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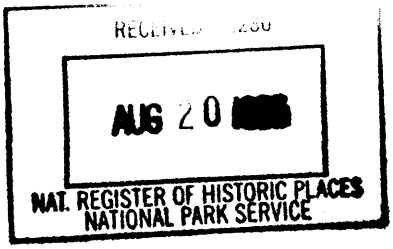
NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name American Can Company Complex

other names/site number

2. Location

street & number 2127 NW 26th Avenue (Twenty-sixth) N/A ☐ not for publication

city or town Portland N/A ☐ vicinity

state Oregon code OR county Multnomah code 051 zip code 97210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Deputy SHPO Date August 12, 1996

Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper Date of Action

Ref R. Lewis 9.12.96

American Can Complex
Name of Property

Multnomah, OR
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3		buildin
		sites
		structu
		objects
3		Total

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

n/a

Number of contributing resources previously lis in the National Register

-0-

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION--
Manufacturing Facility

Current Functions
(Enter categories from instructions)

TRANSPORTATION--Road-Related (Vehicular)
Parking Facility
BUSINESS - Office Building

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th AND EARLY 20th CENTURY AMERICAN MOVEMENTS--Commercial Style

Materials
(Enter categories from instructions)

foundation Concrete
walls Concrete/Brick
roof Asphalt
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

SETTING

The American Can Complex is located in Portland's Guild's Lake Industrial District, on NW Wilson between NW 26th and NW 27th, built on the site of the 1905 Lewis and Clark Exposition. The area is generally industrial, with the 1921 former Montgomery Ward warehouse across the street to the west. To the east is Esco and to the north is the Schmitt Foundry. Slightly to the south is upscale residential. A large paved area (now an extension of the parking provided in the interior of the manufacturing and warehouse buildings) is located to the north of the complex and enclosed by a wire mesh fence; a smaller paved parking area is located to the west of the complex off 27th Street.

Remnant rail spurs of the Northern Pacific Terminal Company are located on Wilson Street just to the south of the complex and within the complex to the north on what is now a paved parking area; a newspaper article written shortly after construction in 1921 predicted close to 5,000 feet of railroad trackage would be built around the buildings.

EXTERIOR

The buildings rest on concrete foundation and are constructed of reinforced concrete, brick and hollow tile. The exteriors are predominately clad with yellow brick in a stretcher bond pattern with cream-color concrete used to accent the brick. (The western most building, originally part of the manufacturing building and now used for offices is exposed concrete.) Roofs are flat and sheathed with tar. All of the buildings are basically rectangular in plan, although there are some irregularities. For example, the original Office Building is connected to the manufacturing building by a small wing, and the Service Building has been angled at its north end to provide clearance for trackage. Massing on all of the buildings is relatively simple. Each of the buildings have been altered to some extent over the years; however, the overall form, massing, and exterior details of the original construction remain remarkably intact and clearly convey the relationship between the buildings and their historic functions.

The Office Building is located on the southeast side of the complex, facing onto 26th Street. It is a three-story building with a central, full height projecting entry bay on the facade capped with a tall flagpole. The bay is clad predominately in concrete with brick used as a decorative element in the form of modillions, and recessed and projecting panels. The original entry door has been replace with an aluminum door. The original ornate light fixtures still flank the entry door, and identical fixtures are repeated on the facade to the left of the entry and on the south (side) elevation.

Fenestration is simple and basically consistent on all elevations. Windows are double-hung, one-over-one wood sash, arranged in pairs. A simple brick soldier course accentuates each window head. Architectural detailing on the building also includes full-height pilasters placed at regular intervals which, together with the window placement, accentuates the bilateral symmetry of the building. Other decorative touches include concrete belt courses, concrete "pendant" ornaments at the top of the pilasters, and diamond-shaped brick ornaments in the spandrels.

Adjacent to the north of the Office Building is a massive red brick smoke stack which is partially screened from the street by a tall brick wall. The stack is connected to the one-story Service Building. At the time of construction, the Service Building included the boiler room, varnish room, soldering room, garage and two crate sheds. It was still in use as such in 1950 according to the Sanborn Insurance Map. Like the neighboring Office Building, this structure is clad in yellow brick with both the brick and cream-colored concrete used for decorative purposes. A heavy concrete plinth encircles the base of the building.

The east elevation of the building contains four sets of tall wooden, double doors. The doors are accordion type and contain recessed panels of diagonally placed tongue-and-groove planks. Fenestration consists of multi-light windows, some of which are fixed.

The largest and most complex of the building is the Manufacturing Building. Converted to parking for the adjacent Montgomery Park Complex, this three- and four-story building nonetheless retains many of its original features. This includes banks of large, multi-light industrial sash windows, yellow brick and cream-colored concrete cladding, water tower and loading docks. Exterior alterations are confined generally to door replacements; the filling of some minor window and door openings on the west elevation; the enlargement of some openings on the west elevation to accommodate parking; and the addition of a fire escape on the south elevation. A large metal canopy attached to the building by tie rods is located over the loading dock on the north elevation; a smaller metal canopy also attached by tie rods is located on the west elevation at the office entrance.

Architectural detailing on the Manufacturing Building takes the same form as that of the other buildings but reverses the materials. Here, the pilasters are concrete and the ornament at the pilaster head is brick.

INTERIOR

The interior spaces are generally painted, unadorned concrete, in good condition. Floors are supported in the industrial areas by mushroom columns of reinforced concrete. Through the complex's seven plus decade life, most non-structural elements have been modified in response to changing uses, technologies and needs. Without significant exception, all original interior character-defining features have been removed and finishes changed. Nonetheless, the interior spatial configuration of all the buildings is generally intact. For example, the interior of the Office Building had been modernized on numerous occasions, most recently to adapt the space to house Esco's data processing equipment. The Manufacturing Building has been adapted for parking, which has involved removing all equipment and other interior modifications. The Warehouse building remains in warehouse use, but has been thoroughly stripped and modernized with new mechanical, electrical, and safety systems.

