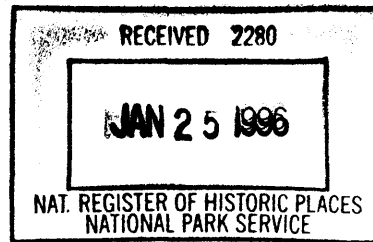


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

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

1. Name of Property

historic name Rose City Electric Automobile Garage

other names/site number _____

2. Location

street & number 124 NW Twentieth Avenue N/A not for publication

city or town Portland N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.)
James Hamrick January 5, 1996
Signature of certifying official/Title Deputy SHPO Date
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:)

Edson A. Beall Signature of the Keeper Date of Action 2/22/96
Entered in the National Register.

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	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/Trade: Specialty store

Current Functions

(Enter categories from instructions)

Vacant/Not in use

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and Early 20th Century American Movements: Commercial/Industrial

Materials

(Enter categories from instructions)

foundation concrete

walls brick

roof

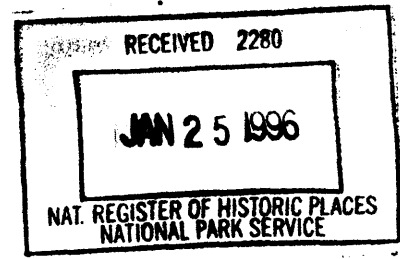
other asphalt

Narrative Description

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2



The Rose City Electric Garage is located 124 NW 20th Avenue mid-block on NW 20th between Burnside and Everett Street. More specifically, it is located on lots 19 and 20 of block 277 and the south 3.67 feet of lot number 16 in block 276, Couch's Addition to the City of Portland, County of Multnomah, State of Oregon. It was built in 1910 in the LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS--Commercial Style. The one story brick structure was designed and built as an electric automobile showroom and repair facility by local architect/builder Lewis & Lewis.

The Rose City Electric Garage is eligible for listing in the National Register of Historic Places under Criteria "A" as one of the two earliest known extant automobile facilities in Portland. It is one of the few extant examples of work by the Portland architectural firm of Lewis & Lewis.

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

SETTING

The Rose City Electric Automobile Garage is located mid-block on NW 20th Avenue between Burnside and Everett Streets. It is located in the Nob Hill neighborhood.

Nob Hill was a quiet neighborhood in the first decade of the 19th century. Large houses, some of them mansions occupying half and full block sites were not uncommon. Horse drawn vehicles were still more common than automobiles and streetcar lines were two blocks away on Washington (now Burnside) and on 19th and Glisan, where the Willamette Heights line went by.

The one story red brick building was built in 1910 just after the transition of the Nob Hill district into an apartment house neighborhood began. Ten years earlier, both sides of the street scape consisted nearly entirely of simple two bedroom residences. Down the block, on the northwest of 20th and Everett, is the Isom White House (NR), designed by Whidden & Lewis in 1904. On the northeast corner was the grand victorian mansion residence of Rt. Reverend B. Wistar Morris, Episcopal Bishop for Oregon. And on the southeast corner was the 1904 Joseph Goodman House (NR).

To the east at the rear of the lot were the Trinity Episcopal Church (NHL), and the Trinity Place and Belle Court apartments, constructed in 1910 and 1912 respectively. Along Washington (Burnside) were several other apartment complexes.

Today, the area surrounding the Rose City Electric Garage is a mix of commercial and multi-family residential. Immediately across the street is a Fred Meyer Store, occupying most of the south portion of the block. To the south is the art deco Frank Warren Automotive Repair Shop and an apartment building. To the north are several 2-story bungalow houses. Two have been restored as residences and one has been divided into apartments.

EXTERIOR

The building at 124 NW 20th Avenue, now vacant, has in recent years been occupied by the Fred Meyer Photo Laboratory. However, when constructed in 1910, this building was designed for use as an electric automobile showroom and garage. Its architect/builder was the Portland firm of Lewis & Lewis.

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

At the time of construction, the west end of Washington (now Burnside) was quickly becoming an automotive center. Previously, structures were located closer to downtown, near 10th; however the city's expansion, as today, gradually forced these businesses to edge of the community. Nearby at 23rd and Washington was the trolley barn, and along 23rd was Frank Riggs' Washington Park Garage.

At first glance, the design of this building is not in any way innovative, as one might expect of a building to house a new industry and technology. Lewis & Lewis's garage building might hardly be distinguished from the numerous commercial stables and carriage buildings which had been built around Portland for many decades. In point of fact, however, the structure reflected its technology: Electric automobiles, unlike their gasoline counterparts, ran quietly and without the need for fuel tanks or oil pits. With electric cars, the driver simply turned his key and pushed the accelerator. The only critical element was access to an electric current source for charging the batteries. With proximity (and likely access) to the direct current of the streetcar system along both 19th and Washington, this structure could provide outstanding facilities.

The building was constructed on a 100' by 100' site in mid-block. It is laid out with two 50' wide bays, separated by a brick bearing wall. Each bay is spanned by six queen-rood, timber trusses, bearing on brick pilasters in the two side walls and the center dividing wall. 2x10 wall joists, at 32 inch centers, bearing on the trusses, support the wood roof deck and built up roof.

