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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 Grants Pass G Street Historic District

other names/site number \_\_\_\_\_

2. Location

street & number All of Blocks 48 & 49, bounded by SW "G" and "H" street; 4th and 6th Streets  N/A not for publication

city or town Grants Pass  N/A vicinity

state Oregon code OR county Josephine code 033 zip code 97526

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 August 1, 1993  
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.) \_\_\_\_\_

Signature of the Keeper Delores Byers **Entered in the National Register** Date of Action 10/7/93

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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	
12	17	buildings
		sites
		structures
		objects
12	17	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**

1 (Site No. 008, Keinlen-Harbeck Bldg)

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

~~Commerce: Trade/Retail~~

Commerce: Restaurant/Tavern

Commerce: Warehouse

**Current Functions**

(Enter categories from instructions)

Commerce: Trade/Retail

Commerce: REstaurant/Tavern

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Late Victorian: Italianate

Late 19th and Early 20th Century American:

Movements: Chicago School

**Materials**

(Enter categories from instructions)

foundation brick, concrete

walls brick

stucco

roof asphalt: rolled & built-up

other wood & glass, including colored lights

Metal: cast iron

**Narrative Description**

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

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## National Register of Historic Places Continuation Sheet

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The buildings of the G Street Historic District were for the most part constructed between 1894 and 1900. The heart of the original commercial area of Grants Pass, the G Street District was the setting for the initial mercantile and service businesses that were drawn to Grants Pass following the completion of the railroad line in 1883. Predominately second generation development built after the series of devastating fires that destroyed the commercial district in the 1890s, the nominated structures are almost exclusively of brick construction. Generally designed in the styles associated with typical small town storefronts of the period, the buildings of the district collectively relate the setting, appearance, construction, and design of a late 19th century commercial area. The G Street Historic District successfully conveys its significance as the original commercial core of Grants Pass and continues to relate the associations which make it a significant part of this city's history.

### SETTING:

The City of Grants Pass is located in Josephine County, in the southwestern part of Oregon. The city is at the extreme northern end of the Rogue River Valley, nestled in a mountain valley formed by the Cascade and Coast ranges. The G Street Historic District itself, containing all of blocks 48 and 49 of the Original Townsite plat of Grants Pass, is bounded by G Street on the north, H Street on the south, Fourth Street on the west and Sixth Street on the east. Facing what is now the Caveman Shopping Center, the original location of the Southern Pacific Railroad Depot, the district is in the heart of the main commercial core of Grants Pass, Oregon. The resources facing H Street, in general, were developed to provide storage and warehouse space to augment the limited and valuable floorspace available to the G Street merchants.

Development adjacent to the district includes late 19th century and early 20th century structures, many of brick, in varying states of integrity following successive periods of renovation. Modern, post-World War II, commercial development is also present. The single-story Caveman Shopping Center immediately to the north, across from the district, effectively replicates the low mass of the original railroad development and provides a volumetrically appropriate foreground, visually enhancing the buildings of the compact linear commercial strip along G Street between Sixth and Fourth streets. West of Fourth Street, commercial and civic uses such as the old Grants Pass City Hall,<sup>1</sup> and the Grants Pass Brewery, are remnants of the original, larger, commercial district that

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<sup>1</sup> Built in 1910, this building has been listed separately on the National Register of Historic Places.

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developed along the railroad. Further west from the district modest residential development remains from Grants Pass' early settlement, inter-mixed with newer construction.

South of the district the commercial area of Grants Pass continues along Sixth Street, the route of the Pacific Highway, and crosses the Rogue River at the "Caveman Bridge," designed by noted engineer Conde B. McCollough in 1931. Here the Pacific Highway [U.S. 99], which continues along the Rogue into Jackson County and to the cities of Medford, Ashland and then Yreka, California, intersects the Redwood Highway [U.S. 199]. This second major automobile transportation route continues southwest to Crescent City, California.

### ARCHITECTURAL STYLES:

Predominately constructed during the last decade of the 19th century, most of the buildings in the G Street Historic District are variations of the brick front commercial style that is commonly found in small and mid-sized town throughout the western coast of the United States. Jennings and Gottfried, in *American Vernacular Interior Architecture*, describe the salient characteristics of the brick front commercial store as;

... a deep cornice of brick laid up in decorative patterns, in panels, or as corbeling. The first floor and the second are tied together by the facing brick—its color, bonding pattern, and mortar joints.  
(Jennings & Gottfried 1988:369)

As the result of a repeated series of fires, beginning in 1894 and continuing sporadically over the next decade, virtually all of the city's original wooden commercial structures were destroyed. Some were immediately replaced with brick buildings, hence many of the district resources date from 1894. In other cases, despite an ordinance to the contrary, merchants apparently rebuilt in wood, only to have that replacement building again destroyed in a subsequent blaze. By 1902, and the end of the fires that directly threatened the district area, virtually all construction was of brick in standard commercial facade designs of the period. Typical are the Dixon Dry Goods/Smith Variety Store [125 SW G Street, Site No. 003] and the E.A. Wade Building [233 SW G Street, Site No. 014]. The early buildings facing H Street in Block 48 were all originally constructed for warehouse use in support the retail businesses facing G Street. They are generally less elaborate versions of the brick front style. See, for example, the Rogue River Hardware Tin

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Shop building.[128 SW H Street, Site No. 024]

Other styles are, however, represented within the G Street District, as the result of both individual design preferences or later development. The Sherer-Judson Building [220-224 SW Sixth, Site No. 029] and the Keinlen-Harbeck Building [147 SW G Street, Site No. 008] each represent a more elaborate, idiosyncratic, architectural style. The Sherer-Judson Building, and the now altered Calhoun Brothers Grocery Building [234 SW Sixth, Site No. 028] utilize brick as well as other materials. The Grants Pass Steam Laundry Building, [234 SW H Street, Site No. 022] built in the early 20th century, represents a relatively early use of concrete in Grants Pass and is designed in an almost utilitarian style which presents certain pre-Art Deco Style characteristics.

Much of the H Street facing portion of the district remained vacant throughout much of the early 20th century. Early wood-frame secondary buildings constructed on the southern half of the two subject blocks were destroyed by fire and, faced with changing business practices as the retail core of Grants Pass shifted to Sixth Street, were not rebuilt. Those that were continued to be modest warehouse or shop structures.

During the 1960s and 1970s some original buildings, such as the Chiles Market at Fourth and G Streets and the First National Bank Building, were razed and replaced with modern structures that detract from district's integrity. However, even these later structures are generally of similar mass to the buildings historically built in the area and are respectful of the district's scale. They do not substantially compromise the overall sense of place created by the uniform setback and essential mass of the solid commercial block between Sixth and Fourth along G Street.

### CONSTRUCTION:

The first commercial building in Grants Pass was the John Howard store, built upon the southeast corner of Sixth and G streets in October 1883.<sup>2</sup> By early 1884, following the December arrival of the railroad, a relatively solid block of wood frame commercial development lined the key blocks of "Front" Street, as G was now called, facing the Depot building itself. The earliest known photograph of Grants Pass, taken in the summer of 1884, shows a fairly compact row of one and

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<sup>2</sup> This site is just outside the nominated area, at the location of the present Wing Building. The *second* building in Grants Pass, the H.B. Miller store, was built at the *southwest* corner of G and Sixth. [See Site No. 30]

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two-story structures facing the railroad right-of-way.(Booth 1984:3)

Following the 1886 replacement of Howard's first store with the first brick building to be built in Grants Pass, other merchants also slowly built masonry structures in place of earlier wood frame stores. This process was considerably hastened by the repeated fires that devastated the G Street area from 1894 through 1907. [See Section 8 for more information on fires.] As a result of fire-induced building pattern, construction dates for most of the surviving buildings along G Street are either 1894 or 1900, following the major conflagrations in January 1894 and September 1899.

Information on the individual structures comprising the G Street Historic District follows. [Please refer to District Map for location keyed by ID numbers]

ID No. 001

Historic Name: **Sauer & Fenner/Dean Dry Goods**

Address: 111-115 SW G Street

Year Built: 1894

Legal: 36S-5-18, TL 400&500

[O.T.S. Blk 49, Lots 3-4]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

A single-story, three-bay, brick structure, the Sauer & Fenner/Dean Dry Goods Store was constructed in 1894 following the first of the series of fires that swept the downtown Grants Pass commercial core. The three wooden storefronts that occupied these lots at that time, James Lampson's oyster and cigar store, the "Old Butcher Shop," and Issac [Ike] Wright's Saloon were destroyed and quickly replaced with this three-bay brick commercial building. For many years the building was owned by Ida and S.E. Hanson and leased to various tenants.(JoCtyDeed 7:643) The Sauer & Fenner/Dean Dry Goods Store relied upon party-wall construction with both the John Schmidt Cigar Store building to the west and, originally, with the Blackburn Hotel/Flanagan Building [now demolished, see Site No. 30] to the east, providing an indication the sequence of construction at this end of the block.

The Sauer & Fenner/Dean Dry Goods Store is distinguished by a heavy, two-part, decorative cornice band with vertical, soldier-orientation, bricks. A hounds tooth band divides the storefronts front from the upper portion of the building. The original, recessed, three-part central entry (with turned wooden columns) survives on the east. Original offset entry bays, also with turned wooden columns, are present at the two other bays. All storefronts retain transoms, and

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other decorative features. The storefronts all are elevated from the sidewalk level and early original concrete curbing survives. Over the westernmost bay is a very early example of neon signage, stating "Blind George's News Stand," that was apparently moved to this location from an earlier store. Two small additions are present at the rear of the building. The eastern bay is augmented by a hollow-clay tile addition while a more recent concrete block addition extends the middle section. The brick facades of the two western bays [113 and 115 SW G] have been sandblasted and in 1991 a brick-veneered pent apartment was built above this part of the structure. This remains the only significant alteration from the original design of Sauer & Fenner/Dean Dry Goods Building.

Various business have occupied the three storefronts of this property. The easternmost bay, now the Smoke Shop Tavern, has been used as a jewelry shop, a tobacco store [with a billiard parlor in the rear] and, by 1906, had become a saloon operated by John Sauer and Con Fenner. In 1910 Sauer was operating an early motion picture show, "the Electric Theater" at the location. In the 1920s and 1930s, Sauer operated a saloon at this location known as "The Stag." By 1948 the name had changed to the Smoke Shop Tavern and that use has continued for the past forty-four years.

The two western bays of this building have also seen a variety of uses since construction including a hardware store, various saloons, and other miscellaneous retail concerns. In 1906 William E. Dean opened a Dry Goods Store at this location. Later uses included a barber shop, a confectioners, and, since 1960, the local landmark news stand "Blind George's." George Spencer, blinded by "paralysis of the optic nerve" first opened a news stand and tobacco counter in downtown Grants on April 12 1922.(Courier 16-April-1963) Since then, in a number of locations, Spencer's business has been a permanent fixture in the City, finally moving to this G Street storefront in May 1960. Although Spencer died in 1968, the business and the name, continue.

ID No. 002

Historic Name: **John Schmidt Cigar Store**

Year Built: 1894

Address: 121 SW G Street

Legal: 36S-5-18, TL 600 [O.T.S. Blk 49, Lot 5]

Style: **Chicago/Brick Front Comm**

**Primary/Contributing**

The Pioneer Hotel, a wood frame building original located upon this site, burned in January 1894 and was replaced that same year by the present two-story brick structure. The building, reportedly built by J. L. Scott, an early Grants Pass merchant, was designed with a three-bay facade, centered around a recessed central entry flanked by twin cast-iron columns. Original arch-top wooden windows remain on the second floor, two single 1/1 sashes flanking a central

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1/1 pair. The angled, full-height recessed storefront retains original chamfered-edge columns and metal-capped curbing. A modest brick cornice detail tops the design.

Although built by Scott, in October 1894 the building was acquired by John G. Schmidt for \$1000 (JoCtyDeed 14:15) Schmidt, his brother Fred, and son John Valentine, operated a cigar shop and candy store in the building for the next fifty years. They were quite successful and, apparently, highly regarded for their efforts which included, for a time, an attempt to grow their own tobacco in the store. (Kramer & Chappel 1992) Three years after opening the store, the local newspaper reported;

The Grant's Pass cigar factory still leads in the matter of furnishing a good cigar to the smokers of southern Oregon. Mr. Schmidt has built up a good trade because he understands his business and uses only the best leaf in the manufacturer of his various brands. Smokers are epicures and cannot be deceived, and they have made the Grant's Pass cigar factory their headquarters. (Courier 8-April-1897)

John Valentine Schmidt acquired ownership of "...all of a certain business house on G Street between Fifth and Sixth.." following the death of his father.<sup>3</sup> (JoCtyWill 2:87-88) and continued to operate the cigar business at this location. By 1935 the company named had changed and the business was known as "The Pastime Cigar Store. Still owned by the J.V. Schmidt (now with C.W. Gray as a partner) the company boasted that "After the Front Street Fire...this building was among the first to be built!" (Courier 1935). The Pastime under Schmidt ownership was never a tavern, only selling beer following the repeal of Prohibition. In 1955 the present owners acquired the building from the Schmidt family and, under the name Pastime Tavern, the business continues.

Two small concrete block additions to the rear of the John Schmidt Cigar store represent the only significant modifications to this structure from its original design. The primary elevation retains virtually all of its original or early fabric and continues to successfully the building's original appearance.

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<sup>3</sup> City directories indicate John G. Schmidt died prior to 1906, the year in which his wife Teresa is listed as being a widow.



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ID No. 003

Historic Name: **Dixon Dry Goods/Smith's Variety Building**

Year Built: 1894

Address: 125 SW G Street

Legal: 36S-5-18, TL 700 [O.T.S. Blk 49, Lot 6]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

Also constructed following the January 1894 fire, the Dixon Dry Goods/Smith Variety Building is a two-story brick building with a stepped parapet that has long served as the centerpiece of the eastern portion of this block of G Street. Apparently one of the first structures to rise following the fire, each of the building's side elevations are used as party walls by the adjacent structures, likely indicating both the rush to rebuild as well as the endemic shortage of brick in Grants Pass following the conflagration.