MAJOR ALTERATIONS

1933	Alterations to south facade cutting new exits into the ground floor level. Design by American Can.
1950	Interior alterations to Office and Sales Building. The area was reconfigured, modernized and updated. Design by American Can.
1951	Interior alterations to the Manufacturing Building to install a milk carton manufacturing line. Design by American Can.
1963	Interior alterations to Office and Sales Building. Design by M. K. Miller for Boise Cascade. Interior alterations to the Warehouse. Design by Richard Sundeleaf for Montgomery Ward.
1964	Addition of fire escape on south facade.
1967	Interior alterations to Manufacturing Building by Montgomery Ward. Demolition of the 1941 wooden warehouse by Montgomery Ward.
1978	Interior alterations to Sales and Office Building. Design by KSW for Esco.

1979 Addition of freight elevators.

1985 Adapt Manufacturing Building and Warehouse for parking. Design by SERA for H. Naito Properties.

8. Statement of Significance

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

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

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

Property is:

- [ ] **A** owned by a religious institution or used for religious purposes.
- [ ] **B** removed from its original location.
- [ ] **C** a birthplace or grave.
- [ ] **D** a cemetery.
- [ ] **E** a reconstructed building, object, or structure.
- [ ] **F** a commemorative property.
- [ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Industry
Community Planning and Development

Period of Significance

1921-45

Significant Dates

1921

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

C. G. Preis

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibilography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [x] Local government
- [ ] University
- [x] Other

Name of repository:

Oregon Historical Society

AMERICAN CAN COMPANY COMPANY COMPLEX (1921)
2117 NW Twenty-sixth Avenue
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The American Can Company complex of industrial buildings completed in 1921 fills a parcel of nearly six acres [5.90] adjacent to the Guild's Lake district of northwest Portland. The manufacturing complex was placed on NW 26th Avenue at Wilson Street, where it could be served by spur tracks from main line railroad. (The manufactory stands with the neighboring Montgomery Ward warehouse of the same date on a bluff above the large fill area along the Willamette River shoreline that was promoted for industrial development following its temporary use as site of the Lewis and Clark Centennial Exposition of 1905.) Design and construction of the office building and main plant and its accessory structures was supervised by C. G. Preis, corporate engineer for the New York-based American Can Company.

The component features of the complex are constructed of reinforced concrete and have flat, built-up roofs. They consist of a detached office building, a service building/boiler house, and the interconnected factory and warehouse that are counted collectively, making a total of three contributing features.

The office building is three stories in height and has a ground plan of 80 by 131 feet. It is situated at the southeasterly corner of the property, facing east onto 26th Avenue. The exterior, which is clad with yellow brick and symmetrically composed, is typical of utilitarian Commercial style buildings. Detailing consists of a belt course, a simplified cornice and parapet, and decorative accents of cast stone on inset spandrel panels and pilaster caps. The main entrance is contained in a straight-sided three-story projecting section centered on the facade. In the main block, tall, frameless window openings typically are grouped in pairs in the wide structural bays and are fitted with double-hung wood sash. On end elevations, there have been some replacements with fixed, single-light thermal-pane windows. Office space is remodeled.

To the north of the office building, extending along the 26th Avenue streetfront, is the single-story service building and boiler house with its yellow brick veneer, multi-light industrial windows and tall heating plant chimney attachment of red brick.

The main manufacturing building, a massive three-story L-shaped volume, stands behind the office and service buildings. In its skylighted southern section, it has a 220 foot frontage on Wilson Street. The building extends an east facade of 445 feet. It is clad with red brick and detailed with concrete pilasters having stylized brick cap ornament recalling the Secession movement. Wall openings fitted with industrial steel sash show evidence of some infill and modification since the historic period. A steel frame water storage superstructure, or roof-top water tank, is mounted atop the east wall of the plant. Since the 1980s, the building has been adapted for use as a parking structure for Montgomery Park, the mixed use redevelopment of the former Montgomery Ward warehouse across 27th Avenue to the west. A two-story warehouse building of exposed concrete construction filled the westerly edge of the parcel in a rectilinear configuration measuring 115 x 497 feet. The identity of this component has been eroded by modification. Industrial spur trackage terminating at internal loading areas between factory and warehouse was integral to the operation historically. It is no longer visible on the site.

Guild's Lake was filled by sluicing and dredge spoils of real estate developers and the Port of Portland from 1907 onward. By 1920, sufficient acreage was filled with prospect of industrial leads supplied by the Northern Pacific Terminal Company to attract the American Can Company to an adjacent site as a pilot development. The manufacturing plant called for demolition of the State of Oregon Exhibition Building, which remained near the old fairgrounds entrance. Though completed in 1921, the plant did not become operational until it was fully equipped with production line machinery in the following year.

This large facility superseded an earlier plant of the American Can Company on Portland's downtown waterfront. In its heyday, it was one of the nine major American Can Company plants on the Pacific Coast that were an essential adjunct to the Northwest region's packing industry. This plant operated through the Depression and the Second World War (1945 ends the period of significance). In the post-War period there began a succession of diversification maneuvers to remain competitive as the packing industry branched into carton and pouch packaging of frozen foods. The New York-based American Can Company was the dominant producer of tin-coated, sheet-steel cans in the early years of the 20th century and became the object of an anti-trust suit. The company had been a part of Portland's industrial scene since 1901. The company operated at its NW 26th Avenue location to 1959. Thereafter, the main manufacturing building was adapted for warehousing and, ultimately, was modified for its current use as a parking structure.

The property meets National Register Criterion A in the areas of industry and community planning/development. Although altered by adaptation when its life as a manufactory came to a close, the complex nevertheless evokes its historic role in the upbuilding of Portland's northwest industrial area and its support of the packing industry on which regional economy relied.

