

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

JAN 23 1989

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Marshall-Wells Company Warehouse No. 2
other names/site number _____

2. Location

street & number 1420 NW Lovejoy Street N/A not for publication
city, town Portland N/A vicinity
state Oregon code OR county Multnomah code 051 zip code 97209

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	_____ Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

[Signature] January 18, 1989
Signature of certifying official Date
Oregon State Historic Preservation Office
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

[Signature] 2/23/89
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/Trade: warehouse, business

Current Functions (enter categories from instructions)

Commerce/Trade: warehouse, business

7. Description

Architectural Classification
(enter categories from instructions)

Chicago School style, industrial type

Materials (enter categories from instructions)

foundation concrete

walls reinforced concrete

roof composition roll

other cast iron columns

Describe present and historic physical appearance.

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The Marshall-Wells Hardware Company Warehouse #2 is a seven story reinforced concrete structure built in 1910. The structure is located near the industrial section of northwest Portland, Oregon. The original building was designed by the nationally acclaimed Chicago architectural firm of Burnham and Co. at a cost of \$200,000. The three story addition was designed in 1915 by the Portland firm of MacNaughton and Raymond. Located between N.W. 14th Street and N.W. 15th Street and extending from N.W. Lovejoy Street to N.W. Kearney Street, the warehouse occupies the entire block of block 141, lots 1-8, Couch's addition in Portland, Oregon.

Site

Located in the warehouse district of Northwest Portland the building is surrounded by smaller two story buildings. The warehouse stands out as a landmark within the industrial area. A railroad spur line runs along N.W. 15th Street to service the warehouse loading docks on the west elevation. The west and east elevations front on public right of way and are used for the loading and unloading of merchandise. The north and south elevations have sidewalks and parallel parking on the streets.

Plan

The warehouse is rectangular in plan with over 280,000 square feet of open space originally intended for storage on the interior. The building retains this undivided open floor plan on the third through seventh floors. There is a water tower on the northeast corner of the

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flat roof. The exterior surface material is painted reinforced concrete; however the original plans show brick as the surface material. Building inspection report #23186 on November 3, 1910 noted that, "several changes have been made from the original plans." There are remodelled entrances on the north and south elevations and loading docks on the east and west elevations. The north and south facades are separated into 16 bays on the first floor. The bays are defined by concrete pilasters with recessed arched panels between. The first level of the warehouse is double the height of the remaining stories. The windows on the first level are set into the recessed panels. The second story windows reflect the use of the interior space, some are wood frame single pane office windows and paired pivoted wood sash with six lights indicate storage areas. The main volume of the building is separated into two distinct sections. The northeast corner of the warehouse rises in a three story tower of two window bays on both the north and east elevation. The tower is original and is noted in Burnham and Company's plans for the warehouse. A string course below the second floor emphasizes the extra height of the first floor. The galvanized iron cornice of the original four story warehouse is intact. This original cornice line stops at the tower on the northeast corner. There is a wide galvanized iron cornice above the seventh floor. The upper five stories of the warehouse are used exclusively for storage and the uniform exterior details above the second floor reflect the interior use. The exterior has a high degree of structural and visual integrity; retaining most of the original door and window openings.

EXTERIOR:North Elevation

The north elevation was historically the main entrance into the Marshall-Wells Hardware Company. This entrance has been altered

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to include two entrances on the north elevation, one for the "Bits and Pieces" store and one which leads to offices upstairs. The "Bits and Pieces" entrance has an aluminum door with fixed glass and a transom light which has been covered. The entrance to the offices is aluminum with fixed glass. There is a new awning above this entrance.

There are sixteen bays which extend the length of the first floor. From west to east; bays 1-6 have fixed twelve light windows flanked by four light pivoted wood sash windows. The seventh bay has no exterior decoration. Bay 8 contains the entrance to the offices upstairs and Bay 9 has the entrance to the "Bits and Pieces" store. Bays nine through twelve have the same type of windows as bays 1-6 but located higher up in the recessed panel. Bays thirteen through sixteen have paired six light industrial windows rising vertically in groups of three. The office windows on the second floor are pivoted wood sash. The windows on the third through seventh floors are uniform six over six pivoted wood sash.

There is a string course above the first floor. The galvanized metal cornice of the original four story structure extends across the first fourteen bays and stops abruptly at the tower on the northeast corner. There is a wide galvanized iron cornice above the seventh floor.

East Elevation

The east elevation is located on the public right of way at N.W. Fourteenth Street. The loading dock doors on this elevation are original, but have been refurbished. There are twelve loading doors and two double height loading doors. The loading dock is constructed of wood with metal trim. The loading dock doors have glass panels, many of which have been covered. There are arched panels above the loading doors with paired wood frame nine light windows. The

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windows above the second floor are uniform paired six over six pivoted wood sash. There are sixteen window bays extending across the east elevation. The exception is the second floor which has fifteen window bays with the sixteenth bay at the north end a bare wall.

An awning extends across the length of the east elevation above the first floor. The galvanized iron cornice of the original four story structure extends across the east elevation fourteen bays and then stops abruptly, defining the volume of the tower at the northeast corner. The fire escape is located in the middle of the elevation and extends from the awning on the first floor to the roof.

South Elevation

The south elevation is located on N.W. Kearney Street. The street in front of the south elevation and N.W. Kearney Street is cobblestone. There are sixteen bays which extend the length of the first floor. From east to west, the first bay has no decoration. The second bay has a recessed entrance with a transom light that has been covered. The entrance retains the original paired wooden doors with glass panels. The third and fourth bays have a grouping at eye level of four six-light fixed wood frame windows. Air vents have replaced some of the window panes. The fifth bay has no decoration. Electrical wires connect to the building at the top of the recessed panel in the fifth bay. The sixth bay repeats the grouping of four six-light windows at eye-level. The seventh bay has an entrance with new aluminum doors with fixed pane glass. Bays eight through sixteen have uniform window treatments of wood frame six light windows in groups of four placed at the top of the recessed panel. The fourteenth bay contains the old receiving entrance which retains the original paired wood doors with six lights. These doors have been partially covered with wood boards. There are sixteen window bays which extend across the south elevation, but only fifteen

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windows. The seventh bay has recessed panels from the first through seventh floors instead of windows. All the windows from the fifth to seventh floor are covered with corrugated metal.

There is a metal awning which extends from the twelfth to the fourteenth bay above the first floor. There is a string course between the first and second floors. The galvanized iron cornice of the original four story building extends the length of this elevation. The seventh floor is capped by a wide galvanized iron cornice. The fire escape is located above the first floor on bay fifteen and extends up to the roof.

West Elevation

The west elevation is located on the public right of way at N.W. 15th Street. There are two railroad spur lines which run along N.W. 15th Street next to the loading dock. The loading dock is concrete with concrete steps at the southern end. There are ten loading dock doors which are original. The south end of the first floor has four sets of six over six double hung wood sash windows over vertical skirting. A metal awning extends across the loading dock, stopping before the windows on the south end of the elevation. There is an entrance with panelled doors in triplets with six-lights each. The transom light has been covered. On the north side of the west elevation there are two loading doors, one of which has been covered with boards. The third loading door appears to be a later addition. The next four loading doors are identical. There is another entrance next to the four loading doors which is covered by boards. There are three more identical loading doors at the north end of the elevation. There are sixteen window bays which extend across the elevation on the second through seventh floors. The windows on the second through fourth floors are paired six over six pivoted wood sash. The windows on the fifth through seventh floors are covered with corrugated metal.

