

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Propertyhistoric name Portland Properother names/site number 15Jf418

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2. Locationstreet & number 31st Street and Northwestern Parkway not for publication NAcity or town Louisville vicinity NAstate Kentucky code 021 county Jefferson code 111 zip code 40212

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

David L. Morgan
Signature of certifying official **David L. Morgan, SHPO**7-20-06
DateKentucky Heritage Council/State Historic Preservation Office
State or Federal agency and bureauIn my opinion, the property meets does not meet the National Register criteria. (additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

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4. National Park Service Certification

I, hereby certify that this 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): _____John
Signature of Keeper Date of Action _____

Portland Proper
Name of Property

Jefferson County, KY
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

_____	buildings
1 _____	sites
_____ 3 _____	structures <input type="checkbox"/>
_____ 1 _____	objects
1 _____ 4 _____	Total

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

NA

Number of contributing resources previously listed in the National Register

0

6. Function or Use**Historic Function**(Enter **only** categories from instructions)

Domestic Sub: Multiple Dwellings
 Domestic Sub: Hotel
 Industry Sub: Manufacturing Facility
 Commerce Sub: warehouses
 Commerce Sub: Specialty stores
 Transportation Sub: rail, water, and road

Current Function(Enter **only** categories from instructions)

Landscape Sub: Park

7. Description**Architectural Classification**(Enter **only** categories from instructions)

NA

Materials(Enter **only** categories from instructions)

foundation NA
 walls NA
 roof NA
 other NA

Narrative Description

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

☒ See continuation sheet(s) for Section No. 7

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Description

Introduction

This nomination is for the Portland Proper archaeological site (15Jf418) located along the Ohio River just downstream from the Portland Canal in the Portland neighborhood of western Louisville, Kentucky (Map 1). The site is located within Portland Wharf Park and encompasses the same area. It is bounded by the K & I railroad bridge on the east, Interstate 64 and a floodwall on the south, the Shawnee Golf Course on the west, and the Ohio River on the north (Map 1). The site includes a large part of the area known as Portland Proper, which was the original section of the town of Portland. It consists of the archaeological remains of a once thriving river town and port that consisted of residential, commercial, and industrial buildings as well as streets, walkways, and the wharf. The buildings that once existed within the site area were demolished and along with the streets and wharf buried when a floodwall was built in the 1940s. The Portland Proper site now consists primarily of secondary forest growth with scrub undergrowth and open grassy areas (Photo 1). A large portion of the archaeological deposits exhibits good to excellent integrity, consisting of intact features and stratigraphy dating from the early nineteenth century to the early twentieth century. The Portland Proper site represents the oldest section (ca. 1811) of what was once the town of Portland (now the Portland Neighborhood). The site was occupied from 1820 to the 1930s, when it was abandoned following several floods. French, Irish, and German immigrants made Portland home as did many wealthy Euro-Americans who had been born in America and the enslaved African Americans that some of them owned.

Environment

The Portland Proper site is situated in the Ohio River Alluvial Lowland just below the Falls of the Ohio River and the Portland Canal in western Louisville. It is situated on the first terrace of the floodplain above a steep bank of the Ohio River that gradually levels to the west. The most important physiographic feature to the founding and vitality of Portland was the Falls of the Ohio River. The Falls represents the only major obstacle in the river between Pittsburgh and New Orleans. Thus, Portland was founded as a portage point around this natural obstacle. The site now exists within a secondary growth forest and grassland surrounded by an urban environment. At its founding, however, Portland Proper was a small town surrounded by forest and farmland.

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Period of Occupation and Cultures Represented

Portland was initially founded as a town in 1811 by Cincinnati businessman William Lytle. However, it was not until the 1820s that families from nearby Louisville, and families from the east began to settle the town. According to histories of Portland and Census records, French immigrants who migrated up the Mississippi River from Louisiana also settled in Portland and the nearby community of Shippingport early in the nineteenth century (Freda 1996; Munro-Leighton 1979a). By 1824, several businesses and residences had been built in Lytle's original town plat known as Portland Proper (Map 2) (Flint 1824). Shortly thereafter, Portland grew into a major port along the Ohio River, as most people and cargo traveling between Pittsburgh and New Orleans portaged around the Falls between Louisville and Portland. Although Portland was annexed by the city of Louisville in 1852 and a canal around the Falls built in 1830, Portland Proper continued to be a thriving commercial and residential area until the 1870s when the canal was enlarged (Waltrus 1977; Yater 1987). At that time, the portage business began to decline and industry, such as distilling entered the area. By 1900, Portland was no longer a prosperous port, as boats and barges used the canal to by-pass the wharf. At that time, it became just another one of Louisville's many neighborhoods. After a series of floods decimated Portland Proper, the area closest to the river largely became marginalized residential and industrial land. In the 1930s, all that was left in this area were a few residential structures, some industry, and houseboat shanties.

Like other river towns, Portland was a diverse community, consisting of European immigrants, African Americans, and second and third generation Euro-Americans. This diversity was quite evident in the busy port area of Portland Proper. One of the more prominent residents of Portland Proper was French immigrant Paul Villier, who established the St. Charles Hotel in 1856. German and Irish immigrants also settled the area early on, but most came to Portland during the mid-1800s (Kleber 2001). Many of the antebellum residents of Portland were slave owners and it is likely that many slaves worked at the wharf and at supporting businesses and industries. Researchers also have documented a large amount of Underground Railroad activity in Portland Proper (Hudson 2002).

Appearance

The Portland Proper site encompasses 55 acres of forest and mowed grass. An asphalt bicycle and walking trail (noncontributing) with mowed easements extends through the site (Photo 2 and Map 3). Concrete footers (contributing) are visible above the ground and were probably associated with an early to mid-twentieth century industrial structure (Map 3). Two large concrete vaults (noncontributing), which were likely associated with an old pumping station for the floodwall, also are visible. The present appearance of the Portland Proper site gives little indication of its historic appearance (Photo 4). During the mid- to late nineteenth century at the height of its prosperity, Portland Proper was a bustling river port (Photo 4; Map 4). It was not unusual for as many as 50 steamboats to be lined up and down the wharf, loading and unloading tons of cargo and hundreds of people everyday.

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The area was filled with businesses, such as hotels, taverns, dry good stores, and specialty stores that catered to visitors. Warehouses filled with cargo lined the waterfront. These buildings stored cargo for portage to Louisville and for steamboats bound for the south and west. Many residences were neatly organized on a grid pattern just south of the wharf. They provided homes to those who worked at the wharf, on boats, or at local businesses. On the edges of Portland Proper were small farms and industries, such as glass factories, distilleries, tobacco processing plants, and shipyards.

Previous Archaeological Investigations

Archaeological investigations were conducted at the Portland Proper site in the 1980s and again in the early 2000s. In 1982 and 1983 the University of Louisville conducted a surface reconnaissance and test excavations at the site (DiBlasi 1985; Stottman and Granger 1992). At that time, four backhoe trenches were excavated at the St. Charles Hotel (Photo 5 and Map 3). Hewn cedar log cellar floor-joists were found, as were many wine bottles. Foundations and other architectural features with a wide range of artifacts dating to the nineteenth to the mid-twentieth century were documented during the course of this project (DiBlasi 1985; Stottman and Granger 1992). Also documented were stone-lined gutters and pavement associated with streets and walkways. Large remnants of the stone paved wharf and iron mooring rings were visible along the river's edge (Philip J. DiBlasi, personal communication 2002).

In 2002, the Kentucky Archaeological Survey conducted an intensive archaeological survey of the entire Portland Proper site in conjunction with the development of a master plan for Portland Wharf Park. A total of 65 backhoe trenches was excavated throughout the entire site (Map 3) (Stottman and Prybylski 2003). These investigations identified 81 features that included streets, walkways, privies, building foundations, trash pits, cellars, a portion of the wharf, and many other domestic features. Over 2,000 artifacts (e.g., ceramics, glasswares, and faunal remains), dating from the early nineteenth century to mid-twentieth century were recovered (Photo 6). This survey documented that large portions of the Portland Proper site contained intact archaeological resources. KAS archaeologists returned to the Portland Proper site in 2005 and conducted block excavations focused on a residential house/lot and a commercial lot. These excavations uncovered a large section of a late nineteenth century house foundation (Photo 7), a mid-nineteenth century tavern cellar and several late nineteenth to early twentieth century privies, and sampled extensive early nineteenth to early twentieth century residential strata.

Archaeological Description

The Portland Proper site contains intact archaeological remains associated with the residences, stores, industry, streets, and the wharf that comprised the original town plat of Portland. The stratigraphic profile of the site primarily consists of deposits associated with the demolition of structures over the last 200 years. However, most of the demolition deposits were likely created during the removal of structures prior to the construction of the floodwall in the 1940s. Trash middens and occupation layers dating from the early nineteenth to early twentieth century also were identified. Among the features identified to date are building foundations, privies, cisterns, cellars, and various pavements.

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Most of the features were associated with the streets and sidewalks that comprised the original street grid for the town (Map 5 and 6). Streets and roads were very important to the vitality of Portland during the nineteenth century, as goods were unloaded at the wharf and then transported by wagon to Louisville. During most of the nineteenth century, the roads of Portland consisted of packed dirt. By the 1850s, however, various methods of paving were used to improve the roads, including planks, macadam, stone, and brick. Portions of 33rd, 34th, 35th, and 36th, Missouri, Florida, and Water Streets were documented in various states of preservation. Some of the streets were found with intact stone curbing and pavement, while others consisted merely of rubble and gravel. Remnants of intact street pavement identified, included macadam and stone paving (Photo 8). The archaeological evidence of the streets in Portland Proper verifies the wide use of macadam paving. Sections of 33rd, 34th, 35th, Water, Missouri, and Florida Streets consisted of macadam paving with limestone slab curbing and gutters. The paving was typically comprised of large round cobbles and gravels overlaid with a fine crushed limestone gravel. However, the paving on Florida Street near 33rd Street consisted of vertical stone slabs overlaid with fine gravel. Each of the streets was raised in the center to provide a crown to allow for better drainage. It appears that at least a portion of 33rd Street near Missouri Street was paved in block stone cobbles, which was most likely a later improvement to the street (Photo 8). Based on the presence of paving brick, 36th Street was likely repaved with brick in the early 1900s and it is possible that portion of 33rd Street also were repaved with brick. The archaeological remains of the streets at the Portland Proper site represent the various efforts to improve the streets during the late nineteenth century. Other improvements to the streetscape in Portland Proper during the late nineteenth century included sidewalks that were found throughout the site, consisting of intact herringbone design brick (Photo 9) and disarticulated brick rubble.

Brick foundations, which were associated with residential, commercial, and industrial structures, ranged from ephemeral lines of brick to substantial mortared brick footers and stone foundations were identified at the Portland Proper site. The residential structures primarily consisted of small late nineteenth-century shotgun houses and bungalows (Photo 7). Some larger more prominent houses, such as the Paul Villier house constructed in the 1850s, also were located in Portland Proper (Map 6). Many commercial structures, such as stores, hotels, and taverns, were located in Portland Proper. They served the thousands of people who stopped there during portage. Foundations associated with the St. Charles hotel (ca. 1856) and Jim Porter's tavern (ca. 1856) have been identified during archaeological excavations. Towards the end of the nineteenth century industries such as the Rugby Distillery (ca. 1890s), moved into the Portland Proper area (Map 7). A large number of foundations associated with this distillery have been identified at the site.

Many of the features identified in association with houselots and some commercial lots were privies (Photo 10). Several were lined with brick or wood, while some exhibited no lining. They range in date from the early nineteenth century to the early twentieth century and represent changes in sanitary perceptions and ordinances during this period. Although some sewers were constructed in Portland Proper during the 1850s, most residents used privies. Brick-lined cisterns that date primarily to the late nineteenth century also were associated with several houselots.