Clearly utilitarian in design, the building is yet quite distinguishing. Its walls are of common brick, faced on the street front with ordinary grade of face brick, laid in common bond with a header courses every seventh course. The street elevation has a wide doorway for cars at the center of each bay, flanked by two windows at either side of the doorway. The window openings are spanned by segmental brick arches which project slightly, and are stuccoed to simulate stone drip-molds. The wide door openings have flat lintels supported by iron beams, but also have a slightly projecting brick soldier course and keystone, stuccoed as at the windows to resemble stone. The window sills are brick. The door openings are protected at the jambs with angle iron wheel guards. On the wall, between the door openings and the adjoining windows, at the level of the bottom chord of the roof trusses, tie-rods terminate in iron plates with a decorative four-pointed star shape.

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

A metal coping caps the wall, which follows the sloping and flat top chords of the roof trusses, with steps in the coping at intervals for decoration.

At the present time, the appearance of this well-designed front elevation suffers from alterations made to serve the needs of the photo laboratory. The original sash and doors have all been removed and all the window and door openings, except one window opening, have been closed up with concrete block. The one window, in the south bay, has been converted to an entrance doorway. Also, near the center, and above the window level, an access door to the space above the ceiling has been added. Also near the center, a large weatherhead has been installed near the roof level to receive the very large electric service cables which were required to meet the heavy power requirements of the photo laboratory.

INTERIOR

Although original plans do not exist, undoubtedly the original configuration featured broad open interior spaces. Today, the interior is partitioned into small rooms, and most rooms have drop tile ceilings. The roof and trusses are visible only in a few spaces. The concrete floor slab, on grade, appears to be original and in good condition. The brick walls, where visible, are in good to fair condition. At the northwest corner, there are stepped cracks over the windows at the corner in both the north and west walls, characteristic of slight settlement of the foundation at this location. There are a large boiler and a hot water tank which were installed to serve the photo lab.

RESTORATION PLANS

The present owner plans to rehabilitate the building as a garage, rehabilitating front facade, removing the concrete block and metal door, and installing sash windows which are appropriate to the era.

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.)

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Commerce

Period of Significance

1910-1913

Significant Dates

1910

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lewis and Lewis (William P. Lewis)

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:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Oregon Historical Society

Rose City Electric Automobile Garage

Name of Property

Multnomah County, Oregon

County and State

10. Geographical Data

Acreage of Property 0.23

Portland, Oregon-Washington 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1 10 524150 5041010
Zone Easting Northing

3 Zone Easting Northing
4 Zone Easting Northing

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title John M. Tess, President, and Robert Mawson

organization Heritage Investment Corporation date March 1, 1995

street & number 123 NW Second Avenue, Suite 200 telephone 503/228-0272

city or town Portland state OR zip code 97209

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name Walter W. McMonies, Jr.

street & number c/o Bogle and Gates telephone 503/222-1515
222 SW Columbia Street

city or town Portland state OR zip code 97201

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.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

ROSE CITY ELECTRIC AUTOMOBILE GARAGE (1910)

124 NW Twentieth Avenue
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The historic Rose City Electric Automobile Garage claims a frontage of 100 feet on the east side of NW 20th Avenue, between Burnside and Everett Streets, in the Nob Hill neighborhood of northwest Portland, Oregon. It was built as a showroom and garage for top-name electric automobiles at the height of their competitive promise in 1910. When, soon after, electric cars were superseded by the affordable gasoline-powered, assembly line-produced Model T Ford, the building entered into its long tenure as a mechanic's garage and sometime facility for storage and light industry. In view of the closure of the electric auto garage operation by its proprietors after 1913, the building's historic period of significance is correctly drawn at three years. The property meets National Register Criterion A as a rare well-preserved automotive facility dating from the earliest phase of automobile use in Oregon's metropolis. The only other garage of comparable date remaining in the city of Portland is the Packard Service Building of 1910, which stands on NW 23rd Avenue and was registered in 1994. There are four or five other auto garages that ante-date 1920. The Rose City Garage is the only one of these early facilities known to have been constructed expressly for electric cars.

The building's design, an example of modest industrial architecture with a conservative Commercial-style facade, is attributed to the father and son construction and architectural firm of Lewis and Lewis, which was founded locally by English-born builder William P. Lewis in 1898 and was dissolved in 1913. Thereafter, son Robert continued in building trade independently.

The building is illustrative of the phenomenon of dramatic growth in the automotive trade in Portland between 1901, when the automobile emerged as a practical form of personal transportation locally, and 1910, when there was an exponential burst in the number of dealerships. Dealerships and service facilities expanded west of the city center along Burnside, a main arterial historically known as Washington Street, which defined the commercial boundary of the fashionable Nob Hill residential area.

The property proposed for nomination was acquired and developed in 1910 by Nat Simon and J.V. Beach, partners in a law firm that was active in the Portland Railway Light & Power Company. These two were in a position to purchase surplus power generated by PRL&P at

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

favorable rates. They held the exclusive dealership for Baker and Ohio electric cars and positioned themselves to profit from the boom that was envisioned in the electric car business, a vision was eclipsed by the Model T.

This one-story brick building was configured as two 50-foot wide bays separated by a brick bearing wall. The timber truss roof framing system is exposed in one section. The facade is symmetrically organized with low, stepped gables centered over either bay and central doorways with straight-topped, stuccoed and keystoneed lintels that are flanked on either side by two segmental-arched openings with stuccoed lintels. A finely detailed corbelled string course demarcates the parapet wall. The interior has always had a sparsely-finished industrial character. The concrete floor slab is intact and exposed brick walls were characteristic. As a consequence of the latest adaptive use of the now-vacant building, the facade openings were filled in with concrete block. It is the owner's intention to rehabilitate the building for use as an automobile garage serving nearby multi-family housing. Plans call for removing the concrete block infill and reinstalling wood door frames and window sash appropriate to the building's historic period.