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INTERIOR:

The interior of the Marshall-Wells Warehouse #2 displays a high degree of integrity. The building was designed with large open areas for storage purposes. The building retains this open undivided space on the third through seventh floors. Many of the original light fixtures remain on the top three floors. All of the original storage distribution mechanisms remain virtually intact such as the metal beams on the ceiling of the first floor for lifting packages and the express package chute. The two original elevator shafts remain on the interior near the east and west walls. One of the elevators is original and the other is new but utilizes the original elevator shaft. The original stair-wells are located on the north and south walls. There is a separate spiral staircase leading to the roof on the south wall of the seventh floor. There was a staircase leading up to the water tower on the northeast corner which is no longer extant. There is a spiral metal package express chute, with metal gates at each floor, which runs vertically through the seven floors and is located on the south side of the interior. The structural system is made up of massive wood columns which decrease in size at each floor, extending diagonally across the floor at 12 foot intervals. The footings, three feet in width, are placed at eight foot intervals. Wood beams connect to the flared cast-iron fittings to transfer the load to the vertical members. Floors four through seven in the tower at the northeast corner have concrete columns reinforced with internal cast-iron columns to support the extra weight of the water tower. The first floor has a network of metal I-beams in the ceiling which were originally used for lifting loads. The remaining floors are wood framed with cast-iron fittings but no visible metal I-beams.

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First Floor

The first floor of the warehouse has a tall ceiling, approximately 25 feet in height. A store area for Bits and Pieces has been partitioned off from the rest of the floor which is used for storage and shipping. The southeast corner of the first floor has an original two story office sheathed with 2x6 tongue in groove boards. The offices contain six over six wood frame windows that pivot. The wall surface in the storage and shipping area is concrete. There is 40,000 square feet of storage space on this level. The columns on the first floor are 26" x 26".

Second Floor

The second floor contains several offices, some of which are original and some which have recently been partitioned. The offices along the west wall are new. The offices on the south wall and at the southwest corner are original and retain the original windows. Original wood and glass doors are located at the top of the stairs on the second floor. These double doors have a double thickness of glass with wire mesh in between. There is a false acoustic tile ceiling in the office section. The stairs between the first and second floor are wood with a plain metal rod bannister. The columns on the second floor are 24" x 24". The original plans show a skybridge from the second floor south elevation extending across N.W. Kearney Street to connect Marshall-Wells Warehouse #2 to Warehouse #1.

Third and Fourth Floor

The floor plan of the first four floors are identical with the exception of the office space. The third floor consists of storage space. The columns on the third floor are 22" x 22". The fourth floor has massive wood beams with flared cast-iron fittings and concrete beams with cast-iron reinforcement. The columns are spaced at

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intervals and extend diagonally across the floor. The columns on the fourth floor are 18" x 18".

Fifth, Sixth and Seventh Floor

The fifth and sixth floors consist of storage space. The three story addition, floors five through seven, has smaller wooden members for structural support. There are wood posts with capitals holding up wood beams. There are approximately 1/2 the number of posts on the top three stories as there are on the first four floors. The wall surface is concrete and extruded brick tile around the elevator shafts. The stairs leading to the seventh floor has a solid wood baluster.

Roof

The roof is flat with rolled roofing material. The top of the two elevator shafts are covered with corrugated metal. The water tower stands on a platform on the northeast corner of the roof. It has a conical roof and wood siding held in place by metal bands. The platform is constructed of riveted metal with a wood floor.

Alterations

The warehouse has a history of minor alterations to improve office space or to partition off areas for particular tasks associated with the business of the tenants; however, the main volume of the building is intact both on the exterior and interior. In 1916 an elevator was installed to service the new three stories of the addition. Partitions were erected in 1936 on the second floor for office space. A glass partition was erected across the main office on the second floor in 1941. The marquee was removed from the main entrance on the north elevation in 1960. In 1971 the north entrance doors were replaced and the transoms covered. A new elevator was installed in

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1974 in the existing elevator shaft on the east side of the warehouse. In 1975 the office space was remodelled and a bathroom added on the second floor and in 1976 a polyurethane shredding room was added for Layton Creations. Building permit application #498834 on March 3, 1976 states that the load door on the main floor was replaced with stairs.

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The Marshall-Wells Hardware Company Warehouse No. 2 is a seven-story building of reinforced concrete with a timber post and beam interior. Its initial block of four stories with corner tower was built in 1910 from plans by the Chicago-based firm, Daniel H. Burnham and Company. It was enlarged by the addition of three superimposed stories constructed in 1915 from plans by the Portland architects McNaughton and Raymond.

The warehouse is 200 feet square in plan and shows the Chicago School tradition in its regularly composed exterior elevations. It occupies the full block bounded by 14th and 15th avenues, Kearney and Lovejoy, an arterial street. Window bays are grouped in pairs, and openings are trabeated, or straight-topped generally except on the ground story, where they have segmental arch heads. Pivot-mounted industrial wood sash are used in the upper stories and ground story office windows are double-hung multi-paned wood sash. String courses and a crowning cornice of galvanized sheet metal are conservative references to the classical vocabulary. Revealed panels--blind openings, essentially, are used on the north and south facades as necessary to keep pattern of structural bays expressed in a regular manner.

Loading docks are found on east and west facades. On 15th Avenue the loading platforms were served from tracks of railroad spurs. Alterations are relatively minor, and the interior is well preserved. A noteworthy feature above the roofline is the water tower at the northeast corner which typically was used in warehousing as a reservoir for fire suppression. The original four-story block contained a tank in the corner tower wherein iron columns encased in concrete reinforced the load-bearing capacity. The original storage distribution mechanism, including one of the two existing elevators, are in place. In the main block, flared, cast-iron fittings at the heads of timber columns helped transfer loads from ceiling beams.

The building is locally significant under National Register Criteria A and C. On the one hand it is the historic branch office and regional distribution center of one of the largest wholesale hardware companies in the country. Marshall-Wells commenced its West Coast operations in Portland in 1901. (The company's No. 1 and No. 3 warehouses occupied the neighboring block to the south. They are no longer standing). On the other hand, the warehouse is held to be among the early examples in Portland of reinforced concrete construction. Also, it is the singular building in Portland attributed to the Burnham architectural firm. Whether the principal of the firm, Daniel H. Burnham (1846-1912), had a direct role in the design of the warehouse is perhaps open to question, but Burnham's share in the development of a commercial style involving severe and unornamented masonry buildings is reflected here. The firm's name appears on the original plans and drawings.

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The Marshall-Wells Hardware Company was founded in Duluth, Minnesota in 1893 and expanded westward through the United States and Canada with the Great Northern Railroad. (It was bought out in 1959.) Daniel Burnham's firm was at work in Duluth in the years 1908-1910, and the opportunity for Burnham to have made connection with founders of the hardware company at that time, if not earlier, is clear.

The building was highly ranked in the Portland Historic Resource Inventory and has been declared a Portland Historical Landmark. It is so regarded, not because it shows evidence of being a high quality architectural design. Rather, it was a specially engineered building with an unusually solid structural system to support the live loads of pipe, iron hardware, wire reels, and heavy mill supplies. In Portland, the building's structural system is remarkable in that interior framing was set at an acute angle, or diagonal within the outer walls. This unique feature is inexplicable, an interesting example of experimentation which evidently did not lead to broader application.

