

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received MAR 30 1987

date entered

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

1. Name

historic Ballou & Wright Company Building

and/or common Same

Number of contributing resources: 1

Number of non-contributing resources: 1

2. Location

street & number 327 NW 10th Avenue N/A not for publication

city, town Portland N/A vicinity of First Congressional District

state Oregon code 41 county Multnomah code 051

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" 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 checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input 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 U. S. National Bank of Oregon, Bank Property Division PL3

street & number PO Box 4412

city, town Portland N/A vicinity of state Oregon 97208

5. Location of Legal Description

courthouse, registry of deeds, etc. Multnomah County Department of Assessment and Taxation

street & number 610 SW Alder

city, town Portland state Oregon 97204

6. Representation in Existing Surveys

title City of Portland Historic Resource Inventory has this property been determined eligible?  yes  no

date 1981-1983  federal  state  county  local

depository for survey records Portland Bureau of Planning, 1120 SW Fifth Avenue

city, town Portland state Oregon 97204

## 7. Description

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date \_\_\_\_\_

N/A

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

The Ballou & Wright Company Building and the non-contributing annex to which it was joined after the historic period of significance are located at 327 NW 10th Avenue, in Portland, Multnomah County, Oregon. The property is situated in Portland's warehouse district, commonly referred to as the Northwest Triangle. The main building, designed by the Portland architectural firm of Sutton and Whitney, and completed in 1921, is a five-story-plus-basement reinforced concrete warehouse building. Used by the Ballou & Wright Company to 1960, the building retains a high degree of exterior and interior integrity. The building is included in the Portland Historic Resources Inventory.

The five-story Ballou & Wright Building occupies a 100' x 100' parcel, but recently was inter-connected through an interior passageway and stairs to a smaller one-story structure occupying the adjoining 50' x 100' parcel to the south. The main building occupies Lots 5 and 8 of Block 71, Couch's Addition to the City of Portland, and the annex, a building of comparable date but non-contributing status owing to its lack of association with the Ballou & Wright Company before 1960, occupies Lot 4. The warehouse is decidedly the most prominent building in the area. The annex, or non-contributing feature presently is used as a printshop.

Oriented to the east, the Ballou & Wright Company Building has ornamented facades on the 10th Avenue (East) and Flanders Street (North) elevations. These elevations, unlike those of many utilitarian reinforced concrete structures, represent high-quality exterior finish work, including sand grey brick facing articulated with strip pilasters, which mark the structural bays, and ornamental cast-stone string courses and parapet escutcheons bearing the company's distinctive logogram, the winged wheel. The elevator/sprinkling tank tower is similarly finished. The secondary elevations of the building abut adjoining structures and are finished with painted stucco.

Vertically, the major elevations are divided into three sections: the ground floor level and four upper stories capped with a parapet wall and cast-stone molding. The building has a flat roof. The main building contains 60,000 square feet of space which includes a daylight basement. The single-story annex on the south contains 5,000 square feet.

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EAST ELEVATION (10TH AVENUE)

The building's main entrance on Tenth Street, somewhat left of center, consists of a plate glass door with plate-glass sidelights, an eight-light transom above, all of which is flanked by small pilasters with simple capitals. This may be an alteration of the original design because a contemporary newspaper illustration shows the building with main entrances on both sides of the northwest corner under the tower. The remainder of the first floor bays on the east elevation are window bays, two on south side of the main entrance and three to the north. Each of the window bays consists of a sidewalk level of windows which provide light to the basement. A brick spandrel panel separates the basement windows from three plate glass windows separated by mullions. Above these windows there are transom lights, three per plate glass window, except the two nearest each corner, which have only two-light transoms.

Above the first-story, the east facade is divided by five brick-faced concrete pilasters into six vertical window bays extending up to the roof cornice. The bays at each corner have eight window openings, two per story, each with twelve-light industrial windows, the middle six lights of which are pivoted to open. These windows have brick-faced concrete spandrels above and below; and a narrow pier of the same materials separate them vertically. As for the remaining four bays between those at the corners, each has four window openings, one per story, which include three-sash industrial windows, with nine-lights per sash and mullions between. The middle six lights of each window are pivoted to open.

