NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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United States Department of the Interior
National Park Service

JAN 1 1 1993

NATIONAL REGISTER

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 Portland Cordage Company Building

other names/site number

2. Location

street & number 1313 NW Marshall Street ☒ N/A not for publication

city or town Portland ☒ N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97209

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 — Date: December 30, 1992

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

Entered in the National Register 2/11/93

Portland Cordage Co. Building
Name of Property

Multnomah, Oregon
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	
1		buildings
		sites
		structures
		objects
1		Total

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

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Industry/Manufacturing facility
Commerce/Warehouse

Current Functions
(Enter categories from instructions)

Commerce/Business/Restaurant
Agriculture/Processing/Brewery

7. Description

Architectural Classification
(Enter categories from instructions)

Lage Victorian/Italianate (industrial)

Materials
(Enter categories from instructions)

foundation stone
walls brick, stucco
roof asphalt, built-up
other

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

The Portland Cordage Company Building, located on Lots 1-8 , Block 203 of Couch's Addition to the City of Portland, is an industrial complex built of red brick. Architectural classification for the building is Industrial-Italianate. The complex consists of approximately six buildings of varying heights. The first two buildings were constructed by Henry Corbett, Henry Failing, William S. Ladd and Ayers in 1887. The remaining buildings were constructed over a twenty year period completed in its present form by 1908. Opened for operation as a rope factory in 1887, it became the largest cordage enterprise in the Pacific Northwest and remained in operation until 1941. Now a multi-use industrial and commercial complex, modifications have been made to the interior. Despite these changes the property retains substantial integrity in both its interior and exterior historic appearance, workmanship, use of materials and setting. The Portland Cordage Company Building is eligible for listing in the National Register under Criterion B and A for the industrial complex's association as the Portland Cordage Company and its association with Samuel M. Mears, the president of Portland Cordage Company.

SITE:

The Portland Cordage Company is located at 1313 NW Marshall Street in the NE 1/4 of Section 33, Township 1 North, Range 1 East of the Willamette Meridian within the City of Portland, Oregon. The site is designated as Tax Account Number R18021 8200 by the Multnomah County Assessor. The industrial complex covers a full 200' by 200' city block, surrounded by other industrial buildings of varying time periods. A railroad spurline borders the east side of the building along the gravelled NW Thirteenth Avenue, NW Marshall Street is on its south side, NW Northrup Street to the north and NW Fourteenth Avenue to west.

Portland is located near the mouth of the Willamette River which flows into the Columbia at the northern boundary of the state. Bisecting the City east-west, the Willamette River had long made the City an international inland seaport and had much to do with the early economic growth of the City. The property is located approximately five diagonal blocks from the present banks of the Willamette and was originally connected by underground tunnels which partially exist to this day. Directly south of the northwest industrial area is Portland's downtown area. Interstate 405 is found two block west on a raised deck.

The property is located in the inner city neighborhood of the Northwest Triangle Neighborhood of Portland, Oregon in an "Industrial Sanctuary Area".[1] It is identified in the Historic Resource Inventory, Portland, Oregon as a Rank II property and in the Central City Plan of 1984 as a "Proposed Landmark". It is located in the potential Northwest Triangle Multiple Resource nomination area which consists primarily of warehouses and industrial buildings. A vintage trolley is proposed to run on NW Thirteenth Avenue on the east side of the complex.[2]

CONSTRUCTION

The Portland Cordage Company Building is essentially a composite of approximately six red brick buildings of varying heights. The buildings wrap around an inner court entered from an iron gate (non-historic) on NW Northrup Street (north). All are designed with a wood post and beam structural system. Initially a factory building and office/warehouse building were constructed on the north corners of the block. Both buildings were designed

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[1] Bureau of Planning. Central City Plan, Bureau of Portland, City of Portland, Oregon August 1988, p.45.

[2] Bureau of Planning. Central City Plan, Bureau of Portland, City of Portland, Oregon August 1988, p.58, 59.

in the Italianate Style. "This was a favored industrial style of this period in the northwest section of Portland"[3].

Main Factory Building

The Main Factory Building, constructed ca.1887, is a rectangular gabled volume with a foot print measuring approximately 200 feet long and 50 feet wide. The three storied building originally measured approximately 128 feet by 50 feet and was extended south to Marshall Street ca.1890. Constructed of common bond brick, ivy enshrouds the north and east elevations and rough stucco covers the south elevation. The building is covered by a dark, built-up roofing material.

The east elevation is divided into 19 vertical bays delineated by brick pilasters which buttress the exterior walls. Single four-over-four, wood sash windows with segmental arch frames pierce each bay. Essentially all windows are intact. Several windows are boarded over to accommodate venting systems for the brewery housed on the first floor. Nineteen windows pierce the second and third floors. Two doors to the main floor access the concrete landing which runs the length of the elevation. Metal awnings define the east building entrances. An iron fire escape is found near the middle of this elevation.

The south facing elevation is divided into three vertical bays defined by four brick pilasters intersecting a raking cornice originally detailed with corbelled brick. Stucco covered quoining frames the corners. Single four-over-four, double hung sash windows pierce each bay, except for the central ground level entrance. Wooden double doors of recent construction are found in the segmental arch opening. The north facing elevation mirrors the south elevation except it maintains the original brick surface therefore exhibiting the brick quoining and the corbel brick detail. Ivy hides most of the north elevation. Attachments line the west side of the building including a two story brick chimney.

The first floor has concrete flooring with a system of 12" by 12" wooden posts on concrete footings, approximately 13 feet apart. The posts bisect the length of the building supporting beams and joists measuring approximately 4" by 18", 18" apart. The interior consists of two overall spaces divided by a service hall. The north space, the original building, is completely open except for a small office in the northeast corner. The walls are exposed brick. It currently is used for storage. Outside access to the service hall is from a doorway at the east loading dock and another doorway from the inner court. A freight elevator is located in this hall. The north half of the south space is currently filled with brewing tanks. The most southern half is finished to accommodate a pub with eating area,service bar, office space and bathrooms. The third part of the rope making process

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[3] McMath, George. A Century of Portland Architecture (Portland, 1967.)p125.

originally occurred at this level. Here the threads of rope were taken and fed together and tightly twisted.

The second floor, the spinning room, has a similar layout and is essentially open with some partitioning. An exposed wooden truss system is found on the third floor. The former preparation room is now converted into office space partially enclosed by low partitions.

The original wooden stairways are found in the northwest and southwest corners of the overall building.

Office/Warehouse Building

The Office/Warehouse Building, a gabled one story building, is essentially rectangular in plan with a small attachment at the north end of the east elevation and another larger warehouse attachment at the south end. Its overall footprint measures approximately 25 feet wide by 100 feet long. Constructed of brick with a stone foundation, the primary decorative element of this building is its raking corbel brick cornice which echoes the factory building's design. Stucco covers the brick of the west facade with the rusticated stone foundation left painted. Metal roofing is used on this building.

The main elevation faces north. Three windows light the main mass: two higher multi-pane glass and one double hung sash with a segmental arch. An entrance is found at the east end. The attachment is lighted by two, nine pane windows with jack arch openings. It is interesting to note that an early photo shows the entry at the western corner and one small window at the east side, when these two switched locations and when the two smaller windows were added is unknown.

The west elevation is divided into three bays between three pilasters intersecting a simple cornice. The two northern most windows are intact four-over four, double hung sash with segmental arches. The other fenestrations, 9 pane industrial steel, were added ca. 1959. A recessed entrance, found near the middle, features a segmental arched adorned by a key-stone motif. Iron gates protect the tiled entry stairs and vestibule.

The main warehouse space was constructed approximately four feet above the street level and is almost entirely intact except for window modifications and some recent remodelling. Most of the recent changes are sympathetic to the historic appearance. Offices and partitions are finely detailed and not built to the ceiling which allow the sense of the massive open space. The northern most space, at ground level is currently being partitioned into three offices.

Across from the main entry a segmental arch opening leads to a warehouse house attachment which appears on the 1895 Sanborn Map. It has a gable roof supported by

wood trusses spanning the space from the brick walls. The first floor is supported by a post and beam structure found in the basement. Industrial steel windows pierce its east wall, a doorway leading to a wood balcony is found on the north wall.

Warehouse One

Constructed by 1895 additional warehouse space was confined within this double gabled, rectangular one story volume. It measures approximately 60 feet wide by 100 feet long and connects with the northern Office/Warehouse Building. A small gabled attachment is located at the juncture of the two buildings. It is constructed of rough stucco covered brick. Two gabled parapets adorn the west elevation. Early photos show these were formerly stepped gables.

The building is divided into two volumes which correspond to the gables. Sanborn Maps note that the concrete floors were originally wood planks. Large doorways are fit with recent metal overhanging doors. The original round arch openings were in-filled. Their outlines are most apparent on the interior walls. The northern space retains a high degree of it integrity, utilized as an open space. A new brewing facility is under construction in the southern half.

Tar and Carding Building

Constructed by 1895 this three story brick building was used for tar and carding. Rectangular in plan, it measures approximately 32 feet wide by 40 feet long. A two story attachment connects this building with the east factory building.

The simple main elevation faces north lighted by three windows on the two upper levels and one on the first level. Two doors are found on this elevation, one is apparently a window made into a doorway the other larger in scale and original in appearance. The west elevation is lighted by three, double hung sash windows on all three levels.

Spinning and Storage Building

The Spinning and Storage Building and an attachment appear on the 1908 corrected Sanborn Map. The two story brick building is rectangular in plan, measuring approximately 60 feet wide by 55 feet deep. The primary facade is south and is covered by rough stucco. It is divided into seven bays framed by pilasters. A double door entry is found the third bay. The first floor is bisected by massive posts running north-south. It has a concrete floor. Exposed brick is found on the south and east wall, the others covered by sheet rock. Housing the eating area of the Bridgeport Brewery, the service bar is found along the north wall. A loading dock is found on the north side of the building.

Spinning Building 2

This three story volume also appears in the 1909 Sanborn Map. Constructed of brick and rectangular in plan, it measures approximately 20 feet wide and fifty feet deep with a small attachment projecting north. It is divided into two vertical bays with three story pilasters, lighted by two, four-over four double-hung sash windows on each floor. A loading area spans from the attachment across part of the neighboring Spinning and Storage Building.

ALTERATIONS

As previously noted the complex began with two buildings, the factory building and the office warehouse in 1887. A small wood framed building housed a steam engine utilizing water from a well next to the structure. It was vented by a two story chimney, which still exists.

By 1895 three additional warehouse spaces adjoined the existing warehouse. Additions to the manufacturing plant included the south extension to the main mass and small attachments along NW Northrup Street and on the back. These included a three story brick building used for tar and carding machinery, and a two story structure connecting it with the main factory building. Small attachments housing additional balling machinery were constructed on the west elevation, some of these contained hoses and hydrants. A steam pipe ran from the steam house to the Tar and Card Building. An "850 Gray' Auto Sprinkler"[4] automatic sprinkling existed in the main building on each floor and in the engine and oil rooms. Water was supplied by the city main by this time. This would have been one of the earlier installations of sprinklers in Oregon.[5]

The 1908 corrected version of the 1901 Sanborn Fire Insurance Map identifies the additions of the spinning and storage buildings which connected the factory building with the warehouses. Additional hemp storage was located across NW Thirteenth Avenue in a neighboring building. The two buildings were connected by a steel truss system which exists to this day. It apparently carried the raw product from the neighboring building to the third floor of the factory where it was processed. Attachments line the back of the factory building (east elevation).

Alterations made to the main factory building include replacing the wood floor with gravel fill on a 6 inch concrete slab in 9 January 1945. The loading dock was replaced with a new

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[4]Sanborn Fire Insurance Map. 1889 corrected to 1895.

[5]McArthur, Lewis L., Space Style and Structure, Volume II, Industrial Building, (Oregon Historical Society, Portland 1974), p.394.

concrete dock with a 12 inch retaining wall for $1,000 in 8 November 1945. More recently the Bridgeport Brewery has altered it to accommodate their brewing facility and pub. Their facility utilizes the entire first floor of the Factory building, the Spinning Buildings and warehouse in the southwest corner of the block. Interior modifications in the brewing facilities consist of primarily adding tanks for brewing. Relatively minor changes to the exterior include replacement of doors: varnished fir doors in their public entrances and metal overhead doors in the manufacturing plants.

A shed for the Spinning Building was completed in 1918 by Le Doux and Le Doux contractors. A roof was extended over the loading area of the inner court in 1946 and openings were made in the wall to access the loading dock.