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Remnants of Portland's paved wharf were found in the form of a large area of intact stone pavement and a set of iron mooring rings located at the base of 34th Street adjacent to Water Street (Photo 11). By the 1850s, Portland had become a very busy and important port on the Ohio River and the town initiated the paving of its public wharf. Block stone was used to pave the steamboat landing and portions of the adjacent Water Street. The extensive paving and large iron mooring rings are an indication of the substantial investment made in Portland Proper, signifying its importance as a port.

Over 2,000 artifacts have been recovered from the Portland Proper site. Most date from the mid-1800s to the mid-1900s, and are associated with the commercial and residential occupation of the site (Photo 6). Among these are early to mid-nineteenth century ceramics, such as creamware, pearlware, and whiteware, and later ceramic types and utilitarian wares, such as white granite, stoneware, yellow ware, and redware. Glass artifacts consisted primarily of window glass and bottle fragments. Bottle types include medicine, soft drink, beer, liquor, wine, and condiments that exhibited temporal attributes, ranging from early to mid-nineteenth century specimens with hand made lips and bases to twentieth century fully machine made bottles. Other artifacts that were recovered, include faunal remains, smoking pipes, marbles, doll parts, lamp parts, nails, and buttons. Some prehistoric chert flakes were recovered from historically disturbed contexts, but no intact prehistoric strata or features have been documented at this site.

One of the more interesting artifacts recovered was a large limestone column base (Photo 12). It is likely that it was quarried at one of the many limestone quarries in southern Indiana downstream from Portland in the mid-1800s. It was probably being shipped east for use in the construction of a large building and may have been damaged or lost while portaging around the Falls. This artifact reflects the importance of Portland Proper as a port during the mid-nineteenth century, as nearly all products moving east or west on the Ohio River had to stop in Portland.

Within the Portland Proper site, five areas (A-E) of high archaeological integrity have been identified (Map 3). Most are located south of Florida Street, with one area (Area C) being located near the river (Stottman and Prybylski 2003). This area was associated with the wharf and landing.

Area A, which consists of one and a half city blocks between 33rd and 34th Streets, contains a variety of well-preserved residential and commercial archaeological deposits (Stottman and Prybylski 2003). Features identified in this area, include street pavement, privies, walkways, foundations, postholes, and cisterns. These deposits were found at depths ranging from 40 cm to 1.5 m below the surface. A variety of artifacts dating from the mid-nineteenth century to the late twentieth century were recovered from this area. They consisted mostly of ceramic dishes, glass bottles, and nails.

Many of the archaeological resources documented in Area A could be related to residential house lots located along 33rd and 34th Street (Map 6 and 8) (Stottman and Prybylski 2003). Others are associated with commercial and residential lots situated along Water and Florida Streets. Most of the lots identified date to at least the 1880s, with several likely dating to the early to mid-1800s. A large lot along 33rd Street was likely the location of Holden's tavern in the 1820s, according to an 1824 map (Map 2) and newspaper advertisements. Several occupation strata dating from the early to mid-nineteenth century were found in the area.

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Among the artifacts recovered from these strata were pearlware and whiteware ceramics, and a gunflint. Also documented in Area A, was a foundation and cellar associated with a tavern that was located on the southeast corner of 34th and Florida Streets (Photo 13). This tavern (ca. 1856) was owned and operated by Jim Porter, also known as the "Kentucky Giant" because he stood over 7 feet tall. He was considered a local and regional celebrity during the early and mid-1800s (Kleber 2001). Artifacts from the cellar date to the late nineteenth century and consist primarily of bottle fragments and ceramics.

Area B comprises the east quarter of a block located between Missouri and Florida Streets along the west side of 34th Street. It primarily consists of the front half of the St. Charles Hotel lot, which also includes the Paul Villier house (Map 6). Archaeological features identified in this area, included street pavement and curbing from 34th Street, the cellar and brick foundation for the St. Charles Hotel, and the foundation and floor joist for the Paul Villier house. An extensive demolition layer, which contained a large amount of mid-nineteenth to late twentieth century artifacts, also was documented in Area B. In this area, the archaeological deposits tended to be found at depths ranging from 50 to 65 cm below the surface. However, the top of the cellar associated with the St. Charles Hotel was found at a depth of 1.5 m below the surface.

Area C is situated at Water Street and the Wharf along the east side of 34th Street. Archaeological features in this area consisted of macadam and stone street pavement associated with the intersection of Water and 34th Streets, and a large intact section of stone paving associated with the Wharf, and a set of iron mooring rings (Photo 11). These features are buried under 1.5 m of silt. This area contains some of the last remaining sections of the 1850s stone paved wharf.

Area D consists of a city block south of Florida Street and north of Missouri Street between 35th and 36th Streets. This block was the location of the Rugby Distillery, which dates from the late nineteenth to early twentieth century (Map 8). Numerous features were identified in this area. They consisted of street pavement from 36th Street, large brick foundations associated with late nineteenth century bonded distillery warehouses (Photo 14), various footers, foundations and pavements associated with the distillery, and a section of a railroad spur that extended the length of Florida Street during the early twentieth century. The archaeological resources documented in Area D are buried under 45 to 50 cm of overburden.

Area E is comprised of the east half of a city block south of Florida Street and north of Missouri Street between 36th and 37th Streets. Features identified in this area included street pavement associated with 36th Street and privies (Photo 10) associated with late nineteenth century house lots along Florida Street at what would have been the edge of Portland Proper. An extensive demolition layer and trash midden, consisting of a large number of mid nineteenth to early twentieth century artifacts, such as bottles and ceramics also was documented in this area. These features were found at depths ranging from 20 and 40 cm below the surface.

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Disturbances

Although the Portland Proper site contains intact archaeological deposits, sections of the site have been disturbed by a variety of twentieth century activities. These areas, which are primarily located north of Florida Street, were extensively disturbed by riverbank erosion, the demolition of the neighborhood, drainage and sewer projects, or illegal trash dumping. Most of the disturbance, however, was associated with the project area's use as borrow pits associated with construction of the flood wall. Later these pits were used as settling ponds for dredging operations by the Army Corps of Engineers. However, even these areas contain pockets of intact significant archaeological resources, such as remnants of street and sidewalks.

8. Statement of Significance

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Applicable National Register Criteria

- ☐ 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

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a 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 Archaeology: Historic-non aboriginal
Commerce, Transportation,
Social History, Economics, Industry,
Ethnic Heritage: Black; European

Period of Significance 1820-1930

Significant Dates N/A

Significant Person N/A

Cultural Affiliation American

Architect/Builder Unknown

Narrative Statement of Significance (See continuation sheets.)

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9. Major Bibliographical References (See continuation sheets.)

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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: University of Louisville Archaeology Program, 1820 Arthur Street, Louisville, KY 40292

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Introduction

The Portland Proper site (15Jf418) dates from the early to late nineteenth century. Throughout much of this century, Portland was one of the primary portage points around the Falls of the Ohio River, the only major obstacle in the river between Pittsburgh and New Orleans. Portland Proper was the original platted area of Portland, where the wharf and most of the businesses, industries, and residences that were associated with it were located. The Portland Proper site contains intact early to late nineteenth century deposits associated with the rise of Portland in the early to mid-nineteenth century, and in particular Portland Proper, as a commercial port and its subsequent decline in the late nineteenth century. Investigation of the archaeological resources associated with the Portland Proper site have the potential to contribute to a greater understanding of this important nineteenth century inland port.

Data categories known to be present at the Portland Proper site, include artifactual remains, floral and faunal remains, demolition and occupation strata, and features, such as privies, foundations, and road beds. Research conducted at this site has the potential to address a variety of research problems presented in the Historic period context of Kentucky's State Archaeology Plan (McBride and McBride 1990; Pollack 1990). These research problems are related to history of Portland and its relationship to nearby Louisville and Shippingport, sanitation and health, consumerism, industry, slavery and ethnicity, and foodways as outlined in Kentucky's States Archaeological Plan. Because the Portland Proper site encompasses several city blocks that contain a variety of lot functions and the wharf, these research topics can be studied at various scales of analysis by making comparisons and contrasts between individual households and businesses within the community and with nearby neighborhoods and communities.

Local History

Archaeological research at the Portland Proper site has the potential to contribute to our understanding of the history of Portland, its role as a national and regional mercantile center and river port, and its relationship to the Falls of the Ohio. Comparisons and contrasts can be made between the history and development of Portland and Louisville. The town of Portland was originally surveyed by Alex Ralston and laid out by Josh Barclay and Robert Todd in 1811. The survey was financed by William Lytle of Cincinnati, who purchased the land from Henry Clay (Kleber 1992). Lytle was an "absentee landlord" and left much of the organization of Portland to Ralston, Barclay, and Todd. It was Ralston and Barclay, who first named the town Portland (Rick Bell, personal communication 2002). This name was typical for English settlements situated next to a body of water, with 16 states claiming towns called Portland (Jefferson County Archives Vertical Files). In 1817 Lytle added a second section to the town, dubbed the Enlargement of Portland. According to Lytle's plan 1/2 acre lots were laid out in the original section, known as Portland Proper, and 3/4 acre lots were to be sold in the enlargement section of Portland. Lots in Portland Proper, originally sold for around \$200, however, by early 1819 the value had jumped to about \$1,000, making them only affordable by the wealthy (Watrous 1977). However, by the mid-1820s, due mainly in part to a nationwide economic depression, the Portland town lots were divided into smaller and smaller plots, making the area ideal for people working in the burgeoning steamboat industry to buy a home.

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The town of Portland was an immediate rival of Shippingport, its neighbor also located at the base of the Falls (Map 2). Because Portland had a more favorable location downstream from the Falls and had a much larger harbor, it drew business from Shippingport. Furthermore, in 1818, the first major road linking the town of Louisville located above the Falls with the new town of Portland, below the Falls, was completed. This plank road, named the Portland and Louisville turnpike, by-passed Shippingport and made the transportation of cargo from Portland to Louisville much more convenient (Freda 1996; Munro-Leighton 1979b; Watrous 1977). Moreover, the road helped Portland's businessmen obtain their first prosperous endeavor, since one third of the cost of shipping goods from Louisville to Louisiana came from the transfer of cargo down this road and around the Falls. Cargo traveled the road in mule-drawn wagons, while the passengers traveled by horse or carriages (Munro-Leighton 1979b).

Portland's economy flourished in the early part of the nineteenth century, first from cargo on flatboats and keelboats coming downriver from Pittsburgh and later by steamboats traveling upriver from New Orleans. The portage business created a large demand for river oriented industries and many merchants became quite wealthy supplying steamboats and their passengers. The portage business created the need for warehouse space to store cargo, awaiting portage. In 1821 John T. Gray built the first wharf and a massive seven-story warehouse in Portland Proper at an amazing cost of \$11,282.78 (Munro-Leighton 1979b). The warehouse was specially designed so that during periods of high water the lower floors could be abandoned while the upper floors could still be used to load and unload cargo (Rick Bell, personal communication 2002).

One of the first to settle in Portland was successful steamboat captain, Henry Shreve. In addition to taking over Lytle's ferry from Portland to New Albany, Captain Shreve also built a large warehouse, a foundry, and boil-making shop (Munro-Leighton 1979b). Shreve is also credited with building the first double-decker steamboat, which revolutionized the way river ships were designed and built. The local shipbuilding industry boomed after his innovation, with 35 steamboats being constructed in 1843 alone (Karem 1988).

Because of Portland's role as a portage for passengers, as well as cargo, the need for taverns, hotels, hospitals, and restaurants was apparent. E.B. Holden opened one of the first taverns in Portland Proper. Holden's tavern did quite well and by 1824 he could afford to promote his business with ads in many of the local papers such as *the Louisville Public Advertiser*:

His (Holden) house shall not be inferior, in point of accommodation, to any in the state. His liquors will be of the best quality; his stables well supplied and attended by good hostlers. His sitting room will be furnished with newspapers from different parts of the United States; also, a regular list on all the steam boats, plying between this and New-Orleans, St. Louis, Florence, Nashville, or any other port, together with the length of their voyage, cargo, &c.