David Dixon, in association with a number of partners, began operating a dry goods and clothing store on this site as early as 1889 at this location upon completion of the building.<sup>4</sup> In October 1899, during the dissolution of Dixon's partnership with R.O. McCrosky, the impressive building proved the barrier to another of Grant's Pass destructive fires.

...the fire burned with unabated vengeance till it reached the substantial two story brick building occupied by Dixon and McCrosky where it was finally checked and brought under control. A bucket brigade did effective work here by extinguishing the flames on the inside of the second floor of this building.  
(Courier 5-October-1899)

David Dixon continued to operate the store until 1907 when the property was sold to Edward C. Dixon, probably his son.(JoCtyDeed 29:260). In 1923 Louesa Dixon, formerly Edward's wife, sold the property to Herbert Smith. (See JoCtyAgreement 148:38), ending the Dixon family's association with the structure.

Herbert Smith (1860-1925) had first leased the Dixon Building in 1913, having moved his own variety store from elsewhere on G Street into this location. Smith's business, known as "the Racquet Store" was long a fixture in Grants Pass and Smith himself was a prominent civic and business leader. He served terms on the City Council and was the United States Land Commissioner in Grants Pass from 1911 until just prior to his death.(Atwood 1982). Following Herbert's passing, his wife Katherine, and then daughters Margaret and known as Nan, continued to operate the Smith's Variety store on G Street until 1970.

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<sup>4</sup> Emma C. Dixon, presumably Edward's wife, purchased the property from L.L. and Sarah Jennings on March 12 1889 for \$1200.(JoCtyDeed 7:834) In reports of the 1894 fire this lot housed "Dixon & Son," presumably a variety store.

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The Dixon Dry Goods\Smith Variety Building retains substantial integrity to its original design including virtually all materials of its recessed storefront. The rear elevation retains the building's early metal-clad "fire shutters" to cover the windows during a blaze, presumably a necessity in Grants Pass during the late 19th century. Two early painted wall graphics survive, one on the primary facade proclaiming "Dixon Dry Goods-Shoes Clothing" has apparently been repainted in the past decade. A layered ghost sign is also present on the west elevation, visible above the adjacent building. The only identified alteration to the Dixon Dry Goods\Smith Variety Building the undated removal [circa 1920s?] of the triangular sheet metal projection that originally rose from the center of the parapet.

ID No. 004

Historic Name: **Joseph L. Scott Building**

Year Built: 1894

Address: 129-133 SW G Street

Legal: 36-05-18, TL 800 [O.T.S. Blk 49 Lots 7&8]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

This one-story brick structure comprising three individual storefronts was also constructed following the devastating fire of January 1894. At that time the wooden building on the site housed Fetsch's Saloon, Smith's Shoe Store and Lempke's Beer Hall. The reports of the fire shoes Joseph L. Scott, the property owner with an insurance loss of \$1000 for his two buildings. Soon, however, Scott built a new brick store on the site and the various spaces were again leased. The fire of 1899 again gutted the building. "The one story brick buildings occupied by Smith, Dean, Cornell and Fetsch offered no obstruction to the fire..."(Courier 5-October-1899) Under a column titled "Losses Adjusted" the damage to the structure was reported as follows;

Jos. Scott, brick building, occupied by Cornell, Dean, and Smith, \$3000;  
insurance \$1500.(DemTimes 5-October-1899)

By November, the paper reported "Joe Scott has commenced the reconstruction of his brick buildings destroyed in the by the late fire."(DemTimes 9-November-1899) Reconstruction was complete by late January and Scott returned to his home in Douglas County. The cast-iron columns which still flank the store entries likely date from the 1899 reconstruction.

Tenants at this location have been varied. Jasper Slover opened a drug store here immediately following the 1899 reconstruction. Herbert Smith, an Englishman, had a variety store in the easternmost store front (a wooden building previously on this site.

H.E. Smith, of the Racket store, who has been occupying a tent since the big

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fire is displaying a fine, large, stock of goods in one of Jos. Scott's brick buildings.(DemTimes 22-January-1900)

A carved sandstone block stating "Smith's" still survives at the easternmost entryway. Smith's Racket store remained in the building until moving to the Dixon Building in 1913. Later tenants over the years included various grocery stores and other uses. The central store was occupied T.R. Cornell and use as a grocery store in 1899. Later tenants included Fred G. Roper's tailor shop, a use that would continue through the 1930s. The western store also saw a variety of small uses. Frank Fetsch's clothing had been replaced by the music store of Stanton Rowell sometime around 1910. Rowell's occupied a number of the G Street storefronts prior to construction of a large space on Sixth Street at its intersection with I Street. During the 1960s a "Chuck's Second Hand Store" operated here.

The primary facade of the Joseph L. Scott Building retains substantial integrity to the historic period with the stone entry, metal curbing, recessed entries, and cast iron columns. An anticipated change in ownership should result in the removal of the covering of transom windows and applied stone veneer beneath the window sills. In the early 1970s the brick exterior was partially sandblasted to remove paint. An undated concrete block addition was added to the rear, probably in the 1960s. However, in overall aspect, the Joseph L. Scott Building continues to relate its original design reflect the significant associations of the G Street Historic District.

ID No. 005

Historic Name: **J.O. Booth/Cornell Building**

Year Built: 1899

Address: 137 SW G Street

Legal: 36S-5W-18, TL 900 [O.T.S. Blk 49 Lot 9]

Style: **Chicago/Brick Front Commercial**

**Historic\Non-Contributing in  
Current Condition**

Early photos of this site indicate that the original wooden building, probably lost in the 1894 fire, was replaced by a small single-bay, single-story, building, also wood. This structure was owned by George Riddle, an early Grants Pass hardware dealer, and was destroyed in the 1899 fire. In November of that year, the newspaper reported:

J.O. Booth has purchased G.W. Riddle's lot in the burnt district and will erect a fine brick building on it and the adjoining lot, which also belongs to him.(DemTimes 9-November-1899)

Photographic evidence indicates that an early tenant in this half of the Booth Building was T.R. Cornell who apparently moved his grocery store from the adjacent Joseph L. Scott building.

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Grocery stores and general merchandise uses continued at this site least through 1930. Later uses included a pool hall and, since acquisition by the present owner, an antique store.

Under the present ownership, the original brick exterior of the building was clad with a stucco coating in an attempt to halt structural deterioration. The rear surface, also covered with a stucco or plaster material, dates from a much earlier period. Although the covering of the primary facade diminishes the building's ability to convey its historic appearance, enabling the building to relate its original period of development. The corbel chain, original recessed entry and glazing, scale, and general massing of the J.O. Booth/Cornell Grocery Building and continue to relate the historic character of the G Street Historic District.

ID No. 006

Historic Name: **J.O. Booth/Grants Pass Hardware Bldg**

Year Built: 1899

Address: 139 SW G Street

Legal: 36S-5W-18, TL 1000 [O.T.S. Blk 49 Lot 10]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

Built in late 1899 concurrently with the J.O. Booth/Cornell Grocery Building above [Site No. 005], the subject parcel was the location of a small wood frame structure according to the Sanborn Fire Insurance Map of 1898.

In October 1900 Booth sold the building to J.G. Schmidt for \$2000, including a party wall agreement with the matching building on the adjacent lot.(JoCtyDeed 20:97). Schmidt in turn sold the building to Joseph Wolke three years later.(JoCtyDeed 21:371). Wolke, who may have leased the structure prior to purchase, was a principal in the Grants Pass Hardware Company, a pioneer business in the city, that was located at this spot. The company maintained a warehouse on Lot 18 the south side of the block, facing H Street, with the retail store facing G Street and the railroad, also acquired from Schmidt. "During the big fire in 1899 the warehouse behind the hardware store went up in flames..."(Courier 1935) In 1910 the Grants Pass Hardware Company remained at this site and listed its officers as Joseph Wolke, President and J. Lee Calvert, Secretary-Treasurer.(Polk 1910) In 1911, following the removal of the hardware company, this building was used as a moving picture theater. In the 1920s the space was occupied by the Valley Grocery Store. The grocery company was operated by brothers Carl and Herbert Smith.<sup>5</sup> During the 1940s and 1950s this building saw a variety of uses, including a moving company and "The General Repair Shop."

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<sup>5</sup> The Herbert Smith of Valley Grocery was not the same Herbert Smith who operated Smith's Racket Store just down the block. There were, confusingly enough, two merchants with the same name within the block.(Harmon 1992)

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A single-story brick structure, the Grants Pass Hardware Building is distinguished by a heavily corbeled brick cornice with deeply recessed detailing. The storefront itself, although modified, contains twin double-door entries and the transom band, while not currently functional, survives. The rear of the building has been inappropriately modified with the application of a modern stucco covering and window replacements. Nevertheless, the J.O. Booth/Grants Pass Hardware Company building remains an important element in the continuous row of structures along G Street.

ID No. 007

Historic Name: **Lempke Building**

Year Built: 1900

Address: 145 SW G Street

Legal: 36S-5W-18, TL 1100 [O.T.S. Blk 49 Lot 11]

Style: **Chicago/Brick Front Commercial**

**Historic/Non-Contributing in  
Current Condition**

The wooden building that occupied this site and housed "The Louvre, a saloon operated by August Lempke, was destroyed by the fire that swept G Street in October 1899. The local paper reported Lempke's loss at \$3000, covered by insurance of only \$1000. Nevertheless, within the week, Mr. Lempke [who was apparently affectionately known as "the Baron"] began the process of rebuilding.

A. Lempke has purchased all the available brick at Gold Hill for the erection of a brick building where he was burned out. (Courier 12-October-1899)

One month later the paper reported "Lempke's new brick building on Front Street is rapidly growing and the wall have assumed quite creditable proportions." (Courier 2-November-1899).

The opening of A. Lempke's new saloon, which is one of the handsomest and most tastily arranged in the state, on the night of the 1st, was much of a success. The building crowded for several hours, all enjoying the entertainment so liberally provided by the landlord. The roast goose supper, in which the Baron's daughter Lizzie played an interesting part, was on of the features of the occasion. (DemTimes 5-February-1900)

The saloon continued to operate on this site at least through 1907, under Lempke's operation at least though 1906. By 1911, Sanborn maps show the site as being in use as "Soft Drink Stand," probably a frantic response to the 1908 vote that made Josephine County "dry." Soon the property was acquired by Herman and Teresa Keibel. (JoCtyDeed 53:274). The Keibel's opened

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the Grants Pass Bakery here and the business continued through the early 1960s.

The Lempke Building is a single story brick volume. The early recessed central entry has apparently been modified by large metal sash plate glass windows. The rear of the building has been stucco-clad to match the adjacent J.O. Booth/Grant Pass Hardware Building to the east. Although at the present somewhat modified from its historic appearance, the primary facade of the Lempke Building retains its massing and general appearance from the historic period and contains sufficient historic fabric to relate the period of development that is significant within the G Street District.

ID No. **008**

Historic Name: **Keinlen-Harbeck Building**

Year Built: **1900**

Address: **147 SW G Street**

Legal: **36S-5W-18, TL 1200[O.T.S. Blk 49 Lot 12]**

Style: **Italianate**

**Primary/Contributing [NRHP listed, 1982]**

The Keinlen-Harbeck Building is a visually-defining landmark structure within the G Street Historic District. Built of brick, with an elaborate cast-iron and sheet metal applied facade manufactured by "Mesker Bros. Front Builders, St. Louis," the building is further notable for its four-sided shingled tower. The two-story structure retains substantial original material and detailing, anchoring the end of this block of the G Street Historic District.

In early 1900 the press reported the construction of the subject building following the destruction of the earlier wood-frame building on this site.

E. Keinlen is hauling brick for his new building on the corner of Fifth and G streets. This building when finished will completely restore the block which suffered from the fire of last September. (DemTimes 19-March-1900)

Although Eugene Keinlen, an early Grants Pass brewer, built and owned the building he apparently leased it to others. "Henry Walters, who has leased the Keinlen Building...will soon be ready to cater to the public. He will have one of the finest and best appointed saloons on the coast and it will be stocked with the choicest liquors"(DemTimes 25-June-1900) Following Keinlen's death, the structure was subsequently owned by Keinlen's widow Marie and his brother, Samuel. Following a brief ownership by Gustave Karner, a butcher (JoCtyDeed 36:528) in 1919 the building was sold to E.H. Harbeck and Charles W. Grey who operated the City Market in the location.(JoCtyDeed 49:399) Harbeck bought out Grey's interest in 1924 and continued to run the market until the 1940s. Later tenants included a Maytag Appliance store.

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In 1982, in recognition of the building's significant architectural design, the Keinlen-Harbeck Building was listed on the National Register of Historic Places. Since listing the building has been well maintained and in 1991-92 the prominent tower was reshingled. A Grants Pass landmark, the building's towered image has been adopted as the logo of the Towne Center Association, a downtown merchants group, and appears on banners flown throughout the G Street District.

ID No. 009

Historic Name: **Palace Hotel**

Address: **201-207 SW G Street**

Year Built: 1900

Legal: **36S-5W-18, TL 2200**

**[O.T.S. Blk 48 Lot 1&2]**

Style: **Altered**

**Non-Compatible/Non-Contributing**

Following the destruction of the original wood-frame Palace Hotel [where the devastating October 1899 fire had started], W.S. Wood, the proprietor, immediately began to rebuild. Early reports indicate a temporary wood or canvas building was put up to provide interim lodging but newspaper reports within a month of the fire reveal Wood had hired Childers Brothers, prominent masons from Medford, to build a new structure on the site.