COMPARATIVE ANALYSIS

The Portland Cordage Company as an early industrial complex may compare in scale to the Thomas Kay Woolen Mill (1895) in Salem, Oregon and the now raized Oregon City Woolen Mills (1865). Considering the subject property's date, its value for interpretation must match that of the other mills.

Buildings of this period reflect the advantages brought by the development of the railroad.

> Prior to the 1870s there was little local manufacturing or heavy machinery. Demand did not justify large-scale mechanized methods, and the lack of rail transportation limited movement of large or heavy objects to main watercourses. The coming of the railroad provided the two-way transportation necessary for commerce and industry and in addition furnished a pool of trained builders.[6]

The northwest area of Portland near the Willamette River, initially a residential area, was directly effected by the area's proximity of the rail yards. Industry and warehouses spawned along NW Thirteenth Avenue. Portland Cordage Company is one of two early buildings remaining. The Thirteenth Avenue Historic District, located south of the subject property, identifies industrial buildings dating from a slightly later period after 1900.

Essentially three factory buildings date within a ten year period of the Portland Cordage Company in the 1984 Historic Resource Inventory, City of Portland. Undoubtedly all three of the buildings merit recognition due to their rarity. Of these Portland Cordage Factory is the most extent complex of industrial buildings and could have great interpretive value.

The earliest factory, 127-131 SW Ankeny, constructed in 1880, is smaller in scale and located in a more commercial part of downtown Portland. The building which compares to the Portland Cordage Company in size and age is the neighboring Portland Iron Works building. The Sanborn Map of 1888 indicates that the both facilities were in full operation with Portland Iron Works slightly ahead in size of buildings and attachments. In comparing the present condition of the two complexes, fewer exterior changes have been made to the Portland Cordage Company's earliest buildings, although the later addition of the Portland Ironworks at the southeast corner of the block retains a high degree of architectural integrity on both its interior and exterior. It features the same corble table at the cornice, three story brick and high degree of integrity in its manufacturing facility. The Portland Cracker Factory, constructed ca.1890, is more finely detailed with brick hood molds and round arched windows and would also be significant for its early date.

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[6]McArthur, Lewis L., "Industrial Building", Space, Style and Structure., p.391.

(unnamed) 1880
127-131 SW Ankeny Street

This is the earliest factory building identified in the survey. The two story masonry building is covered by stucco. It has four-over-four double-hung sash windows with segmental arches on the second floor. The first floor has segmental arch openings of a larger scale with two light openings.

Portland Iron Works (ca.1885)
1335 NW Northrup Street

The Portland Iron Works is located on the adjacent block north on NW Northrup. The three story brick building features brick pilasters and corble table at the cornice. Four-over-four double-hung sash window with segmental arches remain intact at the southwest corner. Windows at the southwest corner were replaced with metal sash. The interior of the manufacturing facility retains a high degree of it historic integrity.

Portland Cracker Factory (ca.1890)
1101 NW Davis Street

The Portland Cracker Factory is a three story brick building. It has a corble brick table at the raking gable and cornice. Round arched sash windows with brick hood molds pierce the elevations. It is supported by a stone foundation.

SHPO SUMMARY

The Portland Cordage Company Building, which occupies a full city block at NW Marshall and Thirteenth Avenue in the industrial area of northwest Portland, Oregon, was erected in three main episodes between 1887 and 1908 for the manufacture of assorted grades of hard fiber rope and twine. Cordage was universally indispensable in many agricultural, industrial, marine and freight hauling applications. With the advantage of ready access to shipments of raw materials, specifically Manila and sisal hemp from The Philippines and Mexico, the company developed a market territory that included all parts of the United States and ports throughout the Pacific rim. After the opening of a manufacturing subsidiary in Seattle in 1904, Portland Cordage Company was the leading supplier of cordage in the Pacific Northwest. The company remained in business until 1941, and in the following year the property was sold to Tubbs Cordage of San Francisco.

As the flagship complex of the outstanding manufactory of its kind in the historic period 1887 to about 1934, the Portland Cordage Company Building meets National Register Criterion A in the category of industry. One of the oldest and best preserved factories in northwest Portland, it also meets Criterion B as that property most importantly linked with the contribution to the region's industrial base made by Samuel M. Mears, the company's top executive and guiding force from 1895 onward.

The complex consists of six component structural units of varied height and mostly brick construction which are connected in a single U-shaped configuration. Therefore, the building is counted a single contributing feature. To the east, on the opposite side of railroad siding that extended along NW Thirteenth Avenue, stands a two-story 100-foot-square hemp warehouse of brick that was accessory to the complex in its heyday but which is now under separate ownership. Consequently, the detached parcel is not included in the nominated area.

The Portland Cordage Company Building is a prominent feature of the Northwest Triangle Neighborhood, which, for zoning purposes, is recognized in Portland's Central City Plan as an "Industrial Sanctuary." It was included in the City's Historic Resource Inventory of 1984 as a Rank II potential landmark.

Initial development of the site began at the north side of the block, along NW Northrup Street, where a three-story, 50 x 128-foot factory of brick and heavy timber framing with double-pitched roof was erected in 1887. On the opposite corner of the block, a single-story gabled building, about 20 x 100 feet in ground plan, was built at about the same time as an office and warehouse. The long axes of the buildings ran north to south. By 1895, both factory and warehouse had been extended to the south end of the block by additional processing and storage space, and a three-story brick tar and carding volume measuring 32 x 40 feet in plan was connected by a two-story attachment to the west face of the original factory unit. Finally, by 1908 or 1909, the foot of the U-shaped complex was entirely filled in along the south streetfront by construction of spinning and storage buildings two and three stories in height. Much of the later construction, but not all, was clad with stucco. Around the perimeter of the inner service court, space was filled with assorted attachments, roofed-over loading docks, a water storage tank, and chimney stacks. Today, some of the complex has been adapted for use as a brewery and offices.

The original factory followed the form and exterior detailing of traditional 19th Century New England textile mills, which are characterized by regular, arcuated fenestration with heavy, buttressing pilaster strips marking structural bays. Typically, triangular parapet gables with raking corbelled cornices finish the ends of such multi-storied rectangular volumes. Original multi-paned wood window sash is in place in the Portland Cordage Company's oldest factory unit. Subsequent development was extrapolated from the industrial Italianate idiom. Early on, ivy was introduced to portions of the plant exterior on north and south storefronts. The ivy cover remains a feature today.

The setting of the nominated property is the historic manufacturing and distribution warehouse district joined by rail spur to Portland's inland harbor for ocean-going shipping.

The Portland Cordage Company was established by leading Portland businessmen Henry Failing, Henry Corbett, C. H. Lewis and Winslow Ayer in the early days of upbuilding of railroad and port facilities. The company was incorporated in 1886 after the Molson

Cordage Company, the pioneer industrial plant of its kind in Portland, burned in 1885.

Samuel Maxwell Mears (1856-1934) entered as treasurer/manager of the new company in 1892, was president by 1895, and presided over the most vigorous period of expansion through the first decade of the 20th Century. Mears remained at the helm until his retirement shortly before his death in 1934. In the parent plant in Portland, the company had at its height a workforce of 150 men, many of them Chinese laborers. The record was unmarred by labor strife. Through his multifarious business interests and his leadership at various times in the Chamber of Commerce, the Traffic and Transportation Association and the Port of Portland, Mears advanced shipping in the developing port generally and is remembered as a champion of trade with the Orient--that long cherished national destiny now in the final stages of fulfillment.

The proponents' documentation provides a complete account of the technology of natural fiber rope production, which was eclipsed by the advent of synthetic fibers during the period of the Second World War.

It should be noted that an early house occupied by Samuel and Laura Savier Mears in Nob Hill no longer stands. However, the Mearses' Colonial-style house in Portland Heights that was designed by Jamieson Parker and completed in 1924 stands at SW Montgomery and Prospect Drive.

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.
- [X] **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

Period of Significance

1887-1934

Significant Dates

1887

1892-1895

1908-1909

Significant Person
(Complete if Criterion B is marked above)

Samuel M. Mears (1856-1934)

Cultural Affiliation

N/A

Architect/Builder

Unknown

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

9. Major Bibliographical References

Bibliography
(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:

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

Name of repository:

_____

Portland Cordage Co. Building
Name of Property

Multnomah, Oregon
County and State

10. Geographical Data

Acreage of Property 0.92 acres

Portland, Washington-Oregon 1:62500

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

	Zone	Easting	Northing
1	10	524725	5045175
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 Sharr Prohaska and Elizabeth O'Brien

organization Prohaska/O'Brien Joint Venture date July 27, 1992

street & number 3640 SW Dosch Road telephone (503) 227-3307

city or town Portland state Oregon zip code 97201

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 Patricia Madden, Paula Madden and Annette St. Pierre

street & number 10862 SE Idleman Road telephone

city or town Portland state Oregon zip code 97266

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Portland Cordage Company is located in a industrial district in Northwest Portland between Northwest 13th Avenue railroad spur line on the east, 14th Avenue on the west, Marshall Street on the south and Northrup Street on the north, in an area referred to as the Northwest Triangle. Portland Cordage Company is located within the Couch Donation Land Claim. Due to its close proximity to the seaport and shipping facilities along the Willamette River, the development of the railroad, and the beginning of industrial expansion in Portland during the 1880's, this area in the inner northwest emerged as the industrial and warehousing center of the city. Portland Cordage Company retains substantial integrity in its interior and exterior appearance and is one of the oldest and best remaining extant examples of industrial development in Portland. It is the only industrial building associated with the development of rope making in Portland. The structure conveys its period of significance and expresses the important associations for which it has been identified in the nomination.

SETTING

The Portland Cordage Company is located at1313 NW Marshall Street in Block 203,tax lots 1-8, Couch's Addition to the City of Portland, County of Multnomah, and State of Oregon. The Portland Cordage Company is conveniently located between NW 13th Avenue railroad spur on the east, NW 14th Avenue on the west, NW Marshall Street on the south and NW Northurp Street on the north. The industrial structure occupies a city block of 40,000 square feet or .92 acres. The Portland Cordage Company building is located within the Northwest Triangle, a portion of Couch's Addition, and one of Portland's earliest donation land claims, dating back to 1849.

The area around the Portland Cordage Company contains a concentration of historically significant buildings. By the late 1900's the Northwest area was home to several lovely residences interspersed among some emerging commercial businesses. Over the years the area has evolved into an industrial warehouse district. Today, there is an interesting mix of commercial, retail, industrial, and institutional uses within the area. It is the history of these establishments combined with a use of common building materials, interesting facade openings, and simple detailing that gives the area its interesting character.

The physical character of the surrounding area is enhanced by the street grid system, the scale of the buildings,and traces of railroad memorabilia. The 200x200 foot blocks, with buildings oriented toward north/south streets, and construction that extended to the property line, creates an ambiance similar to downtown Portland. The east facade of the Portland Cordage Company is located along the railway spur line that extends along 13th Avenue to the the Northwest 13th Avenue Historic District.

STATEMENT OF SIGNIFICANCE

The Portland Cordage Company located at 1313 NW Marshall Street in Portland, Oregon. The Company was established by Henry Failing, Henry J.Corbett, Cicero Lewis and Winslow Ayer in 1887. Portland Cordage Company is proposed for nomination under under Criterion (A). The building is significant for its association with the early industrial development in the inner neighborhood of Northwest Portland. Portland Cordage Company encompasses all of Block 203, lots 1-8 in Couch's Addition to the City of Portland, County of Multnomah, and State of Oregon.

The Portland Cordage factory building depicts the growth and expansion of the cordage industry into the largest cordage (rope making) business on the West Coast and one of the largest in the United States. As an industrial building, it represents one of the earliest and the best extant examples of industrial buildings in the Northwest Portland, dating from the period of Portland's development as a seaport and railroad center in the 1880's. The Portland Cordage company is identified in the Central City plan as an integral component of the Northwest Triangle District.

The Portland Cordage Company is also nominated under Criterion (B)for its association with prominent Portland businessman, Samuel Maxwell Mears. Mears began working for the Portland Cordage Company in 1892 as treasurer/manager and became president of the Portland Cordage Company in 1895. Mears served as president of the Company until his death in 1934. Portland Cordage Company is a Rank II property on the Portland Historic Resource Inventory.

CONTEXT

One day in November 1843,two men named A.L. Lovejoy and A.M. Overton, were traveling by canoe from Fort Vancouver to Oregon City. They had traveled eighteen miles and their day was over,so they camped for a night in an area known as "the clearing". Several weeks later the men returned to the same spot and staked off two land claims of three hundred and twenty acres each. The ground they claimed was in a dense forest, but Lovejoy and Overton took their axes and began the work of creating a future metropolis. Some of the tree stumps from the land they cleared were visible along Front and First streets as late as 1870. In the later part of 1844 Overton became homesick and left "the clearing"to return to the east coast. Prior to leaving his land claim, Overton sold his half interest in the land to F.W. Pettygrove, who was a resident of Port Townsend, for the large sum of fifty dollars.

