

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received APR 10 1985
date entered MAY 16 1985

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

1. Name

historic VICTORIAN RESIDENCES IN PORT TOWNSEND, WASHINGTON

and/or common

2. Location

street & number See individual inventory forms not for publication

city, town vicinity of Congressional district

state code county code

3. Classification

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

4. Owner of Property

name Multiple Ownership

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Jefferson County Courthouse

street & number Jefferson and Cass Streets

city, town Port Townsend state Washington

6. Representation in Existing Surveys

Inventory of Historic Residences in Port Townsend, Washington
title has this property been determined eligible? yes no

date 1984 federal state county local

depository for survey records Office of Archaeology and Historic Preservation

city, town Olympia state Washington

7. Description

| | | | |
|--|---------------------------------------|---|---|
| Condition | | Check one | Check one |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input checked="" type="checkbox"/> unaltered | <input checked="" type="checkbox"/> original site |
| <input checked="" type="checkbox"/> good | <input type="checkbox"/> ruins | <input checked="" type="checkbox"/> altered | <input type="checkbox"/> moved date _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Describe the present and original (if known) physical appearance

DEFINITION OF THEMATIC GROUP

Port Townsend, a seaport community located at the entry to Puget Sound, was settled in the 1850s, but it experienced its greatest population growth and commercial expansion in the late 1880s. The largest number of its residential structures and business blocks date from this boom period. Two existing historic districts are located within Port Townsend's boundaries, and the present nomination serves to encompass those historically and architecturally significant Victorian residences that lie within the present city limits but outside these districts.

The Port Townsend Historic District, which includes over 700 residences and 50 commercial structures, was listed on the National Register in 1976. This district covers a geographic area that encompasses the original townsite, the waterfront area, the high bluff and portions of the plateau beyond it. It is significant as a sizable intact example of a late nineteenth-century seaport community. The Fort Worden Historic District, a Coastal Defense Station of 503.14 acres constructed between 1898 and 1920, was listed on the National Register in 1974.

Outside of these two historic districts and within the current city limits of Port Townsend are numerous architecturally and historically significant residential structures. Two of these residences have already been individually listed on the National Register: the James C. Saunders House (1977) and the Gagen-Sherlock House (1982). The residential structures selected for this thematic group are typical of the variety of Victorian residences constructed during Port Townsend's last developmental boom period (1888-1891), and they compare favorably with the pivotal and primary residences located within the Port Townsend Historic District. The thematic group residences are situated in outlying residential areas and they dramatically illustrate the degree and extent to which speculative expansion was planned for and undertaken in this important Northwest seaport.

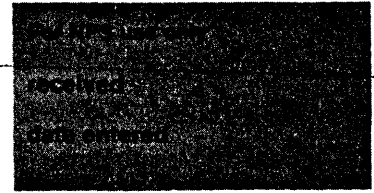
PHYSICAL CHARACTERISTICS OF GEOGRAPHIC LOCATION

Port Townsend is located on the northeast corner of the Olympic Peninsula, where the Strait of Juan de Fuca meets Admiralty Inlet. The strait extends westward from Port Townsend to the Pacific Ocean, and Admiralty Inlet forms the mouth of Puget Sound, which extends southward. The town covers the northeastern tip of the Quimper Peninsula, a headland separated from the mainland by Discovery Bay to the west, and Port Townsend Bay, a protected natural harbor, to the east.

In 1852, the original townsite was platted in a typical street grid pattern along the narrow beach of Port Townsend Bay, and it included the high bluff and plateau directly northwest behind it. The topography and dense forest

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6. REPRESENTATION IN EXISTING SURVEYS

Properties already listed individually on the National Register:

- (1) James C. Saunders House
902 Sims Way
(listed 1977)
- (2) Gagen-Sherlock House
1906 Cherry Street
(listed 1982)

9. MAJOR BIBLIOGRAPHIC REFERENCES

Gregory, V.J., McCurdy, R.F. Davis, Z., ed. With Pride in Heritage.
(Port Townsend: Jefferson County Historical Society, 1966.)

McCurdy, James G. By Juan de Fuca's Strait. (Portland: Metropolitan
Press, 1937).