The brick building which will embellish the site of the old Palace Hotel is assuming proportions as will be pushed along as fast as the weather will allow. It will be a fine large structure 50x100 feet in size, two stories high, and promises to be one of southern Oregon's most substantial hotels. (DemTimes 16-November-1899)

The brick-"New" Palace Hotel located at this site was long an important element in the G Street area. The building's corner tower, coupled with that of the Keinlen-Harbeck Building across G Street, formed an visually distinctive "gateway" across from the railroad right-of-way and served as a focal point in the years following the turn-of-the-century. It continued to provide lodging and long-term apartment use through the 1960s.

Long neglected and rundown, the building was first sandblasted (shortly prior to 1976) and, most unfortunately substantially remodeled to its present appearance in 1980 by former Grants Pass Mayor, Dick Smith. Although retaining some clues to its original appearance, This important and once significant structure no longer retains sufficient integrity to relates its history.

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ID No. 010

Historic Name: **Kessler-Harper Building**

Year Built: 1900

Address: 211 SW G Street

Legal: 36S-5W-18, TL 2300[O.T.S. Blk 48 Lot 3]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

A two-story brick structure, the Kessler-Harper Building is distinguished by a small three-part stepped parapet and widely spaced quoin-like detailing around the second floor window frames. A matching detail highlights the cornice. The recessed central entry, although somewhat modified, survives.<sup>6</sup>

The small wood-frame building that occupied this lot in the late 1890s was apparently burned in the October 1899 fire. J.H. Ahlf, owner of the site, sold Lot 3 to H.T. and Joseph Kessler on October 23 of that year for \$600.(JoCtyDeed 18:635) In December the paper reported;

The brick work on the Kessler building, which adjoins the Palace Hotel building on the west, is progressing nicely. It will be a neat structure, and part of it will be used as a jewelry store while the remainder will be converted into a nobby confectionery stand.(DemTimes 4-December-1899)

This refers to the one-story brickfront shown in Photo #6. In April 1901 the Kesslers sold the building to Fred Geyer for \$1500.(JoCtyDeed 21:66) Prior to 1907, according to Sanborn Maps a second floor was added to the original volume. Physical evidence, a horizontal masonry seam in the exposed west elevation, indicates that the 1900 volume was incorporated into the larger building at that time.

In 1907 the Kessler Building was used a "Barber and Baths" on the east side and a confectionery on the west. By 1910, City Directories list the building as the site of a grocery store with Joseph Pardee as the proprietor. This use continued until the early 1920s when C.C. and Joseph Harper established the offices of their Harper and Son building contracting business at this location. In 1948 the company had evolved into Harper's Electric Service and that use would continue through the early 1960s.

The Kessler-Harper Building retains substantial integrity to its original appearance and workmanship. The building conveys its period of construction and contributes to the integrity and significance of the G Street Historic District.

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<sup>6</sup> The coffered soffit above the central doorway is virtually identical to that of the Lempke Building, possibly indicating a common designer or builder.



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ID No. 011

Historic Name: **Isham Transfer Site/Captain Copy**

Year Built: c. 1960

Address: **221 SW G Street**

Legal: **36S-5W-18, TL 2400[O.T.S. Blk 48 Lots 4&5]**

Style: **Modern/Concrete Block**

**Non-Compatible/Non-Contributing**

The various wooden and later brick building that occupied this site [as well as Lot 6, see below] were lost first by fire and then, apparently demolition. The three-bay brick structure, similar in design to the Joseph L. Scott Building, had a variety of tenants, the most notable being Isham Transfer and Storage, a longtime Grants Pass moving company. The small concrete block building which now occupies this site, while not necessarily intrusive in appearance does not contribute to the historic character of the streetscape.

ID No. 012

Historic Name: **Isham Transfer Site/Gem Trader**

Year Built: c. 1960

Address: **223 SW G Street**

Legal: **36S-5W-18, TL 2500[O.T.S. Blk 48 Lot 6]**

Style: **Modern/Concrete Block**

**Non-Compatible/Non-Contributing**

The various wooden and later brick buildings that occupied this site [as well as Lots 4 & 5, see above] were lost first by fire and then, apparently demolition. The small concrete block building which now occupies this site, while not necessarily negative in appearance does not contribute to the historic character of the streetscape. [Please refer to Site No. 11 comments for historic uses]

ID No. 013

Historic Name: **Kesterson Bldg/Star Seed & Grocery**

Year Built: 1905

Address: **229 SW G Street**

Legal: **36S-5W-18, TL 2600[O.T.S. Blk 48 Lots 7&8]**

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

This two-story brick building was constructed by local mill owner George Harvey Kesterson in 1905. The small wooden buildings occupying these two lots had been destroyed by the fire of 1899 [See E.A. Wade Building, below] and the space apparently remained vacant until construction of the present building following Kesterson's acquisition of the property from Walter Harmon [Wade's son-in-law] in 1904.(JoCtyDeed 26:179) A May 1904 article states "Walter Harmon is building a brick business house on G Street" which may refer to the subject structure

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but this can not be confirmed.(Courier 12-May-1904)<sup>7</sup> Some connection certainly exists between the Kesterson Building and the adjacent E.A. Wade Building. The two buildings share a party wall.

Both the 1907 and 1911 Sanborn maps show a second hand store occupying the western half of the building. The east was in use as a grocery, the Grants Pass Rochdale Company, whose officers included M.W. Robbins, W.T. Perry and S.H. Buell. In 1923 the grocery was operated by W.I. Hendren. By 1930 the grocery had evolved into the Star Feed and Grocery Company which now had expanded to occupy the entire building. In 1935, Chester Tompkins, apparently Kesterson's nephew, [Tompkins' parents were Harrie and Rose Kesterson] moved to Grants Pass from Kirkland, Washington and is listed as the co-owner of the company in partnership with George Harvey Kesterson.<sup>8</sup> In 1940, Tompkins apparently became full owner and in 1943 the building itself was put in his name. Soon the company was renamed "Star Feed and Seed" and by 1958 Tompkins listed his business address as being in "the Star Building." In 1964 the company name was again changed, this time to "Chet's Pet and Garden". In 1976 the firm moved to its present location at Fifth and H streets where it remains an important Grants Pass business. Chet Tompkins was an active leader in civic affairs, serving on the planning commission, the Oregon Food Merchants Association [of which he was President], the Oregon Seed and Feed Association, the Active Club, the Chamber of Commerce and many other volunteer positions.(Capitol 1958:405) Tompkins died in 1977.

Following the move of Chet's Pet and Garden, the Kesterson/Star Seed and Grocery Building underwent major interior renovation in the late 1970s during conversion to a multiple retail use known as "the Old Town Mall." The building retains the heavy corbeled brick cornice and the vertical divisions that bilaterally divide the facade into two halves. The second floor retains high integrity with surviving brick detailing, and, while the ground level storefronts have been altered, the Kesterson/Star Seed and Grocery Building retains sufficient integrity to the original appearance survives to convey the associations for which this building is important.

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<sup>7</sup> Mr. Harmon's son, Wade Harmon, in an interview with the author, was not sure what if any involvement his father had in the building of the Kesterson Building.

<sup>8</sup> Modern accounts list Thompkins as Kesterson's step-son. The exact relationship is not known.

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ID No. 014

Historic Name: **E. A. Wade Building**

Year Built: 1894

Address: 233 SW G Street

Legal: 36S-5W-18, TL 2700[O.T.S. Blk 48 Lot 9]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

Probably constructed in 1894, following the devastation of the fire in January of that year, the E.A. Wade Building is one of the oldest structures on this block of G Street. E. A Wade purchased the lot from J.O. Booth in June 1893 and possibly built a wood frame building that was subsequently destroyed.<sup>9</sup> By 1894 the present building was in place and in 1899 it served as the fire break, stopping the spread of flames further west.

West of the Palace Hotel [at corner of G and Fifth], the fire swept every thing to Wade's grocery, a substantial brick building. The building occupied by St. Louis next to Wade's was torn down, and the fire was finally subdued [but] not without considerable damage to Wade's stock and building. (Courier 5-October-1899)

Damage was apparently minimal as Wade's loss was reported as only \$100, all of which was insured. Wade remained in the grocery business at this site at least through 1915. He then apparently leased the building and opened a dry goods store at a second location. (Courier 1960) Grocery uses continued at this site at least until 1930. In 1947 the location was used as Grants Pass Plumbing and Heating. By the late 1970s, the building was occupied by Smithson's Jewelry.

The Wade Building shares certain stylistic details with the Kesterson/Star Feed and Grocery Building to the east and probably influenced the design of that structure. Although the original exposed brick facade has been covered with stucco, many original details survive including the tri-partite recessed storefront, a cast iron curb plate (identified as the product of the Albany Iron Works, 1893), and arched-top wood sashes of the second floor, some with multi-colored glass panes. The multi-colored transom window band is a particularly resonant feature. The Wade Building retains sufficient integrity to successfully relate its development and contribute to the character of the G Street Historic District.

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<sup>9</sup> The Sanborn Map of 1888 shows the site as vacant.

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ID No. 015

Historic Name: **Mr. Harvey's Hair Design**

Year Built: 1978

Address: 237 SW G Street

Legal: 36S-5W-18, TL 2800[O.T.S. Blk 48 Lot 10]

Style: **Modern/Concrete Block**

**Compatible/Non-Historic/Non-Contributing**

Historically, the small wood-frame structure located at this site was used by the Salvation Army. The present single story concrete block building was constructed in 1978 and at that time was described as "an addition to the Old Town Mall Building" in the *Grants Pass Courier*. While the single-story design disrupts the rhythm of the streetscape, the building is generally compatible with the district and does not overtly conflict with the surrounding historic architecture.

ID No. 016

Historic Name: **Chiles/City Market Building**

Year Built: c.1902

Address: 241 SW G Street

Legal: 36S-5W-18, TL 2900[O.T.S. Blk 48 Lot 11]

Style: **Chicago/Brick Front Commercial**

**Primary/Contributing**

For much of the earliest period of development along G Street, this lot apparently remained vacant. Sometime between 1894 and 1898 a small single story wood frame building was constructed and used for storage, probably for the adjacent grocery stores. The present structure was probably built following the fire of 1902. Throughout the historic period the property was long owned by the Chiles Family, early pioneers who operated a longtime market in the next building to the east.(JoCtyDeed 6:171)

According to 1907 Sanborn Maps, the building was in use as a grocery store and city directories for 1901 show the address as the site of Cyrus F. Dixon's grocery store. By 1910 the building was the site of the City Meat Market, Gray and Harbeck, proprietors. By 1930 E.H. Harbeck was operating the City Market in another storefront, further east on G Street in the Keinlen-Harbeck Building. The subject building was apparently in use as a residence and was listed as the home of Mrs. J.M. Chiles in that year. The building remained vacant during the 1940s until W.E. "Bud" Sutherland opened a tavern "Bud's Place." By 1947 the name had been changed to "The Tavern." This simple name continued until sometime prior to 1964 when the business name had become The Corral Tavern, a use which continues.

The Chiles/City Market Building is a relatively intact example of turn-of-the century commercial architecture along the G Street corridor in Grants Pass and retains substantial integrity to its original design, use of materials and appearance. Its twin columns flanking the entry are marked

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as the product of "G.P. Iron Works." Although now isolated by smaller-scale adjacent development it provides a visual connection to the original design of this block and contributes to the integrity of the G Street Historic District.

ID No. **017**

Historic Name: **Chiles Market Site/Animal Kingdom**

Year Built: **1978**

Address: **245-247 SW G Street**

Legal: **36S-5W-18, TL 3000[O.T.S. Blk 48 Lot 12]**

Style: **Modern/Concrete Block**

**Compatible/Non-Historic/Non-Contributing**

The Chiles Market Building, the historic building that long occupied this lot, was razed in 1978 and replaced with the present concrete block structure. At that time the local paper reported,

One of the newest buildings in Grants Pass replaces the community's oldest commercial building at Fourth and G streets. Unibro Industries, Inc., builders of the two-story structure said the old building formerly housed a used goods store and had hand hewn lath in its walls.(Courier 21-August-1978)

Originally used as a lighting fixtures store, the building is now a pet shop. Although built comparatively recently, the present structure was built in a compatible fashion with the historic building traditions of the G Street District, maintaining the zero-setback, two-story volume, design that is consistent with the historic appearance along the G Street corridor. Utilizing brick veneer at storefront level, and retaining an exposed masonry elevation facing Fourth Street, the building does not overtly impact the general appearance of the streetscape and is compatible with the historic architecture adjacent to it.

ID No. **018**

Historic Name: **Auto Storage**

Year Built: **c. 1920**

Address: **213 SW Fourth Street**

Legal: **36S-5W-18, TL 3100  
[O.T.S. Blk 48 N. Por. Lots 13-15]**

Style: **Altered**

**Non-Compatible/Non-Contributing**

As late as 1911, according to Sanborn Fire Insurance Maps, the entire northwest corner portion of Block 48, including all of Lots 13-15, was the location of a large dwelling occupied by W.E. Everton. Sometime prior to 1930 the rear portion was divided off an the present structure built

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for use as an "auto storage." The building has been substantially altered from its original function and, by necessity, that appearance. In 1953, Ada Buck was using the structure as a residence (Directories 1953). In 1964 the building was in use as a "rooming house" with Ada B. Buck as the manager. More recently, the building has seen continued residential use on its second floor. A church and various retail business have occupied the storefront area facing Fifth Street. Substantially altered as the result of the change in use and, as one of the few pre-World War II buildings constructed outside of the period of significance, the subject structure does not constitute a contributing resource to the G Street Historic District.

ID No. **019**

Historic Name: **W.E. Everton House site**

Address: **240 SW H Street**

Year Built: **c.1960s**

Legal: **36S-5W-18, TL 3200**

**[O.T.S. Blk 48 S. Por. Lots 13-15]**

Style: **Modern Commercial/Vacant**

**Non-Compatible/Non-Contributing**

Two-thirds of this lot, originally the site of the W.E. Everton House, are vacant and used for parking. The easternmost portion [Lot 15] is now the site of a small concrete block medical office, apparently dating from the 1960s. The Everton House was either razed or burned sometime after 1947 when city directories show Dean H. Runtin as living here.