The first building erected on his new claim was a log cabin built near the foot of Washington Street and about fifty feet east of the center of Front Street. The humble structure was completed during the winter of 1844, a few weeks before James K. Polk was inaugurated as President of the United States. In the month of July 1845, Pettygrove and Lovejoy began to

work on a land survey. They platted sixteen blocks near the river as the center of their new town on the Willamette River. Each block contained eight lots of 50x100 feet each.

Prior to this time the new "development in the woods" did not have a name. It was commonly referred to by the people living in Oregon City as "stumptown" or "the village'. One day Lovejoy who was from Massachusetts and Pettygrove who came from Maine tossed a coin to determine the name of the area. Lovejoy wanted to name it "Boston" and Pettygrove wanted to name it "Portland" after cities in the states where they originated. Pettygove won the flip of the coin and "Portland" was the name given to the beautiful setting along the Willamette River.

During the same year,Captain Couch returned to "Portland" on one of his sailing trips. Couch selected a tract of land north of the "new Portland" for his three hundred and twenty acre land claim. John H. Couch was a native of Newburyport, Massachusetts, who first came to Oregon in 1839. In 1848 he sailed the brig Chenanmo to Portland. His brother-in-law, George H. Flanders, served as first officer. The area Captain Couch claimed for his own adjoined Pettygroves's land claim on the northern boundary. The new land claim became permanently known as Couch's Addition. Couch died in 1869 survived by his wife and children. His daughters married C.H Lewis, Dr.R.Glisan, and Dr.R.B.Wilson.

The development of Portland as a seaport along the Willamette River was very important to its future growth and prosperity. During the 1860's Portland began to gain in stature after Oregon was admitted as a state to the Union. Population increased from 800 in 1860 to 8,300 in 1870. New forms of business activities began to develop in close proximity to the center of Portland.

Industrial Growth in the Nineteenth Century

In 1850 Portland contained but seven hundred people.By the year 1900 the census states that the city had grown to 90,400. In 1860 the census recorded two thousand nine hundred and seventeen people. In 1870 Portland had grown to nearly ten thousand people. In 1880 it had grown to seventeen thousand and by 1890 it reached sixty thousand persons.

Portland continued to increase its volume in the industrial trade business throughout the latter part of the nineteenth century. In the year of 1900 the volume was $10,000,000 greater than in 1899, or in round numbers $100,000,000. The increase in volume was used to demonstrate the importance of Portland's superiority as a wholesale distribution center.

Several businesses were already thriving throughout the city. There was only one dry good store but there were five large grocery supply firms. Hardware distribution was divided among three large businesses, there were two drug stores, two milliners, three crockery stores and six leather establishments. In the machinery line there were over a dozen big businesses and many of the Eastern factories located branch offices in Portland. The wholesale business district continued to extend along Front street.

The number of firms doing business in Portland,including all classes, numbered 1,362 and employed a capital amounting to $22,472,000. Transportation facilities were greatly improved by this time, so it was easy for many of the businesses to get their produce and products to the waterfront docks on the Willamette.

Portland in 1887

The West Shore magazine of 1887 best describes the financial and social environment in which Portland Cordage Company was established."The total value of all exports from Portland for the year ending July 31, 1887, aggregated $15,703,905.00,of which $6,196,722.00 was foreign and $9,507,183.00 domestic. The real estate transfers for the year 1887 totaled nine hundred and eighty-five deeds for a value of $3,144.4;80.64 which were for property in the city of Portland. Exclusive of banks and railroads, there were two hundred and seventy establishments with an estimated responsibility exceed $1,000.000 each, the total capital of which exceeds $54,000.00. This does not include those represented by agents only. The available banking capital of Portland is $7,307,348.82, distributed among twelve banking institutions. The city has sixty-nine miles of improved streets, three miles of which are paved with Belgian stone block pavement,thirty-seven miles macadamized and nearly five miles planked. The stone block pavement is on Front, First and Second streets, where the bulk of the heavy work is done.There are one hundred and twenty miles of sidewalk, and twenty-three miles of sewers".

Scattered mills and businesses begin to appear in the Portland area, the most prominent are the iron works at Oswego and the flouring mills. Albina was dependent upon its manufacturing interests,the largest being the car shops associated with the Northern Pacific Terminal Company. Woolen mills were in operation at Oregon City. The Northwestern Canning Company started operations in East Portland."Portland Cordage Company, which was incorporated in June 1886, with a capital of $100,000.00, has erected a large factory, which will be an important addition to the manufacturing institutions of the city".

Manufacturing advantages of Portland included the abundance of raw material,cheap and reliable water power,and the opportunity for continued growth. From a record compiled by the Oregonian, the following figures for 1887 are taken:

Industry	Number Employed	Value
Saw Mills	800	$1,596,000.00
Planing mills	204	550,000.00
Fruit canneries	94	95,000.00
Brick	105	58,000.00
Box Factories	68	79,000,00

Foundries and metal works	583	1,176,000.00
Furniture	301	750,000.00
Cooperage	15	90,000.00
Wagons and carriages	61	72,000.00
Woolen mills	335	500,000,00
Furs	39	75,000.00
Breweries	72	500,000.00
Spices and ground coffee	15	130,000.00
Cloak making	105	145,000,00
Jewelry	12	25,000,00
Meat packing houses	95	435,000.00
Marble works	20	24,000.00
Harness and saddlery	80	260,000.00
Crackers and breadstuffs	78	275,000,00
Soda water	20	55,000.00
Confectionery	72	230,000.00
Ice making	27	75,000.00
Miscellaneous	497	417,000.00

The Portland post office did $4,195,271.12 worth of business in 1887. The Portland custom houses recorded the clearances of four hundred and twenty marine craft, not including river boats.

There were three daily newspapers, each having a weekly edition, fifteen weekly and three monthly publications of the news. There were fifty-seven secret and benevolent orders in Portland. Three express companies had offices in Portland--the Pacific, Northern Pacific,and Wells Fargo & Company--two telegraph companies--the Western Union and the Pacific Postal. Public schools were considered to be excellent. The number of persons of school age (4-20) was seven thousand one hundred and ninety. The school district employed eighty four teachers which included seven were men.

In 1887 Portland had thirty-six churches of various denominations: one Adventist, two Baptist, three Roman Catholic, one Christian, three Congregational, four Protestant, one Episcopal, two Evangelical, two Hebrew, two Lutheran, eight Methodist Episcopal, one Non-Sectarian, five Presbyterian, including a Chinese mission, and two Unitarian. There were seven cemeteries.

Residential neighborhoods were neat with many of the streets lined with large trees.The fine arts were patronized. Portland was admired for being a beautiful city and a good place to start a business.

Portland Railway Companies

"Four street railway companies have franchises and have improved their operations. The oldest is the Portland Street Railway Company, which was confined to First street,running a distance of two miles north and south. The company has eleven cars, comfortable and of neat design.The Multnomah Street Railway Company's main line is on Washington and B streets, from First street to the City park, with branches on Eleventh and Fifteenth streets. It had a total length of three miles of single track, and sixteen cars. The transcontinental Street Railway Company is the newest of the three corporations. Its lines are on Third, G, Thirteenth, Yamhill, Morrison, Ninth and Montgomery. The company has six miles of double track and twenty-four cars.The Portland Cable Railway Company was incorporated with the idea of constructing a cable car line to connect Portland Heights with the lower town. It has completed the most difficult part of the construction-the trestle work from the corner of Mill and Fifteenth to the first high ground on the heights and is making preparations for putting the line in operation as early as possible the coming summer".

Railroad Development

Portland continued to grow slowly but steadily throughout the 1870's. The Oregon Central Railroad Company was incorporated in September 1866. The company planned to develop a railway line along the west side of the Willamette River with the terminus to be in Northwest Portland. Due to lack of funds the owners of the company were unable to expand as quickly as they need to in order to surpass a rival company. Another company known as the Central Oregon Railroad Company or the East Side Company came under the leadership of Ben Holladay about the same time.

As the rival railroad companies competed for dominance in the development of the railroad, Ben Holladay ultimately won the race primarily due to better financial assistance. Holladay managed to complete the first twenty miles of the East Side Railroad on December 23, 1869. Due to a variety of legal problems, Holladay found himself in financial difficulty within a few years of operation.

Henry Villard, an agent for the German Bond Holders in the Company,came to Portland in July 1874 to observe the railroad operations. When Holladay was unable to meet the terms of the Bond Holders a few months later, Holladay sold his interest in the Company to Henry Villard, who quickly assumed responsibility for financial accountability to the German bond holders.

Henry Villard made his second visit to Portland in 1879, supposedly in the interest of German bondholders of the Oregon & California Railroad. Time has proven that he was really on a secret mission from Jay Gould, to see whether it would pay to buy up the Oregon Steam Navigation Company's railway lines as an outlet for a contemplated branch of the Union

Pacific Railroad, which would extend through Southern Idaho into Eastern Oregon and then into Portland via the passes of the Columbia River.

As president of the Oregon & California Railroad and the Oregon Steamship Company, Villard was entitled to some serious attention from the Portland business magnates.Villard took over control of the Northern Pacific Railroad. Villard was also responsible for the completion of the first transcontinental connection in 1883. The following year, due to many unfortunate circumstances, Villard lost his fortune along with several other Portland railroad investors.

The lease of the Oregon Railway and Navigation Company's system to the Union Pacific Company opened up a new era in the history of Oregon. The company's lines ranging east and west also extended north and south over a vast area into the interior of the continent. It was assumed that the expansion of the railroads would open up the potential market for millions of dollars worth of Oregon products. The building of the railroad bridge across the Willamette finally eased the frustrating and numerous delays of passengers and freight and stimulated further growth and investment in Portland. The bridge opened for traffic in 1888. Five years later Portland was considered to be continued to be the railroad hub of the Northwest and its waterfront was an important center of trade and commerce.

Five railroad lines were centered in Portland in 1887. The Northern Pacific ran north to Tacoma,then east to St. Paul.It also connected at Wallula with the O.R. & N., making a shorter route from Portland to the East.The Oregon Railway & Navigation Company has a line up the Columbia river to Wallula Junction, then branching out into various feeders.The lease of the O.R.& N.to the Union Pacific was completed and this legal document created a direct transcontinental line under one management between Portland and Omaha. The Southern Pacific Company leased the Oregon & California Railway, and provided a rail rout between Portland and San Francisco, giving a through line under one management, from Portland, via New Orleans,to New York. Another line of the Oregon & California started from Portland and ran up the west side of the river, forming a valuable feeder which penetrated the valleys of Oregon. The line connected at Corvallis with the Oregon Pacific, and extended westward to Yaquina bay.The Portland & Willamette Valley narrow gauge offered another outlet for the valley through Portland. Combined together,the railroads made Portland a terminus for three transcontinental railway systems, complimented by the water transportation on the Willamette and Columbia Rivers. The Northwestern Pacific Terminal Company was located in Albina and owned nearly eight thousand feet of water front. On the west side of the river about thirty acres of land had been purchased for a site for union passenger and freight buildings and for a freight yard.The completion of the bridge over the Willamette, which the O.R. & N built, created a more efficient transportation system.

Due to all these developments, Portland inaugurated a great building era beginning in the mid 188O's, in business development, industrial manufacturing, seaport and railway expansion, as well as the building of many elegant private homes.

PORTLAND CORDAGE COMPANY

Portland Cordage Company was incorporated in June 1886 with a capital of $100,000.00. It began business operations in 1887. Officers of the company included Henry Failing, president, Cicero Lewis, vice-president, Henry J.Corbett, secretary, and Winslow Ayer, treasurer and manager. Samuel Maxwell Mears began working for the Company in 1892 as treasurer/manager and became president in 1895. T.A.Lithicum assumed the position of secretary during the same year as Mears became president.

The Portland Cordage Company was one of the largest consumers of Oriental grown products in Portland.Their entire business of rope production was made possible by the importation of native materials from Manila and Mexico.

Portland Cordage Company is an interesting industrial building of office, factory, and warehouse buildings dating from the 1880's. The historic brick building depicts the growth and development of the cordage business from a small office and single warehouse building into a large factory that gradually expanded into several adjoining buildings in order to meet the increasing international and domestic demands for high quality cordage products. The building associated with Portland Cordage Company occupies an entire city block in Northwest Portland. The original rope making building is a large three story brick structure which measures two hundred feet in length and fifty feet in width.