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The Marshall Wells Hardware Company Warehouse #2, located at 1420 N.W. Lovejoy Street, Portland, Multnomah County, Oregon is a seven story reinforced concrete structure built in 1910. The building was designed by Daniel H. Burnham and Company. A three story addition was designed by E.B. MacNaughton and H.E. Raymond in 1915. The building is eligible for listing in the National Register under criterion "A" for its association with Marshall-Wells Hardware Company and its role in developing the wholesale hardware business on the west coast. The Marshall Wells Hardware Company was the largest wholesale hardware operation in the world at the time of its liquidation in 1959. The Marshall Wells Portland branch office established in 1901, was the first on the west coast. The Oregonian stated on January 1, 1911, "Among the larger structures for which permits were issued last month was a full-block warehouse for Marshall-Wells Company in North Portland." The building is one of the earlier examples of reinforced concrete architecture in Portland. The building is architecturally significant under criterion "C" as the only structure in Portland, Oregon designed by the nationally acclaimed architect Daniel H. Burnham. The building is has been identified as a Rank II building in the Portland Historic Resource Inventory.

MARSHALL-WELLS HARDWARE COMPANY

The Marshall Wells Hardware Company was established in Duluth, Minnesota in 1893. The hardware company first opened in 1886 as

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A.B. Chapin and Company Wholesale Hardware. In 1888 B.E. Wells formed a partnership with A.B. Chapin and the company became known as the Chapin-Wells Hardware Company. B.E. Wells became vice-president and general manager of the company. The Chapin-Wells Hardware Company was in financial straits when Albert Marshall bought the controlling interest in the company in 1893. The business then became known as the Marshall-Wells Hardware Company and began expansion into the western states. At a time when many of the old established wholesale businesses in the midwest were closing because of financial difficulties, A.M. Marshall had a vision to expand the wholesale hardware business to western markets. While the Marshall-Wells Board of Directors were contemplating closing the store; A.M. Marshall was completing his first catalog and constructing the headquarters at Duluth, Minnesota. Marshall convinced the Board of Directors that sending sales representatives with the new catalogs to potential markets in the west would save the company. Marshall's vision proved to be correct and soon Marshall-Wells had branch offices in several cities throughout the United States and Canada. The new hardware stores sold paints, saddlery, hardware, mining and railroad supplies.

The Marshall-Wells branch office in Portland was established in 1901 at the corner of S.W. 4th and Pine Street, and was the first of the company's branch offices on the west coast. Shortly after the Portland branch office was formed other offices in Aberdeen, Seattle, Billings, Great Falls and Minneapolis were established. By 1955 the Marshall-Wells Company had eight branch offices serving thirteen states and five Canadian Provinces. The Marshall-Wells Company also sent sales representatives overseas to Australia, China and the Dutch East Indies. In 1958 the Marshall-Wells Company merged with the wholesale firm of Kelly Howe Thompson, which Marshall-Wells had owned since 1955. The company was bought out in 1959 by Coast to Coast Hardware Stores and Ambrook Industries of New York. <1>

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MARSHALL-WELLS COMPANY IN PORTLAND

The Marshall-Wells company was expanding rapidly in the early 1900's. Soon the Portland store and warehouse located at S.W. Fourth and Pine Street was too small to handle the magnitude of business in the Northwest. During this time Portland was also expanding as a commercial center because of the accessibility of the port and the development of the railroad. The years 1905-1912 were a business boom period for Portland. The commercial center moved west from the river to 5th and 6th Avenues. New fireproof buildings were being constructed as a result of a series of fires in the city. <2>

Prior to the development of the railroad all shipments into Portland came through the port. To serve the port a warehouse district developed along the west bank of the City. With the advent of the railroad, a new cheaper and more convenient means of transferring goods became available. As a result, many wholesalers established their warehouses within close proximity to the railroad tracks. As the need for warehouse space increased, the railroad company's built spur lines into the warehouse district, which in turn prompted warehouse construction. In 1907 several large purchases of property between N.W. 14th Street and N.W. 15th Street led to construction of a spur line along N.W. 15th Street up to N.W. Johnson Street. It was predicted that the construction of this spur line would have the same positive effects on the development of new warehouse space as the previous spur line along 13th Avenue. <3>

The new railroad spur line along N.W. 14th Avenue allowed Marshall-Wells Company to expand their business into the warehouse district along with many of the other wholesale operations. When it became evident that the store at S.W. 4th Street and S.W. Pine Street could no longer handle the large volume of

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business, a decision was made to build a new warehouse in North Portland's warehouse district. The first Marshall-Wells warehouse occupied a half block between N.W. Johnson Street and N.W. Kearney Street and between N.W. 14th and N.W. 15th Avenue. Warehouse #2 was constructed in 1910 on N.W. Lovejoy Street directly across from the first warehouse. Warehouse #3 took up another quarter of the block that the first Marshall-Wells warehouse occupied. All of the Marshall-Wells warehouses were built between 1901 and 1915. Warehouse #2 was not listed as a Marshall-Wells outlet in the Portland City Directory until 1916, at which time it was used as the main store and warehouse for Marshall-Wells Company in Portland. Warehouse #2 is the only one of the three warehouses still standing.
<4>

ALBERT MORLEY MARSHALL

Albert Morley Marshall was born in Painesville, Ohio on Dec. 25, 1851. At the age of 18 he moved to Saginaw, Michigan and worked for the Morley Bros. there. After 22 years with the Morley Bros., Marshall took over the Rufkin Rule Company in Cleveland and became President of U.S. Graphite Company. In 1893 Marshall bought controlling interest in Chapin-Wells Hardware Company of Duluth, Minnesota and changed the name of the company to Marshall-Wells Hardware Company. In less than two years both his partners, Mr. Wells and Mr. Stone, died leaving Marshall the sole proprietor. Mr. Marshall's business acumen is illustrated by the fact that he bought Chapin-Wells Hardware when it was on the verge of bankruptcy and turned it into the largest wholesale hardware business in the U.S. In 1918 Marshall made his son, Seth, President of the company board and general manager of the store. A.M. Marshall passed away in Duluth, Minnesota on Feb. 12, 1926. <5>

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REINFORCED CONCRETE ARCHITECTURE IN OREGON

The Marshall Wells Warehouse #2 represents the use of a significant new technology in construction. The warehouse is an early example of the use of reinforced concrete in the City of Portland. The major revolution in concrete technology in the last quarter of the nineteenth century was the development of systems of reinforcing plain concrete. Reinforced concrete represented a radically new building technology which transformed the nature of concrete architecture. The addition of iron or steel reinforcement provided tensile strength not found in masonry or traditional concrete architecture. <6>

Reinforced concrete construction in Oregon was first recorded on the Sanborn Fire Insurance Maps in 1908. After 1908 there was an increase in the number of concrete buildings recorded. This increase is partially due to the San Francisco Earthquake of 1906. In the aftermath of the tragedy, it was discovered that concrete buildings had survived in remarkably good condition. Attention was drawn to concrete block construction and reinforced concrete in particular. <7> It was found that with reinforcement came added fire protection, strength, and a new construction technology which opened the interior of buildings to greater light for displaying a merchants' wares to the passing public. <8> An early example of reinforced concrete architecture in Oregon is the Masonic Temple in Oregon City built in 1907. This building used a limited amount of reinforcement in the walls. In 1908 a warehouse was built in Astoria which exemplified the predominant type of reinforced concrete construction to appear in the state over the next ten years. The Board of Trade Building in Portland built in 1908 represented the use of reinforced concrete for the internal structure as well as wall construction. <9> The Marshall-Wells Warehouse #2 is an example of the predominant type of reinforced architecture used in Portland

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prior to World War II. The split system of a reinforced concrete shell with a frame interior and roof satisfied the basic demand for modern buildings. <10>