ID No. **020**

Historic Name: **Pete's Discount Office Supply**

Address: **232 SW H Street**

Year Built: **c.1950**

Legal: **36S-5W-18, TL 3300**

**[O.T.S. Blk 48 Lots 16&17]**

Style: **Modern/Concrete Block**

**Compatible/Non-Historic/Non-Contributing**

Very little development occurred on this portion of Block 48 during the historic period. A small wood-frame storage building, located at the northwest corner of Lot 16, provided storage for Wade's prior to 1925. (Harmon 1992, Sanborn Maps). By 1930 this building, or a replacement at the same spot was used to store flour. The present building, built post-1930 and most probably following World War II, is built of concrete block and likely originally provided some automotive-related use based upon design. Now a office supply store, this structure is appears relatively unchanged from its original appearance but, as it date from a later period of development, does not contribute directly to the significance of the district.

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ID No. 021

Historic Name: **Isham Warehouse**

Address: **220-224 SW H Street**

Year Built: **1932**

Legal: **36S-5W-18, TL 3400  
[O.T.S. Blk 48 Lots 18&19]**

Style: **Modern/Concrete Block**

**Compatible/Non-Historic/Non-Contributing**

A poured concrete building, this structure is likely that referred to by early Grants Pass businessman, owner of Isham Transfer and Storage [located on G Street, see Site Nos. 11 and 12] in a 1935 *Courier* article which states "Three years ago we built the warehouse on H Street."(Courier 1935)

A simple utilitarian structure, the H Street facade of this structure has been somewhat modified with a smooth-finish stucco coat. While compatible in scale and representative of the rebuilding of warehouse uses on the H Street frontage, the Isham Warehouse does not date from, nor contribute to, the significance of the G Street District.

ID No. 022

Historic Name: **Grants Pass Steam Laundry**

Address: **234 SW H Street**

Year Built: **1903**

Legal: **36S-5W-18, TL 3500[O.T.S. Blk 48 Lots 20-24]**

Style: **Art Deco/Utilitarian**

**Primary/Contributing**

The Grants Pass Steam Laundry company first opened in a facility located across the street from the subject structure. In 1903, W.H. Baker constructed this building and the company remained in operation at this site until the 1960s. Both the 1907 and 1911 Sanborn Maps identify the structure as the "Elite Laundry." Sometime prior to 1947 the company name was changed to "Grants Pass Laundry and Dry Cleaners." By 1966 the property was owned by Pacific Linen and Industrial Supply, apparently a successor firm.(JoCtyDeed 205:183) In 1970 the building was acquired by the present owner, the Rogue Gold Cheese company.

For most of the 19th century, Sanborn Fire Maps indicate that the northwest corner of Fifth and H street remained vacant. A small wood-frame building, identified as "Vacant" was built post-1894 but was apparently destroyed by the G Street fire in October of that year. The lot again remained vacant until construction of the subject building. It appears the west portion of the building was built independently of the corner although both remained a part of the laundry use.

In design and construction, the Grants Pass Laundry is an unusual historic example of a modest

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Art Deco-styling constructed in a rare early use of concrete within the Grants Pass area. The distinctive angled corner entry facing the intersection was likely patterned after the meat packing building located on the southwest corner of the intersection. In Sanborn maps this building also appears to have had an angled corner entryway

Although not directly related to the early railroad theme of the G Street Historic District, the Grants Pass Steam Laundry remains an intact example of an early industrial/utilitarian design that was operating within the district during the period of significance. The building contributes to the integrity of the district and conveys its original design, use of materials, and construction.

ID No. **023**

Historic Name: **Smith Garage Building Site/Owl Cigar sign**

Year Built: n/a

Address: **NE corner Fifth & H Street**

Legal: **36S-5W-18, TL 1300  
[O.T.S. Blk 49 Lot 13-16]**

Style: n/a

**VACANT**

A series of small buildings, including a blacksmith shop, located upon this lot were all destroyed by the various fires. Once owned by George Riddle the property was acquired by merchant Herbert Smith just prior to the 1899 fire and literally burned on the day title was transferred. (Hill 1976) During construction of the new passenger depot, Smith excavated large amounts of earth that was used to provide fill for the railroad. "In 1920 the Courier announced one of the most modern garage and machine buildings in southern Oregon is to rise at the northeast corner of Fifth and H streets." (Courier 12-February-1981) Under the operation of Gadwin Smith, Herbert's son, and W.C. Carnahan, a brother-in-law, the Star Car Agency operated for many years. The building was occupied by the Fine Arts Paint and Wallpaper Store at the time it was destroyed by fire on 28-December-1980.

During the demolition of the burned building the adjacent wall graphic proclaiming "Owl 5 Cents," and "Genuine Bull Durham Tobacco" as well as other remnant painted advertisements was uncovered behind the eastern elevation. This ghost sign and since become something of local landmark and, when the present owner paved and fenced the site for use as a parking lot in 1992, the sign was retained.



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**NOTE:** The following four buildings [ID Nos. 24-27] each share a similar development history as a part of a row of warehouse and/or shop developments that were originally constructed to support the retail uses along the primary G Street corridor. During the historic period these simple buildings provided added storage, in some reports added display space, and "back room" types of uses for the various companies that owned or rented them. As accessory uses to retail operations located elsewhere, specific details on use or occupancy during the historic period have proven difficult to isolate.

Following the rise of the Sixth Street corridor and corresponding change to the character of the G Street Commercial district, many of the warehouse buildings facing H Street became shop space for various contractors or light industry. More recently they have been altered to provide additional retail or service space within the Grants Pass downtown.

ID No. **024**

Historic Name: **Rogue River Hardware Tin Shop**

Year Built: **c. 1900**

Address: **128 SW H Street**

Legal: **36S-5W-18, TL 1400[O.T.S. Blk 49 Lot 17]**

Style: **Chicago/Brick Front Commercial**

**Historic\Non-Contributing in  
Current Condition**

This structure was apparently built c.1900 following the destruction of the Grants Pass Hardware company warehouse which stood at this site and was destroyed by the 1899 fire. "The fire also extended south [from G Street] and completely destroyed every building on the west half of the block."(Tidings 2-Oct-1899) The news accounts of that fire included:

The south side of this block [Block 49] was occupied mainly by warehouses, which burned with tremendous heat. Care was taken to remove the explosives from the hardware stores of *Wolke* and the Hair-Riddle Company...(Courier 5-October-1899, emphasis added)

Early owners of the lot include a variety of G Street merchants or property owners including J.O. Boot, Joseph Scott, and George Riddle. By 1907 the warehouse was in use as storage for the hardware store, presumably Riddle's Rogue River Hardware, and was also in use as the company's "tin shop." By 1911, although still a warehouse, the subject building was now used by a grocery business, probably the Valley Grocery Store. In 1930, most of this block still remained as warehouses or secondary uses. The subject building according to Sanborn Maps was vacant. Various small commercial uses continued to occupy the building throughout the 1940s to the

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present.

Eventually this building was acquired by Nan Carnahan, of the Herbert Smith Family, longtime Grants Pass merchants with a store located on G Street, and was sold by her estate. Smith, and Nan's husband Bill Carnahan, operated a garage on the adjacent lot for many years. [See above, Site No. 23]

Essentially a utilitarian, two story, brick structure, the Rogue River Hardware Tin Shop presents a typical storefront that is predominantly consistent both historically and aesthetically with the integrity of the G Street Historic District. Substantial original details remain. The second floor window is highlighted by twin classically-detailed columns and the rear elevation retains its original wood sash, arch-panel top, double-hung windows. The west elevation, visible throughout the historic period due to the lack of an adjacent structure, was rented out for advertising use, typical of such a situation around the turn of the century. The thin skim coat of the second-floor facade appears to date from an early period. Following the destruction of the Smith Garage Building by fire, the advertising signs were revealed and are now a prominent local landmark, adding to the significance of the Rogue River Hardware Tin Shop. The c.1970s shingle clad canopy, while presently disruptive of the overall building's appearance, does not permanently diminish the ability of the Rogue River Hardware Tin Shop to convey the associations for which it is significant within the G Street Historic District.

ID No. **025**

Historic Name: **Grants Pass Hardware Warehouse**

Year Built: **c. 1900**

Address: **122-126 SW H Street**

Legal: **36S-5W-18, TL 1600[O.T.S. Blk 49 Lot 18]**

Style: **Altered**

**Compatible/Non Historic/Non-Contributing**

This structure shares a similar history with the adjacent Rogue River Hardware Tin Shop building. Sanborn Maps indicated that no structure stood at this site until the last years of the 19th century when a small wood-frame addition to the warehouse on Lot 17 to the west was built. This was destroyed along with the rest of the block in the 1899 fire. In 1903 the building was acquired by Joseph Wolke of the Grants Pass Hardware Company [See Site No. 006] and remained a warehouse in support of that business. By 1911 the building was used as a "Plumbing and Tinning" shop and, in 1930, had become a furniture warehouse.

Sometime in the late 1950s the building was substantially remodeling for professional office use. A pink marble veneer was applied to the facade and modern glass and steel entry treatment were installed as the building metamorphosed in "The Professional Building." In 1964 two uses, the Mary B Beauty Salon and Dr. G.L. Lindley occupied the site.

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The Grants Pass Warehouse building has been altered from its historic appearance. While the Professional Building facade may have some significance in its own right as an exemplar of the postwar period and remains essentially compatible in scale, the building no longer accurately relates the historic of development of the G Street District.

ID No. 026

Historic Name: **Jewell Warehouse/W.R. Rannie Plumbing Shop** Year Built: **c.1900**  
Address: **120 SW H Street** Legal: **36S-5W-18, TL 1700[O.T.S. Blk 49 Lot 19]**

Style: **Altered/Brick Front Commercial**

**Historic\Non-Contributing in  
Current Condition**

This lot first provided warehouse space for the Sherer-Judson and, after the 1899, the Fry-Jewell Hardware Company that occupied the storefront at 220 South Sixth[Site No. 029]. This use continued at least through 1907. By 1911 the building was apparently being used to store hay. In 1930 a W.R. Rannie owned the building and was operating his "Plumbing and Tinning Shop" here.(JoCtyDeed 71:262) The 1948 city directories list this site as the Rogue River Hardware, Industrial Division.

A simple, one-story, brick volume, the facade of this building has been moderately altered for subsequent retail/service uses. Simply detailed, it retains an early appearing entry and three-part facade, with a wide frieze area above over-sized awning. It is now the site of restaurant. Historically, unlike the two buildings to the west, the structure at this location did not extend the full depth of the lot [i.e. the full 100' from H Street to the alleyway that bisects Block 49]. A shed-roof addition of unknown date has been added to the original volume, extends the rear of the building toward the north property line.

While generally compatible in scale with the district and relating the modest appearance of the warehouses which originally lined this street, obscured details and inappropriate treatments combine to limit the ability of the Jewell Warehouse/W.R. Rannie Plumbing Shop to convey its original period of development within the G Street Historic District.

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ID No. 027

Historic Name: **Grocery Warehouse**

Address: **116 SW H Street**

Year Built: c. 1900

Legal: **36S-5W-18, TL 1900 [O.T.S. Blk 49  
Lot 20 & W. 10' Lot 21]**

Style: **Altered**

**Compatible/Non Historic/Non-Contributing**

Built during the period of significance, this building was used as a grocery warehouse from construction through at least 1930. By 1947 the "Wonder Bur," a tavern/restaurant had opened at the site and continues to operate here today. Like the warehouse at 120 SW H Street, to the west, this building was historically only half-depth and a concrete block addition of unknown date has been added to the rear [north] elevation. Although possessed of a well-designed neon sign and architecture banding along the projecting canopy, this building does not related the original development of the site or the G Street Historic District. Compatible in scale and general appearance, various alterations to the primary facade have substantially impacted the ability of this resource to convey its original historic associations.

ID No. 028

Historic Name: **Calhoun Brothers Grocery/Calvert Bldg**

Address: **234 SW Sixth St.**

Year Built: 1893

Legal: **36S-5W-18, TL 2000&2100  
[O.T.S. Blk 49 S. por. Lots 21-24]**

Style: **Altered**

**Historic/Non Contributing in Current Condition**

This substantial two-story brick building was constructed in 1893 and historically served as a meeting hall for the Redman Lodge as well as providing retail and office uses on the ground floor. The Sixth Street elevation historically providing two storefronts and for many years, at least through June 1930, the northern half was used as a grocery store. An early documented use, "Calhoun Brothers Grocery," was supplanted by a variety of other stores including the Josephine Grocery Company [1915] and Santford and Company [1930]. A smaller, single story volume, located along the rear of the building, was historically used as a warehouse space to support the grocery store. Long owned by members of the pioneer Calvert family, the building is also known by their name.

Like many buildings, the Calhoun Brothers Grocery/Calvert Building has undergone a number of major exterior facade changes over its history. Photos reveal the original structure had a rather elaborate primary facade with a highly detailed applied decorative scheme, probably made of sheet metal or cast iron. [See historic photos] A triangular pediment, including a marker with

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the building's construction date, surmounted the heavy projecting cornice. This original exterior apparently survived at least thorough World War I, as it appears relatively unchanged in an early 1930s-era postcard view of Sixth Street.<sup>10</sup> Subsequently the facade has been modernized with the removal or encasing of the original facade with panels. The side elevation retains its original exposed brick, including the decorative cornice band and houndstooth band.

Located at a major intersection in Grants Pass, the Calhoun Grocery/Calvert Building marks creates a visual gateway into the G Street District area. Though a major structure within the downtown area, and substantially intact for virtually all of its H Street frontage, at present the Calhoun Grocery Building/Calvert Building does not adequately reflect its appearance during the historic period to be considered a contributing resource to the G Street Historic District.

