

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received MAY 6 1987  
date entered JUN 15 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic N/A Number of contributing features: 20  
and or common Portland Thirteenth Avenue  
Historic District Number of non-contributing features: 0

2. Location

street & number A six-block-long corridor of warehouse properties fronting on NW 13th Avenue, between NW Davis Street on the south and N/A not for publication  
city, town NW Johnson Street on the north  
Portland N/A vicinity of Third Congressional District  
state Oregon code 41 county Multnomah code 051

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple (see Continuation Sheets)  
street & number N/A  
city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Multnomah County Courthouse  
street & number 1021 SW 4th Avenue  
city, town Portland state Oregon 97204

6. Representation in Existing Surveys

title Portland Historic Resource Inventory has this property been determined eligible?  yes  no  
date 1983  federal  state  county  local  
depository for survey records Portland Bureau of Planning, 1120 SW 5th Avenue  
city, town Portland state Oregon 97204

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## 7. Description

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**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date       N/A      

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**Describe the present and original (if known) physical appearance**

The Thirteenth Avenue Historic District is a warehousing district located in Northwest Portland. The district is located along the NW 13th Avenue railroad spur line between NW Davis and Johnson Streets, in an area locally referred to as the Northwest Triangle. Originally residential in character, the area developed as a warehousing and distribution center as a result of Portland's emergence as a world seaport, railroad development, and the explosive growth of the city after the 1905 Lewis and Clark Exposition. The buildings in the district are generally architect designed, and represent the work of some of Portland's best known architects of the first half of the 20th Century. Developers and tenants of the buildings contributed substantially to local and regional economy.

Building materials in the district range from heavy reinforced masonry to reinforced concrete with timber, steel or concrete framing. Characteristic features of the district, in addition to the heavily constructed multi-storied buildings taking up a quarter block, include roof top water towers, metal awnings, loading docks, overhead doors, unpaved roadways, railroad spur trackage and remnants of the old Belgian block street pavers. Today, the Thirteenth Avenue Historic District represents the finest intact collection of multi-storied, architect-designed period warehouse buildings in the city.

The district encompasses 22 tax lots. Within the district there are fourteen "Primary" buildings, three "Secondary" buildings, three "Compatible" buildings which contribute to the quality of the district, and two "Vacant Lots."

Recently, the Northwest Triangle has been identified as an area of special interest in the context of urban design. Various studies have established the historical significance of the industrial area. The NW 13th Avenue corridor was identified by the Regional Urban Design Assistance Team in its study completed for the Portland AIA Chapter in 1983 as a "street with particular identifiable character." Of the 20 standing resources in the district, 16 received Rank III ratings and 4 were not rated at all in the Portland Historic Resources Inventory. These ratings were not given with the benefit of contextual analysis subsequently available.

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N.W. 13TH AVENUE HISTORIC DISTRICT  
PROPERTY OWNERSHIP

Parcel #1

Address: 1305 NW Davis Street                      Legal: Couch's Blk. 91  
Built: c. 1912

Owner: Mopla Investment Corp.

Contact Person: Clair Silver  
c/o Platt Electric  
P. O. Box 3167  
Portland, OR 97208  
641-6121

Parcel #2

Address: WI/1305 NW Davis Street                      Legal: Couch's Blk. 91  
Built: c. 1921    Lots 5, 8

Owner: M and J Investment Co.

Contact Person: Clair Silver  
c/o Platt Electric  
P. O. Box 3167  
Portland, OR 97208  
641-6121

Parcel #3

Address: 300 NW 14th Avenue                              Legal: Couch's Blk. 90  
Built: c. 1945    Lots 1-4

Owner: Amco Inc.

Contact Person: Roger S. and Laura S. Meier  
1211 SW Fifth Avenue, Suite 1900  
Portland, OR 97204  
228-5798

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Parcel #4

Address: 322 NW 14th Avenue  
Built: c. 1939

Legal: Couch's Blk. 90  
Lots 5-8

Owner: Amco Inc.

Contact Person: Roger S. and Laura S. Meier  
1211 SW Fifth Avenue, Suite 1900  
Portland, OR 97204  
228-5798

Parcel #5

Address: 401 NW 13th Avenue  
Built: c. 1910

Legal: Couch's Blk. 89, Lot 1

Owner: Harold L. Unkeles, et al

Contact Person: Ken Unkeles  
1240 NW Hoyt  
Portland, OR 97209  
227-6428

Parcel #6

Address: 410-420 NW 14th  
Built: c. 1915

Legal: Couch's Blk. 89  
Lots 3, 4

Owner: Gene C. and Ellen C. Jerome

Contact Person: Vernon and Phylis Smith  
c/o United Pacific Controls  
410-420 NW 14th Avenue  
Portland, OR 97209  
224-6944

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Parcel #7

Address: 427 NW 13th Avenue                      Legal: Couch's Blk. 89, Lot 5  
Built: c. 1968

Owner: Oregon Lithoprint, Inc.

Contact Person: Oregon Lithoprint, Inc.  
P. O. Box 727  
McMinnville, OR 97128  
472-5114

Parcel #8

Address: 1314 NW Glisan Street                      Legal: Couch's Blk. 89, Lot 8  
Built: c. 1910

Owner: Howard L. and Kennon P. McKee

Contact Person: Howard and Kennon McKee  
c/o Mat Laky  
1314 NW Glisan  
Portland, OR 97209  
223-0999

Parcel #9

Address: 1301-1315 NW Glisan Street                      Legal: Couch's Blk. 88  
Built: c. 1907    Lots 1, 4

Owner: Northwest Triangle Properties

Contact Person: Nick Allis  
1301-1315 NW Glisan Street  
Portland, OR 97209  
228-9431

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Parcel #10

Address: 1306 NW Hoyt Street  
Built: c. 1906

Legal: Couch's Blk. 88  
Lots 5, 8

Owner: Omar J. and B. J. Noles

Contact Person: Bruce Johnson  
c/o The Gadsby Loft  
1306 NW Hoyt  
Portland, OR 97209  
222-2158

Parcel #11

Address: 600 NW 14th Avenue  
Built: c. 1945

Legal: Couch's Blk. 119  
Lots 1-4

Owner: Force Four Investment

Contact Person: Stanley Lofstedt  
c/o Commercial Furnishings, Inc.  
910 NW Hoyt Street  
Portland, OR 97209  
248-9100

Parcel #12

Address: 630 NW 14th Avenue  
Built: c. 1924  
Owner: William W. Jewett

Legal: Couch's Blk. 119  
Lots 5-8

Contact Person: Al Solheim  
1238 NW Glisan  
Portland, OR 97209  
294-0600

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Parcel #13

Address: 710 and 712 NW 14th Avenue      Legal: Couch's Blk. 124  
Built: c. 1910      Lots 1-4

Owner: American Rag and Metal Company

Contact Person: Joe Rosenthal and Herman Davis  
c/o Armco Investment Co.  
710 NW 14th  
Portland, OR 97209  
226-6057

Parcel #14

Address: 726-734 NW 14th Avenue      Legal: Couch's Blk. 124  
Built: c. 1905      Lots 5-8

Owner: Morris Greenstein

Contact Person: Roger Paul  
c/o Johnson Street Investment Co.  
818 NW 14th  
Portland, OR 97209  
295-0366

Parcel #15

Address: 1231 NW Hoyt Street      Legal: Couch's Blk., 118  
Built: c. 1906      Lots 2, 3

Owner: Ervin A. Maddox et al

Contact Person: Warren Rosenfeld  
c/o Hoyt Building Investors  
P. O. Box 10067  
Portland, OR 97210  
226-3441





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Parcel #20

Address: 1236 NW Flanders Street                      Legal: Couch's Blk. 85  
Built: c. 1923    Lots 6, 7

Owner: Donald H. and Margaret C. Joyce

Contact Person: Margaret Joyce  
226 NW Hermosa blvd.  
Portland, OR 97210  
227-2591

Parcel #21

Address: 1225 NW Everett Street                      Legal: Couch's Blk. 85  
Built: c. 1909-10    Lots 2, 3

Owner: Amco Inc.

Contact Person: Roger and Laura Meier  
1211 SW Fifth Avenue, Suite 1900  
Portland, OR 97204  
228-5798

Parcel #22

Address: 1227 NW Davis Street                      Legal: Couch's Blk. 84  
Built: c. 1905    Lots 1-8

Owner: Nicsco of Oregon, Inc.

Contact Person: Don Taylor  
c/o North Western Ice and Cold Storage Co.  
68 SE Washington Street  
Portland, OR 97214

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**SETTING**

The NW 13th Avenue Historic District is located along NW 13th Avenue and includes all of the properties fronting NW 13th Avenue between NW Davis and Johnson Streets. The District has an irregular shape. It runs along NW 13th Avenue east to west and includes four full city blocks and approximately six half-blocks. The District is specifically oriented along NW 13th Avenue as a result of the development of the railroad. NW 13th Avenue has also been identified because of its unique character as a special view and design corridor. The area surrounding the District is a collection of various warehouse structures, mostly one or two stories, dating and related to the development of the automobile. Individual National Register nominations are being considered for several of the buildings in the immediate surrounding area. There is one National Register property, the Gann Building, and one Portland Historic Landmark building in the proximity of the District. Other buildings of note in the area are: the Blitz-Weinhard Brewery, the Armory Building, the Holman Warehouse, the Otis Elevator Building, the Chinese Buddhist Temple, and the Ballou-Wright Building.

**NEIGHBORHOOD**

Northwest Portland

The NW 13th Avenue Historic District is located in a larger area commonly known as Northwest Portland, an area bordered by West Burnside on the south, the Willamette River on the east, NW Nicolai Street on the north, and the West Hills on the west. There is a wide variety of residential, commercial, retail, light industrial and institutional uses within the boundaries of the NW neighborhood. When divided into sectors, the west section of the neighborhood, west of I-405, is comprised mainly of residential and industrial areas. This section contains many individually listed National Register properties and Portland Historic Landmark buildings. Major institutional entities in the western sector of the neighborhood also include Good Samaritan Hospital and Physicians and Surgeons Hospital. Major heavy industrial users are found in the northern sector of the neighborhood such as the ESCO Corp. and the Freightliner Trucking Co. The eastern sector of the neighborhood includes many mixed uses and part of the Skidmore Old Town National Historic Landmark District. The south section contains core area commercial uses.

The NW 13th Avenue Historic District is specifically located in the middle of the Northwest Portland Neighborhood in a sub-area known as the Northwest Triangle. The Northwest Triangle attracts a variety of activities. Historically the area was residential in nature but

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quickly changed and served as a transport area for goods, providing warehouse storage and distribution facilities. The railroad and dock areas used to be sites for major industrial activities.

Today, the railroad operations have greatly diminished as the trucking industry developed over the years. The area is in a period of transition, and trucking operations continue. The District's proximity to the office/retail core area of downtown has continued to reinforce the area's distribution role. In addition the District has a large concentration of auto and auto-related repair and supply services. A number of mail service operations are also located in the area due to the proximity to the main post office.

As the warehousing industry has shifted from multi-storied buildings to larger one-story structures in office parks in outlying areas, the current trend in the Northwest Triangle area is toward the redevelopment of the multi-storied warehouses into alternative uses, spurred by the area's proximity to downtown and the attractive rents in the area. Many of the post-renovation activities are those requiring display space. Thus, many office/home furnishings stores, hardware stores, antique stores and supplies and design studios are found in the area. Most recently a number of loft conversions have occurred or are in the planning stages.

## ZONING

The District is located in the Downtown Industrial Zone, within the "S" sign overlay zone. The purpose of the MX zone is to encourage development of property for the kind of commercial services and light manufacturing uses which complement downtown retail and office uses. The MX zone permits various manufacturing, commercial services, wholesale, retail and other compatible uses. Residential uses are permitted, although it is not intended that it be a primary use in this zone. The maximum floor area ratio in this zone is 6:1, and a maximum allowable height of 100 feet. There are no minimum lot size requirements, nor are there front or side yard setback requirements. There are no specific off-street parking requirements, although one loading berth is required for structures with a gross floor area in excess of 20,000 square feet for business, service and manufacturing uses. The "S" overlay is the result of the subject's close proximity to I-405 freeway. This overlay limits signage for businesses in this area.

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## PROPERTY CLASSIFICATION

The following defines the classification of each of the 20 warehouses and two vacant lots within the District. The percentages are based upon the total number of tax lots divided into the number of tax lots in each category.

- 1) PRIMARY CONTRIBUTING: The primary period of significance is 1904 to 1915. This period represents the initial period of heavy timber-framed brick masonry construction in the District from the time of the 1905 Lewis and Clark Centennial Exposition and up until the First World War. Buildings in this category number 14 and make up 64% of the District.
- 2) SECONDARY CONTRIBUTING: There are three properties in the District representing a second wave of development following the first World War. Each dates from the early 1920s and collectively they signify the transition to reinforced concrete construction and steel framed industrial sash. This category makes up 13.5% of the District properties.
- 3) COMPATIBLE CONTRIBUTING: There are three buildings in this classification which represents a third wave of development in the District at the end of the Depression and the end of the Second World War. While fully compatible with the majority of buildings in terms of scale and mass and orientation of loading platforms along NW 13th Avenue, they exhibit construction materials and the stylistic character of the "Streamlined Modern" movement. Buildings in this category make 13.5% of the District buildings.
- 4) NON-CONTRIBUTING: There are no intrusions or non-contributing features within the District.
- 5) VACANT PARCELS: This category includes tax lots which are not occupied by buildings. There are two vacant parcels accounting for 9% of the District. Neither is counted as a contributing or non-contributing feature.

The following section is a listing of all properties within the NW 13th Avenue Historic District.

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PARCEL NO.: 1

BUILDING NAME: HISTORIC - Wadhams and Kerr Bros. Building  
COMMON - Platt Electric Building

ADDRESS: CURRENT - 1305 NW Davis Street  
OLD - 481 Davis N (481-487)

LEGAL DESCRIPTION: Couch's Blk. 91, Lots 1, 4;  
1945 Addition, Lots 2, 3.

QUARTER SECTIONS: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Wholesale Grocers  
CURRENT - Vacant

BUILT: c. 1912

ARCHITECT: Strong and MacNaughton

SIGNIFICANCE: Primary

TENANTS:	1913-1926	Wadhams and Kerr Bros.
	c. 1914-1920	Kerr Glass Manufacturing Corp.
	1928-1952	Gray McLean and Percy (Gray and Co.)
	1955-1985	Platt Electric Co.
	1986-1986	Vacant
OWNERS:	1909-1925	Alexander H. Kerr
	1925-1928	Kerr Glass Manufacturing Corp. established trust for Ruth Kerr et al.
	1928-1952	Gray McLean and Percy (Gray and Co.)
	1952-1974	J. G. Ward and Helen (Hudson Development Co.)
	1974-present	Mopla Investment Corp.

DESCRIPTION:

The 1912 Wadhams and Kerr Bros. Building, designed by the architecture firm of Strong and MacNaughton, is located on the NW corner of NW Davis Street and 13th Avenue. The building is a five-story reinforced concrete building clad in a white colored brick laid in a stretcher bond. It occupies a 100'x200' parcel and is interconnected

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with the building to the north and an annex to the east. The current condition of the building is good.

Oriented to the east, the building has ornamented facades on the Davis (south) and the 13th (east) elevations. These elevations, unlike many utilitarian structures, demonstrate a high degree of exterior finish. The building is vertically divided into four sections: the ground floor level, three upper floors, a fifth story divided from the three upper stories by a spandrel capped with a parapet wall, molding and flat roof.

The south elevation storefront level consists of four storefronts and two large rollup wooden doors. The storefronts have been altered over the years. The bay just west of center appears to have been the main entrance to the building, which has since been turned into a storefront. Each of the openings is topped with a transom consisting of a set of three wood sash windows divided vertically into three lites.

Along the east elevation a concrete loading dock stretches the full length of the building. Openings on this elevation have been altered over the years. A metal canopy supported by metal tie rods divides the lower portion of the storefronts with the transoms.

The upper floors on both the south and east elevations are identical. Both elevations are divided into six equal bays divided by articulated brick piers decorated at the fourth and fifth story levels. The upper story windows are in pairs of two double-hung wood sash, three-over-one divided by a brick inset. Each pair of windows has a plain concrete lintel and sill. A chimney exists at the northeast corner of the building. Fire escapes are located at the northeast and southwest corners of the building.

The interior of the building is typical warehouse space subdivided where necessary for office space.

The 1945 annex to the east is a 2 story brick block building used for warehouse space in generally good condition.

## SIGNIFICANCE:

The 1912 Wadhams and Kerr Bros. Building is a primary building within the District. Architecturally the building is a good example of an architect designed utilitarian reinforced concrete warehouse structure. The building is also significant for its associations with Alexander Kerr, Wadhams and Kerr Bros. and the Kerr Glass Manufacturing Corp.

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WADHAMS AND KERR BROS.

In c.1895, Alexander Kerr, with his brother Samuel and step-brother Frank, went into business with William Wadhams to form the wholesale grocers firm of Wadhams and Kerr Bros. At that time, Samuel was working for Northern Pacific Railway in Portland and brought to the firm an expertise in coffee importing and roasting. Frank R. Kerr had studied electrical engineering and worked for Boise Electric Co. Frank started the processing and manufacturing division of Wadhams and Kerr Bros. William Wadhams acted as the financier for the company.

Wadhams and Kerr Bros. was initially located at 128-130 Front Street, and moved in 1896 to 81-83 Front Street. On December 13, 1905 the company building was nearly destroyed by fire. With the typical enterprising nature of the company, mail orders received that day were filled. Within twenty-four hours a large and more commodious building had been secured at the NW corner of Fourth Avenue and Hoyt Street occupying a half block.

On April 28, 1909 Alexander purchased the quarter block at the NW corner of the intersection of NW 13th Avenue and Davis Street. Between the purchase of the property as announced by the Oregonian and the actual occupancy of the building in c.1913 by Wadhams and Kerr Bros. and Kerr Glass Manufacturing Corp., there is a two-year gap. This location gave Wadhams and Kerr Bros. and Kerr Glass Manufacturing Corp. a half block of railroad frontage on NW 13th Avenue between Davis and Everett Streets.

Construction at this site was considered prudent in light of the fact that Sinclair and Co., Armour Co., W. P. Fuller and Co., Gauld and Co. and others were already located on NW 13th Avenue. Wadhams and Kerr Bros. as wholesale grocers packaged their manufactured product lines carrying the name Monopole or Palace Car Brand in glass, tins and cartons. These two brands are noted in a pamphlet published by Edward A. MacLean with the Home Industry League in 1918. The pamphlet was titled "Help Win the War Effort, Use Home Products." The appeal was from the "National Government for the use of local products in order to cut out all avoidable freight traffic, so that the railroads may better serve our own war needs and those of allies."

Under the Monopole label, Wadhams and Kerr Bros. packaged fruits, vegetables, fish, oysters, jellies, jams, peanut butter, olives, pickles, coffees, teas, spices, extracts, baking powder and other items. Palace Car Brand was considered their next best brand and many of the same items were packaged under this label. Coffee was packaged

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in Economy and Kerr's self-sealing mason jars. Wadhams and Kerr Bros. claimed that "You have a useful fruit jar instead of a useless tin can."

## FRANK R. KERR

Frank R. Kerr started the processing and manufacturing division of Wadhams and Kerr Bros. In 1926 when Wadhams and Kerr Bros. dissolved their partnership, Frank took the manufacturing division and continued under the name of Kerr Conserving Co. The company produced jams, jellies, syrups, pickles and mincemeats. Using his background in engineering and his ingenious nature, Frank continued to develop more sophisticated processing methods.

One of Frank's accomplishments included a more efficient way of processing and shipping the juice from berries. Initially frozen berries were shipped to New York City in 50-gallon barrels. Once the berries arrived in New York they were processed to remove the extract. Kerr, seeing that this method was inefficient and costly, designed the "vacuum cleaner" which is now a fairly common concentrating device, used extensively by the sugar industry. This device allowed the berry extract to be shipped to New York, cutting the freight costs by shipping only juice not the pulp. The berry concentrates were only used by a few clients at this time and Kerr didn't pursue their sale with any vigor.

Frank's son Stuart eventually took over Kerr Conserving Co., and continued the company's success. After the war years, the company changed its area of focus, returning to the concentrated juices. The firm eventually sold out to International Flavors and Fragrances. Following the sale, Stuart stayed on with International Flavors and Fragrances.

## KERR GLASS JAR MANUFACTURING COMPANY

Alexander Kerr, while still a partner with Wadhams and Kerr Bros., started the Kerr Glass Jar Manufacturing Co. He purchased the Economy Jar patent in 1912 from inventor Ewalt Golstein of Cologne Germany for a nominal amount and with \$100 started his new venture. Three months before purchasing the Economy Jar patent, Kerr read a book referring to the story of Jacob and his vow to pay the Lord one-tenth of all God gave him. Although Alexander Kerr was raised in a religious atmosphere, his general nature caused him to still question the existence of God. Kerr felt this was a certain way of proving



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that there was a God. When Kerr saw the jar patent he felt that God had sent him the patent because of his vow.

The Economy Jar was used to preserve food in a glass container using a gold lacquered metal cap with flowed-in composition adhesively and permanently fastened to it. The cap was held in place by a spring clamp. The composition on the cap softened from the heat during processing and hermetically sealed the container.

The first company known as "Hermetic Fruit Jar Co." was incorporated February 19, 1903. The name was changed March 5, 1904 to Kerr Glass Manufacturing Corp.

The first Portland City Directory listing found for Kerr Glass Manufacturing Corp. places the firm in the same building as Wadhams and Kerr Bros. in 1905 at 81-85 Front Street. This building burned later that year and Kerr Glass Manufacturing Corp. moved with Wadhams and Kerr Bros. to their new location at Hoyt Street between Fourth and Fifth Avenues. Kerr Glass Manufacturing Corp. moved to 1305 NW Davis Street, at the same time Wadhams and Kerr Bros. moved in c.1913. Kerr Glass Manufacturing Corp. maintained a branch office at this location until 1920. In 1921 Alexander H. Kerr was listed as vice president of Wadhams and Kerr Bros. with his residence in Tulsa, Oklahoma.

The Kerr jar was initially manufactured by Illinois Pacific Glass Co. in San Francisco, California. Striking a good bargain for Kerr, the company was to manufacture the jars and Kerr was to pay as he was paid by his customers. Illinois Pacific Glass Co. produced the Economy Jar for Kerr from 1903 to 1909.

The Illinois Pacific Glass Co. located in the heart of San Francisco was miraculously spared during the famous 1906 San Francisco earthquake and the resulting fire. Kerr attempted telegraphing San Francisco but all lines were down. A week later he succeeded in getting a telegram through but the reply was not encouraging; it stated that the factory had undoubtedly been destroyed as no one had been able to get near it because of the fire. Kerr supposedly had invested everything in the glass jar enterprise but remained hopeful that God would take care of him because he had kept his promise to him for four years. A short time later Kerr received another telegram with the news that the factory had been spared. The building was a two-story wooden building.

The Hazel-Allas Glass Co. of Washington, Pennsylvania made the Economy Jar for Kerr from 1906-09 taking care of the Midwest and East Coast market. In February 1909, Alexander Kerr purchased a defunct glass factory in Altoona, Kansas, rehired all of the employees and started

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making his own glass jar under the name of Alexander H. Kerr and Co. The Kerr Glass Manufacturing Corp. became its sole agent with its offices in Portland, Oregon.

The manufacturing division was relocated to Sand Springs, Oklahoma in 1912 after the natural gas supply in Altoona was completely depleted. All the equipment which could be moved was sent to Sand Springs and the plant went into immediate operation. According to historical information received from Kerr Glass Manufacturing Corp., Charles Page, an oil millionaire who founded Sand Springs gave Kerr Glass Manufacturing Corp. a ten-acre site on which to build a new plant in order to provide more jobs for the community.

In 1912 the Kerr Glass Manufacturing Corp. moved its sales offices to Chicago from Portland. In 1915 the sales office was moved from Chicago to a new structure at the building site in Sand Springs. At the same time a more modern glass plant was erected on the rest of the ten-acre site.

On August 31, 1915, the United States Patent Office granted Alexander H. Kerr Patent No. 1,152,107 for the Kerr "Self-Sealing" Mason Jars in both wide and narrow style. This jar was to cause a revolution in the home canning industry.

During WWI, Alexander Kerr volunteered his services to the Department of Agriculture and was assigned the position of special assistant to David F. Houston, Secretary of Agriculture. His salary was a dollar a year. Alexander H. Kerr was called a "Dollar-A-Year Man for Uncle Sam" by the Oregon Journal. Kerr was assigned the task of reaching 20,000,000 families in the U.S. with pamphlets about food conserving. While working with the Department of Agriculture, Alexander Kerr was instrumental in changing the seal of the department.

In 1919 the Kerr Glass Manufacturing Corp. and the Alexander H. Kerr and Co. opened executive offices in Los Angeles, California.

Following Alexander H. Kerr's death, the Kerr Glass Manufacturing Corp. purchased several other glass manufacturing plants and a plant to produce lug-style and screw-type metal caps, expanding their production ability. In 1943 the company started producing packers ware in addition to the home canning jars. In 1969 the company expanded into plastics. Kerr Glass Manufacturing Corp. is also credited with the introduction of child-safe plastic caps in 1971. In 1974, the company improved and modified a German glass-forming process called the Kerr-Heye process.

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The family business, wholly owned and successfully run by its members, sold their first stock to the public in 1975. The company was quickly listed on the New York Stock Exchange. Today the company is still a strong, active concern.

**ALEXANDER H. KERR**

Alexander H. Kerr was born September 4, 1862 in Philadelphia, Pennsylvania, the son of Thomas McCurtie Kerr and Sarah Jeanie (McLaughlin) Kerr. Kerr had three brothers--William McLaughlin, Samuel Charles and Thomas Curtis. His father was a successful coffee and tea merchant. When Alexander was four years of age his mother passed away and his father placed him in a small children's school operated by St. Luke's Episcopal Church in Philadelphia. At approximately nine years of age, Alexander was placed in the Friends Central School or Academy conducted by the Quakers. Later in his life, he found strength from his early religious rearing.

By the age of fifteen, Alexander ran away from home, embarking on a career as a reporter for Dramatic News, a theatrical paper in New York City. Being a very forthright person, he quickly found himself arrested on a "pseudo-libel" charge brought against him by an actor he critiqued for the paper. His employers were quick to terminate his employment after discovering his minor age. Kerr, without funds or means to achieve his release, was forced to call upon his father, a businessman in Philadelphia, to secure his release. Alexander Kerr was released to his father's home. He eventually returned to New York City for a short time.

It is unclear what Alexander Kerr did while in New York City, but apparently the climate disagreed with him and he soon was sent West to his brother Samuel. Samuel at the time was homesteading in Pocatello, Idaho. It was here that Alexander grew to adulthood.

By 1889 Alexander Kerr was working in Portland as a traveling agent for the firm of Mason Erhman and Co., importers, wholesale grocers and commission merchants. This firm had a long history in Portland, beginning business in 1887 and continuing until 1934. Kerr remained with Mason, Erhman and Co. until 1892 at which time he became a partner in the firm of Richet Roberts and Kerr, wholesale grocers and commission merchants. He remained with this company for only a short time.

Alexander H. Kerr passed away on February 9, 1925 while a resident of Riverside, California. A.T.W. Kerr, son of Alexander H. Kerr, took over control of the companies. He died only five years later at which

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time Alexander H. Kerr's widow became president of the companies, a position she held for 30 years.

Alexander H. Kerr is remembered in Portland in particular for his philanthropic efforts. He was founder of the Albertina Kerr Nursery for homeless babies, founded in 1907 upon the death of his second wife, Albertina Sechten Kerr. The structure, which had been their residence, was given to the Pacific Coast Rescue and Protective Society and was turned into the first Albertina Kerr Nursery. Kerr's interest and support in the nursery remained strong until the time of his death.

## **WILLIAM WADHAMS**

William Wadhams started his career as a teamer operating drays. In 1854 Wadhams visited the East Coast, at which time he married Miss Lucinda A. Skinner, a childhood playmate from Whitney, Vermont. He then returned to San Francisco, where he continued his teamer operating interests until 1855. Depression in business forced him to sell out and return to his work at the post office where he remained until April of 1861. He then engaged in the wholesale fruit business with J.L. Sanford and Co. and later Knapp Burell and Co. In February 1865, Wadhams came to Portland, Oregon as a representative of R.G. Sheath wholesale grocers of San Francisco. Wadhams established a branch house which conducted business throughout the Pacific Northwest. In 1870 Wadhams started the company Leveridge, Wadhams and Co. He also purchased the Portland business from Mr. Sheath. In 1878 the firm changed to Wadhams and Ellis. Wadhams purchased the entire business July 1, 1890 incorporating into Wadhams and Co. Wadhams' last year with the firm was 1894. The firm remained in business in Portland, Oregon until 1971. In 1895 Wadhams joined forces with the Kerr Bros. to form Wadhams and Kerr Bros.

## **LATER TENANTS**

Gray, McLean and Percy, eventually known as Gray and Co., occupied and owned the building from 1928-52. Gray McLean and Percy are listed in the Portland City Directory as being suppliers of bakers and confectioners tools and supplies, and soda fountain supplies. Charles E. Gray, native of Oregon, was listed as president of the firm with Wm. J. Gray as vice president. Charles E. Gray organized Gray, McLean and Percy in 1908.

Gray, McLean and Percy placed advertisements in the magazine Fountain Profits, for soda fountain owners and dispensers in the January 1923

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edition published in Portland, Oregon and San Francisco, California. In 1941 Gray, McLean and Percy became Gray and Co., which was the name they retained until 1958 at which time they were no longer listed in the Portland City Directory. They became a wholly owned subsidiary of Hudson House, Inc. of which Robert A. Hudson, Sr. and Francis T. Powell were officers.

Since 1955 until recently, Platt Electric Co. has occupied the building and adjacent buildings to the west and north.

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**PARCEL NO.:** 2

**BUILDING NAME:** HISTORIC - Kerr Building  
COMMON - Platt Electric Building

**ADDRESS:** CURRENT - 1300-1310 NW Everett Street  
OLD - 484 Everett N (480-486)

**LEGAL DESCRIPTION:** Couch Blk. 91, Lots 5, 8

**QUARTER SECTIONS:** 3028

**RESOURCE TYPE:** Building

**USE:** ORIGINAL - Warehouse  
CURRENT - Vacant

**BUILT:** c. 1921

**ARCHITECT:** Strong and MacNaughton

**SIGNIFICANCE:** Secondary

<b>TENANTS</b>	1921-1924	Edison Phonograph/Kerr Glass Manufacturing Corp.
	1926, 1946-48	The Sherwin-Williams Co.
	1950-1970	Various tenants: Charles L. Rouse Co. (Whol. Cookies) Truly Yours Biscuit Co. Wm. O. Proby and Associates
	1970-1985	Second Floor Covering Platt Electric

<b>OWNERS:</b>	1909-1925	Alexander H. Kerr
	1925-1941	Kerr Glass Manufacturing Corp.
	1941-1972	Standard Insurance, who sold immediately to Flanders Estate
	1972-1974	Caroline Crockett
	1974-present	M & J Investment Co.

**DESCRIPTION:**  
The 1921 Kerr Building, designed by the architecture firm of Strong and MacNaughton, is located on the southwest corner of NW Everett Street and 13th Avenue. The building is a three-story reinforced concrete structure, occupying a 100'x100' parcel, and is

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interconnected to the building to the south. The current condition of the building is good.

Oriented to the north, the building has ornamented facades on the Everett (north) and 13th (east) elevations. The building was built on the the original parcel purchased by Alexander Kerr in 1912. The building is clad in a white-colored brick laid in a stretcher bond and is divided vertically into three sections: the ground level, three upper floors capped with a parapet wall, molding and flat roof.

The north elevation is at grade and consists of five storefronts with a main entrance bay located one bay off center to the west. The lower portion of each storefront has been boarded up. The upper section of each storefront is divided into three sections with three sets of eight lites. A transom consisting of three wood sash windows divided vertically into four lites per sash is located above the storefronts. A concrete loading dock spans the east elevation. The ground floor has three different types of openings.