DANIEL H. BURNHAM

Daniel H. Burnham was born Sept. 4, 1846 in Henderson N.Y. He moved with his family to Chicago in 1855. In 1872 he entered the office of Carter, Drake, and Wight Architects where he met and formed a friendship with John Wellborn Root. They started an architectural firm together in 1874 which lasted until Root's death in 1891. The firm of Burnham and Root took advantage of the opportunities left in the wake of the Chicago Fire of 1871. <11> In 1881 Burnham and Root designed the Montauk Building; the first building to have the term "skyscraper" used to describe it. The Montauk building was the first of its type in Chicago and a forerunner of tall fireproof buildings in the United States. Burnham and Root were to work together on the Columbia Exposition of 1893 but Root died shortly after planning started. As a result Burnham became the project coordinator and was responsible for the development of the Fair buildings. The Columbian Exposition changed the course of urban building in the United States and, because of its great popular appeal, led to the birth of modern American urban planning. By the end of the Columbian Exposition Burnham was recognized as the most well known architect in America. <12> After Root's death Burnham worked alone until 1894 when he formed the architectural firm of Burnham and Company. In 1902 Burnham designed New York's first skyscraper, the Flatiron Building. The Flatiron building held the record for the world's tallest building for 9 years. Burnham designed numerous buildings throughout the United States during his career. He was also a leader and authority in the field of city planning. He designed several civic centers in the United States and Phillipines. In 1901 Burnham was appointed to be the Chairman of the Commission on the Development

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of the Nation's Capital. In 1910 Burnham was appointed the chairman for the National Committee on the Fine Arts which advised the Lincoln Memorial Commission on potential locations and architects. From 1905-1910 Burnham was also busy planning civic centers for some of America's largest cities. Burnham died while vacationing in Europe on June 1, 1912. <13>

Daniel Burnham was working in Duluth, Minnesota between 1908 and 1910. He designed the St Louis County Courthouse in Duluth from 1908-9, and he also laid out a plan for the civic center of Duluth. In 1910 Burnham designed the Allworth building in Duluth, Minnesota. <14> The plans for the Marshall-Wells Warehouse #2 were finished in 1910 as well. Since A.M. Marshall was living in Duluth at the time that Burnham was working there; it is logical that Burnham contracted with Marshall to design the warehouse building for Portland, Oregon.

E.B. MACNAUGHTON

E.B. MacNaughton was born in Cambridge, Massachusetts on October 22, 1880. MacNaughton passed away in Portland in August, 1960. He graduated from MIT in 1902. MacNaughton came to Portland in 1903 and began his first job with the Portland architect Edgar Lazarus. After three years with Lazarus, MacNaughton formed a partnership with his brother-in-law H.E. Raymond and Ellis Lawrence. The partnership worked well with MacNaughton as business manager, Raymond as engineer and Lawrence as architect. This partnership was responsible for many substantial architectural projects in Portland. In 1911, the firm of MacNaughton and Raymond was formed as a corporation with Mr. MacNaughton as owner of the capital stock. From serving as an engineer and architect, Mr. MacNaughton worked gradually into the field of managing and developing properties. He found this work so much to his liking that in 1918 he and Robert H. Strong, manager of the

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Corbett estate, joined forces in the firm of Strong and MacNaughton. The company of MacNaughton and Raymond was kept in existence for another year before it was dismantled in 1919. In 1925 MacNaughton began his banking career and was vice-president of Ladd, and Tilton Bank until it sold to First National Bank in 1925. In 1928 MacNaughton acquired an interest in the First National Bank of Portland and was made vice-president. He became president of the bank in 1932 and chairman of the board in 1947. From 1939-1950 MacNaughton was a director of the Oregonian Publishing Company as well as his banking interests. <15> MacNaughton and Raymond designed the addition to Warehouse #2 in 1915. It was a substantial addition of three stories. It is to MacNaughton's credit as an architect and engineer that the Warehouse addition is compatible with the original four story building.

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Continuation Sheet

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FOOTNOTES

1. Interview with Pat Maus, Northeast Minnesota Historical Center. Duluth, Minnesota, August 4, 1988.
2. United States Department of the Interior, National Register Nomination Form, "N.W 13th Ave. Historic District," Heritage Investment Inc., Portland, Oregon. Statement of Significance.
3. _____, National Register Nomination Form, "N.W. 13th Ave. Historic District," Statement of Significance.
4. Sanborn Insurance Map 1908 corrected to 1926.
5. Northeast Minnesota Historical Center, A.M. Marshall file, Duluth, Minnesota
6. Harry Moisseiff Weiss, "Early Concrete Construction in Oregon" Masters Thesis, University of Oregon, June, 1983. P. 20.
7. _____, "Early Concrete Construction in Oregon" Masters Thesis, University of Oregon, June, 1983 P. 44.
8. _____, "Early Concrete Construction in Oregon" Masters Thesis, University of Oregon, June, 1983, P. 49.
9. _____, "Early Concrete Construction in Oregon" Masters Thesis, University of Oregon, June, 1983 P. 44-45.
10. _____, "Early Concrete Construction in Oregon" Masters Thesis, University of Oregon, June, 1983 P. 46.
11. Allen Johnson, ed. Dictionary of American Biography, New York: Charles Scribner's Sons, 1929. Vol. 3, p.302-304

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National Park Service**

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Continuation Sheet**

Section number 8 Page 11

12. Leland Roth, A Concise History of American Architecture, New York: Harper and Row Publishers, 1979. P. 214
13. Allen Johnson, ed. Dictionary of American Biography, New York: Charles Scribner's Sons, 1929. Vol. 3, p.302-304
14. Interview with Pat Maus, Northeast Minnesota Historical Center, Duluth, Minnesota, August 4, 1988.
15. OHS Vertical File, E.B. MacNaughton, Oregonian, Aug. 24, 1960.

9. Major Bibliographical References

See continuation sheet

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property 0.918 Portland, Oregon-Washington 1:62500

UTM References

A

1	0
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5	2	4	6	2	5
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5	0	4	1	6	5	0
---	---	---	---	---	---	---

 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The nominated area of 0.918 acres is comprised of Lots 1 through 8 of Block 141, Couch's Addition to the City of Portland, in Multnomah County, Oregon.

See continuation sheet

Boundary Justification

The nominated area encompasses the above-described city block (200x 200 feet) fully occupied by the Marshall-Wells Company Warehouse No. 2 from 1910 onward.

See continuation sheet

11. Form Prepared By

name/title Kimberly Demuth and Patty Berl
 organization Northwest Heritage Property Associates date August, 1988
 street & number PO Box 1871 telephone (503) 227-6357
 city or town Portland state Oregon zip code 97207

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Commerce

Period of Significance

1910-1915

Significant Dates

1910, 1915

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

D. H. Burnham & Company, architects
MacNaughton & Raymond, architects for
1915 addition

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

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Portland: The S.J. Clarke Publishing Co., 1911.

Johnson, Allen., ed. Dictionary of American Biography. New York:
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Moore, Charles. Daniel H. Burnham: Architect, Planner of Cities. 2
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New York: Houghton Mifflin Company, 1921.

Roth, Leland. A Concise History of American Architecture. New York:
Harper and Row Publishers, 1979.

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"Building Permits Total \$20,604,957." Oregonian, January 1, 1911,
p.12.

"Deal Affects Midwest Branch." Oregonian, August 12, 1958, p.1 c.3.

"Firm Must Pay Taxes." Oregonian, May 2, 1912, p.11.

"Marshall-Wells Plans Model Store and Showroom." Oregon Journal,
Feb. 6, 1938, sec. 2 p.7.

"Marshall-Wells Wholesale Operation to Shift to Minneapolis Firm."
Oregonian, Dec. 14, 1958, p.47 c.6.

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Permit # 56508, July 23, 1916

Permit # 120963, Feb. 14, 1923

Permit # 255838, Feb. 28, 1941

Permit # 394698, Jan. 22, 1962

Permit # 46371, June 15, 1971

Permit # 466535, July 7, 1971

Permit # 469326, Aug. 26, 1971

Permit # 494253, Aug. 20, 1975

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Polk's Portland City Directories. 1912, 1916, 1917, 1930.