The east elevation's cornice is decorated only by two cast-stone shields, each located above the corner window bays. and four small squares at the roof line, one each above the remaining window bays. There is a chimney above the roof line at the building's northeast corner.

NORTH ELEVATION

On the building's north elevation, the first story includes three entrances intended primarily for freight, with a corrugated iron canopy above, and a loading dock below, all of which appear to involve alterations of the original structure. One such entrance, located slightly to the right of center, has two six-light, wood doors, with eight-light sidelights and three-light transoms directly above each door. There are additionally nine transom lights, in groups of three, above the entire entrance ensemble. There are two other entrances side by side at the northwest corner of the north facade, namely: a six-

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light wood door with a two-light transom above; and directly to its right a metal rolling door with a three-light transom above. The remaining four first-story window openings each have three plate glass windows, separated by mullions and with three-light transoms above each.

Above the first story, the north facade is divided by fire brick-faced concrete pilasters into six vertical window bays extending up to the roof cornice -- or, at the northwest corner, to the base of the tower. The bays at each corner have eight window openings, two per story, each with twelve-light industrial windows, the middle six lights of which are pivoted to open. These windows have brick-faced spandrels above and below; and a narrow pier of the same materials separates them vertically. As for the remaining four bays between those at the corners, each has four window-openings, one per story, which include three-sash industrial windows, with nine-lights per sash, and mullions between. The middle six lights of each window are also pivoted to open.

The north elevation's cornice is decorated only by a cast-stone shield located above the northeast corner bay, together with four small square-shaped devices at the roof line, one each above the remaining window bays.

At the building's northwest corner, a square tower rises some two and one half stories above the roofline, a continuation upward of the corner bay below. This tower has two twelve-light windows near the top on each of its four sides; together with cast-concrete shields located directly below each tower window. The north and east facing sides of the tower have brick facing over the reinforced concrete, while the other sides (south and west facing) are unfaced concrete.

SOUTH ELEVATION

The building's south elevation is unfaced concrete, with three twelve-light and two six-light industrial windows.

WEST ELEVATION

Except for the tower's west wall, nothing of the west elevation is visible from the street.

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INTERIOR

Throughout the history of the building the use of the Ballou Wright building has been the same, warehousing. Currently used as a warehouse for the U.S. National Bank the building has seen relatively few changes over the years. The first floor is currently used for storage and office space along the two eastern bays. the remainder of the floors and the basement are currently being used for storage areas with certain areas subdivided for office space.

The major feature of the major feature of the upper floors of the building are the floors which are currently surfaced in maple.

A freight elevator is located at the NW corner of the building.

Current plans call for the sale of the building. New use for the building will be dependent on who the new owner will be.

# 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/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
	<input type="checkbox"/> invention			

**Specific dates** 1921 **Builder/Architect** Sutton and Whitney, Architects

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

The Ballou & Wright Company Building occupies a site at the southwest corner of the intersection of 10th Avenue and Flanders Street in Northwest Portland, Oregon. The main volume, measuring 100' x 100' in plan, is of reinforced concrete construction and rises to a height of five stories atop a basement. A 50' x 100', single-story building of reinforced concrete adjoins the main volume on the south and is included in the nominated area because it is now internally connected to the historic warehouse. However, it has no historic connection with the Ballou & Wright Company and is, therefore, a non-contributing feature.

Designed by the noted Portland firm of Sutton and Whitney and completed in 1921, the main volume is Register-eligible under Criterion C as one of the best-preserved large-scale, loft-type warehouses in the city; one which is distinguished by the quality of its exterior finish of sand grey brick on street elevations and its detailing in general. The square corner sprinkling tank and elevator tower at the northwest corner of the warehouse, also finely detailed, is a distinguishing and increasingly rare feature locally. Strip pilasters between structural bays are banded with contrasting cast-stone string courses, and the parapet is ornamented with the Ballou & Wright Company's distinctive logogram: an escutcheon displaying a winged wheel.