Port Townsend Illustrated. (Port Townsend: Leader Publishing Co.,
1890.)

Port Townsend Leader (Weekly Leader, Morning Leader), especially
1889 and 1890. Leader Publishing Co., Port Townsend, Washington.

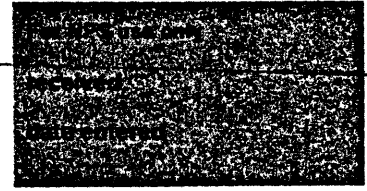
Simpson, Peter and Hermanson, James. Port Townsend: Years That Are
Gone. (Port Townsend: Quimper Press, 1979.)

James Hermanson, local resident, history buff and collector of
historical photographs; personal interview, July 17, 1984.

Richard McCurdy, member of pioneer family and former publisher of
Port Townsend Leader, personal interview, October 29, 1984.

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of the townsite created difficulties which directly influenced early development patterns. The earliest settlement had actually occurred in an inland valley, to the west of the townsite, called "Kah-Tai" by the native population and "Happy Valley" by the settlers. Although the valley was somewhat isolated from the commercially valuable harbor, it was not forested and the ground was high above the tideline. As the entire townsite was eventually cleared, portions of the bluffs were removed and passage over marshy lagoons was provided by roadways on trestles. Business and commercial activity developed along the waterfront and residences with spectacular views were built on the plateau above the bluff.

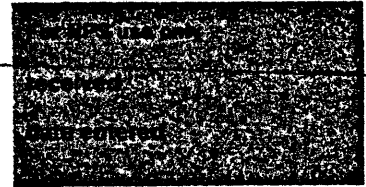
During Port Townsend's greatest boom period (1887-1890), extensive additions to the original townsite were platted. The city limits expanded dramatically northward and westward across the Quimper Peninsula to what is currently an approximately 10 square mile area. Located within these boundaries are distinct geographic locales and neighborhoods: Morgan Hill, a prominence on the uptown plateau with views of Admiralty Inlet; Happy Valley, a shallow depression to the west of the townsite extending northward from Port Townsend Bay to the Strait; North Beach, a plateau above the high bluff bordering the Strait of Juan de Fuca; Point Wilson, the northernmost tip of the Quimper Peninsula; and Dundee (or Portuguese) Hill, a highpoint to the west of Happy Valley.

DEVELOPMENT OF AREAS OUTSIDE THE ORIGINAL TOWNSITE

In 1889 the long awaited prospect of a transcontinental railroad connection appeared to be near. The Oregon Improvement Company, a subsidiary of Union Pacific, acquired the Port Townsend Southern right-of-way, with the intention of completing a railroad line to Portland, thereby providing a transcontinental connection for Port Townsend. As a result, tremendous land speculation and real estate activity spurred a rapid increase in population from 2,500 in 1887 to 6,500 in 1889. By 1890 the city of Port Townsend had developed an infrastructure of streets, utilities, and transportation systems, designed to serve a population of 20,000. During this boom period, city lots well beyond the original townsite were platted, cleared and sold primarily for the anticipated construction of residences to house the expected influx of new citizens. Three streetcar lines were built in order to attract and transport potential home owners from the waterfront business district to the outlying residential areas. The Belt Line extended northward from the waterfront via Fir Street, between Morgan Hill and Happy Valley, then westward via Sims Place, an early homestead, to North Beach and Fowler

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Park, an elaborately formal platted development. The Dundee Line connected the waterfront with the western side of Happy Valley and Dundee Place, a high-class speculative residential development to the west of the valley. The Port Townsend Steam Railway Company Line extended to the southwest in close proximity to the vast Eisenbeis Addition.

SIMILARITIES AND VARIATIONS WITHIN THEMATIC GROUP

All of these thematic group buildings are single family residences of varying sizes and styles. All are related to the brief period of Port Townsend's greatest prosperity. The construction dates range from 1884 to 1892, although the majority were built in 1889 or 1890. The architectural styles and expressions of the group range from elaborate Italianate and Queen Anne homes to simply detailed, owner-built, vernacular cottages.