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Section number 8 Page 3

NOB HILL

The Rose City Electric Garage is located in the Nob Hill neighborhood in Portland. This area was part of Capt. John H. Couch's land claim. Couch was a Massachusetts seaman who first came to Oregon in 1840, when Portland was not much more than a simple clearing in the wilderness. He returned to the area in 1845 and claimed an area of land bounded by the Willamette River and NW Twenty-first, Ankeny and Thurman-Donation land Claim #52. Couch chose this territory because he felt it had the greatest potential for the shipping and commercial industries. The total claim was perfected in 1849 to include 640 acres. In 1850, Couch sold one-half his interest in the claim to George Flanders.

The Couch family settled in the claimed area setting aside 13 acres for the Couch estate and orchard. The first residential houses were built north of A and B streets. The commercial district was near the water in the 1850's and was expanding northward. The first residential district was centered along 4th and 5th streets. Couch decided to move north as the city began to grow. Large, double blocks were given to the Couch children and the area between 16th and 26th began to develop into an area of elegant homes. The people moving into the area were the successful merchants, doctors, and other professionals who had taken advantage of the opportunities that existed in the young city of Portland. The Nob Hill area was an isolated area of the city where the Couch family had created their own New England style niche in the neighborhood.

The early years of the 20th century were a time of rapid growth and development in Portland. The city's population more than doubled between the years 1900 and 1910 from 90,000 to 212,000. This growth surge was due in part to the 1905 Lewis and Clark World's Fair, which gave the city international exposure it had not previously known.

Much of the population growth in Portland was absorbed in Nob Hill, an area which had previously been distinguished by its stately mansions, owned by many of the city's leading families. Some of these mansions still remain, including the Ayer-Shea residence and the George Heusner residence, both on the National Register. However, many of the mansions were replaced in the first two decades of this century by apartment houses. The area became, and remains to this day, an intensely urban concentration of residential, commercial, and institutional uses.

With the growth of Portland, Nob Hill and the automobile, automobile-related businesses moved into Nob Hill along Washington. In 1910, with 45 automobile dealers in the city, a full one third

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

were located along northwest Washington. At the same time, numerous service and garage facilities opened in the area.

During the 1920's and 1930's, long time residents of the area continued to move away as older homes were being replaced and more homes were converted into apartment dwellings. As density increased, 21st and 23rd Avenues became increasingly commercial--providing the goods and services needed by the surrounding neighborhood.

With the advent of the automobile, the need to live close to the downtown area diminished and people began moving away from the city center. In the 1940's and 1950's inner-city problems, such as theft, traffic, and vandalism were on the increase in the Nob Hill area.

The 1960's and 1970's saw a rebirth of the neighborhood, families were moving back and older homes were being restored. The Northwest District Association was created in an effort to restore the neighborhood. The elegant days of the late 1800's are long gone, but historically and architecturally significant structures in the Nob Hill district still exist. This character is preserved through the residences, apartment houses and commercial structures that were built during this period.

THE AUTOMOBILE COMES TO PORTLAND

Few inventions revolutionized day to day life as has the automobile. At first, it was a tinker's toy. Usually the product of wagon makers and bicycle shops, it ran on steam, electricity, or gasoline. The first practical car is credited to Gottlieb Daimler and Carl Benz in Germany in 1885.

Charles and Frank Duryea of Springfield, Massachusetts made the first American gasoline automobile. On September 20, 1893, Frank drove a four horsepower, one-cylinder car 200 feet. By 1897, Winton Motor Carriage Company of Cleveland became the first production manufacturer of automobiles. Their car was a two-cylinder, ten horsepower vehicle that could travel as fast as 15 miles per hour. At this same time, the first automobile, the Locomobile, arrived in Portland. In 1898, Henry Wemme brought it here by rail from Massachusetts.

Between 1901 and 1910, the automobile became a primary component of American culture. Production rose from 7,000 in 1901 to 181,000 in 1910. In 1898, there were 50 automobile manufacturers in the country. A decade later, there were nearly five times that.

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To demonstrate reliability, manufacturers sponsored cross country trips. In 1903, Sewell K. Crocker of Tacoma, Washington and Dr. H. Nelson Jackson of Burlington, Vermont drove the first transcontinental automobile trip. From San Francisco to New York, the trip took 64 days. 1905 saw the first transcontinental road race, from New York to Portland. Two curved dash Oldsmobiles named "Old Scout" and "Old Steady" made the 4,000 mile trip in 44 days. They arrived in Portland on June 20th, at the opening of the National Good Roads Association Convention at the Lewis and Clark Exposition.

The incredible growth in production continued through the next decade. Cars transformed from luxury to necessity. In 1909, Portland had 13 dealerships. They sold cars named Auburn, Buick, Cadillac, Oldsmobile, Pierce-Arrow, Studebaker, Winton and Ford. At the time, there were over 250 different car makers in the United States. However, in October of 1908, Henry Ford introduced the Model T. Built in an hour and a half on an assembly line, the "T" cost \$850. Ten years later, Ford had reduced the cost to a mere \$360. The car was affordable to anyone. Production was high enough that dealers stocked parts and mechanics began to be "part changers." In 1908, before the Model T, Ford had 9% of total automobile sales. Ten years later, it had 48%.