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To capitalize on the large influx of travelers, Paul Villier built the St. Charles Hotel in 1856. The St. Charles was the first high style inn located within Portland Proper. In May of 1856 the *Louisville Daily Courier* wrote of the Hotel:

This Hotel, the St. Charles, is now about completed, and will soon be in readiness for occupancy. It is a beautiful specimen of architecture—five stories in height, and embracing some sixty spacious, well-ventilated and convenient rooms. The parlors are large and handsome—the dining room is a perfect model and the sleeping apartments snug, airy and light. We do not know of a public house combining greater advantage of location and construction than this... So that the visitor while convenient to the whirl of business can find a petite paradise of rural sweets, by stepping from his room... His main object in erecting it, has been to increase the trade and importance of Portland. That portion of our city needs such a hotel. Its busy commerce—its large boarding school for young ladies, and the future promise of growth, all testify to the importance of this improvement. We trust that the energy and public spirit of Mr. Villier, may meet with due reward, and that Portland may soon boast of a first class hotel in the St. Charles...

In 1836 the people of Portland and Louisville appealed to the US Congress, stating, "numbers of sick and destitute seamen were discharged here without adequate means of assistance" (Jefferson County Board of Health 1999). The Government responded by placing Portland on a list of sites located on the Ohio and Mississippi Rivers that would receive new marine hospitals. Portland was suggested as one of the most important sites because it had the best potential to reach the greatest number of mariners (Jefferson County Board of Health 1999). The hospital was constructed along the Portland Louisville Turnpike just outside Portland Proper between 1847 and 1851, with major pauses during the Mexican War (Louisville Historical League Newsletter 1991). It finally opened on January 1, 1852 at a cost \$61,939 (Jefferson County Board of Health 1999). In May of 1863 and until the end of the Civil War, the hospital was used solely by the military for injured soldiers. The military continued to use the facility as a hospital for veterans throughout the Second World War. In 1950 the City of Louisville bought the property to use as an office. Later, the building was used for storage and in 1997 it was designated a National Historic Landmark (Jefferson County Board of Health 1999).

Although Portland and Louisville were dependent on each other in the portage business, they became bitter rivals each vying for dominance in the Falls region. The older and larger town of Louisville quickly took advantage of its prosperity and began an effort to increase its area. When the Commonwealth of Kentucky incorporated Louisville as a city in 1828, the town of Shippingport located adjacent to Portland was included within its boundaries. However, Portland remained a separate town. Portland received its own charter from the Kentucky legislature in 1834 (Kleber 1992; Watrous 1977). During this period, Lexington business interests wanted access to a port below the Falls without stopping in Louisville. They and the Lexington and Ohio Railroad proposed to build a rail line directly to Portland's wharf (Freda 1996; Kleber 1992; Yater 1987). However, the project ran out of money in 1837 and a new plan was proposed that included a stop in Louisville. In a major compromise, Portland agreed to be annexed by Louisville on February 23, 1837, and in-turn was promised the railroad terminus and a link to the Inner Bluegrass region (Freda 1996; Kleber 1992; Yater 1987).

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The rail line between Portland and Louisville was built, however, the Louisville businessmen failed to extend the track to Lexington, thus angering the people in Portland. Moreover, within five months of its construction, the businesses in Louisville, stating noise pollution, successfully obtained a court order stopping the trains to Portland. The tension came to a head in 1842, when Portlanders sought and gained independence from Louisville. Yet, this autonomy was short-lived and in 1852 Portland once again became part of Louisville (Karem 1988). Despite the loss of its status as a town, Portland continued to be an important commercial center and port throughout the mid and late 1800s until the end of the portage system when it was relegated to being one of Louisville's many neighborhoods.

The town and neighborhood of Portland and its Portland Proper were important to the movement of goods and people during the nineteenth century. The portage at the Falls of the Ohio River was an integral part of keeping commerce flowing between seaports on the east coast and Gulf of Mexico and the expansion of the country into the western frontier. Boats and people moving westward during this period often were supplied in Portland and it thus played a major role in America's westward expansion.

The archaeological resources present at the Portland Proper site could help researchers learn more about the history of Portland and its role as an important port. Research questions about the history of Portland could include: What kinds of products were available in Portland to visitors? Were goods and services that were available in Portland different than those available at other river ports? How did the types and availability of these products change throughout the nineteenth century? How was the autonomy of Portland and its relationship to Louisville above the Falls manifested in the material culture? Once Portland was annexed by Louisville, how did it transition from autonomy to a neighborhood?

Health and Sanitation

An important concern for the residents of nineteenth century cities was sanitation and health. As small river towns became cities, people were increasingly concentrated in smaller areas, which created problems in waste disposal, drainage, and acquiring clean drinking water, as well as problems with illness and disease. Analysis of the construction of privies, cisterns, wells, streets, and sewers within Portland Proper and the cultural materials recovered from them can address questions concerning how the nineteenth century residents of this area dealt with sanitation and health issues, and how effective their efforts were (Detmeter 1994; Giesmar 1993; Stottman 2000a). Their success and failure at dealing with sanitation had important consequences that affected development of Portland Proper and the health of its inhabitants. Analysis of the transition in privy construction over time could be conducted, as several types of privy construction types have been documented in Portland Proper, including unlined, wood-lined, and brick-lined.

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Among the other questions that could be addressed at this site are: What were the implications of various construction types on sanitation or the perception of sanitation? How did this transition vary based on socio-economic status and ethnicity? The variety of street pavements documented at the Portland Proper site could be used in an analysis of street pavements to examine the changes in pavement type through time and the location of particular types of pavement. Was the use of particular pavement types necessitated by drainage problems in certain areas? Or were certain streets more important thoroughfares or did they experience more traffic than others that prompted the need for different pavements? Numerous medicine bottles have been recovered from privy and cellar deposits at the site, which could be used to examine medicinal practices and the types of ailments that afflicted residents. Were there differences in particular medicinal products used by the residents in Portland Proper based on ethnicity, gender, or socio-economic status?

Industry

With the development of cities situated along the Ohio River, industries began to flourish. Cities provided industries with an abundant workforce and the river provided these industries with a way to distribute goods throughout the country. As such it is not surprising that during the nineteenth century glass factories, potteries, and distilleries became an important part of the Portland Proper landscape. Research into urban industries has focused on documenting the architecture of industrial buildings, manufacturing processes, and distribution of manufactured goods (Gordon and Malone 1994). Archaeological studies of urban industrial sites in Kentucky have focused on potteries (Genheimer 1987, 1988; Stradling and Stradling 2001), glass works (Genheimer 1987), and brickmaking (Hockensmith and Stottman 1997). Investigation of the architectural remains and artifacts associated with the late nineteenth century Rugby Distillery can contribute to this growing body of data and to an understanding of the history of Portland. How did the nature of industry in Portland Proper change over time? The archaeological resources present at the Portland Proper site could be used to examine the transition from industries associated with river transportation and the portage system during the mid-nineteenth century to industries that were common to marginal areas, such as distilleries, potteries, and coal and oil storage at the turn of the century. Archaeological research at this site, also could contribute to an understanding of the relationship between the vast transportation network accessible by the wharf and the types of industries that were established in Portland. For example, several chunks of glass were found at the Portland Proper site, which are believed to be raw material used by glassworks. Are these artifacts evidence that the site was used as a storage area and unloading point for raw materials used by glassworks located in Portland and Louisville during the nineteenth century?

Consumerism

Research into nineteenth-century consumerism can contribute to an understanding of the types of goods purchased by the residents of Portland. There are a variety of influences on consumers that can guide how and why certain items are acquired. In addition to product availability, a household's or individual's economic standing and social status within society are major influences on consumer choice. Religious and political ideologies, ethnicity, class, and education also can affect household decisions concerning the acquisition of goods (Cook et al. 1996; Mullins 1999; Shackel 1993).

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Data that can be used to address questions relating to consumerism include, but are not limited to, product or company names embossed on bottles, manufacturing marks on bottles and dishes, styles and patterns of dishes, and types of animals and plants consumed.

In Kentucky, consumerism studies have focused on the use of ceramic indexes and other artifacts to examine household economic status and market access, primarily at rural sites (Andrews and Sandefur 2002; Day and Clay 2002; McBride and Esarey 1995; O'Malley 1995). Several urban consumer studies also have been conducted in the state. These studies also have focused on household socioeconomic status and market access (Genheimer 2000; O'Malley 1996; Schenian 1995; Stottman 2000b). Through an analysis of the artifacts recovered from the Portland Proper site, an examination of consumerism in nineteenth century Portland can be conducted. Comparisons can be made between households to determine differences in access to goods or identify changes in consumer patterns through time. Possible research questions that could be addressed include: did the upper echelon of Portland society have greater access to goods due to their wealth? Did poor households in Portland have greater access to goods than households in rural areas due to the wide availability of products in a port city like Portland? What are the differences or similarities in the access to or consumer preference for goods based on ethnicity and gender? What affect did the influx of visitors to Portland Proper from the portage system have on the artifacts of manufactured goods found at the site?

Slavery and Ethnicity

Archaeological investigations of African-American sites in Kentucky has focused on the lives of slaves (Andrews and Fenton 2001; Young 1995) and life in post-Civil War neighborhoods and farmsteads (O'Malley 1996; Stottman 1995; Stottman et al. 2003; Wagner 1995). The history of free African-Americans and African-American slaves who lived in Portland prior to the Civil War and those who lived in the Portland community following the Civil War is poorly documented. The archaeological resources present at the Portland Proper site could provide a better understanding of African-American history in Portland. For example, the houselots or commercial lots of slave owners could be examined for potential slave contexts, such as features and artifacts associated with slave quarters as well as kitchens and other workspaces that was used by African Americans. How do the materials recovered from these contexts compare to those associated with slave owner's? Antebellum free African American domestic sites could be identified and compared to slave sites as well as those of other ethnic groups. The investigation of such sites could provide a better understanding of slavery and free African Americans in Portland and urban areas in general. Much could be learned about the lives of postbellum African Americans in Portland Proper as well. During the late nineteenth and early twentieth centuries many African Americans began to move into some of the more marginalized portions of Portland Proper. By the 1890s, the St. Charles hotel had been converted into a "Negro Tenement" (Map 7). What are the differences in material culture at the hotel lot and house lots through time as properties transitioned? How do these lots compare to other lots during the marginalization of the Portland Proper area?

Historians have documented a considerable amount of Underground Railroad activity in Portland, which could be further addressed through archaeological research of suspected safe houses for runaway slaves (Hudson 2002). Are there differences in the material culture of documented safe houses compare to slave and free African-American occupied sites?

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A study of material culture from particular households at the Portland Proper site could reveal much about the lives of other ethnic groups in Portland. Because of its port status, Louisville and Portland were a destination for many immigrants, particularly French, Irish, and Germans. In Louisville's Russell neighborhood German and Irish households were examined (Stottman and Watts-Roy 1995) and the material culture associated with these lots could be compared to similar households in Portland Proper to learn more about the lives of these groups. For example, were there differences in such households between Louisville and Portland? Did immigrant communities in Portland have relations with similar groups in Louisville? Portland Proper consisted of a larger contingent of French immigrants than did neighboring Louisville. Did French groups in Portland have any relationship to interests in Louisville or did they consider Portland to be an enclave? A large number of people of French descent also lived in nearby Shippingport. How do French immigrant households in Portland compare to those in Shippingport? Research also could address how various ethnic households were assimilated into the Portland community and the social position of different ethnic groups within Portland. These and many other research issues can be addressed through a long-term research project focused on house lots, commercial lots, and the industrial property identified at the Portland Proper site.