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OHS: Portland Historic Resource Inventory Form. Downtown, 1420
Lovejoy.St.

OHS Vertical File: E.B. McNaughton.
Oregonian. Aug. 24, 1960
Oregon Journal. Aug. 23, 1960
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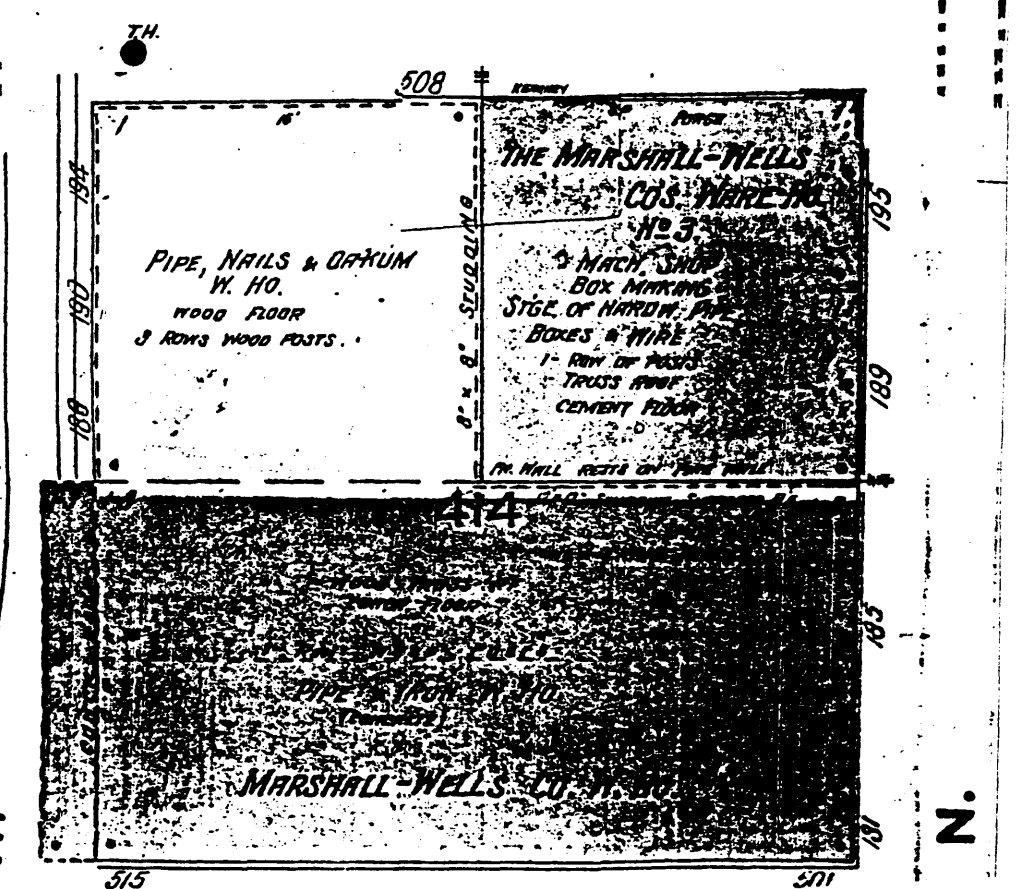
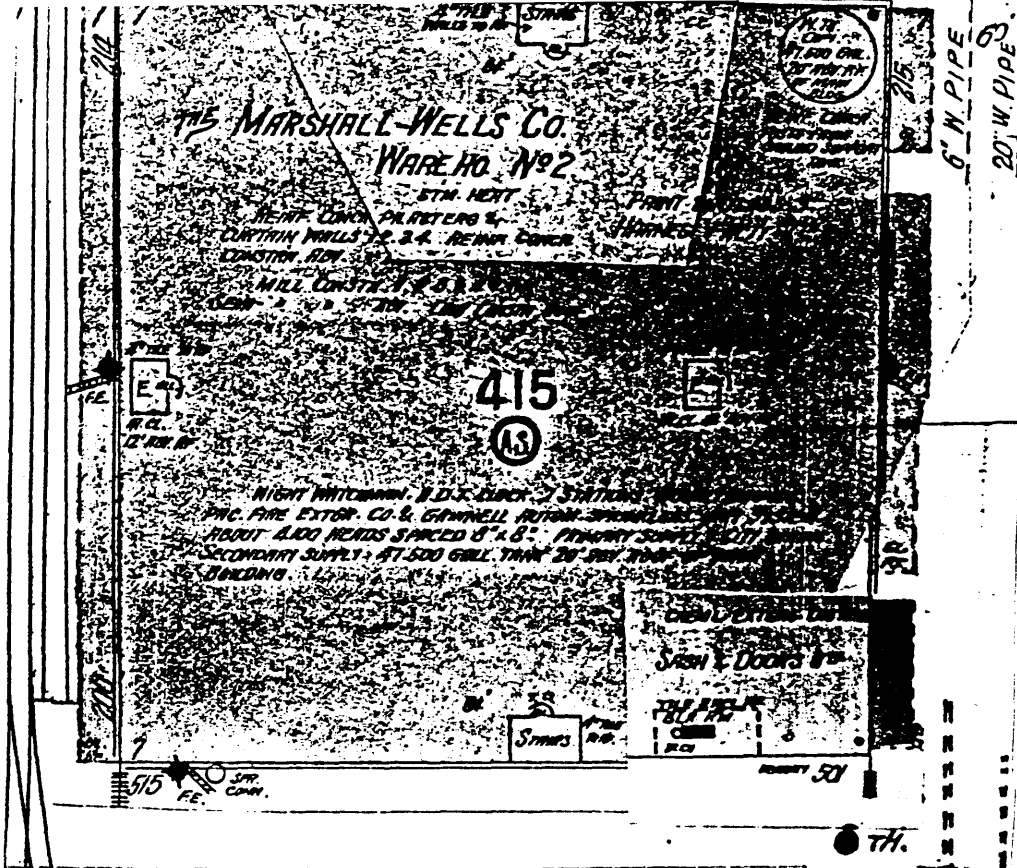
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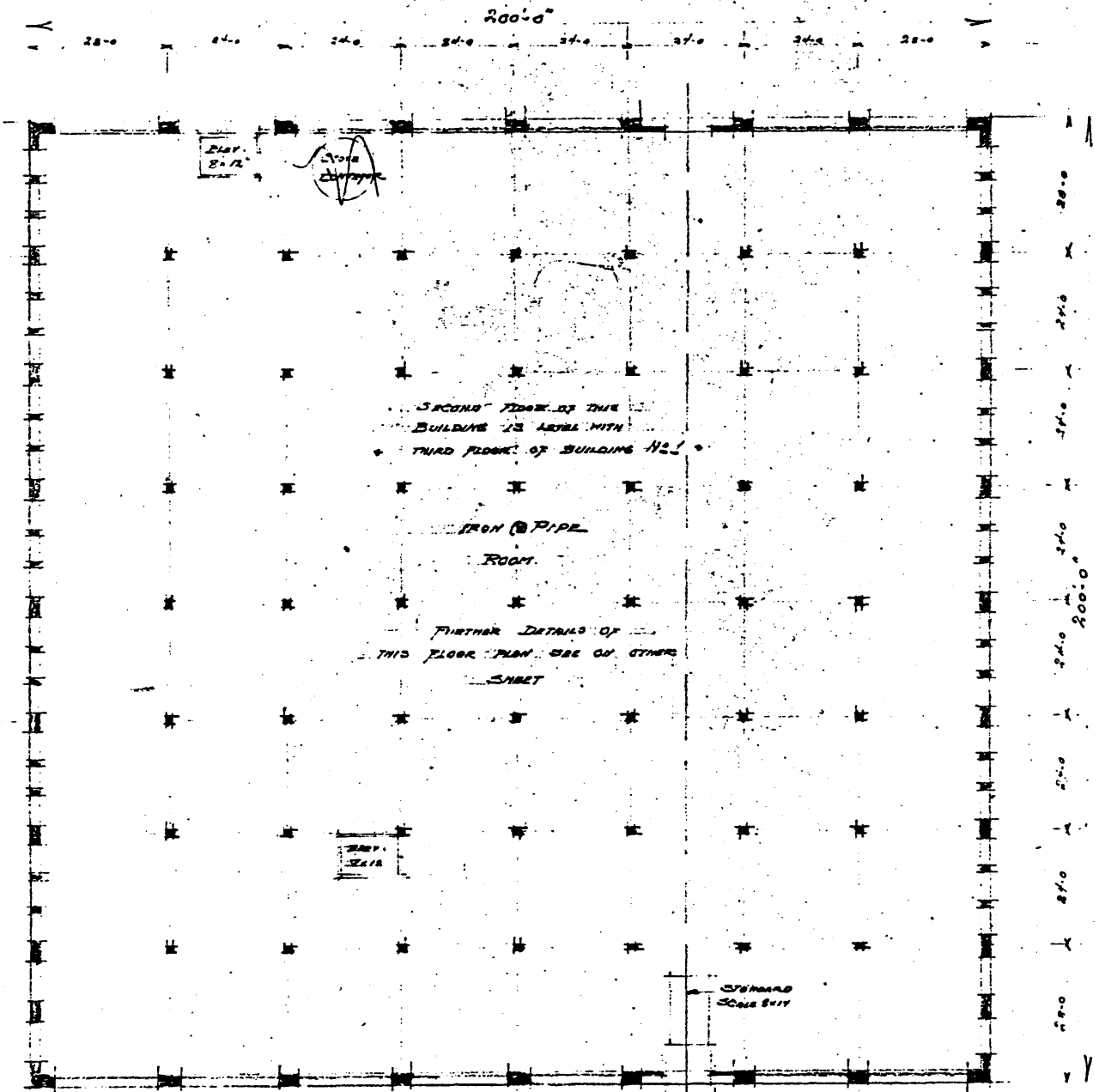
Headman, Cliff. Duluth, Minn. Telephone interview, August 4, 1988.

