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United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Honeyman Hardware Company Building
other names/site number Honeyman Block
Honeyman Warehouse

2. Location

street & number 832 NW Hoyt
city, town Portland
state Oregon code OR county Multnomah code 051 zip code 97209

3. Classification

Ownership of Property: private (checked)
Category of Property: building(s) (checked)
Number of Resources within Property: Contributing 1, Noncontributing 0
Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets (checked) does not meet the National Register criteria. See continuation sheet.
Signature of certifying official: Oregon State Historic Preservation Office
Date: September 1, 1989

In my opinion, the property meets (checked) does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official:
Date:

5. National Park Service Certification

I, hereby, certify that this property is:
[checked] entered in the National Register.
[] determined eligible for the National Register.
[] determined not eligible for the National Register.
[] removed from the National Register.
[] other, (explain:)
Signature of the Keeper: [Signature]
Date of Action: 12/15/89

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/Trade: business

Commerce/Trade: warehouse

Current Functions (enter categories from instructions)

Commerce/Trade: business

Commerce/Trade: warehouse

7. Description

Architectural Classification

(enter categories from instructions)

Commercial Style

Materials (enter categories from instructions)

foundation reinforced concrete

walls reinforced concrete
brick

roof asphalt

other built-up rolled asphalt

Describe present and historic physical appearance.

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The Honeyman Hardware Company Complex occupies a square block in the Northwest Triangle warehouse district in Northwest Portland. The complex is composed of three interconnected structures which represent three episodes of construction, and which tell the story of the development of the Honeyman Hardware Company on this site. A single story brick horse stable built in about 1903 is the oldest of the existing buildings on the block. A Commercial Style seven story reinforced concrete warehouse was built in 1912, designed by well known local architect David Chambers Lewis. In 1920 the Honeyman Hardware Company retail store was completed. This was built by contractor F.H. Miles on the south side of the block. The one story stable building is in use as a garage; the seven story warehouse functions as it was originally intended; and the 1920 retail store is occupied by a bookbinding firm. The 1912 warehouse and the 1920 retail building retain much of their architectural integrity, and are in good condition. The 1903 stable retains some of its original appearance, though it was altered in 1945 and 1972, and is important for its interpretive value. It is in fair condition.

Located in Section 33, Township 1 North, Range 1 East; Willamette Meridian, the Honeyman Hardware Block is bordered on the north by N.W. Hoyt, on the south by N.W. Glisan, on the East by N.W. Park, (historically known as N.W. Eighth), and by N.W. Ninth on the west where a railroad spur line accesses the warehouse. The block is further described as block 73 of Couch's Addition. The addresses for the various enterprises on the block are 830-838 N.W. Hoyt, 805 N.W. Glisan, and 519 N.W. Park. The Honeyman Block is centrally located within the Northwest Triangle warehouse district, an area bounded roughly by West Burnside Street, the I-405 Freeway, the Willamette River, and the Broadway Bridge. The main office of the Portland Post Office is north across N.W. Hoyt Street.

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C. 1903 Horse Stable

Thomas Honeyman bought lots 5 and 8 in 1903. According to Ronald Honeyman, nephew of Thomas Honeyman, the building was built soon after and was originally a stable for the draft horses that pulled the freight wagons. The builder is unknown. By 1908 the building is described on the Sanborn Fire Insurance Map as an iron warehouse. By 1932 it was used as a garage.

The one story brick warehouse is horizontally massed and symmetrically composed. Most of the original north facade was removed in 1945 for the installation of a concrete wall containing four loading bays large enough to accommodate commercial truck and trailer rigs. According to the Specifications for Remodeling of Warehouse for Northern Wholesale Hardware Company by the architects Barrett and Logan the scope of work called for "removal of the wood floors, partitions, stairs, etc., ...filling in and flooring over space now occupied by floor scale, removing present brick facade on N.W. Hoyt Street and replacing it with concrete as shown," (Portland Buildings Bureau permit number 279844). The truss system was altered at this time as well. In 1932 an inspection report indicated that the trusses had been replaced with posts and girder. The 1945 plans show that several of the trusses were replaced and some repaired due to "roof damage". Though the 1945 alterations were extensive, the east elevation remains virtually intact.

The east elevation is a simple, symmetrical composition consisting of eight recessed panels defined by brick piers. The middle six panels have segmental arched openings in pairs above the transom bar. Presumably these windows were originally designed for ventilation above the horse stalls. The second, fifth, and sixth panels (from north) were originally open bays, but now are filled with concrete block, as are the transom windows. The third bay was a vehicle entrance.

The parapet on the east elevation has three recessed panels, the longest spanning the six middle bays. The original office door opening is extant on the facade (north) elevation, but a modern door has replaced the original. The modern door is capped with a

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transom displaying a segmented arched opening. A window with a segmented arched opening and header coarse sill, flanks the entry on the west side. The transom above the door and the flanking bay have been filled with concrete block.

1912 HONEYMAN WHOLESALE WAREHOUSE

The seven story warehouse was designed so that it could be converted into a hotel, according to Ronald Honeyman, nephew of the architect and grandson of William Honeyman. The building has a handsomeness of design and finish detail not generally found in warehouses. It is a Commercial Style building with windows reminiscent of the Chicago Style, however the tripartate windows are multipane. The total area of glass is greater than the wall area on the public elevations, and a fairly even balance is maintained between the vertical and horizontal lines. The public elevations are symmetrically composed and divided into six bays. Each bay corresponds to internal divisions defined by the regular placement of rows of reinforced concrete columns in the open floor plan. The building is rectangularly massed. A light-court one bay deep and three bays wide truncates the south elevation.

There are two elevator pent houses on the roof: a brick pent house for the freight elevator engine, and a reinforced concrete pent house for the passenger elevator engine. The freight elevator is located on the N.W. Ninth elevation in the third bay south from N.W. Hoyt. The passenger elevator is located opposite the freight elevator on the east elevation, third bay south. A conical roofed 25,000 gallon capacity water tank is set upon a platform supported by four steel legs, on the south east corner of the roof.

The north and west elevations are the intended public facades. They are divided into three horizontal divisions consisting of: the brickfaced ground level, the central portion from the second to the sixth floor, and the top portion consisting of the cornice and the attic story. The west elevation has a fire escape, and garage door openings in the second and fourth bays, from north to south. A railroad spur line runs along Ninth Street, accessing this elevation. The cobblestones paving N.W. Ninth can still be seen in some places along the rails. The spur

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line does not appear to be in current use. The bays are infilled with concrete block on the north elevation with the exception of a small door in the third bay from the east.

The public elevations display four vertical rows of tripartate wood sash 8/8 double-hung windows flanked by a row of paired 8/8 double-hung wood sash windows. Each window is set into a sunken panel. The tripartate windows feature a corbelled concrete undersill; the paired windows feature a brick sill visually supported by brickwork brackets.