The 1889 Sanborn Fire Insurance map notes that Portland Cordage Company was the manufacturer of Manila and Sisal Ropes. In the 1880's the company had 75 employees. Several of the employees were Chinese workers. The factory was open for business between the hours of 7 A.M. and 6 P.M. The buildings are described as being very substantial and tidy--white washed inside, with electric lights, steam heat exhaust, a night & Sunday watchman, city water, an elevator and interior sprinkler system.

The raw materials for making cordage were imported from Manila. Upon the arrival of a shipment from the Orient, the large packaged bundles of raw materials were stored on the third floor of the factory. When it was time to make rope, the packages were unwrapped and the skeins untwisted. The material was then fed through a machine which resembled an old-fashioned carding instrument.The machine would separate the fibers and and then pass the fibers to another machine which would mix more of the fibers together until they formed a continuous mass.

"Upon being fed through several successive machines of this character, a portion goes to a room which is devoted to making binding twines, and the balance goes to the second floor, or spinning-room, where it is spun into twine a little larger than a lead pencil. But a number of machines are engaged in doing this work, all under the eye of experienced operators. After

passing through these machines,it is wound upon spools, possible a foot long and six or eight inches in diameter.The next step is to move the spools to the floor below,which was the first or ground floor.It was in this large room that the rope proper is made.

To make a rope an inch and a half in diameter, a certain number of threads of yarn,twine, or small rope, are taken and fed into the machine together. While being untied they are tightly twisted by rapidly revolving machines and wound around a very large bobbin, When the required size rope is reached, it is ready for market. Everything is automatically processed. The help is only required to keep machines in order and to see that they are property fed".[1]

Most of the product needed to make rope came from Manila. Hemp grown in Manila comes from a tree that is related to the banana tree, which grows to fifteen to twenty feet in height.The hemp from Manila was regarded as the best in the world due to a climate that was conducive to the growth of over twelve varieties of hemp product. Sisal, regarded as an imitation hemp,was imported from Mexico.

To obtain the raw fiber, the tree was cut down and stripped of its bark. It is then placed in the sun and thoroughly dried before being cut with large knives into smaller pieces. The fibers are separated from each other at this stage of the process by two knives. The fibrous material is separated and shredded one more time until it resembles the tail of a horse. The fibers are then bound loosely and twisted together into a large knot. Finally, the knotted material is put together with other similar products which are wrapped and tied together into a bundle for export to the United States or Europe. Once the bundle reaches its destination, the fibers are ready to be spun into rope.

The Portland Cordage Company manufactured thousands of pounds of rope each year and supplied the entire Northwest with cordage materials. The Company was well known for the production of binding twine which was used throughout Oregon, Washington, and Idaho, especially on farms that produced grain products. The rope was also used extensively for operating the running gear of ships.It was especially popular to businesses located in the coastal communities. They were also well known for the exceptional quality of rope they manufactured that was used for power transmissions and for the very heavy and large rope needed by ocean going vessels for towing purposes.

The Portland Cordage Company distributed their products throughout the United States and into Mexico, Central and South America, Panama, the Hawaiian Islands, New Zealand, Australia, the Philippines, several Asiatic ports and Alaska.

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[1] Oregon and the Orient, p.88

Samuel M. Mears, served as president of the Portland Cordage Company from 1895 to 1934. Mears was responsible for the growth and success of this very important business to Portland and the Pacific Northwest. E.D. Pittman, one of the most experienced rope makers on the west coast, was the superintendent of the company.

Cordage Companies in Portland

Rope making was an industry in Portland ever since Molson Cordage company was established in 1872. Molson Cordage was the first factory of its kind on the coast. The original company lost its plant to a fire in 1885 and was succeeded in 1887 by the Portland Cordage company.

Cordage Products

Manila Fiber

A species of Banana plant(botanical name musa textilis) which is a native plant in the Philippine Islands produced the Manila Fiber that was used by Portland Cordage Company to make rope. Manila is the most satisfactory of all vegetable fibers for cordage production. Manila fiber plants mature in three years but will continue to grow for another fifteen to twenty years. Due to abundant rainfall, high humidity, and volcanic soil, the fiber is one of the best in the world.

Three years after the plant is in the ground,a central flowering stem appears. At this time the entire stock is cut to the ground and the sheaths that surround the stock are removed. The green sheaths are then split into narrow strips one to two inches wide.The pulp is scraped away and fiber is hung up to dry. Once it is thoroughly dried, the fibers are sent to port cities where it is baled for shipment to other destinations.

All the hand labor is performed by Filipinos who work with the most basic of implements. The process is slow and tedious in order to protect the fiber. Two natives can prepare about 25 pounds of dressed fiber per day.In some areas of the country the fibers are more conducive to making cordage, well cables and transmission ropes. Once the quality fiber is thoroughly cleansed, it turns white and becomes very strong. The weaker fibers usually remain dark in color. The hemp product is responsible for sixty percent of the entire exports for the Islands. The annual output was approximately a million bales.

The fibers used in the manufacturing of rope and binder twine are two kinds: bast and structural. Bast fibers are produced from the inner bark covering a woody stock of the plant or tree. Structural fibers come from the fibrous portion that form the framework of the plant.

American Hemp Fiber

Hemp is usually meant to be the fiber from the cannabis sativa, or common hemp. Its growth in all parts of the world.Hemp usage dates back to the age of Herodotus, when it was used by the Scythians at least 400 years before the Christian era. The hemp plant is an annual,native to Western and Central Asia. It also grows in Russia, Persia, and in parts of the United States. The highest quality commercial hemp is grown in Italy. The American commercial hemp is lower in its quality.

Sisal Fiber

The Sisal plant grows primarily in the Yucatan, the most eastern state of Mexico. The best fiber also grows in Hawaii, Java and Africa but at in the 1890's their hemp industry was not developed. The Sisal plant has been documented as early as the eleventh century. The Spaniards recognized its value in the eighteenth century. The plant is a member of the cactus family and grows on barren desolate lands. It needs little cultivation and will withstand intense heat and lack of water.

Demand for the fiber continued to increase by the turn of the century. The coarse fiber is tied into bales weighing up to 350 to 600 pounds each. For cordage purposes Sisal Hemp ranks closely with Manila fiber. It is shorter in length, coarse in texture, and not as strong as Manila Fiber.

Manufacturing of Rope

Rope and ropemaking is an interesting subject for historical study. While rope is very important to the success of ships and sailing,the making of ropes often taken for granted. The evolution,history, and even romance of ropemaking started before the building of the Egyptian pyramids and continues into the present space age.

The earliest rope making originated with the weaving of bamboo, smaller grasses, and even the hairy outer cover of coconuts which where usually found in the Orient. The Persians under the leadership of Xerxes spun a bridge of rope over a mile long and more than two feet around to use for crossing the Hellespont to invade Greece.

The evolution of cordage started with a basic and very simple principle that individual strands are twisted in the opposite direction. The finished product is a bundle of interlocking fibers which balance each other and create interlocked tensions which prevents the rope from unraveling.

More than a hundred years after Columbus, when the Mayflower sailed to the New World, rope technology had essentially unchanged. Before it was linked to ships and shipyards, ropemaking was a home industry,similar to yarn making and spinning. It was only when the demand for thicker rope was needed that machinery was invented to meet the specialized need.

A decade after the Pilgrims landed, the people living in the colonies started developing industrial businesses. However,t he most significant business import of 1630 was a master rope maker from Salisbury, England. John Harrison was persuaded to come to America with the promise that as long as he lived he would have a legal monopoly on his trade. For thirty years Harrison escaped competition from other rope makers.

Rope making requires lots of room for weaving the fibers. Rope made in one continuous length was much stronger than rope spliced together from smaller lengths of fiber. The process for making rope has changed very little since ancient times. First, a raw material is treated and combed to break it into long hairlike fibers.The fibers are then spun together to form yarns. The yarns are twisted in bunches to form strands, and finally the strands are wound into rope. At each stage of the process, the twisting is performed in the opposite direction from the previous stage, making the final product strong and difficult to unravel.

By the latter half of the nineteenth century, ropemaking was changing. All sailing ships, military and civilian alike, were replaced by sail-assisted steam power. On the newer ships, wire replaced rigging which formerly supported masts and smokestacks. Although the demand for rope in the maritime trade remained brisk,increased stresses on ships and new uses in other industries,created demands for new types of cordage.

American textile manufacturing was one of the industries that demanded new types of rope design. As steam powered machinery became common in factories and mills, looms began to be operated by a single power source, with the power to the machines being transmitted by ropes. Rope was now being used to help run the mills. Power transmission by an endless loop, like a huge fan belt required new kinds of very strong rope that could be reliable and stand up to great tensions and maintain flexibility at high speed. Not only were changes demanded in the mill production,but American farmers began to order tons of binder and baler twines to use in tying hay bales and sheaves of wheat. Rope was also needed for nets and fishing lines for the maritime fishing fleet.

In 1869 John Good, an Irish immigrant who had worked in rope shops since he was eleven years of age, received a patent for a hemp-fiber combing machine that within a decade had been integrated into every rope manufacturing company. Good eventually received more than a hundred patents related to the ropemaking process. He was the man most responsible for mechanizing ropemaking. In 1888 a cartel of the four biggest manufacturers, controlled more than 80 percent of the national output,offered Good $150,000 per year to refrain from producing rope or selling his machinery to competitors.

During the nineteenth century abaca, a plant native to the Philippines (also known as Manila hemp), increasingly replaced American-grown hemp as a raw material for rope. Abaca was stronger than hemp and did not need to be soaked in any material to make it stronger.

Through the years of labor unrest and the world war, research on ropemaking continued. The next major step in processing the material was developed by the DuPont laboratories in 1938. The new substance,nylon, appeared on the market first as toothbrush bristles, then in 1940 in stockings and lingerie. The fall of the Philippines to Japan in World War II eliminated a major source of abaca. Nylon production was soon diverted to assist in the war effort. The use of nylon quickly spread to parachutes and other military gear.

While nylon rope has continued to be refined,some natural-fiber ropes are still used. Spot Cord, a cotton rope which was first made in 1884, is a good example. Spot Cord has been used as sash cord for window,clotheslines, and other domestic uses. The Samson Cordage company, whose name is American's oldest registered trademark, still makes Spot Cord.Other materials that are used for making rope are polyester, Dacron, and coated ropes. In the mid-1980's high-modulus-fiber rope, pound for pound ten times stronger than steel, was introduced. The rope derives its strength from a special spinning process which yields longer and straighter polymer chains than convention methods of spinning artificial fibers.

One of the best preserved examples of a nineteenth-century ropewalk is located at the Mystic Seaport Museum in Connecticut. A 250 foot section of a cordage plant contains the original equipment inside a massive wooden structure. Although modern technology makes the former

rope making process seem primitive, natural-fiber ropes have continued to be in demand by owners of traditional sailing craft and wooden boats.

SAMUEL MAXWELL MEARS

Samuel Maxwell Mears served as president of Portland Cordage company for over thirty years.(1896-1934) Mears was also a leading Oregon businessman for over fifty years. Mears held many prominent positions in Oregon's commercial and financial circles and was closely identified with many other business enterprises which promoted the growth and development of Portland and the Pacific Northwest.

Mears was born at Madison,Wisconsin, June 1, 1856. He attended the public schools and graduated from high school in Wisconsin. Mears attended the United States Naval Academy at Annapolis in 1871 and the University of Wisconsin. Mears left the east when he was seventeen years of age and continued to make his way upward in the business world.

Mears first ventured to San Francisco where he worked four years for West Coast Furniture Company. In 1877 he was employed for one year by Frank Brothers Implement Company. Mears came to Portland in 1878 and went to work as an exchange clerk for the Ladd and Tilton Bank. His business ability was impressive and he was soon promoted to the position of bookeeper for the bank. He worked as bookeeper at the Ladd and Tilton Bank for three years, Mears then started managing the Portland Flouring Mills at Dayton, Washington. Three years later Samuel Mears was transferred to Portland Flouring Mill at Tacoma,Washington.

After working another three years in Washington, Mears came to Portland and started working for United Carriage Company. He was elected president of the company. In 1883 Samuel Mears married Laura Virginia Savier, daughter of Portland businessman, Thomas Savier. Thomas Savier was a Portland pioneer and prominent member of the firm of Savier and Burnside, a local merchandising company.

Richard Marlitt writes in his book about life on Nineteenth Street that Dr.Henry Jones built a house on the northeast corner of Eighteenth and Couch street for his eldest step-daughter Laura V.Savier when she married Samuel Mears. The stick-style residence was built directly behind the home of Dr. and Mrs. Jones. The Victorian house was very simple in design with a few scattered decorative brackets on the porch and under the heavy barge board gable ends. The original house was located where the entrance to St. Mary's Cathedral is located today. A view of the house is included in the Panorama of northwest Portland. The Mears lived in the house for many years. In 1924 Mr. and Mrs. Mears hired architect Jamieson Parker to design a lovely colonial home at 1717 Montgomery Drive in Portland Heights.