Production of cars grew from 181,000 in 1910 to over four million by the end of the 1920's. Nationally, one in five households owned a car by the end of the 1920's. In Portland, that average was one in four.

ROSE CITY ELECTRIC GARAGE

On February 10, 1910, the Portland Board of School Trustees sold the parcel of land to William H. Warren, a reporter for the Oregonian for the sum of \$20,000. At the time, each of the lots had a single one-story two bedroom house on it. Four days later, Warren sold the parcel to the Mercantile Trust and Investment Corporation for \$25,000. The next day, that parcel sold to Nat Simon and J. V. Beach for the same amount. Construction on the building began almost immediately. The first city inspection was on April 14, 1910; the final inspection was on May 13. Within the year, the Rose City Electric Garage would boast that it was the exclusive agent for Baker and Ohio Electric Automobiles in Portland, the top names in electric automobiles in the United States.

This curious series of transactions is more curious below the surface: Simon and Beach were

National Register of Historic Places Continuation Sheet

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partners in a law firm active in the formation and development of the Portland Railway Light & Power Company. Nat Simon was brother to Joe Simon, Portland political machine boss who in 1910 was Mayor and who in the 1890s ran the East Side Electric Railway Company, later incorporated into the Portland Railway, Light & Power. J. V. Beach was former member of the school board and a former vice president of the PRL&P. Mercantile Trust was active in financing the expansion and consolidation of Portland's street railway system. With the backing of Mercantile Trust money, PRL&P was integrating horizontally, vertically and rapidly: It comprised 19 companies, 161 miles of track, 43 franchises and six power plants.

Given their connections, J. V. Beach and Nat Simon apparently had a vision: The potential for electric cars was considerable. In 1900, electric cars made up 38% of all automobiles in the United States; gasoline automobiles comprised on 22%. [Steam made up nearly 40%]. Gasoline cars were unreliable, noisy, smelly, and rattling. Steam cars were complicated and required considerable water. Electric cars had instant self-starting, quiet, and with, no gears or transmissions, involved minimum maintenance. The first car to exceed 60 mph was a French-built electric in 1899. The major problems facing electric cars were their operating expense and limited range.

Beach and Simon had acquired exclusive rights to the premier name brands in electric cars: Baker and Ohio. One of the primary mover behind Baker Electric Automobiles was Thomas A. Edison; it was Edison who invented the alkaline storage battery and by 1909 was a primary supplier of such batteries for use on automobiles (as well as submarines). Given Edison's creative drive, certainly Beach and Simon might have expected rapid technological advances in the electric car.

They located their showroom in the midst of the burgeoning northwest Portland automobile center, and nearly adjacent to the streetcar lines. The streetcars would provide an important source for purchasing power for recharging automobile batteries. Both Beach and Simon understood the operating costs of the street railway system and had the connections to purchase surplus power generated by PRL&P's generating plants at favorable rates. The opportunity seemed considerable. In fact, the peak year for electric cars came in 1912. In that year, there were 20 companies manufacturing in the United States and over 33,000 electric cars registered in the United States.

Unfortunately for Beach and Simon, Henry Ford had created the Model T in 1908. His assembly line produced vehicle made the gasoline automobile affordable to nearly all. In 1912, Ford funded

National Register of Historic Places Continuation Sheet

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the invention of a self-starter [ironically by Thomas Edison]. This invention alleviated the hand-crack and the gasoline powered car was now drivable to nearly all. By the mid-part of the decade, steam and electric cars clearly were on the wane.

In Portland, popular interest in the electric car dissipated quickly. The Rose City Electric Garage operated for only three years. Frank Riggs' Washington Park Garage also featured electric automobiles when the showroom first opened; Riggs featured them less and less in his advertisements. By 1914, they were all but a footnote in automotive news of the area.

OTHER TENANTS

Subsequently, the building survived a long, perhaps ignoble history--mostly as a garage. By 1926, a 280 gallon in ground gasoline tank had been installed. Other tenants included:

1913 - 1917:	Oregon Taxicab Company
1918 - 1956:	Listed as a garage under the various names of: Burt & Dressler, Marigan, Globe, Gowan's Ormond, E. R. McCallister, Berg Brothers, Embassy, Twentieth Avenue, Stadium and Stadium Court. [For clarity, these enterprises were garages as in repair shops, rather than storage facilities].
1957 - 1958	vacant
1959 - 1960	J. W. Huserick & Son Wire Manufacturers
1961 - 1963	vacant
1964 - 1990	Spee-Dee Photo Service [later, a division of Fred Meyer, Inc. and finally, Fred Meyer Photo Laboratory].
1991 - present	vacant

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ARCHITECTS: LEWIS & LEWIS

The Rose City Electric Garage was designed by the firm of Lewis & Lewis, Designers, Builders and Architects. The firm was established in 1898 by William P. Lewis in partnership with his son, Robert J. Lewis. This partnership continued until 1913, after which William P. Lewis practiced architecture on his own until his death in 1918.

William Parsons Lewis [1852-1918] was born at Somersetshire, England in 1852. He was apprenticed to an architect in England at the age of 12, and after five years, left England to come to the United States in 1869. He worked in the East for about four years. In 1873, he moved to the Pacific Coast, settling first in San Jose, California. He lived there for seven years, starting the business of stair building and millwork.

In 1880, Lewis came to Portland, where again worked as a stair builder, then established a planing mill in Portland. He later went into business as a building contractor.