The building is significant also under Criterion A as the property most importantly associated with the Ballou & Wright Company, which contributed significantly to regional economy as the leading wholesaler of bicycles, motorcycles and automobile parts and accessories, between the World Wars. Ballou & Wright in large part created and developed the market for recreational wheeled vehicles locally. Founded in 1901, the company early developed a sales area which was regional in scope. A branch office was opened in Seattle, Washington in 1913. Plans for construction of a new headquarters building in Portland were announced in 1917 as the company expanded its market to Alaska, Idaho and southern Oregon. The headquarters building and warehouse, completed and opened for use in 1921, represents the company's period of most dramatic growth. By 1928 the company maintained 12 branch offices, including two in Seattle, those in Spokane and Tacoma, Washington, and those in Salem, Eugene and Klamath Falls, Oregon. The nominated building was occupied by Ballou & Wright until 1960, when the company disbanded following the death of company founder Charles F. Wright.

**BALLOU & WRIGHT**

The history of the bicycle can be traced back to the hobby horse of the 1650s. It was not until the 1860s that the development of the modern bicycle began in earnest. Improvements in the bicycle continued until the development of the safety bicycle in the 1880s. The safety bicycle is the design of the bicycle as we know it today. Man's fascination with the bicycle started in France and England. However, by the late 1890s, America, too, had been gripped with a passion for pedaling.

The beginning of a very long and successful business relationship between Oscar B. Ballou and Charles F. Wright, dealers in bicycles and bicycle accessories, automobile and motorcycle supplies, began with the advent of the bicycle. Ballou, a former prospector and building (continued)

# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Portland, Oregon-Washington

Quadrangle scale \_\_\_\_\_

### UTM References

A 

1	0	5	2	4	9	0	0	5	0	4	1	1	8	0
Zone			Easting				Northing							

B 

Zone			Easting				Northing							

C 

Zone			Easting				Northing							

D 

Zone			Easting				Northing							

E 

Zone			Easting				Northing							

F 

Zone			Easting				Northing							

G 

Zone			Easting				Northing							

H 

Zone			Easting				Northing							

**Verbal boundary description and justification** The nominated area occupies Lots 4 and 5 and Lot 8 of Block 71, Couch's Addition to the Portland Plat, Multnomah County, Oregon. The contributing feature occupies Lots 5 and 8.

### 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 N/A

organization Heritage Investment Corporation date August, 1986

street & number 123 NW Second Avenue telephone (503) 228-0272

city or town Portland state Oregon 97208

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

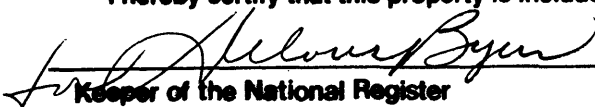
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National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

State Historic Preservation Officer signature 

title Deputy State Historic Preservation Officer date March 27, 1987

### For NPS use only

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

 Keeper of the National Register date 4-30-87

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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contractor in frontier mining and railroad towns, was fascinated by the bicycle. He felt that the bicycle could offer him a life with the excitement of his earlier professions and not as staid as his most recent life as a confectioner.

Charles F. Wright started out to make a career for himself as a buckaroo in Montana where he saw his first bicycle in the Yellowstone country. Wright's life was immediately changed, he traded in the bumpy ride of his bronco for the two wheels of a bicycle. C.F. Wright chose the bicycle business, believing there was money to be made if he secured a bicycle agency. Wright made contact with D.P. Warner president of the factory making the "Warner Special" at Madison Wisconsin. When Mr. Warner came west on a selling trip, Wright took the opportunity to "see a real bicycle factory president," taking the first train to Helena, Montana. In Helena, Wright met with Warner and A.P. Dorrance a bicycle agent.

The result of the trip was the establishment of a partnership between Ballou and Wright with A.P. Dorrance as a silent partner in the bicycle business. The new company established themselves in Great Falls, Montana in 1895. Ballou and Wright met for the first time after the papers were signed. Wright is quoted in the Oregonian, June 21, 1921, describing their first meeting: "Ballou came to the hotel at Great Falls and I went in to meet him. As I stepped up and introduced myself, he looked me critically up and down then suddenly held out his hand and smiled." Right there a friendship was formed which lasted the length of their partnership.

Within a year Ballou and Wright had purchased Dorrances interest in the business and became sole proprietors of the little bicycle shop which measured 20 feet on the front of a side street in Great Falls. Bicycles then sold for \$100.00 for the cheapest makes. Ballou and Wright remained in the bicycle business in Great Falls for five years selling most of the towns bicycles. By 1901, Mr. Ballou's health began to fail due to a longing for a more rigorous life. In hopes of regaining his health and spirits he sold out to Wright.