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 1901 corrected to 1908



BUILDING No. 20

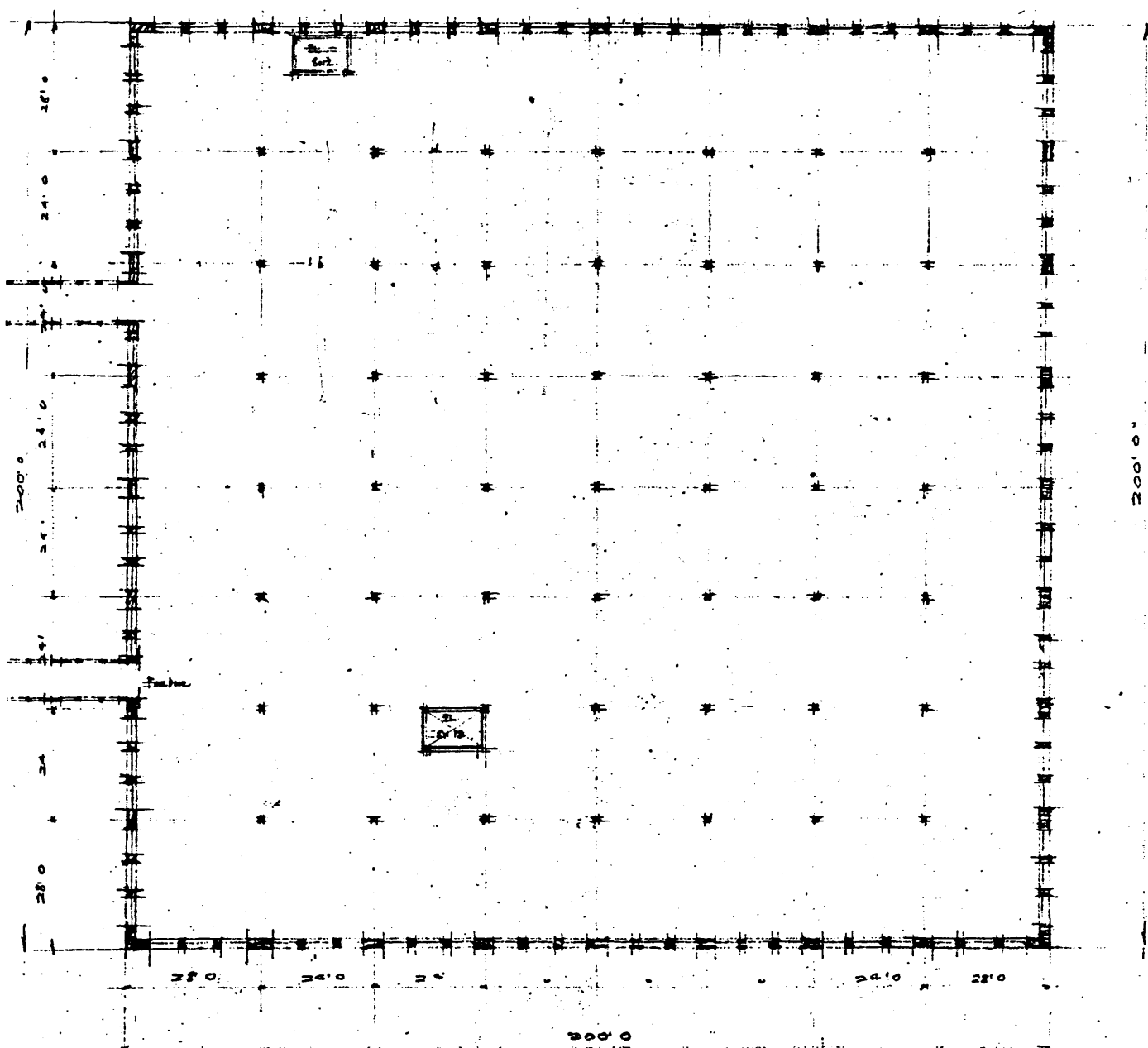
FIRST FLOOR PLAN

JANUARY 15-10

WARE HOUSES
 MARSHALL WELLS HARDWARE CO.
 PORTLAND CEMENT

J. H. BURNHAM & CO. ARCHTS. CHICAGO, ILL.



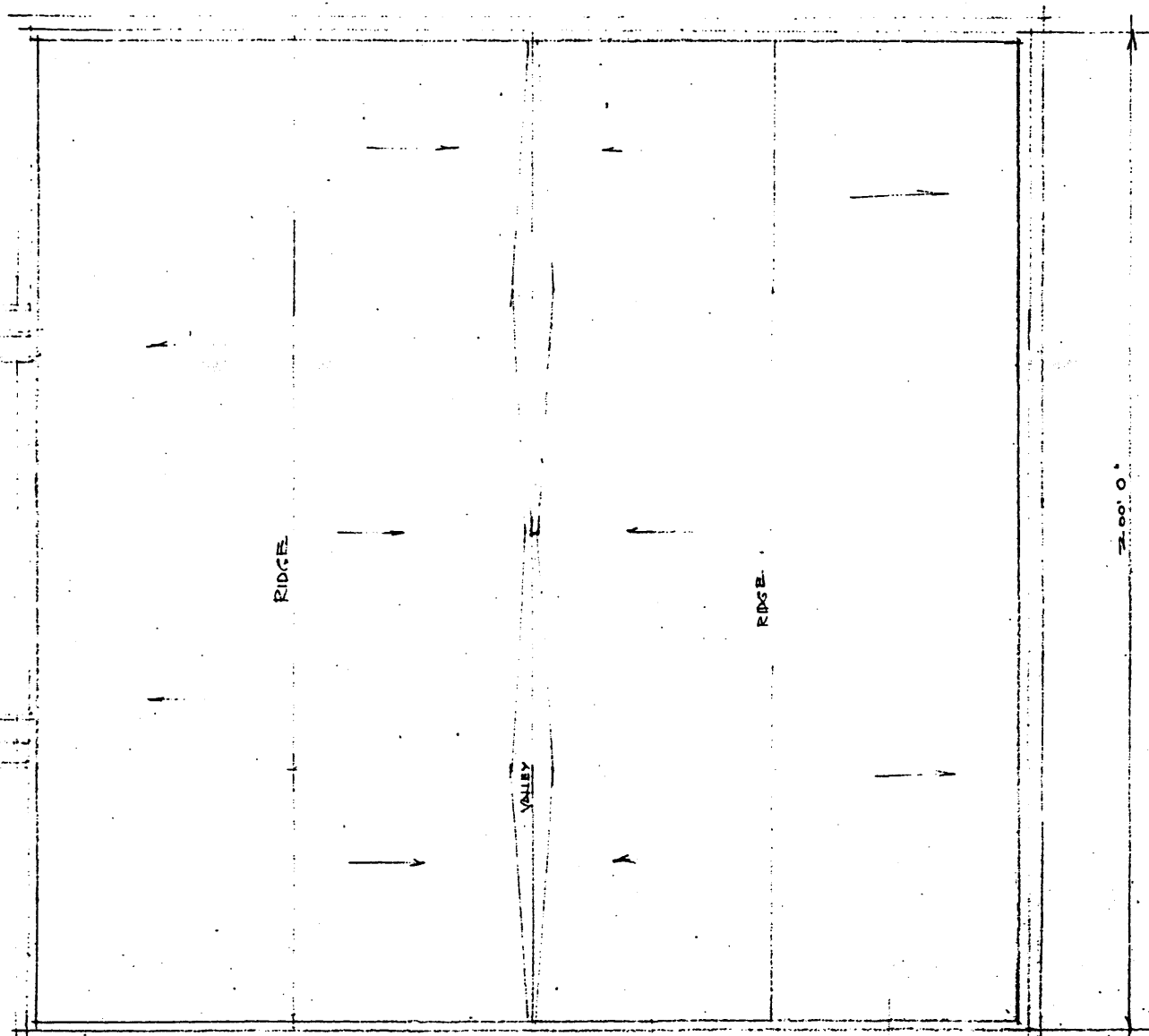


LIVEJOY STREET.



2ND FLOOR PLAN.
 12 FEET HIGH BY CLEAR.
 BLDG NO 2.

WARE HOUSES FOR MARSHALL WELLS HARDWARE CO.
 PORTLAND OREGON.
 JAN 15/10.