ID No. **029**

Historic Name: **Sherer-Judson Building/Blackburn House**

Year Built: **1889**

Address: **220-224 SW Sixth St.**

Legal: **36S-5W-18, TL 1800**

**O.T.S. Blk 49 N. por. Lots 20-24]**

Style: **Commercial**

**Primary/Contributing**

This impressive two-story brick structure was built in 1889 by John W. Sherer and Thomas P. Judson.<sup>11</sup> The pair operated a hardware store and tin shop in the northern storefront. A dry goods and jewelry store occupied the other ground level space and the second floor was used for lodgings under the name of "the Blackburn House, a component of the adjacent Blackburn Hotel. [See Site No. 30, below] Access was via a central stairwell, located between the stores, and a small second floor balcony opened off the narrow second floor window.

Sherer and Judson operated the hardware company for only a few years before selling the structure and business to L.L. and Amelia M. Jewell.(JoCtyDeed 11:94) Their Jewell Hardware Company (also Jewell and Dodge, during a partnership with N.P. Dodge as well as "Jewell and Fry") operated at this location until 1899 when the store was leased to William Hair and George R. Riddle [of the prominent Josephine and Douglas County pioneer family] who here started the Hair-Riddle Hardware Company. The store utilized some of the various warehouses facing H

<sup>10</sup> The second floor in this photo appears essentially original although the triangular pediment cap has been removed. The ground floor elevation is not visible.

<sup>11</sup> Sherer and Judson did not formally acquire the site until February 1890 however early photographs reveal a building marker on the elaborate sheet metal cornice which proclaimed a construction date of 1889. Given the typically erratic practice of recording deeds there is no reason to doubt the date the builders chose to affix to the structure itself.(JoCtyDeed 8:233)

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Street although which were used by Hair-Riddle as opposed to the Grants Pass Hardware Company remains unclear.(Courier 1935) By 1907 Riddle had purchased Hair's interest and relocated the growing company south on Sixth Street. Today, having evolved into the Rogue River Hardware Company, the business remains one of Grants Pass' oldest enterprises.

The south storefront of the Sherer-Judson Building has been used as variety of retail enterprises including The Peerless Clothing Store [1915] and Jim's Toggery, operated by James Lium and C.H. Baldwin [1930]. Following the move of Riddle Hardware, the north storefront was leased to Dixon's Grocery and, later, became the site of the Bijou Theater, one of Grants Pass' first theaters.

While the lower facade of the primary elevation has been modernized over the past 100 years, the second floor of the Sherer-Judson Building remains remarkably intact. The two large, multi-pane arch-topped windows that flank the central stairwell, remain as does the deep brickwork of the cornice band. The original sheet metal cornice with cresting between its oversized caps atop each of the building four major vertical columns was removed sometime after 1940 according to photographic evidence. The rear of the building retains its original metal-clad fire shutters, including those on the oversized loading doors that relate the original uses. The transom band and central entry of the primary elevation remain visible underneath the inappropriate modern vinyl awning, installed in 1990. Although the awning seriously disrupts the harmony of the historic exterior appearance it is not a permanent alteration.

Built in part to provide lodging to travelers and long the site of important early commercial business, the Sherer-Judson Building remains a prominent visual landmark within the G Street District and continues to successfully convey its historic appearance.

ID No. **030**

Historic Name: **Blackburn Hotel/Flanagan Site [Modern Bldg]** Year Built: c. 1965  
Address: **208 SW Sixth Street** Legal: **36S-5W-18, TL 300[O.T.S. Blk 49 Lots 1-2]**

Style: **Modern Commercial**

**Non-Compatible/Non-Contributing**

At the most prominent intersection in Grants Pass, this site at the southwest corner of G and Sixth streets originally fronted the railroad depot and thus was a prime building spot. H.B. Miller, although the loser to J.W. Howard in the race to build Grants Pass' first permanent building, erected his mercantile building on this site in 1883. This building was replaced by an impressive two-story brick building, the Hotel Blackburn, notable for its partially pierced cornice and a canted corner entry that directly related to the intersection. The corner ground floor was used as a saloon with lodging facilities on the second floor. More rooms were apparently

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providing in the second floor of the adjacent Sherer-Judson Building under the name of the "Blackburn House" and the exact relationship between the facilities is unknown. Individual storefronts along Sixth Street, south from G, provided additional retail space for uses which in 1907 included a restaurant, a barber and a butcher shop. Acquired by the prominent local physician, W.H. Flanagan, who retained offices in the second floor, the building became known as the Flanagan Building. In 1910 the Grants Pass and Josephine County Bank opened on the first floor with a veritable who's who of local businessmen serving as directors

In 1920 the early brick building was demolished and an impressive classical-revival building was constructed in its place.<sup>12</sup> The bank eventually merged into the United States National Bank of Portland.. The colonnaded facade facing Sixth Street was a long a prominent feature in downtown Grants Pass. In the early 1960s this building was demolished and the present single-story concrete block retail building was erected in its place.

### CLASSIFICATION OF RESOURCES:

The classification of the thirty individual tax lots located within the G Street Historic District is determined by a resource's date of construction, current integrity, and ability to relate the period of significance. Resources built between 1889 and 1905 that retain sufficient integrity to relate the original development of G Street as the primary commercial center of the Grants Pass area were ranked as "Primary." Resource classifications reflect an approach based upon the following systematic method:

#### **Primary Contributing:**

Resources built between 1889-1905 (inclusive) which retain sufficient integrity to their historic appearance to reflect the primary period of significance. 12 of the district's 29 resources are so ranked.

#### **Secondary Contributing:**

Resources that date from a subsequent phase of development within the period of significance and which reflect their historic character and contribute to the integrity of the district. None of the district's resources were so ranked.

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<sup>12</sup> The western elevation of the Blackburn Hotel/Flanagan Building was used as a party wall by the adjacent Sauer & Fenner Building. This was retained and incorporated into the succeeding structures.

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### **Historic\Non-Contributing in Current Condition:**

Resources which although built during the period of significance have been altered in such a way that they do not sufficiently reflect their historic character nor presently contribute to the integrity of the district. 5 of the district's 29 resources are so classified and could, with appropriate restoration, be-re-classified as contributing resources.

### **Compatible\Non-Historic\Non-Contributing:**

Non-historic resources that are compatible with, but do not contribute to, the character of the district. 6 of the 29 resources within the district are so designated.

### **Non-Compatible\Non-Contributing:**

Resources that are either so substantially altered that their historic character is irretrievable or non-historic construction that does not conform in scale, materials, or siting to the character of the district. 6 of the district's 29 resources are so designated.

### **Vacant:**

Parcels that are currently unimproved. Vacant parcels are of neutral rank, neither contributing nor non-contributing, and are thus not counted in the tally of district resources. One vacant parcel is located within the district.

In recent months the City of Grants Pass has created a supportive partnership with the property owners within the G Street Historic District area, as well as the larger downtown itself. Aided by the availability of a low-interest financing package, technical assistance from city staff, and the newly formed Historical Building and Sites Commission, there is every indication that substantial opportunity to retain and improve upon the cohesive streetscape qualities of the G Street Historic District will continue in the future.



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### SUMMARY:

The structures of the G Street Historic District relate the original commercial development of the City of Grants Pass, Oregon. Founded in response to the arrival of the railroad, the merchants of the new community built first a solid row of wood frame structures to serve the arriving tourists, outlying miners, and the farmers of Josephine County, that were drawn to the community that grew up around the railhead. A repeated series of fires that devastated the area in the late 1890s resulted in the construction of an amazingly uniform streetscape of similarly designed brick buildings along G Street, supported by more modest storage and warehouse structures to their immediate south, facing H Street.

Like any commercial core, the G Street Historic District has seen changes, including demolition and infill, that deviate from the streetscape as it appeared during the historic period. While not historic or constructed during the period of significance, much of this subsequent development retains a compatible scale, setback, and massing with the district's primary resources, yielding a streetscape that is substantially consistent with that of the original development period. The G Street Historic District conveys a visual cohesion that is easily differentiated from the surrounding commercial area, much of it relating the low, horizontal, massing of the modern area. Comprised of primary resources that retain a high degree of integrity in materials and workmanship, and volumetrically compatible later development, the G Street Historic District admirably conveys its historic period of development and the associations for which make it a significant enclave within the City of Grants Pass, Oregon.

**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
- Architecture
- Settlement
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Period of Significance**

1889-1905

**Significant Dates**

1894 (fire)  
1899 (fire)

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

largely anonymous

**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:

Josephine County Courthouse  
Josephine County Historical Society

Grants Pass G Street Historic District  
Name of Property

Josephine, Oregon  
County and State

**10. Geographical Data**

Acreage of Property 3.33 acres Grants Pass, Oregon 1:62500

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1 0	4 7 3 1 0 0	4 6 9 8 3 7 5
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

**Verbal Boundary Description**

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

**Boundary Justification**

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

**11. Form Prepared By**

name/title George Kramer, Historic Preservation Consultant

organization for the City of Grants Pass date November 1, 1992

street & number 386 North Laurel telephone (503) 482-9504

city or town Ashland state Oregon zip code 97520

**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 Please refer to attached listing for property owner information

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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.

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The G Street Historic District, located on the north side of G Street between Sixth and Fourth streets in the downtown core of Grants Pass, Oregon, is an intact collection of late 19th century and early 20th century brick commercial buildings that were originally constructed as a part of the city's early railroad-based economy. The 1883 arrival of the railroad spurred the formal establishment of the City of Grants Pass and resulted in the establishment of the continuous streetscape of narrow storefronts that characterize the district's development. With the 1911 construction of a new passenger depot to the east of the nominated area, and the completion of the Pacific Highway in the late 1910s, the G Street area was surpassed as the commercial core of Grants Pass.

Today, most of the buildings in the G Street District are nearing one hundred years in age. Collectively and individually, these buildings retain substantial integrity to their original design, use of materials, scale, and appearance. The G Street Historic District successfully conveys its original period of development and the associations which make it a significant element in the history of the City of Grants Pass.

### CONTEXT:

#### *Prior to 1883*

Located along "the South Road," or Applegate Trail emigration route, the area that would become Grants Pass is also situated on the Rogue River. In the late 1840s and early 1850s, scores of wagon trains passed through this region on their way both to the growing Willamette Valley to the north, and the gold fields of southern Oregon. The need for a ferry across the river was obvious and the Perkins Ferry, built in 1851, was apparently the first Anglo habitation in the area that was soon known as "Perkinsville." Following the discovery of gold near Waldo, Kerbyville, and Jacksonville, even larger numbers of emigrants were drawn to southern Oregon and a few elected to settle in the area. The first Donation Land Claim (DLC) in near what would become Grants Pass was filed in 1852 by James N. Vannoy. (Hill 1976:28) Skirmishes with the local Rogue River Indians were common, finally culminating in the Rogue Indian War of 1853, and this explosive and dangerous environment kept large scale settlement in the area on hold. Following the Treaty of Table Rock, signed in September 1853, and the cessation of armed hostilities, other DLC applications in the Grants Pass area were filed and more settlers arrived.

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In 1854 Orson Gilbert filed a donation land claim encompassing much of what would eventually become the City of Grants Pass, including all of the nominated district. In 1859 Gilbert's claim was purchased by Thomas Croxton.(Hill 1976:97) By 1864, Croxton's homestead had become a stop on the line of the Oregon and California Stage Company and a small settlement began to develop around the stage station. The following year, in 1865, Croxton was appointed the first postmaster and the settlement was officially designated as "Grant's Pass."<sup>1</sup> Secure as stop along the stage route, the little community quickly developed as an important shipping point for the rapidly developing regions surrounding it. While Grant's Pass continued to develop, "All things continued pretty much the same...[until]... the railroad reached here."(Hill 1976:73)

### THE RAILROAD:

By December 1872, the north-south railroad line of the Oregon and California Railroad had reached as far south as Roseburg in Douglas County, still some 75 miles north of Grants Pass.(Austin and Dill 1987:249) The steep mountain range between the Umpqua and Rogue River Valleys proved too great an obstacle to the railroad from both an engineering and financial standpoint. So for the next decade the stage line, essentially following the original Applegate Trail route, remained the only service south of Roseburg, into northern California. By the late 1880s, Ben Holladay, who had owned the O. and C. Railroad and pushed it south to Roseburg, lost control of the line to a consortium of investors under the leadership of Henry Villard. In 1882 Villard's company had again begun to build south from Roseburg, intent upon finally connecting Oregon and California as part of a massive attempt to control water and rail transportation into the northwest.

The long-awaited arrival of the rails was a cause for great expectation throughout south Douglas, Josephine and Jackson Counties.<sup>2</sup> Rumor in every town and hamlet along the potential route ran

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<sup>1</sup> The derivation of the name "Grant's Pass" has been the subject of heated debate for most of the town's history. The most agreed upon story is that a group of workers, cutting a pass through the rugged mountains north of town, were overjoyed by word of the Union's victory at Vicksburg and celebrated by naming the route they were working on after General Grant. The name was later transferred to the stage stop below and then applied to the city itself. The apostrophe, and the possessive "Grant's Pass" was formally changed to the present "Grants Pass" by the Oregon Legislature in 1891.(JoCtyHist 1988:48)

<sup>2</sup> At this time Grants Pass was a part of Jackson County. In 1885, following the arrival of the railroad, the legislature adjusted the county boundaries and the city became part of Josephine County. The largest city,

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rampant as the preliminary survey crews for the line determined exactly where the roadbed would be located. Numerous communities would be founded along the right-of-way, including both Medford and Gold Hill in Jackson County, by the railroad itself or speculators hoping to make a huge profit by correctly guessing where the line would run. Other cities and towns pondered their future when it became apparent that the railroad would pass them by. Jacksonville, then the Jackson County seat of government and the largest city in southern Oregon, was inconveniently located in a hill-encircled site that clearly would be west of the logical main route. Local investors, fearing for the town's prospects without a rail connection, decided to built their own spur line to connect the community with newly established "Medford."<sup>3</sup>

Almost from the beginning of the railroad construction program it was clear that the little settlement of Grant's Pass would lie along the main line. Land speculation in the area increased accordingly, most centered on where the depot would be sited, as that would be the location where a smart investor could reap the most profit. It was unclear, however, exactly where the line would pass and which of the small building clusters in the area would actually become the new "city" that would benefit from the line's arrival.