GUILD'S LAKE

Originally, Guild's Lake was a shallow sometimes swampy lake in the northwest section of Portland, along the west bank of the Willamette River. It was named for pioneer Peter Guild. The site of the 1905 Lewis and Clark Exposition, some, notably John Olmstead, proposed that after the fair it become a northern anchor for a belt of open space encircling the business district on the west hills. Politics and financial realities however stopped the idea from moving forward.

Instead, residential real estate developers used the lake as a fill site. One of the first was Lafe Pence, who in 1907 dredged dirt from the hills behind Willamette Heights and used sluices to move it to the lake. While many viewed Pence as a shady contractor, less than a decade later, some of the leading Portland developers would take up the same approach. John Ainsworth, Henry Corbett, Henry Pittock and Dorr Keasey embarked on a plan to create attractive home sites in the steep hills of lower Westover. Like Pence, they cut into the hills using pressure hoses and sluiced the dirt to Guild's Lake. As the lake filled, the area turned into a prime industrial area, an area in which they also owned extensive real estate. By the end of 1915, the area covered over 500 acres, filled to a depth of 15 to 25 feet.

By the end of the decade, the Guild's Lake area seemed only appropriate for industrial development. The Port of Portland's decision to use the area as a dump site for its river dredging operations (with the permission of property owners) further advanced the idea. By the time Portland passed its 1924 zoning law, the industrial nature of the area was a foregone conclusion.

HISTORY OF THE BUILDING

> *The plant of American Can is also a venture of no small moment and ranks first among the number of industrial enterprises.*
>
> -The Oregonian, 1920

Shortly after New Years' Day, 1917, the American Can Company announced its intent to build a new, larger plant in Portland. It had been looking for a new site for over a year, including a serious look at Vancouver on the north side of the Columbia River. Because of Portland's stronger railroad and port linkages, American Can opted for Portland.

Three days after Christmas, 1919, the American Can Company announced that it had purchased options on land across the street from the proposed Montgomery Ward building on Vaughn Street to build a $1 million manufacturing plant. The parcel included eight acres from the then largely vacant Lewis & Clark Exposition site in the area of the Grand Entrance and State of Oregon Building. Of the eight acres, six acres would come from the Mead estate and another 2 acres from the Portland Railway, Light and Power Corporation. With Wakefield, Freis & Company handling the negotiations, the ground was valued at $130,000.

At the time, American Can Company had a manufacturing facility built on piers on the Willamette river at North 14th and Front Avenue. It employed a peak of 700 people. Surrounded by Front Street, the river and two warehouses, expansion at its present site was precluded. The new facility would roughly double their capacity.

Ground preparation began in June 1920. It involved demolition of the Oregon Building. As construction started, it was necessary also to remove the remains of the electric fountain, located just inside the fairground gate. The complex's foundation was actually laid over the large flight of concrete stairs leading to the building.

The building's design was completed by the company's architect/engineer C. G. Preis. It would be a complex of four buildings: A two-story manufacturing building (445' by 220'), a two-story warehouse (497' by 115'), a three-story office building (131' x 80'), and one-story service building that contained a boiler house, varnish room, soldering room, garage, and two crate sheds. All the buildings were constructed of reinforced concrete. To service the building, Northern Pacific Terminal Company extended rail spur lines; in total the complex would have nearly 1.5 miles of rail siding.

Work on the project stopped suddenly one month later, in July. The city's fire marshall refused to approve the fire egress system of Preis' design for the manufacturing plant. As submitted, the building had five wide interior stairways leading to ground floor exits. According to Preis' calculations, the building could be emptied within 60 seconds. However, at the time, the Portland Building Code did not recognize enclosed interior stairs as a means of fire egress. The city required four outside fire escapes. American Can appealed the decision. The appeal board reduced the number of exterior fire escapes to two. American Can complained bitterly of the added expense and time. Largely based on these protests, Mayor George Baker organized a committee in early August to review the City's building codes.

Despite the problems, the American Can Complex was completed by the early Spring, 1921, followed by several months of transferring equipment. In total, American Can spent $2 million in building and equipping the factory. At the time of construction, American Can operated nine similar plants in California, one in Seattle and one in Vancouver, British Columbia. The company proudly declared the Portland facility "one of the largest of its kind on the Pacific Coast."

Once operational, American Can operated eleven production lines of automatic machinery which produced packing cans as well as general lines of cans and pails. Typically, raw sheet metal would be received at the west by rail and stored in the first floor of the warehouse area. The east end first floor included special service areas such as tin-plate repair, re-enameling, lacquering and a lithography room for printing labels. These materials would be moved to the second floor where assembly lines processed the materials into finished products. The finished product, packed at the end of the assembly line, would then be moved back to the warehouse first floor for shipping.

In total, the plant offered 400 different kinds of tin-related products. At full capacity, it could produce 1,500,000 packing cans *daily*, employing upwards to 600 mostly skilled workman. At off-peak times, production slowed with a minimum crew of 300. Products from this plant were sold in Oregon, Washington, Idaho, Montana and Alaska.

Although the plant remained in use by American Can for 38 years, the enterprise had peaked during World War II. Following 1945, new manufacturing and transportation technologies were making the Portland facility increasingly obsolete. In 1952, to better utilize the plant and keep it running nearer to capacity, operations were expanded to include the production of milk cartons. Five years later, for the same reasons, American Can began producing packaging for frozen food at the plant. Yet, on October 30, 1959, American Can announced its intent to close its Portland operations. Operations would be transferred over the next 60 to 90 days to other plants in Seattle, Salem and to a new plant in Eugene. American Can attributed the closing to decreasing local markets and increasing shipping costs, which required a more decentralized operation.

Subsequently, the parcel was used as a warehouse, first by Montgomery Ward, then by Boise Cascade and finally by Esco. In the mid-1980s, it was adapted as a parking structure for use in conjunction with Montgomery Park.