In 1892 Samuel Mears joined Portland Cordage Company as treasurer/manager and within three years he became president of the Company. It is interesting to note that Mears became president

of the company the same year that young Henry J. Corbett died in Colorado. Portland Cordage Company was organized in 1887 by W.B.Ayer,Cicero Lewis, Henry Failing and H.J.Corbett. The company was engaged in the manufacturing of rope,twine, and cordage. The business employed one hundred and fifty men in the Portland factory of which many were Chinese laborers. Mears served as president of Portland Cordage company from 1895 until his retirement in 1934. Portland Cordage Company became the largest cordage company in the West with branch offices in Seattle, Washington and San Francisco, California. The Seattle office employed about seventy workers.

Mears is credited with the success of the cordage business due to his good judgement, executive ability,and progressive spirit. Portland Cordage Company was well known and respected for three principals--constant attention to the management of the business, high quality of their products, and their personal integrity with the customer. Portland Cordage was considered to be unique in comparison with other industries in the Northwest because it never closed due to lack of business or problems with the labor unions.

In addition to serving as president of Portland Cordage Company, Mears served as president of Columbia Engineering Works, Ewbank Electric Transmission company, and United Carriage Company. He was also a director of Equitable Savings and Trust Company and Linnton Realty Company. Mears was also associated with Portland Flouring Mills.

Samuel Mears served his community as president of the Portland Chamber of Commerce and the Traffic and Transportation Association. He was chairman of the Port of Portland for four and one-half years. During his administration, a thirty foot channel was opened to the sea and the challenge of crossing Columbia river bar was overcome. The shipping industry continued to expand and Portland gained in importance as a trade center.

In 1901 Mears was the initiator of developing the Columbia Engineering Works, a business which was responsible for the production of cast steel. Columbia Engineering Works was the first steel casting plant in the Northwest. Mears operated the business until 1909, when the company was sold to a businessmen from San Francisco. Upon transfer of the deed, the Columbia Engineering Works was renamed the Columbia Steel Corporation.

In a July 22,1902, Oregonian interview with Samuel Mears, Mears was asked for his opinion,from a transportation standpoint, as to whether Portland needed to lower the distributive railroad freight rates. His reply was: "I have lately completed, for the use of the Transportation Committee of the Chamber of Commerce, tabulated comparisons of Portland's distributive freight rates wit those of San Francisco, Seattle, Spokane, Salt Lake City, Houston, New Orleans and St.Paul and I can state positively that none of these cities is charged as high distributive rates as this city. Our merchants have been striving within a discriminative nature, but without success, and now Portland must at once take steps to enlist the support of the citizens of the interior parts of the state as they are as much interested as we

are. We must awaken the citizens of the state at large as well as energy citizen of Portland, until the demand shall become so loud and so universal that the railroad officials will correct the abuse."

In 1905 Mears advocated in Oregon and the Orient for Portland's future as a jobbing center from the standpoint of its natural advantages and that Portland needed to take advantage of its fresh water harbor and become a metropolis. He wrote that "Portland will always enjoy its position of being a natural export market for the products of these immense agricultural valleys, and the timber, minerals, and fishing resources of this locality, and the country merchants will more than likely make their purchases in the city where they sell their products. At least it gives Portland jobbers the first call upon that trade".

"Portland's position as a future center largely depends upon its exporting facilities, therefore it naturally follows that the establishment of trade with the Orient is greatly desired, if not absolutely essential to our future greatness, as the only direction in which we can hope to find a limitless market for our products.

Our trans-Pacific flour trade was in its infancy in 1886 and 1887,whereas in 1899 and 1900 it reached the total of 886,507 barrels,from this port alone,and in that period we did not enjoy the full benefits of our natural water resources. Again,the wheat raised in 1880, tributary to this port, was 748,000 bushels, whereas in 1900 it was 14,830,000 bushels, and with the stimulus of the Oriental consumption, no one can estimate the possibilities of the great Northwest. At present flour,lumber and beer are the principal exports, but in time manufacturing will be established on this Coast to supply other articles for that market.

With our great future wealth in timber, agricultural products, mineral and fishing,I was note that in 1890 the population of Portland was 46,355 and Portland's wholesale trade was $60,000,000 whereas the state census of 1900 is 90,400 and Portland's wholesale trade for 1900 was $110,000.000.With deep,open waterways, Portland will not have to solicit reasonable rates from the railroads or petition them to establish trans-Pacific steamship lines and otherwise farther and promote her growth,because there will be "others" that will want to compete for the trade, and it does not require the same capital to establish a steamboat line that it does a railroad".

In addition to all of his business responsibility, Mears was very active in politics. In 1906 he was elected to the Oregon state legislature.

Mears was a member of the Arlington Club and a life member of the Multnomah Athletic Club. He is remembered for furnishing several thousand feet of rope to refurbish the frigate Constitution "Old Ironsides" after the government appealed for financial assistance to restore the ship. As a token of appreciation, the Portland Cordage Company name is engraved on a

bronze plaque which was attached to the frigate. The cordage he donated was still being used in the rigging of the Constitution at the time of his death.

An article in the Oregon Voter of January 27, 1934 describes Samuel M. Mears as,"a king among men,a true aristocrat,not only in his nobility of men and manner,but in his knightly interest in humble people.Innate dignity warmed by his kindly nature into a smile that disarmed embarrassment,commanded respect that his consideration,cemented into loyalty and affection.Sound,well balanced,courageous,as princely in his adherence to principle as he was in leadership, his service to his community was memorable;in business he left a record of notable achievement, a career of honor and distinguished service, characterized by help in need that was help indeed".[2]

In 1924 Mr. and Mrs. Mears hired architect Jamieson Parker to design them a beautiful three story colonial home in Portland's West Hills.

Samuel Maxwell Mears died of a heart attack on February 18, 1934 at his home at 1717 Montgomery Drive, Portland, Oregon. His lovely home in Portland Heights which overlooks the city is located at the corner of southwest Montgomery Drive and Prospect Drive.

At the time of his death,Mears was survived by three sons and two daughters. They were Henry,who was associated with his father in business; Arthur, who was in the machine shop and engineering business in Portland; Maxwell,who was owner and manager of Mears Equipment Company; Margaret,who married Norman N. Rupp, a timber dealer of Portland; and Virginia,who lived at home with her father.

The Portland Spectator described Samuel Mears as "a competent business man who played his part with conspicuous success in the short and sometimes rough competition of Portland's early days, as well as in her later metropolitan years. He was a good citizen fully conscious of his obligations to the community at large, and contributing in full measure to the civic duties which are so often neglected. It has been truly said that in the West,"Men must succeed by virtue of innate force if they succeed at all." Mears was no exception to this stern rule.

But there was apparent in him something beyond that--finer and more winning than mere force, yet hard to put into words. His manner was free from aggressive self assertion, yet conveying a serene consciousness of his own worth. So it is hard to imagine anyone taking liberties with him. Handsome in person, every inch a gentleman in dress and bearing,it was, as already indicated, something more than these mere externals which endeared him to many who had no claim of intimacy with him. A gentle, lambent humor, which was one of his chief charms

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[2] History of the Columbia River Valley from The Dalles to the Sea, Lockley, Vol. II, p.720.

seemed to be the product of a keen sense of the fitness of things, bringing into high relief the unfitness of the objections".[3]

Laura Savier Mears

Laura Savier Mears was the wife of Samuel M. Mears, president of the Portland Cordage Company. Laura Savier was born in San Francisco,January 28,1853,when her parents were living temporarily in the city.Thomas A.Savier,her father, was one of Portland's pioneer merchants.Thomas came to Portland in 1852 and died in 1876. After the death of her father,Laura Savier and her mother and three sisters moved to Weimer,Germany for two years.Laura returned to Portland and finished her education at St.Helen's Hall.

Laura Savier married Samuel Mears in 1884. She was active in many social organizations and was listed in several editions of the Portland Blue Book. Mrs. Mears had been in poor health following a trip to New York via the Panama Canal. At the time of her death on July 9, 1929, Laura Mears was serving as director of the Martha Washington Hotel, an establishment promoted by the Women's Union, of which her mother,the late Mrs. Henry E. Jones, was a founder. Laura Mears was survived by her husband and five children.

[3] Portland Spectator, V. 54, p.3, February 3, 1934

Founders of Portland Cordage Company

Many of Portland's first families were involved in using their expertise to make money through investment in speculative real estate. Their initial fortunes were made from banking, merchandising, and river transportation interests, which were often interrelated. Henry Failing, Cicero H. Lewis, Henry W. Corbett, William S.Ladd and Winslow Ayer along with other early investors were responsible for the development of banks, utilities, insurance, manufacturing, real estate and transportation development. Working together to create Portland Cordage Company was their way of starting a business that responded to the demands of a growing community.

Winslow B. Ayer (1860-1935)

Winslow B. Ayer, was a leader in Portland's industrial and civic life for more than half a century. born at Bangor January 26, 1860, Mr. Ayer was educated in the east.He graduated from Massachusetts Institute of Technology in 1882 with a degree in engineering. His father was a lumberman and he wanted Winslow to follow in his footsteps in Oregon,where he would have many opportunities.

Ayer came to Portland in 1883,four years before the first bridge was built across the Willamette.At that time the present Portland was a mosaic of several towns with their own governments. Portland, East Portland, Albina dn St.Johns were all distinct towns,each with their own mayor.

Ayer first went to work with the J.K.Gill company.In 1886 he founded the Portland Cordage Company of which he was president for several years. He sold the business in 1892. Three years later, Ayer organized the Western Lumber company in Portland. He built a small sawmill.The Eastern Lumber company was founded by Ayer in June,1899. In 1902 he merged the two businesses into the Eastern & Western Lumber company. Ayer remained as the active director of the company until his retirement.

Winslow Ayer was very involved in the Portland community. During the world war he served under direct appointment by Herbert Hoover, his close personal friend, as club. He married Helen Thurston of Bangor,Maine. on July 13, 1884.Mrs.Ayer died in in 1928.Winslow B. Ayer died on March 3, 1935.

Henry Jaggar Corbett (1825-1895)

Henry Jaggar Corbett,was the son of one of Oregon's most prominent Oregon's citizens for over half a century, Henry W. Corbett. Very little information could be found about Henry J. Corbett,other than he died in Colorado Springs, March 2, 1895 at 37 years of age.

Henry W.Corbett married Caroline E.Jagger in 1853. Mrs. Corbett died in 1865, survived by two sons, Hamilton F. Corbett and Henry J. Corbett.

Henry Winslow Corbett & Henry Failing

Henry W.Corbett and Henry Failing purchased controlling interest in the First National Bank in 1869, which was only four years old at the time.They kept their controlling positions as president and vice-president until two years before Failing died. After Failing's death, Corbett assumed the presidency of the company. In addition to owning the greatest banking institution in the Northwest, Corbett was also president of the Security Savings & Trust company. During his lifetime he was directly or indirectly interested in almost every important business in Portland, especially if it benefitted the city He was one of the principal owners and president of the Portland Hotel Company, vice-president of the City & Suburban Railway, Gas Lighting Company, president of the Lewis and Clark Fair, and a director of the Trinidad Asphalt Company.etc.Corbett personally contributed $35,000 towards the building of the Presbyterian Church.Corbett was a member of the city council, city treasurer and chairman of the State Republican Committee. While holding the latter position, was elected by the legislature to the United States Senate for the term of six years beginning March 4, 1867.

Corbett served as director of the Oregon Railway & Navigation Company and was involved in the development of Portland Rope Works, Oregon Linseed Oil Works, Street Railway, Oregon Transfer Company and the Oregon Fire & Marine Insurance Company. Corbett was also president of the Portland Hotel Company and the Portland Board of Trade, president of Riverview Cemetery. He was a owner of large tracts of real estate in the city and the surrounding area.

As a prominent businessman he took an active role in furthering the social needs of his community.Corbett donated $20,000 toward the building of the Presbyterian Church, helped endow the Children's Home, and financially supported the Young Men's Christian Association,the Boys and Girls Aid Society and the Sailor's Home. He also was involved in national,state, and local politics. Corbett was elected an Oregon Senator and assumed new responsibilities in March 1867.

Corbett dedicated his ife to improving the transportation facilities associated with the river and to encourage Portland's development as a seaport and transportation center. He died on March 31, 1903.