Foodways

The archaeological resources present at the Portland Proper site include a large amount of faunal and botanical remains that can be used to address a variety of research questions concerning foodways, such as plant and animal preferences. The examination of plant and animal species and meat cuts could help answer questions such as: Were there dietary differences between households of different ethnicity and socio-economic status? Did hotel or restaurant guests have access to or consume different foods than the residents of Portland Proper? How did Portland's status as a port affect the availability of certain foods? Were there any dietary differences or similarities for the residents of Portland Proper from those who lived in Louisville or other cities and towns?

Summary

In sum, the Portland Proper site is significant because of its role as an important river port during the nineteenth century. It contains intact archaeological remains from residential, commercial, and industrial properties, as well as the wharf. Archaeological resources include intact features, middens, strata, and artifact assemblages representative of Portland's rise to prosperity during the early steamboat era and its subsequent decline with the end of the portage system. The archaeological resources at the Portland Proper site will provide researchers an opportunity to address a wide range of research questions related to sanitation and health, industry, consumerism, slavery and ethnicity, and foodways just to name a few. The research of these topics and others will help archaeologists learn more about the history of Portland Proper and the lives of the many people who lived, worked, and visited the site. Furthermore, researchers can begin to examine broader research topics that include cross community studies and construct a better understanding of regional history and Portland's influence on it. Archaeological investigation of the Portland Proper site will provide a unique opportunity for researchers to examine a large portion of an extinct steamboat era port that has been dormant since its decline at the end of nineteenth century.

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10. Geographical Data

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Acreage of Property 55

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

	Zone	Easting	Northing	Zone	Easting	Northing	
1	16	604177	4237333	3	16	604943	4237080
2	16	604891	4237271	4	16	604220	4237034

____ 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.)

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11. Form Prepared By

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name/title M. Jay Stottman, Staff Archaeologistorganization Kentucky Archaeological Survey date _____street & number 1020 A Export Street telephone (859) 257-5173city or town Lexington state KY zip code 40506-0024

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Property Owner

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

name Louisville Metro Parks Departmentstreet & number 1297 Trevilian Way telephone (502) 456-8112city or town Louisville state KY zip code 40212

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Verbal Boundary Description

The Portland Proper site consists of 55 acres bounded by the K & I railroad bridge on the east, Interstate 64 and a floodwall on the south, the Shawnee Golf Course on the west, and the Ohio River on the north (See Map 1).

Boundary Justification

The boundaries of the Portland Proper correspond to the entire area designated as Portland Wharf Park by the Metro Louisville Parks Department. Though originally Portland Proper was much larger, areas to the south of the site have been disturbed by construction of the floodwall. Other areas have been disturbed by subsequent historic activities. The archaeological deposits included with the site's boundaries represent the best preserved deposits (Areas A-E) associated with the early history of Portland.

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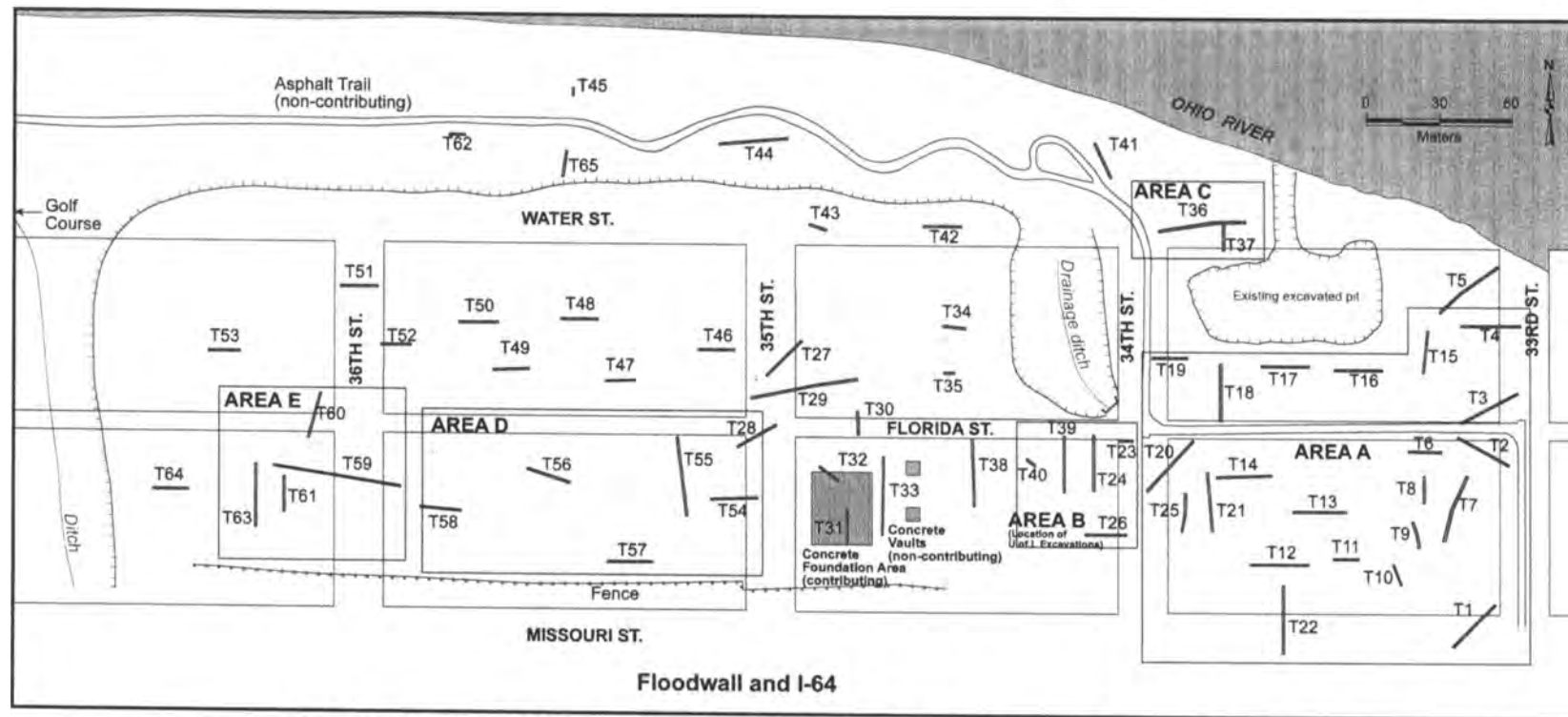
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All photos were taken by M. Jay Stottman or Lori C. Stahlgren of the Kentucky Archaeological Survey, except for Photo 5, which was taken by Philip J. DiBlasi of the University of Louisville. All images are on file at the Kentucky Archaeological Survey and the University of Louisville Archaeology Program.

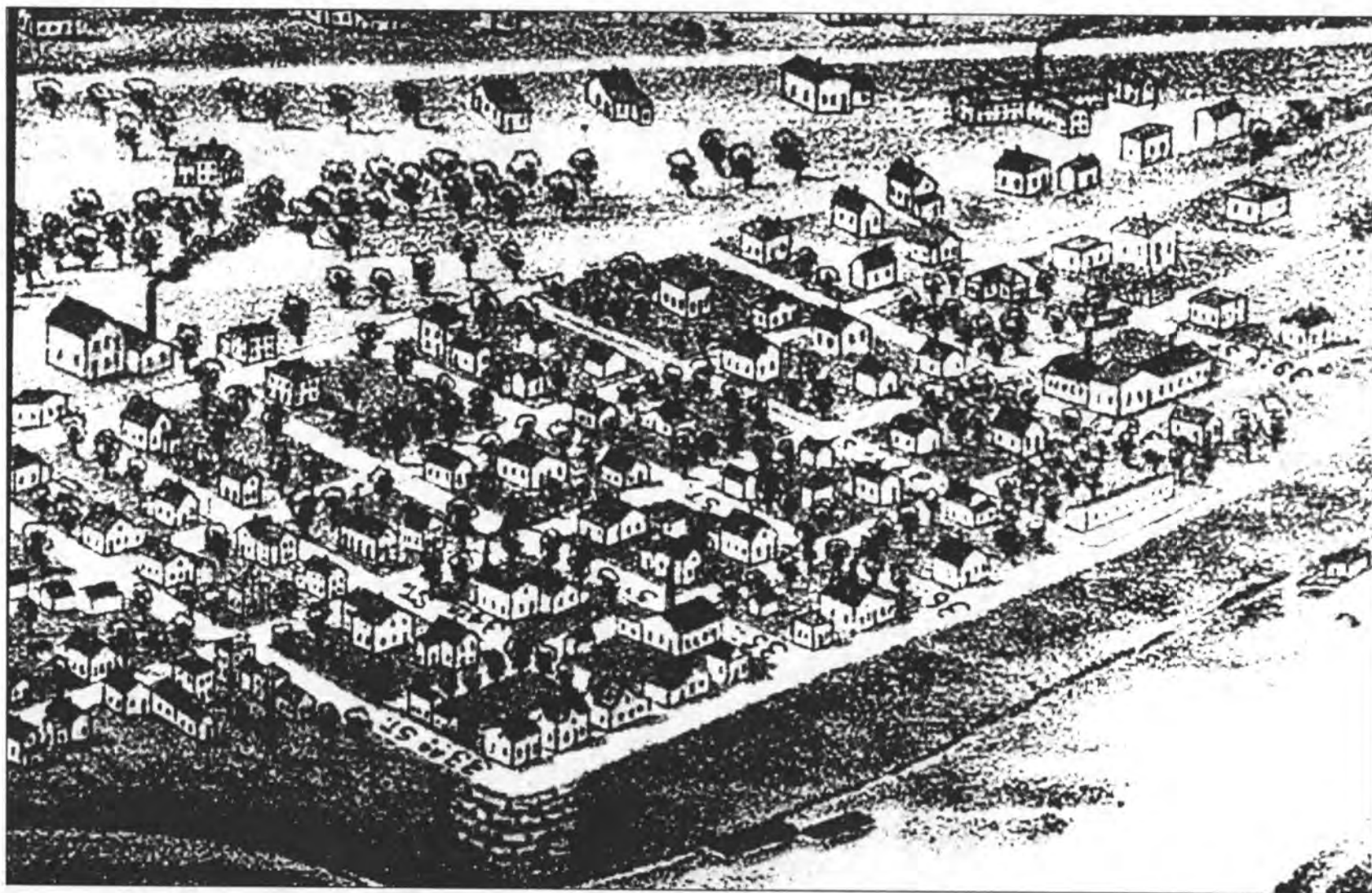
1. View of the Portland Proper Site 15Jf418 (facing southwest) July 20005.
2. View of the Portland Proper Site 15Jf418 showing asphalt trail (facing north) July 2005.
3. View of the Portland Proper Site 15Jf418 (facing northeast) July 2005.
4. Painting of Portland Proper ca. 1830s-1840s, located at the Portland Museum.
5. Excavations at the St. Charles Hotel by the University of Louisville in 1983.
6. Sample of artifacts recovered from the Portland Proper Site 15Jf418.
7. View of Block 1 excavation showing brick foundation of a late-nineteenth century shotgun house along 33rd Street in Area A(facing west) July 2005.
8. Stone block paving on 33rd Street in Area A, March 2002.
9. Brick herring-bone design sidewalk near the intersection of 34th Street and Florida Street in Area A, March 2002.
10. Wood and brick-lined privies located in Area E (facing north) April 2002.
11. Stone paving associated with the wharf and a set of iron mooring rings located near the intersection of 34th Street and Water Street in Area C, March 2002.
12. Limestone base of an architectural column located on the river bank along Water Street near 33rd Street, July 2005.
13. Excavations in the cellar of Jim Porter's tavern located at the corner of 34th Street and Florida Street (facing northwest) July 2005.
14. Brick foundation associated with the Rugby Distillery's bonded warehouses located in Area D, April 2002.