AMERICAN CAN COMPANY

Peter Durand, an Englishman, conceived and patented the idea of using tin cans instead of bottles for food packaging and by 1839, tin-coated steel containers were widely used. The modern tin can is composed of 98.5% sheet steel with a thin coating of tin and is manufactured on high-speed automatic machinery. It is the cheapest and most serviceable container for mass production. The sanitary or open top can, developed around 1905, eliminated the use of solder in sealing the can, and a perfected closure was guaranteed by the double seamed top and bottom.

Historically, tin cans were locally manufactured by individual craftsman near the buyer who worked generically with tin, copper and sheet metal. The American Can Company was founded in 1901 through the consolidation of several producers of metal cans that primarily supplied the food-canning industry. Based in New York City, the company was a national network of assembly plants focused on this narrow niche. American Can applied automation, assembly-line production and economies to scale, allowing it to monopolized 90% of the nation's can-making capacity. By 1913, the percentage had dropped to about 30%. An antitrust suit brought by the U.S. Government to dismember the firm however failed in the courts in 1916.

In Portland, can-making as an specific enterprise did not appear until 1901 when American Can Company set up shop. Portland operations were headed up by Fred P. Kendall. Kendall was a Massachusetts-native who studied Mining Engineering at the Institute of Technology in Boston (now MIT). After graduating in 1878, Kendall started work for the Columbia River Packing Company at Eaglecliff, Washington. Four years later, he went to Alaska and built the first salmon cannery in the western part of that territory for the Cutting Packing Company of San Francisco. He operated the plant until 1891, when he organized another cannery in southeastern Alaska. In 1893, Kendall moved to Astoria where he built, owned and operated the first can manufactory in the contiguous northwest.

In 1901, Kendall sold his cannery to American Can Company and accepted the position of coast district manager for that concern. In that year, Kendall moved to Portland and set up an office at 209 Stark. Within three years, American Can built a new can manufactory located at 390 Front Street at the intersection of 14th Avenue. This complex was built on piles over the Willamette River. It was approximately 400 feet by 325 feet. It had six production lines with a capacity of a half million cans a day.

American Can moved to its new complex in 1921. It retained the waterfront facility as a warehouse until 1931. In 1923, it also opened a machine shop at 210 SE Madison, which employed 60 people in tool and die manufacturing to support its can manufactory. In 1929, Fred Kendall died of a heart attack at the age of 70, ending an era at American Can.

Over time, American Can nationwide expanded its packaging to include metal, paper and plastic packaging and consumer products as disposable cups, towels, containers and tissues. In Portland, American Can produced frozen food packaging and milk cartons. Elsewhere in Oregon, the corporation had plants in Salem, Astoria and Halsey, and later Eugene. The Salem and Eugene plants produced packing cans for Willamette Valley produce, Astoria focused on seafood packing, and Halsey focused on wood pulp and paper products.

Beginning in 1972, faced with increasing competition and higher production costs, American Can began to move away from packaging production. It closed plants in Seattle, Houston, Los Angeles, Sand Francisco, all of which were at least fifty years old.

Ten years later, the company began transforming itself into a financial services conglomerate, with product names as Primerica and Travelers. The process concluded in 1986 with the sale of its remaining packaging operations to Triangle Industries, Inc., which also acquired the name American Can Company.

COMPARATIVE ANALYSIS OF INDUSTRIAL ENTERPRISES IN PORTLAND

Historically, Portland's industrial activity has located along its transportation corridors. In the 19th century, water transportation played a defining role. By the 20th century, water was supplemented and in some ways supplanted by rail transportation. The intertwining of the two created a powerful incentive for industrial development.

In the 1910s, the Northern Pacific and Spokane, Portland and Seattle Railroads completed the North Bank rail complex, transforming what now called the "River District" (and including the NW 13th Avenue Historical District) from residential to warehousing and distribution. Located adjacent to the west bank of the Willamette, Portland had indeed intertwined these transportation modes.

The other ingredient necessary for industrial development was land. Close in development, as in the NW 13th Avenue Historical District, was constrained by streets and multiple ownership. Certainly,

a business wizard as J. J. Hill, might buy individual plots over time which would allow amassing large parcels. Corporate America, however, often with its decision-makers in New York or Chicago, would not be so patient and energetic.

But as noted above, West Hills residential real estate developers were using Guilds Lake as a fill site. Located near the river and near the rails, by 1915, the city found itself with first class industrial property in the form of the old and vacant exposition site. American Can and Montgomery Ward, nearly adjacent, were the first to exploit the opportunity. Both buildings started about the same time and both finished about the same time; the American Can complex took longer to become operational because it involved the transfer and organization of existing equipment, machinery and inventory.

Today, the National Register lists the Montgomery Ward complex. It also lists the 1927 U. S. Steel Warehouse Complex at Nicolai and Yeon. It does not recognize any other industrial processing facility of comparable size, product or capacity. Similarly, the Historic Resources Inventory of Portland does not any other industrial processing facility of comparable size, product or capacity in the Northwest Industrial Area or in the Portland area.

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The Oregonian

The Oregon Journal

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American Can Complex
Name of Property