Henry Failing (1834-1898)

Henry Failing,a prominent business man and banker,was directly associated with the First National Bank of Portland. Born in New York City on January 17, 1834, he was the son of Josiah Failing. The early years of his life were spent learning the trade of paper stainer in Albany, New York. Due to ill health, young Corbett was forced to abandon his work. He then became involved in the trucking business and worked in the profession for several years.In 1851, Failing came to Portland. He opened a mercantile business operating under the name of J.Failing & Company and worked in his business for fifteen years.

In 1853,Failing was elected mayor of the rapidly developing city of Portland.Failing soon became interested in the educational needs of the community.He was soon elected to the board of trustees of the public schools.

Failing was educated at a public school in New York. At the age of twelve he started working in a French importing and shipping business.Two years later he went to work for Eno, Mahoney & Co., a large wholesale dry goods company. He worked with the company until 1851 as a book-keeper. At that time Failing, his father and younger brother came to Portland. Together they formed the firm of J Failing & Co., a general merchandising business. As the company prospered, Failing began to limit his business to hardware and iron products.

Henry W.Corbett went into business with Henry Failing in 1871. Together they operated their business under the name of Corbett, Failing & Co. Corbett and Failing along with Edward and James Failing,younger brothers of Henry Failing,saw the business prosper until it became the largest business of its type in the Northwest.

In 1869, Henry Failing and Henry Corbett purchased most of the stock of the First National Bank, the first bank established in Oregon under the national banking act. For several years the First National Bank was the only bank west of the Rocky Mountains. Failing served as president of the business.

Failing was also interested in politics.In 1864 he was elected Mayor of Portland as a citizens' candidate. He was re-elected to that position several times. Failing was a member of the water committee of the city of Portland. He was appointed to serve as a regent of the Oregon State University and served as a trustee of the Deaf Mute School at Salem and treasurer of the Deaf Mute School at Salem; trustee and treasurer of the Children's Home and the Portland Library Association.

Failing was married on October 21,1858 to Miss Emily Phelps Corbett,the youngest sister of Hon. H.W. Corbett. She died in July 1870, survived by three daughters,Henrietta E.,Mary F.,and Mrs. Henry C. Cabell.

Henry Failing, with his father, Josiah Failing and H.W. Corbett acquired the First National Bank of Portland in 1869. Henry served as president of the bank until his death. Due to his financial management skills, the bank became one of the largest on the Coast. At the time of purchase deposits barely exceeded $50,000. Before his death the deposits had increased to the $5,000,000 mark.

In 1871, Failing and Corbett consolidated their mercantile business and changed the name of the company to Corbett, Failing & Company. In later years it became known as Corbett, Failing & Robertson.

Failing served as president of the board of regents of the University of Oregon, trustee and treasurer of the Pacific University. He was an active member of the First Baptist church of Portland and president of the Baptist Society. Failing also served as treasurer of the Children's Home. Together with William S. Ladd and H.W. Corbett, Failing was responsible for the purchase of the land for Riverside cemetery.

Failing died on November 8, 1898.

Cicero H. Lewis (1807-1897)

Cicero H. Lewis was one of Portland's well-known and respected merchants. Lewis was born in Cranbury, Middlesex county, New Jersey on December 23, 1826. He moved with his parentsto Newburgh, New York when he was 13 year old. He lived his young adult life in the community. When he was 20 years of age he went to New York city and worked in the dry good firm of Chambers, Heimer & Company for several years. He left New York with L.H. Allen on February 13, 1850 for the Pacific coast, via the Panama route. Lewis arrived in San Francisco, stayed for a short time, and then proceeded to Portland, where he started a business with Mr. Allen. Due to Mr.Allen spending a great amount of time in the East, the business of Allen & Lewis was closed.Lewis returned to San Francisco and went to work with Eugene Kelly & Co. A few years later Allen returned to Portland to work.

On January 18, 1857, Mr.Lewis married Miss Clementine Couch, a daughter of Captain Couch, one of the earliest Oregon pioneers. They became the parents of eleven children: Mrs. J. Bingham; John Lewis; Mrs. Evelyn Scott Mills; David Chambers Lewis; Sarah Heard Lewis; Robert Wilson Lewis; Cicero Hunt Lewis: Mrs. Clementine Hall and Mrs. Frances Fairbanks.

Lewis was prominent in the work of Trinity church and the Mason organization.Lewis also served as a director in the Security Savings&TrustCompany and several other banking institutions.Lewis was an active member of Engine Company No.1 of the Portland volunteer fire department.

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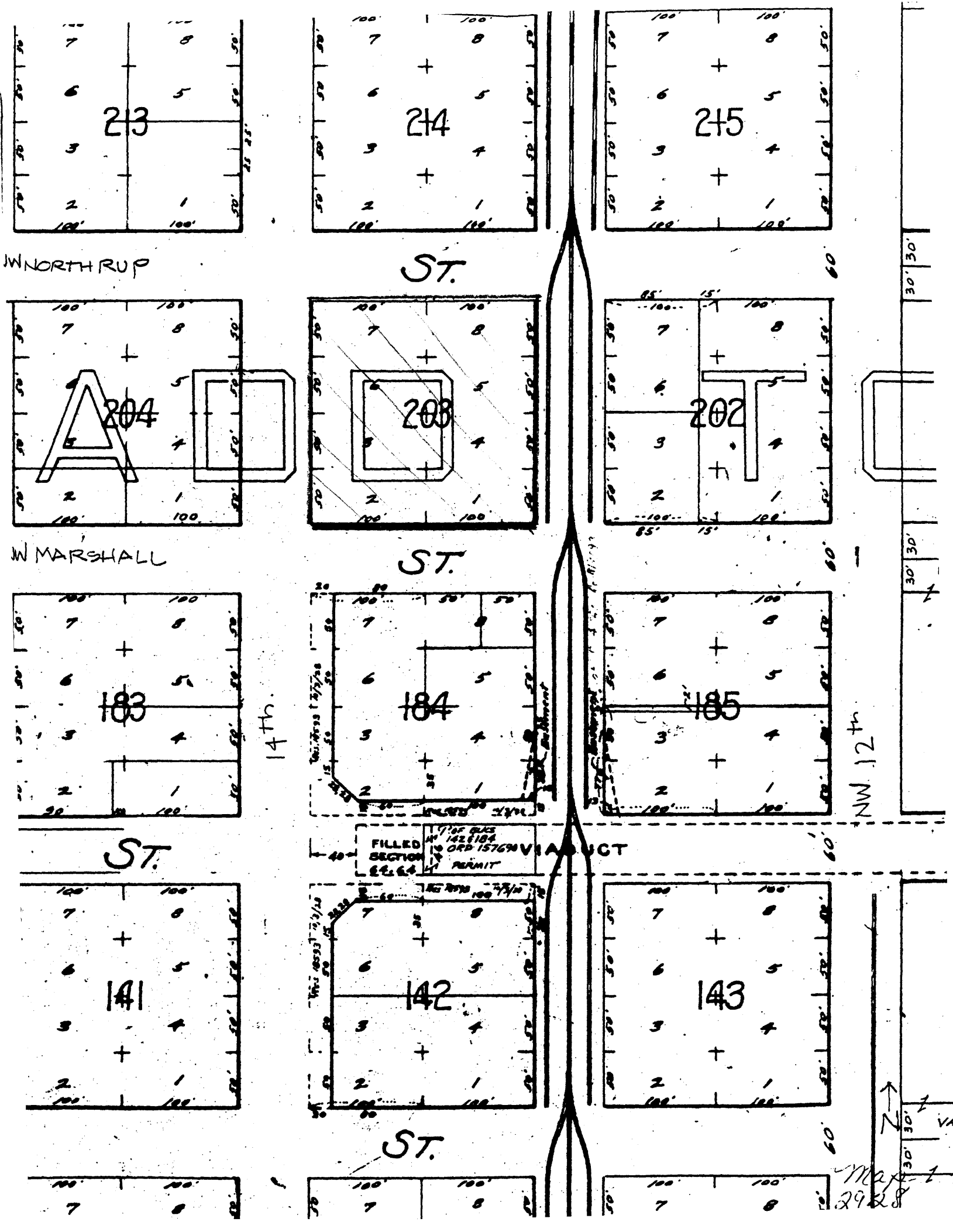
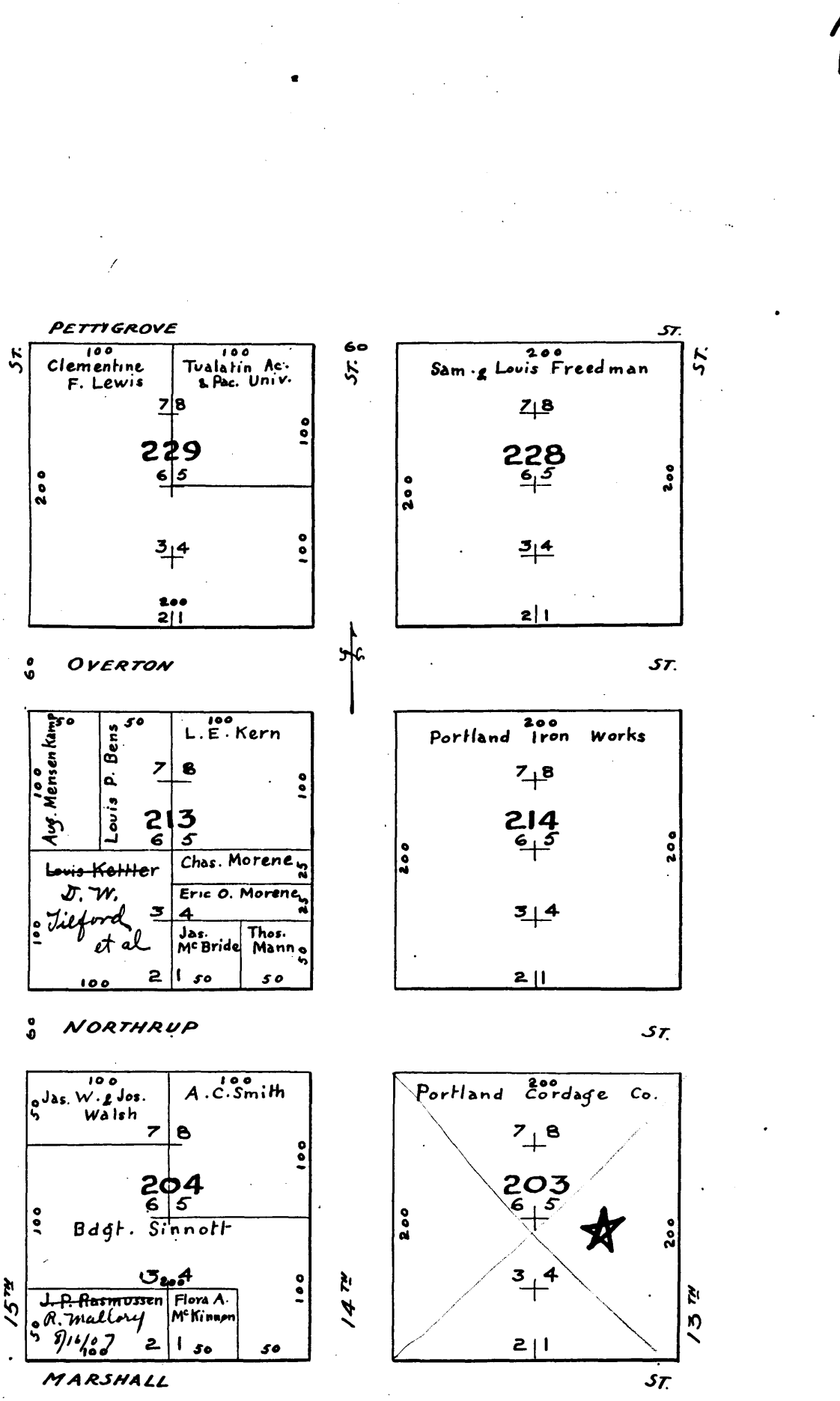
VERBAL DESCRIPTION

