juans. Another stone option was columnar basalt, which could be found at a quarry near Klickitat. Basalt from here was used for several streets in Portland, OR.⁸

In 1907, the city contracted with T. J. Cannon to lay Wilkeson sandstone setts from the Wilkeson Sandstone Quarry on most streets running parallel to the cable lines from South 9th to South 21st Streets as well as steep side streets along major trolley lines at a cost of \$500,000.⁹ North 10th and North 11th Streets along the important Point Defiance trolley line and through one of the city's important suburbs certainly qualified. They were included in the 1907 LID #339.

Mr. Cannon was also doing this same work in Seattle at this time and was described as the sole contractor doing this type of work in the region. Cannon had a half million dollar contract, huge for its time, to lay these sandstone blocks from S. 9th to S. 23rd and other locations along major streetcar lines, including N. 10th and N. 11th. The quarried sandstone setts were relatively uniform in length and width but could vary considerably in depth and curvature. Each sett had to be positioned individually to maintain slope and grade. . Since laying setts of this type was beyond the skill of most brick masons, Cannon recruited skilled stoneworkers from New Orleans, Charleston, Baltimore, and Quebec at three times the going labor rate (\$6 per day compared to \$2-\$2.50 per day).

Legends have long surrounded these street sections, especially those paved with sandstone setts. The setts were not stone brought to Tacoma as ship ballast. Stone ballast was used though the early 1890s but had largely disappeared by 1900. Newspapers in the 1890s reported that stone ballast was dumped in Commencement Bay since it was too small for most building purposes. Similarly, stories that Chinese laborers laid the setts and were later expelled from Tacoma are also false. The Chinese expulsion occurred in 1885, long before these streets were paved. Of course, ethnic Chinese may have been among the skilled the stone workers that Cannon recruited in 1907 for this work, but no mention is made of that.

⁵ "Residents proud of Yakima paving". *Tacoma Daily Ledger*, 12/19/1904

⁶ Ott, Christopher. *The Pavements of Tacoma: A Historical Perspective*. Unpublished typescript. 2002, pg. 8.

⁷ An LID allows property owners to pay for specific improvements they want in their area, such as street paving, sidewalks, water mains, street lighting, etc. LID numbering was in blocks of 100 by work type (e.g. paving, water mains, etc.)

⁸ "Paving Material." *Washington Geology*, December, 1993.

⁹ "Stone block laying presents problems", *Tacoma Daily Ledger*, 5/19/1907, pg. 23

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Thomas J. Cannon

Little is known about Thomas J. Cannon, the paving contractor who, among other projects, laid sandstone setts in Tacoma, Seattle, and Portland. He was born in Ireland about 1870 and immigrated to the United States in 1887, apparently with other members of his family. Research to date has found scant record of his early life. He appears to have been a supporter of the Irish Nationalist Party. In June, 1891, he is elected President of the Paver Union in San Francisco, indicating that he was in the paving profession for about 15 years before his work in Tacoma.¹⁰

The 1910 Census lists Cannon's age as 40 and shows him rooming with the Earley family at 1623 South J Street in Tacoma. His profession is listed as "Contractor paving". On March 24, 1913, he married Muriel Bridget Duffy in a Catholic ceremony. By the 1920 Census, Mr. and Mrs. Cannon have moved to University Place, WA, and Cannon is employed as a Yard Forman in an unnamed shipyard. In the 1930 Census, Cannon, now age 70, still lives with his wife Bidget and is listed a tomato farmer. Shortly thereafter on May 17, 1930, Cannon passed away and is buried in Tacoma's Calvary Cemetery.

¹⁰ "Organized labor," *San Francisco Call*, Vol. 70, # 24, June 24, 1891.

North Slope Historic District (Amendment)
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Callaghan, Peter. "Hard choices: Protecting Tacoma's historic cobblestone roads," *The News Tribune*, 04/10/2013.

"Organized labor" *San Francisco Call*, Vol. 70, # 24, June 24, 1891.

Ott, Christopher. *The pavements of Tacoma: A historical perspective*. Unpublished typescript, 2002. (Available at NW Room, Tacoma City Library).

Public Works Department, City of Tacoma. *Streets: A part of the Tacoma Master Plan*. 1950.

"Residents proud of Yakima paving". *Tacoma Daily Ledger*, 12/19/1904

"Stone block laying presents problems", *Tacoma Daily Ledger*, 05/19/1907

"Tacoma to have model pavements in future". *Tacoma Sunday Ledger*, 10/12/1902

"What shall the pavement be?," *Tacoma Daily Ledger*, 12/25/1904.