Multnomah, OR
County and State

10. Geographical Data

Acreage of Property 5.90 acres

Portland, Oregon-Washington 1:24000

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	10	523030	5042590
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President

organization Heritage Investment Corporation date November 15, 1995

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

city or town Portland state OR zip code 97209

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

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

name H. Naito Properties

street & number 55 W Burnside telephone

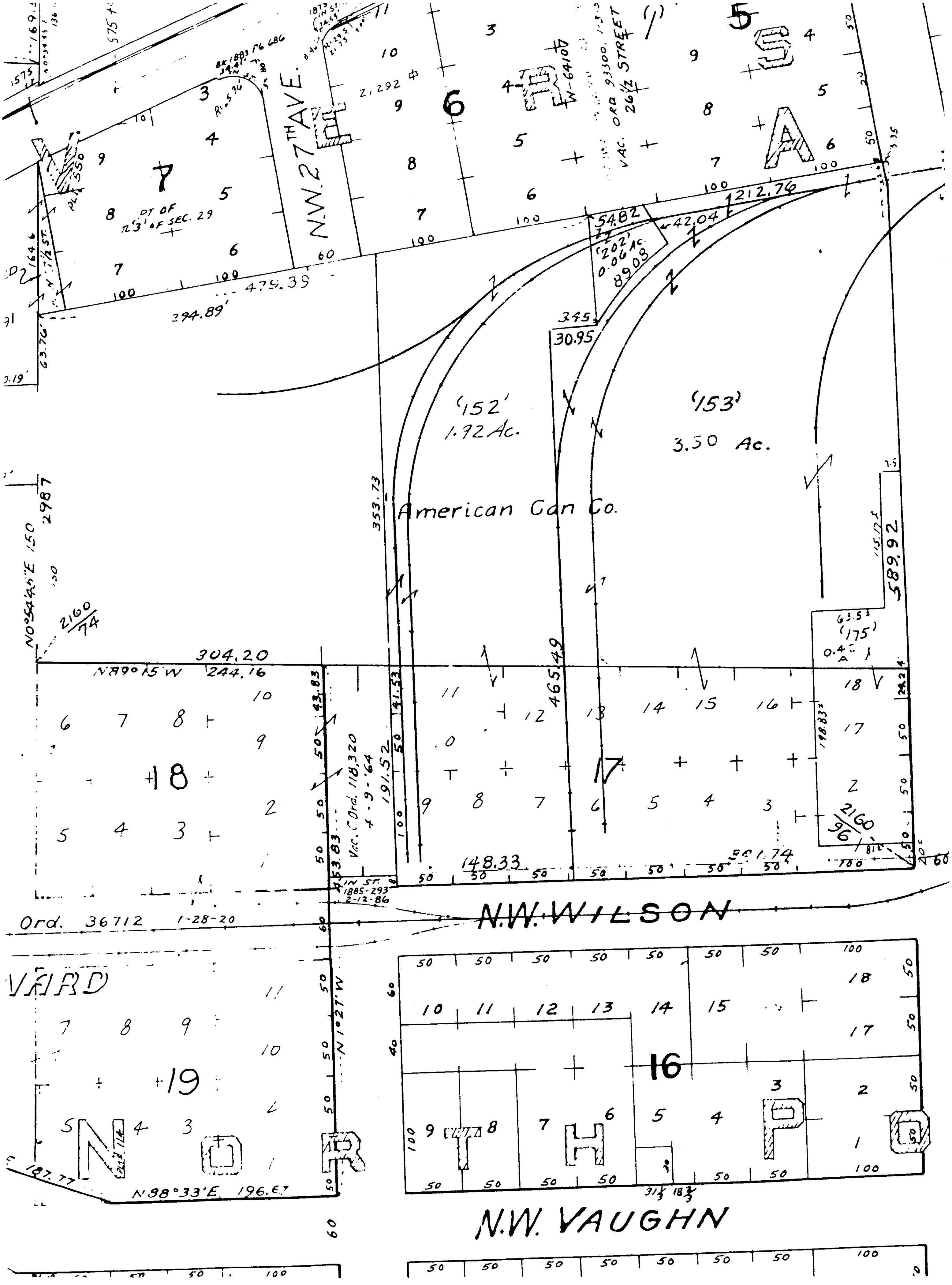
city or town Portland state OR zip code 97209

VERBAL BOUNDARY DESCRIPTION

The nominated area is defined as Tax Lots 152, 153, 175, and 202 in Section 29, T.1N., R.1E., Willamette Meridian, in Portland, Multnomah County, Oregon. The area thus described encompasses as part of its full extent Block 17 of the North Portland Addition.