The original plans show an iron marquee suspended by chains and supported by brackets. The marquee was removed in 1972. The decorative brick present on these elevations displays a basketweave pattern. Alternating brick courses decorate the lintel course separating the first from the second floors, and the pilasters between the bays on the first floor. The brick entablature and the brick parapet coping elaborate on the basketweave motif articulated in the ground floor. The original brick is deep red, hard burned, wire trimmed individually molded brick of good quality, even in shape and color. The brick has a raked mortar joint enhancing the textured look of the basketweave motif.

The major alteration to the exterior occurred when the marquee was removed in 1972. At this time old brick was removed and new brick installed on four storefront level brick pilasters surrounding two garage doors on N.W. 9th. The newer brick is a slightly lighter color, and appears to be stamped-out rather than molded, however it was installed in the same pattern as the original. The current owners have plans to restore the marquee.

The south elevation of the seven story warehouse rises above the one story section of the 1920 addition. The wall is flat and uninterrupted with the exception of the light-court, one bay deep and three bays wide located in bays three through five (west to east). The tripartate windows in the light-court are fitted with 2/2 galvanized iron-double hung sashes glazed with industrial wire ribbed glass. (David C. Lewis, Specifications, Buildings Bureau Microfilm records). Much of the glass has been damaged and some has been painted over.

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The east elevation is remarkable for the concrete floor sills and column capitals that project from the wall and correspond to the interior reinforced concrete pillars and floors. This wall is structural clay tile, plastered on the inside. According to Ronald Honeyman, his uncle, the architect David Lewis, built into the design these projections which would be capable of bearing loads and accomodating an addition to this elevation in the future. This elevation rises above the one story brick stable. The water tank and the passenger elevator pent house is visible above the parapet.

This elevation is divided into six bays. All the windows are 2/2 galvanized iron double-hung sash windows glazed with wire ribbed glass. On a vertical axis, bays two, four and five (from north to south) display tripartate windows; in bays three and six there are single 2/2 double hung windows corresponding to the passenger elevator and the stairwell respectively. Windows were not included in any of the first bays (north to south), or the the first three bays on the top floor.

The first floor is divided into two large rooms by a wide corridor which runs west to east from the N.W. Ninth street elevation to the stable. Smaller divisions include three offices in the southwest corner. The original partitions on the first floor have been removed, and new partitions installed creating the existing configuration. The floor is concrete.

According to the General Specifications for the Honeyman Hardware Company by D.C. Lewis dated November 1911, the first floor basically had an open floor plan, and this space was described as the shipping room. The northeast quarter of the building was filled-in with offices. (Microfilm records, Portland Bureau of Buildings).

The ground floor, from floor to ceiling is 16.6 feet high. The architect specified plaster walls and ceiling, and wood paneled wainscot to be built into the large Main Office which occupied the northeast corner of the building. The Main Office looked south into the shipping room through a glass partition. There was a corridor accessing three smaller offices on the west wall of the Main Office. These were the Shipping Office, the Will Call Office, and the City Order office. The Country Order Office

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appeared as an island on the west side of the packing Room, adjacent to a very large floor scale. There was an office called the Receiving Office in the northwest corner of the building. The main entry was centrally located on N.W.Hoyt.

The entire first floor was covered with maple flooring, which was removed in years past. The Packing Room featured the terminus of a spiral chute that extended from the seventh floor. Hardware from any of the floors above could be expediently sent down the chute to the packing room below. The chute has been removed, and the openings in the floors/ceilings covered over. The iron poles that supported the chute are in place.

The basement walls extend below the sidewalk on the north and west sides. Inset into the sidewalks were iron doors and sidewalk lights. These have been removed. Both elevators access the basement, and the boiler room is present in the southwest corner. The building was heated by steam radiators. This system is no longer in use.

The freight and passenger elevators are still in operation in their original locations. The freight elevator is centrally situated on the west elevation, and the passenger elevator is present on the east elevation.

The iron stairs are still present and the stairwell is situated in the southeast corner of the building and extends from the basement to the seventh floor. The stairs features channel stringers, angle iron brackets, cast iron treads and risers, cast iron newell posts, iron spindles and an oak handrail.

The second through the seventh floors retain their open floor plan and display five rows of reinforced concrete, massive, octagonal, columns with flared capitols. The columns are set on 16'4" centers. The size of the columns decreases from the basement to the seventh floor. The columns in the basement feature a 29" core and a 33" total width, at their base, while the columns in the seventh floor have a 12" core, and a 16" total width. (City of Portland Buildings Bureau Microfilm Records). The height of the second floor is 12'. The third through sixth floors are 11', and the seventh floor is 10.6'.

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The skyline is level and the roof is a flat, built-up asphalt industrial roof.

1920 HONEYMAN HARDWARE RETAIL STORE

The south half of the block was purchased by Thomas Honeyman from Charles Buchart in June of 1919. Construction began by October of that year on the expansion of the Honeyman Complex to the south. The contractor was F.H. Miles. (He is not listed as a contractor/ builder in the Portland Historical Resource Inventory.) The building was finished in March of 1920. It was designed to house retail and office space on the first floor, and the company print shop on the second floor.

The building occupies the south half of the block. It is reinforced concrete. The public elevations are composed of common red brick faced with brown finish brick. Though it is a single building, it consists of a one story portion, and a two story portion. This building occupies lots 1-4, and its construction filled the block to complete the Honeyman Hardware Company Complex.

The first floor is open with the exception of an office in the southwest corner, and a small office in the south east side. The open space is divided by five rows of simple posts set on 16' centers.

Originally this space was divided into two sections: retail space in the west half, and office space in the east half. The partition that divided them was removed during the time the Honeyman's occupied the space, due to the need for more retail area.

The second floor held the store's print shop. There were seven offices along the Glisan Street elevation, and stairs and restrooms along the north elevation. The printing room occupied about one third of the space along the west wall, measuring about 42 feet by 32 feet. According to the current occupants the floor plan is much the same as it was originally.

Each elevation is divided into even bays, six each on the N.W.

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Park and N.W. 10th Street elevations, and twelve on the N.W. Glisan Street elevation. The bays are defined by brick pilasters, a header course watertable, a concrete base-sill, and a concrete cornice.

The east elevation has two stories. It is divided into six bays separated by brick pilasters with concrete and brick capitals visually supporting the concrete cornice and brick parapet. An original door is present in the first bay, (north to south). Classically styled, the door displays a single full length light of wire ribbed glass. The door is flanked by paired pilasters with boxed columns supporting a fully rendered entablature. A single plate glass transom caps the whole.

The only other opening on this level is the garage door located in the fourth bay. All the other first story bays are filled in with concrete block. The second story windows are wood sash tripartate, the middle sash is a casement. The brick panels between the first and second stories display a basketweave pattern similar to the pattern in the 1912 Warehouse designed by David C. Lewis.