The much-awaited construction prompted reports on rail progress in a regular column in the Jacksonville *Democratic Times*, then the major paper in the southern portion of Oregon and the "official paper of Jackson, Josephine, and Lake Counties." Entitled "Railroad Notes," the column provided regular updates on the railroad. The report of June 22, 1883 stated;

. . . [the] right-of-way force is making good headway, having cleared the route to within five miles of Grants Pass....E. Dimmick [reports]. . . that the near approach of the railroad is already manifesting itself. Several employees area now in the vicinity of his place and he expects the track to be laid there this year. (DemTimes 22-June-1883)

The following week the right-of-way crew, the surveyors determining the final alignment of the

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with a valuable rail connection, Grants Pass became the county seat that same year.

<sup>3</sup> The line they built, the Rogue River Valley Railroad, failed to stop the decline that Jacksonville's distance from the main railroad line precipitated. By 1927, when the Jackson County seat was finally moved to upstart Medford, Jacksonville had become, essentially, a backwater, one that was occasionally referred to as "ghost town." The city remained virtually unchanged for most of the following three decades and today Jacksonville's amazingly preserved 19th century brick architecture has been recognized via the city's designation as a National Historic Landmark, one of the few towns in the nation so distinguished.

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line, were ". . . in the vicinity of J.P. Tuffs place, this side [south] of Grants Pass, and are making rapid progress." (DemTimes 3-August-1883).

Later that same month, debate about the location of the highly sought depot in Grants Pass essentially ended. *The Democratic Times* reported:

Jonathan Bourne of Portland, who bought the Savage place near Grant's Pass, has also bonded the two Croxton places in the same vicinity. *Through some means*, he has struck the place where everybody believes the railroad depot for that region will be located, and this last movement of his is still more ominous. It is expected that this will be the station for the winter...(DemTimes 24-August-1883, emphasis added)

Jonathan Bourne, educated at Harvard University, arrived in Oregon following a rather fortuitous episode. In 1878, having "...left college to go to sea, [Bourne] was shipwrecked off Formosa and picked up and taken to Portland, Oregon." Bourne was admitted to the Bar in 1881 and soon established an influential legal practice in the Portland area. Only four years after his chance arrival in the state, Bourne was elected to the Oregon House of Representatives, a position he would hold until 1897. From 1907 to 1913 he served as one of Oregon's two United States Senators.(Who's Who 1927:312)<sup>4</sup>

Bourne had amassed extensive holdings in land and mineral interests throughout Oregon and it is perhaps through that connection that he became aware of the opportunities available in the Grants Pass. On December 7, 1883, Bourne filed a plat for the "town of Grants Pass," establishing the regular grid of streets, lots and blocks that would shape the physical character of the community. The first survey of the townsite, apparently done for the railroad itself, was the work of Charles J. Howard, a local surveyor who worked extensively for the Oregon and California Railroad during this period.<sup>5</sup> The exact nature of the relationship between Bourne and the O. & C. R.R. (or Henry Villard) is not clear. However, based upon Bourne's purchase of land in the region well in advance of the general knowledge of the depot location, it seems clear that *through some means* he either had early knowledge of the railroad's intent or was in a position to influence the alignment of the route to his own benefit. There is no indication that the well-connected and

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<sup>4</sup> This being prior to the adoption of the 17th amendment, Bourne was appointed to Senate, not elected by popular vote.

<sup>5</sup> Howard also surveyed the original plats for the towns of Medford, Central Point and Gold Hill.

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influential Bourne ever lived in, or even visited for any great length, the city which he, in effect, established and profited handsomely from.<sup>6</sup>

The original townsite [O.T.S.] plat for Grant's Pass contained eighty-nine blocks, most 300' x 220' in size. Each full block was divided into twelve 50' x 100' lots and bisected by a 20' foot wide alley. A broad 400' wide path centered upon the railroad separated the town roughly in half from north-to-south and was granted to the railroad for its exclusive use. The plat designated this railroad reservation as the "Oregon and California Railroad Depot Grounds.". The choice blocks that faced the railroad reservation were each divided into twenty-four lots 25 x 100 feet,. all other blocks contained only twelve lots, each 50 x 100 feet.. Streets were numbered from east-to-west and lettered from north-to-south. The original design of Grants Pass clearly indicates that Bourne expected "F" and "G" streets, on either side of the depot grounds, to become the commercial heart of the new city.<sup>7</sup> The narrow lots of these blocks would promote intensive commercial development and virtually guaranteed the solid line of buildings that has since characterized the nominated district.[See Original Plat, Map 2]

As the end of 1883 drew near, the railroad crews continued to advance toward the Grant's Pass area. By late November, the *Democratic Times* reported, "...the tracklayers reached Grant's Pass last Monday night and it was expected that the construction train would arrive there immediately afterward." (DemTimes 30-November-1883). The first passenger train arrived at the new town on December 1, 1883, seven days before Bourne formally filed the townsite map with the Jackson County Recorder.<sup>8</sup> A enthusiastic crowd was on hand to witness the historic event.

About four hundred people assembled at Grant's Pass to welcome the first passenger train. Many of those present had never before seen such a sight.(DemTimes 14-December-1883)

The impact of the arrival of the railroad to Grant's Pass was immediate. The town had been designated as the line's terminus for the winter, pending completion of the route south to Ashland.

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<sup>6</sup> Bourne appointed a local agent, F.E. Habersham, who lived in Grants Pass and handled all of the land transfers in Bourne's name.

<sup>7</sup> All streets were to be 60' wide with the exception of Sixth Street, the major north-south axis which was to be 80' in width, and "F" and "G" Streets, which were limited to only 50', probably in response to the single-sidedness facing the Depot itself.

<sup>8</sup> Various local histories report the first train as arriving on Christmas Eve, 1883. Based upon period reports in the *Democratic Times*, this appears incorrect.



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Hampered by winter rains and various material shortages, the line would not open all the way to Ashland until May of the following year.<sup>9</sup> Thus, during the entire winter, Grant's Pass would be the furthest point along the north-south rail line in Oregon. The new city quickly became an important shipping point for the wide variety of agricultural goods of region. It also served as the point of both arrival and departure for virtually all of the increasing passenger traffic between Oregon and California. Within days, "train time," became the pulse by which the City was governed.

Freight trains are running regularly to Grant's Pass and merchants can now have their freight shipped to that point direct. . . . The passenger train leaving Grant's Pass for Portland starts at 10 o'clock P.M. while the one from north arrives at Grant's Pass about half past twelve.....(DemTimes 14-December-1883)

The availability of rail transport of course represented a significant boost to the southern Oregon agricultural industry. Not only was more rapid transport available for the perishable products of the region's farms and orchards but significant savings over wagon freight were also possible. For example, "The railroad company charges \$1.37 per hundred pounds from Portland to Grant's Pass and teamsters charge \$1.00 for the same from the terminus to Jacksonville." This dramatic reduction in cost per mile, coupled with daily service between southern Oregon and the Willamette Valley, created huge new markets for area growers.

### COMMERCIAL DEVELOPMENT

Shortly after the final location of the Depot, the railroad had begun to build facilities on the reserved land in the center of Grant's Pass to service its equipment, freight, and passengers. In addition to its designation as the temporary "terminus," the Grant's Pass depot was to serve the line as a helper station, providing additional engines to assist trains over the steep grades north of the city. By January 1884, a small roundhouse was almost finished, providing a repair station for the extra engines housed in Grants Pass. Other structures soon followed, including a freight depot, machine shops, a station house, storage facilities and various other buildings.

Despite the arrival of the era's most modern form of transportation, Grants Pass was still little

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<sup>9</sup> The line from the north was completed to Ashland in May 1884. The final connection to California, over the steep Siskiyou Mountains, was not achieved for over three years, in December 1887.

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more than a young and untamed frontier town. The streets were not much more than quagmires stretching out from the modest development centered around the depot. The regular city of blocks and lots existed primarily on paper. In 1883-1884 the river valley that Howard surveyed was, for the most part, still covered with a dense forest although its trees rapidly disappeared to feed the railroad's need for ties and fuel as the track moved south.<sup>10</sup> The earliest photographs of G Street still show the numerous stumps that remain from the forest which stood only a few months earlier. Not surprisingly, one of the first industries to develop in Grant's Pass was a lumber mill, the Sugar Pine Door and Lumber Company.

Most of the railroad's own buildings along the main line were located on the south side of the tracks, toward G Street. As a result, contrary to Bourne's hopeful plan of a bilateral corridor along both "F" and "G," the latter immediately became the major commercial corridor in the rapidly growing city while lots along the F Street frontage languished. In October, merchant John W. Howard, somehow discerning the probable location of the depot, set up a tent on a lot at the southeast corner of Sixth and G Streets and began to sell various merchandise. "There was a keen spirit of friendly rivalry as to who should be the first to build [a structure]. So Mr. Howard hurriedly rushed the materials together and succeeded in making the first move in actual construction." The first nail in Howard's building was driven on October 19, 1883.(Howard 1935) Soon there were a few small cottages and tents in the blocks south of G Street and the Depot. Development on the north side of the tracks apparently was non-existent. Years later, Howard's wife Eudora recalled;<sup>11</sup>

Our home out in the muddy field, with no street lights, proved lonely when my husband was at the store and I remember that my brother-in-law, Thomas Howard, cut a wide swath through young pine and other growth down near the business section so that I could at least have a view of such illuminations as there were. The growth of trees must have covered a considerable area north of, or near, ....[F and Sixth streets] Anyway, I remember that the swath cut for my benefit was the first clearing in that locality.(Howard 1935)

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<sup>10</sup> Period sources indicated that almost 3,000 ties were required for each mile of railroad construction. (Tidings 14-December-1883)

<sup>11</sup> Our understanding of the very earliest character of Grants Pass after the arrival of the railroad greatly benefits from the reminiscences of Eudora Godfrey Howard, wife of the town's first merchant, whose illuminating recollections were published in the *Grants Pass Courier's* special 50th Anniversary Edition in April 1935.

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Following Howard's first commercial venture, H.B. Miller [who lost the construction race mentioned above] built a general merchandise store across Sixth Street, at the southwest corner of the intersection of G and Sixth. Soon, a complete row of buildings lined G Street between Sixth and Fifth street. As the home of the city's "business district," G Street was known as "Main Street" or "Front Street" in recognition of its placement facing the new city's focal point. "The business district at that time was made up of a row of wooden buildings, beginning between Sixth and Seventh streets and extending a short distance [west] towards Gilbert Creek."(Howard 1935)

As merchants and speculators flooded into the area, construction in Grant's Pass boomed. Within three years of the arrival of the railroad, Grants Pass was a compact and growing community. The editor of the local paper determined to document the city's progress by counting its structures. In August 1886 the Grants Pass boasted

...135 residences and building used for residences; ...[and] 51 business houses. Besides these there are the Methodist Church, courthouse and jail, depot, two livery stables, there windmills, a town hall and rink, three lodges, a brewery, an academy, two laundries, a round house and railroad shops, a wagon shop, a brick kiln, and a bridge under construction. Add to this 23 barns, and we have 226 buildings in our little city and town [is] not more than 23 months old.(Courier August-1886)

G Street, facing the railroad depot, was always the heart of the community. "During the early days...four blocks of west Front Street served as the pulse and nerve of the emerging little town. From Sixth Street to Gilbert Creek, enterprising merchants furnished the needs of local citizens, loggers, lumber and mill workers, visiting miners and railroad employees."(Booth 1984:59) Naturally, many of the business on G Street were geared toward the multitude of travelers that were drawn into the city by the rails. "During the first few months we had many transients in our little community, travelers following the railroad construction, and street life in the business district was of the 'Wild West' type. With many saloons and their patrons, quarrels frequently occurred and shootings were not unusual."(Howard 1935)

In keeping with what Mrs. Howard called a "Wild West" type development, virtually all of the buildings facing the Grants Pass Depot prior to 1890 were of simple one-or two-story wood frame construction. Wood was cheap and plentiful, and frame buildings did not require considerable skilled labor to erect. In 1886 the city's first brick building was erected at the southeast corner of Sixth and G Streets by John Howard, replacing his own earlier wooden

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store.<sup>12</sup> Over the next few years other prosperous merchants also replaced early wood buildings with brick. However the majority of G Street's buildings continued to be of wood construction.

### FIRES:

Not surprisingly in an area rampant with saloons, cigar shops and frontier wood-frame construction, the business core of Grant's Pass had a high potential for fire. As early as 1886, the local paper commented that "Grants Pass has not the slightest protection from its destructive elements..." and pushed for a subscription to purchase buckets as well as a hook and ladder. (Courier 8-Oct-1886) The next year, under the heading "FIRE!! FIRE!! FIRE!!", the paper somewhat dramatically warned;

It is only reasonable to expect that these headlines will some morning startle our neighbors as they glance over their papers, while the people of Grants Pass will be wringing their hands over wrecked businesses and devastated homes.....Grants Pass at present is a fire trap of the most destructible style. The material of which the place is built, is of the most inflammable nature while the business places strung out along the railway front seem waiting to catch the fatal spark that will ruin scores of men. (Courier 5-August-1887)

It was, of course, only a matter of time before a fire did strike G Street. The first major conflagration, on January 11, 1894, virtually destroyed the entire block between Fifth and Sixth streets, the heart of the business district. "Eight business houses on G Street were burned to the ground in less than forty-five minutes." (Sutton 1967:80) The fledging *Rogue River Courier* issued a special "Extra" broadside consisting of a single page with the banner headline "WUX-TRA! WUX-TRA! READ ALL ABOUT THE BIG FIRE, HALF A BLOCK BURNED, PEOPLE IN ESCAPE IN NIGHT CLOTHES!" (Courier 1935)<sup>13</sup>

Many of the occupants of the two hotels burned did not have time to attire themselves for public appearance, but clutched what clothing they could and fled, some of them being compelled to drop from the porch of the

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<sup>12</sup> Howard's brick building was itself razed in 1949 for the construction of Wing Building.