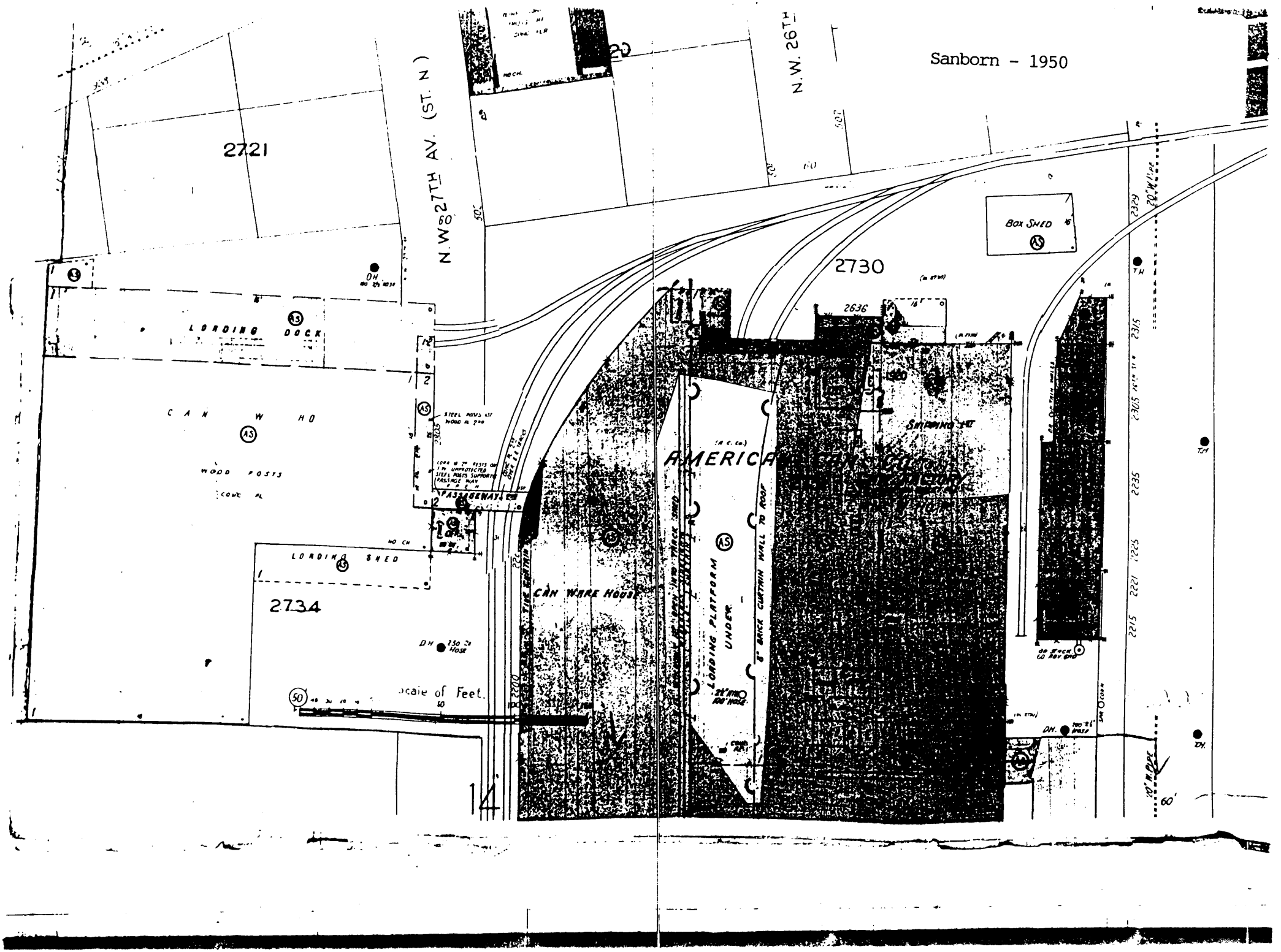
BOUNDARY JUSTIFICATION

The nominated area of 5.90 acres includes all that property historically occupied by the American Can Company manufactory in the historic period 1921 to 1945 (the company continued its operations at this site until 1959).



N.W. 27TH AVE.
PT OF TL '3' OF SEC. 29
'202' 0.06 Ac. 8908
'152' 1.92 Ac.
'153' 3.50 Ac.
American Can Co.
'175' 0.42 A
2160/74
2160/96
304.20
N 89°15' W 244.16
479.39
294.89'
1212.76
589.92
465.49
353.73
148.33
Vac. C.Ord. 118,320 4-9-64
IN ST. 1885-293 2-12-86
Ord. 36712 1-28-20
N.W. WILSON
N.W. VAUGHN
N 88°33' E 196.67
187.77