The upper floors on both the north and east elevations are identical. Both elevations are divided into six equal bays divided by brick piers. The upper story windows are groups of three double-hung, wood decorative concrete molding at the third-story level. A fire escape is located on the north elevation. The interior is divided into office and storage space.

#### SIGNIFICANCE:

The 1921 Kerr Building is ranked a primary building within the District. The building is significant as a good example of an architect designed warehouse building and for its associations with Alexander Kerr, the Kerr Glass Manufacturing Corp., Edison Phonograph and The Sherwin and Williams Co.

The Kerr Building located at 1300-1310 NW Everett Street was built by Alexander H. Kerr c. 1921 who also owned the property adjacent and to the south called the Wadham and Kerr Bros. Building (#1). The history of Alexander Kerr is developed in the historical data pertaining to Building #1.

The first tenants of the Kerr Building were the Edison Phonograph Co., which occupied the first and second floors and Kerr Glass Manufacturing Corp. which was located on the third floor. Edison phonographs were very popular at the time and many stores in the Portland area handled them, including Eilers Piano House, Woodard Clarke and Co., Graves Music Co., and National Phonograph Co.

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It is most likely that the building at 1300-1310 NW Everett Street was used as a distribution point for Edison Phonographs. It is unclear how long Kerr Glass Manufacturing Corp. used the third floor space. We know of their occupancy of the third floor space as related in the Portland Telegram article (April 25, 1920) announcing the upcoming construction of the warehouse for Kerr.

**SHERWIN AND WILLIAMS**

The Sherwin-Williams Co. became tenants in c. 1926, remaining in this location until c.1946-48. The Sherwin-Williams Co. first arrived in Portland c. 1906 and located at 188-190 Second Avenue. The opening of a branch office in Portland was a part of the company's system of establishing warehouses covering the country from one end to another. In that same year, The Sherwin-Williams Co. opened new warehouses in St. Louis, Seattle, Winnipeg, Boston and Philadelphia. Construction of additional warehouse space on the West Coast saved the company a long and expensive railroad haul from Chicago, where orders were formerly filled for points west.

Henry Sherwin is generally portrayed as a dignified businessman. He was intensely curious and energetic, and had a natural intelligence and a keen desire for high quality in all that he did. By the age of thirteen Sherwin quit school and went to work in a general store in Springfield, Vermont.

In 1859 Sherwin moved to Cleveland at his uncle's suggestion. His uncle was a practicing attorney in that city. Sherwin's first job was as a package wrapper in a dry goods store. By 1862 he had advanced to the position of cashier of the firm. He later became bookkeeper for the company. Sherwin turned down a partnership with the firm because they sold liquor, also tendering his resignation at this time.

Sherwin next became a partner in Truman Dunham and Co., paint distributors. At Sherwin's suggestion, the partnership was later dissolved. Sherwin's partners had devoted their efforts to the linseed oil business while Sherwin had pursued the paint business. Sherwin emerged from the business with the firm's paint interests. Sherwin then went into partnership with Edward Porter Williams and A. T. Osborn. In 1870, after Osborn retired, the partnership of The Sherwin-Williams Co. was formally started.

Ed Williams was a Phi Beta graduate from Western Reserve University. He possessed a clear analytical mind and was a born salesman. He had a disposition which drew other people to him. Sherwin on the other hand was a quiet, more dignified person. The two personalities



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complimented one another, contributing to the eventual success of the company.

Sereno Peck Fern joined the firm as a bookkeeper during the formative years of the company. Eventually he was to become a partner in the firm and later the vice president and treasurer. Fern was meticulous and orderly. During the course of years, he became a wealthy man, traveling the world over. Endowments from his estate helped establish Cleveland Fern College. With the addition of Fern to the firm, a nucleus was formed consisting of Sherwin, Williams and Fern.

In 1873 The Sherwin-Williams Co. purchased from the Standard Oil Co. a small building located along the Cayahoga River in Cleveland, and launched their paint manufacturing business. At this plant they produced paste paints and putty.

The paints of those days were different from today's paints. Paint manufacturers sold ingredients and/or "makings" which the purchasers then used to make their own paints. Many paint concerns of the time reaped profits from inferior ingredients. It was under these circumstances that Sherwin saw that the future was in ready-mixed paints.

The Sherwin-Williams Co. introduced Sherwin-Williams paint, a ready-mix paint product superior to anything then available in paint. The mill which Sherwin developed for grinding the paints fine enough so they could be suspended in oil and hence a better shelf life was patented and provided the company with a distinct manufacturing advantage for years. Sherwin also invented the reclosable paint can, solving the problem of rapid drying or skinning of paints exposed to air.

Sherwin-Williams paint was an immediate success. The company grew into the largest manufacturer of exterior paints in the nation. The Sherwin-Williams Co. continued to grow rapidly and in 1879 the company established another warehouse in Chicago.

The partnership dissolved in 1884 and the company incorporated under the laws of the State of Ohio as The Sherwin-Williams Co. In the same year, Sherwin-Williams started producing a tough, weather-resistant porch and floor enamel.

Capitalizing on the railroad market, The Sherwin-Williams Co. opened their first paint plant outside Cleveland in Chicago in 1888. The company purchased the old Calumet Paint Co. plant in response to the growing manufacturing activities around Chicago, where train and farm equipment and the buggy industry were heavy. George A. Martin joined

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the firm at this time assuming the direction of the Calumet plant. George A. Martin was to become Sherwin-Williams' third president. The Calumet plant eventually became the largest paint manufacturing plant in the world.

The first export venture of the company was the appointment of Walter H. Cottingham Co. of Montreal as the Canadian agency for its products in 1892. Walter H. Cottingham was to succeed Henry Sherwin as president of the company. By 1895, a paint varnish production facility was established in Canada.

As a means of controlling the quality of their product, The Sherwin-Williams Co. started producing its own linseed oil in Cleveland in 1902 and later in 1905 established an important lead and zinc smelter at Coffeyville, Kansas.

The Sherwin-Williams Co. officially adopted the "Cover the Earth" trademark in 1905. George W. Ford, the firm's advertising manager, designed the trademark.

The years between 1909-14 were a period of tremendous expansion for The Sherwin-Williams in manufacturing and distribution facilities. In c. 1906, shortly before this period, The Sherwin-Williams Co. came to Portland.

In 1915 The Sherwin-Williams Co. started to manufacture dye stuffs and chemicals. Up to this time, Germany had a virtual monopoly on the manufacture of these products. During WWI the blockade of German shipping reduced the export of dye stuffs to a trickle. This provided the impetus for producing dye stuffs and chemicals in the U.S. These raw materials were used by the paint manufacturing industry as well as the textile industry, printers ink and other industries. The German process was a well-guarded secret, meaning that The Sherwin-Williams Co. had to start from scratch to develop their own formulas. This proved to be a very complex process.

In 1917 the first of four major additions was made to the corporate institution of The Sherwin-Williams Co., starting with the Martin-Senour Co. of Chicago. In 1920 Acme Quality Paints, Inc. was added to the corporation. The Lowe Brothers Co. of Dayton, Ohio was purchased in 1929 and the John Lucas and Co. of Philadelphia, Pennsylvania was acquired in 1930. The purchase of these four companies expanded services to the consumer and also provided an additional market for The Sherwin-Williams Co.'s own raw materials. Each of the purchased companies continued to operate in an independent fashion.

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The Sherwin-Williams Co. established their first subsidiaries in Latin America in 1929 with the purchase of the Bredell Paint Co. of Havana, Cuba, which operated under the name The Sherwin-Williams Co. of Cuba. Other plants were located in Buenos Aires, Argentina and Sao Paulo, Brazil. George Martin who was instrumental in starting the Latin American subsidiaries was not to be disappointed by this venture which provided a very important market for the company's raw material division.

During WWII George Martin, chairman of the board of The Sherwin-Williams Co., offered the government the company's services. Considering the company's manufacturing know-how, the War Department commissioned The Sherwin-Williams Co. to construct and manage a \$50 million plant in Carbondale, Illinois. The plant was designed to load shells, anti-tank mines and aerial bombs.

In the 1940s, The Sherwin-Williams Co. introduced their Kem-Tone paint, a quick drying, single coat interior paint, and their Roller-Coater, a roll-on paint applicator (better known as a paint roller). The company saw the importance of this product to the growing "do it yourself" market and launched the most extensive ad campaign of any paint company up to that time. As a result, the company's production of flat interior paints rose sharply to levels never previously achieved. Other resultant products included Kem-Glo and Super Kem-Tone paint.

The Sherwin-Williams Co. since the 1940s has continued its expansion to every corner of the U.S., increasing the number of dealer outlets and The Sherwin-Williams Co. branches. Plant and production facilities have steadily been expanded also. Enthusiasm and concern for quality have carried forward from the company's inception, a company which is still a very active concern.

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**PARCEL NO.: 3**

**BUILDING NAME:** HISTORIC - General Electric Supply Corp. Building  
COMMON - Dynagraphics Building

**ADDRESS:** CURRENT - 300 NW 14th Avenue (1323 NW Everett)  
OLD - N/A

**LEGAL DESCRIPTION:** Couch's Blk. 90, Lots 1-4

**QUARTER SECTIONS:** 3028

**RESOURCE TYPE:** Building

**USE:** ORIGINAL - Warehouse  
CURRENT - Commercial

**BUILT:** 1945

**ARCHITECT:** Richard Sundeleaf

**SIGNIFICANCE:** Compatible Contributing

**TENANTS:** 1945-1979 General Electric Supply Corp.  
1980-1984 Durham and Downey, Inc.  
1985- Dynagraphics, Inc.  
Graphics Four Typography

**OWNERS:** 1945-present Amco

**DESCRIPTION:**

The Dynagraphics Building is a two-story structure of reinforced concrete which occupies a 100'x200' site on the south half of Block 90 fronting NW Everett Street, 13th and 14th Avenues. The building has a painted stucco exterior finish. A continuous band of multipaned windows wraps around the second story. The ground level is essentially blind. The traditional canopied loading platform extends the length of the 13th Avenue elevation. The street corners of the building are subtly rounded in the streamlined mode. Exterior elevations are simply and elegantly detailed with continuous molded string courses.

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**SIGNIFICANCE.**

The Dynagraphics Building at 300 NW 14th Avenue was built by Amco Inc., owner of the property, for the General Electric Supply Corp. in 1945. In 1946 the building was occupied by General Electric Supply Corp. Richard Sundeleaf, architect, designed the building specifically for use by General Electric Supply Corp. The building was occupied by General Electric Supply Corp. for 33 years from 1946 to 1979, and served as a wholesale appliance outlet in Portland.

In 1980 the building was renovated by Amco Inc. for Durham and Downey Inc., commercial printers. In 1983, Durham and Downey Inc. went out of business and Dynagraphics Inc., a newly formed commercial printing concern, bought some of the company's assets and moved into the building. In 1985, Graphics Four joined Dynagraphics Inc. as a tenant. Both currently occupy the building.

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PARCEL NO.: 4

BUILDING NAME: HISTORIC - Meier Building  
COMMON - Reed Harris Building

ADDRESS: CURRENT - 322 NW 14th Avenue  
OLD - Does not apply

LEGAL DESCRIPTION: Couch's Blk. 90, Lots 5-8

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Warehouse  
CURRENT - Light Manufacturing

BUILT: c. 1939

ARCHITECT: Unknown

SIGNIFICANCE: Compatible Contributing

TENANTS:	1940-?	Meier & Frank Co. Inc.
	1940-1968	United Drug Co. United Wholesale Druggist of Portland Rexall Drug Co. (a brandname for some United Drug Co. products)
	1969-	Vacant
	1970-1982	Taylor and Co. Inc.
	1983-1984	Krupp and Taylor
	1974-1983-84	Northwest Paper Box Manufacturing Co.
	1985-Current	Reed Harris
OWNERS:	1919-1937	Meier and Frank Invest. Corp.
	1937-1940	Founders Corp. - A. M. Frank and Ludwig Hirsch
	1940-present	Amco Inc.

DESCRIPTION:

The 1939 Meier Building is located on the northern half of Block 90, fronting on NW Flanders Street and 13th and 14th Avenues. The building is a reinforced concrete structure with multi-paned steel sash windows. There is a stair tower and elevator tower located at the northeast corner of the building, a truck loading dock located along the east elevation and a

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truck loading dock on the north elevation. The building is in excellent condition.

## SIGNIFICANCE:

The 1939 Meier Building is a compatible-contributing building based upon its conforming scale and its materials reflecting the latest historic wave of development in the District. Moreover, the building is significant for its association with the United Drug Co. and Meier and Frank families.

The Meier Building was developed by the Founders Corp. Early tenants of the building included the Meier & Frank Co. and the United Drug Co.

L.K. Liggett Co. of New York and Boston was the retail arm of United Drug Co., and first arrived in Portland in 1925. At that time, L. K. Liggett Co. purchased the Stout-Lyon Drug Co. of Portland as a part of its effort to expand and establish a headquarters on the West Coast.

To firmly establish itself the L.K. Liggett Co. acquired approximately 30 drug stores in leading cities in Oregon, California and Washington at a cost of approximately \$3 million. Besides the chain of eight drug stores owned by Stout-Lyon Drug Co., Liggett purchased four drug stores of the Kress Drug Co. in Los Angeles and Hollywood, five Bowman and Co. drug stores in Oakland, California and one store in Glendale. In the state of Washington, Liggett negotiated for ten Bartel Drug Stores in Seattle and three French Drug Co. stores in Tacoma.

At the time L.K. Liggett Co. was expanding into the Pacific Northwest, the company was operating 306 drug stores across the United States, 40 stores in Canada and as many as 700 stores in England under the name Boots Pure Drug Co. Ltd. of Great Britain. Business for the year before (1924) was approximately \$78 million in the U. S. and in England \$120 million, according to The Oregonian (November 15, 1925, p.4).

United Drug and the Liggett Drug Stores were masterminded by Louis K. Liggett. Liggett began his career as a salesman for a company that produced a product called Vinol, made of cod liver oil and wine and used as a general tonic.

In 1902 Liggett proposed the formation of a new business at a gathering of 35 to 40 druggists in Boston. The company would manufacture only for its stockholders and only one stockholder would be allowed per town. The company, from the outset, would manufacture at least 100 remedies to be sold under a single trademark. The company would be controlled by the stockholder-druggists.

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Business began the following year, in 1903, with 150 retail druggists as local stockholder representatives of the company. Soon after, as many as 250 lines of drugs and medicines were being compounded in the Leon Street plant in Boston using standardized physicians' prescriptions. "Apparently this method insured greater product safety and dependability, for unknown or poorly prepared drugs were not sold, drugs did not contain unknown contents, no false claims were made, and participating druggists were confident of the Rexall-product through the use of a known formula of tested and inspected ingredients" (Boston Landmarks Commission - Bldg. Information Form No. 707, Area-Parker Hill/Mission Hill).

The volume of business increased from \$17,000 to over \$2 million a year during the years 1903 to 1910. By 1917 United Drug Co. supplied Liggett Drug Stores including 5,000-6,000 druggists in the U.S., 500 in Canada and 300 in Britain. Retail outlets were also located in the Philippines and Bermuda.

United Drug Co. was involved in other enterprises which included perfume, candy and stationery companies, the United Druggists Mutual Fire Insurance Co. and Drug Merchants of America. Drug Merchants of America was a cooperative purchasing organization for buying lines other than Rexall to be sold by the United Drug Retailers. United Drug Co. also held the controlling interest in National cigar stands.

In the 1920s, United Drug Co. bought out Boots Pure Drug Co. Ltd. of Great Britain, a drug manufacturing and retail concern with 600 retail stores, and expanded to the West Coast.

In 1928 United Drug Co. became Drugs Inc., a company which manufactured its own Rexall brand as well as the brands of companies it had acquired. According to the information provided by the Boston Landmarks Commission Building Information Sheet, these products included Phillips Milk of Magnesia, Bayer Aspirin, Ipana Toothpaste, Vicks Vaporub, Vitalis, Lifesavers and Pine Brothers Glycerin Tablets.

By the 1930s, Drugs Inc. controlled United Drug Co. as well as Liggett Drug Stores and Boots Drug Stores of England, making it the largest drug store chain in the world.

Louis G. Liggett was the foreman and first manager of United Drug Co. By 1911 he was listed as president of Louis K. Liggett Co. Liggett was still listed as president of United Drug Co. in 1939 as well as president of United National Fire Insurance Co. Liggett became less involved by the 1940s serving as chairman of the board of both companies. By 1945 he had become honorary chairman.



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In 1985 Rexall Brand and United Drug Co. were purchased by Rexall Group who bought rights to the name and trademark.

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**PARCEL NO.:** 5

**BUILDING NAME:** HISTORIC - Armour Building  
COMMON - 401 NW 13th Avenue

**ADDRESS:** CURRENT - 401 NW 13th Avenue  
OLD - 101 13th N

**LEGAL DESCRIPTION:** Couch's Blk. 89, Lot 1

**QUARTER SECTIONS:** 3028

**RESOURCE TYPE:** Building

**USE:** ORIGINAL - Meat Packing Plant  
CURRENT - Warehouse

**BUILT:** c. 1910

**ARCHITECT:** Unknown

**SIGNIFICANCE:** Primary

<b>TENANTS:</b>	1910-1944	Armour and Co.
	1945-1948	No directories
	1949	Chick the Chick Man
		Papworth Markets
	1949-1950	White Satin Dairy
	1950-1955	Beaver State Meat Co.
	1956	Economy Packing Co.
	1957-1961	Vacant
	1962-1967	Capitol Meat Co.
	1968	Addiss and Harris Dressed Beef Co.
	1969-1971	Vacant
	1972-1973	Lutz Tire Co.
	1974-1979	Vacant
	1980-1985	Carton Service
 <b>OWNERS:</b>	1899-1943	Boys and Girls Aid Society of Oregon
	1943-1950	Elizabeth M. Goodman Coan
	1950-1960	Hymen Rosenbloom (Beaver StateMeatCo.)
	1960-1968	Bruce Bates, Claude Hudspeth, Lloyd Hudspeth
	1986	Ken Unkeles

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DESCRIPTION:

The 1909 Armour Building is located on the northwest corner of NW Flanders and 13th Avenue. The building is a three-story wood frame masonry structure. It occupies a 50'x100' parcel and is in fair to good condition. The upper level of the building has recently been repainted.

Oriented to the south the building's main elevations are located along NW Flanders (south) and 13th Avenue (east). The building is clad in red brick laid in a stretcher bond. The building is vertically divided into three sections: the ground story level, the second story level divided by a double string course of brick and from the third story level by a sheet metal belt course. The third story level appears to have been added either during the construction of the building or shortly thereafter. The building is capped with a decorative cornice and parapet wall with a sheet metal cap. The building has a flat roof.

The main entrance of the building is located on the south elevation just west of center. Fenestration on the south elevation consists of mostly 4-over-2, double-hung, wood sash windows with brick sills and segmental arches. Many of the windows on this elevation have been broken.

A wood loading dock spans the eastern elevation of the building with a wood and sheetmetal awning supported by metal tie rods. Fenestration on this elevation is more regular than the south elevation. The windows on this elevation are in better condition and identical to the windows on the south elevation. A fire escape is also located on the south elevation. The building abuts the Dale Building to the north and a smaller structure to the west.

SIGNIFICANCE:

The 1909 Armour Building is a primary building within the District. Architecturally the building is one of the more modest structures in the District. Historically the building is associated with the Boys and Girls Aid Society and the Armour and Co. meatpackers.

The Armour Building, built c. 1909, located at 401 NW 13th Avenue, was built on property owned by the Boys and Girls Aid Society of Oregon. They acquired the property as the result of a foreclosure on a mortgage to Van B. DeLashmutt et al, in 1899. J. Ogden Armour is listed in the title book as leasing the property from the Society as early as September 19, 1908 for \$225 to \$750 per month. Armour and Co. meatpackers and canners are not listed at this address in the Portland city directories until 1910. It is, therefore, most likely that the building was built sometime during late 1908 or early 1909. The Boys and Girls Aid Society of Oregon retained the

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ownership of the property until 1943 at which time they sold it to Elizabeth M. Goodman Coan.

## **BOYS & GIRLS AID SOCIETY**

The Boys and Girls Aid Society of Portland has a long history in the state of Oregon. Recently they celebrated their 100th year of service, having been organized in May of 1885 to serve the children of Oregon.

The early pioneers of Oregon generally lived in isolated communities; members of these communities were more dependent on one another for survival. The pioneers knew their limitations and understood they could not exist without the cooperation of the other members of their community. On a wagon train or in a small community, when a child was orphaned, the other members of the community assumed responsibility. This was how it had been done in the communities the pioneers left.

Oregon was not destined to stay sparsely populated; instead growth was rapid and with this growth came problems related to urban populations and some of the values of their earlier small communities were abandoned. In 1867 the first organization to care for dependent children was organized, the Portland Home.

Other events leading up to and necessitating the formation of organizations such as the Boys and Girls Aid Society of Oregon included the financial crisis of 1873 which affected urban centers across the nation and the Industrial Revolution.

The Industrial Revolution caused a movement away from an agrarian culture to a more industrial economy. This caused the breakdown of the old family structure and the community's system of self-reliance. The financial crisis of 1873 placed an economic strain on these same communities. One evidence of the change was an increase in juvenile delinquency.

In other parts of the nation juvenile offenders were initially put in adult jails with hardened criminals; the results were quickly apparent. An alternative system of reform schools was started to deal with juvenile offenders. It was at this time that Portland was just beginning to deal with the problems of juvenile delinquents and homeless children. Several of Portland's citizens, among them Dr. Thomas Lamb Elliot, initially supported the idea of reform schools.

However, after a trip east by Dr. Elliot, it became apparent that the system of reform schools was not a satisfactory one for Portland.

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Several events transpired which culminated in the formation of the Boys and Girls Aid Society in 1885, principal of these being the legislature, which in effect, paved the way for the existence of such organizations. The legislature passed, in February 1885, an act to suspend judgment against minor offenders and to commit them to the care of a charitable organization. In April of 1885, Dr. T.L. Elliot, of First Unitarian Church, Dr. A.L. Lindsay of First Presbyterian Church and Harvey Scott, editor of the Oregonian, met in Mr. Scott's office and framed a letter which outlined the needs of such a society. The letter was published in the Oregonian on April 6, 1885, calling for the help of interested persons who would meet to formulate a plan.

On July 3, 1885, in the offices of the Honorable W.B. Gilbert with 14 prominent citizens present, the meeting called for by the letter convened to perfect the organization. W.S. Ladd was appointed chairman and F.E. Beach as secretary-treasurer.

On July 10, 1885, the Boys and Girls Aid Society of Oregon was incorporated. The articles of incorporation were drawn up establishing "a strictly non-sectarian institution whose business it is to rescue homeless, neglected or abused children of Oregon, receive juvenile offenders who are in danger of being imprisoned and to provide for such, until suitable homes or employment are found for them, and continue a systematic attention to their condition and treatment." These goals are still intact today. The founding fathers were Frank E. Beach (1853-1934), Irving W. Pratt (1838-1908), William Ladd (born 1850), Henry W. Corbett (born 1827) Lester Leander Hawkins (born 1848), Helen F. Spaulding (died 1909) Ball Gilbert (1847-1931), Ira F. Powers (1831-1902), and Dr. Peleg T. Keene (1840-1889).

The Boys and Girls Aid Society of Oregon between 1983 and 1986 directly served an average of 5,000 people per year. Indirectly, the Society provided 1,000 brief services including information, referral, and also phone crisis counseling. Other services provided by the Society include parenting decision-making, including individual and group counseling, foster care, group care, maternity services, adoption services, crisis intervention, intensive family counseling, specialized groups, support and education for parents of adolescents, intensive services for teen mothers who have chosen to parent, teen groups, and several post-adoption groups.

**ARMOUR AND CO. MEATPACKERS**

Armour and Co. meatpackers had its beginnings in Milwaukee, Wisconsin in 1863. Philip Danforth Armour and John Plankinton owned a provision company in Milwaukee. In 1867 the company moved to Archer Avenue in Chicago, Illinois using the name Armour and Co. The railroads and the central location made Chicago a great place for meat processing operations. Within

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the first year, the company outgrew the plant and moved. In 1872 the company moved to a new plant in the Union Stock Yards.

The company processed pork and lamb. Meats were salt cured until the 1870s when natural ice and coolers were developed. The Armour Star ham and bacon, with the oval label, were first made in 1877. Canned meats were started in 1879. At the turn of the century the Veribest trademark for canned foods was introduced. Pork and beans date from 1897, sliced bacon in jars 1902, condensed milk from 1912. The Veribest line of products was extensive including soups, peanut butter, fruits, vegetables, jellies and soda fountain supplies. In 1931 the Armour Star trademark was put into use. The company also produced soap under the names Fine Art, Stork, and Flotilla.

Armour arrived in Portland in the year c. 1900 locating at 32-35 Fifth Avenue. By 1904 Portland had become a meatpacking center according to an article in the the Oregonian (October 2, 1904). Portland was considered the headquarters for one of the greatest livestock territories in the northwestern states.

Other Midwest meatpackers to enter the Northwest were Swift and Co. and Schwartzchild and Sulzburger. In 1906 Swift and Co. entered into one of the largest developments in Portland's history at that time. Swift and Co. bought up large tracts of land on the peninsula along the Columbia Slough. This was an important step towards establishing the Midwest meatpackers as the main suppliers of packaged meats for the Northwest, Canada, Alaska and the Orient. Railroad facilities provided by the O.R.&N. and the Portland and Seattle Railroads, easy access to the packing houses, docks for all kinds of vessels, and the availability of large tracts of land for stockyards, made the location ideal.

Armour and Co. moved to 401 NW 13th Avenue in c. 1910, remaining at this location until 1944. Armour and Co. remained in Portland until 1952. Still in existence today, the company processes ham, turkey, dry sausage, luncheon meats, frozen dinners, frozen breaded meat products, cheese and lard. Armour is now a part of ConAgra and Dial Corp. which is a division of Greyhound.

The Armour Building continued to be used by packers up to the year 1968. These tenants included Chick the Chickman, Papsworth Markets, White Satin Dairy, Beaver State Meat Co., Economy Packing Co., Capitol Meat Co. and Addiss and Harris Dressed Beef Inc.

The Boys and Girls Aid Society of Oregon sold the property to Elizabeth M. Goodman Coan in 1943. In 1960 the benefactors of the Estate of Elizabeth Coan sold the property to Lloyd Hudspeth.

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The current owners of the building and tenants are the Carton Service.  
Gerald Unkeles is listed as president and Harold Unkeles as vice president.

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PARCEL NO.: 6

BUILDING NAME: HISTORIC - Dale Building  
COMMON - Same

ADDRESS: CURRENT - 410-420 NW 14th  
OLD - 104-106 14 N

LEGAL DESCRIPTION: Couch's Blk. 89, Lots 3,4

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Warehouse  
CURRENT - Mixed use, office and retail

BUILT: c. 1915

ARCHITECT: Houghtaling & Dougan

SIGNIFICANCE: Primary

TENANTS:	1915-1928	Goodyear Tire and Rubber Co.
	1924-1928	Willard Storage and Battery Co.
	1929-c.1941-42	Firestone Tire and Rubber Co. of California
	1943-1973	Dirks and Co.
	1972-1976	Lutz Tire Co., Inc.
	1977-1979	Chown Pella
	1980-present	United Pacific Controls

OWNERS:	1862-1946	Anna Eliza Dale David S. Tobias Helen Elizabeth Tobias
	1946-1963	Austin James and Ruby A. Dirks
	1963- Current	Terry Dirks and Penny Nelson Gene C. and Ellen C. Jerome



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DESCRIPTION:

The 1915 Dale Building, designed by the architecture firm of Houghtaling and Dougan is located on the south half of Block 91. The building is a two-story wood framed structure, originally planned as a one-story building constructed to accommodate a second floor. The building is situated on inside lots of the block and measures 50'x100'.

Oriented to the west, the building's primary elevation fronts NW 14th Avenue. The west elevation is clad in a buff colored brick. The ground level consists of a main entry bay flanked to the north by another entry bay and to the south with a storefront. At the second level each bay has a set of three 1-over-1 double hung wood sash windows. The west elevation is capped with a pediment. The building's name "Dale" is inscribed at the top of the building.

The south elevation abuts an adjoining structure. The north elevation at the first floor level abuts another structure. The exposed areas of the north elevation are clad in a red brick.

The east elevation fronts NW 13th Avenue. A wood loading dock is located at the center of this elevation and provides loading access to the ground floor. A metal canopy stretches across almost the entire length of the east elevation. Fenestration on the second story level is similar to that located on the west elevation. The building is in good condition.

SIGNIFICANCE:

The 1915 Dale Building is a primary building within the District. The building was designed by the architecture firm of Houghtaling and Dougan, and is associated with Dale family, an early Portland family, and the Goodyear Tire and Rubber Co. for whom the building was constructed.

Robert and Anna Eliza Dale were early Portland pioneers. In 1862 they purchased the entire Block 91 from John Couch for \$400 and built a small cottage on the site. At the time of construction it is reported that Mr. Dale engaged the help of Indians to clear the site where the house was to be constructed. When built the house was considered a "luxurious home." Lumber for the house came around the Cape Horn, making it one of the first milled wood houses in Portland.

Mr. Dale died in 1889 and over the years the lots surrounding the home were sold. Mrs. Dale was 81 years old when she was approached with respect to the property by the Goodyear Tire and Rubber Co. who was anxious to secure a lease on a large warehouse to accommodate their increased wholesale business.

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Mrs. Dale reluctantly agreed to tear down her home of 51 years and build a new 50'x100'warehouse structure for the Goodyear Tire and Rubber Co. Goodyear leased the building for a period of 10 years. Shortly after the construction of the building Mrs. Dale died. The property was then held in trust for Helen Elizabeth Tobias by her parents. The property remained in the Tobias family until 1946.

Goodyear remained in the building until 1924. At that time the Willard Storage Battery Co. leased the building, remaining until 1928 when Firestone Tire and Rubber Co. took over the lease. Firestone remained in the building until 1942. Other tenants included Dirk and Co., 1943-73, and Lutz Tire Co., Inc., 1972-79. Chown Pella occupied the building from 1977 to 1979. Current tenant of the building is United Pacific Controls.

**THE GOODYEAR CO.**

The Goodyear Tire and Rubber Co. was established during the years after the depression of 1893 by the Sieberling family. The Sieberlings had owned various businesses prior to the depression of 1893 including a mower and reaper business, a cereal mill and a bank. They also operated street railway systems in the cities of Akron, Cleveland and Zanesville Ohio. The depression of 1893 dealt a heavy blow to the Sieberling empire and the family lost control of many of its enterprises.

After the depression, Frank Sieberling, who was busy disposing of the family properties, purchased a piece of property in East Akron valued at over \$140,000 for \$13,500 from a friend, not being able to resist such a deal. After purchasing the property Frank decided that he would open a tire factory at the newly acquired site. He chose the name Goodyear for his new company, after Charles Goodyear, the founder of the rubber industry who had discovered the vulcanization process in 1860.

The company started under strained conditions, being under-financed and located in a poor location due to the less than average railroad accessibility. The patent laws also posed serious problems.

Of all the obstacles the patent laws were the most difficult. By the late 1890s, there were many patents held by other companies for automobile, carriage and bicycle tires. These companies were not anxious to give permission to other tire manufacturers to produce tires, and if they did, there were many restrictions placed on the user.

In 1898 it was declared that the "Grant Patent" involving carriage tires was valid. Goodyear was denied a license to produce carriage tires by Kelly Springfield, the holder of the patent. Sieberling nevertheless continued to produce the tire. Kelly Springfield then filed an

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infringement suit against Goodyear, which was initially upheld in the courts. Goodyear appealed the case and continued to produce tires during the court case. During the case, the profits from the sale of the tires were held in escrow until the case was settled. In late 1902 the "Grant Patent" decision was overturned on appeal and the money in escrow poured back to Goodyear.