After establishing his Design, Building and Architectural Firm of Lewis & Lewis in 1898, Lewis is reputed to have designed and built many fine houses in Portland, including houses for C.E. Ladd and W. W. Spaulding. He also superintended construction of the old Lincoln High School, on the South Park Blocks, erected in 1911.

William P. Lewis died on July 22, 1918 at the age of 66. He was survived by Ida, his wife, and two sons. Active in the International Order of Odd Fellows, Lewis was buried in the IOOF Cemetery.

Robert J. Lewis began work as a carpenter for his father, later becoming a partner with him in the firm of Lewis & Lewis. After the partnership was dissolved in 1913, Robert Lewis continued as an architect/builder until 1925. There is no record that Robert Lewis became licensed as an architect.

COMPARATIVE ANALYSIS OF AUTOMOBILE-RELATED BUILDINGS IN PORTLAND

The 1910 Rose City Electric Garage is one of two earliest extant building in the city built specifically for automobile-related use. It compares in time only to the Packard Service Building,

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located at 124 NW 23rd Avenue. Of the two, the Rose City Electric Garage is older by a couple of months: Rose City received its final inspection on May 13, 1910; the Packard Service Building opened for business in July 1910. The Rose City Electric Garage is also the only known extant structure in Portland built specifically for use as an electric automobile showroom/garage. A review of automotive related buildings in the Historic Resources Inventory of Portland reveals that while numerous resources from the 1920s and beyond exist, the number of resources dating to the 1910-19 is limited to four:

The 1910 Rose City Garage. Located at 124 NW 20th Avenue, this one story brick electric automobile showroom was designed by Lewis & Lewis. Built the same year as the Packard Service Building, it is one of the two earliest structures specifically built for automobile use in the city. In comparison with the Knighton-designed Packard Service Building, Lewis--designed Rose City Garage is smaller and more utilitarian. At the same time, while Frank Riggs of Packard Service sold electric cars, the showroom was designed for gasoline-powered vehicles. The Rose City Garage is the only known electric car showroom in the city.

The 1910 Packard Service Building. Located at 121 NW 23rd Avenue, this two-story brick automotive showroom was designed by William C. Knighton and listed on the National Register last year under category "A" as the earliest known extant automotive showroom in Portland and under category "C" as a outstanding design by William C. Knighton.

The 1913 D. P. Thompson Garage: Located at 610 SW 12th Avenue, this one story brick structure was designed by A. J. McClure as a garage/showroom. It is included in the Historic Resources Inventory of Portland as a Rank III resource. The building was substantially modified in 1966 for retail occupancy.

The 1917 East Ankeny Garage: Located at 104 SE 7th Avenue, this one story brick utilitarian building was constructed as a garage. It has been substantially altered with the interior modified for occupancy as a church.

Reflecting the boom in automobile sales, the number of automobile showrooms and garages listed in the Historic Resource Inventory of Portland grow substantially beginning in 1919 and 1920, all devoted to the gasoline powered car:

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The 1919 Auto Building. Located at 220 NW Broadway, this four-story reinforced concrete utilitarian structure was designed by Hotaling and Dougan as an automobile showroom/garage. It is included in the Historic Resources Inventory of Portland as a Rank III resource. The building is reasonably intact although the storefronts were substantially modified in 1945.

The 1919 J. M. Llewellyn Garage. Located at 6464 N. Greeley Avenue, this one story reinforced concrete utilitarian structure was designed by W. W. Lucius as an automobile garage. For the most part, the building is as built.

The 1919 E. L. Perry Garage. Located at 3149 N. Willamette Boulevard, this one story brick utilitarian structure was designed by its owner, E. L. Perry as an automobile garage. The garage portion is largely intact, although an unfortunate two story addition (C. 1950s) was added to the front facade.

The 1920 Motor Inn Garage. Located at 2712 E. Burnside, this one story frame and stucco building was constructed as an automobile garage and is largely intact.

By the 1920s, the inventory lists an ever increasing number of garages, filling stations and service buildings--many in the Spanish Colonial design--relating to the automobile.

COMPARISON OF ROSE CITY GARAGE WITH OTHER ELECTRICAL-POWERED VEHICLES (i.e., Streetcars)

At the same time as the Rose City Garage was constructed, Portland was gradually amassing the third largest street car system in the country. Although the technology was substantially different with streetcars operating off power and the electric cars operating off batteries, the streetcar car barns bore a resemblance to the Lewis & Lewis Rose City Garage. This stylistic resemblance may be seen in both the 1909 Sellwood Carbarns and the 1911 Ankeny Carbarn, the only carbarns still extant. Collectively, these three structures represent the sum total of the historic resources remaining which relate to the attempt of channeling electricity for transportation in the first part of the 20th Century.