Sanborn - 1950



Oregonian
June 27, 1920

PO

VIEWS SHOWING PROGRESS IN ERECTION OF $1,000,000 PLANT OF THE AMERICAN CAN COMPANY

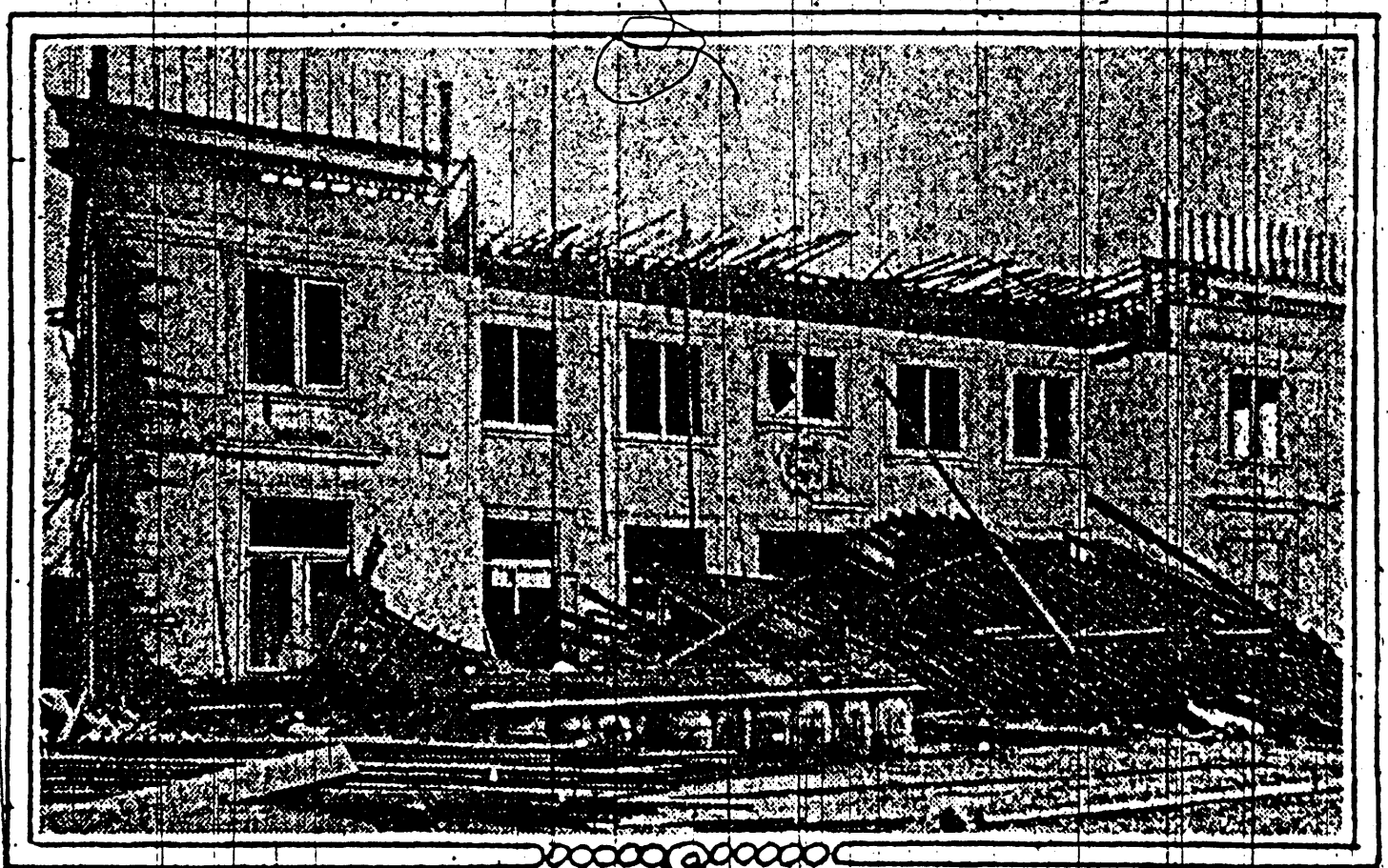


Photo A.M. Preiss

Above—New factory building, taken from Twenty-sixth and Wilson streets. Montgomery, Ward & Co.'s new building in background. Below—Work of wrecking old State of Oregon building, relic of Lewis and Clark fair, which was on ground of new plant.

REALTORS ARE GREETED

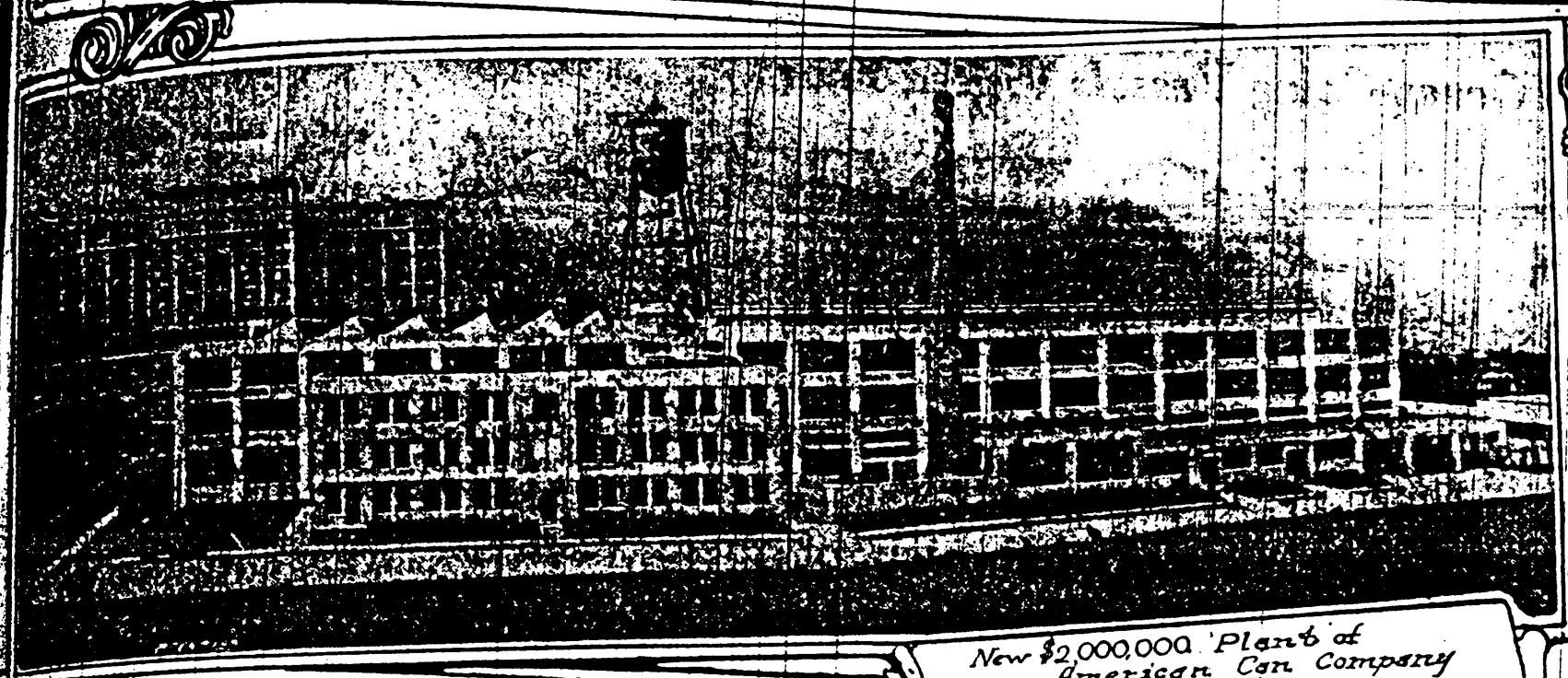
takable signs of wholesome and lasting prosperity.