Continuing difficulties with existing patents encouraged Goodyear to develop its own products which would not compete with the patents of the others. P.W. Litchfield, was responsible for engineering Goodyear's tire designs. Under his direction, Goodyear in 1901 created the "straight side" which helped break the clincher monopoly. Continued development of the straight side led to the development of the "quick detachable." In 1906 following years of work on the "straight side" Goodyear launched a campaign to market the tire. The company's success was dependent on the success of the new "straight side." Goodyear, just as it had years ago with the Grant Patent, won its gamble and as a result became one of the leaders in the tire industry.

Other important early tire designs by Goodyear included the "cord tire" in 1913 and the "pneumatic" truck tire in 1906, which helped change the course of transportation history in America.

By 1920 an initial investment in the company of \$100 was worth \$9600 and Goodyear was continuing to grow. In 1926 Litchfield took control of the company and shortly thereafter began worldwide production and distribution in 12 foreign countries. Today Goodyear continues to be a leader in the production of tires around the world.

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**PARCEL NO.:** 7

**BUILDING NAME:** HISTORIC N/A  
COMMON N/A

**ADDRESS:** CURRENT - 427 NW 13th Avenue  
OLD - N/A

**LEGAL DESCRIPTION:** Couch's Blk. 89, Lot 5

**QUARTER SECTION:** 3028

**RESOURCE TYPE:** Parking lot.

**USE:** ORIGINAL - Parking Lot  
CURRENT - Parking Lot

**BUILT:** 1968

**ARCHITECT:** Unknown

**SIGNIFICANCE:** Vacant Parcel

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PARCEL NO.: 8

BUILDING NAME: HISTORIC - Swift & Co. Building  
COMMON - Portland Antique Co. Building

ADDRESS: CURRENT - 1314 NW Glisan Street  
OLD - 484 Glisan N

LEGAL DESCRIPTION: Couch's Blk. 89, Lot 8

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Meat Packing Plant and Warehouse  
CURRENT - Retail

BUILT: 1910

ARCHITECT: Construction Dept., Swift and Co. - Chicago

SIGNIFICANCE: Primary

TENANTS:	1911-1920	Swift and Co.
	1921-1923	Willard Storage and Battery Co. (Still on 1926 Sanborn Fire Insurance Maps)
	1927-1935	Kelly Springfield Tire Co.
	1936-1937	Vacant
	1938-1940	Commercial Importing Co.
	1939	Airline Parcel Delivery Co.
	1939	Wesix Electric Heater Co.
	1941	Crosetti Bros. and Co.
	1943-1963	Defiance Tea and Coffee Co.
	1949-1963	Digman Coffee Co.
	1964	Vacant
	1965-1975	National Lock Co.
	1965-1976	Equipco Inc.
	1977	Generazzo Antiques
	1978-1986	Morecambe Bay Antiques
	1986	Portland Antique Co.

OWNERS:	Original	Swift and Co.
	1978-present	Howard L. and Kennon P. McKee

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**DESCRIPTION:**

The 1910 Swift and Co. Building, designed by the Construction Department of Swift and Co. in their Chicago office, is located on the Southwest corner of NW Glisan Street and NW 13th Avenue. The building is a two-story wood framed masonry building clad in red brick laid in a stretcher bond. It occupies a 50'x100' parcel and is currently in good condition.

Oriented to the north the building has an unarticulated surface. The ground story level on the north consists of a band of large storefront windows in a pattern of three transom lites over one large pane. This band of windows is interrupted by an inset main entrance just west of center. The entrance appears to be a later addition to the building. The first floor is divided from the second floor by a wide band currently painted.

The second floor is fenestrated in an irregular arrangement of three-over-one, double-hung wood sash windows which sit immediately on top of the dividing band.

The east elevation fronts on NW 13th. A wood loading dock is located at ground floor level and is covered by a metal awning supported by metal tie rods. There are two entrances off the loading dock. A large storefront window identical to the north elevation windows is located at the northeast corner of the building.

At the second story level there is a group of three double-hung wood sash windows identical to the windows on the second floor of the north elevation centered on the building.

The parapet is capped with a narrow metal flashing. The roof is flat and drained internally. The overall condition of the building is good.

**SIGNIFICANCE:**

The 1910 Swift and Co. Building, built and designed by Swift and Co., is a primary building within the District. Architecturally the building is one of the more modest buildings in the District. Historically the building is associated with Swift and Co.

Prior to the construction of the Swift and Co. Building the property had been occupied by the Binswanger estate. In 1904 Eric Helmner purchased the Binswanger's property and moved his business and home into the existing building on the property. He remained at this location until 1909 when Swift and Co. bought the property for \$22,875.

Swift and Co., a large Chicago-based meat packing firm, first came to Portland in 1906 when they purchased a controlling interest in the Union

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Meat Co. Prior to their arrival in Portland they purchased a large tract of property on the Columbia Slough. By 1907 they began ground clearing and dredging on the property for a new \$1 million meat packing plant. The plant facility included a seven-story main building, a cold storage, engine house, packing plant and stock yards. Construction of the facility was delayed until 1908 because of lengthy negotiations with the railroads. When completed, it was considered to be the largest and most modern packing plant on the West Coast. The Union Meat Co. operated the packing house for Swift and Co. The facility on the peninsula was known as the Union Meat Co. and Union Stockyards. Other meat packing firms followed Swift's lead and opened branches in Portland, making Portland a major meat packing center on the West Coast.

In 1909 Swift and Co. purchased the lot on 13th and Glisan from Eric Helmer. Helmer's grocery was removed and a new warehouse was designed and built by Swift in its place. Swift and Co. occupied the building from 1911 to 1920. The facility included a smoked meat room, egg storage room, butter working room, and butter cooler.

Sometime after 1920, Pihl Transfer and Storage acquired the property. Pihl Transfer and Storage was established in 1915 by Holger M. Pihl and his brother Marcus P. Pihl. The Pihl brothers were born in Bornholm, Denmark and came to Oregon near the turn of the century, and engaged in farming in the Willamette Valley for several years. Holger was later employed by Green Transfer and Storage, of which he eventually became owner. In 1915 the brothers established Pihl Transfer and Storage Co. in Portland. In 1928 they sold the building to W.A. Tyler, having never used the building for their transport company.

Willard Storage and Battery Co. of California, occupied the building starting in 1921. The company was founded by T.A. Willard in 1902. The Portland office oversaw one of the company's 12 nationwide districts. When the office opened in Portland, there were 85 Willard dealers in Oregon, Washington and Idaho. In two years H.P. Lawson, the company's first Portland district manager, had increased the number of dealerships to a total of 267. In 1946 Willard Storage and Battery Co. built a manufacturing plant in Portland at a cost of \$1 million. It was the Pacific Northwest's first automotive manufacturing plant.

Willard Storage and Battery Co. moved their offices nearby to 14th street in 1924. By 1926 they had vacated the warehouse at 13th and Glisan. In 1926 Pihl Transfer and Storage leased the building to Kelly-Springfield Tire Co. Alterations were made to the building for the Kelly-Springfield Tire Co., the most noticeable being the addition of a door on the north elevation. Plans for the alterations were drawn by Harold D. Marsh. The building was vacant from 1936 to 1937. From 1938 to 1943 several

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businesses, including Commercial Importing Co. and Airline Parcel Delivery Co., used the space.

Defiance Tea Co., founded in 1884 by W.C. Brettell, occupied the building for the next 20 years. Lee S. Elliott, president of Defiance Tea from 1918 to 1963, bought the building in 1941. When the company moved into the building in 1943 the name had been changed to the Defiance Tea and Coffee Co. to reflect its growth as a distributor and manufacturer of tea, coffee, spices and extracts. Defiance Tea and Coffee Co. occupied the building until the company's consolidation with Farmer Brothers Coffee Co. in 1965.

Beginning in 1949, Elliott leased part of the space to the Digman Coffee Co. Lee Elliott died in 1969. His wife, Hortense, who had owned the building with him, continued to control the property.

In 1964 the building was empty. From 1965 through 1975 National Lock Co. and Equipco Inc. were the tenants. When Hortense Elliott died in 1976 the Bank of California sold the building for her estate to Thomas Joseph and Sharon Generazzo, whose retail antique store, Generazzo Antiques, occupied the building starting in 1977. Since 1978 the building has been owned by Howard and Kennon McKee. Portland Antique Co. currently occupies the entire building.



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PARCEL NO.: 9

BUILDING NAME: HISTORIC - Simon Building  
COMMON - McCoy Door Building

ADDRESS: CURRENT - 1301-1315 N. W. Glisan Street  
OLD - 481 Glisan N

LEGAL DESCRIPTION: Couch's Blk. 88, Lots 1, 4

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Manufacturing and warehousing  
CURRENT - Mixed Use Multi-Tenant

BUILT: c. 1907

ARCHITECT: Richard Martin, Jr.

SIGNIFICANCE: Primary

TENANTS:	1907-1920	Central Door and Lumber Co.
	1921-1949	Dohrman Commercial Co.
	1921-1926	Sherman, Clay and Co.
	1950-	Vacant
	1952-1981	McCoy Door and Hardware Co.
	1985-	Vacant

OWNERS:	1906-1941	Joseph Simon (Minnie Oberdorfer)
	1941-1943	Clara S. and Mark S. Haas
	1943-1944	Henrietta R. Senders
	1944-1975	Otto J. Kraemer
	1975-1986	Merry M. Humphrey and Charles M. Kaady
	Current	Northwest Triangle Properties

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DESCRIPTION:

The 1907 Simon Building, designed by the Portland architect Richard Martin, located at the northwest corner of NW Glisan Street and 13th Avenue is a five-story-plus basement wood-framed masonry building. The building occupies a 100'x100' parcel and is in good condition. The building is one of the most prominent buildings within the District.

Oriented to the south the building has major elevations on Glisan (south) and 13th (east). The building is divided vertically into five sections; the base separated from the second through fourth floors by a belt course, separated from a fifth story, which is an addition to the building and capped by a simple cornice and parapet wall with a sheet metal cap.

There is classical-style ornamentation on the building. The entrance has Tuscan-order columns and a plain entablature. Simplified classical cornices top the streetward parapets.

Resting on a poured concrete foundation, the building's four brick walls were constructed utilizing the American common bond system. Six courses of stretchers alternate with single courses of headers. The warehouse has a flat roof hidden from street view by parapets. At the northwest corner of the roof there are two rectangular, story-high walls (one above the north facade, and one above the west facade) that conceal part of the building's mechanical system.

Above the first story, the south- and east-facing facades are nearly identical. Each has a parapet with projecting cornices (probably of sheet metal) and an undecorated brick frieze below (painted gray). Directly below the frieze is a brick belt course composed of five corbelled courses consisting of one header, two stretchers, one header and one stretcher course, in descending order.

Immediately below this belt course, there are 15 fifth-floor window openings grouped into five three-window modules. Each opening is under a segmental relieving arch of three-course brick rowlock, with corbelled brick sills below, running continuously under each three-window module. Of the 15 window openings on the south-facing fifth floor, eight are casement-type, each with two single-light windows hinged to open outward. The remaining seven openings have single-light, pivoted windows. On the east-facing facade, all of the 15 fifth floor windows are single-light, casement-type, hinged on the left.

A brick belt course, with six corbelled courses (four stretcher courses between two header courses), separates the upper zone consisting of the second, third and fourth stories. Arrangement and types of window openings in these three middle stories are the same on both streetward facades.

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There are 15 window openings on each floor, grouped into five three-window modules. The window openings on the fourth floor all have segmental relieving arches above, while those on the second and third floors have individual corbelled brick sills that are recessed into the window openings. Another corbelled brick sill runs continuously below each three-window module, tying their respective openings together visually. A fire escape and standpipe have been installed on the south facade only.

The building's first (or street) level story is separated from the middle zones of its streetward facades by two corbelled belt courses, forming between them simplified classical friezes. The upper belt course (which also serves as the lower sill for second-story window openings) consists of six courses: two stretcher, one header, and three stretcher courses, in descending order. The lower one has five courses: one header and four stretcher. These belt courses and the friezes they define rest upon 11 massive piers of brick and concrete--five per each street-facing facade, and a shared corner pier. The openings between the piers number five on each facade, providing space for a variety of doors and windows.

On the south (or Glisan Street) facade, moving from left (west) to right (east), these five openings include the following features: (a) a single wood and plate glass door, with a one-light transom above, two Tuscan-order wood columns on each side and an entablature (cornice, frieze and architrave) above, plate-glass sidelights on each side, and three fixed plate-glass windows (one horizontally rectangular, flanked by two square-shaped) above the entablature, separated by mullions; (b) double doors of wood and plate glass, with a two-light transom above, sidelights on each side, and four vertically rectangular fixed, prism-glass windows above, with mullions between; (c) a low, recessed brick curtain wall with a corbelled sill directly below (on the left) two nearly square, two-light fixed windows and (on the right) a larger nearly square, fixed plate-glass window, above which in turn are four vertically rectangular fixed, prism-glass window, with mullions between; (d) a wood and glass door on the extreme left, with a one-light transom above, a low brick curtain wall on the right with a corbelled sill under two vertically rectangular, fixed, prism-glass windows separated by mullions; and (e) features identical to those of (d) above.

On the east (or 13th Avenue) facade, moving from left (south) to right (north), the five openings include the following features; (1) a recessed, low brick curtain wall with corbelled sill, below four nearly square, fixed windows (one with prism glass, and three with plate glass) separated by mullions; (2) a metal rolling door; (3) a recessed brick curtain wall occupying the lower two-thirds of the opening, and three nearly square, fixed plate-glass windows, separated by mullions; (4) a metal rolling door; and (5) features identical to (3) above.

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The building's north and west facades have neither windows, doors nor ornamentation, consisting only of uninterrupted brick walls constructed in the American common bond fashion. Simple metal copings cover the parapets of these walls. There are two brick chimneys with corbelled caps on the parapet of the west-facing wall.

### SIGNIFICANCE:

The 1906 Simon Building is a primary building within the District. Designed by Portland architect Richard Martin, Jr., it is one of the more prominent buildings within the District. An excellent example of a brick utilitarian warehouse structure, the building is historically associated with the Central Door and Lumber Co. and Portland politician and lawyer Joseph Simon.

The Central Door and Lumber Co., was a prominent supplier and manufacturing company in Portland during the early 20th century. The company was the first tenant of the building erected by Joseph Simon at 1301-1315 NW Glisan Street in 1906. According to the Portland City Directory, Central Door and Lumber was a dealer in plate glass, window glass, mirrors, sash, door moldings and general roofing when it opened in 1906.

Alfred F. Biles, president and founder of Central Door and Lumber Co., was born in Brooklyn but spent most of his youth in Los Angeles, where his father was successfully engaged in the contracting business. It was in Los Angeles where Mr. Biles received his public education.

In 1895 Alfred Biles came to Portland as northwestern manager for W. P. Fuller and Co. for whom he had previously sold doors and mill work in Los Angeles. He remained employed with W. P. Fuller and Co. until opening his own business Central Door and Lumber in 1906.

Central Door and Lumber Co. manufactured products for the building industry. The company expanded from manufacturing sash, doors, and wallboard to a large truck and export business dealing in doors, door cut stock, paints, and oils. The company exported to Great Britain, China, Asia, Africa and South America. The company remained in the Simon Building until 1920, when they moved to the east side. Central Door and Lumber Co. continued its operation on the east side until 1940, at which time it appears the principal partners, Herbert Morris and Rupert Parks, established Western Door and Plywood Corp.

1921 marked the arrival of two new tenants in the Simon Building, a musical instrument dealer and a hotel supply company.

Sherman, Clay and Co., based in San Francisco, dealt in a wide array of musical and audio-visual supplies. They were Portland's headquarters for

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pianos, phonographs, records, band instruments as well as equipment for making "personal movies." They remained in the building until 1927.

Dohrman Commercial Co. enjoyed success as a hotel, restaurant, hospital and institutional wholesale outlet of supplies and equipment. A tenant until 1949, the Portland division of Dohrman Commercial Co. was but one of a dozen West Coast divisions of the company. The company is still in business today as the Brodie Dohrman Hotel Supply, currently based out of Seattle.

After nearly two years of vacancy, McCoy Door and Hardware Co. entered into a lease with Otto J. Kraemer in 1951. McCoy Door and Hardware Co. was established c. 1944 by Alton A. McCoy, a former sea captain. Mr. McCoy, who was born in Duluth, Minnesota, began his career as a sea merchant in 1913. He achieved the rank of captain. He moved to Portland in 1944, establishing McCoy Door and Hardware Co. Mr. McCoy was active in operating the firm until the time of his death in 1979 at the age of 80. McCoy Door and Hardware Co. remained in the building until 1980. The company moved to another building a few blocks away in northwest Portland.

Joseph Simon

The Simon Building was constructed c. 1906 by the politically important Joseph Simon. Mr. Simon was born in Germany on February 7, 1851 and moved to Portland with his father as a young boy in 1857. His father enjoyed a successful career in Portland as a merchant, which enabled him to provide well for his four children.

Joseph Simon was educated in Portland's public school system where he was reported to have been a studious scholar. His excellence in academics enabled him to enter the law firm of Mitchell and Dolph in 1870. Here he studied and read law for two years before being admitted to the bar. Before long, Mr. Simon became a senior partner in the firm of Mitchell and Dolph.

In 1877 Joseph Simon began his political career with election to the city council from the second ward. He held this position for three years at which point he declined re-election even though it was offered to him without opposition.

In 1885 Simon was appointed by the governor to the Board of Police Commissioners, a position he held until 1892. In 1894 he was elected a state senator from Multnomah County serving three terms. In 1895 he was appointed president of the senate. Joseph Simon held the position of state senator for 20 years. During that period he held the position of president five times. Simon also served as a United States Senator.

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Mr. Simon enjoyed a successful political career and in 1892 was elected a member of the Republican National Committee from the State of Oregon at a meeting held in Minneapolis in 1902. Joseph Simon is best remembered as one of Portland's most prominent political figures near the turn of the century.

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PARCEL NO.: 10

BUILDING NAME: HISTORIC - Gadsby Building  
COMMON - 1306 NW Hoyt Street

ADDRESS: CURRENT - 1306 NW Hoyt Street  
OLD - 480 Hoyt N

LEGAL DESCRIPTION: Couch's Blk. 88, Lots 5, 8

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Furniture Manufacturer and Warehouse  
CURRENT - Mixed Use

BUILT: 1906

ARCHITECT: Unknown

SIGNIFICANCE: Primary

TENANTS:	1907-1929	Wm. Gadsby and Sons (The House Furnisher)
	1913-1928	C.C. Hexter and Co.
	1914-1926	Healy Brothers
	1929-1954	Holman Transfer Co.
	1930-1931	J.D. Mathews
	1930-1937	Walter M. Sommers
	1931	Ohio Varnish Co.
	1932	Karn Pump Service
	1932	Wayne Co.
	1934-1941	West Coast Sales and Distributing Co.
	1934-1950	Atlantic Sales Corp.
	1938	Bernard M. Head
	1940-1962	Miscellaneous Tenants
	1962-1965	Robinson Transfer and Storage Co.
	1966-1985	Kramer Manufacturing
	1979-1985	Paramount Bedding Co.

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OWNERS:	1906-1964	Gadsby Family Captain William Gadsby Nillie Gadsby Walter Moore Gadsby William Benjamin Gadsby (Ben)
	1965-1981	Omar and B.J. Noles
	1981-1984	Curt R. Hahn
	1984-Present	Bruce Johnson et al.

## DESCRIPTION:

The 1906 Gadsby Building is located on the northwest corner of NW Hoyt Street and 13th Avenue. The building is a four-story-plus-basement, wood framed masonry building. The building is clad in red brick which has been painted over the years. The building is currently painted gray with green trim. It occupies a 100'x100' parcel and is in fair to good condition.

Oriented to the north the building's main elevations are located along the NW Hoyt Street (north) and 13th Avenue (east) elevations. The building is vertically divided on these elevations into four sections; the basement level, the ground floor level, three middle stories capped with a parapet wall and sheet metal flashing. Fire escapes are located on both the north and east elevations. A wooden water tower is situated at the northwest corner of the building.

The north elevation is divided into five bays of equal width with entrances at the b and e bays from east to west at the ground floor level. The bays are divided by brick columns with corbelled tops. The east elevation is divided into seven bays and divided in the same manner as on the north elevation with entrance bays at the b and d bays from north to south and a loading dock at the f bay.

Fenestration of the building includes a pair of four-over-one wood sash windows with brick relieving arch and sill between each column on each floor, excluding the ground floor where entrances or loading docks exist. Each level is divided by a string course of brick. Fenestration throughout the building is the same. Light to the basement is provided by basement windows located at the ground level on the north and east elevations.

The interior of the building is currently in the process of being divided into loft space.



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SIGNIFICANCE:

The 1906 Gadsby Building, built by Captain William Gadsby, is a primary building within the District. The building is a simple brick utilitarian structure and is historically associated with the Gadsby family, Healy Brothers and the Holman Transfer Co.

William Gadsby was born in Birmingham, England in 1859. He enlisted in the British Army and served in India and at Malta and Cyprus in the Russo-Turkish War. Gadsby was married in Bombay, India, and had two sons, Walter and Benjamin.

After a post-military stay in England, Gadsby came to America, where he first engaged in the furniture business in Denver. In 1889 he made his way to Oregon to find a climate suitable to his wife's health. In Portland he opened a small retail store on First and Washington Streets called "The House Furnisher." The company featured a stock of locally manufactured goods. The store survived the Great Flood of 1894, despite six feet of water in the main showroom. In 1898, after twice changing its location on First Street, the establishment moved to 115 SW Washington, where the firm had its main store until 1926.

In 1898, Captain Gadsby left to serve in the Spanish-American War leading Company G, 2nd Oregon National Guard Regiment, to the Philippines. Sons Ben, 17, and Walter, 16, then took over the business for their father. The name of the company at that time was changed to William Gadsby and Sons.

In 1906 the Gadsbys built the warehouse/furniture plant on 13th and Hoyt. In the early 1900s, the store was open from 7 a.m. to 10 p.m. six days a week. To promote sales, the store often carpeted its entire 200 feet of sidewalk. In 1911, the Gadsbys lost their horses in a stable blaze. Undaunted, they converted to gasoline-powered delivery trucks.

The firm opened a second retail store at Second and Morrison in 1914, and a third one at Sixth and Washington in 1926. When the Gadsby firm moved into the newly remodeled Emporium on Sixth and Washington, an Oregonian article from August 2, 1926 described their wide assortment of merchandise, which included living room furniture, occasional pieces, rugs and draperies, linoleum and carpets, bedroom furniture, dining room sets, stoves, ranges, electric appliances and even cooking utensils. The Gadsbys' stock was either locally made or shipped in from Grand Rapids, Michigan, then the furniture manufacturing capitol of America.

In 1929, in the face of the Great Depression, the Gadsbys were forced to begin consolidating their business. They leased the 13th Avenue warehouse to Holman Transfer. A year later the Gadsbys lost their

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Sixth Street location, and moved the entire business back into the original building at First and Washington.

The Gadsby family owned the warehouse until 1964. The furniture company closed its doors in 1953, when Ben Gadsby retired. At the time, it was one of Portland's oldest and most colorful retail stores, and one of the oldest continually run family businesses in the state.

**HEALY BROTHERS**

From 1913 to 1926 Healy Brothers, a furniture manufacturing company, occupied the building at 13th and Hoyt with the Gadsbys. William A. and Frank S. Healy, partners in the business, were born in Vancouver, Washington. The family moved to Portland around 1898. When William Healy was 13, he went to work for Gevurtz Furniture Co., an association that was to last four years. He then became a salesman for F.S. Harmon and Co., working his way up to assistant general manager of their main store in Tacoma.

Frank Healy followed a similar course, starting his business career with Gevurtz Furniture Co. and eventually rising to assistant manager of the Portland branch of F.S. Harmon and Co. In 1909 William and Frank Healy established Healy Brothers which handled jobbing lines of furniture throughout the Northwest. Access to the railroad was obviously important to their business, because their first three locations were all on 13th Avenue. Healy Brothers remained at the 13th and Hoyt location until 1926, when they formed the Portland Furniture Manufacturing Co. and began manufacturing upholstered furniture. By 1927, Portland Furniture had grown so quickly the brothers built a plant that extended from Corbett to Macadam Streets and covered one and six-tenths acres.

On May 11, 1920, a fire at the 13th Avenue warehouse resulted in the death of one workman and damage estimated at \$75,000. The fire started at the bench of the workman who was killed and then swept through the fourth floor. By June the damage had been repaired and the business was in full operation once again.

Portland Furniture Manufacturing Co. merged with the Doernbecher Furniture Co. in 1930. William Healy became vice-president in charge of sales for the company. In the early 1950s, just a few years before his death in 1955, Healy co-founded KLOR-TV, Portland's first television station, and served on the board of directors of Oregon Television, Inc.

Portland after WWI became an important center of furniture manufacturing on the Pacific Coast. In 1919, furniture manufacturers of Portland and the immediate vicinity turned out \$3 million worth of products. According to

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the Oregon Journal, October 7, 1923, "Everything for the convenience and beauty of the home, from doormats to davenport, is manufactured within the boundaries of Portland....her factories are the largest west of Chicago and St. Louis. In furniture circles, she is known as the 'Grand Rapids of the West.'" Oregon-grown woods, including maple, oak, alder and fir, were used almost exclusively by the manufacturers. Both the Healy and Gadsby companies contributed to Portland's success in this industry.

## HOLMAN TRANSFER

Holman Transfer Co. was another major tenant, occupying the building from 1929 to 1954. Founded by Captain Charles Holman and his younger brother Jack in 1864, Holman Transfer was first a drayage company, then a warehousing service and, later, a trucking company of national repute.

Captain Holman was born in London in 1833. The son of a tailor, Holman journeyed across the Great Plains and arrived in Portland in 1852. Over the next few years Holman engaged in a number of different trades, including mercantilist, farmer, and bookseller. In 1862 he built the steamer John H. Couch, which he captained between Portland and Astoria until 1865 when he sold the boat to the Oregon Steamship Navigation Co. Then in 1864 Holman co-founded the Holman Transfer Co., an enterprise that was to claim his attention until his death in 1886.

The Holman Brothers ran the business until 1900, when they sold it to Samson Herman. H.M. Clark took over management of the company after Herman died in 1924. Clark later acquired the business in 1930 for \$48,000. By 1940 Clark had built the company to the point where it owned 30,000 square feet of warehouse space and operated 80,000. The company grew from more than ten times its 1940 size by 1968.

In 1954 Holman Transfer moved from the warehouse. Various tenants followed, including Robinson Transfer and Storage Co. (1962-1965) and Kramer Manufacturing, wholesale furniture, beginning in 1966. The building currently provides loft space to a mixture of tenants.

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PARCEL NO.: 11

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BUILDING NAME: HISTORIC - 600 NW 14th Avenue  
COMMON - Same

ADDRESS: CURRENT - 600 NW 14th Avenue  
OLD - Does not apply

LEGAL DESCRIPTION: Couch's Blk. 119, Lots 1-4

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Warehouse  
CURRENT - Warehouse

BUILT: 1945

ARCHITECT: Wolff and Phillips

SIGNIFICANCE: Compatible Contributing

TENANTS:	1945-1957	Appliance Wholesalers
	1957-1959	Vacant
	1960-1962	Hunting Roberts, Inc.
	1963-c.1983	Steelcase, Inc.
	1975-c.1983	Kubli-Howell Co., Inc.
	c. 1985-present	Rose City Van and Storage
	c. 1985-present	Pitney Bowes

OWNERS:	1944-1947	Guy A. Jolivette and Fred H. Reimers
	1947-1959	Frank Investment Co.
	1959-1974	Hunting-Roberts, Inc.
	1974-1984	Kubli Howell Co.
	1984-present	Pryor N. Adskim and Stanley Lofstedt Force Four Investment

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**DESCRIPTION:**

The building located at 600 NW 14th Avenue, designed by the architecture firm of Wolff and Phillips, is a one and two story reinforced concrete structure. It occupies the south half of Block 119, a 100'x200' parcel, and is oriented to the southwest. Salient features include continuous wrap around steel sash industrial type window banks at ground and second story levels and a "streamlined modern" rounded street corner bay at 13th Avenue and Hoyt where the entrance, framed by rounded glass block panels, is located.

**SIGNIFICANCE**

The 600 NW 14th Avenue Building, designed by the architecture firm of Wolff and Philips is compatible, generally, in terms of scale and articulation within the majority of buildings in the district.

The building was erected in 1945 by Reimers and Jolivette, contractors and owners of the property at the time. The first tenant was Appliance Wholesalers, an electrical appliance wholesaler, which occupied the space from 1945 to 1957. In 1947 Fred H. Reimers sold the building to Frank Investment Corp. which was associated with the Meier and Frank family empire. After Appliance Wholesalers left the building in 1957, it was vacant for a year. Then in 1959 Frank Investment sold the building to Hunting-Roberts, Inc., an office furniture manufacturer, who occupied it until 1962.

Hunting-Roberts, Inc. was involved with Steelcase Inc., a large nationwide office furniture company. In 1959 they took a mortgage from Steelcase on the 13th Avenue property. By 1963 Steelcase was listed in Polk's City Directory as the tenant and eventually acquired ownership, remaining in the building until 1984. Kubli-Howell Co., Inc., another furniture company, shared space with Steelcase from 1975 to 1984. The property transferred from Steelcase to Kubli-Howell Co., Inc. by 1979. In 1985 the officers of Kubli-Howell Co., Inc. sold the property to Force Four Investment, the present owner. Rose City Van and Storage and Pitney Bowes service department are currently tenants.

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PARCEL NO.: 12

BUILDING NAME: HISTORIC - Blumauer-Frank Building  
COMMON - McKesson and Robbins Building

ADDRESS: CURRENT - 630 NW 14th Avenue  
OLD - Does not apply

LEGAL DESCRIPTION: Couch's Blk. 119, Lots 5-8

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Drug Manufacturing and Warehouse  
CURRENT - Warehousing

BUILT: 1924

ARCHITECT: Sutton and Whitney

SIGNIFICANCE: Secondary

TENANTS:	1925-1937	Blumauer-Frank Drug Co.
	1938-1981	McKesson and Robbins, Inc.
	1969-1974	Elanco Products Co.
	1982-1985	Vacant

OWNERS:	1918-1976	Fannie Frank
	1976-1986	Frank Investment Corp. William Jewett

DESCRIPTION:

The 1924 Blumauer-Frank Building designed by the architecture firm of Sutton and Whitney is located along NW Irving Street, between NW 13th and 14th Avenues. The building occupies a 100'x200' half-block parcel. The building is a seven-story reinforced concrete utilitarian structure in simplified classical style, with sand coat finish painted blue-gray. Other features of the building include pilaster-like piers, compound pilasters at the building corners, spandrels, industrial windows, a simplified entablature at the roof line, and a corrugated, galvanized metal sky bridge connecting it with the warehouse across 14th Avenue.

The building is oriented to the west and is rectangular in plan. The three major (or street-facing) elevations are divided vertically into three

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sections; the basement and ground story, the six upper stories, separated from the base by a concrete belt-course or molding, are capped by a simplified entablature at the parapet.

The building's ground story rises from a concrete foundation to a narrow belt course of molding that divides the basement from the first floor, and which provides sills for most ground story windows. On the 200-foot-long Irving Street, or north elevation, there are 11 window or door openings between 12 poured concrete piers. Windows throughout the building are multi-paned industrial steel sash windows.

On the 100-foot long 13th Avenue or east elevation ground story there are three metal rolling doors, the outer two of which are about the same size as those on the north elevation, with a third and somewhat smaller one between them. The main entrance of the building is located on the 100-foot long west or 14th Avenue elevation.

The south or inner block elevation is undecorated and unfaced with a sand coat finish painted blue gray as with the other elevations. This elevation has windows at the second, fourth and sixth stories. The building is in good condition.

## SIGNIFICANCE

The 1929 Blumauer-Frank Building, designed by the architectural firm of Sutton and Whitney, is a secondary building in the District. The building is a good example of reinforced concrete construction and is the tallest building in the District. Historically the building is associated with the Blumauer-Frank Drug Co., the McKesson-Robbins Drug Co. and Louis Blumauer and Emil Frank.