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References NAD 1927 or NAD 1983

(Place additional UTM references on a continuation sheet.)

1
Zone Easting Northing

3
Zone Easting Northing

2
Zone Easting Northing

4
Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 47°15'58.25"N 122°27'51.47"W
Latitude Longitude

3 47°15'48.91"N 122°27'45.55"W
Latitude Longitude

2 47°15'54.87"N 122°27'41.25"W
Latitude Longitude

4 47°15'52.21"N 122°27'55.85"W
Latitude Longitude

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Verbal Boundary Description (Describe the boundaries of the property.)

See maps of pages 12 and 13 below.

- 900 and 1000 blocks of North 9th Street, extending southerly from the southern boundary of North I Street to the northern boundary of North K Street
- 900 and 1000 blocks of North 10th Street extending southerly from the southern boundary of North I Street to the northern boundary of North K Street
- 900 and 1000 blocks of North 11th Street right of way extending southerly from the southern boundary of North I Street to the northern boundary of North J Street. extending southerly from the southern boundary of North I Street to the northern boundary of North K Street

Boundary Justification (Explain why the boundaries were selected.)

These six street blocks are located within the National Register designated Tacoma's North Slope Historic District and briefly referenced in that 2002 nomination, further research indicated that these unique street pavements are important character defining elements of the historic district and should be called particularly for inclusion as contributing elements of the historic district.

The 800 blocks of N. 9th, N. 10th, and N. 11th are also similarly paved with brick and sandstone setts. However, those blocks are located in the National Register Stadium-Seminary Historic District and hence were excluded from this addendum. The boundary between the North Slope and Stadium-Seminary Districts is the midpoint of North I Street.

11. Form Prepared By

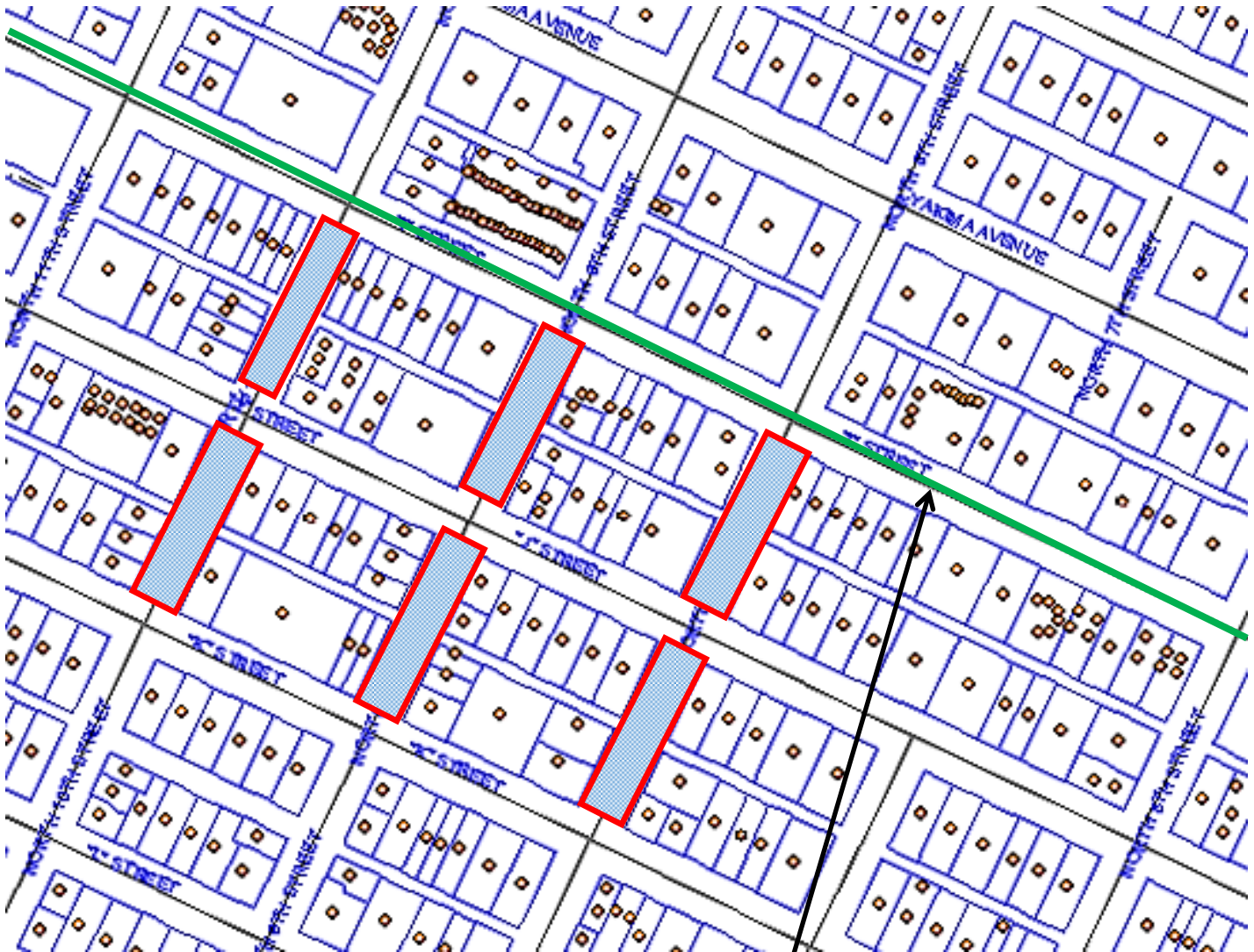
name/title	<u>Marshall R. McClintock</u>		
organization	<u>North Slope Historic District, Inc.</u>	date	<u>6/20/16</u>
street & number	<u>701 North J St</u>	telephone	<u>253-52-5474</u>
city or town	<u>Tacoma</u>	state	<u>WA</u> zip code <u>98403</u>
e-mail	<u>marshalm@q.com</u>		