The details on the two story portion's south elevation are the same as the east elevation. The first level bays (east to west) are filled in with cement block. The first, third, and fourth bays on the two story portion, and the ninth through twelfth on the one story portion were faced with a false panel made to resemble a six light window. The entry was in the second bay, and it has been filled with a lighter colored cement block than is seen filling the other bays on all the elevations. The one story portion resembles the two story portion without the brick panel and second story bays.

The west elevation is similar to the one story portion of the south elevation, with the exception of an entry door in the second bay. It is a double door. A striped awning is set above the window in the first bay. Garage doors are present in the third and fifth openings. The fourth and sixth are filled with concrete block.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)

Commerce

Period of Significance

1903-1939

Significant Dates

1912
1920-1923

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

David Chambers Lewis

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

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

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

See continuation sheet

Primary location of additional data:

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

Specify repository: _____

10. Geographical Data

Acreage of property 0.92 acres Portland, Oregon-Washington 1:24000

UTM References

A

1	1	5	2	5	0	4	0
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5	0	4	1	3	4	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

The nominated property is comprised of Lots 1 through 8, inclusive, of Block 73, Couch's Addition to Portland, Multnomah County, Oregon.

See continuation sheet

Boundary Justification

The nominated area of slightly less than one acre encompasses the entire city block, 200 x 200 feet, developed and occupied by the Honeyman Hardware Company, beginning in 1903.

See continuation sheet

11. Form Prepared By

name/title Melissa Darby, Karen Zisman
 organization Historic Dimensions Inc. date March 1989
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 city or town Portland state Oregon zip code 97214

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The Honeyman Hardware Company Building at 832 Hoyt Street occupies a full city block in the northwest industrial district of Portland, Oregon. It is comprised of several interconnecting buildings erected in three episodes of development between 1903 and 1920. It meets National Register Criterion A in the area of commerce as the historic site of consolidated operations of a principal distributor of industrial hardware in the period when Portland was the leading distribution center of the Pacific Northwest region. The historic period of significance is marked from the company's earliest improvement of the site, which is still in evidence, to about 1939, the year which marks the high point of operations under management yet influenced by the example of Thomas and James Honeyman, sons of the company founder. Within a few years of James Honeyman's retirement in 1937, the company's fortunes commenced to decline from their peak, and by 1942 the doors were closed.

The primary element of the complex is the main, seven-story block of reinforced concrete built in 1912 as the warehouse for one of the city's oldest and largest wholesale hardware companies. The subsidiary sections are included in the nomination proposal because they reflect the company's growth and development and because of National Register guidance against separating interlocking construction by the drawing of boundaries.

The main warehouse was designed by Portland architect David Chambers Lewis, a relation of the Honeyman family through marriage who acted informally as the Honeyman family architect. The imposing Colonial Revival house of 1918 which Lewis designed for his brother-in-law, company officer David T. Honeyman and his wife, Congresswoman Nan Wood Honeyman, has been listed in the National Register. David C. Lewis (1867-1968) was a native of Portland, trained at Princeton, Columbia University and in Paris. His distinction in Oregon architectural history, aside from his fashionable residences and exposition buildings for the Lewis and Clark Fair (1905) and Alaska-Yukon-Pacific Exposition (1909), is his early application of reinforced concrete to the design of major office buildings such as the Board of Trade Building (1908) and the Railway Exchange Building (1910) in Portland.

The Honeyman Hardware Company warehouse displays a well-finished exterior on street elevations, which are articulated in the tradition of the Chicago School with a conventional base-shaft-capital vertical composition, strip pilasters, and three-part window groupings. Brick is used for base, sills and cornices, and restrained decorative relief. Windows are double-hung sash with eight-over-eight lights. The building has the sturdy structural framework required to support heavy floor loads of industrial machinery and equipment. Concrete columns have a noteworthy functional, faceted design with flared caps. The building has been little altered over the years except by removal of the marquee and ground-story

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in-fill with concrete block. The in-fill has not interfered with the rhythm of expressed structural bays. The original fire-suppression water tank still stands on the rooftop at the northeast corner of the warehouse.

The single-story brick stable building of 1903 which abuts the multi-storied building on the east is the oldest developed portion of the block, and as such it is considered a contributing component of the complex which evolved over a period of 17 years. The later of the two subordinate sections is a one and two-story retail, office and printing shop complex added in 1920 to fill the balance of the block on the south. Finished compatibly with brick exterior facing and conservative detail in the classical vein, it is considered a contributing element because it represents consolidation of the company's retail function on the warehouse block after the leasehold on downtown retail space expired.

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The Honeyman Hardware Company Complex occupies a square block in the Northwest Triangle warehouse district in Northwest Portland. The complex is composed of three interconnected structures which represent three episodes of construction, and which tell the story of the development of the Honeyman Hardware Company on this site. The complex is composed of a single story brick stable, a seven story warehouse 100 feet square in plan, and a retail addition 100 by 200 feet in plan on the south side of the block. Each building is built to the property line, creating a strong street wall. Wide doorway openings connect the buildings on the interior ground floor, creating relatively free ground floor circulation.

A single story brick horse stable built on the northeast quarter of the block in about 1903 is the first structure the Honeyman s constructed on the block. The architect is unknown. Draft horses were stabled in this building, and the freight wagons were garaged here. The freight wagons hauled all the company's hardware shipments from the docks and freight yards which were in close proximity to this location. When this building was built the railroad freight yards were across the street on N.W. Hoyt, and the docks were on the Willamette River, nine blocks east.

A Commercial Style seven story reinforced concrete warehouse was built in 1912. This building subsumed the west wall of the stable, (which by this time was used as a iron warehouse). Designed by prominent local architect David C. Lewis, the seven story

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warehouse features a handsomeness of design not common to warehouse construction, and was designed for possible conversion into a hotel. It is an excellent example of reinforced concrete construction built during the formation of the warehouse district between 1904 and 1915. It is the most ornate reinforced concrete warehouse of this scale in the Northwest Triangle warehouse district. This was the last building designed by David Lewis that he saw completed, and represents the culmination of his career.

In 1920 Honeyman Hardware Company retail store was constructed on the south side of the block. Offices and the company print shop were contained in this building. This is a reinforced concrete and brick building, built by contractor F.H. Miles.

The hardware company was associated with three generations of the locally prominent Honeyman Family. Their company became the longest running hardware company in Portland. The company traced its origins to the Northrup and Simonds Hardware Company founded in 1851. For many years it was the largest wholesale hardware company in Portland, and when the retail store moved to the Honeyman Block, the company was the largest retail and wholesale hardware company in Portland. (Ronald Honeyman).