Ballou took charge of the Pacific Coast Agency for Ames and Frost of Chicago, makers of Imperial Bicycles and began the life of a traveling salesman. Three months later Wright sold the bicycle shop in Great Falls.

The partnership of Ballou and Wright was not destined to end here. In 1901 Wright who was then operating a hardware store in Great Falls, Montana received a telegram from Ballou saying Portland, Oregon was a great place for a bicycle shop, asking Wright to rejoin him in partnership. Wright sold out his interest in the hardware store and



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came to Portland to open a small bicycle shop on 147th 1st Street with Ballou. The shop measured 25'x 100'. Ballou continued to travel and Wright took charge of the store. In 1902 they went into the wholesale bicycle business in addition to the retail shop.

The heyday of bicycling occurred between 1895 and 1905. thus it is no surprise that between 1901 and 1904 Ballou and Wright's business grew so quickly they were compelled to move uptown to larger headquarters located at 86 sixth street. It was here they added a motorcycle department.

The business continued to grow rapidly forcing a move in 1911 to 80-82 Broadway, where the company was overcrowded despite the fact they occupied two stores measuring 50'x 100'each with a mezzanine, basement and an outside warehouse. Not including the warehouse, the business occupied 20,000 square feet. The company had 50 employees by 1914. A branch store was opened in Seattle on East Pike Street near Broadway with 13,000 square feet in February 1913.

In 1903 with three automobiles in use in Oregon Ballou and Wright, in what appears to be their usual visionary manner, were the first to put in an automobile accessories and supply department in Oregon. (Evening Telegram, Jan. 12. 1926 p.6) In the early days automobiles were delivered to the customer with few of the basic necessities or luxuries of today's cars. The first thing a motorist did was go to an auto parts store and buy all the necessary gadgets. Accessory manufacturers and dealers were becoming very wealthy.

By 1906 over 90 different American manufacturers offered products to the public. Automobiles were available for as little as \$250.00. Steam, gas, and electricity were used to power the automobile.

Early automobile travelers were faced with the hazards of rough dirt roads deeply rutted by earlier conveyances of transportation and open spaces. The automobile owners of early days were an adventuresome group, not satisfied with in-town driving alone but traveling cross-country as well. They were interested in gadgets which would help in their battle against bad roads and the discomforts of travel in early automobiles. Accessories included odometers, oil cans, waterproof auto shirts, rubber cape caps, horns, goggles, hats, storm aprons, AM meters to test voltage of the dry battery, tools, tire pumps, and lanterns. Ballou and Wright issued a catalogue which has been reprinted by the Oregon Historical Society setting out all their merchandise.

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The automobile as a new means of transportation had to prove itself to the general public. Speed records were one means of proving of autos. Transcontinental road races were another serious test. The first continental automobile race started in New York and ended in Portland, Oregon in time for the June 20, 1905 opening of the National Good Roads Association convention at Lewis and Clark Exposition. Two curved dashed Oldsmobiles named Old Scout and Old Steady made the trip. They dealt with uncertain spring weather and heavy rains. The winner after 44 days and 4,000 miles was Old Scout driven by Dwight B. Hess and his mechanic Milford Wigle. Portland was excited about the automobile and with the conclusion of this test of the automobile, ready to buy all the accessories Ballou and Wright had to offer.

With the steady increase in business Ballou and Wright were ready by 1917 for a new large building of their own to house their company. Although plans were announced in 1917, the company delayed two years before starting construction. The delay was presumably due to what Ballou and Wright felt were uncertain economic conditions, most likely due to World War I. By May 22, 1921 Ballou and Wright were predicting that there would be a healthy return of business. The building of the new headquarters was to proceed with only slight alterations to the original plans, the most noticeable change being the placement of the tower.

The building was considered one of the finest, if not the finest wholesale automobile equipment building on the Pacific coast at the time of its construction. Located on the Southwest corner of Tenth and Flanders, on a 100 x 100 foot lot, the building was built with five stories, basement and square footage totaling 60,000 feet. Materials used in construction included concrete faced with white brick and slow burning mill construction for the interior. The building was completely equipped with a modern sprinkling system. Featured were large windows on each floor which made it light in every section of each floor. Spiral chutes, fast elevators and other labor saving devices were provided for in construction of the building.