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Map showing the 6 street blocks of interest in Tacoma's North Slope Historic District outlined in red.
The northern boundary of the National Register North Slope Historic District shown in green.
(Tacoma GovME.com)

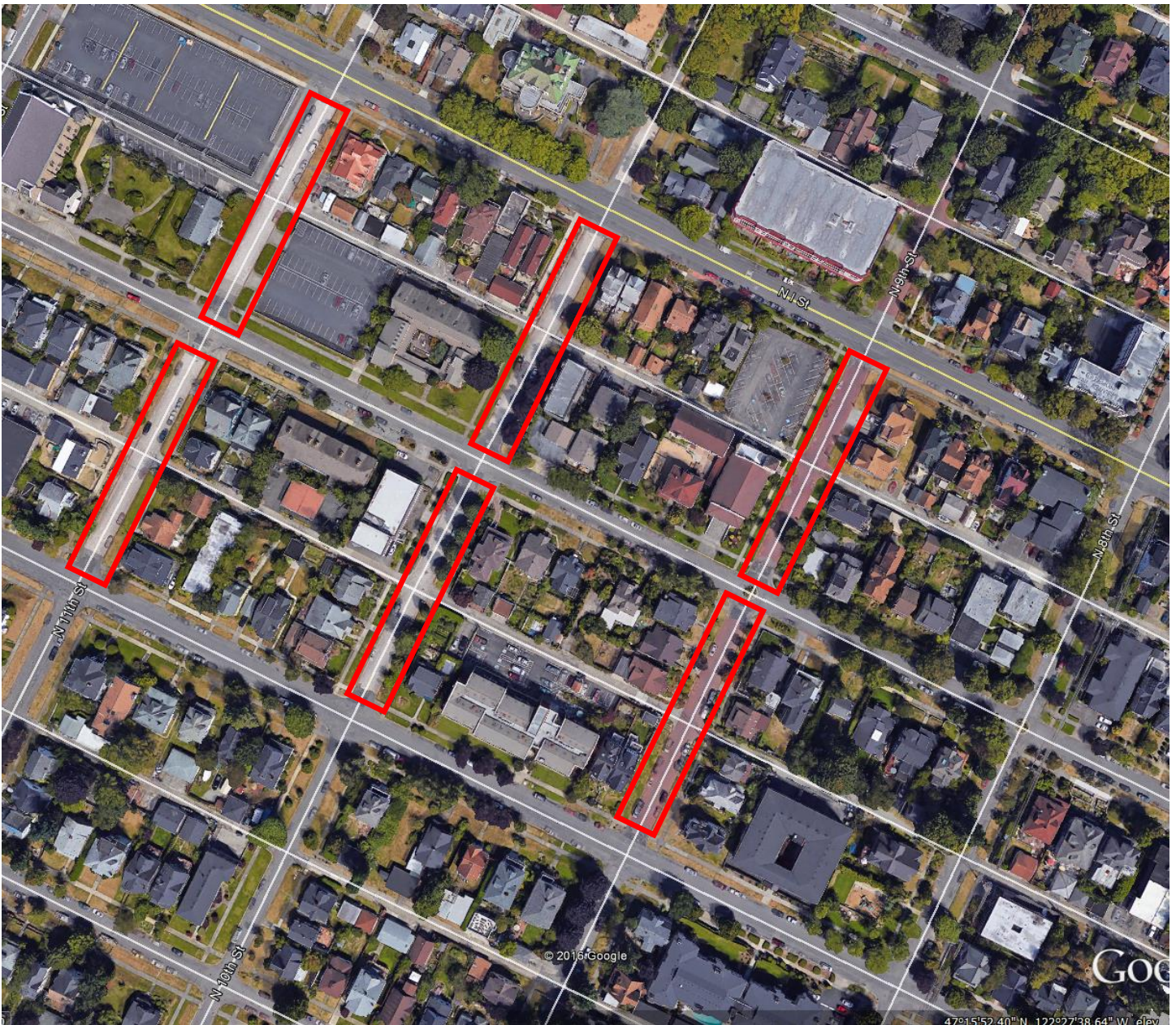
North Slope Historic District Boundary

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Specific Resource Boundary Map

Satellite map with relevant blocks (outlined in red) from left to right of N. 11th, N. 10th and N. 9th Streets (Google)

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Bituminous macadam paving on North I. Picture at N. I and N. 9th Streets. *Tacoma Daily Ledger*, 10/12/1902.



Completed macadam paving on North I, looking west from the 700 block, *Tacoma Daily Ledger*, 10/12/1902.

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YAKIMA AVENUE AS IT APPEARED BEFORE BEING PAVED WITH ASPHALT.



YAKIMA AVENUE AS IT APPEARS SINCE BEING PAVED WITH ASPHALT.

Before and after Barber asphalt laid on N. Yakima (looking east from N. 8th St.),
"What shall the pavement be?," *Tacoma Daily Ledger*, 12/25/1904.

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Advertisement for Denny Clay Brick showing Pacific Avenue looking north from South 13th St. This portion of Pacific Avenue and other streets were paved with Denny brick in 1904. *Tacoma Daily Ledger*, 01/16/1905

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THE DAILY LEDGER, TACOMA

STONE BLOCK LAYING PRESENTS PROBLEMS

DIFFICULT TASK TO LAY PAVING

SKILLED ARTISANS DRAW HIGH
SALARIES FOR SETTING
STONE BLOCKS.

LOOKS LIKE EASY WORK

Few Men Have Ability to Follow
Trade—T. J. Cannon Is Sole
Contractor.

Telling away in the littered streets of Tacoma any pedestrian can see, wherever stone paving is being laid, a line of men, bronzed and hard muscled, roughly clad and dusty.

To the idle passer-by or the busy man of affairs these workers in the street seem no more than common laborers and a guess as to their daily wage would usually lie between \$2 and \$2.50 a day.