Hardware History

Nelson Northrup left his home Albany, New York in 1849 on a ship headed to the west coast. "While going around the Horn, he was wrecked on the coast of Chili, but finally managed to reach Oregon. For a short time he traded at the Cascades, but in 1851 came to Portland and opened a little store on the northwest corner of Front and Yamhill Streets that was probably the first hardware store established in Portland." (Oregon Native Son; Vol. 2 pg. 45, 1901.) He was in partnership with Montreville Simonds. In 1856 Northrup's son Edward, bought out his father and Mr. Simonds, in company with J.M. Blossom, and the firm became known as Northrup and Blossom. Fort Vancouver, just across the Columbia River from Portland, was an army post, and the Quartermaster, Ulysses S. Grant came to Portland occasionally to purchase supplies for the military from the Northrup and Blossom Hardware Company. (Ibid.).

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Mr. Blossom sold his interest in the company in the 1860's, and in about 1870 R.R. Thompson bought in; the firm name became Northrup and Thompson. William Honeyman went to work for this company in 1871. The building where they were located is extant on S.W. Front Street, and is called the Northrup and Blossom Building. It was constructed in about 1858, and is one of the oldest buildings in Portland.

In about 1879 Edward De Hart joined the business and by 1886 the firm was reorganized as Thompson, De Hart and Company. De Hart had worked in San Francisco, and New York for a major hardware merchant, and he brought with him a great deal of expertise.

When William Honeyman joined the company in 1871 he and his wife Jane and their two children Thomas D. and James D. had just immigrated from St. Andrews, Scotland, where William had run an iron mongering business which had been destroyed by fire. The Honeyman's decided to immigrate to the United States, and chose Portland because they were related to the Mackie family, pioneer immigrants from Scotland who settled in this area. (National Register Nomination, James D. Honeyman Residence.) In 1882 William's oldest son Thomas joined the business as a clerk, and was followed by his brother James in 1886.

In about 1887 William became a full partner, and the company became Honeyman De Hart and Co., with E.J. De Hart as president and William Honeyman as vice president. The McKenney's Pacific Coast Directory listed their capital to be at \$400,000. It was becoming a large hardware enterprise, and had several warehouses. They sold raw materials such as iron, steel bar, coal, as well as equipping logging, milling, and mining, and railroad operations, and specialized in wagon materials. They were still located at First and Ash Streets, and 173 and 175 Front.

The growth of the company paralleled the growth of Portland, which was developing as a seaport and a natural gateway to the interior. "Deep draft seagoing ships here meet the numerous river steamers and the railroads at their great distributing center." (Oregon, Washington, and Idaho Gazetter 1891-1892, pg 417.) Portland was the terminus for four important railroad systems by the mid 1890's. The Northern Pacific was the first

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connection by rail with the rest of the United States. The Northern Pacific gave Portland important trade with the rapidly developing agricultural country and mines of Eastern Washington, Northern Idaho and Western Montana. The Union Pacific was associated with the Oregon Railway and Navigation Company, which opened markets and controlled the trade on the Columbia River east to Umatilla. The Southern Pacific connected Portland to San Francisco, running south through the fertile farmlands of the Willamette Valley.

William and Jane Honeyman had three more children, David T., Walter B. and Etta. All four sons would eventually be employed in the family business. They lived in the affluent Kings Hill area of S.W. Portland. The Honeyman's were a prominent family, and participated in the political and social life of Portland. When Jane died in 1916 the Oregon Journal printed her obituary on the front page and eulogized her as being a "prominent Portland woman...greatly loved because of her sterling motherly qualities and social and domestic activities." (Oregon Journal, December 11, 1916, pg. 1). David Honeyman married Nan Wood, Oregon's first woman Representative to Congress, and daughter of the progressive lawyer and poet Erskin Scott Wood. Etta married architect David Chambers Lewis, who designed the 1912 Honeyman Warehouse.

William Honeyman died in 1897, and his oldest son Thomas assumed his position as vice president of the business. In 1898 they moved their company to S.W. Forth and Alder. With the new century a new era began for the company. In 1900, Mr. De Hart retired and sold his portion of the business to Thomas and James Honeyman, and the company was reorganized as the Honeyman Hardware Company.

On March 23, 1903 Honeyman Hardware purchased lots 5 and 8 of block 73, Couch's Addition. Two weeks later on April 7 the store purchased the lots immediately to the west, lots 6 and 7. This was a shrewd business move by Thomas. The freight and passenger terminals for the Northern Pacific Railroad were virtually across the street on Hoyt between N.W. Seventh and N.W. Ninth Streets, (Current location of the main office of the Portland Post Office.) By 1908 the North Bank Depot which was the freight house and yard for the Portland Seattle and Spokane Railroad was built on N.W. Hoyt between N.W. Tenth and N.W. Twelfth. In a

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business that dealt with large quantities of heavy freight, this location was ideal.

According to Ronald Honeyman, the one story brick utilitarian building (which was soon built on the first lots purchased) was originally a horse stable for the draft horses. This building is extant, though the Hoyt Street facade was altered extensively in 1945. The company hauled its own freight from the docks and freight yards with horse teams pulling freight wagons. The Honeyman freight pulling horse teams were well known and greatly admired. They won prizes in the annual Portland Rose Festival parades.

By 1908 the Sanborn Fire Insurance Map describes this as the Honeyman Iron Warehouse. This map indicates a mixture of residential and commercial uses in the neighborhood, and shows a residential dwelling located on the N.W. corner of the block, a wagon repair shop midblock on Ninth Street, and two small dwellings fronted on Glisan on the southeast quarter of the block.

Architect and Architectural Significance

In 1911 the Honeyman's commissioned David Chambers Lewis to design their new warehouse which was to be placed just west of their iron Warehouse on N.W. Hoyt. It was designed so that it could be converted into a hotel, as there was good potential for a hotel business. The passenger terminals for the Northern Pacific Railroad were located across the street on Hoyt between N.W. Seventh and Ninth, and the passenger terminals for the Portland Seattle and Spokane Railroads were located down Hoyt Street between N.W. Tenth and N.W. Twelfth. The building was designed to front on N.W. Hoyt.

The building cost \$112,000. to build according to Ronald Honeyman. All the finish hardware in the building was furnished by the Honeyman Hardware Company, according to the General Specifications for the Honeyman Hardware Company by D.C. Lewis. The hardware was to be delivered to the carpenter at the building site.

David was married to Etta, youngest child and only daughter of

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William and Jane Honeyman. "He was born to an extremely well-connected and wealthy Portland family, making it easy for him to establish his architectural practice; however, he was also a capable architect who left a legacy of many fine residences, warehouses and office buildings." (A.I.A. Newsletter, Portland Chapter, September 1988, OHS Vertical File.)