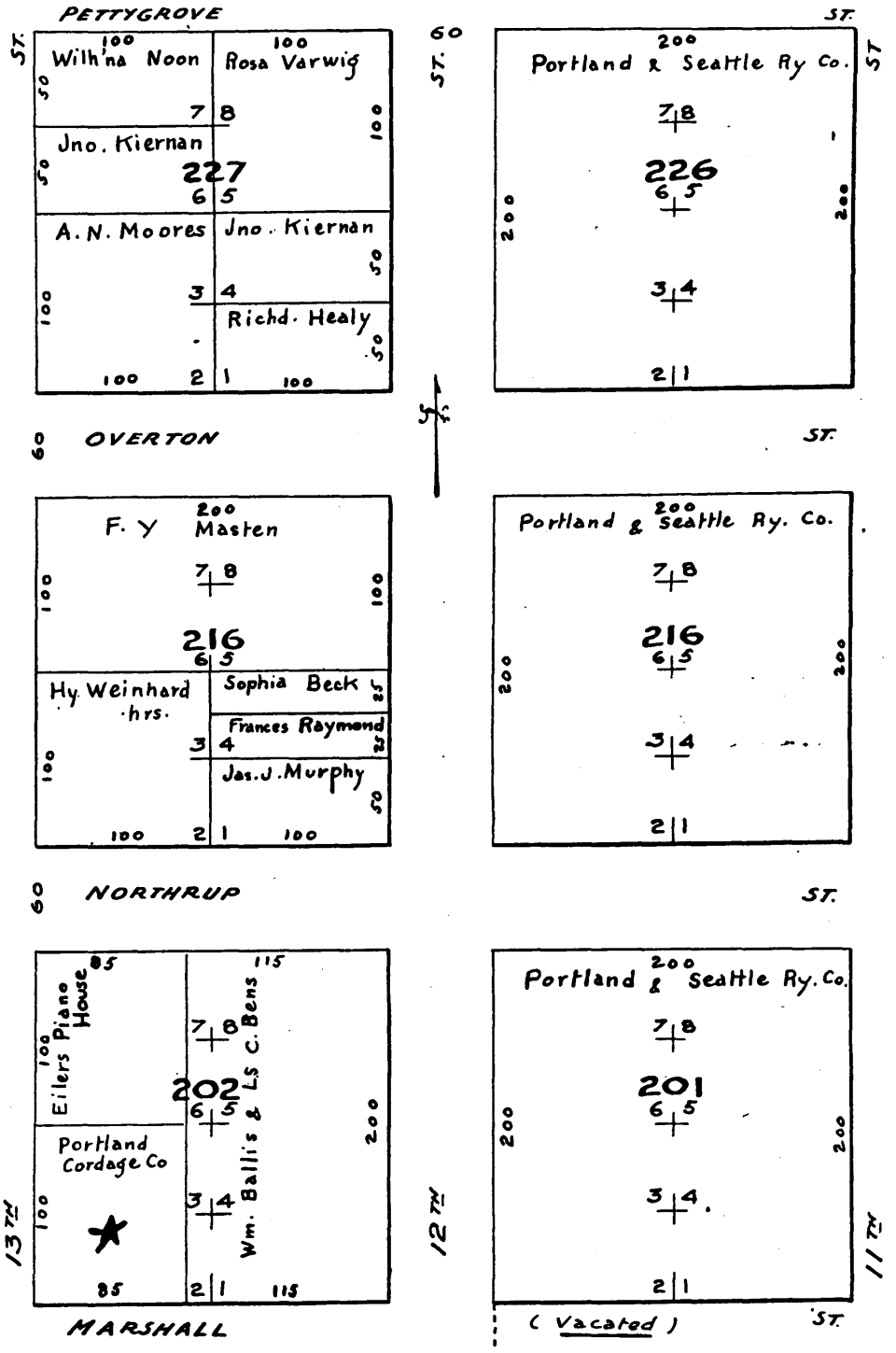
The nomated property is located on Lots 1-8, Block 203 of Couch's Addition to Portland, Oregon, covering a full 200' by 200 feet city block in Section 33, Township 1 North, Range 1 East of the Willamette Meridian. The site is designated as 1313 NW Marshall Street and designated on Multnomah County Map 8200 as Tax Account Number R18021 8200.

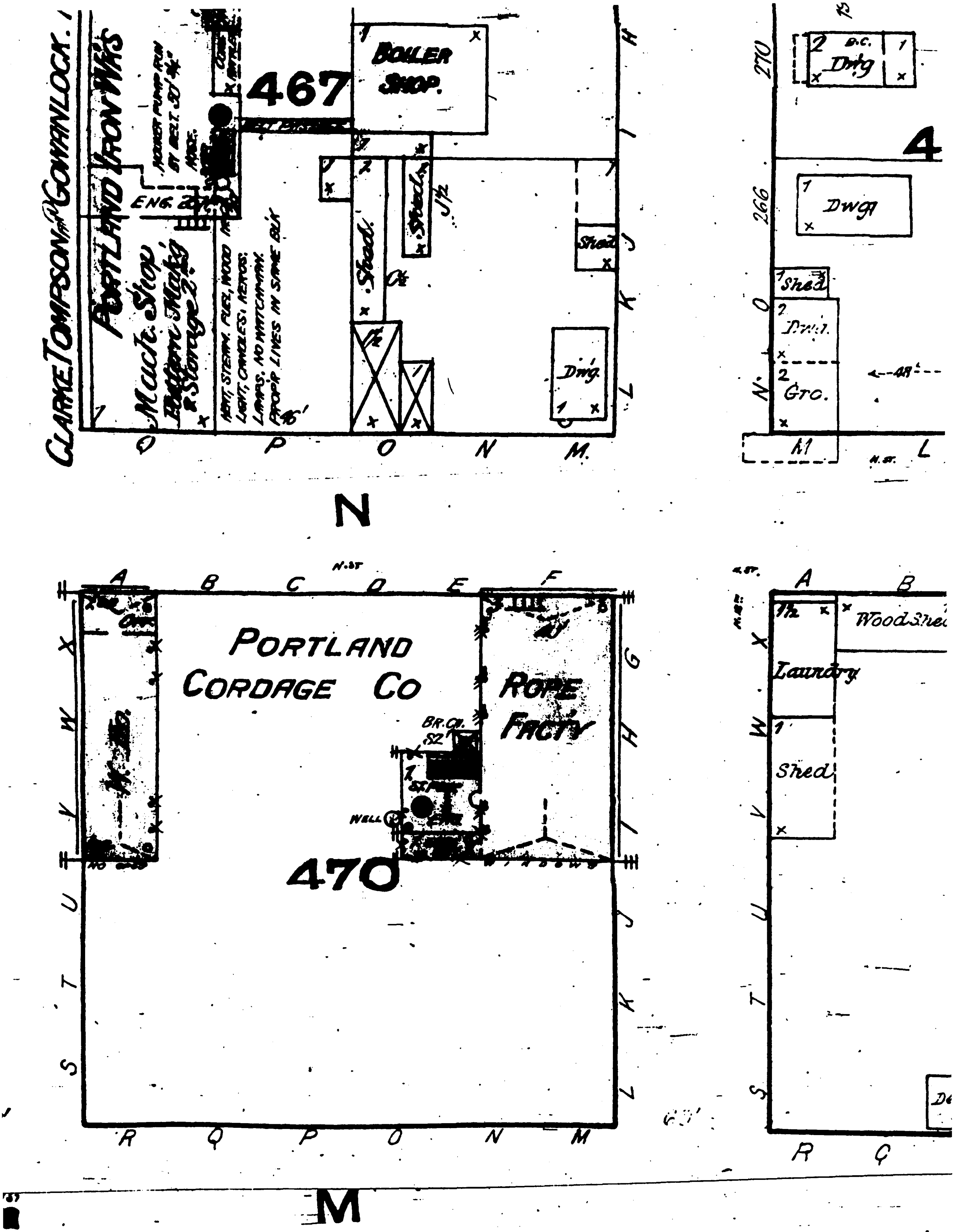
BOUNDARY JUSTIFICATION

The nominated parcel includes the full city block developed by the Portland Cordage Company over a period of twenty years and remains in the ownership of one group of individuals. This block contains the entire area historically associated with the Portland Cordage Company except for a warehouse building on the neighboring block to the east; it is under separate ownership.

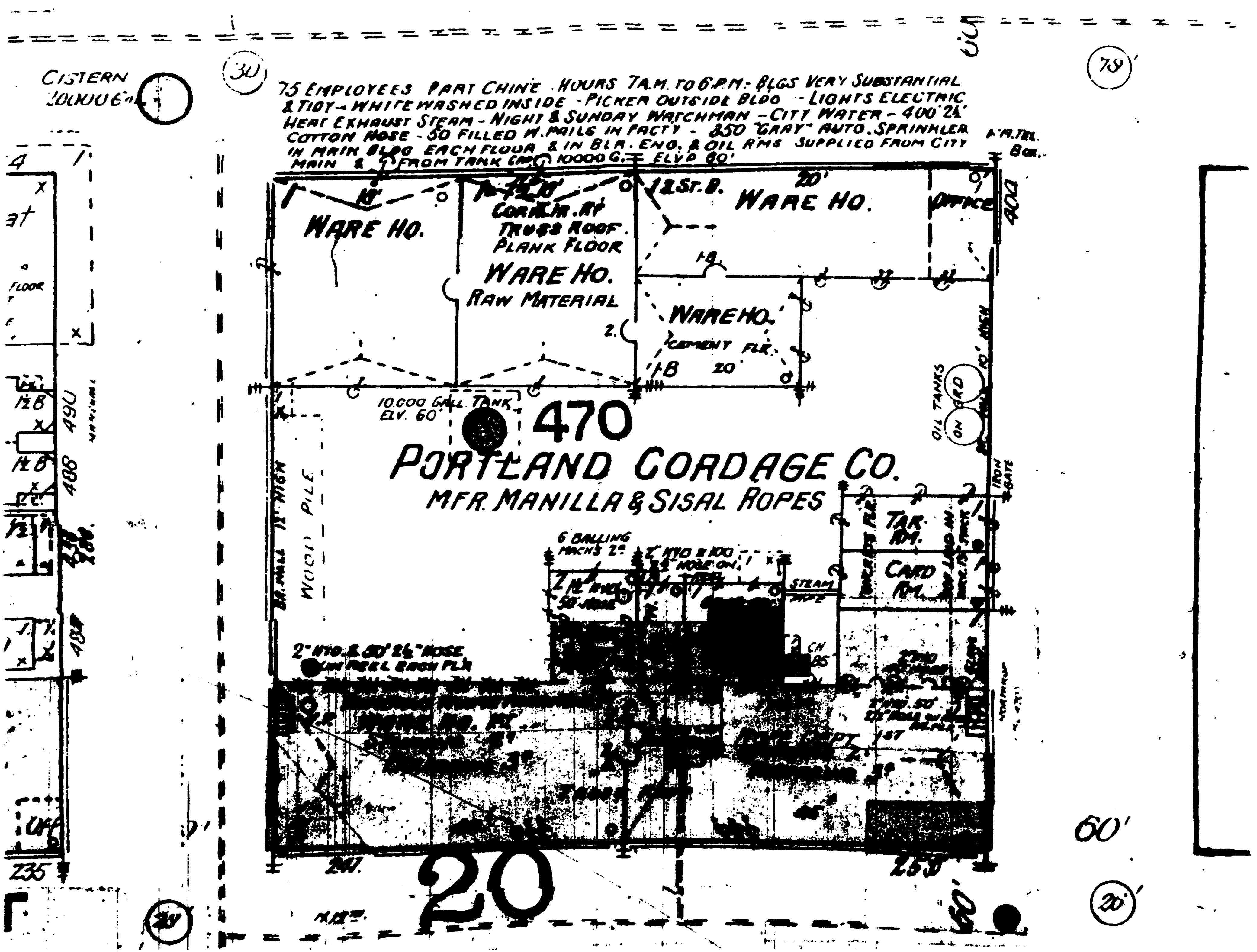

213
214
215
W NORTHRUP
ST.
A
204
203
202
W MARSHALL
ST.
183
184
185
14th
NW 12th
ST.
FILLED
SECTION
PERMIT
141
142
143
ST.