Photo List Key

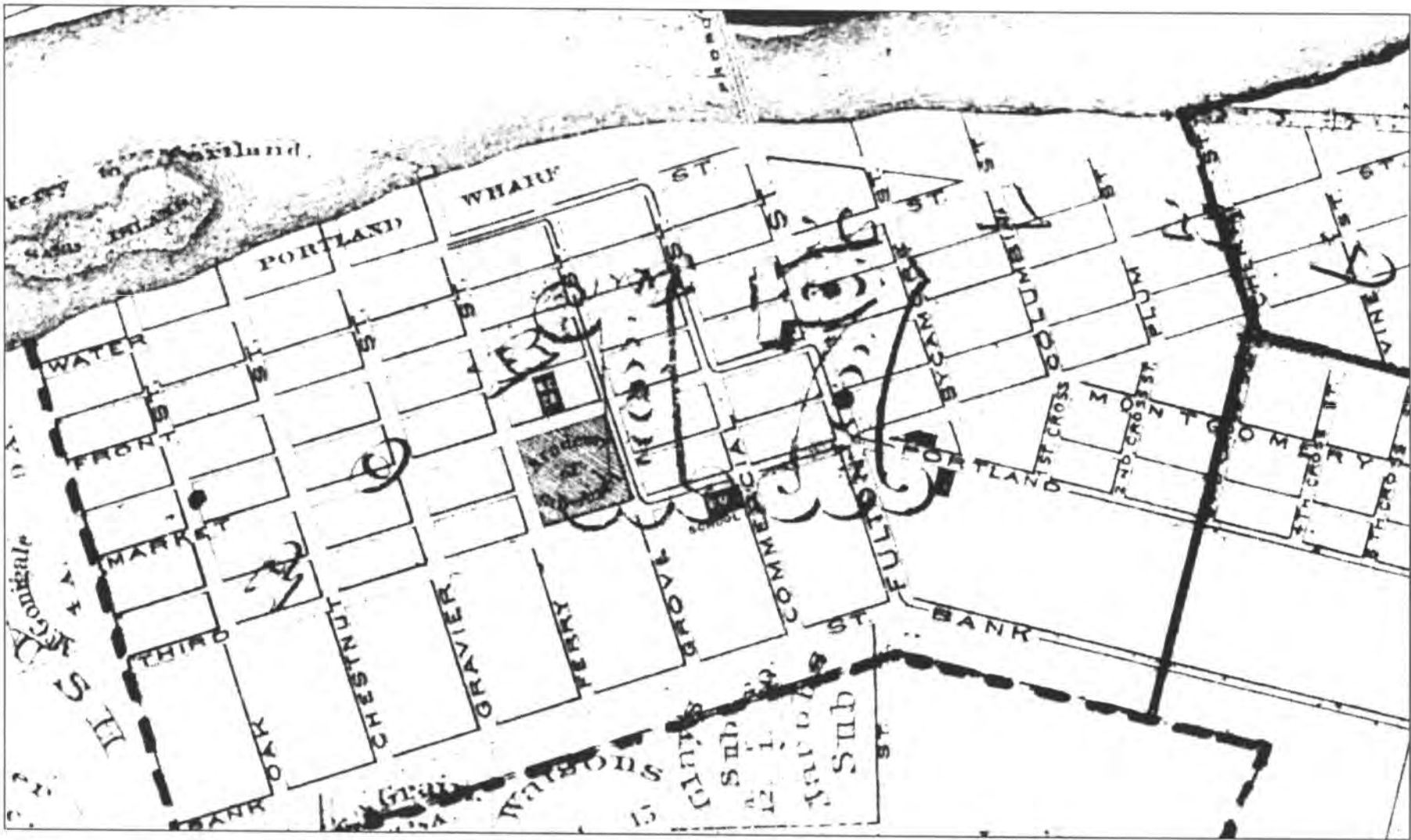
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3	3020 River Road	KY_JeffersonCounty_Mock.Valley3.tif
4	City View Building	KY_JeffersonCounty_Mock.Valley4.tif
5	3000 Mellwood Avenue	KY_JeffersonCounty_Mock.Valley5.tif
6	410 Mockingbird Valley Road	KY_JeffersonCounty_Mock.Valley6.tif
7	Streambed (Stohl House)	KY_JeffersonCounty_Mock.Valley7.tif
8	Vista from Stohl House	KY_JeffersonCounty_Mock.Valley8.tif
9	Landscape (3740 Upper River Rd.)	KY_JeffersonCounty_Mock.Valley9.tif
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12	Mockingbird Place Entrance	KY_JeffersonCounty_Mock.Valley12.tif
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21	Jarvis Lane Landscape	KY_JeffersonCounty_Mock.Valley21.tif
22	Lightfoot Road Landscape	KY_JeffersonCounty_Mock.Valley22.tif
23	410 Mayfair Lane	KY_JeffersonCounty_Mock.Valley23.tif
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30	404 Lightfoot Road	KY_JeffersonCounty_Mock.Valley30.tif
31	3503 Brownsboro Road	KY_JeffersonCounty_Mock.Valley31.tif
32	3515 Brownsboro Road	KY_JeffersonCounty_Mock.Valley32.tif



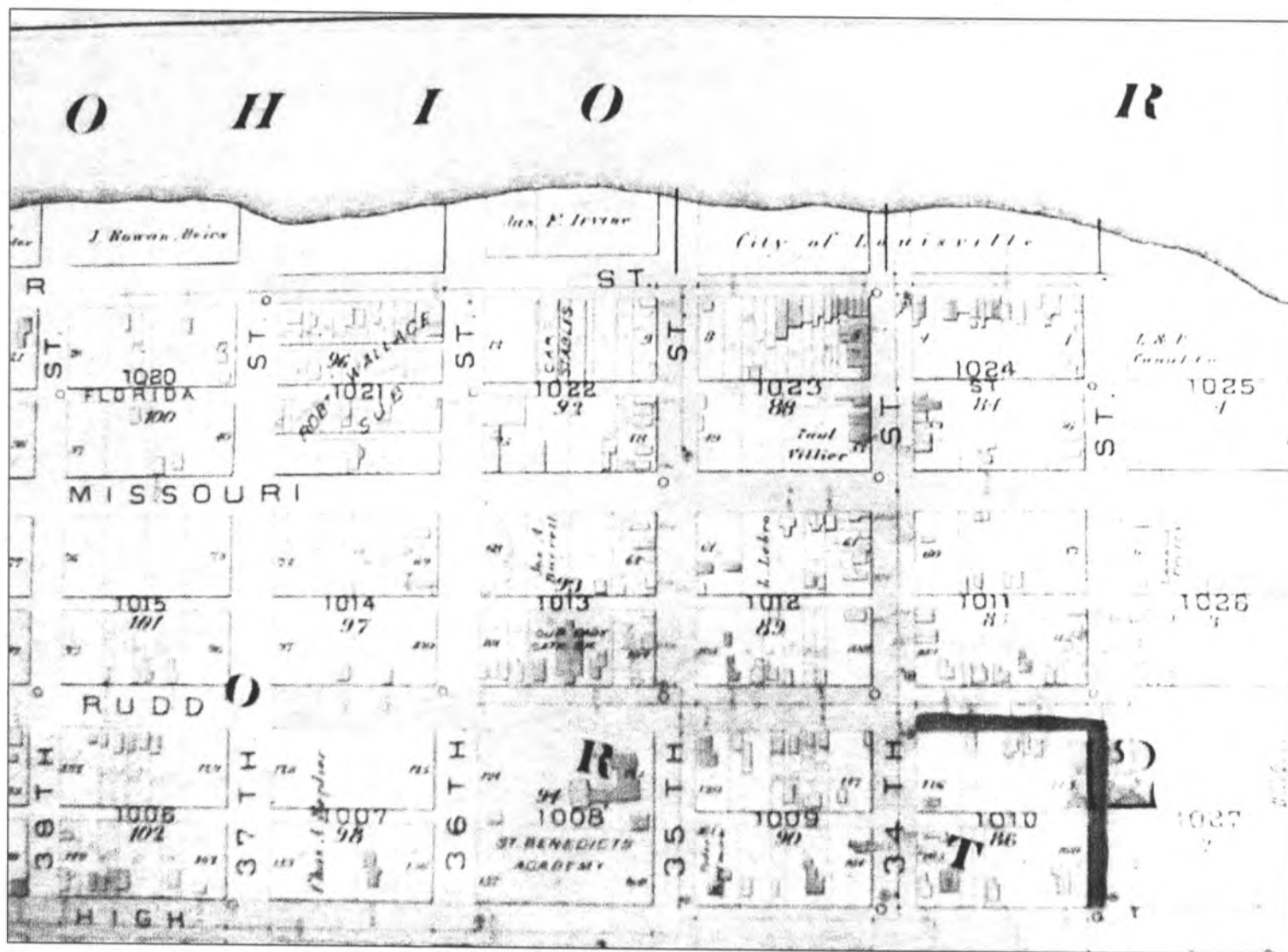
Map 3. Portland Wharf Site Map Showing Trenches and Areas of High Integrity.



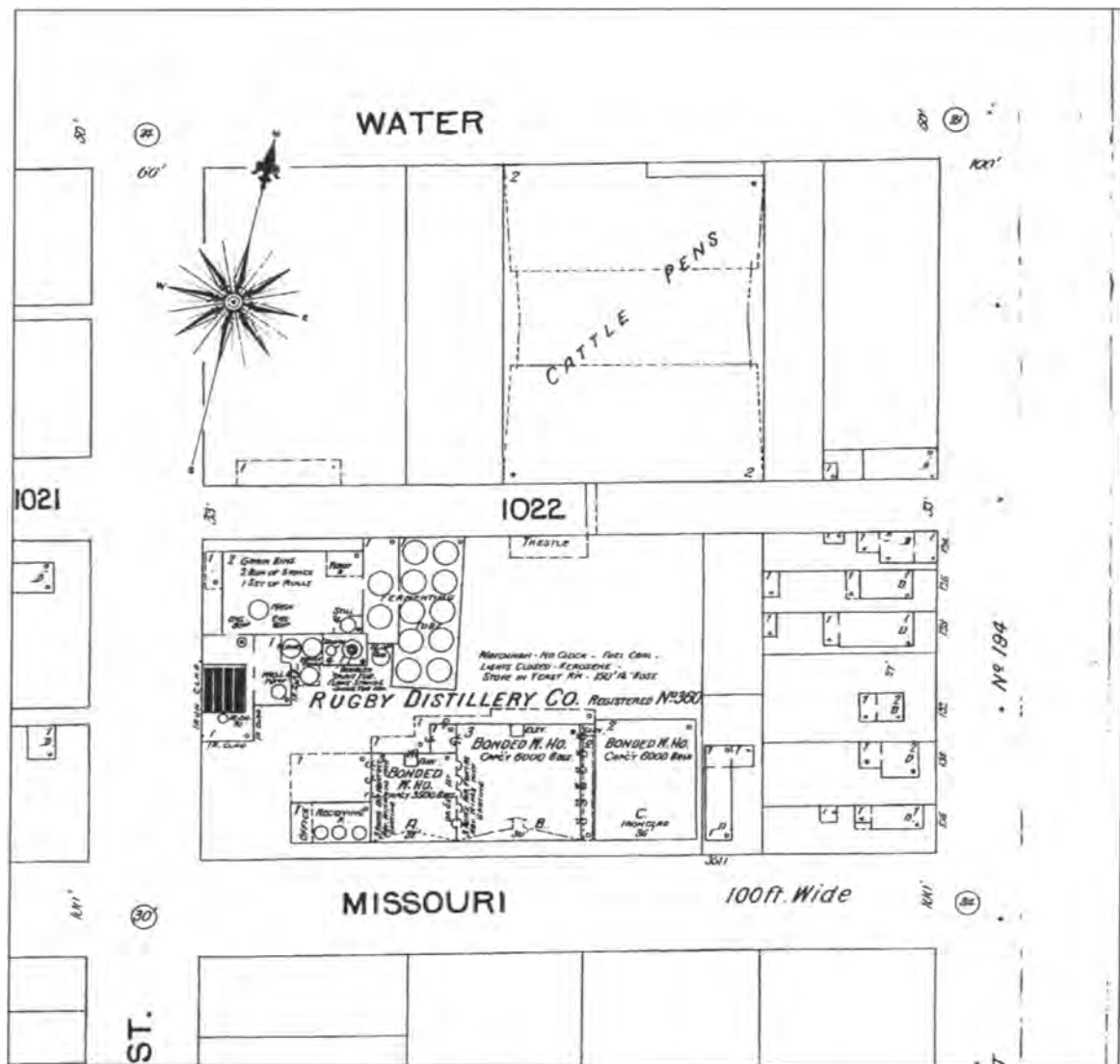
Map 4. Birdseye View of Portland in 1883 (Clarke 1883).