"David graduated from Princeton in 1890, and following graduation worked as a draftsman in the office of Whidden and Lewis in 1891. He later did graduate studies at Columbia University, New York, and studied for a year in Paris before returning to Portland," (Ibid.) He designed a number of noteworthy buildings in Portland, most of them in the "Sullivan vein." (Frozen Music, pg. 34). "In a period when many Portland Architects were still fixated on the classical morphologies of Greek and Roman architecture, D.C. Lewis threw Beaux-arts canons to the winds, and gave free reign to the Sullivanesque composition derived from the tripartite structure of the classical column." (Ibid. pg. 59). In 1905 he designed the European Building for the Lewis and Clark Exposition, which was designed after Sullivan's Transportation Building built for the Chicago Exhibition of 1893. In 1909 David Lewis designed the Lewis Building reminiscent of the Chicago Stock Exchange Building designed by Adler and Sullivan.

The Portland Historical Resource Inventory lists sixteen buildings in Portland designed by David C. Lewis. "Between 1907 and 1909 Lewis completed four major downtown office buildings, all of which are still standing." (A.I.A. Portland Chapter Newsletter, September, 1988.) The Board of Trade Building, built in 1907 is an eleven story reinforced concrete structure. The ten story Lewis Building built in 1909 is similar to the Honeyman warehouse due to its small side court, and because it it too was planned for expansion. The Lumberman's building (now known as the Oregon Trail Building), is a 'U' shaped six story reinforced concrete structure. "The finest of David Lewis's four major office buildings was the Railway Exchange Building, now known as the Oregon Pioneer Building," (Ibid.) It had a unique 'E' shaped plan, and it retains a high degree of its architectural integrity.

The inventory lists three warehouses designed by Lewis, and one hotel which was listed as probably designed by Lewis. The four

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story warehouse at 1227 N.W. Davis is a reinforced concrete building exhibiting unadorned industrial elevations. The four story Miller Hotel, probably designed by Lewis, located at 521-523 S.W. Forth is more similar in composition to the Honeyman Warehouse in that it exhibits tripartate divisions and wooden double-hung windows. Industrial windows are on all elevations of the warehouse on N.W. Davis Street. The third warehouse attributed to David Lewis is the Boxer Marcus Warehouse at 622 N.W. Glisan, completed two years after Lewis's death. It is reinforced concrete clad with brick, and displays wood sash windows.

According to Richard E. Ritz, David Lewis did little work after 1911, and died in California in 1918 at the age of 50. (AIA Newsletter, Portland Chapter, September 1988.)

The Honeyman Warehouse is the last of Lewis's buildings he saw completed, and represents the culmination of his career. The design is unusual in that it has a built-in versatility; it was designed for easy conversion into a hotel. According to Ronald Honeyman, his uncle David Lewis designed the ground floor to have a 'lobby size' ceiling height, and the subsequent floors have a 'room size' ceiling heights. The building was planned for expansion, and floor sills and beam reinforcing can be seen projecting from the east wall. It appears expansion would have subsumed the one story stable building.

The warehouses in the Northwest Triangle are commonly brick utilitarian or reinforced concrete structures two to five stories in height. The warehouse district grew rapidly between the years 1904 to 1915 due to a shift from steamship to rail transportation. The warehouses are built to the property line, creating a strong street wall. Characteristic details of the buildings include the presence of loading docks, metal awnings, old painted wall signs, and roof mounted water towers. Railroad spur lines transect this district, and the streets often are paved with old Belgian cobblestones. (John Tess, 13th Avenue Warehouse District National Register Nomination.)

The Honeyman Warehouse shares most of the characteristics of other warehouses in this district. However it is a fine and early example of reinforced concrete construction, and one of the earliest tall warehouses constructed of reinforced concrete.

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Notably, the architect who designed the Honeyman Warehouse also designed the earliest large scale example of a reinforced concrete warehouse in the Northwest Triangle district. David C. Lewis designed the Kiernan Cold Storage Plant in 1908. It occupies a half block at 1227 N.W. Davis Street. Four stories in height, it is industrial in character with frosted glass windows. The regular division of the elevations and the greater proportion of window space to wall space was a relatively new concept in Portland when this building was built.

There are four reinforced concrete warehouses in the N.W. Triangle area that are over four stories in height that were built before 1925. The only building contemporay with the Honeyman Warehouse is the Marshall Wells Warehouse #2. It was built in two episodes, the first four stories were built in 1910, and in 1915 three stories were added. This was a hardware warehouse owned by the Honeyman Hardware Company's chief competitor. The Marshall Wells Warehouse #2 is 200 feet square in plan, and larger in massing than the Honeyman warehouse. Marshall Wells was a large international hardware company and not a Portland based company. The Marshall Wells Warehouse features unadorned and industrial elevations, and a timber post and beam interior, in contrast to the brick exterior embellishments and massive reinforced concrete columns featured in the Honeyman Warehouse.

The Meier and Frank Warehouse at 615 N.W. 14th was built in 1922. Seven stories in height with a two story elevator pent house, it is massive, about 100 by 200 feet in plan. Pilasters form vertical separations between the industrial galvanized iron multipaned windows. Cast-stone ram's head ornaments at the cornice are the only embellishments.

The Hunt and Company Warehouse is a reinforced concrete structure, built in 1925. It is unuasual because it wasn't designed in the Chicago vein but in the Spanish Colonial style. It bears virtually no similarity with the Honeyman Warehouse except in construction materials and height, (seven stories).

The Blumaeur Frank Drug Company warehouse at 630 NW 14th is seven stories and composed in the simplified Classical Style. It was

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built in 1925. The elevations are strongly industrial, with multipaned galvanized iron sash windows and restrained detailing. It occupies a half block, and is larger in massing than the Honeyman warehouse.

The twenty year lease on the retail location of the Honeyman Hardware Store was due to expire in about 1920. Accordingly in 1919 Thomas Honeyman purchased the lots on the south side of the block for \$93,000., and commissioned a building contractor to construct a building to house their retail store, as well as space for offices, and the company print shop.

Originally, their store at S.E. Fourth and Alder was wholesale only, and in 1915 this store became exclusively retail. The retail business did not move to the Honeyman Block until 1923, according to the Oregon, Washington and Idaho Gazeeteer and Business Directory for 1923.

With this move the Honeyman Hardware Company occupied the whole block, and the company was in its prime under the management of Thomas and James Honeyman. They did business throughout the Northwest part of the United States. The offices in the wholesale warehouse are telling of the activities and the scope of their business. There was the City Order Office, Country Order Office, Shipping Office, Will Call Office, and the Receiving Office. Nuts, bolts, tools, pipe, cable, wire and other hardware filled the seven story warehouse. When an order was being filled, the goods were sent down the spiral chute or the freight elevator to the packing room on the ground floor. Shipments were both received and sent by rail, accessed by the spur line that runs along N.W. 9th, and the spur line that once ran along N.W. Park Street accessing the stable building. The brick stable building was used as an iron warehouse and a garage for the company trucks. The retail store was Portland's main source for sporting goods, guns, ammunition, athletic supplies, tools, nuts and bolts, (Ronald Honeyman). A 1939 ad claimed the company to be the largest of its kind in America. (James Honeyman Residence, National Register Nomination). The print shop and offices took up the second floor of their retail building. They printed their own catalog, office stationary, bills, receipts, and labels for their own line of hardware. They equipped logging and mining operations.