The building was built for use by the Blumauer-Frank Drug Co., wholesale druggist and manufacturing pharmacists, in 1924-25. The structure was designed specifically with the needs of the company in mind by the architecture firm of Sutton and Whitney. The company signed a 20-year lease on the new building with Fannie Frank, owner of the property and sister-in-law of Emil Frank, partner in the firm of Blumauer-Frank.

Emil Frank, as head of the company in 1924, traveled with the architect Harrison B. Whitney to San Francisco where they visited other major pharmaceutical houses to obtain ideas for incorporation into the new building. The seven-story fireproof structure of reinforced concrete had a total of 160,000 square feet. The building was equipped with two freight elevators and one passenger elevator. Spiral chutes and gravity conveyors were provided for prompt assembly of orders. Modern offices and display rooms were also constructed and a modern laboratory was installed. The cost of the building was estimated at \$300,000.

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The Blumauer-Frank Drug Co. was incorporated in 1890 by Louis Blumauer and Emil Frank to engage in the wholesale drug business. Frank became partners with Blumauer in 1890 for the purpose of expanding from Blumauer's retail drug business into a wholesale business. The company expanded quickly, necessitating first a move from their original location on 4th between Alder and Morrison to larger quarters at NW 8th and Everett. Seventeen years later they moved to the 14th and Irving location.

Blumauer-Frank Drug Co. carried a large variety of pharmaceutical drugs and equipment and supplies related to the operation of a drug store of the period. In the 1930 Portland City Directory Blumauer-Frank Drug Co. was listed as being suppliers of chemicals, potent medicines and druggist sundries. The company handled perfumes, toiletries, Hormel hams, soda fountain supplies, wines, cordials, pipes, Goodrich rubber sundries, hair nets, flashlights and batteries, Amity leather products, Parker pens and pencils, camera film, West clocks, Cooper blades, and a wide variety of pharmaceutical preparations.

The company also handled soda fountains, store fixtures, showcases, carbonators and offered to counsel their clients in store planning and merchandising.

Emil Frank's son, Henry T., was president of the firm after Blumauer's death, and held that office at the time of the sale of the business to McKesson and Robbins, Inc. in 1937.

**LOUIS BLUMAUER**

Louis Blumauer, original president of the Blumauer-Frank Drug Co., a native of Portland, was born in 1856, son of Simon Blumauer, a native of Bavaria. Simon Blumauer emigrated to the U. S. in 1848 settling in New York and engaging in the mercantile business.

In 1853 Simon Blumauer purchased an increased stock of goods and started for Portland by way of the Isthmus of Panama. After his arrival in Portland, Simon Blumauer formed a co-partnership under the name Blumauer and Rosenblatt, a successful general mercantile business. In 1873 he retired from active business. Blumauer held several pieces of real estate in the Portland area.



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Louis Blumauer, the son of Simon, was educated in Portland and attended the New York College of Pharmacy, graduating in 1876. After returning to Portland he became a partner in the firm of Blumauer and Huebner, a retail drug store located between Morrison and Yamhill. Two years later Blumauer purchased the entire interest in the company and continued successfully on under the name of Blumauer and Co. until 1890. At this point, the company was incorporated into Blumauer-Frank Drug Co. The company enjoyed great success, becoming a major independent wholesale drug company. Blumauer remained president until his death on May 5, 1906.

### **EMIL FRANK**

Emil Frank, a native of Germany came to Portland from San Francisco. It was in San Francisco that Frank first became acquainted with Aaron Meier. Frank went to work in Meier's mercantile business as a clerk in 1870. Emil's brother Sigmund emigrated to the U. S. in the same year, joining the firm two years later in 1872. In 1873 Aaron Meier made Emil Frank partner and the important company of Meier and Frank was established. In 1884 Sigmund Frank became a partner in the firm, marrying Meier's only daughter, Fannie, in 1885.

In 1888 Emil Frank left the business of Meier and Frank selling his interest to his brother Sigmund Frank and Aaron Meier. Two years later in 1890 Emil became a partner in the new firm of Blumauer-Frank Drug Co.

After 47 years in the wholesale drug business, Blumauer-Frank Drug Co. sold its assets, including all accounts and fixtures to McKesson & Robbins, Inc., a national pharmaceutical house in 1937. The Frank family continued to own the property, leasing it to McKesson and Robbins, Inc. In 1976 the Frank family sold the property to William Jewett.

### **McKESSON-ROBBINS**

The national pharmaceutical firm of McKesson and Robbins had its beginnings in New York City in 1833. In a small shop in the city's financial district, John McKesson and Charles Olcott founded a business to import and wholesale therapeutic drugs and chemicals. The business grew quickly, stocking the medicine chests of the many ships doing trade between New York and Europe. The company carried imported drugs from Europe and medicinal herbs, roots and spices from the Shaker colonies in Pennsylvania.

Daniel Robbins joined the firm as an assistant, becoming a partner seven years later. The firm was renamed after Olcott's death in 1853, McKesson and Robbins.

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The 1850s saw the expansion of the company's offerings to include exotic oils, perfumes, sponges and a stock of bristle brushes claimed to be the largest in the world. In 1855 the company started the manufacture of drugs, being among the first in the country.

At the turn of the century, McKesson and Robbins was faced with competition from newer firms in the Midwest and heavy tariffs on imported goods. As a result, by 1926 the wholesale business was shut down and the manufacturing end of the business was sold to Dr. F. Donald Coster for \$1 million.

Through Coster's efforts, the company was revitalized using marketing and distribution schemes. From 1926 to 1939 Coster, in order to revitalize the firm and the fledging wholesale drug industry, persuaded many of the nation's largest wholesale drug distributors to become subsidiaries. Individual retailers could buy stock in the parent company created by the mergers. Subsidiary companies were offered the "McKesson Plan of Service", which included modern selling techniques and the full line of McKesson and Robbins products.

As a result, a nationwide McKesson and Robbins network was spread across the country. The company's profits reached \$4.1 million on sales of an unprecedented \$140 million in 1929.

With a solid base, the company weathered the market crash of 1929 and the ensuing Depression. In 1933 with Prohibition repealed, McKesson and Robbins opened a liquor wholesale and distributing business, a forerunner of today's Wine and Spirit Group.

In 1939 it was discovered that the company's Crude Drug Division, created and managed completely by Coster, was not a legitimate business. The company had been used to inflate the company's profits allowing Coster to embezzle approximately \$3 million. What was perhaps more scandalous was the fact that Coster was really an ex-convict named Phillip Musica, who had twice served terms for business swindles. The entire episode came to an abrupt end when Coster committed suicide.

The company amazingly recovered from this affair, and by 1945 was ready to expand and face postwar American's needs. Synthetic rubber, plastic, and other chemicals formulated for wartime use were being evaluated for general use. McKesson and Robbins responded by starting a chemical department.

Throughout the 1950s and 1960s the company continued to thrive. In 1967, McKesson & Robbins merged with Foremost Dairies, who had previously purchased McKesson and Robbins Sparkletts and Alhambra bottled water companies. The new company was called Foremost-McKesson.

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In 1976 Foremost-McKesson embarked on a five-year plan to improve profitability and efficiency. The company reinvested its money in businesses, promising growth and a solid return on investment. Moving investments out of slow-growth business. The Dairy Division was sold in 1982 and the name changed to McKesson.

Today the company is considered an important leader in the distribution of drugs and health care products, wine and spirits, chemicals and bottled water. The company boasts 12,700 employees working in more than 300 locations in 42 states.

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PARCEL NO.: 13

BUILDING NAME: HISTORIC - Crane Building  
COMMON - Crane Building

ADDRESS: CURRENT - 710 and 712 NW 14th Avenue  
OLD - 160-164 14th N

LEGAL DESCRIPTION: Couch's Blk. 124, Lots 1, 2, 3, 4

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Warehouse  
CURRENT - Light Industrial, Warehouse

BUILT: c. 1910

ARCHITECT: W.C. Knighton

SIGNIFICANCE: Primary

TENANTS:	1910-1964	Crane Co.
	1964-1985	American Rag and Metal Co.
	1964-1985	Pioneer Wiping Co. (Pioneer Sterilized Wiping Cloth Co.)
	1968-Present	Miscellaneous Other Tenants
	1985-Present	Architectural Signing Northwest, Inc.

OWNERS:	1907-1964	R. T. and E. H. Crane
		Crane Co.
	1964-Present	American Rag and Metal Co.

DESCRIPTION:

The 1909 Crane Co. Building, designed by Portland architect W.C. Knighton, is located on the southern half of Block 124. The building is situated on a 100'x200' parcel and consists of two connected buildings. On the east 100'x100' parcel is a one-story structure and on the west 100'x100' parcel is a six-story structure. There is a full basement under both halves of the building. The building is a steel reinforced concrete building with red colored masonry walls. The building is similar in design to other Crane Co. buildings located throughout the country.

Oriented to the west, the building has 200' of frontage on NW Irving Street and 100' on both 13th and 14th Avenues. The main building originally

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served as warehouse, manufacturing and office space while the eastern section served as a warehouse and loading area. The main building is vertically divided into four sections: the base or ground floor level, four upper levels divided from the first floor by a stone belt course, an attic level separated from the upper levels by a second stone belt course and capped with a pedimented cornice and parapet wall.

The east and south elevations of the main building are identical with the exception of the main entrance bay centered on the west elevation. The ground floor consists of a stone base and a series of one-over-one, double-hung wood sash windows with transom. The transoms are divided vertically into three sections. The windows are evenly spaced with the exception of the corners and are divided by brick piers. The ground story windows rise from the stone base and almost reach the second floor level. The main entrance on the west elevation consists of a set of double-hung wood doors with a single glass panel, flanked by sidelights with a four-light transom. The wood entrance is flanked by two paneled concrete pilasters with Knighton's stylized brackets. The upper levels are symmetrical and consist of five bays divided by brick piers. The center bay has a set of four windows and is flanked on each side with a two-window bay which in turn is flanked by a one-window bay. These bays carry through to the cornice and cap of the parapet wall. The center bay has a pediment with a stone panel with raised letters that read "CRANE CO." The windows on the second floor level are identical to the windows on the ground floor. The windows on the remaining portions of the building are six-over-six, double-hung wood sash windows. The fenestration of the east elevation is the same as the west and south elevation with the exception that the facade is not divided into bays.

The second half of the building located to the east has a brick facade on the south elevation made up of a stone base fenestrated ground floor level, simple cornice and parapet wall. Behind the brick facade is a sheetmetal roofed structure. A loading dock is located along the east elevation.

The overall condition of the building is good despite a recent fire.

### SIGNIFICANCE:

The 1909 Crane Building is ranked a primary structure within the District. The building is an excellent example of the work of noted Portland architect W.C. Knighton and is perhaps the most architecturally distinguished building in the District. The building is historically significant for its associations with the nationally known Crane Co.

Crane Co. started as a small brass foundry in Chicago, Illinois. Richard Teller Crane arrived in Chicago in 1855. After surveying the possible

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business prospects he opened a small brass foundry in the corner of his uncle Martin Ryerson's lumberyard. The small building was completed July 3rd of that year and Crane, who was anxious to see how the furnaces and sand would work, began business the next day on the 4th of July. The sand was found on the premises and the first castings were couplings used in connecting lightning rods.

With excellent business prospects, Crane sent for his brother Charles S. Crane. Shortly after his arrival the company expanded into the making and finishing of brass goods as well as the manufacturing of other products which offered opportunities for growth. Some of the products the company produced were steam-warmers, elevators, air brakes and machinery manufacture including pulleys, shafting, steam engines and steam pumps. All of these enterprises were eventually discontinued as the company became more focused, specializing in the valve and fitting business.

The Crane Co. from its early beginnings continually increased the variety and sizes of the products it manufactured related to plumbing. Important products included stationary, marine and locomotive pop safety valves, drainage fittings, extra heavy brass and iron valves and fittings, hydraulic valves and fittings, steam traps, steam and oil separators, malleable and ferrosteeel companion flanges, electrically and hydraulically operated and steam activated valves and a complete line of flat band fittings.

The company had the capacity to turn out complete piping equipment for power plants. Equipment was also available for binding and threading all sizes of pipe and welding or rolling flanges on it. In 1905 the company offered a line of over 10,000 different products.

Mr. Crane was quick to see that in the specialized business of valves and fittings the manufacturer must constantly be designing and building labor-saving machinery. The quality and design of the goods, along with the development of new lines of goods, were important.

In 1865 the business was incorporated by Richard T. Crane, Charles S. Crane, Martin Ryerson, Eilphalet W. Blatchford, and Charles H. Holden, with the name being changed from R.T. Crane and Brothers to North Western Manufacturing Co. Later in 1872 the name Crane Brothers Manufacturing Co. was adopted. The name was abbreviated in 1890 to Crane Co.

Important to the development of the Crane Co. was its system of branch houses which insured large and steady sales. This system enabled the company to devote its resources and energies to a single line of manufacture. As a result, the company was able to use specialized automatic machinery. Twenty-five branch houses had been established by

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1905. All branches except the New York branch carried a complete stock of plumbing supplies.

A branch house was established in Portland, Oregon on March 10, 1893, first occupying a storeroom 25'x100' in size at 20 N Front Street. The company later moved to 14-16 Front Street where it occupied three stories and a basement. Continued growth prompted a move to Second and Ash Streets (The New Market Annex) where the firm remained until 1909 at which time the company constructed the building at 710 and 712 NW 14th Avenue.

Crane Co. began work on their new building on June 13, 1908 with W.C. Knighton as architect. It was necessary to construct a stout building in order to handle the plumbing and steam-fitting supplies. Crane Co. buildings in other cities were of the same general appearance as the Portland building with slight variations. This leads one to believe that the company may have had a general plan that they would make available to a local architect and allow the architect to put his own personal touch on the building.

The Crane Co. Building was considered a notable addition to the warehouse district. As reported in the June 13, 1908 Oregonian, Northwest Portland was rapidly assuming proportions that would make it the center of the wholesale business of the city. It should also be noted that the purchase price of the property alone was indicative of the fact that attention was focusing on this area. J.M. Leiter and L.L. Palmer sold to R.T. Crane, Blk. 124, Lots 1-4 in Couch's Addition in July, 1907 for \$50,000, an inflated price for the times.

The territory served by the Portland branch house included Oregon, southwestern Washington and the area south of the Snake River in Washington and as far east as Boise, Idaho. In Lockley's History of the Columbia River Valley published in 1928, it is written that the Portland branch house employed 20 salesmen to cover this territory. One hundred ten employees operated the offices and warehouses. Payroll amounted to a quarter of a million dollars annually.

Crane Co. was a wholesaler. In 1928 the company manufactured over 30,000 items, which represented only a third of the articles handled by it. Lockley notes that Crane Co. was the largest concern of its kind in the world at that time.

A history of the Crane Co. in Portland would not be complete without mentioning Frederick A. Nitchy, the first manager of the branch house in Portland. Frederick Nitchy was born in Missouri in April 1865, son of F.A. and Augusta Nitchy. He completed high school and took a course in a business college. He learned the trade of a machinist, a line of work he pursued for six years. In 1888 he went to work for Crane Co. where he

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remained except for a brief period of three years until his retirement in 1938. He started out handling a truck and advanced through different positions with the company until 1893 at which time he was made department manager at the Portland branch. In 1897 he was promoted to the position of Northwest district manager. Over the years Mr. Nitchy built a good reputation for himself and for the company.

Richard Teller Crane, the founder of the Crane Co., was born in Patterson, New Jersey, May 15, 1832. It was from his father that he inherited an unusual mechanical ability and ingenuity. Since the family was poor, the children went to work at an early age. Crane worked in the brass shop of John Benson in Brooklyn. Determining the brass business not to his liking, he moved to New York City where he was employed in the machine shops of the Taylor Printing Press Works and later the shops of Hoc and Co. Due to his natural abilities he soon earned the wages of a journeyman machinist. He moved to Chicago in 1855 where he started Crane Co.

The Crane Co. remained in Portland, Oregon at the 710 and 712 NW 14th Avenue address until 1964 at which time they sold the property to American Rag and Metal Co. The city directory for that year listed as tenants American Rag and Metal Co. and Pioneer Wiping Cloth Co., later called Pioneer Sterilized Wiping Cloth Co. Both American Rag and Metal Co. and Pioneer Sterilized Wiping Cloth Co. are owned by Joseph J. Rosenthal and Herman Davis, current owners of the building.

Other tenants besides American Rag and Metal Co. and Pioneer Sterilized Wiping Cloth Co. between the years 1965 and 1985 included Ashley Sparke Distributors Inc., Rumpelstiltskin's Craft Shop Inc. and Architectural Signing Northwest Inc., a current tenant.



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**PARCEL NO.: 14**

BUILDING NAME: HISTORIC - Wool Growers Building  
COMMON - Oregon School of Design/Mini-Storage Building

ADDRESS: CURRENT - 726-734 NW 14th Avenue  
OLD - 214 14th N

LEGAL DESCRIPTION: Couch's Blk. 124, Lots 5-8

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Furniture Manufacturing and Warehouse  
CURRENT - Oregon School of Design/Mini-Storage

BUILT: 1905

ARCHITECT: Unknown

SIGNIFICANCE: Primary

TENANTS:	1906-1932	F.S. Harmon and Co.
	1928-1936	E.C. Hexter and Co.
	1933-1934	David Russell Trucking
	1935-1972	Pacific Wool Growers
	1938-1943-44	Mult. Co. Relief Committee (Mult. Co. Public Welfare Commission)
	1938-1957	Colonial Warehouse and Storage
	1945-Present	Miscellaneous tenants including Western Crude Drug Co., Inc. Oregon School of Design

OWNERS:	1905-1906	E. R. Richardson
	1906-1935	Edward Campbell/Maud Rhodes
	1935-1967	Pacific Wool Growers
	1967-1980	Alfred C. and Morris Shenker
	1980-Present	Johnson Street Investment Co.

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DESCRIPTION:

The 1905 Wool Growers Building is located on NW Johnson Street, between NW 13th and 14th Avenues, on a 100'x200' parcel. The building is a four-story wood-framed brick building. Designer of the building is unknown.

Oriented to the west, the primary facade of the building fronts NW 14th Avenue. The secondary elevations front NW 13th Avenue and Johnson Street. Ornamentation on the building is minimal.

Vertically the building is divided into five sections. Each floor and the parapet is delineated by a corbelled belt course. The building is void of any vertical defining features. Thus the building has a strong horizontal appearance.

The principal west facade at the first-floor level has two similar entrances, flanked on their respective outer sides by pairs of vertically rectangular window openings, and a third such pair between them. The two entrances each include a wood-frame plate-glass door, with paneled sidelights and transom. Both entrances are under segmental relieving arches. The windows along the west elevation are in pairs of two, two-over-two, double-hung wood sash windows with relieving arches evenly spaced between the entrances. A corbelled belt course, interrupted only by the two entrances, runs along the lower edges of the window openings, forming the first floor window sills.

The upper three stories have five window openings, evenly spaced, with relieving arches. Each opening includes a central four-light sash window, separated by wood mullions from somewhat narrower four-light sash windows on each side. The original four-light windows have been altered in two instances: one to one light, and the other to three lights. Corbelled belt courses run along the base of each story and along the lower edges of their respective window openings, forming the sills. Just above the fourth-story windows there is a corbelled-brick table forming a cornice. The parapet which has been painted white is topped by a metal coping.

The same window openings and windows, corbelled belt courses and cornices, parapets and copings are repeated on the upper three stories of the north and east facades. The north facade is twice the length of the west facade, thus each story on the north side has 12 window openings.

On the first story of the north facade there are two entrance openings, which are primarily for admittance of freight and storage. They are located on eastward (or left) half of the north facade. The widest opening nearest the center is the result of a 1981 remodeling. Both entrances have green painted metal canopies. Wood posts and an iron beam (with new brickwork) carry the weight of the brick wall above the entrance remodeled

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in 1981. Its companion entrance may be original, as it shows less evidence of structural alteration.

There are two four-over-two, double-hung wood sash windows, with segmental relieving arches between the two Johnson Street entrances. Ten identical window openings as just described are located on the first-story facade west of the large and more central entrance. At the basement level there are six cemented-over, segmental-arched window openings below a corresponding number of first-story windows.

A fire escape and standpipes are located at the center of the Johnson Street facade. They are in a space unoccupied by windows that divides the fenestration of the three upper stories of this facade into east and west parts with groups of six windows each per story.

On the first story of the east facade, facing NW 13th Avenue, there are two freight openings serviced by a loading dock. The two entrance openings originally were under segmental relieving arches but during one of the building's remodelings, the openings were lowered slightly (and the one nearest the NW 13th Avenue-Johnson Street corner widened) by installing iron beams bolted to additional brickwork under the original segmental arch. Both entrances have corrugated iron rolling doors painted gray-green. There is an unpainted corrugated iron canopy above the right-hand (or north-most) entrance, which appears to be an addition.

The remaining upper three stories of the east facade have five evenly spaced windows identical to those found on the other upper floors, including the corbelled belt to form the window sills. The corbelled table cornice and parapet above are the same as the other west- and north-facing facades. At the foot of the east facade there is a wood-frame, planked loading dock. A fire escape and standpipes are located in the center of the facade.

The building's south-facing facade consists of brick uninterrupted by windows or other openings. The view of the south-facing elevation is obstructed by the buildings abutting it. It does, however, continue the corbelled belt course at the top of the first story.

The existing overall condition of the building is good. The interior is used for mini-storage and houses the Oregon School of Design.

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SIGNIFICANCE:

The 1905 Wool Growers Building is a primary structure within the District. This utilitarian warehouse is located on a 100'x200' lot located between 13th and 14th Avenue on the south side of Johnson Street. Historically the building is associated with F.S. Harmon and Co. and the Pacific Wool Growers Association.

The Wool Growers Building was built in 1905 by E.R. Richardson. Richardson purchased the land from the American Laundry Co. for \$20,000 in 1905. In 1906 Richardson sold the property to Edward Campbell for \$85,000. Campbell owned the building until 1919.

Beginning in 1905, F.S. Harmon and Co., a large Tacoma-based furniture manufacturer, leased the four-story building from Richardson and then Campbell. The building housed their growing Portland wholesale operation which was established in 1900. The Portland Telegram, April 10, 1920, called F.S. Harmon "...one of the largest, if not the largest, home furnishing companies on the Coast." F.S. Harmon Co. occupied the building from 1906 to 1932.

F.S. Harmon was born July 28, 1856 in Sheboygan County, Wisconsin, to Henry C. and Sarah (Smith) Harmon. The Harmon family ancestors were early immigrants, arriving in Plymouth, Massachusetts from Wales just 17 years after the Mayflower. In Wisconsin, Harmon received his education at local schools and at age 13 went to work in a bookstore in Sioux City. Ten years later he opened his own book and stationery store in Chicago. Harmon sold out after two years and returned to Sioux City. Having heard stories of the great business prospects in the West, in 1882 Harmon traveled to the Puget Sound area of Washington with three other young men.

Harmon left the Puget Sound area to work in Portland only to return a short time later to start a business in Tacoma. There he formed a partnership under the name of A. Parker and Co. and opened one of the first furniture stores in Tacoma. The business went through several difficulties, including a fire and the effects of a widespread financial depression, but was eventually very successful. In 1888 he sold the retail store and bought the Tacoma Furniture Manufacturing Co., thus establishing the wholesale firm of F.S. Harmon and Co., furniture manufacturers.

Harmon and Co. manufactured and served as agents for a huge line of furniture and related products, including baby carriages, carpets, rugs and linoleum, chairs, tables and dining room furniture, overstuffed furniture and phonographs. In 1900 Harmon and Co. established a branch house in Portland, followed by a branch in Spokane in 1904 and one in Seattle in 1909. In 1908 Harmon erected an eight-story, 150,000 square foot warehouse and repository in Tacoma. According to the Journal of the Western

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Furniture Industry, November 1920, Harmon's Portland facility was equipped with "...all the latest and most improved machinery, and all the safeguards for the preservation of health and the prevention of accidents, including a battery of excelsior machines."

The firm of F.S. Harmon and Co. covered the territory of the United States west of Denver and north of San Francisco and extending into British Columbia, Alaska, Canada and the Hawaiian Islands. At its peak in the 1920s, F.S. Harmon was considered the largest furniture company on the Pacific Coast.

Beginning in 1928, E.C. Hexter and Co., a wholesale stove and housewares distributor, occupied the building with F.S. Harmon and Co. Between 1913 and 1928 Hexter and Co. was located in the Gadsby Building, located at 1306 NW Hoyt Street (Building #10 in the District). The business was established by Levi Hexter and Levi May in Lewiston, Idaho in 1866, under the name Hexter May Co. Hexter May Co. moved into its first Portland location, on Front Street, in 1872. Their main product was Iron King cookstoves, which were shipped around Cape Horn in pieces and assembled at the company warehouse in Portland. Later, they engaged in the sheet metal business as well.

Levi May died in 1908 and his interest in the business was bought out by the Hexters. The firm name was changed to E.C. Hexter and Co. in 1910. Nine years later Edgar C. Hexter, Levi Hexter's grandson, acquired sole ownership. Edgar Hexter was born in Portland on May 16, 1891 and attended Portland schools and Oregon State College. By 1928 E.C. Hexter Co. was a thriving wholesale stove and household goods distributorship with six traveling representatives covering Oregon, Washington and Idaho.

In 1933 David Russell Trucking occupied the space vacated by F.S. Harmon and Co. next door to E.C. Hexter and Co. David Russell Trucking remained in the space through 1934.

In 1935, the Pacific Wool Growers Association, a cooperative wool marketing association with 2,000 grower-members in seven western states and Alaska, bought the building from Maud Rhodes for use as office and warehouse space. E.C. Hexter and Co. shared the building with the Pacific Wool Growers until 1936.

The facility was modified to accommodate wool storage and handling. The well-lit top floor was used for grading wool. The railroad tracks and truck loading platforms made this a particularly well suited location for the Pacific Wool Growers. The offices of the association were located on the first floor. Wegman and Son directed the remodeling of the first floor according to plans drawn by Portland architect Richard Sundeleaf. The

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Oregonian of March 24, 1935 called the transaction "one of the most important sales of industrial property made this year in Portland."

The Pacific Wool Growers Association was founded by a 15-member committee in 1921 for the express purpose of stimulating the national market for West Coast wool. Portland was chosen as the group's headquarters because it seemed the logical centralization point to establish close contact with the Pacific Coast rails and also provide port facilities for shipping to eastern mill centers at low-cost water rates.

By 1928 the Pacific Wool Growers Association was the largest cooperative wool marketing association in the U.S. in volume of wool handled. It had 3,300 grower-members who owned one million sheep, and maintained offices and warehouses in Boston and San Francisco, with the home office in Portland. In the first seven years it sold 30 million pounds of wool and mohair for approximately \$12 million. At the same time, Pacific Wool Growers succeeded in reducing the marketing costs to the grower from the 2 1/2 cents per pound charged by commission firms in pre-association days to 1 1/4 cents per pound by 1941. The Pacific Wool Growers Association was strictly cooperative in nature, and all benefits, profits or services accrued to each member shipper in proportion to the amount of wool shipped.

Roy A. Ward, one of the association's original founders, shepherded the Pacific Wool Growers Association through its first 42 years in business as its manager. Ward, the son of a paper mill executive, was born in Chicago in 1892 and graduated from Colorado Agricultural College in 1913. Ward was an important figure in northwest and national commerce throughout his career. He served as the director of several national organizations including the National Wool Marketing Council of the United States, the American Sheep Producers Council, and the National Co-operative Council. He also served as president of the Portland Wool Trade Association, the Western Wool Handlers Association, and the Agriculture Cooperative Council of Oregon. He was also a director of the Portland Chamber of Commerce for 17 years.

In the late 1940s the Pacific Wool Growers Association experienced a severe decline in the production of wool, dropping from 19 million pounds to 8 million pounds a year. By the time Ward retired in 1963, however, membership was at an all-time high of 4,000, and the organization seemed back on track. Bruce Arnold, who succeeded Ward, was a wool marketing specialist with 23 years of experience. Ward played a leading role in the development of the Pacific International Livestock Exposition wool show, the largest of its kind in the United States in 1967.

In 1967 Pacific Wool Growers discontinued its role of actively marketing the members' wool and began to operate solely as a warehouse facility. Membership was down to 3,000 growers, and the wool market was in a serious

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slump. In June of that year the Pacific Wool Growers Association sold the Wool Growers Building to Alfred L. and Morris S. Shenker and continued to lease space in the building until 1972. In 1973 the association was completely disbanded.

In 1938 Colonial Warehouse and Storage and the Multnomah County Relief Committee leased space in the building. The Relief Committee remained in the building until 1943, changing its name to Multnomah County Public Welfare Commission in 1940. Colonial Warehouse and Storage remained until 1957.

Beginning in 1949 several companies shared the building with Pacific Wool Growers. These companies included the Aleutian Livestock Co., Otto Castro Co. Insulation Contractors, Acoustics Northwest Contractors, Western Crude Drug Co., Inc. and Penick and Co. Wholesale.

The building was vacant in 1974. In 1975, the Gerber Advertising Agency took over the space formerly occupied by Pacific Wool Growers. In 1980 the building was leased to Wayne Stevens and Co., a dealer in law books.

Today the building is owned by Johnson Street Investment Co. and is used for mini-warehouse space and the Oregon School of Design.

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**PARCEL NO.: 15**

**BUILDING NAME:** HISTORIC - Prael, Hegele Building  
COMMON - Maddox Building

**ADDRESS:** CURRENT - 1231 NW Hoyt Street  
OLD - 469-475 Hoyt Street

**LEGAL DESCRIPTION:** Couch's Blk. 118, Lots 2, 3

**QUARTER SECTION:** 2928

**RESOURCE TYPE:** Building

**USE:** ORIGINAL - Warehousing  
CURRENT - Loft Space

**BUILT:** 1906

**ARCHITECT:** W.C. Knighton, J.T. Wilding

**SIGNIFICANCE:** Primary

<b>TENANTS:</b>	1907-1916	Prael Hegele and Co.
	1917-1924	Unknown
	1924-1960s	Phil Transfer Co.
	1924-	Numerous Miscellaneous Tenants
	1961-1985	Maddox Transfer with Others
	1986	Various

<b>OWNERS:</b>	1889-1961	Breyman Family Werner and Eugene Breyman R. B. Boise (son-in-law of Eugene) Chandler Percy Brown (grandson of Werner) Werner Breyman Brown (grandson of Werner) Anna B. Prael (daughter of Werner) Minnie B. Boise (daughter of Eugene) R. Lucille Boise (granddaughter of Eugene)
	1961-1981	Maddox Transfer Co.
	1981-1984	Ervin A. Maddox, et al
	1984-Present	Hoyt Building Investors



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DESCRIPTION:

The 1906 Prael, Hegele Building, designed by the architecture firm of W.C. Knighton and his associate at the time, J.T. Wilding, is a four-story, wood-framed structure clad in a red colored brick. The building is specifically located at the northeast corner of NW Hoyt Street and 13th Avenue, on a 100'x100' lot.

Oriented to the south, the building has ornamented facades on the Hoyt (south) and 13th Avenue (west) elevations. The east elevation is void of any articulation or fenestration and currently fronts on a parking lot. The building is divided vertically into three sections: the ground floor, three upper floors capped with a corbelled cornice and parapet wall. The building has a flat roof. Mechanical penthouses are visible along the west elevation.

The building sits on a stone base with basement windows at the sidewalk level. Fire escapes are located on the southeast and northwest corners of the building.

The south elevation is divided into five equal bays. At the ground story level the main entrance to the building is located at the center bay. The center bay is flanked to the east by two storefronts and to the west with a storefront and altered storefront which now serves as a loading bay at the southwest corner of the building. Each storefront consists of a pair of wood windows. A segmental arch with keystone forms the top of each bay. The first and second floor levels are divided by a corbelled belt course and molding. Each of the upper bays has a three-story fenestrated panel with a pair of wood windows at the second and third floor levels and a single window at the fourth story level. Each bay is then capped with a string course and keystone. A corbelled cornice with molding separates the upper floors from the parapet wall.