<sup>13</sup> Neither the *Oxford English Dictionary*, nor the *Dictionary of American Slang*, contain any information on the etymological connection [if any] between "Wux-tra" and the more standard "Extra" as used in reference to special editions.

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Commercial to the ground.(Tidings 15-January- 1894)

Southern Oregon's editors were fairly sanguine about the devastation. In Ashland the paper casually noted "The buildings burned are about the only wooden buildings of consequence in the city used for business purposes, and now the burned district will probably be rebuilt with good brick houses."(Tidings 15-January-1894) Jacksonville's paper was even less distressed about the blaze; "The destruction of this row of frame buildings by fire has been anticipated for a long time, and it is a wonder that it has not occurred long ago. Brick structures will doubtless supplant them in the near future, when there will be a decided improvement in the looks of Grant's Pass."(DemTimes 15-January-1894)

Within two weeks of the blaze the Grants Pass City Council responded by passing an ordinance creating "fire limits" for the five blocks lying adjacent to the railroad on G and F Streets. The ordinance prohibited "...the construction of wooden buildings, or improvements to those already built to more than \$50 per year."(DemTimes 25-January-1894) Within the area, "All structures should be constructed of brick, stone, or metal" to discourage fire.(Courier 1935)

Following the 1894 fire, work to rebuild the center of the important business district was of course immediate. Resources built after the blaze that still remain in the G Street Historic District include virtually the entire eastern half of Block 49 [Site Nos. 001-4] as well as the Wade Building [No. 014] in Block 48. Despite the new ordinance many wooden buildings remained, virtually assuring a future blaze in the congested business district.<sup>14</sup>

Sporadic small fires apparently continued to plague the city but the newly organized fire department was able to contain most before they spread.<sup>15</sup> A major fire again struck G Street at noon on September 29, 1899. "A Tremendous Blaze" destroyed much of the downtown according to the local press.

The Palace Hotel had caught fire on the very first windy day for a month or more and blazed like a torch. There was a driving wind from the south west, and the fire spread with remarkable rapidity. (Courier 5-October-1899)

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<sup>14</sup> The timing of rebuilding and the passage of the ordinance is not clear and probably the wooden structures going up after the blaze at least in part contributed to the Council's adoption of the ordinance.

<sup>15</sup> Typical was a fire that damaged the Johnson and Sons Grocery on Sixth.(DemTimes 24-April -1894)

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From the hotel [at SW corner of Fifth and G streets], "the flames fairly reached across the street and ignited the building occupied by Blake, and swept up *the row of wooden buildings* absolutely uncontrollable. It was the grandest and most fearful scene Grants Pass [has] ever witnessed. While the immediate effect of the fire is disastrous...the ultimate effect on the city as a whole will be rather beneficial...as the wooden buildings will be replaced by more substantial and creditable structures." (Courier 5-October-1899, emphasis added)

Again, the merchants and property owners tried to promptly rebuild in the wake of the blaze. This time, due to the scale of the destruction and as a result of the 1894 ordinance governing materials, construction was hampered by a shortage of brick. Still, in mid-October 1899, only two weeks after the blaze, the local press reported;

A. Lempke was at Medford this to buy brick for the fine building he will put up at once on the site of his old business place.(DemTimes 5-October-1899)

W.S. Woods of the Palace Hotel will, inside of a few days begin the construction of a two story brick hotel building.....He will ship his brick from Oakland [Oregon] (Courier 19-October-1899)<sup>16</sup>

Rebuilding after the 1899 blaze completed the construction on the G Street side of Block 49. Surviving resources dating from this period include the four buildings west of the Joseph L. Scott Building [Nos. 5-8] and, across Fifth Street on Block 48, Site Nos. 9 and 10. The Isham Transfer Building, now demolished, was also built in the aftermath of the 1899 fire.<sup>17</sup> In general, by mid-1900, with the completion of the Keinlen-Harbeck Building, the primary streetscape along G Street between Fifth and Sixth streets had assumed its present appearance.<sup>18</sup>

In 1902, two major fires again swept through the Grants Pass business district. In May, the Sugar Pine Door and Lumber Company, the largest employer in the city, was completely destroyed. Less than two months later, on July 15, another blaze erupted. This one, beginning at the Hotel Delmonico, "an old wooden building on Front Street near Gilbert Creek..." was "quickly driven

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<sup>16</sup> Much altered, this structure still stands. See Site No. 009 as described in Section 7.

<sup>17</sup> The Isham Building stood on Lots 4-6.

<sup>18</sup> Only the new construction [Site 030] at the site of the Blackburn Hotel/Flanagan Building, at the SW corner of Sixth and G deviates from the 1900 building pattern of this streetscape.

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along the row of wooden buildings which lined lower Front Street..." and [then] "...seriously threatened the whole of Front Street but by Herculean efforts the fire was finally checked and brought under control..." (Courier 17-July-1902) With this fire, and the subsequent construction of the Chiles/City Market and Kesterson/Star Seed Buildings [Site Nos. 013 & 016] the G Street side of Block 48, between Fifth and Fourth was also essentially complete.<sup>19</sup> The final major blaze in the city occurred in 1907 "...with the loss of many buildings on G Street between Fourth and Fifth," although this fire appears to have primarily concerned the rear, H Street facing portion, of the block.(Sutton 1967:81) The H Street side of Block 49, between Fifth and Sixth, destroyed in the 1899 blaze, was primarily rebuilt with warehouse buildings, now converted, that still survive. [Please refer to the individual histories of these structures in Section 7, Site Nos. 24 through 27]

### COMMERCIAL CHARACTER AND LONG-TERM USES

#### *Bars and Taverns*

As mentioned previously, early G Street was primarily a tourist-related area, high in hotels, taverns, and other business that catered to the activities generated by the railroad. Livery stables, warehouses, and more "industrial" uses tended to be located further south from the tracks where lots were larger and more available.

In 1888, the Sanborn Fire Insurance Company for the first time documented the five-year old City of Grants Pass. In the two blocks of G Street between Fourth and Sixth, there were four hotels. In addition to whatever services these businesses provided, there were three restaurants or dining rooms, a tailor, a druggist, milliner, confectionery, a barber and *four* saloons. A dressmaker, the Chiles Grocery, Alh's meat market, the two dry goods stores of Miller and Dean, and a number of lawyers, doctors, and other professional offices were geared toward local customers. Development to the south, facing "H" Street, was more modest. Only a six small buildings are shown on the rear of Blocks 48 and 49, between the highly developed G Street frontage and the residential development to the south.

The prevalence of saloons, tobacconists, a widespread suspicion of brothels, and other "tourist" related developments, was naturally a cause of great concern for the morally minded in the young

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<sup>19</sup> Unlike Block 49, the G Street elevation of Block 48 has suffered subsequent losses from its turn-of-the-century appearance with some of the building's built following the 1899 and 1902 blazes themselves razed and replaced by new construction.

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town. Following the incorporation of the City of Grants Pass in 1887, the initial actions of the newly constituted City Council were all attempts at controlling this vital, if seedy, part of the local economy.<sup>20</sup> Ordinance Number 1, as passed by the Grants Pass City Council in March 1887, was titled "An Ordinance Relating the Regulation and Licensing of Bar Rooms." Ordinance Number 2 related the "licensing of peddlers, hawkers, drays, auctioneers, shows, and exhibitions." (Courier 1-April-1887) To this day, bars, saloons, or taverns remain a prominent use along the G Street frontage.

Many of the early saloons were highly respected, long-lived, establishments. August Lempke, a German emigrant known locally as "the Baron," held forth at "The Louvre" for more than twenty years as well as owning and leasing out other buildings on both G and Sixth streets. Other tavern keepers, such as L.A. Heberlie and Frank Fetsch, remained prominent G Street businessmen in a variety of businesses in addition to their drinking establishments. The days of the saloons, however, were numbered.

As time passed, the population [of Grants Pass] was no longer a floating tide of mining and mill workers. In their place came farmers, rooted in the soil, steady, reliable and interested in the future as well as the present.(Booth 1984:61)

Following a local election at the behest of the Women's Christian Temperance Union, Grants Pass went "dry," a decision which at least temporarily altered the character of the G Street District. The 1911 Sanborn Map shows, naturally, no saloons but does include two "soft drink" stands. One was located in the building that housed Baron Lempke's "Louvre."

Related in use to the various taverns was the cigar shop that John G. Schmidt opened at 121 SW G immediately following the 1894 fire. As "The Pastime" the store would continue under Schmidt family ownership for almost 50 years. The family made and sold cigars under the JVS brand. "The Pastime was never a saloon and beer wasn't dispensed until after Prohibition was repealed."(JoCityHist 1988:224) After W.W.II and sale from the Schmidt family, the Pastime did

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<sup>20</sup> Virulently opposed by Bourne, the incorporation of Grants Pass was itself a cause for substantial debate. While Bourne feared the additional control over development a City would have, others feared increased tax burdens. Some proposed incorporation only if linked to a permanent cap on taxation tied to the needs of the school system. Suspicion of government remained high in the area; not until 1948 would a second Josephine County community [Cave Junction] incorporate. Even today these remain the only incorporated cities in Josephine County.



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become a tavern and that use, and name, remain today.

With the repeal of the Volstead Act, saloons and taverns began to reappear along G Street. Passenger traffic still went through the town on both rail and now, increasingly, automobile. Cigar stores and billiard parlors evolved into bars and taverns. The four taverns still located in the G Street Historic District each dates from the 1950s or earlier.

### *Dry Goods and Grocery Stores*

Perhaps almost as remarkable as the integrity of the built resources of the G Street Historic District is the relative longevity of a high number of the various businesses that have occupied them. The pull of the railroad early on made Grants Pass into the "service center" for a huge surrounding area and many merchants opened businesses along G Street that catered to the needs of the rural population. Dry goods stores, notions, feed stores, hardware companies [who also typically sold agricultural implements] and others were all an early part of the retail mix in the district. Herbert Smith, opened his first store on G Street in 1894 and, following a 1913 move to the former Dixon Dry Goods Building, the business remained open and operated by the Smith Family for the next 75 years.

With the "dry" vote of 1908, many of the storefronts along G Street were converted to use as grocery stores. The 1911 Sanborn Map shows five markets, two butcher shops, and a bakery on the two blocks between Sixth and Fourth. The west half of Block 48, in particular, was a grocery shopper's haven.

Located right next door to each, three of the town's best grocery stores operated in a spirit of friendly competition for many years....recalls Mrs. Anna Wade Harmon. 'There was ample business for all,' [she recalled] (Courier 1960)<sup>21</sup>

The Grants Pass Rochdale Store, one of the markets referred to above, eventually became the Star Seed and Grocery, which in turn evolved first into Star Feed and Seed and then, in 1964, into Chet's Pet and Garden Center. Today this business still survives, located just beyond the boundaries of the nominated area. Another long-term business, Grey and Harbeck's "City

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<sup>21</sup> Mrs. Harmon's father was E.W. Wade, owner of the middle of the three stores.

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Market" was located in the Keinlen-Harbeck Building for almost 25 years from 1919 to the mid-1940s.

### *Other Uses*

Various other significant retail used located within the G Street Historic District. Both the early Grants Pass Hardware Company and the Sherer-Judson/Jewell-Fry Hardware company, the latter absorbed by the Hair-Riddle Hardware Company and still in business as Rogue River Hardware, were important commercial ventures during Grants Pass' early years. Following the end of the "saloon" era and the decline in passenger rail service occasioned by the opening of the Pacific Highway, discussed further below, many non-retail concerns located in the vacant or inexpensive storefronts of the city's early commercial corridor. This was especially true of the spaces on Block 48. Here Harper and Sons, Contractors supplanted the original tourism-uses in the Kessler Building, a plumbing and heating company moved into the long vacant City Market Building and the Isham Transfer Company took over adjacent uses as business dependent on tourists or foot-traffic moved to the burgeoning Sixth Street area. The Grants Pass Steam Laundry building, built in 1903 was part of a localized quasi-industrial development centered on the Fifth and H intersection. Later, during the Great Depression, many of the G Street buildings became secondhand furniture shops, small lunch counters, or various repair facilities. With the exception of a boom in the area surrounding World War II, occasioned by the location of Camp White in Jackson County to the south, and a sudden rise in rail transport as automobile transport declined due to wartime shortages, G Street properties essentially continue to decline in status as a commercial location throughout the 1950s and into the 1970s..

## THE RISE OF SIXTH STREET

### *The Pacific Highway*

While the railroad right-of-way was designed as the major east-west axis of the Grants Pass, Bourne's original plat was also based on the assumption that Sixth Street would become the major north-south route. In the earliest years of the city, the development of this second corridor was substantially complicated by the impeded access between the northern and southern halves of the city, physically divided by the Railroad reservation. Originally, the railroad depot was built so as

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to partially block Sixth Street itself and no other easement over the tracks was permitted.<sup>22</sup> This, of course, made travel between the two parts of the city difficult if not impossible. The railroad, granted a virtually unlimited license toward development within its reserved strip, had little sympathy any desire to improve the north-south connection.