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Thomas retired as president of the company in the late 1930's. In 1937 James retired. The third generation of the Honeyman family took over the business. In April 1942, the Honeyman Hardware Company closed its doors amid scandal and bankruptcy, (Oregon Journal, April 14, 1942.) 150 people lost their jobs. James Honeyman died one month later. Thomas Honeyman died in 1945.

The Adjustment Bureau took over the management of the building and leased it out for the war effort to the U.S. Coast Guard and the Vancouver Unit of the Kaiser Shipbuilding Company. The Coast Guard took the half block on the N.W. Glisan side of the block, which housed the retail, office and print shop portions of the company. They used the building for office and barracks. The shipbuilders occupied the seven story warehouse section and the former iron warehouse. (Oregonian, January 17, 1943).

The block was sold by a Sheriff's deed to the Connecticut Mutual Life Insurance Company in December of 1943. They leased it to the U.S. Coast Guard and the Vancouver Unit of the Kaiser Shipbuilding Company. In 1945 it was sold to the Northern Wholesale Hardware Company. This firm occupied the building until the 1960's when Home Hardware, owned by Cotter and Company occupied all or part of it. In 1971 Lewis Buchwach purchased the block, according to title company records; however improvements were done in the name of Nico Investment Corporation. In 1983 the block was purchased by B.B. and S. Development Corporation. In 1984 half the block, the retail and printshop section, was sold to John and Betty Traxis. This marked the first time the building complex had two owners. In 1989 the building will be returned to one ownership.

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Proposed Future Work

The new owners will return the complex to one ownership, and plan to rehabilitate and utilize the complex as a coherent whole once again.

The Honeyman Complex of buildings is proposed to be developed as a mixed use commercial, industrial, and housing complex, including interior tenant parking. The 1903 Stable would provide two floors of ramped parking within the existing building envelop. A third floor penthouse of residential apartments looking into an internal courtyard would be added.

The Honeyman Wholesale Warehouse is proposed to be all residential apartments, from the ground floor to the 7th floor. An 8th floor penthouse of apartments would be added. Parking would be provided in the basement. This new use is somewhat consistent with the original architect's plan to convert the building into a hotel if the owners so desired.

The 1920 Honeyman Retail Building is proposed to be mixed use, with ground floor commercial, and commercial tenant parking on the interior. The 2nd floor is proposed for apartments and an 3rd floor penthouse of residential apartments would be added. A rooftop courtyard would be developed on top of the one story portion of the building.

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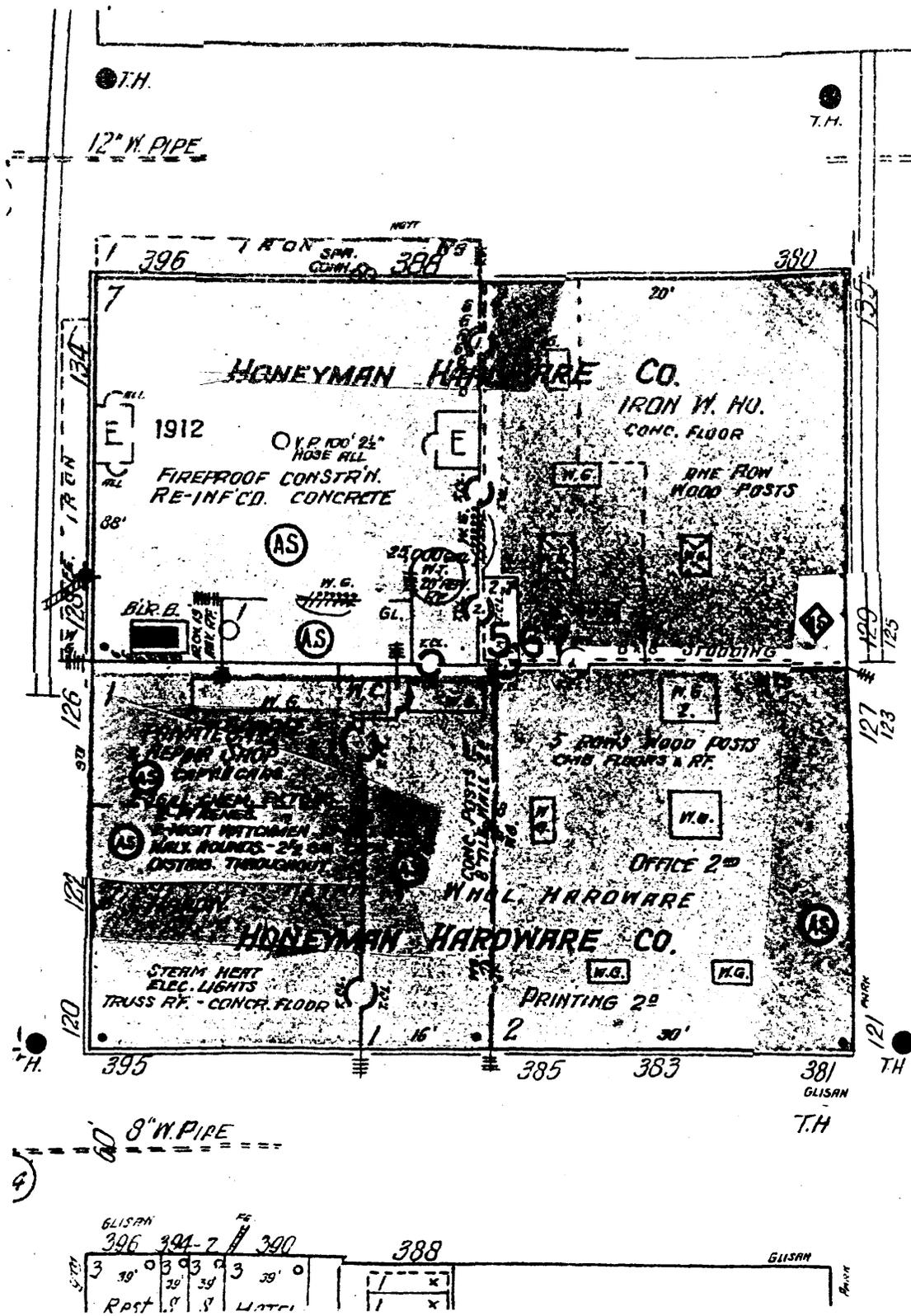
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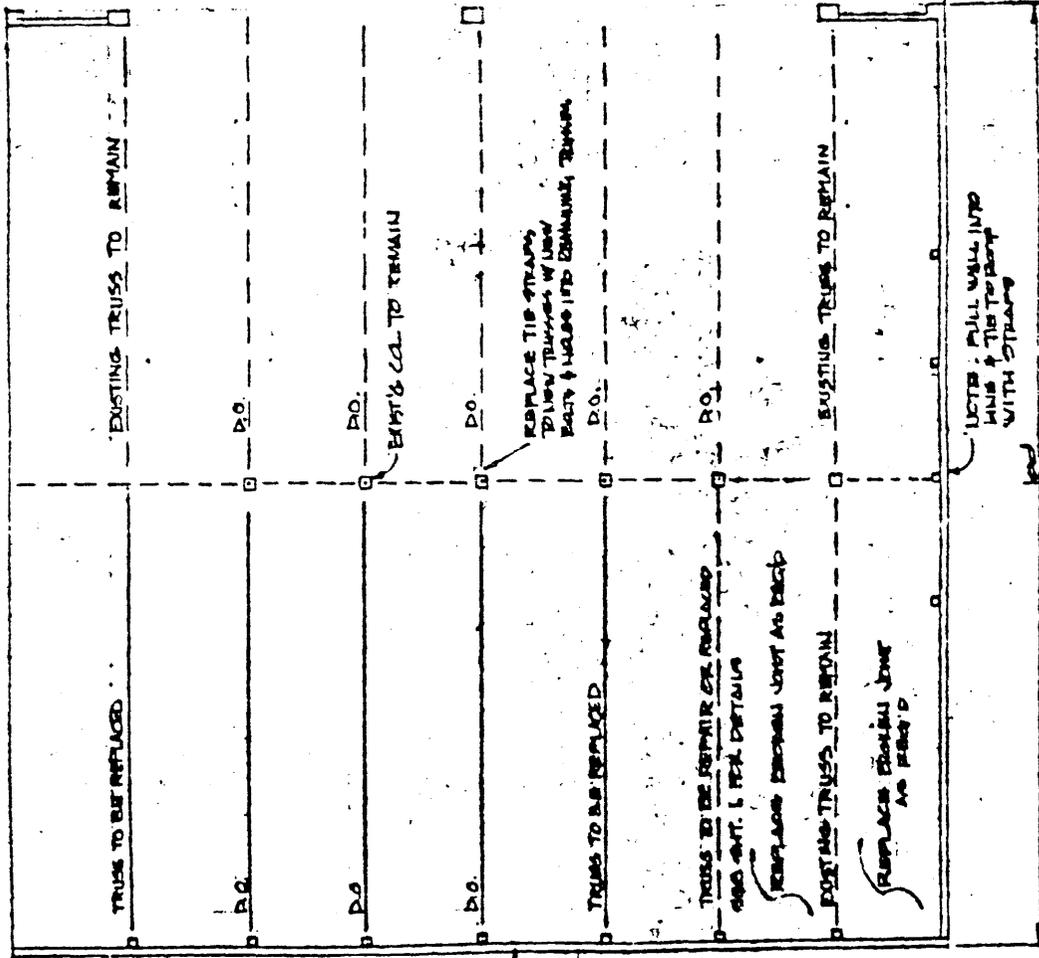
Interview