 D. BURNHAM AND CO. ARCHTS CHICAGO.



25'0" 24'0" 24'0" 24'0" 25'0"

200' 0"

LOVEJOY STREET



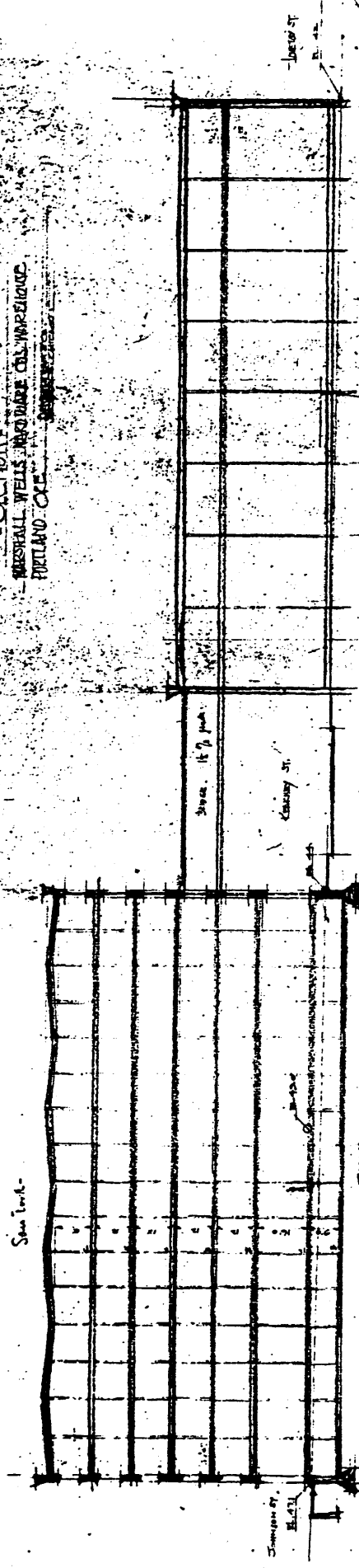
ROOF PLAN
BLDG NO. 2

WAREHOUSES FOR MARSHALL WELLS HARDWARE CO.
PORTLAND OREGON.
D.H. BVENHAM AND CO. ARCHITECTS CHICAGO
Jan 15-10.

7

Jan 1916
S.D.

SECTION
MARSHALL WELLS AND IRON CO. WAREHOUSE
PORTLAND, ORE



WAREHOUSE NO.

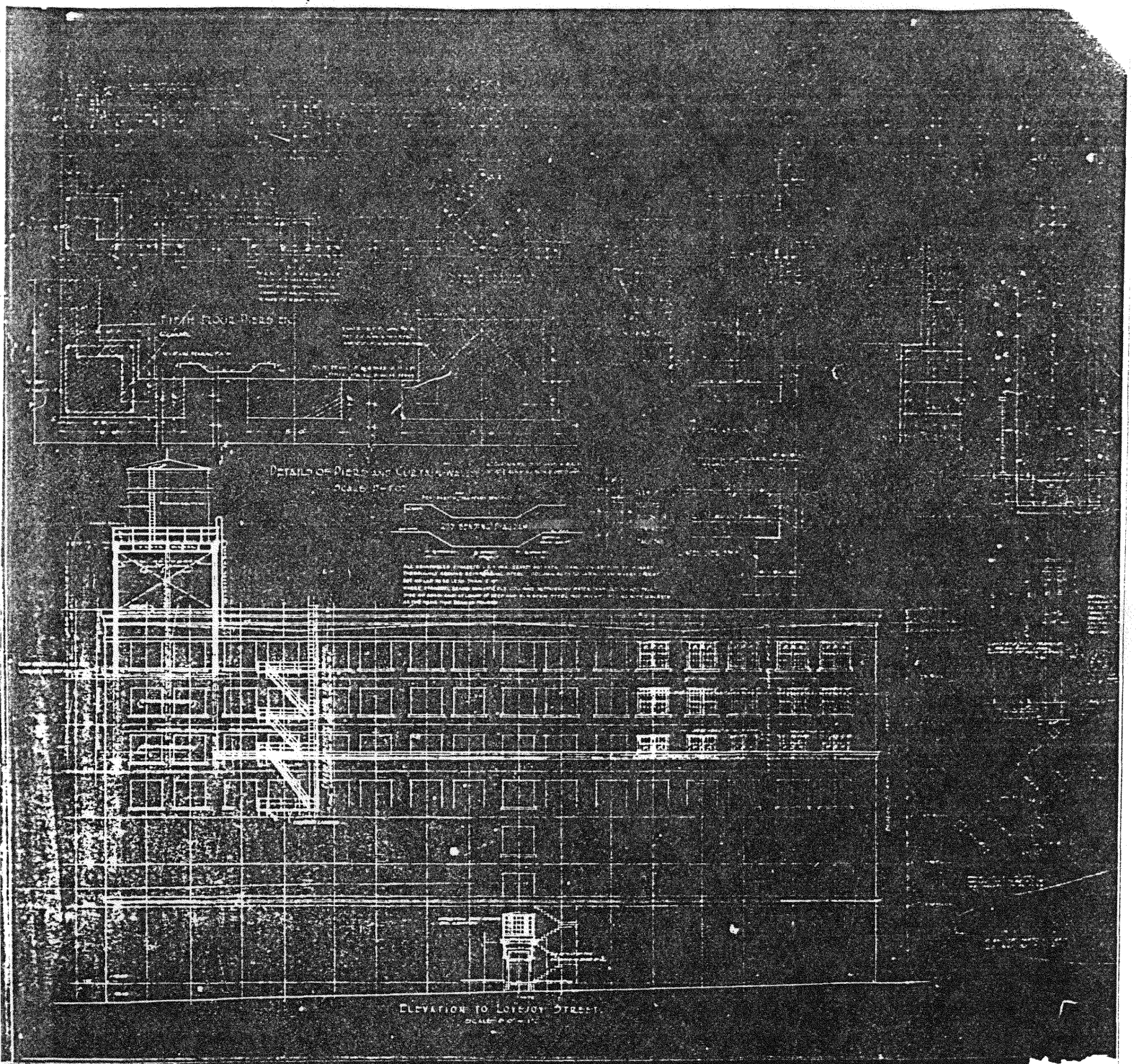
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Kilnway St.