The upper bays on both the south and west elevations are articulated in the exact same manner.

On the west elevation a loading dock runs the length of the four bays to the north and is covered with a metal awning. The overall condition of the building is good.

SIGNIFICANCE:

The 1906 Prael, Hegele Building is a primary building within the District. The building is significant architecturally for its association with W.C. Knighton and historically for its connections with the Breyman Family and to a lesser extent the Prael, Hegele Co.

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Property for the Prael, Hegele Building, located at 1231 NW Hoyt Street, Couch's Addition Blk. 118, Lots 2 and 3 was purchased by Werner and Eugene Breyman of Salem on December 17, 1889 from William Dugan for \$6,250. Dugan had originally purchased the property directly from John Couch for \$400 in 1867. Development of the property by the Breymans did not occur until 1906. Eugene Breyman died on March 2, 1903. Werner Breyman and Eugene's widow were responsible for construction of the building.

W.C. Knighton, a well known Portland architect, was hired to begin the preparation of plans for a four-story warehouse in the spring of 1906 for Werner Breyman and M.E. Breyman, Eugene Breyman's widow. The building was built for use by the Prael, Hegele Co., Inc., wholesalers of crockery and glassware. It was not mere coincidence that the firm of Prael, Hegele Co. should be tenants in this building as Rudolph F. Prael was married to Anna Breyman of Salem, daughter of Werner Breyman. The company first occupied the building sometime in late 1906 or early 1907, remaining until 1916.

**EUGENE BREYMAN**

Eugene Breyman was born November 1, 1834, in the town of Bockenen, Hanover, Germany. He came to the United States in 1853 and settled in New Castle, Wisconsin where he was employed by his brother, Emil Breyman, in his general merchandise store.

Shortly after his arrival in Wisconsin he traveled by way of the Isthmus of Panama to Portland, Oregon. He arrived on October 6, 1855. From Portland he proceeded to Lafayette where he worked in the general merchandise store of another brother, Werner Breyman.

In February of 1856, Eugene Breyman with his brother Werner created the Breyman Brothers Co. The Breyman Brothers located a general merchandise store at the crossroads on the old Watt Donation Land Claim in Yamhill County. It was around this general merchandise store that the town of Amity grew. While in Amity, Eugene Breyman served as postmaster for the town for several years.

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In November of 1863, the Breymans sold their Amity store, which had become quite successful, to General John F. Miller and moved to Salem. The Breyman brothers opened a general merchandise store in the north storeroom of the Moores Block in Salem. In 1874, the Breyman brothers built new quarters to accommodate their growing business. Their new location was at the corner of Commercial and Court Streets. They called it "The White Corner." The new store was a fine two-story building, 40 feet wide and 100 feet deep. They carried as large a stock of dry goods as any store in Oregon according to the West Shore Newspaper. The White Corner was inspired by the White House in San Francisco. The building housed the offices of the Breyman Brothers in the rear.

The Breyman brothers carried on an extensive trade in the retail and wholesale general merchandise business until 1881. At this time they sold out their merchandising business, maintaining ownership of the store property.

The Breyman brothers, although retired from the merchandising business, still engaged in various enterprises. At different times they were stockholders in banks in Portland, Dayton, Washington and Kendrick, Idaho. In addition, they realized excellent financial returns from real estate investments in many major cities. They owned the Rosedale Addition in Salem, and the Plainfield and Boise additions in Portland.

Eugene Breyman was married to Miss M.E. Skaife of Walla Walla, Washington. Their marriage produced three daughters: Lena M. who married Dr. Frank F. Snedecor of Birmingham, Alabama; Minnie L. who married Rueben P. Boise, Jr., lawyer (son of the famous Oregon Supreme Court judge, legislator and proprietor of Ellendale Woolen, Rueben P. Boise); and Jessie A. who married Charles McNary of Salem, who eventually became Republican leader of the U.S. Senate and Republican candidate for Vice-President in 1940.

## **WERNER BREYMAN**

Werner Breyman came to America with a brother and sister from Bockenem, Hanover, Germany in 1846. He settled first in Milwaukee, Wisconsin and was employed as a clerk until 1850. In that year the lure of the gold rush attracted him to the West Coast. After a rough eight-month journey overland through St. Louis to Fort Boise, he finally arrived in Portland.

Werner Breyman settled in Lafayette where he was employed for wages his first year. Wishing to work for himself Breyman in 1851 established the Lafayette House which closed a year later. In 1852, he entered into the general merchandise business. He continued this business for ten years with his brother Eugene who joined him in 1855.

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Werner Breyman was married in Lafayette, Oregon, to Miss Isabelle Watt, a native of Missouri and daughter of John Watt who came to Oregon in 1848. The couple had seven children.

During his lifetime Werner Breyman was a strong supporter of the Republican Party in Oregon. He served as County Treasurer of Yamhill County and served for one term on the Salem City Council.

### **PRAEL, HEGELE CO.**

Rudolph F. Prael was born May 2, 1865 in Manakato, Minnesota. Prael came to Astoria, Oregon with his parents and three brothers in approximately 1882. Rudolph Prael moved to Portland shortly after his marriage to Anna Breyman on November 21, 1894. Prael was initially employed by Charles Hegele and Co., china and crystal importers, later becoming a partner in the firm. At the time of his death in 1946, he was president of Broadway Safe Deposit Vaults.

The next period of occupancy of the building starts in 1924. From this time until the mid-1970s the building was truly a multi-tenant warehouse. A fairly comprehensive list includes: Pacific Coast Glassworks, Arvola Simola, A.H. Andrews, Sieberling Rubber Co., Slattery and Burch, Inc., Independent Pump Service, Ohio Varnish, Allied Equipment, Milwaukie Tank Works, George P. Bosenhart, Meyer-Tanner Co., Long Beach Glass, Service and Quinn, Keith Wallpapers Co., Ewing M. Fox Co., Certain-Teed Products, Jas. L. Parsons, (paints), United Supplies, Columbia Agencies Radi-Supply, Columbia Varnish, Mead Johnson Manufacturers, Rathke and Co. (Brewer Co.), Golden West Brewing Co., Economy Hog and Cattle Power Co., Albert K. Weller (heating apparatus), Rayburn-Tudd Co., Walker Account Service, Mult. Duplicating Service, Baer and Friedman (liquidators), J.J. Doty Co., J.N. English, Fishstrom Staple Co., D.E. Kennedy Co., Mt. Angel Bulb Co., (nursery man), Oregon Washington Transport, Rail-Flange Lubricator Co. (manufacturers, agents and representatives), Rugan Equip. Co., Winkleman Co. (liquidators), Nubora Soap, Diamond Wire and Cable (manufacturers), Essex Wire Corp., George A. Hormel Co. (smoked meat), Paranite Wire and Cable Division, Wiant Products Co., Chamblor Mills Rug and Carpet, Mark III Sales Co., Maytag, Alo Medical Co., Techni Glass, (fiberglass) and the Carton Service. Many of these tenants stayed in the building for a very short time, often only one year. Long-term tenants starting in c.1924-25 included Hersey Manufacturing Co., sellers of water and oil meters, and Phil Transfer and Storage Co., both of whom occupied space in this building until the 1960s.

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During the 1960s, Maddox Transfer and Storage Co. was a tenant of the building eventually becoming the sole occupant in the 1970s. Maddox Transfer Co. purchased the building from Chandler Percy Brown et al (son of Elva Brown (Breyman) in 1961 for \$74,559. Today the building is owned by the Hoyt Street Investors and is being converted to loft space.

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Continuation SheetSection number 7 Page 77PARCEL NO.: 16BUILDING NAME: HISTORIC - Modern Confectionary Building  
COMMON - 1240 NW Hoyt StreetADDRESS: CURRENT - 1240 NW Hoyt Street  
OLD - 474 Hoyt Street

LEGAL DESCRIPTION: Couch's Blk. 87, West Half of Lots 6, 7

QUARTER SECTION: 2928

RESOURCE TYPE: Building

USE: ORIGINAL - Confectionary Manufacturing and Warehousing  
CURRENT - Warehousing

BUILT: c. 1904

ARCHITECT: Unknown

SIGNIFICANCE: Primary

TENANTS:	1904-1912	Modern Confectionary Co.
	1913	Listing not available
	1914-1924	Frye and Co. Wholesale Meats
	1925-1932	Oregon Meat Packers
	1933-1960	Easson's Soap Co. (NuBora Soap Co.)
	1961-1962	Vacant
	1963-present	Carton Service

OWNERS:	1903-1906	Joseph Teal
	1906-1931	Ella Eisenbach
	1931-1936	Beck Investment
	1936-1959	J.L. Easson/NuBora Soap
	1959-present	Harold and Miriam Unkeles

## DESCRIPTION:

The 1904 Modern Confectionary Building, designed by the Portland architecture firm of Strong and MacNaughton, is located on the southeast corner of NW Glisan and 13th Avenue. The building is a four-story-plus-basement wood framed masonry building. The building is clad in red brick laid in a stretcher bond pattern. The building occupies a 50'x100' parcel and abuts a one-story building to the east. The current condition of the building is fair to good.

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Oriented to the west, the main elevations of the building are located on 13th Avenue (west) and Glisan Street (north). As the building appears to never have had a formal entry it is assumed that the building was built strictly for warehouse purposes. Given the lack of a formal main entry, access to the building is provided on the west elevation through a rollup wood door. Vertically the building is divided into three sections: the basement and ground level section, a second story level, and a third story level capped with a corbelled cornice.

On the west elevation a concrete loading dock runs the length of the building. Protection from the elements is provided for by a sheet metal awning which stretches across two-thirds of the building. There are six equally spaced openings at the ground level of the south elevation. These include five two-over-two wood sash windows with segmental relieving arches and stone sills.

The upper floors on the west elevation are divided by a string course which acts as a sill for the upper floor windows. The windows on the upper floors are identical to the windows of the ground floor only smaller in scale. A drain pipe for the roof divides the west elevation in half.

The north elevation is fenestrated similar to the west elevation. Alterations to the north elevation include the bricking in of three windows at the ground floor level. Basement windows are provided on the west elevation as is a fire escape.

Mechanical equipment is visible from all elevations.

**SIGNIFICANCE:**

The 1904 Modern Confectionary Building is one of the earliest buildings in the District and is ranked a primary structure. The building is void of architectural detail but is significant for its associations with early Portland businessmen and merchants.

The building was built by Joseph N. Teal, son of prominent Oregon pioneer Col. Joseph N. Teal. It was built for the Modern Confectionary Co., a candy manufacturer. Teal's father came to Oregon in 1851 and became a leading spirit in the growth of Oregon and Portland. It was Teal Sr. who conceived of the idea of building docks at Oregon City and was one of its chief promoters. The younger Teal, an attorney, was also a noted civic leader in Portland. In 1903 Teal bought the property at 13th and Hoyt from Margaret Lawler, who also owned two homes on the adjacent lots. By 1904 he had completed construction on the site and the building was ready for occupancy by the Modern Confectionary Co. Two years later, in 1906, Joseph Teal sold the lot to Mrs. Ella Eisenbach for \$20,000. According to The Oregonian, April 8, 1906, "no changes would be made by the new owner, as

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the property is at present giving a good revenue." Mrs. Eisenbach owned the lot until her death in 1931.

The Modern Confectionary Co. was founded by John W. Vogan in 1903. Vogan came to Portland in that same year from Lisbon, Ohio. From 1904 to 1912 Vogan manufactured candy at the 13th and Hoyt factory under the original name of Modern Confectionary Co. In the beginning he employed only 20 women and distributed his candy locally. By 1912, the business had grown large enough to necessitate a larger factory. Vogan remained in the neighborhood by moving only two blocks away to 11th and Flanders. In 1917 Vogan changed the company name to Vogan Candy Co. What had started as a small local concern was by 1917 one of the largest candy manufacturers on the West Coast. Annual sales totaled \$600,000 from Oregon, Washington, Idaho, Northern California and Alaska. Branch offices were located in Seattle, Tacoma and Spokane. By 1917 the company employed more than 100. The Republican Radiator, a local political magazine, considered Vogan Candy to be "one of the noteworthy business institutions of the state" in 1917.

The Vogan Candy Co. factory, known for its immaculate sanitary conditions, welcomed visitors to tour their factory and see how their favorite confection was made. Vogan's milk chocolate and Vogan's milk chocolate with almonds, retailing for five cents a bar, headed the list of favorites. A wide variety of candy was manufactured--probably the greatest selection made in any Western plant, according to the Republican Radiator.

In 1917, Arthur H. Deute, manager of Vogan Candy, attributed the company's success to prohibition. In the Oregon Journal, November 24, 1917, he said, "Prohibition helps the candy business more than anything. You will find all candy manufacturers and dealers firm friends of and workers for prohibition. Men who drink do not care for candy. Men who do not drink have a sweet tooth."

In 1931 John Vogan sold the candy company to a local group of businessmen including Joseph Simon, Abe Cohn, Herman Goldsmith, Lee Boyer and Herman Katz. The Vogan Candy Co. remained at 11th and Flanders until 1936 when the company went out of business.

Frye and Co., a Seattle based meat packing company, moved into the building in 1913. George Frederick Frye, the founder, was an early leader in Seattle commerce. Some of his ventures included building the first sawmill in Seattle with A.A. Denny and H.L. Yesler and the Frye Opera House, the first place of its kind in Seattle. He also owned the Northern Hotel with A.A. Denny and erected the Hotel Barker and Hotel Frye. He established the first bakery and meat market in the city. In 1888 George and Charles Frye, with Bruhn, started the Frye-Bruhn Packing Company in Seattle. Eventually Charles Frye bought out his partners and established Frye and Co.



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Frye and Co. came to Portland with the specific purpose in mind of waging a meat war against the big eastern beef trust located in the Puget Sound area. The beef trust which controlled meat prices in the East and Middle West was reaching out to control trade in the West. In Seattle they made it clear that unless the big meat packers in the area joined the trust in their efforts to keep meat prices high, the trust would endeavor to put them out of business. Frye and Co. decided to fight.

In Seattle to battle the beef trust, Frye and Co. established five retail meat markets where the consumer could purchase meat without going through a middleman. They advertised daily in the Seattle newspapers, attracting a large clientele and forcing the beef trust to lower their prices. In 1913 Frye and Co. brought their battle to Portland, moving into the warehouse on 13th and Hoyt and opening several retail shops. The company stayed at this location until 1924 when they moved to a new location in East Portland.

The Oregon Meat Packers occupied the warehouse soon after Frye and Co. in 1926. In 1936 Easson's Soap Co., who had been a tenant since 1933 in the building, bought the property for \$10,000 from Beck Investment Co.

Easson's Soap Co. was owned and operated by J.L. Easson. The company manufactured and distributed soap products in Portland from 1933 to 1960. Easson changed the name of the company in 1949 to Nu Bora Soap Co. He sold the property to Howard Mintz and Harold and Miriam Unkeles in 1959. From 1961 to 1962 the building was vacant. In 1963 the Carton Service, owned and operated by Gerald and Harold Unkeles, moved into the warehouse. They are the current tenants and part owners of the property.

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**PARCEL NO.: 17**

BUILDING NAME: HISTORIC - N/A  
COMMON - N/A

ADDRESS: CURRENT - 1230 NW Hoyt  
OLD - N/A

LEGAL DESCRIPTION: Couch's Blk. 87, Lots 2, 3

QUARTER SECTION: 2928

RESOURCE TYPE: Parking Lot

USE: ORIGINAL - Parking Lot  
CURRENT - Parking Lot

BUILT: 1955

ARCHITECT: N/A

SIGNIFICANCE: Vacant Parcel

TENANTS: N/A

OWNERS: Northwest Triangle Properties

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PARCEL NO.S: 18 and 19

BUILDING NAME: HISTORIC - Oregon Transfer  
Common - Same

ADDRESS: CURRENT - #18 - 1238 NW Glisan  
#19 - 1238 NW Flanders Street  
OLD - #18 - 474 Glisan N  
#19 - 469-475 Flanders N

LEGAL DESCRIPTION: #18 - Couch's Blk. 86, Lots 6, 7  
#19 - Couch's Blk. 86, Lots 2, 3

QUARTER SECTION: 3028

RESOURCE TYPE: Buildings

USE: ORIGINAL - Warehouse  
CURRENT - Light Manufacturing/Warehousing/Retail

BUILT: #18 - c. 1910  
#19 - c. 1911

ARCHITECT: Edward T. Root

SIGNIFICANCE: Primary

TENANTS: 1909-1910 Oregon Transfer Co.  
1912-1958 Oregon Transfer Co. and other tenants  
in both buildings  
1958- Various tenants

OWNERS:  
#18: 1909- John Kiernan (assoc. with Oregon  
Transfer Co.)  
1909-1979 Oregon Transfer  
1979-1985 David E. Culvier and Annie M. et al  
Frank Chown  
Current Northwest Triangle Properties  
#19: 1911-1979 Oregon Transfer Co.  
1979-1985 David E. Culver and Annie M. et al  
Frank and Eleanor Chown  
Current Northwest Triangle Properties

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DESCRIPTION:

The Oregon Transfer Buildings are two warehouse buildings which have operated as a single building for many years. The buildings were designed by Edward T. Root in 1909 and 1911.

Building # 18

The building's plan is square shaped, measuring 100x100'. Its north-facing (Glisan Street) facade is clearly the principal facade, judging by the location of the building's main entrance there. The building is four stories high. Building #18 has more ornamentation than the building adjoining it on the south (a seven-story brick warehouse designed by the same architect, Edward T. Root, for Oregon Transfer in 1911). The building's style is probably best described as brick utilitarian.

Resting on a poured concrete foundation, the building's four brick walls were constructed utilizing the American common bond system. Six courses of stretchers alternate with single courses of headers (see McKee 1973:48-49). The building has a flat roof, which is hidden from street view by parapets. At the southwest corner of the roof there is a one-story brick wall that partially conceals the building's water tower. Both street-facing facades are equipped with fire escapes and standpipes.

The building's north-facing, principal facade is divided by six brick pilasters (running from the first to the fourth floors) into five vertical bays under brick and concrete segmental relieving arches. There are four horizontally rectangular window openings in each bay, one atop the other, except that the bay on the extreme west (or right, as viewed from the street) has only three such window openings. Space for a street-level window opening in this bay is displaced by the main entrance. All but three of the 19 window openings of this facade are divided by wood mullions into three vertically rectangular spaces, in which there are groups of three one-over-one, double-hung sash windows with cement sills. The remaining three window openings of this facade are located in the middle three bays at the first story. They differ from the other windows, having, in addition to one-over-one, double-hung sashes, a transom bar and single-light transom above. Above each mullion of the first-story windows is a decorative cement square.

There are two entrances on the north facade: the main entrance at the extreme west (or right), and a freight entrance at the extreme east (or left). The main entrance is surrounded by cut stone, which frames double doors of wood and glass (three-lights), and a four-light transom above. Directly above the cut stone surrounding the main entrance, a cement course (or lintel) extends between the pilasters on both sides of the entrance. This course (or lintel) runs between and ties together two rectangular

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brick decorative motifs in the pilasters adjoining the main entrance. The undecorated, strictly utilitarian freight entrance on the facade's east (or left) side has a metal rolling door.

The parapets on both the north- and west-facing facades are identical. They are set off from the brick pilasters and segmental arches that define the bays below by a series of cement segmental arches (five on each facade), producing an arcade effect somewhat below the parapets' cornices. The arches connect with cement devices above each pilaster suggestive of impost blocks (but presumably more decorative than functional). Directly above them are decorative cement squares, positioned in rectangular protrusions in the cornice line similar to the merlons in castellated parapets, except spaced so as to be located above the building's 12 pilasters. An undecorated cement coping rests atop the parapets' cornices, along with brick modillions below.

On the building's west facade, its brick pilasters, segmentally-arched window bays and parapet are essentially the same as on the north facade. The arrangement of its window openings within the format, however, is decidedly different and far more asymmetrical. On the extreme left of the west-facing facade, the window bay has four openings with segmental arches: one at the fourth floor; two at the third floor; and one at the second floor. Each window has one-over-one, double-hung sash, with cement sills. At the first story (or street level) of this northernmost window bay, there are two one-over-one, double-hung sash windows, separated by a wood mullion; above each of these windows there is a transom bar and a single-light transom.

The next (or second-from-left) window bay has only a single window opening per story--each window of which is aligned vertically more or less on the bay's left side. Two of these openings, at the second and third floors, have brick segmental arches, cement sills, and one-over-one, double-hung sashes. At the fourth story, the window opening includes a one-over-one, double-hung sash with cement sill, but no segmental arch. The window at the first floor of this bay is a one-over-one, double-hung sash with a cement sill, but no segmental arch above.

The central window bay has six window openings: at the fourth floor there are three windows, separated by wood mullions, with one-over-one, double-hung sashes and cement sills, but no segmental arch above. At the third floor of this bay, there are two window openings, each with one-over-one, double-hung sashes, brick segmental arches and cement sills. The second story has a single window opening, identical in features with the two windows directly above it. At street level, this central bay includes a metal and glass door, with plate glass sidelights and a plate glass transom. There are cement sills below each sidelight.

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The next window bay (fourth from the left, second from the right) has four windows: one at the fourth floor, two at the third floor, and one at the second floor. These window openings each have brick segmental arches above and cement sills below. The uppermost opening has six-over-six, double-hung sashes; while the three lower openings have one-over-one, double-hung sashes. At street level, there are no windows in this bay, only a corrugated metal rolling door.

As for the west facade's window bay at the extreme right (or southernmost), there are four window openings, one at each story. Those of the upper three stories have brick segmental arches above, cement sills below, and one-over-one, double-hung sashes. At the street level, there are two two-over-two, double-hung sash windows separated by a wood mullion, with transom bars and two-light transom above. They have cement sills but lack segmental arches.

The building's east facade consists principally of an uninterrupted brick wall built in the American common bond system. It has, however, three windows on the north (or right) side: two 6-light windows on the fourth floor; and a single 12-light window at the third floor. Each of them has cement sills. The parapet of this facade is undecorated except for a cement coping.

As for the building's south facade, that is completely obscured from street view by the adjacent warehouse on the south.

Alterations

In 1923, this building was altered to some unspecified extent, according to the city's Historic Resource Inventory (1980). Probably the most obvious of these changes concerns the entrance on the west (13th Avenue) facade. The metal and glass door, with its surrounding plate-glass sidelights and transom, are almost certainly not part of the original building. The fire escapes and standpipes on the north- and west-facing facades are also very likely later additions. It is possible, though as yet undocumented, that all (or most) windows of the building originally had six-over-six, double-hung sashes; and that most if not all of the windows had segmental relieving arches above them. The cut stone around and above the main entrance on Glisan Street also look to be more recent than 1911.

SIGNIFICANCE:

The 1909-11 Oregon Transfer Buildings, designed by Edward T. Root, are primary structures within the District. The buildings are historically associated with the Oregon Transfer Co.

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The Oregon Transfer buildings on 13th and Glisan stand side by side and are interconnected and similar architecturally. Both are brick utilitarian structures and were probably designed by the same architect, Edward T. Root. However, plans by Root are only in existence for Building #19. Building #18 is a four-story warehouse and was erected in 1909. Building #19, completed two years later in 1911, is seven stories in height. In the city directory from 1909 to 1985, both buildings are listed under the same address.

Both buildings were built by and for the Oregon Transfer Co. The sites were undoubtedly chosen because railroad spur lines, which connected the freight yards and the main lines of the city, were already in place on 13th Avenue. Andrew and Annie Smith owned Lots 6 and 7 from 1888 to 1909 when they sold the property to John Kiernan, a founder and second president of Oregon Transfer, for \$30,000. Lots 2 and 3 were bought by Lyman and Harmon Wilcox in 1909 for \$36,000. They sold to Oregon Transfer in 1911 for \$47,500. John Kiernan partially financed the erection of both buildings for Oregon Transfer by personally granting \$74,000 mortgages on the properties in 1909 and 1911. In 1909, the year the first building was completed, Kiernan transferred the deed for the four-story warehouse to Oregon Transfer. Oregon Transfer owned the buildings until 1979, a total of 70 years.

Oregon Transfer and Storage was founded in the earliest days of Portland, long before the advent of steam railroads in the West. From the beginning it was one of the leaders in the land transportation field in Portland and vicinity. The enterprise had its beginnings in 1848, when C. Bills founded the Portland Hack and Dray Co. The company remained in business until 1868, when it was bought by a group of prominent Portlanders led by Ben Holladay, including George Wiedler, William Halsey and J.R. Moores. They changed the firm's name to Oregon Transfer and Storage. The company was incorporated in 1871.

Ben Holladay, born in 1819 in Blue Lick, Kentucky, was king of the overland mail stages, master of railroad transportation in Oregon, and political dictator of the state during the peak of his career. Holladay led a long and eventful life. When he was 18 his family moved to Liberty, Missouri. In 1838, during the persecution of the Mormons in Missouri, Holladay was an orderly for Brigadier-General Alexander W. Doniphan of the state militia. During the war with Mexico, as contractor for the Army of the West, he provisioned the American forces.

From 1838 to 1859 Holladay was a resident of Weston, Missouri, where he made a living as a druggist, a dealer in real estate and a trader in the old Southwest. In 1859 Holladay, having become wealthy through these various endeavors, moved to New York City. He became involved in the Central Overland California and Pike's Peak Express Co. The company was soon in trouble and became heavily indebted to Holladay, defaulting on a

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\$400,000 note from him in 1862. Out of this Holladay acquired sole ownership of the company.

Upon taking over the company, Holladay proceeded in true Holladay style to make his new possession the greatest stage line in the world (see Shiff, F.W., "Landmarks and Literature, An American Travelogue," Metropolitan Press, Portland, Oregon, 1937, p. 39, article by Henry E. Reed).

In 1868 Holladay came into the Oregon railroad picture. By 1870, through a combination of quick rail building, shrewd land acquisitions, and equally shrewd consolidations of smaller local railroad holdings including the East Side Co. and Joseph Gaston's West Side Co., Holladay's Oregon and California Railroad Co. dominated the railroad business in Oregon. According to Reed, in addition to building Oregon's first railroad system, Holladay "gave...Portland its first street cars, built the Clarendon Hotel on the west side, the Holladay House on the east side and a hotel near Seaside, Clatsop County...A large saw-mill on the west side was another enterprise. His steamships ran to California, and he was the first to develop the great railroad terminals north of Northwest Glisan Street."

When Ben Holladay died in 1887 he left behind a personal fortune estimated to be at least \$1 million and a legacy as a brilliant but ruthless businessman, as a man with many friends and an equal number of enemies, and above all as a far-sighted architect of early Oregon progress whose importance to the region, both economically and historically, cannot be overstated.

In 1881, Holladay sold his interest in the business to John Kiernan, who also succeeded him as the company's president. Kiernan was one of Oregon's first salmon-packers and lumbermen. Born in Galesburg, Illinois in 1842, Kiernan crossed the plains to Oregon in 1862 and located in Portland. For more than 60 years he was a prominent figure in real estate, contracting, and varied industrial circles in Portland. He owned Ross Island for more than 50 years and promoted several salmon canneries in Oregon. Kiernan also had lumber and sawmill interests which extended from the vicinity of Portland to the watershed of the lower Umpqua and Siuslaw Rivers. When he died in 1929 Kiernan left stocks, money, notes and securities valued at more than \$1 million to his heirs.

The company was reincorporated in 1909, at which time J.M. Parke, Sam Herman and Matt Kiernan bought the controlling interest. Matthew Kiernan was born in Galesburg, Illinois in 1871. He was most likely John Kiernan's nephew or cousin. From 1911 to 1919, Matthew Kiernan served as president of Oregon Transfer. In 1919, Matt Kiernan, J.M. Parke and Sam W. Herman bought John Kiernan's interest, at which time J.M. Parke became president. The following year Parke bought out both Herman and Kiernan, and in 1926 he sold the business to D.G. Bates.



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Oregon Transfer Co., the oldest and at one time the largest transfer company in the Northwest, started out with rein-driven carriers or "Whoopies" as they were called in the 1860s. The "Whoopie" was a one-horse drawn conveyance "...that safely transported grand-dad's baggage and freight from the ferry boat to front porch" (Oregonian, February 8, 1959, p. 13). About 1912, when Jackson Tower became the Oregon Journal's new home, Oregon Transfer Co. moved the new mechanical equipment to the new site with horse-drawn rigs.

Oregon Transfer first operated at the corner of Front and Glisan streets. Later the company moved to Sixth and Hoyt, where it remained until 1909. Oregon Transfer then moved to the four-story building on 13th and Glisan and in 1911 built the seven-story building next door. In the 1921 city directory, Oregon Transfer listed four warehouses, two of which were located in the District.

In 1926 Donald G. Bates purchased Oregon Transfer Co. from J.M. Park for \$450,000. Bates was born in Olympia, Washington in 1898 and came to Portland when he was ten years old. Bates attended Washington High School in Portland and served in the Third Oregon Regiment in WWI. Returning from duty on the Atlantic Coast, he joined his brothers and father in D.C. Bates and Son. They owned two garages, including the Bates' Portland garage on Fifth and Taylor streets.

D.C. Bates and Son thrived at a time when automobiles were first becoming affordable to the general public and trucks were replacing horse-drawn vehicles in most drayage capacities. At the time of its purchase by Bates, Oregon Transfer was operating only a few trucks and using mostly teams of horses and horse-drawn wagons. Bates built up the company to sizable proportions by 1935, and in the same year became manager of the Interstate Terminals and Interstate Freightlines. Bates died in 1941 after suffering poor health since 1924.

P.R. Theller succeeded Donald Bates as President of Oregon Transfer in 1941. In 1952 the company became agents of Allied Van Lines, the world's largest movers of household goods. On the company's 90th birthday, in 1958, Oregon Transfer moved into a new \$75,000 general merchandise warehouse at 3232 NW Industrial. In August of 1959 the Oregonian reported that the company had announced their plans to build a new distribution and storage warehouse costing \$400,000 in Milwaukie Industrial Park for their wholly owned subsidiary, East Portland Warehouse Co. The company continued to maintain its other three warehouses as well.

As early as 1935 the city directory showed a long list of tenants occupying the buildings at 1238 NW Glisan. Numerous tenants came and went over the years, as many as 25 at one time. They included well known companies such as Coca-Cola (beverages), National Lock Co., General Electric (lamp

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department), William Wrigley, Jr. (chewing gum), Ponds Extract Co., (cosmetics manufacturers), Cudahy Packing Co. and Sheepskin of Oregon.

In 1964 E.C. Sammons Jr. was named president of Oregon Transfer and its wholly owned subsidiaries, East Portland Warehouse Co. and Cascade Truck Leasing Co. The company had grown from a horse-drawn dray company to operating eight public warehouses and over 100 trucks of all capacities in 1964.

In 1979 Oregon Transfer Co. announced plans for a \$300 million warehouse in Rivergate Industrial Park. Chown Inc. took over its former buildings on NW 13th Avenue. David E. and Annie M. Culver bought the buildings for \$350,000 each with Frank and Eleanor Chown to house the Chown/Pella Window and Door Division. The current owners of the property are Northwest Triangle Properties.

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PARCEL NO.: 20

BUILDING NAME: HISTORIC - Fisk Tire Building  
COMMON - Metz Supply Building

ADDRESS: CURRENT - 1236 NW Flanders Street  
OLD - 474 Flanders N

LEGAL DESCRIPTION: Couch's Blk. 85, Lots 6, 7

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Warehouse  
CURRENT - Retail/Warehousing

BUILT: c. 1923

ARCHITECT: Strong and MacNaughton

SIGNIFICANCE: Secondary

TENANTS:	1924-1940	Fisk Tire Co., Inc.
		Federal Rubber Co.
	1941-1957	General Tire and Rubber Co.
	1958-	Vacant
	1959-	Dean Distributing Co., Inc.
	1960-1963	Vacant
	1964-1976	Charles L. Rouse and Co.
	1964-	Creative Merchandising Inc.
	1964-1968	Truly Yours Biscuit Co.
	1965-1976	J.J. Smith Co.
	1968-1976	Pacific Chemical Supply Co.
		Smith Sales Service
	1977-1978	Vacant
	1979-Present	Metz Supply, Inc.
OWNERS:	1916-1962	Bacon Estate
	1962-1972	Helen L. and Thomas E. Ferguson
	1972-Present	Donald H. and Margaret Joyce

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DESCRIPTION:

The 1923 Fisk Tire Co. Building was built by the Bacon Estate and designed by the Portland architecture firm of Strong and MacNaughton. The building is a two-story wood framed masonry building and is located on a 100'x100' parcel at the southeast corner of NW Flanders Street and 13th Avenue.