In view of these happy circumstances it is a real pleasure for me, on behalf of

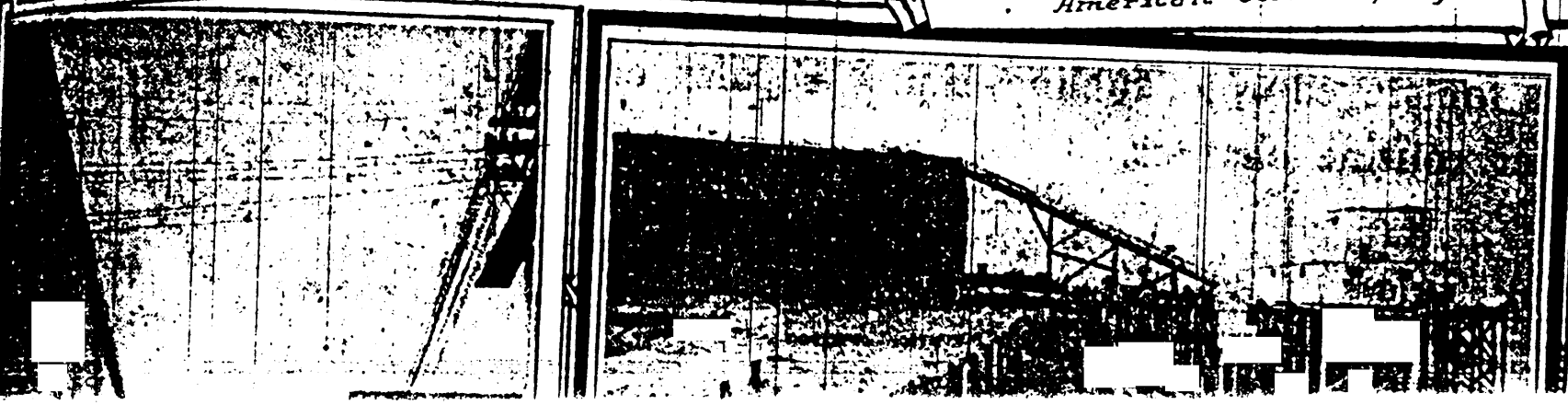
RUSH FOR HOMES SEEN

PORTLAND HAS GREAT INDUSTRIAL DEVELOPME

Vegetable Oil Mills, American Can Company and Willamette Iron & Steel Works Invest Millions—Doernbecher Furniture Factory Plan



New $2,000,000 Plant of American Can Company




MONTGOMERY WARD

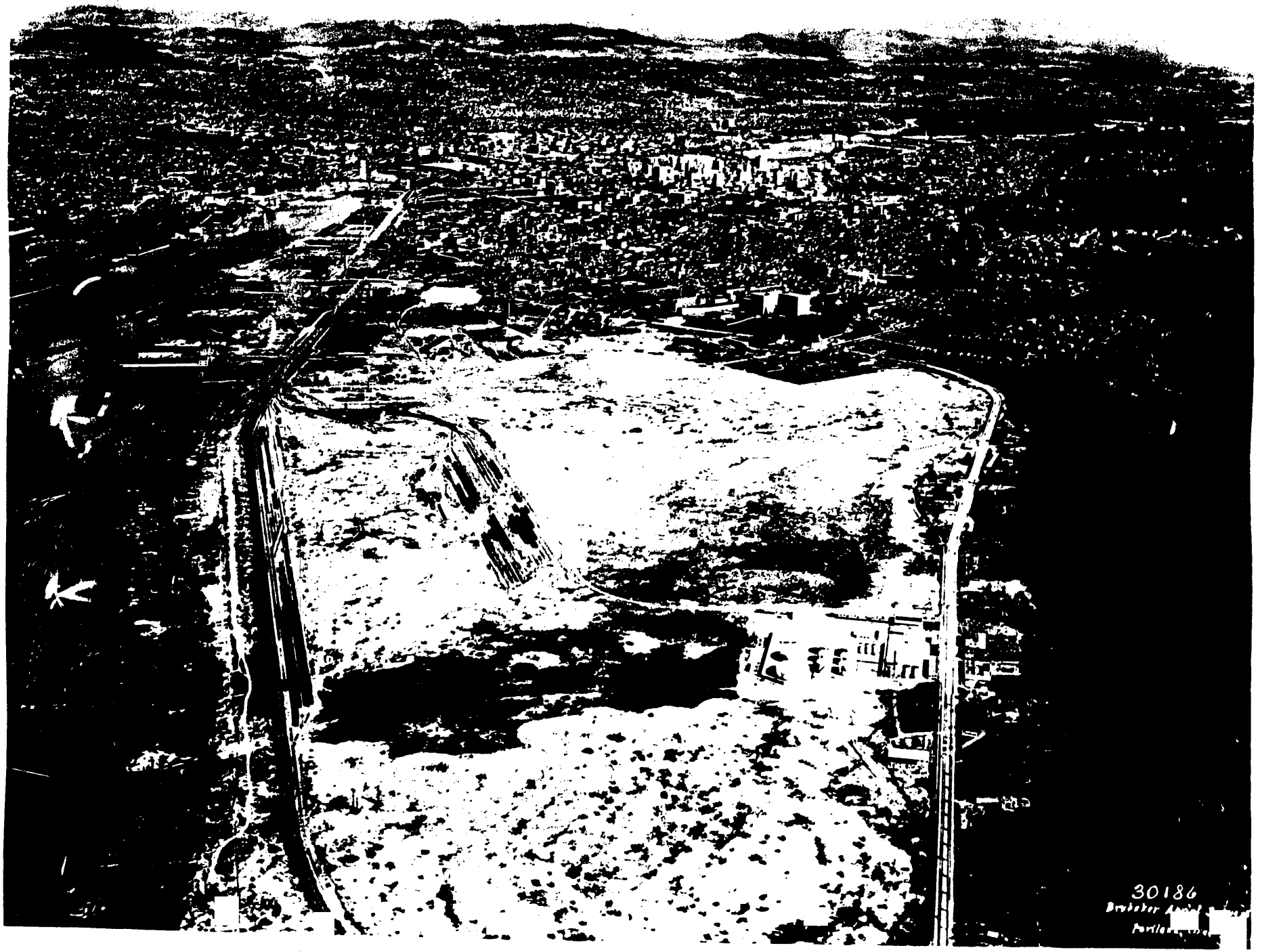
American Can Building
2127 NW 26th Avenue
Portland, Multnomah County, Oregon

Ackroyd Photography Historic View
Negative # 2085519

Ackroyd Photography
3840 NW Yeon
PORTLAND, OREGON 97209

Aerial view looking west

PHOTO 1 OF 1
copy


30186

MONTGOMERY WARD COMPANY
2741 NW VAUGHN
PORTLAND, MULTNOMAH COUNTY, OREGON

HISTORIC VIEW: GUILD'S LAKE AREA,
JUNE, 1930, LOOKING NORTH. MONTGOMERY
WARD BUILDING AT RIGHT CENTER OF PHOTO.

HERITAGE INVESTMENT CORPORATION
123 NW SECOND #200
PORTLAND, OREGON 97209

PHOTO 4 OF 46

PHOTO 12/84