Yet they receive \$8 for eight hours' labor and contractors can scarcely find enough of them at that wage. Their duty is simply to put in place the square blocks of stone. Simple though it sounds, it is one of the most difficult of trades to learn and requires a special

CONTRACTOR T. J. CANNON.



Article describing the laying of Wilkeson sandstone setts with picture of Thomas J. Cannon, the paving contractor.
Tacoma Daily Ledger, 05/19/1907, pg. 23.

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Laying of Wilkeson sandstone setts on South 9th Street. *Tacoma Daily Ledger*, 05/19/1907, pg. 23.



Laying of Wilkeson sandstone setts at unidentified location. *Tacoma Daily Ledger*, 05/19/1907, pg. 23.

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Sett production at Wilkeson Sandstone Quarry, date unknown, Lee Pickett Collection, University of Washington.

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: North Slope Historic District Amendment – Stone & Brick Pavers

City or Vicinity: Tacoma

County: Pierce **State:** Washington

Photographer: Jay Turner

Date Photographed: July 25, 2016



1 of 6 – N 9th Street at 1000 Block looking south.

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2 of 6 – N 9th Street at 900 Block, Detail of brick gutter and curb.



3 of 6 – N 9th Street at 900 Block, Detail of brick gutter and transition to alley.

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4 of 6 – N 10th Street at 900 Block, overview of sandstone street.



5 of 6 – N 11th Street at 1000 Block, detail of sandstone pavers showing condition.

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6 of 6 – N 10th Street at 900 Block, detail of sandstone pavers and brick gutters.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Kurtis Kingsolver, City Engineer & Director of Public Works

street & number 747 Market Street

telephone (253) 591-5000

city or town Tacoma

state WA

zip code 98402

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.