With the new building on 10th and Flanders, Ballou and Wright shifted from the downtown area to the northwest warehouse area. The building was built with railroad trackage along Flanders and excellent trucking facilities on 10th Avenue for local business. The company changed its focus with its move to new quarters, eliminating its retail business and maintaining the wholesale business only.

Ballou and Wright during their years in business carried three principal lines of automobile equipment and accessories as well as bicycles and motorcycles. They also provided service for Indian motorcycles for which they were the northwest distributors and Bosch

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Magnet Service. Ballou and Wright also manufactured many automobile and bicycle accessories and novelties. For the motorcycle they manufactured motorcycle tandems, luggage carriers, handle cross bars, clutch adjusters, and auto truck racks and bicycle tandems as well. By 1928 the company operated up to twelve branch shops employing some 100 employees. Over the years the company's territory grew to include Washington, Oregon and Idaho. The company remained in business in their headquarters on 10th and Flanders until 1960 following the death of the Charles F. Wright.

## OSCAR B. BALLOU

Oscar B. Ballou, President and co-founder of Ballou and Wright, lived an adventurous life during an incredible period of technological change. During his lifetime bicycles, motorcycles, automobiles and airplanes were all invented and introduced to the public on a wide scale. Ballou always kept at the forefront of modern technology both in his business and leisure. He traveled extensively around the United States and the world during his long life. During his youth he roamed over the western states on horseback. But as soon as the bicycle first came to Montana where Ballou was living, he climbed off his horse and onto a bicycle. His interest in modern inventions influenced his choice of business enterprise so that by 1895 he was a traveling bicycle salesman throughout the western states.

Ballou was born in Oxbridge, Massachusetts in 1853. His family moved to Minnesota in 1862 and by 1874 he was working in Nevada mining camps as a contractor building homes. Not surprisingly, gold fever struck Ballou while he was working in the mining camps. He opened a number of mining prospects in the west but never struck it big. The need to make a more secure living brought him to Helena, Montana where he opened a small confectioners shop, selling candy, tobacco and cigars.

It wasn't long until the confection business proved too staid an occupation for Ballou. It was at this time that the newly introduced bicycle caught his attention and imagination. Ballou learned to ride a bicycle during a half hour lesson. He realized that the bicycle business was due for a great expansion and was eager to get involved. Soon after his lesson, Ballou was representing several bicycle agencies in the west. In his first few months as a traveling salesman, he pedaled 3600 miles covering Montana, Idaho and Washington.

Ballou ended up back in Helena, Montana after this adventure and it was here that he met his partner C.F. Wright. With the help of D.P. Dorrance a silent partner, Ballou and Wright opened their first

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bicycle shop in 1896 in Great Falls, Montana. But Ballou still had wondering in his heart and by 1899 he left the shop in Great Falls and returned to the traveling life of a bicycle salesman.

Ballou and Wright were not parted for long however. By 1901 Ballou and Wright had established a bicycle shop in Portland, Oregon. This time Wright ran the shop while Ballou continued to sell bicycles and accessories around the Northwest. Ballou and Wright grew to be a million dollar enterprise over the next several years, being the first to introduce motorcycle and automobile accessories to Portland when only four cars traveled the streets.

With the business going well, Ballou was able to further indulge his wanderlust and in 1922 took the first of five trips around the world. Traveling by the steamship Laconia, the Ballou's visited the Hawaiian Islands, China, Japan, Formosa, Manchuria, India, Manila, Java, the Middle East and Europe. The trip took four months and six days. Ballou's second trip in 1925 took him to the Fiji Islands, New Zealand, Australia, Africa and Europe in five months, also by steamship. Ballou also traveled to all 48 states during his lifetime.

In 1913, at age 60, Ballou joined the Mazamas of which he became a life member and subsequently climbed several of the Northwest's mountain peaks. During his world travels he climbed peaks in the Himalayas and Mt. Vesuvius in Italy.

At age 90 Ballou was still running the company from his office in the Ballou and Wright building. Three years later after a life of travel, adventure and successful business enterprises, Ballou died at his home in Portland. He left an estate worth over one million dollars. Ballou was a man of his times, welcoming modern technology with open arms but still preferring the wilds, the mountains, "I always feel better in the high altitudes," he said, "and besides, where nature is big, awesome, regal and man small and insignificant in comparison -- there is life in its fullest."