The building is oriented to the north. The primary facades are on the 13th Avenue (west) and Flanders Street (north) elevations. The main entrance is located at the northwest corner of the building and is specifically located on the north elevation. The main entrance is highly ornate for such a small building. The building exhibits a regular structural grid which consists of six equal bays on each primary elevation. The bays are articulated on the exterior of the building by expressing brick pilasters at each column line.

The 13th Avenue side of the building has a concrete loading dock and metal canopy along the southern half of the elevation. The canopy is supported by metal tie rods. Between each column beneath the canopy is a loading door.

The end bay of each elevation is capped at the second level with a pediment. The original sash is mostly extant and is an operable multiple-paned industrial steel sash type. Some of the windows, however, have aluminum replacement windows. The window openings have a thin concrete sill and a deep concrete lintel.

There is a water tower structure at the northeast corner of the building and a chimney at the northwest corner. The building is in good condition.

SIGNIFICANCE:

The Fisk Tire Co. Building, designed by the architecture firm of Strong and MacNaughton, is a secondary building within the District. Historically the building is associated with the Bacon Estate and the Fisk Tire Co.

The Fisk Tire Co. Building at 1236 NW Flanders Street was built in 1923 by the Bacon Estate and was immediately occupied by the Fisk Tire Co. An Oregonian article dated April 22, 1923 announced, "The Fisk Tire & Rubber Company has taken a ten year lease on a new building erected by the Bacon Estate at the southeast corner of Thirteenth and Flanders streets, according to announcement yesterday by H.L. Metzger...who negotiated the deal."

The Bacon Estate Co. was a trust company set up by the daughters of George Washington Weidler and their husbands in 1916. The 13th Avenue property was bought in 1892 by Charles P. Bacon, Weidler's father-in-law. Bacon willed

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the property to Weidler, who in turn left it to his daughter Miss Mabel Weidler. Mable in turn sold the property to the Bacon Estate.

George Weidler was born October 22, 1837 in Mechanicsburg, Pennsylvania to Dr. Isaac Weidler and his wife Catherine. According to Lockley in his History of the Columbia River Valley, Weidler ran away from boarding school at the age of thirteen and made his way to St. Louis where he worked as a clerk in a hardware store. Weidler then found employment as a freight clerk on steamboats running from St. Louis to New Orleans. In 1855, he led a train of mule teams that transported the stock of goods to Salt Lake City to establish a general store there. In 1861, he became an agent and general manager for Ben Holladay's pony express line from Carson City to Virginia City, thus beginning Weidler's long and fruitful association with one of Portland's most prominent and controversial businessmen.

When Ben Holladay disposed of his stage line in 1864, Weidler accepted another position with Holladay as purser on a steamboat running between San Francisco and Maxland, in Southern California. Weidler then came to Portland in 1866 where he became agent for Holladay's steamship company. Eventually he became a stockholder in the company with several prominent businessmen including Ainsworth, Reed, Thompson and Ladd.

During this period Weidler and Holladay became business associates in several business ventures including the extensive Weidler lumbermill on the Willamette River. They built the first horse-drawn car line in 1872 from NW Glisan to SW Sherman Street along First Avenue. Weidler was the first to generate electrical power in Portland and the first to sell it. He was also instrumental in the founding of U.S. Electric Lighting and Power Co. Weidler was also a stockholder in several important enterprises including the powerful Oregon Steam Navigation Co. As manager of the Oregon Transfer Line he became closely associated with freight and passenger transportation in the Northwest. Weidler was an important figure in Portland's development as a leading city in the Northwest. Weidler Street in north Portland was named in his honor.

In 1879 Weidler married Hattie L. Bacon, a daughter of Charles and Clara Bacon. The Bacons arrived in Portland in 1850. Bacon became a prominent Portlander with many real estate holdings, including a ranch which covered the area in southwest Portland where the community of West Slope is now located. Bacon is also remembered as operator of the Black Hawk livery stable in downtown Portland. He served as a city councilman in 1858.

The Fisk Tire Co. was one of the largest and best known tire manufacturers in the United States. Consolidation with the Federal line of tires necessitated a move to larger quarters in 1926. With the new building, Portland became Fisk Tire Co.'s northwestern tire depot. The building was 100x100 square feet in size with two stories and a basement. The general

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offices were on the main floor. According to the Oregonian, April 4, 1923, "...every possible facility for convenience in handling will be supplied...It is estimated that several hundred carloads of tires will be stored for distribution throughout the northwest at all times." Other important features mentioned were "trackage along the full Flanders frontage and chutes to the basement, and elevators convenient to the frontage."

Over the years Fisk Tire Co. listed several products and services in the Portland city directory including pneumatic and solid auto and truck tires, vulcanizing materials, tires, tubes, accessories and repair materials.

As early as 1924 Fisk Tire Co. shared the building with Federal Rubber Co. They both remained there until 1940. It was at this time that General Tire and Rubber Co. became the tenants. General Tire and Rubber Co. stayed until 1957. According to Portland city directories the building was vacant from 1958 to 1963 except during 1959, when Dean Distributing was listed at the address. In 1962 the deed was transferred from the Bacon Estate to Helen L. Ferguson, a trustee of Pacific Title Trust Co. Beginning in 1964 the building was occupied by several tenants at one time. These included Charles Rouse Co. and Truly Yours Biscuit Co. from 1964 to 1976 and Pacific Chemical Supply Co. from 1968 to 1978. Metz Supply Inc., the current tenant, began occupancy in 1980.

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PARCEL NO.: 21

BUILDING NAME: HISTORIC - Sinclair Building  
COMMON - Same

ADDRESS: CURRENT - a - 300 NW 13th  
b - 1225 NW Everett (Tax Property Address)  
OLD - a - 475 Everett N  
b - 469-471 Everett N

LEGAL DESCRIPTION: Couch's Blk. 85, Lots 2, 3

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Paint Warehouse/Provision Warehouse  
CURRENT - Retail/Light Manufacturing, Mixed Use

BUILT: c. 1909-1910

ARCHITECT: Doyle and Patterson

SIGNIFICANCE: Primary

TENANTS:	<u>Building "a"</u>	
	1909-1933	Sinclair Provision Co.
	1937-1983	Plancich Fish Co.
	1983-1985	French antique shop
	<u>Building "b"</u>	
	1910-1925	Sherwin-Williams *cp/
	1925-1937	
	1937-1957	West Coast Kalsomine/Wesco
	1960-	Waterpaints, Inc.
	1961-1963	Oregon Tire Dist.
	1964-1971	Vacant
	1972-	Butler Tire and Battery Co.
	1973-1975	National Accessories Corp.
	1976-1978	Vacant
		Leveque Graphic Arts Photography
		Willamette Blueprint
	1980-Present	Pep Printing

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OWNERS:	1908-1937	Sinclair Provision
	1937-1942	Wilson and Co.
	1942-1970	Marie Stauffer Sigall (Stauffer Foundation)
	1970-Present	Amco Inc.

## DESCRIPTION:

The 1909-10 Sinclair Buildings, designed by the Portland architecture firm of Doyle and Patterson, are located on the northeast corner of NW Everett Street and 13th Avenue. The Sinclair buildings are two adjacent 50'x100' buildings built within a year of each other by the Sinclair Provision Co. The buildings are two-story wood framed masonry buildings. Both buildings are architecturally very similar in appearance. The buildings have been painted and are in good condition.

Oriented to the west, the buildings have ornamented facades on the Everett Street (south) and 13th Avenue (west) elevations. The buildings are divided vertically by ornamental corbelling cutting across the center of the second floor windows. The brick parapet is corbelled outward with a heavy stringer course. The building has a flat roof.

The south elevation storefront level on each building consists of three equal bays. The building to the west retains its original fenestration while the eastern building has had both the fenestration and surrounding structure changed. The original window system consists of three equal fixed transom panels over three fixed lites.

Along the west elevation three of the six equal bays have had the storefront changed to solid infill with or without doors.

The upper floors on both the west and south elevations are identical. Both elevations are divided into six equal bays separated by brick piers which have a corbelled band half way above the second floor level. The upper story windows consist of the four one-over-one, double-hung wood sash windows with a brick sill. The windows extend upward to fill the arched brick openings.

A mechanical penthouse exists near the west elevation. A canopy covers the main entrance at the southwest corner of the building. While the buildings were constructed by the same owner, they have generally been operated independently of one another.



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SIGNIFICANCE

The 1909-10 Sinclair Buildings are primary buildings within the District. Designed by the architecture firm of Doyle and Patterson, the buildings are associated with the the Sinclair Provision Co. and Plancich Fish Co.

The Sinclair Buildings on 13th and Everett were built within one year of each other between 1909 and 1910 by Sinclair Provision Co. The buildings were designed by architects Doyle and Patterson. They are very similar architecturally. Sinclair Provision bought the lots in 1908. The west lot was purchased for \$11,500 from H.E. McGinn. The east lot that is directly behind the front lot was purchased from A.H. and N.H. Devis for \$8,500.

Sinclair Provision Co. dealt in packing house products. Polk's City Directory lists Sinclair Provision for the first time in 1893 under the name T.M. Sinclair and Co. Limited with R.E. Jones as agent for the Pacific Northwest. In 1893 and 1894 the company was in the Bank of British Columbia Building at 2 First Avenue. From 1895 to 1908 Sinclair Provision was on 50 Front Street and then next door at 40 Front Street.

In 1904 the company changed its name to Sinclair Provision Co. From 1898 to 1909 the company's manager was Robert Blackwood. However, R.S. Sinclair and J.M. Dinwiddie were the company representatives in the real estate purchases.

J.M. Dinwiddie was head of Dinwiddie Construction Co. He came to Portland in 1906 as a representative of the Thompson Starrett Co. of New York. While with the company he acted as superintendent for the construction of the Sixth and Alder Street Meier & Frank store. Shortly thereafter he organized the Dinwiddle Construction Co. Dinwiddle built such well known Portland buildings as the Journal Building, the American Bank Building, the Meier & Frank Building on Fifth Avenue, the Yeon Building, the J.K. Gill Building and the Columbia Gorge Hotel. In 1917 he moved to San Francisco where his firm built the Southern Pacific docks, the Crocker Building, and the Civic Opera House. It is likely that he was the contractor for the Sinclair Buildings.

According to Polk's City Directory, Sinclair Provision Co. occupied the western building from 1909 until 1932. They owned both properties until 1937. However, the western building stood vacant, according to the city directories, for the years 1933 to 1936.

The building to the east was occupied by Sherwin-Williams, a nationally recognized paint manufacturer, from 1910 to 1925 (see Building #2 for company history). The building was designed to have the Sherwin-Williams logo of a paint can spilling over the globe of the world at the main entrance.

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Sherwin-Williams vacated the building in 1925. The space appears to have been empty until 1928 when Sinclair Provision leased the space to the Union Radiator Co.

In 1937 Sinclair Provision sold the building to Wilson and Co. The eastern building was leased by West Coast Kalsomine. West Coast Kalsomine/Wesco Waterpaints occupied the building for 20 years, from 1937 to 1957. In the same year the western building was leased to the Plancich Fish Co.

The first of the Plancich family came to Portland c. 1875 from Starigrad, Austria. N. Plancich was listed in the city directory as foreman at Zan Brothers Broom Factory from 1875 to 1886. George Plancich, who established the Plancich Fish Co., was probably N. Plancich's son or nephew. He was born in Starigrad, Austria and came to Portland c. 1877. By 1888 George was employed as a clerk at George Guistin and Co., a Portland fish company. At the same time his brothers Anton and Peter were also employed as clerks for G. Covach and Co., another local fish business. George appears to have ended his employment at George Guistin's between 1893 and 1903. However, by 1904 he was listed as a partner with Guistin. In 1906 he established his own wholesale fish company.

George Plancich was joined by partner George Dulcich in 1916 in the fish business at 64 1/2 Sixth. They renamed the business Plancich and Dulcich. From 1918 to 1928 they were located at 310 Davis in northwest Portland. The partners changed the company's name to George Plancich Fish Co. in 1924 and again in 1933 to Plancich Fish Co. The same year they added another location at 34 Front. George Dulcich took over the business in 1934. That same year, George Plancich's nephew Vincent became secretary-treasurer. In 1937 they moved into the Sinclair Building and ventured into the retail fish business in addition to the wholesale fish business.

In 1942 or 1943 George Dulcich left the company and Vincent Plancich and Peter Radmilovich became partners in the family business. Vincent Plancich was born in Portland in 1893. He spent his early years playing semi-pro and professional baseball in the Canadian and Western leagues. Plancich was involved with the family fish business from 1922 until his death in 1972.

Radmilovich, whose family was originally from Dalmatia, was Vincent Plancich's partner until 1971. He held various offices in local food industry organizations. He was president of the Oregon Seafood Dealers Association, chairman of the Oregon Restaurant and Beverage Association's seafood committee and an honorary member of the Chefs de Cuisine Society of Oregon. Radmilovich obviously loved seafood. A photo in the November 16, 1960 Oregonian illustrated his generous proportions. Jerry Radmilovich, Peter's wife, became a partner around 1950. Seafood from all over the world was sold by Plancich's including lobster tails from Africa, Australia, Cuba and Brazil; shrimp from Oregon, California, Alaska,

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Louisiana, Chile, Japan and Egypt. A number of the firm's customers bought fish from Plancich's for several generations.

In 1972 Jerry Radmilovich became sole proprietor of the company. In an article in the January 15, 1979 Oregonian, she reminisced about the early days of the business: "I remember when the fish dealers used to race their horses and wagons down to the railroad--most of the fish came in by railway express then. If one guy beat the other guy there --and the fish tagged for him didn't look as good as the other guy's --he would just change tags on the fish if a competitor wasn't there or wasn't looking."

Switching tags wasn't the only shifty business she remembered: "And during prohibition a lot of the salmon came in from Canada--big king salmon. I remember once when a crate of them broke open, there were quart bottles of booze all over the place. They were smuggling in whiskey--a quart neatly tucked inside each big salmon." Jerry and her son Tony owned Plancich's Fish Co. until 1983. Today the space is occupied by an antique dealer. During this period the property changed hands in 1942 when Marie Sigall Stauffer bought the property from Wilson and Co. It stayed in the Stauffer family until 1970.

The eastern building lay vacant in 1958 and 1959 after Wesco Waterpaints went out of business in 1957. The next two tenants were Oregon Tire Distributors in 1960 and Butler Tire and Battery Co. from 1964 to 1971. Butler had storage casings in the basement which were used for trucks and passenger cars. On the main floor there was a loading area onto Everett Street and one for dismounting tires. Mohawk Tires, which Butler Tire distributed, were stored on the upper floor of the building. A walkway was used behind Plancich Fish Co. for unloading shipments of Mohawk Tires from 13th Street. Following Butler Tire, National Accessories was in the building for one year, 1972. The building was vacant again from 1973 to 1976. Leveque Graphic Arts utilized the building from 1976 to 1978. Pep Printing and Willamette Blueprint have occupied the building since 1980.

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PARCEL NO.: 22

BUILDING NAME: HISTORIC - Fuller Co. Building  
COMMON - Cold Storage Building

ADDRESS: CURRENT - 1227 NW Davis Street  
OLD - Unknown

LEGAL DESCRIPTION: Couch's Blk 84, Lots 1-8

QUARTER SECTION: 3028

RESOURCE TYPE: Building

USE: ORIGINAL - Paint Warehouse  
CURRENT - Cold Storage

BUILT: 1905

ARCHITECT: David C. Lewis

SIGNIFICANCE: Primary

TENANTS:	1910-1917	W.P. Fuller Co.
	1918-1923	Columbia Basin Wool Warehouse Co.
	1921-1928	Walworth Oregon Co.
	1924-1932	Columbia Warehouse and Transfer Co.
	1925-1934	Pacific Cooperative Wool Growers Assoc.
	1934-1937	Vacant
	1937-1944	Montgomery Ward and Co.
	1945-1949	Defense Plant Corp.
	1950-1981	Northwestern Cold Storage
	1981-present	Nisco of Oregon Inc.

OWNERS:	1905-1917	John Kiernan
	1917-1936	John Kiernan Corp.
	1936-1944	New England Mutual Life and Insurance
	1944-1949	Defense Plant Corp. R.F.C.
	1949-1964	
	19164-present	Nisco of Oregon, Inc.

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**DESCRIPTION:**

The 1910 W.P. Fuller Co. Building, designed by David C. Lewis, is a four-story reinforced concrete building. The building is situated on an entire city block bounded by NW 12th and 13th Avenues and Davis and Everett Streets and serves as an anchor for the south end of the district.

When originally constructed the building was clad in brick and had multi-paned steel sash windows. In 1950 the Cold Storage Co. converted the building to meet its needs, stuccoing the interior and closing the windows except for loading entrances around the perimeter of the building.

The building is divided into ten equal bays on each elevation separated by columns rising from the ground level. The building has recently had a new roof installed and is in good condition. The exterior of the building is currently painted gray.

**SIGNIFICANCE:**

The W.P. Fuller Building, designed by David C. Lewis, despite the addition of stucco in c. 1950, is a primary building within the District. The building is historically significant for its association with the W.P. Fuller Co. and later tenants, Columbia Basin Wool Growers Association.

The W.P. Fuller Building was erected in 1910 on property purchased by John Kiernan in 1905 from William Ladd. The building was designed by David C. Lewis. The W.P. Fuller Co. was the first tenant. Kiernan personally and later through a corporation retained ownership of the property until 1936. W.P. Fuller and Co. were tenants for seven years.

W.P. Fuller and Co. was established in Sacramento in 1849 by William P. Fuller. The company first came to Portland in 1883 as Whittier, Fuller and Co., at Front and Pine. The company's name was changed to W.P. Fuller and Co. in 1894. Around the turn of the century Fuller moved its main headquarters to San Francisco. The Portland branch remained at Front and Pine until 1909 when it was moved to Kiernan's newly constructed warehouse.

Up to this point W.P. Fuller and Co. manufactured paint exclusively for the wholesale market. Other products were sold as well, including oil, glass, sash and doors. In 1915 W.P. Fuller and Co. opened their first retail outlet in Portland on Grand Avenue. Over the years they would operate as many as seven retail outlets in the Portland area.

In 1918 W.P. Fuller and Co. purchased property in northwest Portland with plans to build a paint factory. At the time of purchase the building was occupied by the Columbia Basin Wool Growers Association. In order to secure the building W.P. Fuller Co. and the Wool Growers agreed that the

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Wool Growers would move into the building at 12th and Davis beginning in 1918. W.P. Fuller Co. in the meantime moved to new quarters at Front and Morrison.

By the late 1920s W.P. Fuller Co. was considered to be one of the largest paint manufacturers west of the Rockies. In 1928 the company opened the Portland paint factory they had been planning for since 1917. The company continued to grow so that by 1938 it had an investment of more than \$1 million in Portland property and merchandise.

One of the things W.P. Fuller and Co. of Portland was noted for over the years was the stained glass windows designed and produced at the Nicolai Street factory for many significant churches and buildings. In the late 1920s W.P. Fuller and Co. developed an art glass department at the Nicolai plant. They employed Albert A. Gerlach as their chief designing artist. Gerlach received his academic training at the Chicago Art Institute and served a 14-year apprenticeship with A.A. Leyendecker before joining W.P. Fuller.

In 1947 the August 10th issue of the Oregonian reported, "Most of the stained glass work done in the Northwest is designed, painted, fired and assembled under the direction of Mr. Gerlach." His best-known works included the Temple Beth Israel synagogue and windows in several Portland churches: St. Mark's, First Baptist, and St. Andrew's. He also designed windows for the John Muir School in Seattle, and the Wood Memorial Church in Callao, Peru.

In 1964 W.P. Fuller and Co. leased another large warehouse in southeast Portland. Three years later the entire company was purchased by the O'Brien Corp., and renamed Fuller O'Brien Paints. For more than 100 years W.P. Fuller and Co. and Fuller O'Brien have been an important Portland business. A retail store and shipping warehouse are still maintained in Portland by Fuller O'Brien Paints.

From 1918 to 1923, the Columbia Basin Wool Warehouse Co. occupied the building at 12th and Davis. The company was organized in March 1915, with a capital of \$50,000. The goal in developing the Columbia Basin Wool Warehouse was to make Portland, rather than Boston, the market for wool produced in the Pacific Northwest. As much as 14 million pounds of wool were stored at one time in the company's warehouses in northwest Portland during the 1920s. Officers of the company were prominent Portland businessmen Henry L. Corbett, J.C. Ainsworth, C.C. Colt and J.H. Dobbin, president.

The company's field of operations extended from the Canadian border to northern California and from Montana to the Pacific. In 1920 the company was considered to be an integral component in making Portland the wool and

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livestock center of the Far West. In the same year, the company was refinanced by Portland bankers from \$400,000 to \$1,200,000. However, a sharp drop in wool prices made it necessary for the company to seek refinancing again in 1921, and by 1923 the Columbia Basin Wool Growers were out of business.

In the early 1920s the Columbia Basin Wool Warehouse Co. shared the building with the Walworth Oregon Co., a wholesale plumbing supplies and hardware distributor. Walworth occupied the building from 1921 to 1928. The Colonial Warehouse and Transfer Co. took over the Columbia Basin Wool Warehouse Co.'s space in 1924, occupying it until 1932. Colonial Warehouse was a subsidiary of Oregon Transfer Co. The next longstanding tenant was the Pacific Cooperative Wool Growers, who occupied part of the building from 1925 through 1934.

The building was vacant from 1934 through 1937, and in 1936 the John Kiernan Corporation sold the property to the New England Mutual Life Insurance Co. Under the new ownership, the building was leased to Montgomery Ward Co. for warehouse space. Montgomery Ward was followed in 1945 by the Defense Plant Corp., who had purchased the property from New England Mutual in 1944. Finally, the building was bought in 1949 by Northwestern Cold Storage. The building was remodeled to function as a cold storage plant in 1950. Northwestern Cold Storage still owns and uses the building as a cold storage plant today.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1900-1945 **Builder/Architect** Doyle and Patterson

**Statement of Significance (in one paragraph)**

Houghtaling and Dougan  
 William C. Knighton  
 Richard Martin, Jr.  
 Strong and MacNaughton  
 Richard Sundeleaf  
 Sutton and Whitney  
 Wolff and Phillips

The Thirteenth Avenue Historic District is a small but densely concentrated warehousing district located in northwest Portland, in Multnomah County, Oregon. It extends six blocks along the NW 13th Avenue railroad spur line between NW Davis and Johnson Streets in an area locally referred to as the Northwest Triangle. The district encompasses 22 separately-held properties, of which 20 are improved with contributing features and two are vacant parcels. The district is locally significant under Criterion A because the aggregation of intact historic warehouse buildings linked by railroad spur illustrates the rise of Portland's northwest industrial area as a regional distribution center in the early decades of the 20th Century.

Extension of the historic period of significance through the Great Depression to the end of the Second World War is justified because the district continued to be the city's focal point of warehousing activity through the War years. Because the multi-storied warehouses on NW 13th Avenue are centrally located and accessible to truckers using the Interstate Freeway system, traditional patterns of use within the district have continued to the present day. However, the advent of modern container shipping brought a shift from "vertical" to "horizontal" warehousing. After 1950, major distribution sites were developed elsewhere in the city where large tracts were available for surface storage. Historically, NW 13th Avenue's preeminence as a distribution center came to an end.

Identified in the context of urban planning as one of the distinctive design and view corridors in the city, the segment of NW 13th Avenue between NW Davis and Johnson stands out visually as the original main spine of Portland's historic warehouse district. The area's prominence owed directly to Portland's explosive growth following the Lewis and Clark Exposition of 1905, and concurrent development of the city's port facilities for seagoing vessels and transcontinental rail facilities. Individually and collectively, buildings within the district are significant under Criterion C also as well-preserved, architect-designed warehouses representing state-of-the-art "fireproof" construction technology over a 40-year period.



# 9. Major Bibliographical References

Polk City Directories, Portland, Oregon  
Sanborn Fire Insurance Rating Maps  
Ticor Title Company records

(continued)

# 10. Geographical Data

Acreeage of nominated property 11.74

Quadrangle name Portland, Oregon-Washington

Quadrangle scale 1:24000

### UTM References

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Zone Easting Northing

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Zone Easting Northing

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### Verbal boundary description and justification

See continuation sheets

### List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

# 11. Form Prepared By

name/title John M. Tess and Jeri S. Tess

organization Heritage Investment Corporation date September 1, 1986

street & number 123 NW 2nd Avenue, Suite 200 telephone (503) 228-0272

city or town Portland state Oregon 97209

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

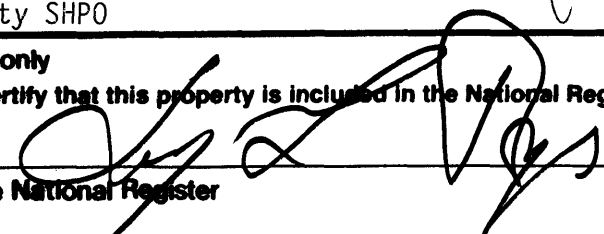
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title Deputy SHPO date April 16, 1987

For NPS use only

I hereby certify that this property is included in the National Register



date 6/15/87

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior  
National Park Service

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**FORMATIVE YEARS—PORTLAND DEVELOPS AS A SEAPORT**

Portland's location along the Willamette River has played a key role in its development as a major West Coast city. Previous to 1845, the site where Portland stands was known as "the clearing." The clearing was an area of approximately one acre of land which had been cleared by Indians and trappers to serve as a mid-day rest stop for travelers between Oregon City and Fort Vancouver, the two located approximately 30 miles apart.

Oregon City had developed as the first major settlement in Oregon due to its location near the Willamette Falls. While the falls did provide power to the community, it also served as a barrier to any ships coming up river except for a small part of the year. Most often goods were dropped at Fort Vancouver and from there bateaued or portaged to Oregon City. Thus, as people continued to come to Oregon, it became clear that the major settlement would be the one which would be accessible by ships for a major portion of the year. During the early days of Oregon, men fought to build the community that could be called the "navigation center" of Oregon.

(Continued)

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Ironically, "the clearing" was not developed as an area for settlement despite the fact that as early as 1840, Captain John Couch realized its strategic location when he tied his ship to the foot of present day Washington Street and said, "To this point I can bring any ship that can get into the mouth of the great Columbia River."

It wasn't until 1843, however, that anyone decided to lay claim to the land as such. In November of that year, William Overton and Asa Lovejoy, while en route from Fort Vancouver to Oregon City, stopped at the clearing for their mid-day rest. During this rest Overton discussed his wish to file a land claim on the clearing but lamented that he lacked the 25-cent filing fee and the legal knowledge to file the claim. Overton offered Lovejoy half of the claim if he could provide these services. Lovejoy agreed to the proposition and the land claim was filed. After the filing of the claim, Lovejoy returned to his business interests in Oregon City, while Overton remained on the claim, building a shack near the river in which reportedly he made shingles.

Portland's early development came under the direction of Francis Pettygrove who had purchased Overton's half of the land claim in 1844. Before taking any steps in the transaction, however, he traveled by canoe to the site and made soundings confirming Captain John Couch's assessment that it was possible for deep-water ships to come to this point up the river without difficulty.

After 1844 the town developed at a moderate but steady rate around Pettygrove's wharf and warehouse. As in many parts of the West, the discovery of gold in the 1840s and early 1850s had a considerable effect on Portland. Following the initial invasion of gold seekers, farmers and other settlers began to arrive in Portland. Portland soon began to provide goods for the new markets created in California by the gold rush, and thus began Portland's development as a major trade center. During this period Portland overtook Oregon City as "the Metropolis of the Pacific Northwest."

The 1860s opened with Oregon's admission as a state to the Union on February 14, 1859. This was a period of progressive growth and economic diversification. Portland's population increased from 800 in 1860 to 8,300 in 1870. Continuing to depend upon its capabilities as a seaport, Portland increased its access to larger vessels in 1868 with the first dredging of the Willamette River. This dredging resulted in the creation of a new channel across the Swan Island sand bar. The mid-60s also marked the beginning of railroad development in the city of Portland.

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EARLY RAILROAD DEVELOPMENT AND BEN HOLLADAY

With the advent of the railroad, Portland's geographic location would again affect its development as a regional trade center. Early railroad development utilizing steam engines began just after 1800 in the eastern United States. By the 1830s railroad development had progressed to the point where many eastern cities saw the railroad as a means to compete on a regional basis with the internal part of the country.

By 1840 some 2,818 miles of track existed in the United States. By 1860 this had increased to 30,627 miles. Initial problems with the early railroads were their lack of punctuality, caused by frequent breakdowns, the likelihood of passengers being showered by sparks from the engine, lack of standardized gauge, and frequent wrecks. Eventually these inconveniences were overcome so that by 1860 travel by rail was not considered any more dangerous than travel by steamboat.

Talk of building a transcontinental railroad had occurred as early as the 1840s, with the Pacific Northwest being discussed as one of the most logical terminuses. Sectional disagreements over the location of such a line, the discovery of gold in California, and the Civil War postponed the development of such a line to the Northwest until 1883. However, this delay did not hamper railroad development in Oregon.

The first major railroad line built in Oregon was the line between the California border and Portland. Congressional delegations from the two states sought governmental aid in the form of money and lands. The Congress refused direct financial help but passed an Act of Congress on July 25, 1866 granting railroad franchises to two corporations to be formed under the laws of the states of California and Oregon. These companies would receive land grants for their completion of the railroad between Portland and San Francisco. The right was given to the state legislature to designate the company that should be entitled to the franchise and grants. A time limit of two years was also stated.

In September 1866, the Oregon Central Railroad Co. or the West Side Co. of Portland, was incorporated. Its plans called for a railway line along the west side of the Willamette River with the terminus of the line to be located in north Portland (now called NW Portland) and the southern connection to be made at the state line between California and Oregon.

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This group was composed of Portlanders including: J.S. Smith, I.R. Moores, J.R. Mitchell, E.D. Shattuck, F.A. Chenoweth, Jesse Applegate, Joel Palmer, H.W. Corbett, M.M. Melvin, George L. Woods, R.R. Thompson, J.C. Ainsworth, C.H. Lewis, S.G. Reed, John McCracken, B.F. Brown, Thomas H. Cox, and Joseph Gaston, the latter being the most active participant and president of the company.

The company immediately made application to the state legislature in Oregon and was designated beneficiary of the railway franchise under the July 25, 1866 Act of Congress. However, the company was plagued from the start with lack of funds.

The rival company, California financed, was known as the Central Oregon Railroad Co. of Salem, or the East Side Co. The Salem group used the same name as the west side group in hopes that if that group failed to comply with the conditions of the Act of Congress, the Salem company would not have to apply to the legislature for a fresh designation.

The incorporators from Salem included: J.H. Moores, J.S. Smith, George L. Woods, E.N. Cooke, S. Ellsworth, I.R. Moores, and Samuel A. Clarke. This group chose the east side of the Willamette River on which to lay their tracks. Active associates included C. Temple Emmet, Alpheus Bull and the leader of the group, Simon G. Elliott.

The primary California organizer, S.G. Elliott, proceeded to mastermind one of the boldest swindling schemes in the history of the Northwest, involving the embezzlement of funds raised for construction of the railroad. Ironically, Elliott's plans and activities were accepted by the company's investors and Oregon's governor with few questions asked. Eventually Elliott was to meet his match in the person of Ben Holladay, also a person of questionable character. Holladay purchased a controlling interest in the Oregon Central Railway of Salem and squeezed Elliott out, assuming the administration of the company himself.