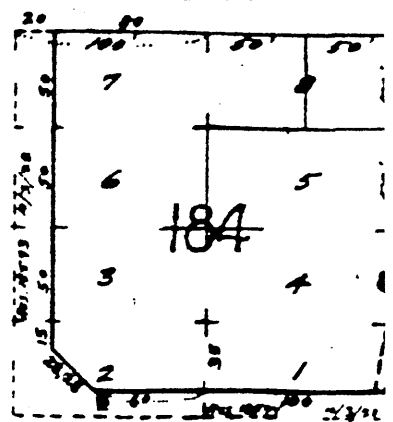
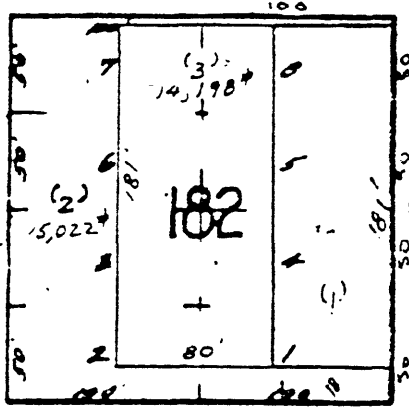
Base of St.

SECTION
IRON CASTING WAREHOUSE
BIDS 143

SCALE



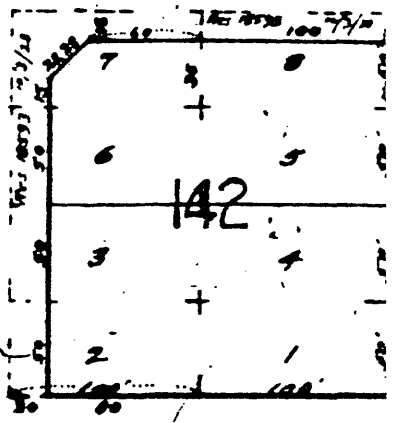
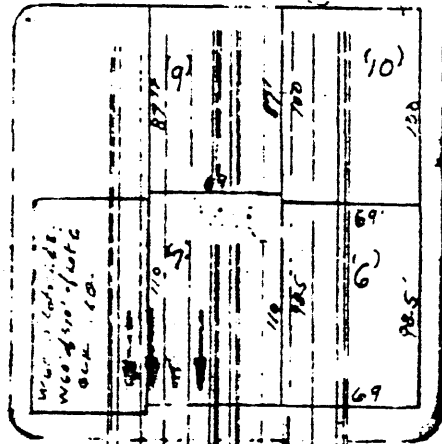
Plans for addition to Marshall-Wells
warehouse #2. MacNaughton & Raymond.
Building permit #56275



LOVEJOY

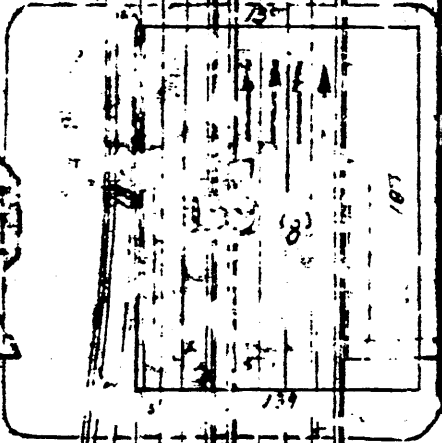
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FILLED SECTION
 1/2 OF BLKS
 142 & 184
 ORD 157690
 PERMIT

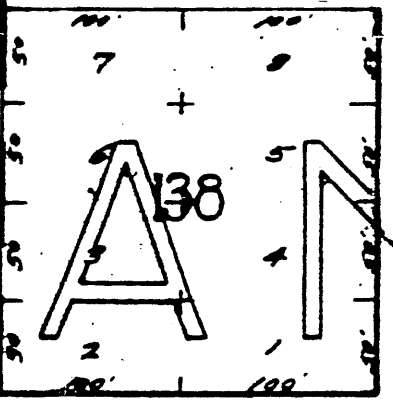


KEARNEY

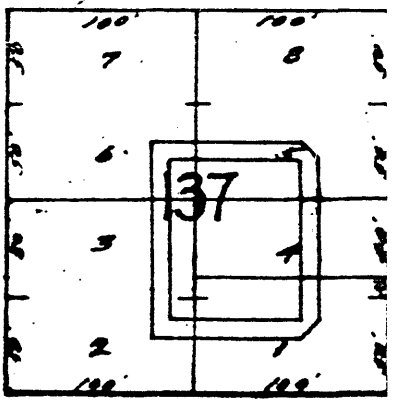
ST.



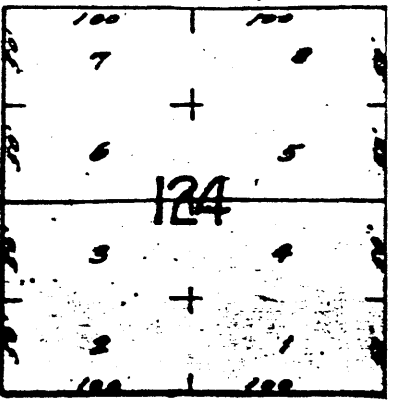
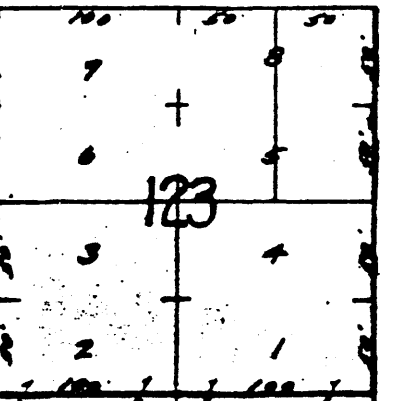
15th Street



14th Street



ST.



VAC. 3-15-72
 ORD. NO. 154209

ST.