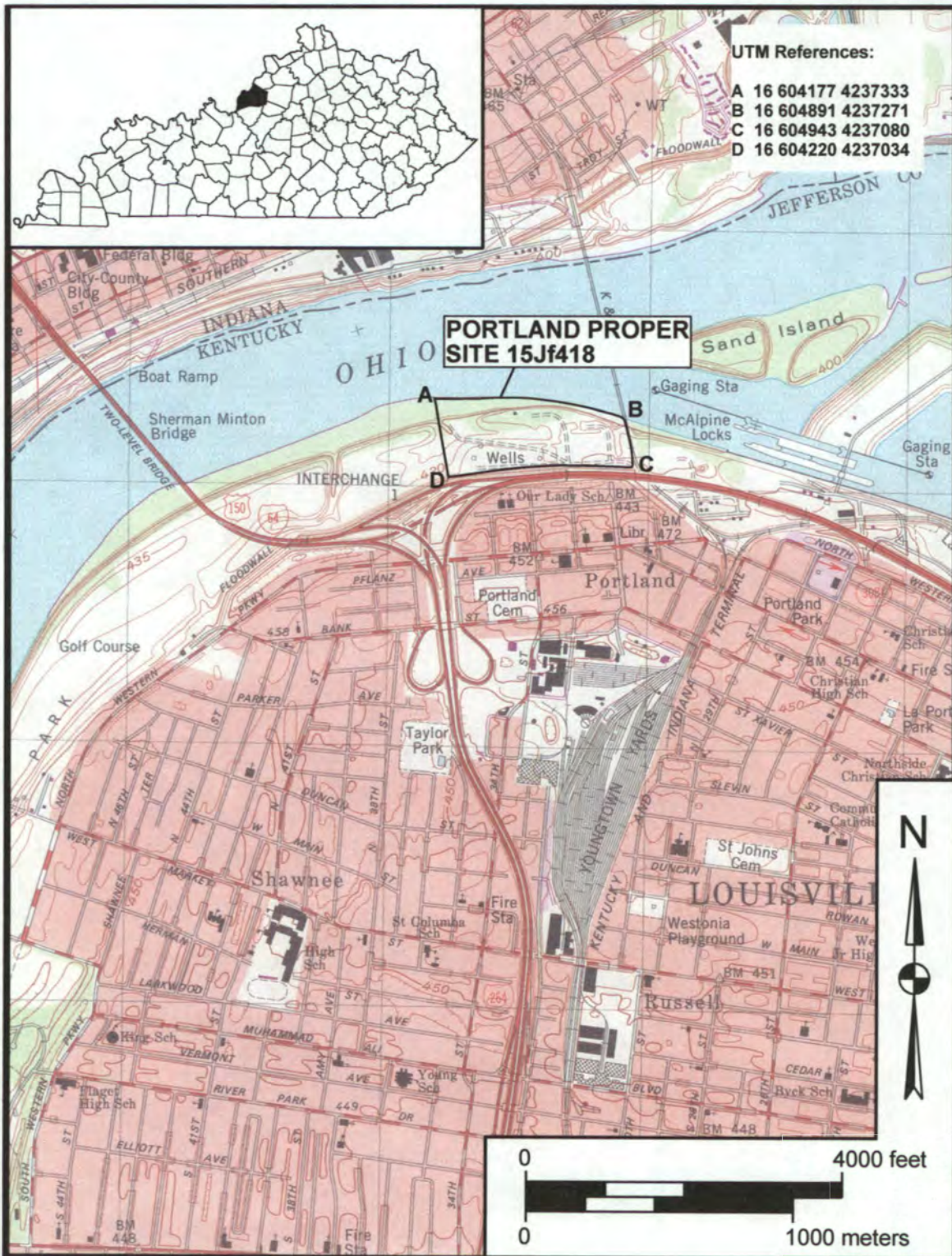
Map 5. Portland's Street Grid in 1876 (Louisville Loan and Abstract Association 1876).



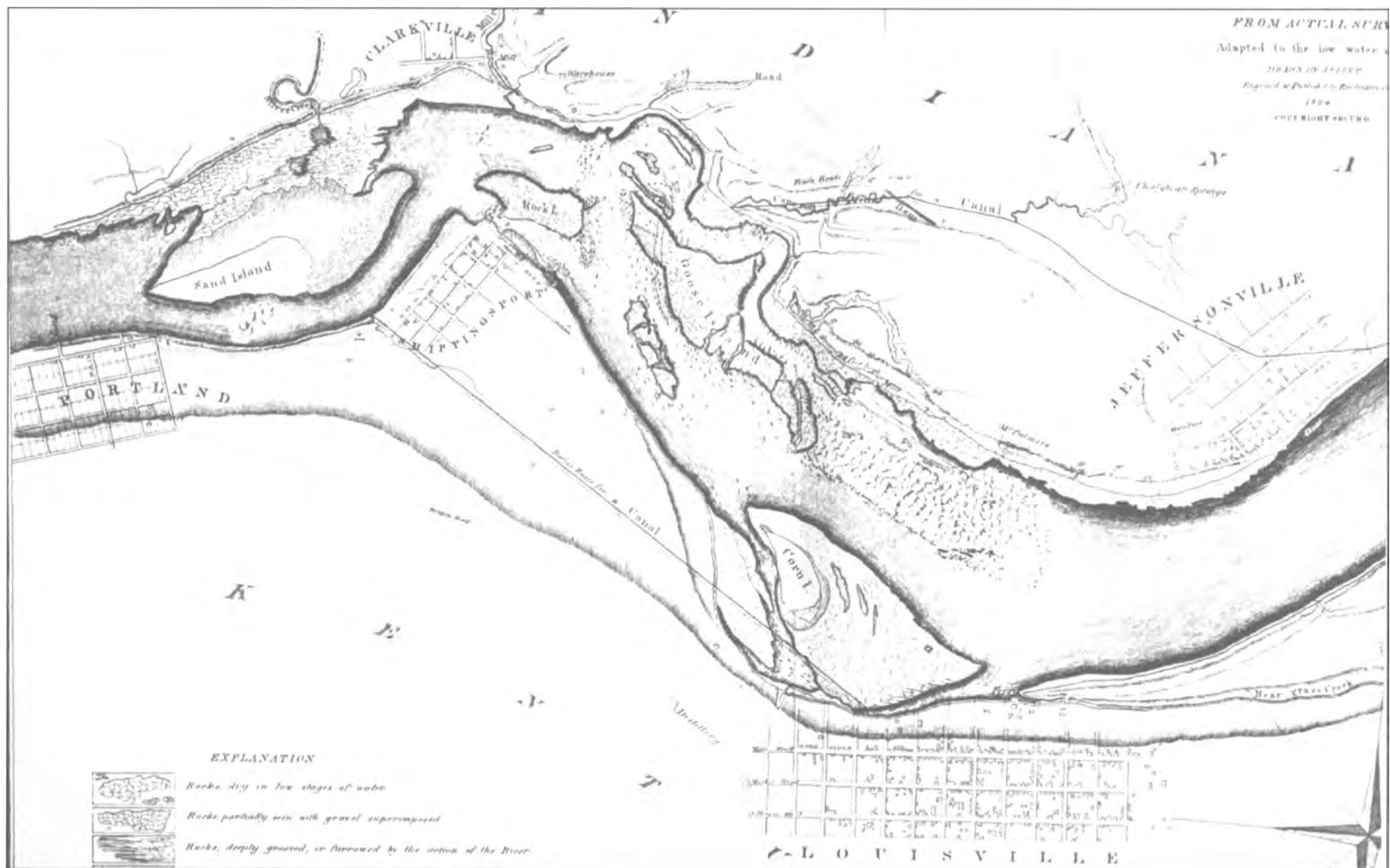
Map 7. Portland Proper in 1884 (Hopkins 1884).



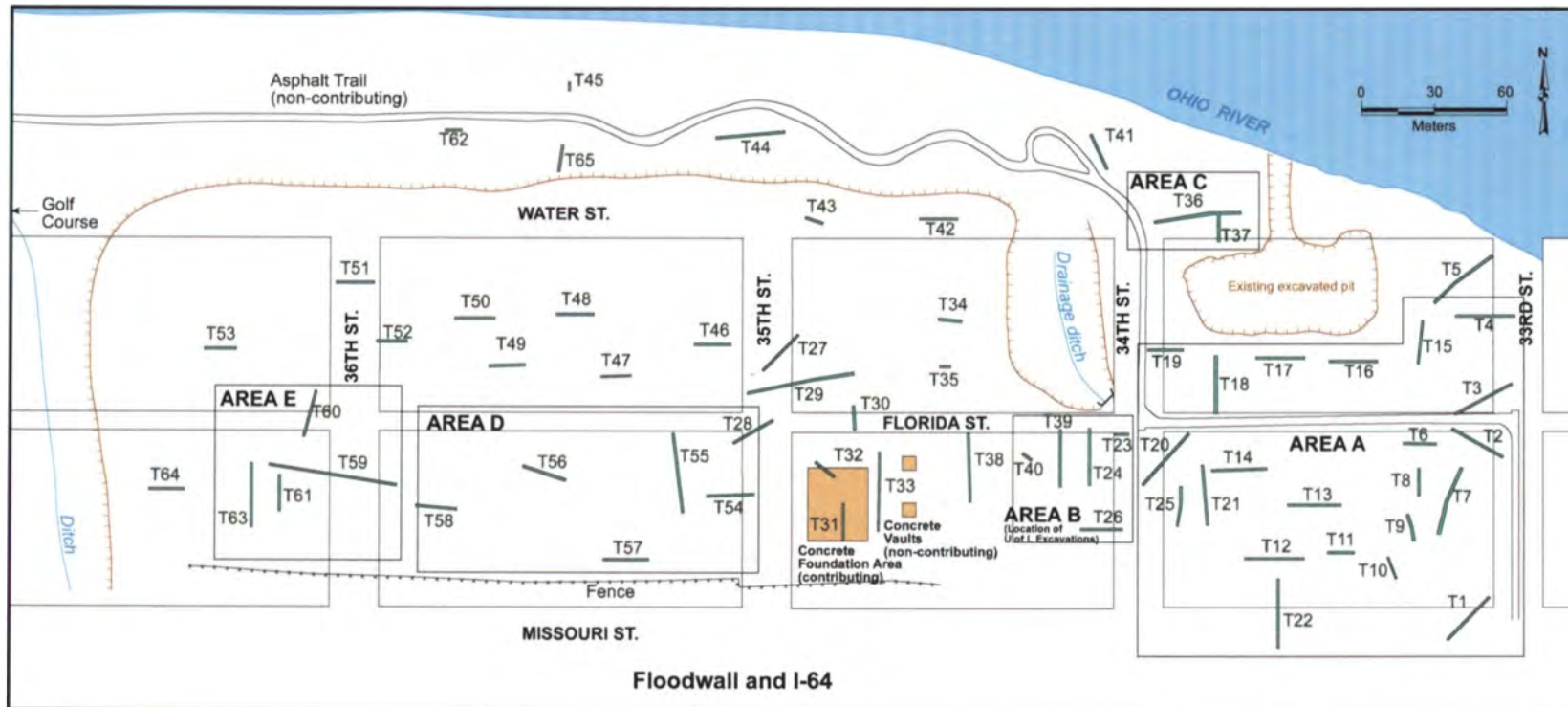
Map 7. 1892 Sanborn Fire Insurance Map Showing the Rugby Distillery.