Ben Holladay, a key figure in the history of Oregon railroads in the late 1860s and 1870s, came to Oregon in 1868. In San Francisco he had successfully organized the country's largest stage coach business, which he sold to the Wells Fargo Co. for \$1.5 million before coming to Oregon. Holladay started out by influencing the Oregon state legislature in October of 1868 to annul its previous assignment of the railway franchise to the Oregon Central Railway Co. of Portland. The legislature reversed itself claiming that the west side group had misrepresented itself.

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**HENRY VILLARD**

Henry Villard, whose job initially was to check into Ben Holladay's activities, was convinced after his first visit to Oregon of the great opportunities waiting for the person who controlled the railroads of the Northwest. His goal was to link Oregon by rail to the rest of the United States. Because of his involvement in Willamette Valley transportation and his real estate investments in Portland, it served his purpose best if Portland remained the center of trade in the Northwest, and hence the main terminus for railroads into the Northwest. Villard was responsible for completing the East Side Road from Roseburg to Ashland, making the final connection with California. He finished the West Side Road from St. Johns to Corvallis and built a branch between Albany and Lebanon. Between 1880 and 1882, he completed construction of a line along the south bank of the Columbia River between Portland and Walla Walla, Washington.

After gaining control of the Northern Pacific, Villard completed the first transcontinental connection in 1883. He also had plans for building a passenger terminal (or "Grand Union Depot") near the western approach of the Steel Bridge. These plans were not immediately realized because of financial reverses that forced Northern Pacific into bankruptcy. The collapse of Villard's fortune in 1884 followed shortly. The "Grand Union Station" Villard had envisioned was eventually completed in 1896 under the direction of the Northern Pacific Terminal Co., a former Villard enterprise.

By the turn of the century, Oregon had strong railroad connections eastward and along the West Coast. Henry Villard was in large part responsible for this. The state was crisscrossed with a complex network of short lines used to haul raw materials and goods to Oregon's commercial center, Portland, and to smaller towns. The railway system contributed greatly to the development of Portland as a large commercial center.

**TERMINAL YARDS**

With the rapid growth of the railroads it became necessary, due to the increasing number of trains being switched in the railroad yards, to organize a company which would operate terminal yards. To meet this need the Northern Pacific Terminal Co. was incorporated in August of 1882. Henry Failing served as President; C.A. Dolph, Vice President; Joseph Simon, Secretary and Treasurer; J.H. Clemente (New York) Treasurer and Assistant Secretary; and J.A. Johnston and E.L. Brown were Acting Manager and Acting Controller respectively.

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With the help of an Oregon congressional delegation, Holladay convinced Congress to extend the time during which the line between Portland and the California border could be completed and still receive the land grants. The time was extended to December 24, 1869 for completion of the first 20 miles.

Both companies started for the California border a day apart in April of 1868. Holladay, with better financing, was eventually the winner. He completed the first 20 miles of the east side line on December 23, 1869. The land grants for the winner actually turned out to be of an inconsequential nature.

In addition to the lackluster value of the land grants, Holladay's success was clouded by additional troubles when the East Side Co. was found by a court decision to be illegally incorporated. As a way out of these difficulties, Holladay incorporated the Oregon and California Railroad Co. on March 16, 1870 and acquired the assets of the illegal East Side Co. The rival Portland group meanwhile liquidated its investments and sold out to Holladay who used his Willamette Valley Railroad Co. for the purchase.

With his newly incorporated company, Holladay successfully completed the railroad to Roseburg on December 3, 1872. However, in October of 1873, default in the amount of \$452,760 was made on the payment of the first mortgage bonds of the line. In July 1874, shortly after Holladay's default, Henry Villard came to Portland as the financial agent for the German bond holders who were Holladay's most important backers. Villard was put in actual control under an agreement between Holladay and the bond holders. However, Holladay continued to head the company in a nominal way until April 18, 1876, when he failed to fulfill his obligations and was bought out. The German bond holders then refinanced their investments and Villard continued as agent for the German bond holders.

During his day Holladay enjoyed enormous power. He organized four separate corporations in addition to his railroads: the Portland Dock and Warehouse Co., which owned the docks and warehouses on both sides of the Willamette River, the Oregon Transfer Co., which had a monopoly on local transportation of passengers and freight, two real estate companies, and the Oregon Steamship Co. The Oregon Transfer Co. later owned the two Oregon Transfer buildings, #18 and #19 in the NW 13th Avenue Historic District.

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The Oregon Railway and Navigation Co. held 40% of the stock of the Northern Pacific Terminal Co. The rest of the stock was held by important Portland business leaders including William Ladd, Henry Corbett, and Henry Failing. The object of the newly formed company was to provide terminal facilities for different railroads entering the city, such as depots, freight houses, yards, and dock warehouse buildings.

By 1885, the Northern Pacific Terminal Co. was the second largest corporate property holder in Portland with real estate on both sides of the river assessed at over half a million dollars, and the actual market value being perhaps three to four times greater. In North Portland, the Oregon Railway and Navigation Co. and the Northern Pacific Terminal Co. controlled 39 blocks, including streets which except for Front Avenue were vacated by the city. The tract of 39 blocks was adjacent to the freight yards of the Northern Pacific Railroad bounded by NW Hoyt Street on the south, NW 9th Avenue on the west, and the Willamette River to the north and east.

At this point the property along NW 13th Avenue, as illustrated on the Sanborn Maps of 1879 and 1898, was residential in nature and could be considered on the edge of the Nob Hill neighborhood. 13th Avenue was located a short distance west of the terminal yards and ideally suited by locality to augment the existing switching yards as warehousing and light industry. Nob Hill was a residential area which grew around the Couch family estate and eventually became one of Portland's most fashionable neighborhoods.

## **RAILWAY BRIDGES CONNECT WEST AND EAST SIDES**

Portland's first railway bridge across the Willamette River, known as the Steel Bridge, was completed in 1888. The Steel Bridge was owned and operated by the Oregon Railway and Navigation Co. and the Union Pacific Railway. Prior to construction of the bridge, all freight and passenger traffic had to be transferred across the river by means of inclines and transfer steamers and barges, methods which were slow and unsatisfactory. This bridge was the antecedent to the present-day Steel Bridge, which was built in 1912 a short distance downstream.

## **PORTLAND "METROPOLIS OF THE GREAT N.W."**

From 1883 on, Portland's growth was to coincide with the advancement of technology, its manufacturing output, the expansions of the rail system and the city's continued development as a seaport.



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Two years after the construction of the Steel Bridge, the Portland Oregonian of Wednesday, January 1, 1890, described Portland as the natural trade depot for the greater portion of the Northwest. This stemmed from Portland's accessibility to the Columbia River by seagoing vessels, and from its being the western terminus of the "greatest combination" of rail lines that existed at the time in the country. The paper proudly boasted that Portland was only a four-and-a-half days' trip to New York by rail.

Several years later the Oregonian of Tuesday January 1, 1893 declared Portland to be "The Great Railroad Center of the Pacific Northwest", and proclaimed that "All roads led to Rome centuries ago and today all railroads with a single exception (the Atlantic and Pacific) lead to Portland."

Portland's growth between 1890 and 1900 was phenomenal despite the Depression of 1893. Mostly spurred by development of street railways, the city's population increased by 50% and its geographic area increased by 40% during this time. In this era of unprecedented growth Portland continued to be touted as the "Metropolis of the Great Northwest."

On January 1, 1896 headlines in the Portland Oregonian read:

PORTLAND THE METROPOLIS

\* \* \*

QUEEN OF THE COLUMBIA BASIN

\* \* \*

AN UNRIVALED SEAPORT AND RAILROAD TERMINAL

\* \* \*

Center of Manufacture and Distribution of Products

\* \* \*

Four Thousand Miles of Local Railway and 1000 Miles of Navigable  
Rivers Bring the Products of a Vast Region to Her Doors

By the 1890s Portland had truly come of age. In 1896 Villard's previous dream to build a terminal station in the city was finally realized by the Northern Pacific Terminal Co. When Union Station was completed it was considered "by far the best passenger station on the Pacific Coast."

In addition to the construction of the station building, other improvements to the terminal site included the construction of three freight warehouses used by the three railroad companies having

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terminals and connections in Portland. Due to the increased use of this portion of North Portland for warehousing, the residential areas of the western section of the area were steadily encroached upon and a new warehouse district began to emerge.

## **LEWIS AND CLARK CENTENNIAL EXPO 1905**

Portlanders suffered during the Depression of 1893, as did most cities around the country. By the turn of the century, however, the nation appeared to be on the road to recovery. Of primary importance to the growth of Portland in the first decade of this century was the success of the Lewis and Clark Centennial Exposition in 1905. With the exposition came a new "can-do attitude" which created a strong confidence for the future. In the press releases and speeches, industrial and scientific expositions were described as "schools of progress." Civic leaders and realtors saw the exposition as an "international advertisement" to attract investors and immigrants to the city.

The themes of expositions often commemorated a milestone in history. The centennial of the Lewis and Clark Expedition, which explored the Oregon country, was the theme of Portland's exposition. The selection of the theme and the 1905 date was suggested by the Oregon Historical Society. The backing for such events came from bankers, boosters, and the Board of Trade.

As Oregon entered the 20th century, the business community was still struggling from the effects of the panic of 1893. Portland, as a conservative city, was slow to recover its confidence. Business had increased rather steadily, but the realty market was slower to improve. Portland had dominated the Pacific Northwest in the years preceding the 1893 panic and now Portland businessmen felt they had cause to worry about competition from the younger cities of the Puget Sound. Of particular concern was the city of Seattle, which was growing rapidly, as it became the staging ground for the Klondike gold rush.

Portland businessmen responded to this challenge with a flurry of boosterism, using advertising and other promotional methods to assert Portland's importance as a commercial center. Portland continued to be promoted and advertised as the "Natural Metropolis of the Northern Pacific Coast." Civic groups involved in the movement included the Commercial Club, the Chamber of Commerce, the Board of Trade, the Development League, and the Manufacturers League. The Lewis and Clark Exposition, the largest example of boosterism, drew upon the same leadership as other booster activities at the turn of the century.

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Promoters of the exposition collected \$500,000 in capital funds for the Lewis and Clark Exposition Association and lobbied vigorously for government support. The Oregon legislature appropriated \$450,000 for the fair and the U.S. Congress provided \$1.7 million for the construction of the magnificent U. S. Government building.

The fair site was located on 100 acres beyond the "frontier settlement of Northwest Portland," on Guild Lake. The site's typography included marshes, market gardens, and a dairy farm on a peninsula extending into the lake. John Olmstead, a noted landscape architect and stepson of Frederick Law Olmstead, the designer of New York's Central Park, was commissioned to design Portland's first plan for a city-wide park system and at the same time create a site plan for the fair. The plan placed the major exhibit halls on the ridge overlooking the lake, the U.S. Government building on the waterfront to the northwest, and the stock barns and a half-mile figure eight race track to the northeast.

Ion Lewis was appointed Director of Architecture for the exposition. He was a partner in the firm of Whidden and Lewis which had dominated Portland architecture for the 16 years preceding the fair. Their entrance into Portland architecture marked the arrival of the Eastern style in Portland. The architectural style for the fair buildings, chosen by Lewis and Whidden along with the other Portland architects involved in the project, was "Spanish Renaissance." Whitewashed buildings with domes, cupolas, arched doorways and roofs covered with red tiles or painted red, were grouped between the West Hills of Portland and Guild Lake, creating an impressive effect.

The most interesting and unique building of the fair and one which captured the imagination of several generations of Portlanders until its destruction by fire in August 1964, was the Forestry Building. This was one of the few buildings left intact after the fair. A giant log cabin, it was the product of two talented architects--Ion Lewis and a young apprentice architect of Lewis' firm of Whidden and Lewis, Albert E. Doyle. The plan was symmetrical, measuring 209 feet by 105 feet and based on the basilica form, with matching transepts at either end. Massive logs 48 feet high by 4 to 5 feet in diameter, formed the "nave" colonnade. The hall boasted, among other things, samples of lumber, pine cone decorations and the Indian photographs of Edward Curtis.

The success of the fair was in large part dependent upon a skillful job of promotion. By the 20th century the methods of advertising an exposition and "exploiting its possibilities" were highly evolved and passed from one host city to another. Henry Reed, as head of the Division of Exploitation, spent \$114,000 on a two-year campaign.

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Three hundred thousand copies of a 100-page booklet on Oregon were distributed. All mail in the Portland post office was canceled with "World's Fair 1905" and space was rented in Los Angeles, San Francisco and Seattle for information centers. J.P. Marshall, as representative of the fair, traveled across the western half of the United States showing lantern slides to the chambers of commerce and met with the editors of weekly papers in small towns. More than 6,000 newspapers received packets of information about the exposition weekly in 1905 and daily reports were supplied to the Associated Press during the actual fair.

Special events held in conjunction with the fair encouraged visitors to attend the Lewis and Clark Exposition--special state days, conferences on education, civic affairs, industrial relations and the future of the United States in the Orient. The American Medical Association, American Library Association, National Conference of Charities and Corrections, Order of Railway Conductors and 30 other groups met in Portland at the fair.

Promotion of the fair proved to be a complete success with a total attendance of 1,588,000 paid admissions (approximately 11,600 daily and 966,000 free passes), surpassing the expected attendance. Five hundred forty thousand fair visitors were from Portland, 640,000 from elsewhere in Oregon and Washington, 250,000 from California and the Mountain States, and 160,000 from east of the Rockies. Of importance to the city of Portland was the fact that the fair made \$84,460 in profit with a 21% return on the investment.

All visitors were treated to the delights of Portland and were educated on the subject of the city as the center of commerce for the Northwest. After half a decade, Portlanders were still satisfied with the achievements of the Lewis and Clark Exposition. Portland historian, Joseph Gaston, summed up the general attitude towards the fair in 1911: "The very decision to hold the Exposition strengthened every man that put down a dollar for it, and from that very day Portland business, Portland real estate, and Portland's great future commenced to move up--to move with confidence, courage, steadfastness and accelerating energy; and the movement never halted or hesitated from that day to this. The Exposition ... attracted hundreds of thousands of people, many of them wealthy, new to this City, who knew nothing of the advantages of Portland and its surroundings. They were surprised and pleased at what they found and learned, and went away to spread the story of Portland's beauty and future prospects, and then came back to invest their money in Portland property and business."

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Some Portland businessmen were not so optimistic during the year preceding the fair and the year of the exposition, 1905. A superstition existed in the country, based on the condition of Chicago after the World's Fair held there in 1893, that real estate became as cheap as dirt the year after the fair. That this had happened in Chicago was mere coincidence, not borne out by any other fairs, and was a result of economic conditions surrounding the Chicago fair. The experience of other fairs was that real estate appreciated in value due to the influx of population drawn by the advertising of the fair. Some Portland businessmen delayed investing, feeling they could do better later. Despite those waiting for the collapse in price, the amount of real estate sold during 1905 was of record proportions.

## "THE BOOM YEARS" 1905-1920

Carl Abbott in his book Portland describes the economic climate during the years 1905-12 as the most prosperous in the history of the city. Every statistical indicator showed enormous sustained growth. The volume of Portland banking transactions increased 150%. Much of the money being deposited was from outside investors. In 1907 there were already 18 banking institutions in Oregon. Portland banks ranked first among financial institutions in this section of the country. The Pacific Northwest had become a creditor to the East Coast, the reverse of the situation which existed in Portland during the 1893 panic.

The problems of unemployment didn't exist. In fact, the opposite was true, with more jobs available than there were people to fill them. This was despite the doubling of Portland's population from 1905 to 1910, and continued growth until 1920.

During this period the bulk of Portland's population shifted to the east side where more housing was available. Property in the close-in areas of the west side had become too valuable for residential building. Portland's commercial center moved west from the river, with the largest amount of development occurring along Fifth and Sixth Avenues. Large department stores, banks and office buildings were built alongside earlier Richardsonian Romanesque structures, Victorian mansions, churches and small shops.

As a result of major fires in the city, Portland moved from an era of insubstantial structures of wood and brick to fireproof construction using modern materials such as concrete, steel and reinforced concrete. New buildings were of "slow burning" or "mill construction". The existence of large quantities of timber and the Northwest's remoteness from the steel and concrete manufacturing centers were in part responsible for Oregon's lagging behind in the

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use of modern materials. The use of modern materials also reflected a new attitude about buildings as a more permanent revenue-producing investment for investors.

Coverage in the Oregonian of new warehouse construction invariably praised the use of new materials and methods of construction. A typical description of the construction of new warehouses sounded like this description of the Crane Co. Building (#13) (June 13, 1908, Oregonian): "There is to be a full basement under the entire building, which is to be of steel beams, cast-iron columns and brick walls. The floors are to be of reinforced concrete, thus making the big warehouse a strictly class A fireproof building." Makeshift warehouses in the area of the terminal yards and along the waterfront were replaced with buildings of a more permanent nature and appropriate design.

The period extending from 1905 to WWI also marked Portland's first serious efforts in city planning. A group of community leaders worked to bring Portland in line with other modern metropolitan cities. Using the new tools of land-use planning these leaders guided the city in its building of the east side and the rebuilding of the west side. Several important leaders in the city planning field were brought in as consultants: John Olmstead, Edward Bennett and Charles Cheney. Portland experimented with plans for public spending and public works programs during the years extending from 1906-17. Between 1918 and 1924, the emphasis shifted to the creation and implementation of housing and zoning codes.

Portland spent \$28 million during the years 1905-14 on public works, street and sewer construction, and \$2 million on bridge construction. Most of today's bridges were built during this period. The old Morrison Street Bridge was replaced in 1904-05, the Steel Bridge in 1912, and the new Broadway Bridge was erected 1911-13.

An unprecedented building boom in the city's residential, commercial and warehouse districts accompanied the huge influx in population. The building boom pushed up the sum value of new building permits for the city from 4,183,368 in 1905 to 20,886,202 in 1910, and 19,152,370 in 1911.

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**MANUFACTURING AND DISTRIBUTION**

Raw materials, power and transportation were key elements in the building of the city as a commercial center. The forests of the Northwest supplied a large portion of the world's lumber. Besides the actual harvesting of lumber, the forest industry provided jobs for many immigrants in sawmills, furniture factories and related wood working plants. The NW 13th Avenue Historic District included buildings related to the timber industry (Healy, Harmon, Hexter, Central Door).

Donald Macdonald reported in Sunset Magazine after the "revolution of the lumber industry" that "the awakening of the value of the farmer of Oregon's cheap and fertile lands" was second in importance to Portland's commercial growth. "Fifty thousand square miles were being opened up by the extension of the railroads." Grain from these tributary areas naturally was transported to Portland, where it was then shipped elsewhere. Several million dollars were made a year, and hundreds of men were employed in the manufacture of Oregon's wheat into flour. This wheat was used in breads the world over.

Oregon was the leading state in the production of hops and its fruit industry was growing with amazing speed. Fruit from Oregon commanded a high price on the East Coast.

In 1910, the city had 2,000 manufacturing factories with an invested capital of \$6.5 million and an annual output of \$85 million. A surplus of raw materials was essential to the development of a manufacturing community, as was the existence of a market for the product. The parallel growth of California, Washington, Idaho and Montana provided nearby markets. Portland's far-reaching water routes and thousands of miles of railroads afforded the best transportation. The Orient and Alaska were opening up and becoming increasingly important markets. The tributary areas around Portland provided lumber, wool, grain, dairy products and beef, to name the major products.

Power for manufacturing was supplied by Oregon's extensive waterways which had barely been tapped by the end of the first decade of the 20th century. What the development of these vast sources of electrical energy would mean to Oregon's economy was just beginning to be realized. The time was foreseen when inexpensive power from Oregon's rushing streams would provide power for hundreds of factories.

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In short, with the "completion of the Columbia River jetty, deepening of the channel of the river from Portland to the sea, the meeting of the traffic of many transcontinental lines of railroad with ocean carriers at Portland, and the enormous growth of the export and import traffic between the U.S. and Asiatic Ports," the stage was set for Portland as a large commercial center ("Terminal Yards Worth Millions," Oregonian, January 1, 1906).

**THE DEVELOPMENT OF NW 13th AVENUE**

The development of the property along NW 13th Avenue is directly tied to Portland's continuing growth as a seaport, the expansion of the railroad, the availability of raw materials and the effects the Lewis and Clark Exposition had on the entire city.

Prior to the development of the railroad all shipments into the city came by water. Thus in early photos of Portland's riverfront we see a well developed warehouse system especially along the west bank. Earliest movement away from the river occurred with the establishment of various wholesale houses along Fourth and Fifth Avenues. With the development of the railroad a new, cheaper and more convenient means of transferring goods was made available. As a result, many wholesalers established their warehouses within closer proximity to the railroad tracks.

Development of a warehouse center in Portland is first reported by an article in the Portland Oregonian of April 3, 1910: "The first work along the line of developing a warehouse center was the building of the spur of the terminal company...up Thirteenth street." Coinciding with the construction of the spur line was the development of major wholesale and warehouse facilities along both sides of 13th. The original city ordinance establishing the spur line along 13th was passed by the city council on September 24, 1904.

Ordinance NO. 14213

"An Ordinance granting a permit to the Northern Pacific Terminal Company to construct a sidetrack on Thirteenth Street North connecting with the present railroad tracks from the north line of Johnson Street to the north line of Glisan Street.

Eventually the line was extended south to within 100 feet of Burnside. Sidetracks were laid as necessitated by building construction.



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There were two major developments which had a significant impact on the development on NW 13th. The first of these was the purchase by the P & S Railroad of 40 blocks which extended the terminal facilities to NW 12th.

At the time of the purchase, the morning Oregonian of January, 1906 read:

TERMINAL YARDS WORTH MILLIONS  
\* \* \*  
EXTENSIVE TRACKAGE AND BIG DOCKS FOR PORTLAND DURING 1906  
\* \* \*  
P. & S. BUYS FORTY BLOCKS  
\* \* \*  
P. & A. and S.F. & P. Steamship Companies Propose  
Erection of Substantial Freight Transfer for  
Rail and Water

The Oregonian article opened with a quote from James J. Hill, master railroad financier: "The greatest seaport is on the rails in the railroad yards." The article continued:

"This epigram from that master of railroad finance, construction and operation, James J. Hill, tells eloquently the importance of terminals to any railroad...concisely stating the fact that no port can be commercially great without adequate terminal facilities at the end of railroad trackage that brings the traffic from and carries the freight to the interior of the country. It is due to this appreciation of the importance that the Northwestern Improvement Company, the Portland & Seattle Railway and the Northern Pacific Railroad Companies have acquired additional property approximating 40 blocks of ground adjacent to the present freight yards of the Northern Pacific in Portland."

The approximate boundaries of the purchase were Hoyt street to the south, the Northern Pacific freight yards to the east, 12th Avenue to the west and the Willamette river to the east.

The impact this purchase had on real estate values was phenomenal. The April 9, 1907, Oregonian reported that:

"Throughout the new warehouse district in North Portland the 1907 valuations made by the Assessor...show an increase of from 300 to 400 percent over last year's figures....though this great gain cannot be said to extend to all of Portland or even to all of the West Side business district....Quarter

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blocks in that district which were assessed for \$5,000 and \$6,000 last year are valued at from \$16,000 to \$20,000 by the Assessor this year."

As the year progressed the railroad continued to purchase property. The streets between 10th and 12th and Johnson and Quimby were all vacated for terminal expansion, much to the unhappiness of the tenants in the area. This purchase by the railroad accompanied by the vacating of streets for terminal expansion was further impetus for land values on adjacent property to skyrocket. 1906 newspapers continually reported on real estate activity in the north section of town: "Many Buy Lots to Erect Warehouses," "Activity at Present is Most Marked in North Portland Where New Wholesale Firms are Soon to Locate," and "New Warehouses Tell Their Story."

As the need for warehouse space increased so to did the need for an additional spur line. In 1907 several large purchases of property between 14th and 15th led to the construction of a spur line along 15th up to Johnson. As reported at the time of the construction of this spur line it was predicted that it would have the same positive effects with respect to the development of new warehouse space as did the laying of track along 13th several years earlier.

By 1907 the 13th Avenue spur line extending to Glisan was completed and in April of 1908 a permit was granted to the terminal company to extend the line to within 100 feet of Burnside. As warehouse buildings were built along NW 13th Avenue, and the main track extended, side tracks were installed to allow for the easy loading and unloading of rail cars into the flanking warehouses while keeping the main track clear. In 1909 the second major development to impact the growth along 13th Avenue occurred with the purchase of the strip of property between 12th and 13th and Hoyt north to the river by Northern Pacific.

The primary period of significance for the NW 13th Avenue Historic District begins in 1904 when the 13th Avenue spur line was first approved for construction from Johnson to Glisan and ends in 1915. During this period the major construction in the District took place, accounting for 64% of the buildings in the District. In 1910 the building mix in the warehouse/wholesale district consisted of three types of buildings: buildings used for purely warehouse space; buildings used for wholesale houses, offices and factories all under one roof; and buildings that housed manufacturing and shipping facilities.

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The Oregonian of April 3, 1910 in an article with the sub-headline "Railway Spurs Aid Extensive Growth in District" the development of the 13th and 15th Avenue spur lines is discussed:

"With the granting of trackage facilities so close to the retail center, a wholesale house, with its offices, its business and its storage rooms, could all be under one roof. Within the past two years many firms have availed themselves of the location and have established a wholesale center along upper Thirteenth street. The Sinclair Provision Company, Armour & Co., W.P. Fuller & Co., Sherwin-Williams & Co., and Swift & Co. have their places of business in this locality. The Oregon Transfer Company also located in a building south of Glisan street. With the purchase of the row of blocks between Twelfth and Thirteenth, North of Hoyt street, firms located in this tier of blocks were compelled to seek new quarters, and lower Fifteenth street was made available for warehouse and wholesale purposes by building of a spur."

The article went on to explain that 14th Avenue would not be developed, to allow for horse team traffic. The development of the York Street spur along which factory sites were established was also noted.

By 1915, 13th Avenue as a spur line and major warehouse area was well established. Continued development along 13th was limited to six additional structures built over the years. In the 1940s as the automobile and trucking replaced earlier modes of transportation and shipping, the District continued to act as a warehousing area being served by both trucks and rail. Since the 1950s there has been a general movement of warehousing facilities out of the city as a result of changing warehousing operations which call for large one-story structures.

Today the buildings in the District serve a variety of uses; however many of the upper floors in the area are under utilized. An area in transition, the Northwest Triangle has been the focus of various city studies in recent years and a Rudat study in 1983. In each of these studies 13th Avenue has been identified as an important design and view corridor.

Established as the first spur line in the warehouse district, 13th Avenue represents the only remaining intact spur line used specifically for warehouse/wholesale use. Many of the buildings along 15th were destroyed as a result of the construction of I-405 greatly diminishing its appearance as a cohesive early warehousing area. The

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general condition of the buildings along 13th Avenue in the District is good, with many of the buildings in the process of rehabilitation. Today the District continues to provide space for traditional uses in the area as well as being easily adaptable to new uses which include loft spaces, antique stores, light manufacturing and office space.

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## Architect - Doyle and Patterson #21, Sinclair Building

Albert E. Doyle was born in California in 1877 and arrived in Portland five years later. Doyle was educated in the Portland public schools. He learned a great deal about construction from his father who was a carpenter and building contractor. When he was 17, Albert went to work as an apprentice in the architectural firm of Whidden and Lewis. William Whidden and Ion Lewis had been partners for three years and were responsible for the design of many of the city's fine classical buildings. Doyle remained with Whidden and Lewis for a total of ten years.

After working for eight years with the firm, Doyle attended architecture school at Columbia University for approximately two years. His interlude in New York City also included employment in the office of architect Henry Bacon, designer of the Lincoln Memorial. Doyle then returned to the office of Whidden and Lewis between 1904-06, but left the city again for a year of travel in Europe. During Doyle's grand tour of Europe he sketched in a travel diary the architecture and art work he observed in Spain, Greece, Italy, France and England. This experience strongly influenced Doyle's later designs. In 1907, at the age of 30, Doyle established his own architecture firm in Portland with W. B. Patterson, a construction supervisor. This practice was maintained for almost ten years, at which time Patterson left and Doyle continued under his own name for the remaining 11 years of his life.

By early 1916, A.E. Doyle's design skills were evident in buildings throughout the city. Important commercial buildings included the Selling Building (1910), the Benson Hotel (1911), the Central Library (1913), American Bank Building (1913), Morgan Building (1913), and the Pittock Block (1914). Doyle designed many buildings for the Meier & Frank Co. and for members of both families. These included the Meier & Frank Warehouse, the Annex, and houses for Abe Meier, Sigmund Frank, and the original house at Menucha, Julius Meier's summer estate on the Columbia River. Doyle also designed Reed College, the Broadway Theater and two bank buildings in Seattle.

Doyle built one of the largest and most prestigious architecture firms in Portland and acquired the city's leading developers as clients. In 1928 Doyle died. The firm continued under the leadership of senior staff member Pietro Belluschi.

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**Architect - Houghtaling and Dougan #6, Dale Building**

Chester A. Houghtaling, senior member of the firm of Houghtaling and Dougan, was a native of Cleveland, Ohio, born October 27, 1882. He studied construction engineering at the Lewis Institute of Chicago, after which he was employed by the firm of Purdy and Henderson, Engineers, for two years in Chicago. He next worked for J.S. Metcalf in the construction of that city's leading packing firms. In 1903 he moved to Saskatoon, Canada. Three years later he moved to Spokane, Washington, where for another three years he worked with the firm of Culter and Malmgren. Subsequent years saw him working in Twins Falls, Idaho and returning to Canada. In 1913 he opened an office in Portland. Besides the building designs by Houghtaling and Dougan, Houghtaling was also the design engineer for the Burnside and Ross Island bridges and the Fitzpatrick Building, all in Portland. Houghtaling died on March 31, 1940.

Leigh L. Dougan, the junior partner of the firm, was born in Princeton, Indiana on July 28, 1883. L.L. Dougan received his general education in the Indiana public schools and subsequently entered the Armour Institute of Technology in Chicago to study architecture. At the end of his junior year Dougan withdrew from school, moving to Tulsa, Oklahoma where he obtained practical experience for two years before arriving in Portland in 1911.

In 1925 Dougan went into private practice designing many buildings in the Pacific Northwest. Some of the buildings he designed after his partnership with Houghtaling were the Medical-Dental Building, the First National Bank Building of Salem, the Studio Building in Portland, the Oregon State Tuberculosis Hospital at Salem, and the Monastery at the Sanctuary of Our Sorrowful Mother in Portland, to name a few.

**Architect - William C. Knighton #13, Crane Building  
#15, Prael and Hegele Building**

William C. Knighton was born on December 25, 1867, in Indianapolis, Indiana, and was the son of Charles J. and Mary (Hill) Knighton. His father was a native of Great Britain, who later emigrated to New York. The younger Knighton came to Oregon in 1893 and moved to Salem, where he apprenticed with C.S. McNally and assisted in the drafting of the design for the Frank Furness-inspired Capitol National Bank Building.

His practice was based in Salem until 1895, when he departed for Alabama. Returning to Oregon in 1902, he and his wife made their home in Portland, where Knighton engaged in an active private practice. In

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1912, Governor Oswald West appointed him as State Architect, a position he held until 1917. During that time, he was responsible for the plans of the Eastern Oregon State Hospital in Pendleton, the State Boys' Training School in Woodburn, and the Supreme Court Building in Salem (1913).

Other notable works by Knighton are the Dr. L.A. Port House (1894) in Salem, known as "Deepwood", Grant High School in Portland, the Knights of Pythias Building in Vancouver, Washington, and the Masonic Home near Forest Grove. Many of his later works were designed in conjunction with Leslie D. Howell, who became his partner in 1922. Knighton was also interested in civic, social and fraternal affairs. He was a 33rd Degree Mason and belonged to the Knights of Pythias chapter in Portland. He served as the first chairman of the Oregon State Architectural Board and was also president of the Oregon Chapter of the American Institute of Architects. He died in Portland on March 14, 1938.

Knighton ably displayed a thorough knowledge of accepted classically inspired design, particularly in his later works for the State of Oregon and in those executed in conjunction with Leslie Howell. His early domestic architecture, often designed in collaboration with Edward T. Root, were vigorous interpretations in the Arts and Crafts style without being unconventional.