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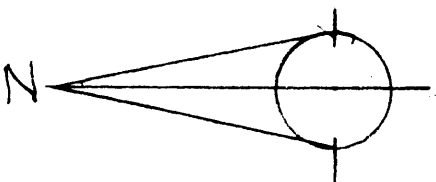
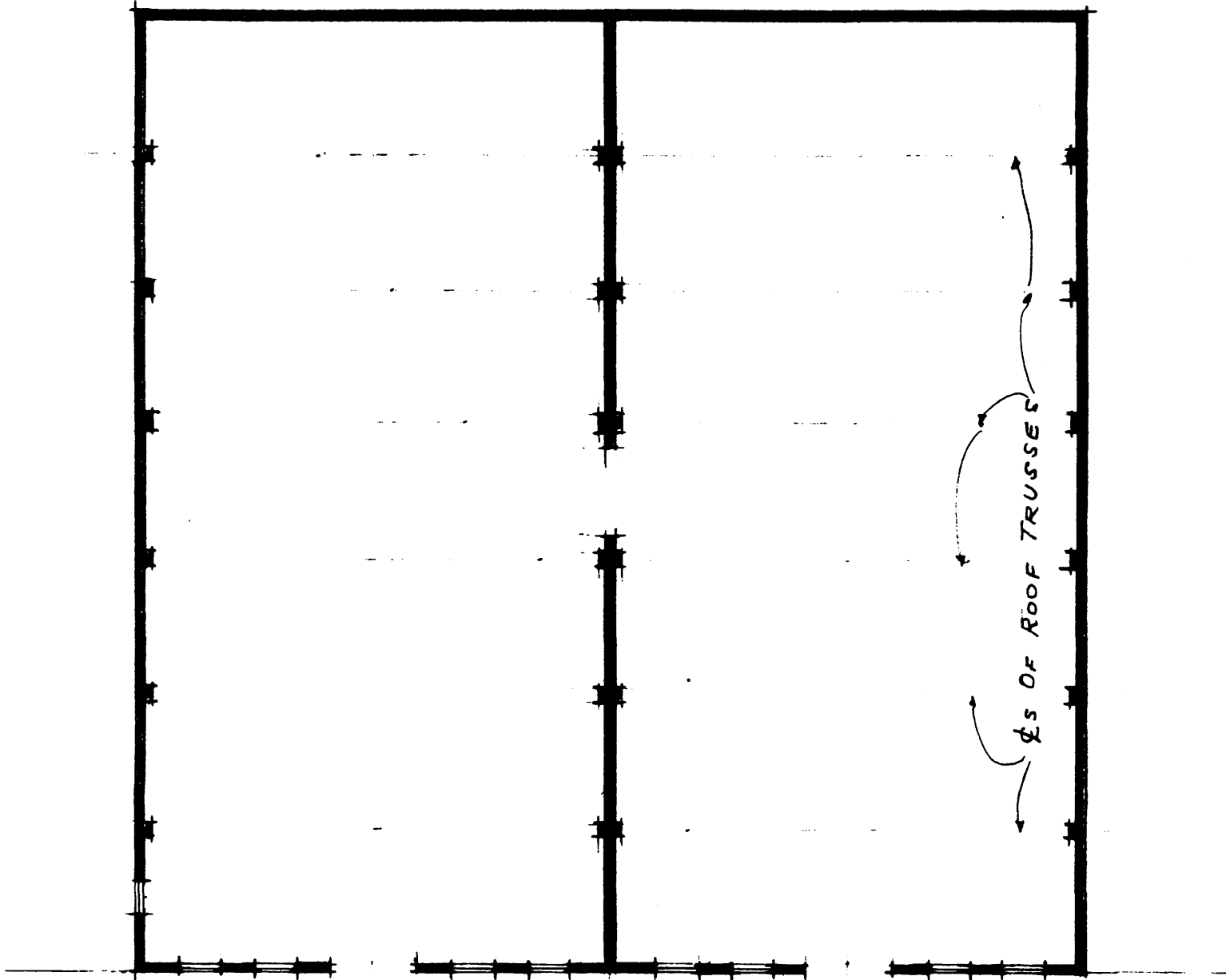
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VERBAL BOUNDARY DESCRIPTION

The Rose City Electric Garage is located on lots 19 and 20 of block 277 and the south 3.67 feet of lot number 16 in block 276, Couch's Addition to the City of Portland, County of Multnomah, State of Oregon.

BOUNDARY JUSTIFICATION

The boundary is the legally recorded boundary lines for the building for which National Register status is being requested.