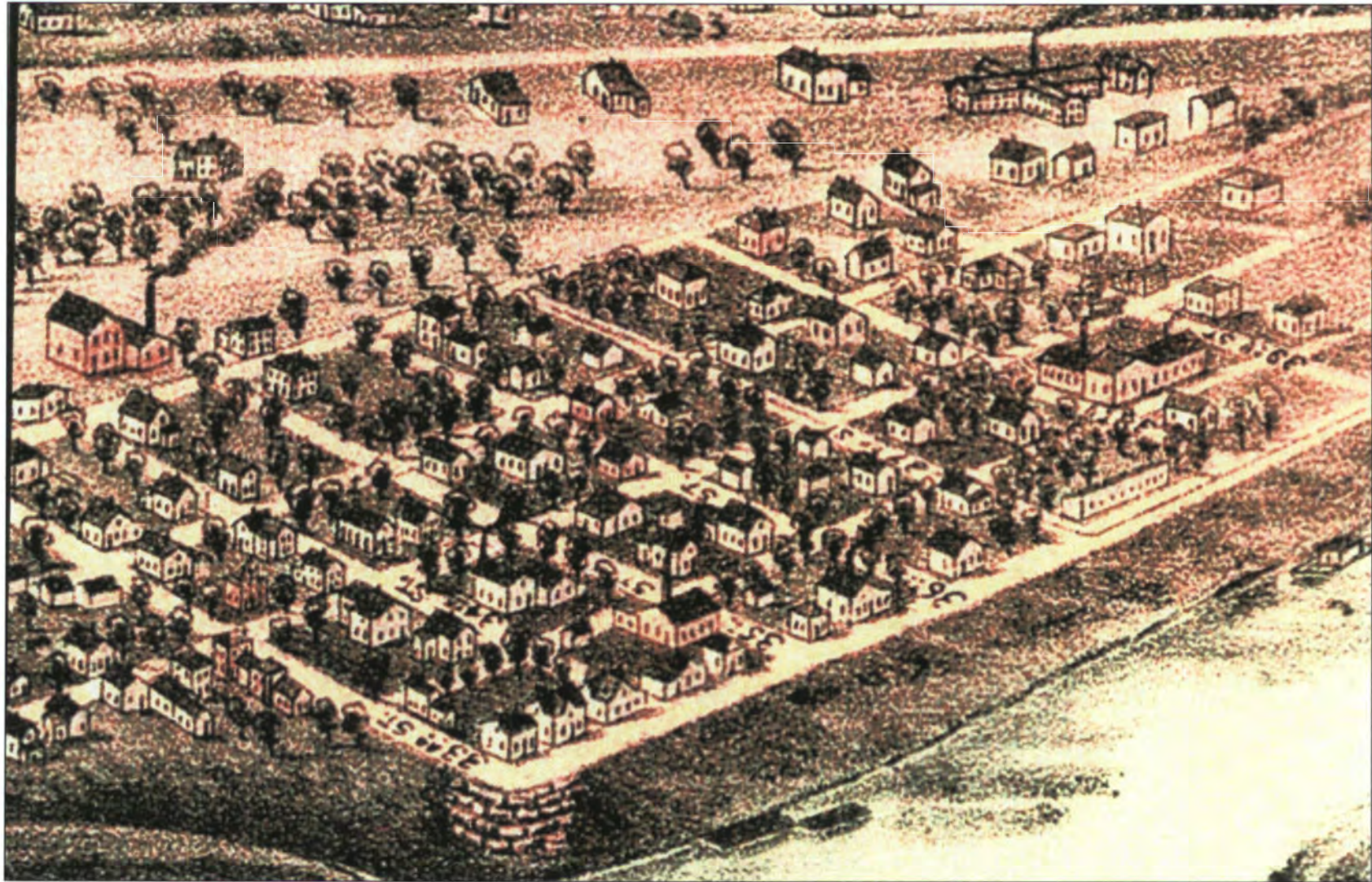
Map 1 U.S.G.S. 7.5 Minute Topographic Map (New Albany Quadrangle)



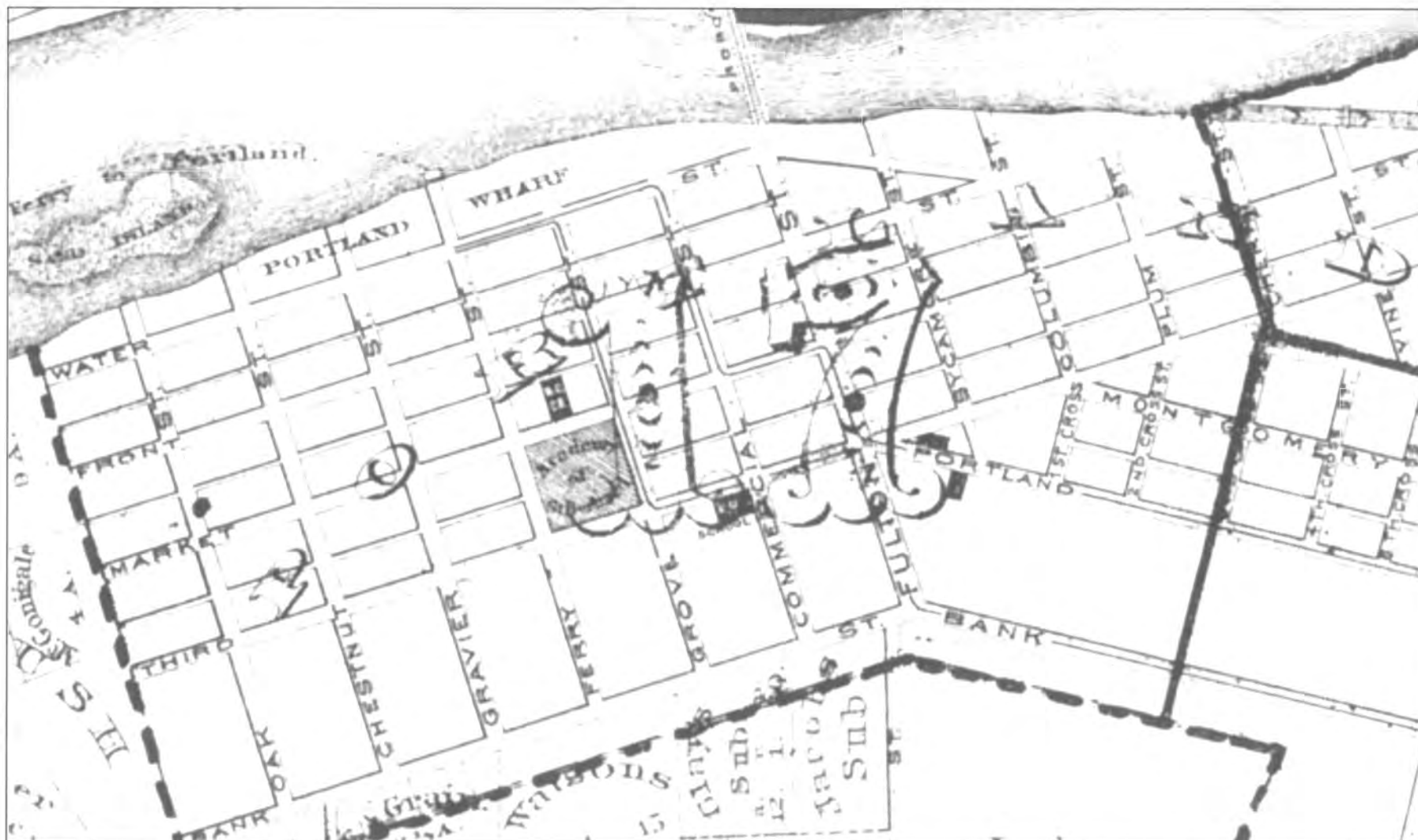
Map 2. Map of the Falls of the Ohio River Showing Portland, Louisville, Shippingport, Clarksville, and Jeffersonville (Flint 1824).



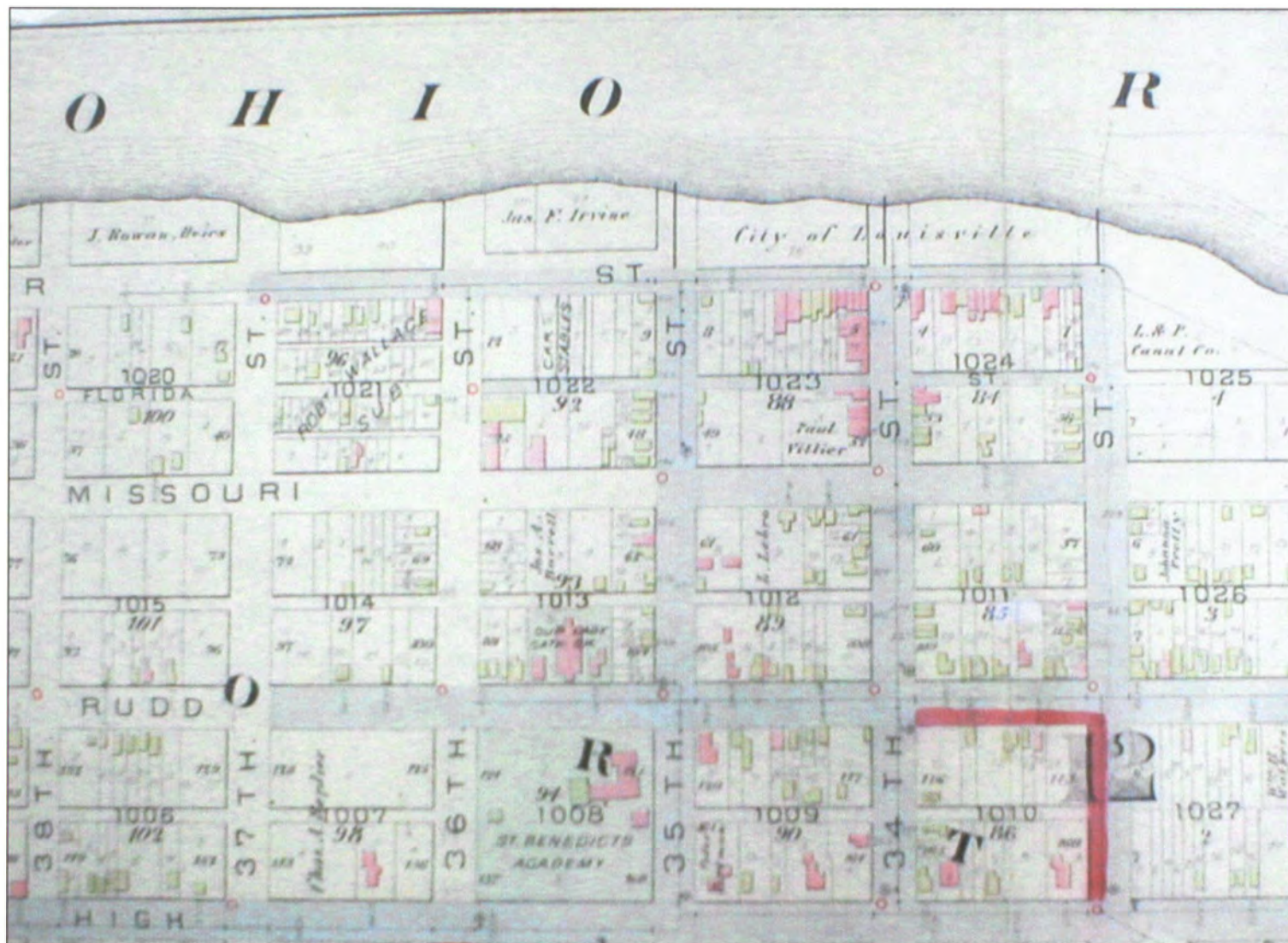
Map 3. Portland Wharf Site Map Showing Trenches and Areas of High Integrity.