Ronald Honeyman, age 85. Grandson of William, son of James,
nephew of David C. Lewis. February 26, 1989.



SANBORN FIRE INSURANCE MAP
 1908 cor. to 1926
 Vol. 1, pg. 56

EXISTING BLDG.



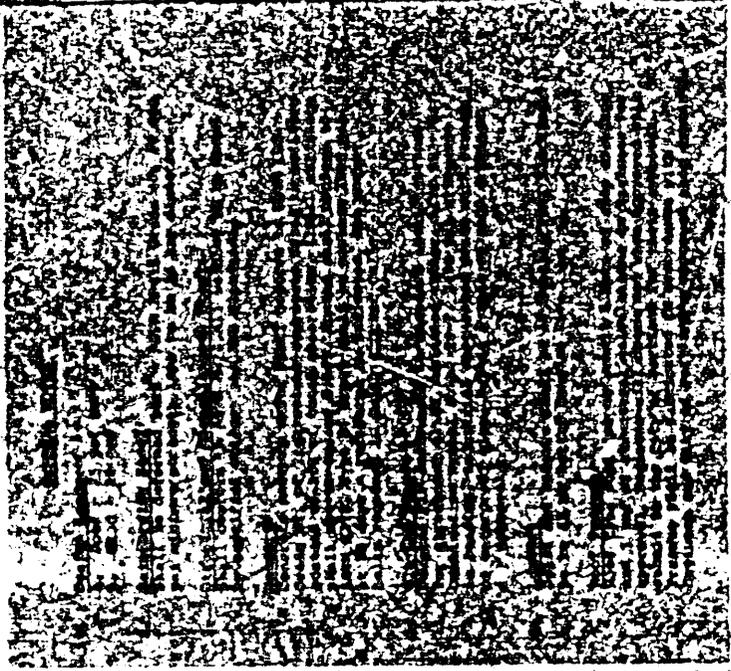
1/15/45
D.A.

8" CMU WALL ABOVE EXIST'G BRG'S WALL
(TO BE BLOCK)

1/15/45
D.A.

N.W. HOUSTON ST

LOT PLAN



PRINTED
FEB 11 1945

BLVD. PARK AVE.

ROOF FRAMING PLAN

Stable / IRON WAREHOUSE
Alterations - 1945



ZARONIAN & SONS
ENGINEERS, INC.

1215 1/2 AVENUE, PORTLAND, OREGON

DATE 12-8-44

BB&S DEVELOPMENT CORP.