N. W. 20TH AVENUE

PLAN OF GARAGE BUILDING - LOCATED AT
124 N.W. 20TH AVENUE SCALE: $\frac{1}{16}'' = 1'-0''$

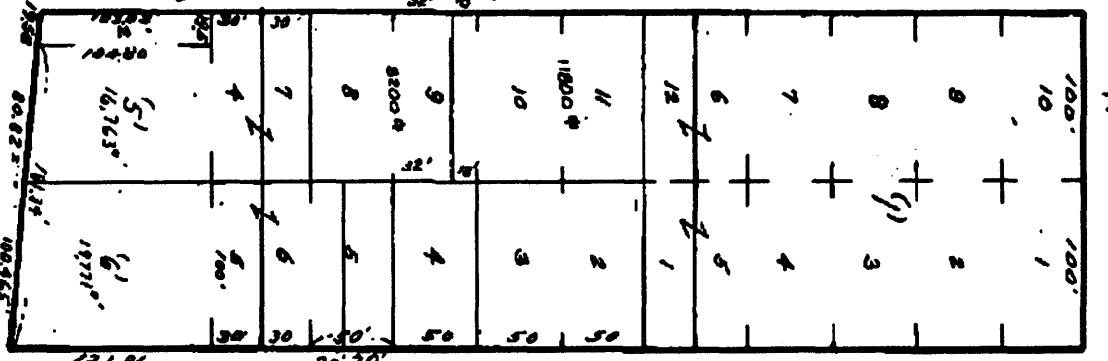
LEWIS & LEWIS ARCHITECTS

29

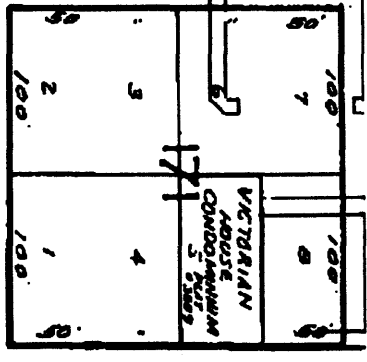
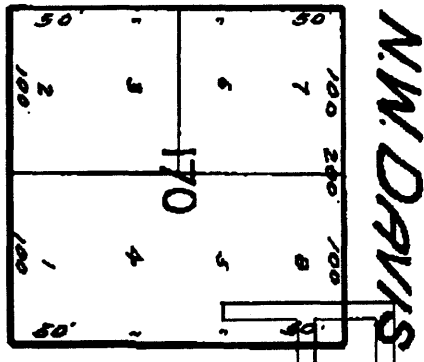
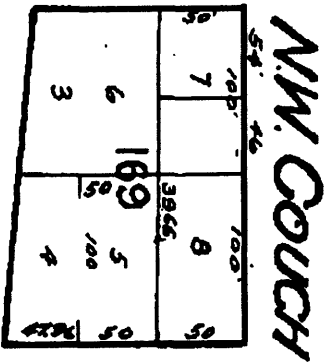
N.W. 20TH



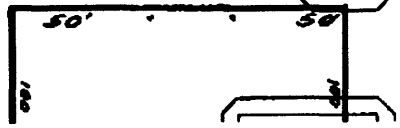
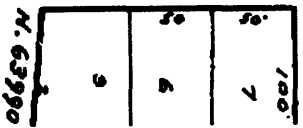
N.W. TRINITY PLACE 276 277 278