These residences are all wood frame structures, the more substantial having stone or brick foundations, while the majority are supported by post and pier foundations covered by board skirting. Roof configurations vary from simple gables to elaborate hipped and cross-gable types, and building heights from one story to two and one-half stories. Construction materials typically used are: narrow drop cedar siding with a V-groove joint, tall narrow double-hung wooden window sash of one-over-one lights, and sawn and turned decorative wooden ornament. Cornerboards, detailed window trim, ornamental brackets, moulded cornices, polygonal or square window bays, prominent entry porches, corbelled brick chimneys, and decorative shinglework can be seen on a majority of the residences. Less common architectural elements, primarily found on the more decorative Queen Anne and Italianate variations, are finial or cresting ornament, prominent verandahs, and turrets or towers.

Typical interior finishes are lath and plaster walls, milled fir window and door trim with bullseye corner blocks, and ornate turned newel posts and balusters. Several residences contain four-panel interior doors, known as "Port Townsend" doors, constructed of cedar with redwood panels. The more elaborate and distinctive residences among the group, typically built for prominent citizens and entrepreneurs, exhibit carved mantelpieces, paneled wainscoting, ceiling medallions, and decorative window and door surrounds. One home, the Henry Bash House, retains portions of its original 1885 wallpaper.

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CATEGORIZATION OF THEMATIC GROUP

The residences in this thematic group can be divided into five subgroups or categories. The categories are defined primarily by historical association, although the houses in each subgroup are roughly similar in architectural form as well.

A. Residences that were designed and built specifically for prominent citizens or entrepreneurs in the prevailing architectural styles of the late nineteenth century.

1. F.C. Harper House (502 Reed Street)
2. J.W. Griffiths House (2030 Monroe Street)
3. Gagen-Sherlock House (1906 Cherry Street) NR
4. Henry Bash House (718 F Street)
5. Judge Ralston House (1523 Madison Street)
6. John Trumbull House (925 Wilson Street)
7. J.C. Saunders House (902 Sims Way) NR
8. Coleman-Furlong House (1253 Umatilla Avenue)
9. B.S. Pettygrove House (1000 G Street)

B. Residences that were or appear to have been designed and built on speculation in anticipation of population growth and expansion during the boom period.

10. Milo P. Ward House (1707 Jackson Street)
11. Thomas Fitzgerald House (823 T Street)
12. 30 Tremont Street
13. 503 Fir Street

C. Residences that were designed and built as personal residences by carpenter/builder owners who were drawn to Port Townsend by the economic opportunities of the boom period.

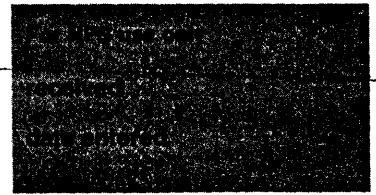
14. Pearson House (1939 27th Street)
15. Andrew Stegerwald House (1710 Fir Street)
16. H.S. Peterson House (50th & Kuhn Streets)
17. Joel Edwards House (913 25th Street)

D. Residences for which associations have not been documented, but which appear to be typical middle-class homes generally built in an ornamental vernacular style.

18. Lake-Little House (1607 Sheridan Street)
19. O.L. Morgan House (1033 Pierce Street)
20. J.N. Laubach House (613 F Street)
21. 1723 Holcomb Street

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E. A singular residence that is associated with a prominent citizen and integrates elements of two distinct architectural styles.

✓22. Ferdinand Schlager House (810 Rose Street)

SURVEY METHODOLOGY

A complete survey and inventory of residential structures outside the two historic districts and within the Port Townsend city limits preceded the development of this nomination. An initial windshield survey was undertaken in order to assess geographic subareas and determine a realistic in-depth field survey schedule. Simultaneously, previous documentation and research was reviewed, archival sources were identified, survey tools collected and additional literature search begun. Primary archives, record and literature sources were the Pacific Northwest Collection (University of Washington), Jefferson County Historical Museum, and Jefferson County Assessors's Records. A public meeting was held and community contacts established.