## CHARLES F. WRIGHT

C.F. Wright, secretary of the Ballou and Wright Company was the anti-thesis of his partner Oscar B. Ballou. While Ballou was the adventurer and traveler, Wright was more staid, involving himself more in the business and social life of Portland. The two men's interests and personalities obviously complimented each other, enabling them to establish and develop the very successful business concern of the Ballou and Wright Company.

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Wright was born in 1877 in Kansas. His family soon moved to the Gallatin Valley of Montana where Wrights father engaged in cattle ranching. Wright was educated in Montana, attending the State Agricultural College at Bozeman, Montana. Wright struggled in the real estate business for a time and then turned to cow punching. About this time Wright happened to see a bicycle in the Yellowstone country. Wright upon seeing a bicycle was determined to exchange the hurricane deck of a bronco for the springy seat of a two-seated "bike."

Wright was just 17 when he headed to Great Falls, Montana to meet the agent of a bicycle manufacturing company. While there he was introduced to D.P. Dorrance, a bicycle man. Dorrance suggested the partnership to Ballou and Wright and became a silent partner in the bicycle shop during the first year. Ballou and Wright signed the partnership papers before they had even met in person. In 1896 they opened their first shop in Great Falls, Montana.

In 1901 Ballou sold his interest in the bicycle shop in Great Falls to Wright and headed west. Wright soon left the bicycle business also, and invested in a hardware business in Great Falls. Within the year however, Ballou telegraphed Wright to join him in Portland, Oregon to start a new bicycle business. Wright quickly sold his interest in the hardware shop and joined his old partner in Portland.

In Portland, Ballou and Wright's business was a success from the very start. Eventually they would branch out into automobile accessories, a motorcycle distributorship and manufacturer of all kinds of gadgets and accessories. Wright became president of the company in 1938 when Ballou went into semi-retirement.

Wright was involved in several organizations in Portland during his career. He was a charter member of the State Automobile Association of Oregon of which he was president in 1919 and was also on the board of directors for ten years. He was a member of the Portland Chamber of Commerce and was a prominent Mason.

In 1958, at age 81, Wright collapsed and died in front the Ballou and Wright building at 10th and Flanders. He had been a partner in the company for 62 years and had amassed an estate worth well over a million dollars. He left \$17,000 to institutions and \$23,000 worth of Ballou and Wright stock to be distributed among 27 employees.

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SUTTON & WHITNEY ARCHITECTS

The architectural firm of Sutton & 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 reside and head up the office in Tacoma.

In 1923 Sutton died suddenly, however the firm continued to operate under the name of Sutton & Whitney until 1933 when the name of the firm was changed to Sutton, Whitney & Aandahl. In 1950 the name of the firm was changed again to Whitney, Hinson & Jacobson.

Buildings attributed to the firm up until the time of 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, the Hood River Library as well as a number of buildings in California and Tacoma Washington.

ALBERT SUTTON

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 architectural 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 until 1895 and later practiced in San Francisco until 1910. In 1910 Sutton retired to Hood River, Oregon and two years later formed his 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 apparant 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 Anna Wright Seminary, the College of Puget Sound and the Rust Building.

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HARRISON A. WHITNEY

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 firm of Whidden and Lewis and in 1913 went into partnership with Albert Sutton who had been retired from practice for two years and was residing in Hood River.

Whitney's first large assignment was the supervision of the office of the Lewis & Clark Exposition of 1905. He was in charge of many buildings including the forestry building. 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, was a member of Trinity Episcopal Church and served on the advisory board to the Salvation Army. Whitney was also a lover of music and participated in many choral groups.