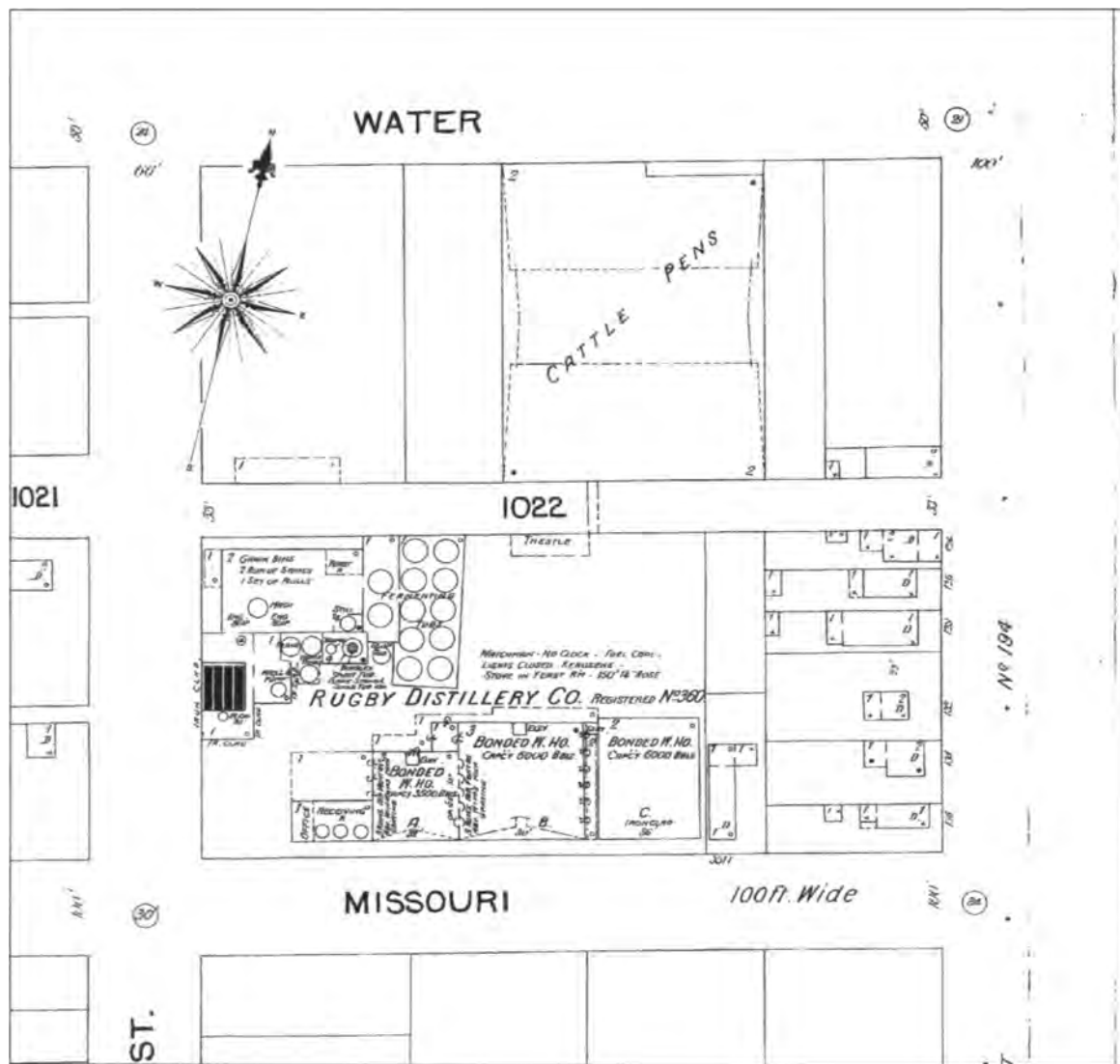
Map 4. Birdseye View of Portland in 1883 (Clarke 1883).



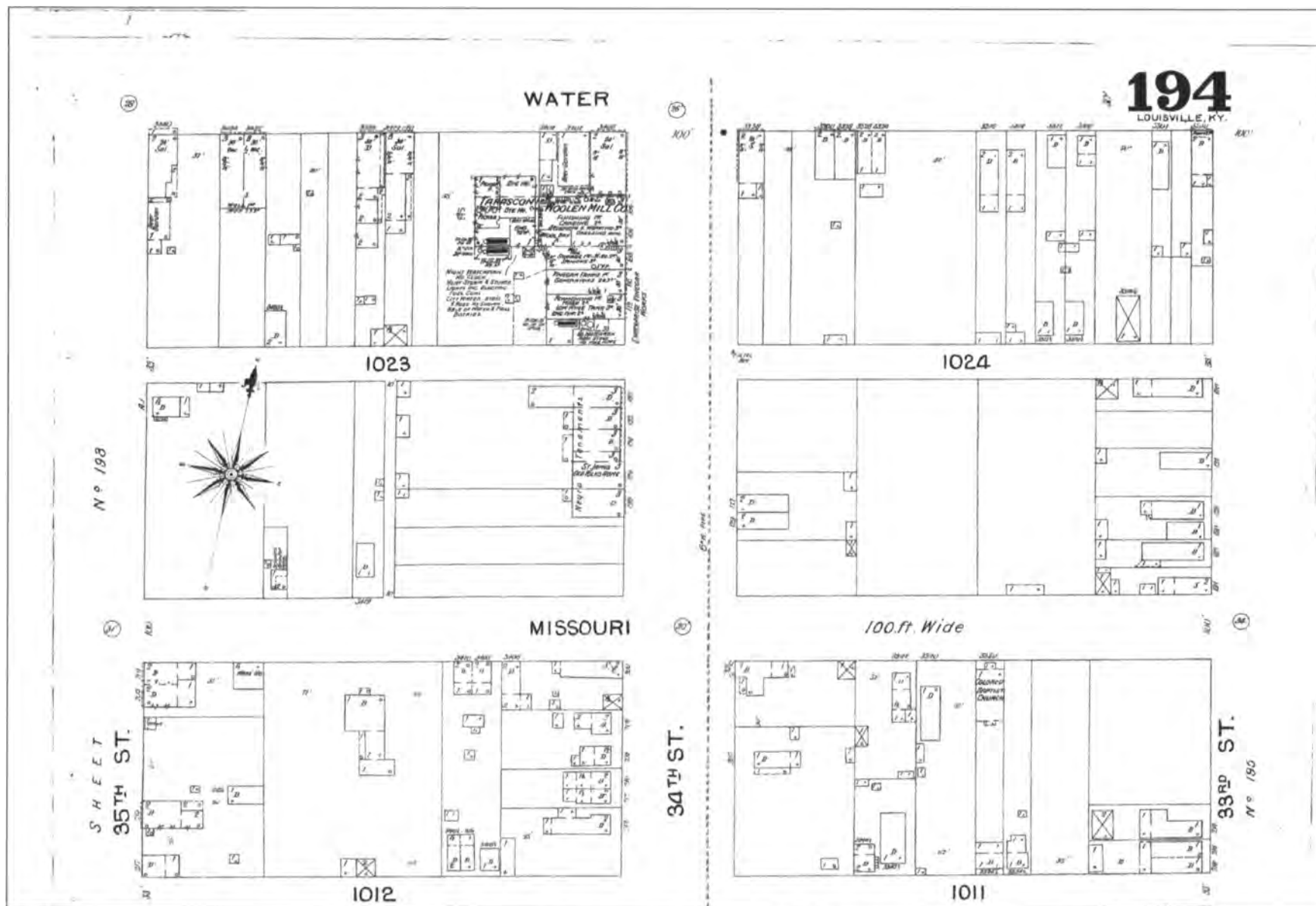
Map 5. Portland's Street Grid in 1876 (Louisville Loan and Abstract Association 1876).



Map 7. Portland Proper in 1884 (Hopkins 1884).



Map 7. 1892 Sanborn Fire Insurance Map Showing the Rugby Distillery.



Map 8. 1892 Sanborn Fire Insurance Map of a Portion of Portland Proper.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Portland Proper

MULTIPLE
NAME:

STATE & COUNTY: KENTUCKY, Jefferson

DATE RECEIVED: 8/02/06 DATE OF PENDING LIST: 8/25/06
DATE OF 16TH DAY: 9/09/06 DATE OF 45TH DAY: 9/15/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000812

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9.13.06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the
nomination is no longer under consideration by the NPS.

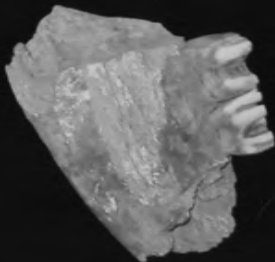
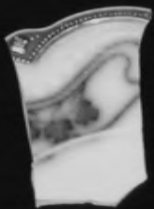














PORTLAND WARF
TRENCH 1
C1

3 12 02



PORTLAND WHARF
15JF418
TRENCH 20
C36 321 02





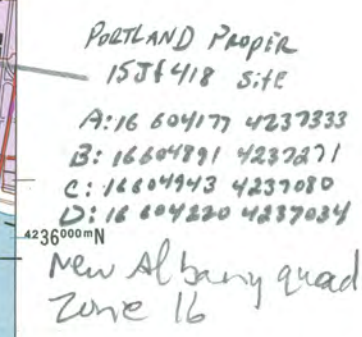






PORTLAND WHARF
BUF 418
TRENCH 54
4/19/2002 C. 68





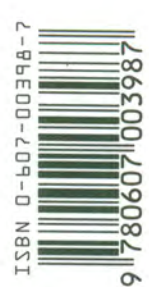
Dotted land lines established by private survey



Revisions shown in purple compiled in cooperation with State of Indiana agencies from imagery dated 1992 and other sources. Map edited 1995

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours

DMA 3860 IV SE-SERIES V851





COMMERCE CABINET
KENTUCKY HERITAGE COUNCIL



Ernie Fletcher
Governor

The State Historic Preservation Office
300 Washington Street
Frankfort, Kentucky 40601
Phone (502) 564-7005
Fax (502) 564-5820
www.kentucky.gov

George Ward
~~XXXXXX~~
Secretary

David L. Morgan
Executive Director and
State Historic Preservation Officer

July 6, 2006

Jan Snyder Matthews, Ph.D., Keeper
National Park Service 2280
National Register of Historic Places
1201 "T" (Eye) Street, NW 8th Floor
Washington DC 20005

Dear Dr. Matthews:

Enclosed are nominations for Kentucky property approved at the 6/14/06 Review Board meeting:

Mockingbird Valley Historic District, Jefferson County, KY
Portland Proper, Jefferson County, KY
Whitesburg Commercial District, Letcher County, KY
Tate Building, Madison County, KY
Martin County Courthouse, Martin County, KY
Wooldridge-Rose House, Oldham County, KY
Modern Automotive District, Warren County, KY

The Board approved two forms proposing boundary increases to properties already listed:
Wildcat Mountain Battlefield (Boundary Increase), Laurel County, KY
Battle of Tebbs Bend (Boundary Increase), Taylor County, KY

We appreciate your assistance with these nominations.

Sincerely,

David L. Morgan, SHPO and
Executive Director
Kentucky Heritage Council