The field survey was conducted by two individuals, Katheryn H. Krafft, a historical architect, and Shirley L. Courtois, an architectural historian. Plat maps and topographic maps were used to ensure that every existing structure was scrutinized during the survey phase. Upon preliminary identification of a property for inclusion in the inventory, physical description data were recorded and the building was photographed. The criteria used to select properties for inclusion in the inventory were the appearance of intact historic building fabric and architectural style or form typical of late nineteenth century residences. Those properties which exhibited extensive alterations to the exterior architectural elements or finishes were generally not included in the inventory.

Upon completion of the field survey, forty-five (45) buildings were included in the inventory. Additional research on individual buildings was conducted by review of archival materials and records housed in the previously mentioned repositories. Contacts with Port Townsend residents knowledgeable about local history and historic photographs were made, as were contacts with current and former owners of the subject properties. Buildings that were inventoried but were excluded from the thematic group nomination were determined to be ineligible because of alterations to historic building fabric or because the property was found to date from a period of time outside the thematic group definition.

8. Significance

| Period | Areas of Significance—Check and justify below | | | |
|---|--|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law | <input type="checkbox"/> science |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature | <input type="checkbox"/> sculpture |
| <input type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> architecture | <input type="checkbox"/> education | <input type="checkbox"/> military | <input type="checkbox"/> social/ humanitarian |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> theater |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> transportation |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input type="checkbox"/> other (specify) |
| Specific dates | 1884-1892 | Builder/Architect | various; see individual inventory forms | |

Statement of Significance (in one paragraph)

The properties contained in this nomination are all single family residences which date from a brief period in the late 1880s and early 1890s when Port Townsend experienced a dramatic economic boom and attendant increase in population. This thematic group of Victorian houses represents a high-water mark in the city's building history. The 22 residences--both the substantial fashionable homes and the modest vernacular cottages--are significant as intact examples of regional interpretations of Victorian styles and local craftsmanship that characterized Port Townsend's brief but exuberant building boom.

The site of Port Townsend was known to European explorers as early as 1790, but it was Captain George Vancouver who named the "safe and capacious harbor" Port Townshend, after "the noble Marquis of that name." Although sailing ships, traders and others visited the Port Townsend area from the time of Vancouver's voyage in 1792 until the mid-1800s, it was not until 1851 that the first permanent settlement was established. It is among the State of Washington's oldest and most historically prominent communities.

The first settlers were naturally interested in subsistence farming and early recognized the possibilities of the "Kah-Tai", a low level passage across the Quimper Peninsula from the Strait of Juan de Fuca to Port Townsend Bay, through which the local Indians hauled their canoes to avoid the treacherous rip tides off Point Wilson. The new inhabitants renamed Kah-Tai "Happy Valley" and began to establish farms there. But the harbor and the possibility for trade which it evoked became more important. In 1852 a plat was drafted for a townsite with a sea-level business district at the water's edge and an elevated residential area on the bluff behind it. Timber was the first and remained the most important exported product.

Because of its advantageous location at the confluence of the Strait of Juan de Fuca and Admiralty Inlet, the entrance to Puget Sound, the town was touted as the "Key City of Puget Sound." In 1854 the federal government sanctioned the relocation of the Puget Sound Customs Headquarters from Olympia to Port Townsend. This marked the beginning of the town's colorful seaport era, as ships from many nations anchored in the bay. Vessels entering or leaving Puget Sound had to stop and clear at the Port of Entry and, as sea traffic through Admiralty Inlet increased, Port Townsend became known world wide.

9. Major Bibliographical References

see continuation sheet

10. Geographical Data

Acreeage of nominated property n/a

Quadrangle name Port Townsend North, Washington

Quadrangle scale 1:24,000

UMT References Port Townsend South, Washington

A

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Verbal boundary description and justification
(see individual inventory forms)