### **Architect - Richard Martin Jr. #9, Simon Building**

Richard Martin, Jr. came to Portland in 1874. He entered the office of Warren H. Williams, one of Portland's most prominent architects of the 70s and 80s in 1880. In 1887 he joined Alexander Millwain's firm. One year later in 1888 he formed a partnership with William F. McCaw. One of McCaw and Martin's earliest designs was the 1889 Skidmore Building, an interesting transitional structure in a combination of the Richardsonian and the earlier Victorian Italianate. Also that year the firm designed the New Market Annex, Portland's first example of Richardsonian Romanesque. (Both the Skidmore Building and the New Market Annex are designated as "Primary" buildings in the National Historic Landmark, Skidmore/Oldtown Historic District.)

During construction of the Dekum Building, which McCaw and Martin designed, F. Manson White joined the partnership. One of the prominent buildings the firm erected during this time was West Hall at Portland University, a National Register property, completed in 1892. White left the firm in 1892. The following year McCaw and Martin opened offices in the Dekum Building where they remained in partnership until 1896 or 1897.

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Among the buildings Martin designed or shared in planning were the Abington, the Old Oregonian Building, the Corbett buildings, the Scottish Rite Temple, plus several theaters and many homes. He continued in business at the Dekum Building until 1912-13.

**Architect - Strong and MacNaughton #1, Wadhams and Kerr Building  
#2, Kerr Building  
#20, Fisk Tire Company Building**

Ernest Boyd MacNaughton was born in Cambridge, Massachusetts, October 22, 1880, a son of Daniel and Lillias D. (Boyd) MacNaughton. He completed his Bachelor of Science degree at the Massachusetts Institute of Technology in 1902, laying the foundation for his career in architecture.

MacNaughton came to Portland in December of 1903 and joined the office of Edgar M. Lazarus. He remained with the firm until 1906 when he formed a partnership with Herbert E. Raymond. MacNaughton and Raymond, architects and engineers, completed such substantial structures as the Young Men's Christian Association Building, the Young Women's Christian Association Building, Alexandra Court and the Blake, McFall Building.

MacNaughton married Gertrude Hutchinson in 1907 and had two children. He was on the board of directors of the Young Men's Christian Association and was also a Mason.

**Architect - Richard Sundeleaf #3, Dynagraphics Building**

Richard William Sundeleaf, one of Portland's most successful and oldest practicing architects, was born in Portland, Oregon, February 8, 1900. Born in the Goose Hollow area of Portland, Sundeleaf moved to the Sellwood neighborhood at four years of age. It was here that he attended Portland public schools, graduating from Washington High School. Sundeleaf went on to attend the University of Oregon where he studied architecture in what he calls the "Beaux Arts" tradition emphasizing the classics. Sundeleaf spent his early years working with a variety of forms including the then popular "Art Deco" style.

Sundeleaf started his career as an architect in the office of Portland architect A.E. Doyle, spending a year in that position. He then apprenticed with the Portland architecture firm of Sutton and Whitney from 1924-28.



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After leaving the offices of Sutton and Whitney, Sundeleaf opened an architecture office in 1928 by himself and remained alone during his many years of practice. Many of Portland's successful architects were trained in the architecture office of Sundeleaf. Sundeleaf has completed nearly 3,000 projects of all sizes and in many different styles.

Important commercial structures designed by Sundeleaf include the Jantzen Knitting Mills and Corporate Headquarters, (1928); the Byzantine-style mortuary located at the 400 block of NE Killinsworth (1932); the Francis and Hopkins Lincoln-Mercury Building, now the renovated University Post Office (1949); the Portland Medical Center (1957); the Bearing Service Building at 11th and Everett (1944); the General Electric Supply Co. Building located at 300 NW 14th (1945); and the Woodbury Warehouse located at NW 22nd Avenue and Nicolai Street.

Sundeleaf is responsible for designing many residences, most of them being located in the Lake Oswego area where his home has been for 48 years. Sundeleaf designed homes specifically for the owner, with the plan determining the design of the house, the interior being more critical than the exterior. Roof lines and chimneys are important features in the design of Sundeleaf houses. His work shows elements of rhythm, balance, harmony and cleanness of line, and attention is paid to the entrance with the use of strong motifs.

Sundeleaf was married in 1925 to Mildred Deaver and has two daughters. A history of Sundeleaf would not be complete without mention of his life-long interest in the sport of handball which he participated in until 1985.

### **Architect - Sutton and Whitney #12, Blumauer Frank Building**

The architecture firm of Sutton and Whitney was established in 1912 by prominent Portland architect Harrison A. Whitney and San Francisco architect Albert Sutton. The firm grew quickly and established offices in both Portland and Tacoma. As described in 1922 by C.H. Carey, "Their excellent work and thoroughly reliable and progressive business methods have secured for them a large and constantly increasing patronage, so that they have become well known as leading architects throughout the Pacific Northwest." As the firm grew Whitney headed up the Portland branch while Sutton chose to head up the office in Tacoma, where he also took up residence.

In 1923 Sutton died suddenly. The firm continued to operate under the name of Sutton and Whitney until 1933 when the name of the firm was

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changed to Sutton, Whitney and Aandahl. In 1950 the name of the firm was changed again to Whitney, Hinson and Jacobson.

Buildings attributed to the firm before Sutton's death include Multnomah County Hospital, the Shrine Hospital, the J.J. Hill Office Building in Portland, the National Bank Building, the Scottish Rite Cathedral, the Rust Building, the Meier & Frank Warehouse, and the Hood River Library as well as a number of buildings in California and Tacoma, Washington.

Albert Sutton was born in Victoria, British Columbia, June 6, 1867 to John and Anna B. (Dolan). Albert was one of nine children and received his formal education in the Portland public school system and at the University of California. He began his architecture career with the Southern Pacific Railroad. During the three years with the railroad Sutton designed buildings and bridges. After leaving the railroad Sutton worked in Tacoma, Washington between 1888 and 1895 and later practiced in San Francisco until 1910. In 1910 Sutton retired to Hood River, Oregon. Two years he later formed a partnership with Harrison A. Whitney.

Sutton was married twice and had four children, two by each marriage. In his political views Sutton was a Republican and was also a prominent Mason. Albert Sutton died suddenly in November, 1923 of an apparent heart attack at the age of 56. At the time of his death he was in charge of several large commissions in Tacoma including the Annie Wright Seminary, the College of Puget Sound and the Rust Building.

Harrison Allen Whitney was born on March 20, 1877 in Osage, Iowa. He moved to Portland in 1904 after his graduation from the Massachusetts Institute of Technology. He initially was associated with the firm of Whidden and Lewis. In 1913 he went into partnership with Albert Sutton who had been retired from practice for two years and was residing in Hood River.

In 1911 he helped organize the Portland Chapter of the American Institute of Architects. Whitney also belonged for many years to the Portland Rotary Club, was a member of the Masons and of the Trinity Episcopal Church. He served on the advisory board to the Salvation Army. Whitney was also a lover of music and participated in many chorale groups.

Whitney was married in 1905 and had two daughters. He died in 1962 at the age of 85.

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**Architect - Wolff and Phillips #11, 600 NW 14th**

George Wolff was born in Portland, Oregon on Independence Day, 1898. He grew up in the Slabtown District of Portland where Morris Whitehouse, an early prominent architect, was a neighbor. As a young man, Wolff worked part-time for Whitehouse and was influenced by his employer to enter the architecture profession. In 1917 Wolff joined the Navy. Later he graduated from the University of Oregon in architecture.

After serving his apprenticeship, Wolff started his own practice. During his early career he designed Georgian style homes which dotted the West Hills in Portland. The Depression brought on some very lean years when Wolff made a living charting sewer lines in Portland under the auspices of the federal Works Progress Administration. Things began to improve for Wolff after 1934.

About this time he met Henry J. Kaiser, the builder. Kaiser was so impressed with Wolff that he put him to work designing housing for workers at Bonneville Dam. During WWII Kaiser and Wolff built the facilities at Oregon, Vancouver and Swan Island shipyards for the Liberty ships. During this time Wolff planned another immense WWII project, the building of Vanport, Oregon/Washington, a wartime city for 40,000 erected in 200 days. Phillips was Wolff's partner during the war years, starting in 1943.

Wolff worked on many other projects with Kaiser including the Kaiser Foundation hospitals in San Francisco and Honolulu. He also developed a town in the Snowy Mountain project in Australia named Sue City in honor of Henry J. Kaiser's wife, as well as their estate on Orcas Island in the San Juans.

After suffering from a heart attack in 1959 Wolff hired Norman Zimmer as a partner. Later the firm would be known as Wolff, Zimmer, Gunsul and Frasca. Among other things, the Wolff-Zimmer firm became known for the schools they designed in the post-war period. Wolff was a member of the American Institute of Architects-Portland Chapter, starting in 1943 and became a member emeritus in 1970. He died in 1977 at age 78.

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"Old Home Gives Way to Rapid March of Progress in Portland," The Oregonian (June 7, 1914), sec. 4, p. 11.

"Pioneer Woman Is Dead," The Oregonian (May 24, 1916), p. 7.

"Tire Plant Increased," The Oregonian (June 7, 1914), sec. 4, p. 9.

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**BUILDING #8: SWIFT & CO. BUILDING**

"\$1,000,000 Battery Plant Opened Here With Luncheon Attended by 150 Guests," The Oregonian (January 22, 1948), p. 19.

"Battery Firm to Build Here," The Oregonian (August 11, 1946), p. 17.

"Begin Soon on Big Swift Plant," The Oregonian (October 20, 1907), sec. 3, p. 10.

"Big Purchases by the Packers," The Oregonian (May 19, 1906), p. 13.

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"Dredge Is at Work," The Oregonian (June 27, 1907), p. 14.

"Funeral Services For W.C. Brettell Set for Monday," Oregon Journal (January 26, 1930), sec. 2, p. 4.

"Holger Pihl" (obituary), The Oregonian (November 21, 1962).

"Lee S. Elliot" (obituary), The Oregonian (May 13, 1969), p. 9.

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"Now It Can Be Told -- No. 10," The Oregonian (February 12, 1940), p. 5.

"Swift Confirms Story of Plans," The Oregonian (February 10, 1908), p. 1.

"Swifts to Create Factory District," The Oregonian (July 3, 1910), sec. 4, p. 8.

"Win National Honors," Oregon Journal (August 14, 1927), sec. 2, p. 2.

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**BUILDING NO. 9: SIMON BUILDING**

"Alton A. McCoy," (obituary) The Oregonian (December 20, 1979), p. 12.

"Big Warehouse Leased," The Oregonian (March 6, 1921), sec. 4, p. 8.

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**BUILDING NO. 10: GADSBY BUILDING**

"Buyers' Directory," The Journal of the Western Furniture Industry, Vol. 1, No. 3 (July 1920), pp. 7, 24-7, 37.

"Captain Gadsby Dies," The Oregonian (September 21, 1918), p. 13.

"Campaign to Try to Make City Center of Furniture Industry," The Oregon Journal (July 13, 1919), p. 10.

Carey, Charles. History of Oregon, Vol. II. Chicago-Portland: The Pioneer Historical Publishing Co., 1922, pp. 180-4.

"Death Calls, W. A. Healy Dies at 73," The Oregonian (October 22, 1955), p. 11.

"Death Claims W. M. Gadsby," The Oregonian (January 21, 1948), p. 13.

"Estate Appraised," The Oregon Journal (May 4, 1948), p. 3.

"Furniture Firm Begun in Denver," The Oregonian (July 11, 1938), sec. 6, p. 9.

"Furniture Output Here is \$3,000,000," The Oregonian (September 8, 1919), p. 12.

"Gadsby and Son to Ring Down Curtain on One of Portland's Oldest Businesses," The Oregonian (May 10, 1953), p. 8.

"Gadsby Firm Enlarges," The Oregonian (August 2, 1926), p. 14.

"Gadsby Store Reopens," The Oregonian (July 15, 1930), p. 4.

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"Local Furniture Industry Shows Big Investment," The Oregon Journal (October 28, 1927), p. 12.

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"Obituary - Mrs. Healy's Rites," The Oregon Journal (February 12, 1969), p. 4.

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"W. A. Healy, Local T.V. Owner, Former Industrialist, Dies," The Oregon Journal (October 21, 1955). p. 6.

"Walter Gadsby Furniture Firm Partner Dies," The Oregon Journal (January 21, 1948). p. 1.

"Western Made Furniture," The Journal of the Western Furniture Industry, Vol. 1, No. 5 (November 1920), p. 6.

"William B. Gadsby," The Oregonian (February 1, 1969), sec. 3, p. 4.



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**BUILDING NO. 12: BLUMAUR-FRANK BUILDING**

"Called by Death," The Oregonian (May 5, 1906), sec. 1, p. 11.

Carey, Charles H. History of Oregon, Vol. III.

"Dr. Blumauer Is Dead at 83," The Portland Telegram (December 15, 1923), p. 5.

"Dr. Plumauer, 86, Resident Here Since 1876, Dies," The Oregon Journal (December 15, 1923), p. 8.

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"Extends to North," The Oregonian (June 1, 1924), p. 15.

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"New Building Planned," The Oregonian (April 20, 1924), sec. 2, p. 1.

"New Building Underway," The Oregonian (September 21, 1924), sec. 1, p. 6.

"Veteran Drug House Sold to McKesson," The Oregon Journal (September 28, 1937), p. 30.

"Violent Deaths Take 3 One Day," The Oregonian (February 24, 1928), sec. 1, p. 1.

"Woodlark Block Transformed to Office Bldg.," The Oregon Journal (July 13, 1924).

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**BUILDING NO. 13: CRANE BUILDING**

"Fifty Years of Progress - A Brief History of the Crane Co. 1835-1905", The Valve World. (July 1905), pp. 4, 9.

"Funeral Monday for F.A. Nitchy", The Oregon Journal (September 9, 1951), sec. 1, p. 11.

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**BUILDING NO. 14: WOOL GROWERS' BUILDING**

"Co-op Halts Wool Sales," The Oregonian (May 5, 1967), sec. 3, p. 6.

"Home Furnishing Company Makes Steady Growth," The Portland Telegram (April 10, 1920), p. 10.

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Morris S. Shenker (obituary), The Oregonian (March 24, 1971), p. 30.

"Portlander to Lead Institute," The Oregon Journal (July 15, 1938), p. 4.

"R.A. Ward Appointed," The Oregonian (September 30, 1928), sec. 1, p. 16.

"R.A. Ward Is Honored," The Oregonian (April 3, 1925), p. 7.

"Stone Making Still Goes On," The Oregonian (August 19, 1906), p. 33.

The Journal of Western Made Furniture Industry, Vol. 1, No. 1. March 1920, p. 10, Advertisement for F. S. Harmon and Company; Vol. 1, No. 3. July 1920, p. 24 and p. 12, Advertisement for F. S. Harmon and Company; Vol. 1, No. 5. November 1920, p. 6, Buyers' Directory; vol. 1, No. 9, March 1921, p. 10, Advertisement for F. S. Harmon and Company.

"Wool Association Elects Officers," The Oregon Journal (April 4, 1941), p. 29.

"Wool Grower Manager Ends 42-Year Career," The Oregon Journal (June 28, 1963), sec. 3, p. 5.

"Wool-Grower Official Appointed Director," The Oregonian (January 13, 1937), p. 4.

"Wool Growers' 20th Birthday," The Oregon Journal (September 9, 1941), p. 8.

"Wool Growers Buy Warehouse," The Oregonian (March 24, 1935), p. 5.

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"Wool Man Named To Important Job On National Body," The Oregonian  
(September 29, 1938), p. 2.

"Wool Trade Fills Post," The Oregonian (July 9, 1963), p. 11.

"Wool Volume on Increase," The Oregonian (October 13, 1940), p. 20.

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BUILDING NO. 15: PRAEL, HEGELE BUILDING

"Breyman - Boise House Doomed Without Buyer," Capital Statesman Journal. (October 11, 1971), p. 7.

Corning, Howard M., ed. Dictionary of Oregon History. Portland: Binford & Mort, 1956, p. 31.

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"Native of Oregon Dies, 103," Oregon Journal (November 21, 1968), p. 7.

"North Portland Realty Active," The Oregonian (October 28, 1906), p. 20.

"Old Resident Passes Away," Daily Oregon Statesman (March 3, 1903), p. 3.

"Otto B. Prael," Oregon Journal (August 4, 1941), p. 3.

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"Principal Mercantile House," The West Shore (September, 1975), p. 3.

"Razing May Be Due Home Symbolic of Salem Past," The Capital Statesman Journal (November 4, 1959).

"Rudolph F. Prael Dies Unexpectedly," Oregon Journal (May 16, 1946), p. 9.

"Trouble Lights Stir Memories, Dreams in Old Empty House," The Capital Statesman Journal (January 8, 1972).

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**BUILDING NO. 16: MODERN CONFECTIONARY COMPANY BUILDING**

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Gaston Joseph. The City of Portland, Vol. 2, pp. 623-4.

Interview with Director of Frye Art Museum, Seattle. Interviewer Terri Kuechle, July 1986.

"4,226,460 Pounds of Candy Eaten in Portland in 1930," The Oregonian (February 8, 1931), sec. 1, p. 12.

"John W. Vogan Succumbs Sunday," The Oregon Journal (June 12, 1939), p. 13.

"Joseph Teal Dies," The Oregonian (September 20, 1905), p. 11.

"Largest Candy Factory in the West," Republican Radiator (March 16, 1917), Vol. 1, No. 9. pp. 1-2.

"Meat War Begun On 'Trust' Here; Markets Opened," Oregon Daily Journal (April 15, 1913).

"Portland Is Urged to Defend Rights," The Oregonian (January 11, 1930), p. 8.

"Real Estate Men Close Big Deals," The Oregonian (April 8, 1906), p. 30.

"Vogan Candy Co. Is One of Prominent Industries in City," The Oregon Journal (November 24, 1917), p. 4.

"Vogan Firm Purchased," The Oregonian (January 18, 1931), sec. 1, p. 15.

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**BUILDING NOS. 18, 19: OREGON TRANSFER BUILDING**

- "C. Hunt Lewis, Leader in Finance Here, Dies," The Oregon Journal (June 3, 1952), p. 1.
- "Death of Ben Holladay," The Oregonian (July 9, 1887), p. 8.
- "Death Takes Donald Bates," The Oregonian (April 12, 1941), p. 5.
- Downs, Winfield Scott. Encyclopedia of Northwest Biography. New York: American History Co., 1943, pp. 140-1.
- "Estimated Value of Kiernan Estate Near \$1,001,500," Oregon Journal (March 7, 1929), p. 1.
- "Firm Gains New Chief," The Oregonian (March 29, 1964), sec. 3, p. 9.
- "Firm Plans New Storage," The Oregonian (August 21, 1959), p. 28.
- Gaston, Joseph. Portland, Its History and Builders, Vol. I. Chicago: S.J. Clarke Publishing Co, 1911, pp. 287-9.
- "John B. Kiernan" (obituary), Oregon Journal (September 29, 1953), p. 10.
- "John Kiernan Passes," The Oregonian (February 25, 1929), p. 16.
- Lockley, Fred. History of the Columbia River Valley from The Dalles to the Sea, Vol.III. Chicago: The S. J. Clarke Publishing Co., 1928, pp. 335-6, 437-8.
- "Matthew P. Kiernan" (obituary), The Oregonian (December 6, 1961), p. 25.
- "Oregon Transfer Company Is Sold; Organized in 1848," The Oregonian (May 7, 1926), p. 20.
- "Oregon Transfer Dates to 1868," Oregon Journal (February 8, 1959), p. 13.
- "Oregon Transfer to Build," Oregon Journal (June 29, 1979), p. 7.

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**BUILDING NO. 20: FISK TIRE CO. BUILDING**

"Death Takes S.G. Jewett During Sleep," Oregon Journal (March 18, 1946), p. 1.

Gaston, Joseph. Portland, Its History and Builders, Vol. II.

"Illness Fells Pioneer's Kin," The Oregonian (June 24, 1970), Sec. 3, p. 7.

Lockley, Fred. History of the Columbia River Valley, Vol. II. p. 650, 760-4.

"Many Benefitted Under Will of Mabel Weidler," Oregon Journal (September 29, 1926), p. 1.

Miss Hazel Weidler (obituary), The Oregonian (December 8, 1960), p. 18.

Miss Mabel Weidler (obituary), The Oregonian (September 23, 1926), p. 20.

Mrs. G. deSchweinitz (obituary), The Oregonian (January 26, 1970), p. 14.

"Mrs. Stanley G. Jewett, Civil Worker, Dies at 82," Oregon Journal (June 23, 1970), p. 6.

"The Passing of Stanley G. Jewett," Oregon Journal (March 19, 1946), sec. 2, p. 2.

"Tire Company to Move," The Oregonian (April 22, 1923), sec. 4, p. 7.

"Weidler Heir Dies," Oregon Journal (December 8, 1960), sec. 1, p. 20.

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**BUILDING NO. 21: SINCLAIR BUILDING**

"Final Rites Scheduled for Fish Firm Owner" (obituary for Vincent Plancich), The Oregonian (April 30, 1972), p. 23.

"Joseph Anton Plancich" (obituary), The Oregonian (June 5, 1963), p. 23.

"Portland Offers Seafood Supreme But Too Few Diners Are Aware Of It," The Oregonian (November 16, 1960), p. 1R.

"Rites Set for Frank Plancich" (Obituary), The Oregon Journal (January 8, 1937), p. 31.

"Vincent F. Plancich" (obituary), The Oregon Journal (May 1, 1972), p. 4.

"Warming Weather Makes for Sunnier Dispositions in Dish Industry," The Oregonian (January 15, 1979), p. D6.

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**BUILDING NO. 22: FULLER COMPANY BUILDING**

Advertisement for W.P. Fuller & Co., The Oregonian (January 1, 1910),  
p. 6.

"Bankers Extend Support," The Oregonian (July 3, 1921), p. 15.

"Center of Wool Trade," Evening Telegram (November 5, 1920), p. 1.

"Deal Pending to Give City More Prestige as Paint and Wool Hub,"  
Evening Telegram (September 15, 1918), p. 1.

"Fuller Leases Building To House Paint Supplies," The Oregonian  
(August 30, 1964), p. 13.

"Fuller to Move General Offices," The Oregonian (March 10, 1935),  
sec. 1, p. 6.

"Fuller Will Open New Retail Store," The Oregonian (March 17, 1935),  
sec. 5, p. 8.

"Onward Portland Industry," The Oregonian (January 5, 1931), p. 2.

"Paint Concern Pays \$250,000 For Local Site," Evening Telegram (June  
29, 1918), p. 1.

"Paint Firm Long In City," The Oregonian (April 15, 1929), p. 5.

"Stained Glass Form Holds to Ancient Forms," The Oregonian (August 10,  
1947), pp. 3.

"W.P. Fuller Company Founder Arrived Many Years Ago," The Oregonian  
(July 17, 1938), sec. 6, p. 8.

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A portion of Couch's Addition in Section 33, Township 1North, Range 1E, Willamette Meridian, in the County of Multnomah and State of Oregon.

Beginning at a point at the intersection of the centerlines of NW Davis Street and NW Twelfth Avenue; thence northerly along the centerline of NW Twelfth Avenue to the centerline of NW Everett Street; thence westerly along NW Everett Street centerline to a point opposite the easterly property line of Lots 2 and 3, Block 85, Couch's Addition to the City of Portland; thence northerly through Blocks 85, 86 and 87, Couch's Addition, to a point at the intersection of Lots 3, 4, 5 and 6, Block 87, Couch's Addition; thence westerly 50 feet along the southerly lot line of Lot 6, Block 87, Couch's Addition, to a point along said line 50 feet west of the easterly line of said lot; thence northerly 130 feet to a point intersecting the centerline of NW Hoyt Street; thence east along said centerline to a point opposite the easterly lot line of Lots 2-3, Block 118, Couch's Addition; thence northerly along the easterly lot line of Lots 2-3, Block 118, Couch's Addition, to a point at the intersection of Lots 3, 4, 5 and 6, Block 118, Couch's Addition; thence westerly along the northerly lot line of Lot 3, Block 118, Couch's Addition, to a point intersecting the westerly line of Blocks 118 and 125, Couch's Addition; thence northerly to a point intersecting the centerline of NW Johnson Street; thence westerly along said centerline to a point intersecting the centerline of NW Fourteenth Avenue; thence southerly along said centerline to a point intersecting the centerline of NW Hoyt Street; thence easterly along said centerline to a point opposite the westerly line of Lots 5 and 8, Block 88, Couch's Addition; thence southerly through Block 88 to a point at the intersection of Lots 5, 6, 7 and 8, Block 89, Couch's Addition; thence easterly 30 feet to a point on the southern lot line of Lot 8, Block 89, Couch's Addition; thence southerly to a point on the southern line of Lot 5, Block 89, Couch's Addition, 70 feet west of the easterly line of said lot; thence westerly to a point intersecting the centerline of NW Fourteenth Avenue; thence southerly along said centerline to a point opposite the southern line of Lot 3, Block 89, Couch's Addition; thence easterly to a point at the intersection of Lots 1, 2, 3 and 4, Block 89, Couch's Addition; thence southerly to a point intersecting the northerly line of Block 90, Couch's Addition and the easterly line of Lot 7, Block 90, Couch's Addition; thence westerly to a point intersecting the centerline of NW Fourteenth Avenue; thence southerly along said

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centerline to a point intersecting the centerline of NW Everett Street; thence easterly along said centerline to a point opposite the easterly line of Lot 7, Block 91, Couch's Addition; thence southerly through Block 91 to a point intersecting Lots 3, 4, 5 and 6, Block 91, Couch's Addition; thence westerly to a point intersecting the centerline of NW Fourteenth Avenue; thence southerly along said centerline to a point intersecting the centerline of NW Davis Street; thence easterly to the point of beginning; the whole containing approximately 11.74 acres.

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## BUILDING LIST

## MAP REFERENCE

## NW 13th AVENUE HISTORIC DISTRICT

NUMBER	NAME	DATE	ARCHITECT
1	WADHAM AND KERR BLDG.	c.1912	STRONG AND MacNAUGHTON
2	KERR BLDG.	c.1921	STRONG AND MacNAUGHTON
3	DYNAGRAPHICS BLDG.	c.1945	RICHARD SUNDELEAF
4	MEIER BLDG.	c.1939	UNKNOWN
5	ARMOUR BLDG.	c.1909	UNKNOWN
6	DALE BLDG.	c.1915	HOUGHTALING AND DOUGAN
7	VACANT LOT		
8	SWIFT AND CO. BLDG.	c.1910	CONSTRUCTION DEPT. OF SWIFT AND CO.
9	SIMON BLDG.	c.1907	RICHARD MARTIN, JR.
10	GADSBY BLDG.	c.1906	UNKNOWN
11	600 NW 14th	c.1945	WOLFF AND PHILLIPS
12	BLUMAUER - FRANK BLDG.	c.1924	SUTTON AND WHITNEY
13	CRANE CO. BLDG.	c.1909	W. C. KNIGHTON
14	WOOL GROWERS BLDG.	c.1905	UNKNOWN
15	PRAEL, HEGELE BLDG.	c.1906	W. C. KNIGHTON J. T. WILDING
16	MODERN CONFECTIONARY CO. BLDG.	c.1904	UNKNOWN

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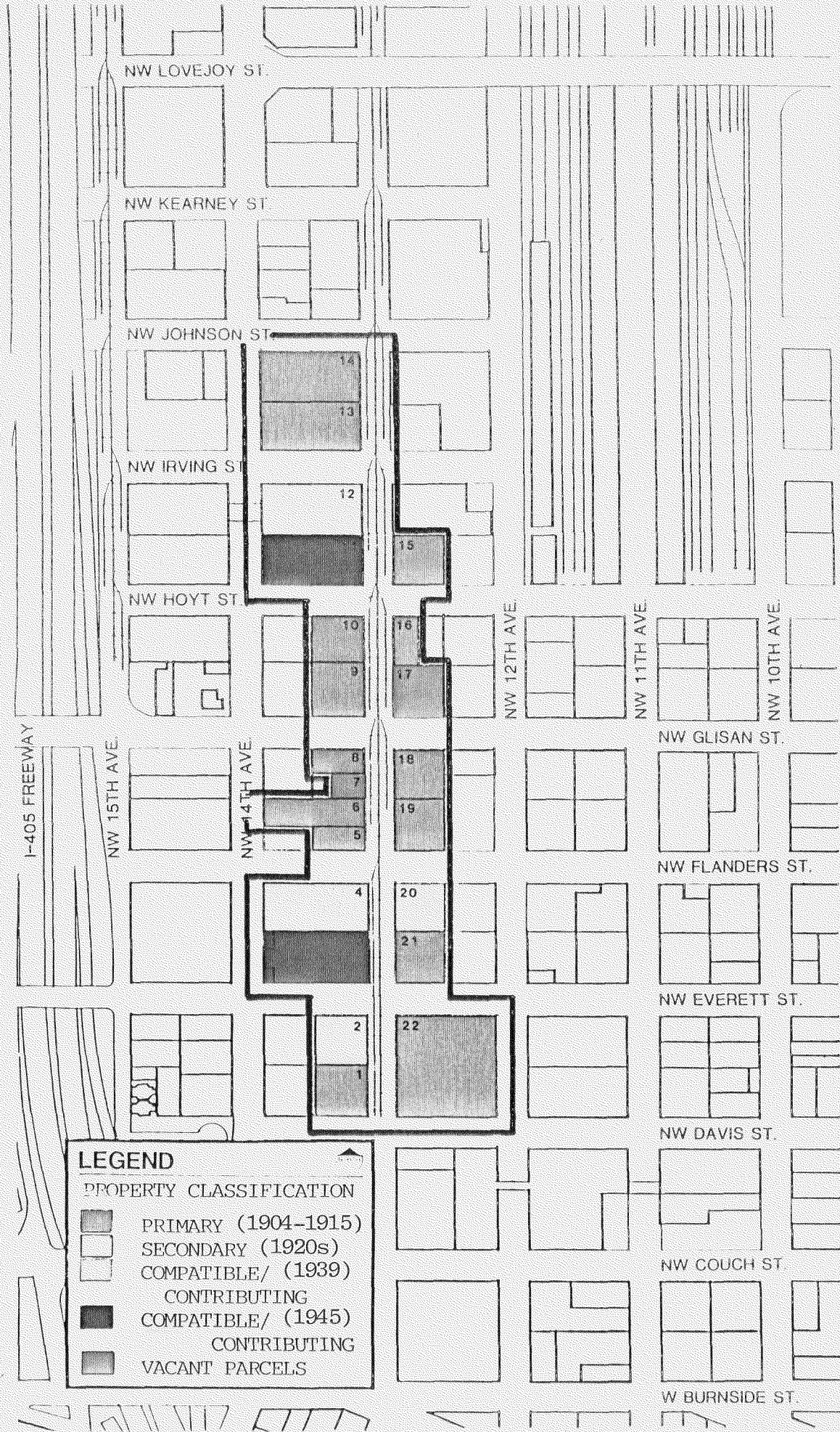
BUILDING LIST

MAP REFERENCE

NW 13th AVENUE HISTORIC DISTRICT

NUMBER	NAME	DATE	ARCHITECT
17	VACANT LOT		
18,19	OREGON TRANSFER BLDGS.	(18) c.1909 (19) c.1911	EDWARD T. ROOT
20	FISK TIRE CO. BLDG.	c.1923	STRONG AND MacNAUGHTON
21	SINCLAIR BLDG.	c.1909	DOYLE AND PATTERSON
22	W.P. FULLER CO. BLDG.	c.1910	DAVID C. LEWIS

NORTHWEST 13th AVENUE HISTORIC DISTRICT  
BOUNDARIES AND PROPERTY CLASSIFICATION



**LEGEND**

PROPERTY CLASSIFICATION

- PRIMARY (1904-1915)
- SECONDARY (1920s)
- COMPATIBLE/ CONTRIBUTING (1939)
- COMPATIBLE/ CONTRIBUTING (1945)
- VACANT PARCELS