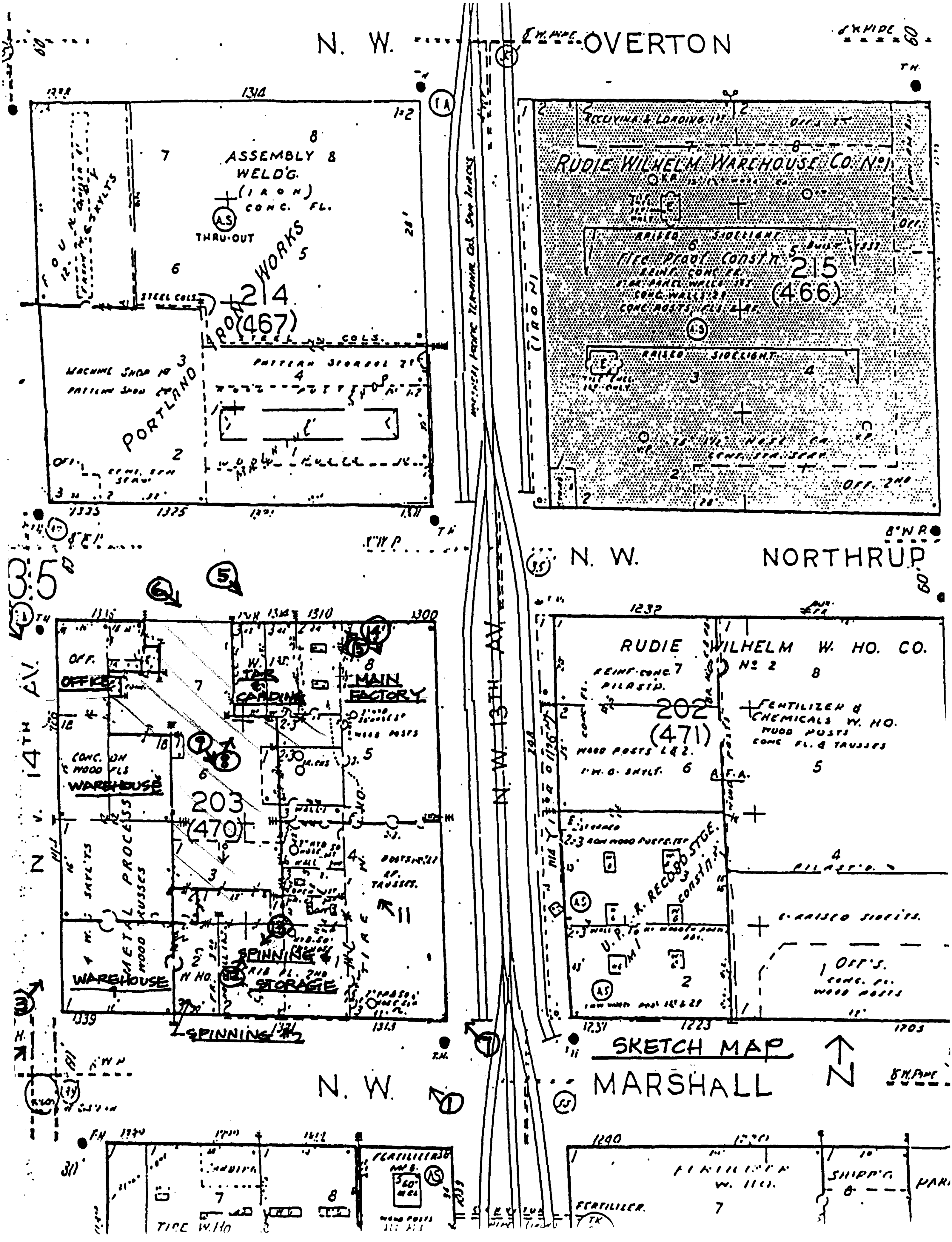

N
PETTYGROVE
ST.
100
Clementine F. Lewis
100
Tualatin Ac. & Pac. Univ.
7 8
229
6 5
3 4
200
2 1
100
200
100
60
ST.
200
Sam. & Louis Freedman
7 8
228
6 5
3 4
2 1
200
200
ST.
ST.
60
OVERTON
ST.
50
Aug. Mensen Kamp
100
50
Louis P. Bens
100
L. E. Kern
7 8
213
6 5
Louis Kettler
J. W. Tilford et al
100
Chas. Morene
25
Eric O. Morene
25
3 4
Jas. McBride
Thos. Mann
50
2 1 50
50
100
200
Portland Iron Works
7 8
214
6 5
3 4
2 1
200
200
60
NORTHRUP
ST.
100
Jas. W. & Jos. Walsh
50
100
A. C. Smith
7 8
204
6 5
Bdgt. Sinnott
3 4
200
J. P. Rasmussen
R. Mallory
9/14/07
50
Flora A. McKinnon
2 1 50
50
100
100
200
Portland Cordage Co.
7 8
203
6 5
3 4
2 1
200
200
15TH
14TH
13TH
MARSHALL
ST.


N
PETTYGROVE
ST.
100
Wilh'na Noon
100
Rosa Varwig
50
7 8
100
Jno. Kiernan
50
227
6 5
A. N. Moores
Jno. Kiernan
50
3 4
100
Richd. Healy
50
100
2 1
100
60
ST.
Portland & Seattle Ry Co.
200
7 8
226
6 5
200
200
3 4
2 1
ST.
60
OVERTON
ST.
F. Y
200
Masten
7 8
100
100
216
6 5
Hy Weinhard
hrs.
Sophia Beck
25
Frances Raymond
3 4
25
100
Jas. J. Murphy
50
100
2 1
100
Portland & Seattle Ry. Co.
200
7 8
216
6 5
200
200
3 4
2 1
60
NORTHRUP
ST.
85
115
Eilers Piano House
100
7 8
202
6 5
Wm. Ballis & Ls C. Bens
200
Portland Cordage Co
100
3 4
13TH
12TH
85
2 1
115
MARSHALL
Portland & Seattle Ry. Co.
200
7 8
201
6 5
200
200
3 4
11TH
2 1
(Vacated)
ST.

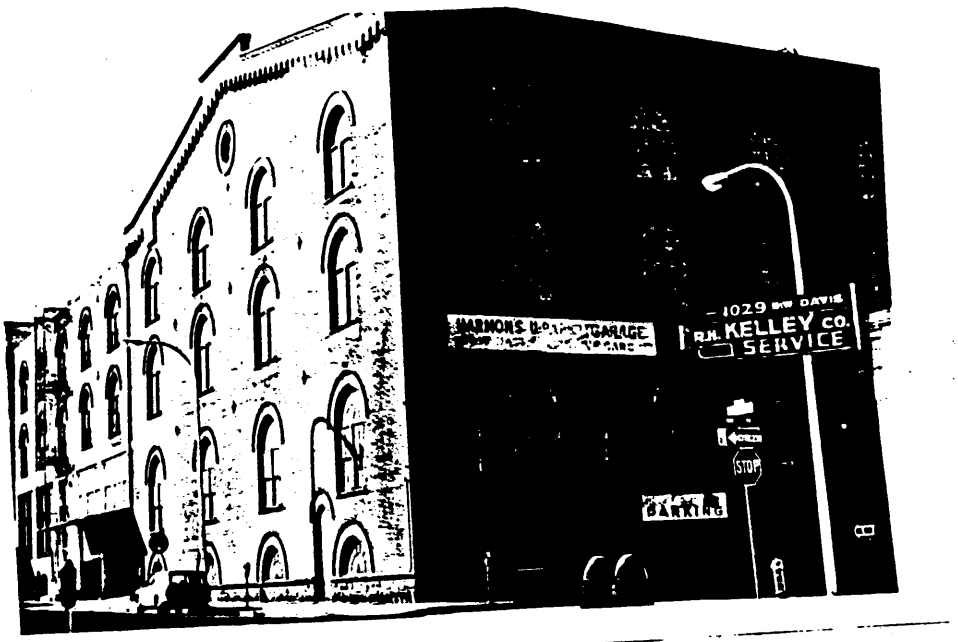


467
BOILER SHOP.
CLARKE TOMPSON AND GOWAN LOCK. PORTLAND IRON WKS
Mach. Shop
Pattern Mak'g
& Storage 2nd
ENG.
HEAT, STEAM. FUEL, WOOD
LIGHT, CANDLES; KEROS.
LAMPS; NO WATCHMAN.
PROP'R LIVES IN SAME BLK
Shed
Shed
Shed
Dwg.
D.C. Dwg
270
266
Dwg
Shed
Dwg.
Gro.
4
N
PORTLAND CORDAGE CO
ROPE FACT'Y
BR. CH.
WELL
470
Wood Shed
Laundry
Shed
M


75 EMPLOYEES PART CHINE HOURS 7A.M. TO 6P.M. - BLGS VERY SUBSTANTIAL & TIDY - WHITEWASHED INSIDE - PICKER OUTSIDE BLDG - LIGHTS ELECTRIC HEAT EXHAUST STEAM - NIGHT & SUNDAY WATCHMAN - CITY WATER - 400' 2½" COTTON HOSE - 50 FILLED W. PAILS IN FACTY - 850 "GRAY" AUTO. SPRINKLER IN MAIN BLDG EACH FLOOR & IN BLR. ENG. & OIL RMS SUPPLIED FROM CITY MAIN & FROM TANK CAP. 10000 G. ELVD 60'
CISTERN
WARE HO.
CORR. IR. RF TRUSS ROOF PLANK FLOOR
WARE HO. RAW MATERIAL
WARE HO.
OFFICE
WARE HO. CEMENT FLR.
10,000 GALL TANK ELV. 60'
470
PORTLAND CORDAGE CO.
MFR. MANILLA & SISAL ROPES
OIL TANKS ON GRD
IRON GATE
TAR RM.
CARD RM.
6 BALLING MACHS 2D
STEAM PIPE
WOOD PILE
2" HYD & 50' 2½" HOSE ON REEL EACH FLR
20
60'
F.A. TEL. BOX
235
484
486
490
404


N. W. OVERTON
N. W. NORTHRUP
N. W. MARSHALL
N. W. 14TH AV.
N. W. 13TH AV.
ASSEMBLY 8
WELD'G.
(IRON)
CONC. FL.
THRU-OUT
PORTLAND IRON WORKS
214
(467)
RUDIE WILHELM WAREHOUSE CO. No 1
RAISED SIDELIGHT
Fire Proof Constn.
215
(466)
RUDIE WILHELM W. HO. CO.
No 2
FERTILIZER & CHEMICALS W. HO.
202
(471)
U. P. R. R. RECORD STGE.
OFFICE
CARDING
MAIN FACTORY
WAREHOUSE
METAL PROCESS
203
(470)
SPINNING
STORAGE
WAREHOUSE
SPINNING
SKETCH MAP
N
35

Historic Resource Inventory
CITY OF PORTLAND, OREGON



2-205-01101

1101 N.W. Davis Street

Couch's, Block 79, Lots 1, 4
QUARTER SECTION MAP #: 3028

ORIGINAL NAME: Portland Cracker Factory
OTHER NAMES: Portland Biscuit Company

ORIGINAL FUNCTION: Factory, Warehouse
OTHER FUNCTIONS: Garage

DATE BUILT: ca. 1890

STYLE: Brick Utilitarian

ORIGINAL OWNER: Portland Cracker Factory
OTHER OWNERS: Pacific Biscuit Company

TAX ASSESSOR'S ACCOUNT #: R-18020-7260
ZONING: MXZ

Rank II

SPECIAL FEATURES AND MATERIALS:
Corbel brick table at gabled roof. Bull's eye window at gable peak. Segmental arched windows with brick hood molds and rowlocks. Palladian type window motif at first floor on East face. Stone foundation at basement level.

AREAS OF SIGNIFICANCE: Architecture, Industry, Commerce

Historic Resource Inventory
CITY OF PORTLAND, OREGON

0-020-00127

127-131 S.W. Ankeny Street

Couch's, Block 11, East half of Lots 2, 3
QUARTER SECTION MAP #: 2929.5
Downtown Community Association

ORIGINAL FUNCTION: Factory
OTHER FUNCTIONS: Warehouse, Retail, Mission

DATE BUILT: 1880

STYLE: Brick Utilitarian

TAX ASSESSOR'S ACCOUNT #: R-18020-0400
ZONING: C1ZS

DESIGNATION: National Register
HISTORIC DISTRICT: Skidmore/Old Town

SPECIAL FEATURES AND MATERIALS:
Two-story masonry structure. Segmental-arched, four-over-four double-hung windows at upper floor. Segmental-arched openings at ground floor have two-light transoms. Pedimentat parapet.

SPECIAL F/M - ORIGINAL REMOVED:
Ground floor doors.

SPECIAL F/M - SIGNIFICANT ALTERATION:
Cornices stuccoed over along with rest of facade.

AREAS OF SIGNIFICANCE: Architecture, Industry

Historic Resource Inventory
CITY OF PORTLAND, OREGON

2-660-01335

1335 N.W. Northrup Street

Couch's, Block 214,Lots 1-8
QUARTER SECTION MAP #: 2928

ORIGINAL NAME: Portland Iron Works

ORIGINAL FUNCTION: Manufacturing

DATE BUILT: ca.1895

STYLE: Brick Utilitarian

ORIGINAL OWNER: Portland Iron Works

TAX ASSESSOR'S ACCOUNT #: R-18021-9550
ZONING: M2S

Rank III

SPECIAL FEATURES AND MATERIALS:
Corbel table at cornice. Articulated three story brick pilasters. Segmental arched windows with multiple course rowlocks. Metal sash.

SPECIAL F/M - SIGNIFICANT ALTERATION:
Awning windows at southwest corner. Machine shop added to southest corner ca. 1915.

AREAS OF SIGNIFICANCE: Architecture, Manufacturing