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

state n/a code county code

state n/a code county code

11. Form Prepared By

name/title Katheryn H. Krafft and Shirley L. Courtois

organization date January 19, 1985

street & number 4021 E. Highland Drive telephone (206) 325-9346

city or town Seattle state Washington

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature Jacob E. Ivo

title State Historic Preservation Officer

date March 12, 1985

For NPS use only

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

See Continuation sheets for listing date
Keeper of the National Register

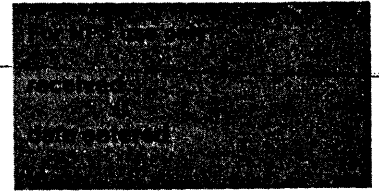
Attest:

date

Chief of Registration

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The Key City then determined to establish itself as the western terminal point of a transcontinental railroad. James Swan, a teacher in the Indian Service who had become a lawyer at mid-life, was the primary instigator of this scheme in the early 1870s. But he was disappointed when, in 1874, Tacoma was announced as the western terminus of the Northern Pacific. Another unsuccessful attempt was made in 1882 with the incorporation of the Puget Sound West Side Railroad. Finally, in 1887, businessmen of the area incorporated the Port Townsend and Southern Railway with the intention of linking the community with Portland, where connections could be made to the east.

By 1889 a wave of speculative prosperity was in full swing, and almost overnight a well defined building boom was under way in Port Townsend, spurred by the optimistic hope that a railroad would be built. Real estate values climbed quickly and pioneers and other land owners sold at least portions of their holdings at inflated prices. Before the year ended the population had increased to an estimated 7,000, with a tripling predicted in two years.

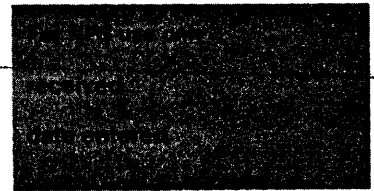
The city became a hive of industry and activity. Five new banks were capitalized. In 1890 the city directory listed 46 real estate brokers, and every one of them was doing a booming business. Three street car lines were built to transport prospective purchasers and new owners to newly platted "suburbs" within Port Townsend's expanded corporate limits.

One of the earliest of these residential developments was located just to the north of the original townsite. The area was known as Morgan Hill after its developer, Henry E. Morgan, a typical Port Townsend entrepreneur in that he engaged in real estate transactions as a sideline to his regular professions. He had been part owner and master of a schooner sailing out of San Francisco when he ventured to the Puget Sound country. He settled in Port Townsend in 1864 and organized the Pacific Wharf Company. In 1866 he purchased 60 acres of the Pettygrove claim on the hill later named for him. But it wasn't until 1885 that he platted his holdings, which became known as the Mountain View Addition. About the same time he began to construct a large three-story hotel in the center of the tract. The hotel was never completed and was later (1916) destroyed. Morgan himself, like many others in the boom-and-bust town, fell into insolvency when the brief period of prosperity collapsed in 1891.

The Morgan Hill area is the location of several residences contained in this nomination. Another interesting neighborhood was known as Dundee Place, a hilly area to the west of Happy Valley. Its growth in 1890 as

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a "high class" residential development was especially encouraged by P.V. Shepard, president of the Dundee electric streetcar line, which serviced the area. Multiple lots were purchased by doctors, lawyers, bankers, and officers of downtown businesses, and several substantial residences were built. Only one, the Coleman-Furlong House, remains in unaltered condition today.

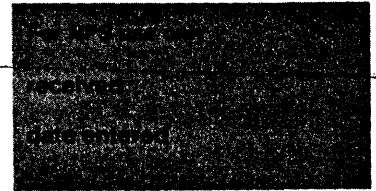
Other houses were situated along the route of the Belt Line, another electric streetcar line which extended northward from the waterfront via Fir Street, between Morgan Hill and Happy Valley, then westward via Sims Place, an early homestead, to North Beach and Fowler Park. Most construction took place on Fir and the streets parallel to it, while the outlying area, although platted, never saw extensive development. Southwest of town, beyond the tidelands at the southern end of Happy Valley, the vast Eisenbeis Addition began to blossom after the construction of Charles Eisenbeis' mansion (extensively altered), the Eisenbeis Hotel (destroyed) and Providence Hospital (destroyed).

In all of these "suburbs" of the original townsite, men of substance--most of whom had made or hoped to make their fortune during Port Townsend's greatest period of growth in 1887-1890--built elaborate houses in the prevailing Victorian styles. But the booming economy encouraged speculative building as well. Newspaper accounts of the period regularly cite the names of real estate developers who are constructing groups of two, three, four or more cottages, obviously meant for resale to the many workers, merchants and fortune-seekers who were flooding into Port Townsend. Representative examples of these vernacular cottages are included in this nomination.