1035 NORTH OAK STREET
PORTLAND, OREGON 97204

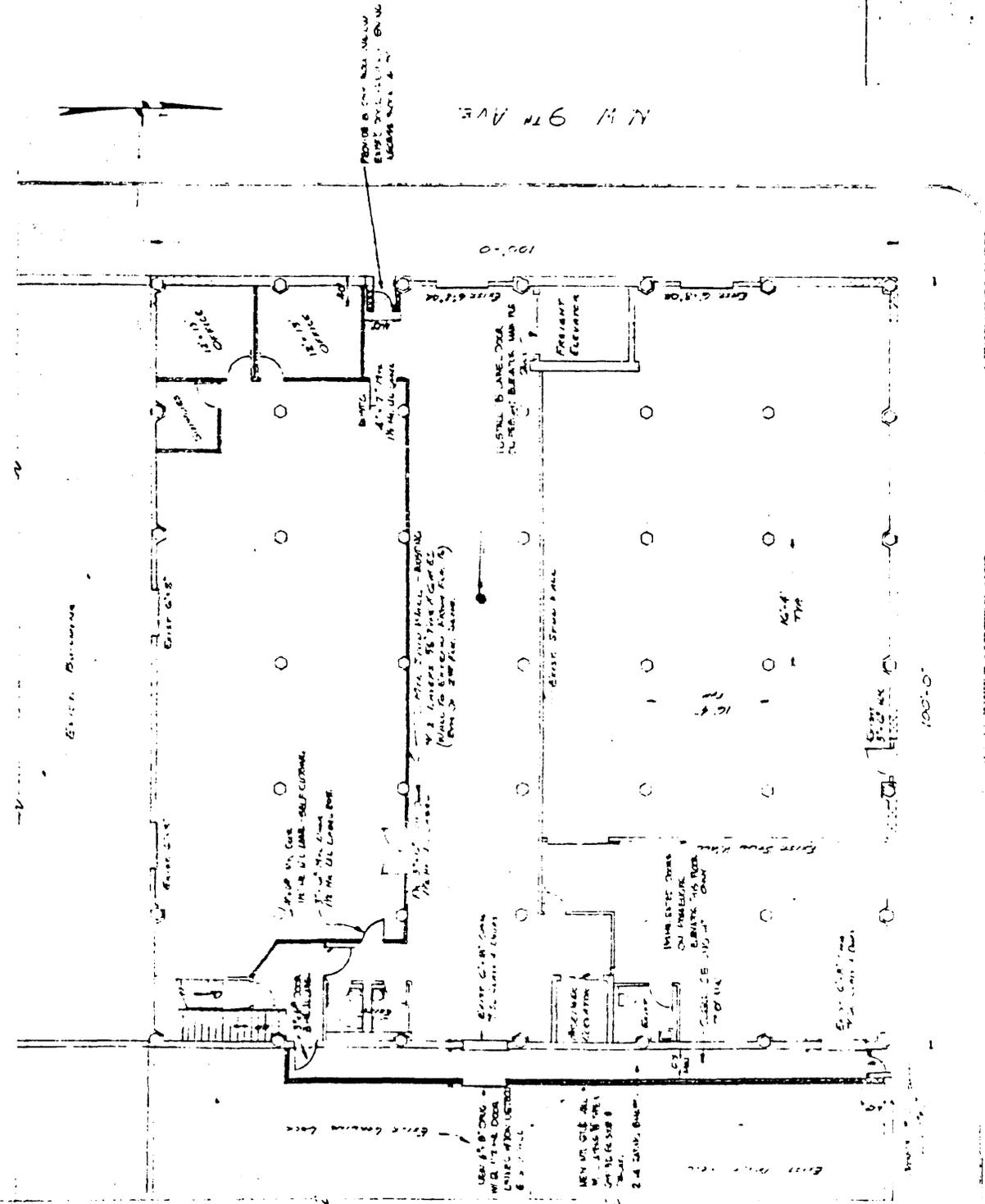
ROOF DESIGNER
835 NW HOYT ST.
PORTLAND, OREGON

2-15-45

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N.W. 9TH AVE.

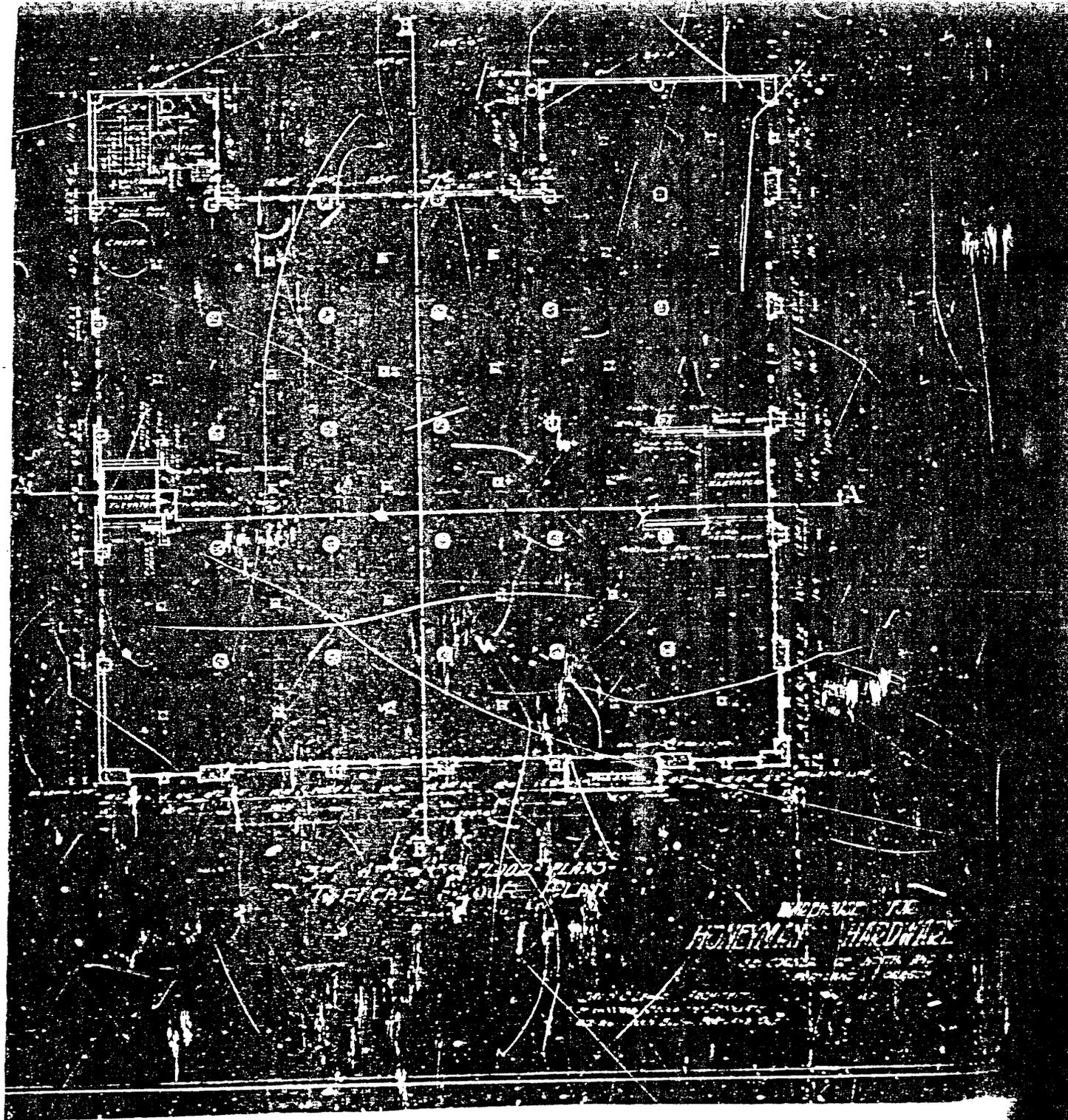
N.W. HOYT STREET

SITE PLAN & FIRST FLOOR PLAN

HONEYMAN BLOCK
WHOLESALE

WAREHOUSE

Architect: [Illegible]
Engineer: [Illegible]
Contractor: [Illegible]



Typical Floor Plan -
Honeyman Hardware
David C. Lewis Plans
Portland Buildings Bureau

Honeyman Block
wholesale warehouse
1912