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

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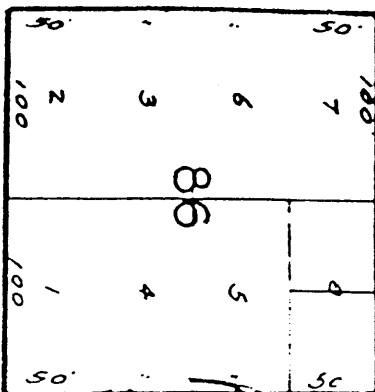
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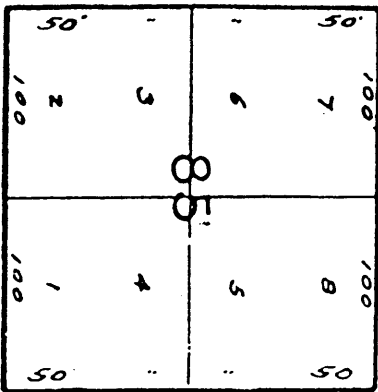
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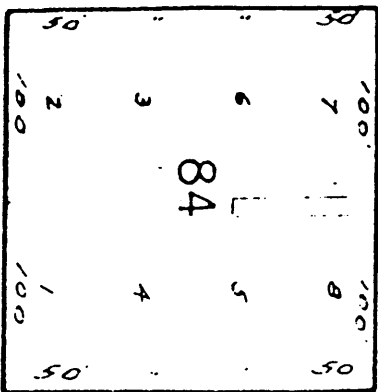
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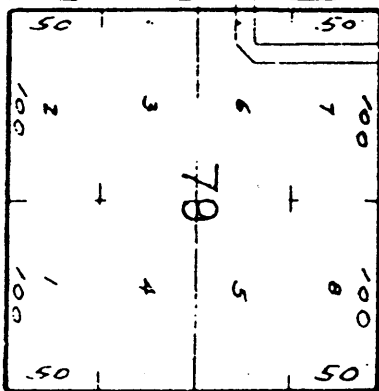
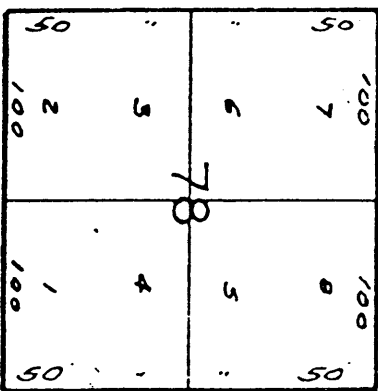
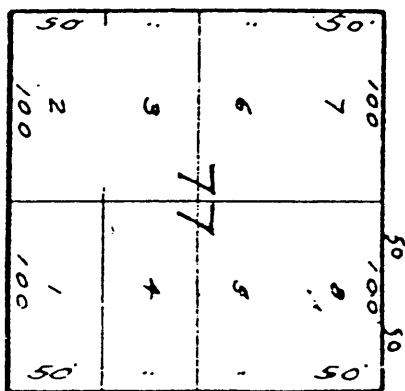
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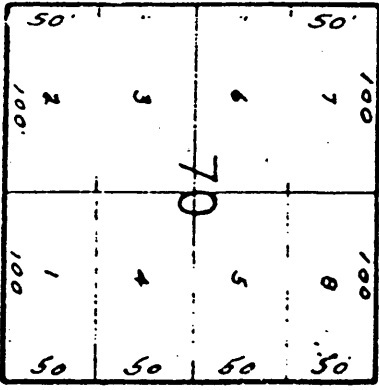
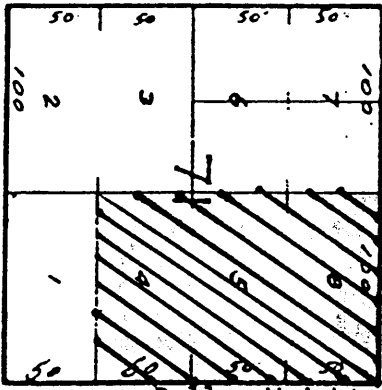
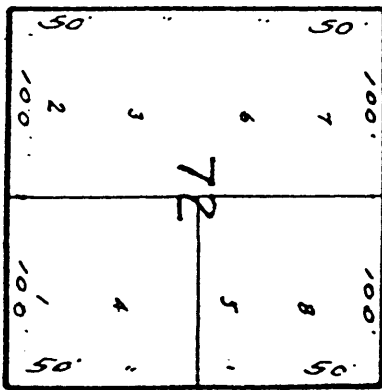
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12<sup>th</sup> AVE.



11<sup>th</sup> AVE.



Balou-Wright Building

10<sup>th</sup> AVE.

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