To the dismay of many, however, their optimism was short-lived and their dreams went unfulfilled. The Oregon Improvement Company, a subsidiary of the Union Pacific, had agreed to take over the Port Townsend Southern Railway and build and operate a railroad from Port Townsend to Portland. During 1890 approximately 1,500 men were at work on the line, and eventually 26 miles were constructed as far south as Quilcene. But the promised construction from the Portland end never got seriously underway, and it became apparent that the OIC was becoming more interested in land speculation than in railroading. It began transferring activities to a new boom getting underway in Anacortes. Then a recession caused money to become tight and real estate prices throughout the Northwest began to drop. News came from New York that the Oregon Improvement Company could not sell its bonds. Finally, near the end of November 1890, a telegram from Portland arrived bearing the news that the Oregon Improvement Company had gone into receivership. The Port Townsend economy began to collapse along with its hopes. Four of the six banks

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closed, the streetcars quit running, businesses went bankrupt, and an estimated 60 percent of the population departed. By the time of the nation-wide panic of 1893 the population of Port Townsend had dwindled to about 2,000.

All of the business blocks and commercial structures and many of the important residences from the boom period and earlier are located within the boundaries of the existing Port Townsend Historic District. This nomination encompasses only residential buildings outside the historic district which relate to the brief period of prosperity at the end of the decade of the 1880s. The houses selected for inclusion in this nomination were those which were representative of this class and which remained in substantially unaltered condition. Obviously, many more houses were constructed during this period, but the vast majority have been altered and improved and have thus lost their historic integrity.

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received 4-10-85
date entered 5-16-85

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Multiple Resource Area
Thematic Group

dnr-11

Name Victorian Residences in Port Townsend Thematic Resources
State Jefferson County, WASHINGTON

Con 5/16/85

Nomination/Type of Review

Date/Signature

1. Bash, Henry, House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

2. Coleman-Furlong House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

3. Edwards, Joel, House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

4. Fitzgerald, Thomas, House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

5. Griffiths, J.W., House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

6. Harper, F.C., House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

7. House at 503 Fir Street

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

8. House at 1723 Holcomb Street

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

9. House at 30 Tremont Street

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

10. Lake-Little House

~~Entered in the
National Register~~

for Keeper

Delores Byers 5/16/85

Attest

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received 4-10-85
date entered 5-16-85

Continuation sheet

Item number

Page 2 of 3

Multiple Resource Area
Thematic Group

Name Victorian Residences in Port Townsend Thematic Resources
State Jefferson County, WASHINGTON

Nomination/Type of Review

Date/Signature

- | | | | |
|---|-------------------------------------|---------------|-----------------------------|
| 11. Laubach, J. N., House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 12. Morgan, O. L. and Josephine, House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 13. Pearson House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 14. Petersen, H. S., House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 15. Pettygrove, Benjamin S., House | Entered in the National Register | for Keeper | <u>Melous Byers 9/25/85</u> |
| | | Attest | _____ |
| 16. Ralston, Judge, House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 17. Schlager, Ferdinand, House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 18. Stegerwald, Andrew, House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 19. Trumbull, John, House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |
| 20. Ward, Milo P., House | Entered in the National Register | for Keeper | <u>Melous Byers 5/16/85</u> |
| | | Attest | _____ |

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received 4-10-85
date entered

Continuation sheet

Item number

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Multiple Resource Area
Thematic Group

Name Victorian Residences in Port Townsend Thematic Resources
State Jefferson County, WASHINGTON

Nomination/Type of Review

Date/Signature

21. Gagen-Sherlock House
(Previously listed)

Keeper

Attest

22. Saunders, James C., House
(Previously listed)

Keeper

Attest

23.

Keeper

Attest

24.

Keeper

Attest

25.

Keeper

Attest

26.

Keeper

Attest

27.

Keeper

Attest

28.

Keeper

Attest

29.

Keeper

Attest

30.

Keeper

Attest