N.W. 19TH



N.W. 18TH

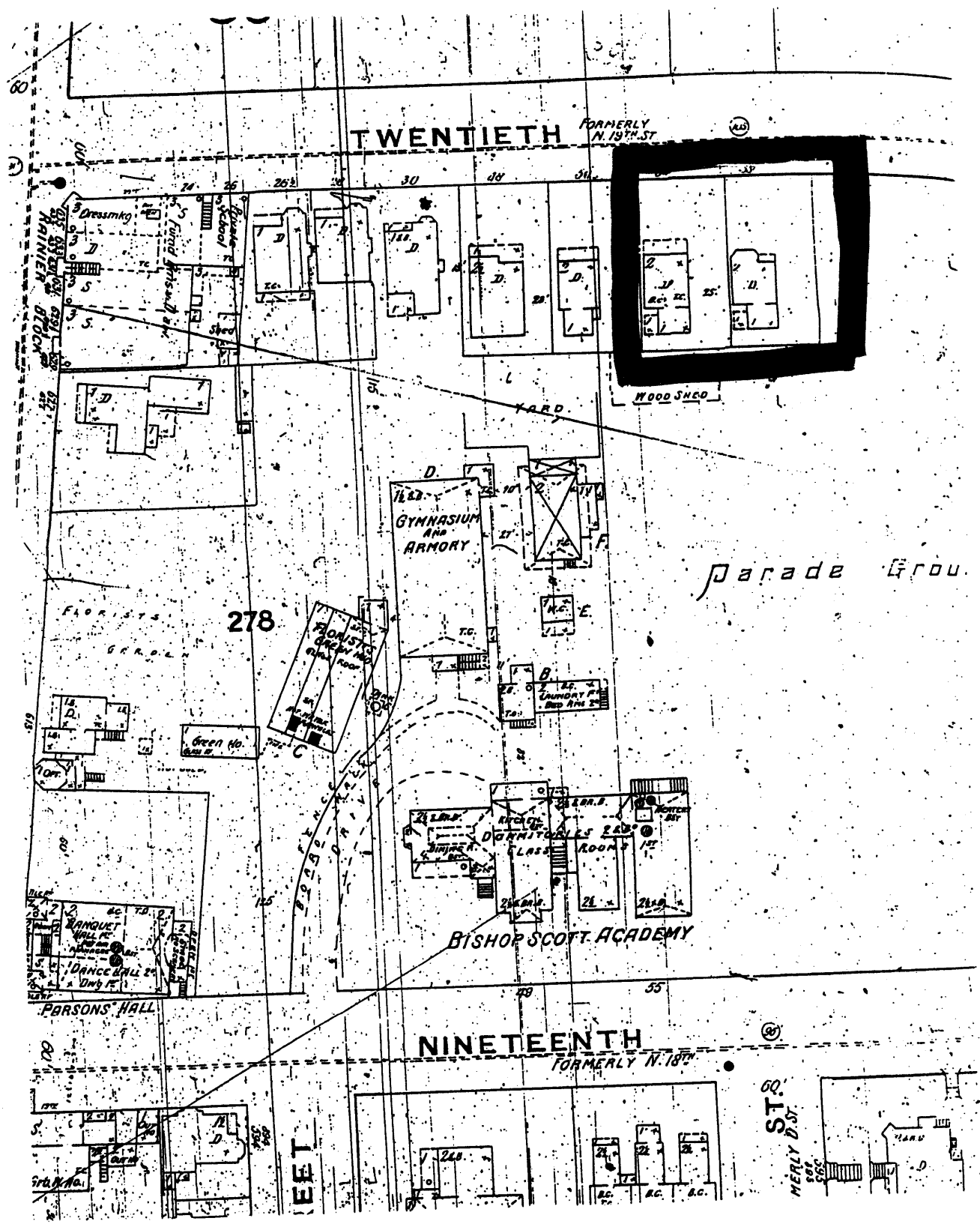


Map 3028

REPORT OF INSPECTION

124 N. Whinnis + Lewis arch
 Street and No. 50-54-30th Bet. Washington + Everett
 Owner *Albion Capital Trust + Investment address*
 Master Plumber *J. J. Frenchhead* Lot _____ Blk. _____
 Jour. Plumber _____ Addition _____
 No. Stories and kind of Building *Now 1 story brick.*
 What used *Garage*
 No. Water Closets *4* No. Basins *3* No. Rain Con'd *(2)* (name or curb)
 No. Bath Tubs _____ No. Laundry Tubs _____ No. Floor Drains *2*
 No. Sinks *2* No. Urinals _____ No. and Size of Stacks *1-4"*
 No. Slop Sinks _____ (Connected to Sewer _____)
 Kind of Vents *gal.* Kind of Drains *4" X H.C.T*
 Other Plumbing Fixtures _____
 Total No. Fixtures *9*
 Water Permits *4/15 - 26416 - 26417*
 Date of First Inspection *April 14* 19*10* Date of Final Inspection *5/13* 19*10*
Hey Inspector *HEY* Inspector
 Date of First Certificate *April 14* 19*10* Date of Final Certificate *May 13* 19*10*
SEE RULES AND REGULATIONS FOR TOWN OF N.E. CORNER

1895



TWENTIETH FORMERLY N. 19th ST.

Parade Ground

278

BISHOP SCOTT ACADEMY

NINETEENTH FORMERLY N. 18th

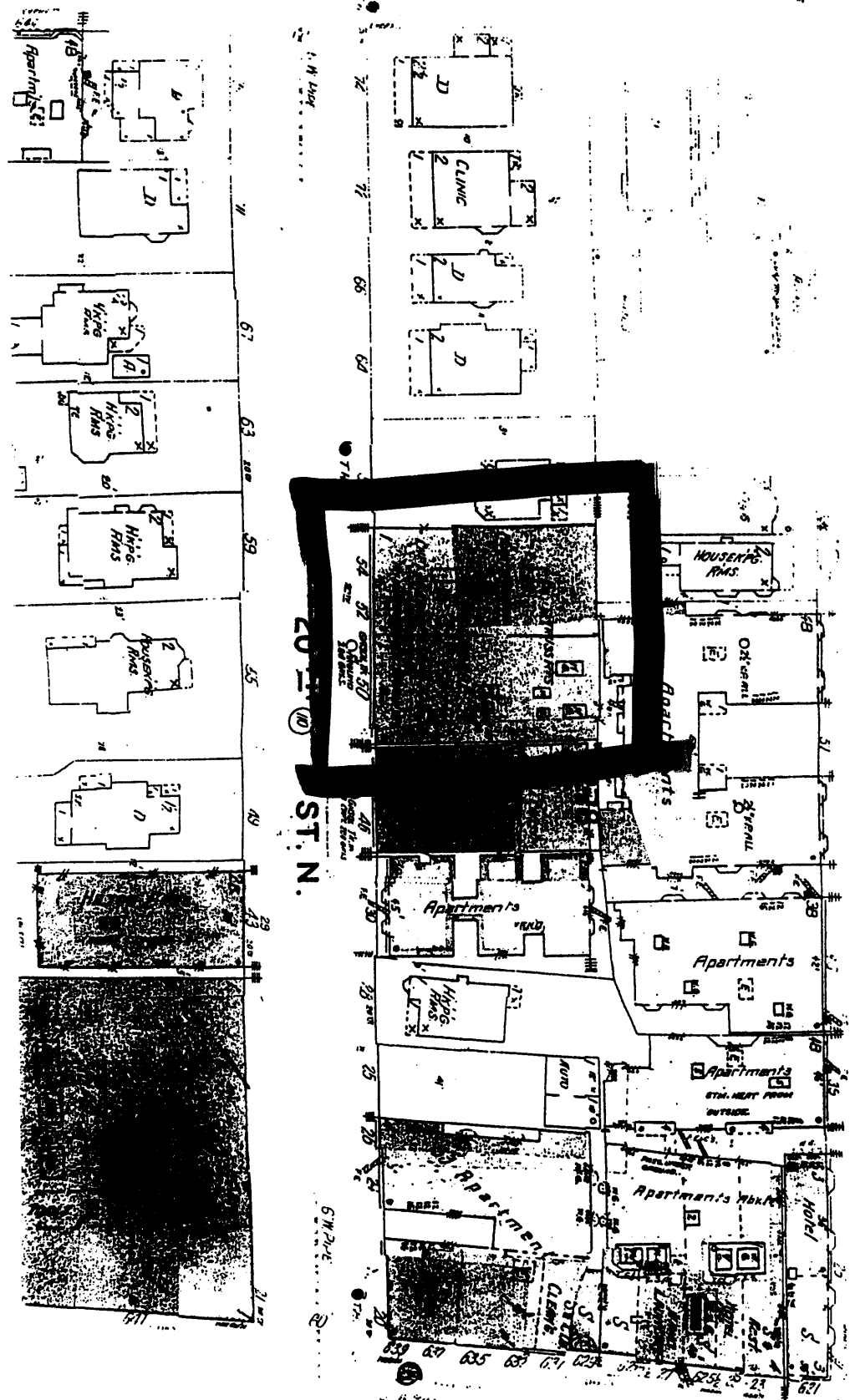
60' ST. MERY D. ST.

EAST

1926

EVERETT

TRINITY PL



20th ST. N.

WASHINGTON