...in order to prevent the laying of county road across this piece of land, they [the railroad] built a a round house between the two ends of Fourth Street and a depot between the two ends of Sixth Street. It is supposed this was done so that they could not be forced to uncouple trains on either of these streets ....The round house and the depot ought to be removed. At this time the school children have to crawl under freight care or go around a long train of them. There is not street or a road way across....(Courier 24-December-1886)

It was not until 1893 that the railroad finally relented and the depot building was moved west, to open the Sixth Street right-of-way. A second crossing was established at Third Street. Finally having obtained a clear access between the north and south parts of the city, Sixth Street soon blossomed and provided Grants Pass with a second major commercial avenue in addition to the businesses along G Street. Sixth Street's width, as opposed to the narrower G Street, coupled with fifty-foot wide lots, made it highly attractive to those merchants whose businesses were not so dependent upon the railroad traffic. Soon, many moved from their original G Street locations to larger, presumably more affordable, sites along Sixth.

By 1907 the transformation of Sixth Street into the "local" business district and G Street into a predominately traveler-oriented area, was virtually complete. The June 1907 Sanborn Map shows the block of G Street between Fifth and Sixth as the site of three establishments offering lodging or rooms, a cigar store, a barber, a restaurant, and six saloons. Only a hardware store, a grocery, a drug store, and a tailor might be considered as geared exclusively toward a local clientele.

The north portion of Sixth Street, north of the right-of-way, also blossomed following the move of the depot. Throughout the late 1880s the area was relatively underdeveloped compared with the south half of the city. In 1891 the First National Bank Building was constructed at the

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<sup>22</sup> Some published histories imply that the depot "sat squarely astride the street" but in actuality the building was located somewhat to the west, jutting out into Sixth but not completely closing it off.[See attached Sanborn Maps]

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northwest corner of Sixth and E, the first major commercial building north of the tracks. Soon the huge "Opera House Block" was built across Sixth Street. By 1894 plans were underway for the new Hotel Josephine, at D and Sixth and commercial development quickly expanded north thereafter.

Grants Pass continued to prosper. In the mid-1890s, the Southern Pacific built a new, larger passenger depot opposite the Front Street row of businesses, set off behind a park-like lawn. The small original depot was loaded onto a flatcar and moved to Merlin, north of Grants Pass, where it would remain in use until destroyed by fire.(Culp 1978:35) In 1911 the company built yet another passenger depot further east, between Seventh and Eighth streets and converted the building opposite the Block 49 for freight use. Coupled with the growing importance of Sixth Street, the move of the passenger depot accelerated the decline of the G Street Historic District as the commercial core of the city.

With the growing popularity of the automobile after the first decade of the 20th century, Sixth Street took on new prominence as auto tourists and travelers along the Pacific Coast increased. References to G Street as "Front" or "Main" diminished. In 1907 the city sponsored the "Irrigation Convention and Industrial Fair" for which twin wooden arches were raised across Sixth Street on either side of the right-of-way. By 1909 Sixth Street's transformation into the city's major commercial district was complete. The promotional brochure *Grants Pass and the Rogue River Valley*, published by the city's new Commercial Club, included twin views of Sixth Street over the caption "one of the Grants Pass leading streets" and contained *not one single picture* of any commercial venture along G among its many photographs.

### *The Decline of the Train*

The rise in America's dependence upon the automobile in the first two decades of the 20th century is well documented. "In 1913, the first state highway commission was authorized to build a state highway system, which included the Pacific Highway...."(ODOT c.1980:2) Josephine County was well-situated to benefit from the new system, located at the intersection of two major auto routes, the Pacific Highway and the Redwood Highway. The key north-south link in Oregon was Highway 99, the Pacific Highway, which went through Grants Pass on Sixth Street.

The first [of Oregon's highways] in importance is the Pacific highway from Portland south through the fertile valleys of the Willamette, Umpqua, and Rogue rivers and over the Siskiyou mountains into California. The highway

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will continue in popularity due to the adjoining, thickly populated sections and to interstate commerce.(Baldock 1933)

Response to the automobile's rise in Grants Pass was rapid—Sixth Street became one of the city's first paved roads in 1910.<sup>23</sup> Still, development of the new highway system was slow. In 1915, two years after Oregon had begun its statewide program, Josephine County boasted 418 miles of public highway, fifty of which were improved with gravel. Only eight miles in Josephine County were macadam, almost all of which were presumably in Grants Pass.(Chapman 1915:178) It did not take long however for auto tourism to develop into a major industry in the Grants Pass area. In 1926 the city boasted of its "...highly strategic location for tourist business," and, in addition to the city-owned Riverside Park along the Rogue, Grants Pass offered visitors fully "...twenty-four other auto camps in or near the city."(Courier 31-December-1926)

As the importance of the automobile rose, the railroad link to Grants Pass became less important from a passenger standpoint. In 1926, the Southern Pacific Railroad had finally succeeded in the completion of its long-feared "Natron Cut-off" which moved the main Southern Pacific north-south passenger traffic east of the Rouge Valley through Klamath Falls so as to avoid the steep grades of the Siskiyou's. Most Rogue Valley merchants expected the worst, as the valley's rail traffic was certain to decline. One hopeful editor encouragingly wrote,

Those who are seeking consolation in the fact that there will be a decrease in the number of trains operating through Grants Pass...are sure to be disillusioned....the S.P. does not intend to make this section of their road a mere branch line.(Spokesman 25-June-1926)

Despite such pronouncements, SP *did* reduce the Rogue Valley's track to branch status and, as the highway system improved, automobile use further eclipsed train travel into Grants Pass. The importance of the rail link, and with it the G Street District which substantially depended upon it, declined. In 1952, the last train heading south from the Grants Pass station pulled out of the depot.(Courier 26-February-1952). Three years later, on August 6, 1955, a commuter train that had run from Ashland to the north, connecting with the main line in Eugene, was also discontinued. This finally ended all passenger service through the Rogue Valley.(Austin and Dill 1987:264) In 1960, the 1911 Grants Pass passenger depot itself was raised to make way for a Safeway grocery store.(Courier 31-December-1960) The freight depot was torn down a short

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<sup>23</sup> Still considered a major commercial area, G Street was also paved in 1910.(See Courier, 3-June-1910)

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time later, also for a grocery store.

### **G STREET: POST WORLD WAR II**

As the volume of rail travel into Grants Pass declined and the city's commercial hub shifted to the wider, more auto-oriented Sixth Street, the original commercial corridor along G Street entered into a decline. Early buildings near Sixth Street such as the 1886 Howard brick store were demolished to make way for "modern" uses. The small, narrow, brick front stores between Sixth and Fifth on G went vacant, were converted into small restaurants, secondhand stores, or saloons. The block between Fifth and Fourth became more industrialized as non-consumer uses moved into the old grocery stores. The "New" Plaza Hotel was slowly reduced less than prestigious rooms for rent. During the 1960s G Street provided a location for small antique shops, and by the 1970s, increasing numbers of crafts stores.

Recognition of the importance of the G Street corridor, and its significance in the history of Grants Pass, was crystallized in 1979 during an unsuccessful battle to save the Grants Pass Hotel, a two-story brick structure that stood just east of the nominated area. Although finally demolished to make way for a parking lot, the battle over the building and its eventual loss brought widespread recognition of the importance the continuous block of brick front stores further west on G Street. Property owners, the business community, and the City of Grants Pass itself, slowly adopted a policy of restoration and renovation in the area that recognizes the building's as important historic resources.

### **SUMMARY:**

The early brick buildings of the G Street Historic District, originally constructed for retail and tourist related uses facing G and as warehouse and support buildings to their rear, facing H, are the most compact, remainder of the first commercial core of the City of Grants Pass. Retaining integrity in setting, use of materials, construction, and appearance, the G Street Historic District continues to relate its significant association to the arrival of the railroad and the economy that developed to serve it. The G Street Historic District is an intact collection of 19th and early 20th century buildings, homogenous in design, setback, and successfully conveys the appearance, feeling, and character, of the streetscape during the entire historic period.

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## National Register of Historic Places Continuation Sheet

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Section Number: 9 Page: 1 G Street Historic District, Grants Pass, Oregon

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[Specific volume cited in text]

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Section Number: 9 Page: 2 G Street Historic District, Grants Pass, Oregon

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varies Miscellaneous regular issues of the *Rogue River Courier*, the *Grants Pass Weekly Courier*, and *Grants Pass Courier* and the *Grants Pass Daily Courier*. [Specific issues cited in text] Special issues, as shown below, are cited accordingly.

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1960 Diamond Jubilee Edition, 2-April-1960

1985 Centennial Edition, 3-April-1985

### Culp

1972 Culp, Edwin D. *Stations West: The Story of the Oregon Railways*. New York: Bonanza Books.

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1947 *Salisbury's Grants Pass City Directory, Vol. II*. Eugene, Oregon: T.W. Salisbury and Co., Publishers.

1953 *Directory of the City of Grants Pass and Josephine County*. Grants Pass: Stanton Advertising Services.

1964 *Grants Pass, Oregon City Directory*. Eugene, Oregon: Johnson Publishing Company.



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### Geographical Data

Section Number: 10 Page: 1 G Street Historic District, Grants Pass, Oregon

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### Verbal Boundary Description:

The G Historic District includes all of Blocks 48 and 49 of the Original Townsite Plat of the City of Grants Pass as filed in December 1883, located in downtown Grants Pass, Josephine County, Oregon. The nominated district is bounded on the east by Sixth Street and on the west by Fourth Street, including those buildings in Blocks 48 and 49 which face these two streets. The north side of the district faces Southwest G Street [historically known as both "Front" and "Main"]. The south side of the district fronts on Southwest H Street. The area encompassed (220' x 660') includes that portion of SW Fifth Street located between "G" and "H" streets, that separates Blocks 48 and 49.

### Boundary Justification:

The nominated area encompasses a two-block area that best relates the historic development pattern of Grants Pass' 19th century commercial corridor. The G Street elevations of Blocks 48 and 49 represent the center two blocks of the original four block strip that was built facing the railroad right-of-way during the initial development of Grants Pass in 1883. Throughout the historic period, the G Street commercial strip remained the heart of the city's business district. The secondary, warehouse-use, resources that front on H Street within the nominated area are consistent with the original development pattern in the district and continue to provide an important supporting role to the primary retail spaces along G Street. The Sixth Street facing buildings of the district represent both the early development of the secondary commercial core in Grants Pass as well as the historic inter-relationship of retail uses and storage facilities that characterized the SE portion of the nominated area.

The setbacks, massing, and general scale of the buildings within the G Street Historic District, including both primary and other resources, remains substantially consistent with, and effectively convey, the historic development pattern of Grants Pass during the G Street area's period of significance. The areas surrounding blocks 48 and 49 contain a high incidence larger scale development that visually isolates the district and serves to clearly delineate its boundaries. Juxtaposed adjacent to the deep setbacks from the sidewalk, and the generally low, horizontal massing of its surroundings, the narrow, vertically oriented, masonry buildings of the G Street Historic District successfully convey the commercial development of early Grants Pass and the associations which make it a significant enclave within the city of Grants Pass, Oregon.

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### Property Owner Information

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**ID No. 001 [Two Owners, see below]**

111 SW G Street  
Block 49, Lot[s] 3

Sauer&Fenner/Dean Dry Goods  
Tax Lot 400

BOYER, O C & BROWN, GENE L & JE N H  
P O BOX 1249  
GRANTS PASS, OR 97526

117 SW G Street  
Block 49, Lot[s] 4

Sauer&Fenner/Dean Dry Goods  
Tax Lot 500

BOOTHE, ROBERT D  
117 SW G STREET  
GRANTS PASS, OR 97526

**ID No. 002**

121 SW G Street  
Block 49 Lot[s] 5

John Schmidt Cigar  
Tax Lot 600

BOYER, ORIE C & DOROTHY A ETAL  
1110 SE ACACIA LANE  
GRANTS PASS, OR 97526

**ID No. 003**

125 SW G Street  
Block 49 Lot[s] 6

Dixon Dry Goods/Smith Bldg  
Tax Lot 700

KRAUSS, KOHATH FRITZ ETAL,  
P O BOX 1185  
SCAPPOOSE, OR 97056

**ID No. 004**

129-133 SW G Street  
Block 49 Lot[s] 7 & 8

Joseph L. Scott Building  
Tax Lot 800

RALSON, DUANE E & JOAN  
%LORR, EDWARD C & JO ANNE VALLE TRU  
1448 WILLIAMS HWY  
GRANTS PASS, OR 97527

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### Property Owner Information

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**ID No. 005**

137-139 SW G Street  
Block 49 Lot[s] 9

J.O. Booth/Cornell Grocery  
Tax Lot 900

BROWN, GENE L & BOYER, ORIE C  
%PRITCHARD, WM & DOLLIE M  
137 SW G STREET  
GRANTS PASS, OR 97526

**ID No. 006**

137-139 SW G Street  
Block 49 Lot[s] 10

J.O. Booth/GP Hardware  
Tax Lot 1000

FENWICK, EDWIN T 7 MCCOURTNEY, JU  
180 MEADOW LANE  
GRANTS PASS, OR 97526

**ID No. 007**

145 SW G Street  
Block 49 Lot[s] 11

Lempke Building  
Tax Lot 1100

FENWICK, EDWIN T & MCCOURTNEY, JU  
180 MEADOW LANE  
GRANTS PASS, OR 97526

**ID No. 008**

147 SW G Street  
Block 49 Lot[s] 11

Keinlen-Harbeck Bldg  
Tax Lot 1200

SNYDER, DAROLD D & SUE A,  
9740 SW TIGARD STREET  
TIGARD, OR, 97223

**ID No. 009**

201-207 SW G Street  
Block 48 Lot[s] 1 & 2

Palace Hotel  
Tax Lot 2200

MILLS, RONALD S  
1700 N ALLEN  
PASADENA, CA 91104

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Property Owner Information

Section Number: 11 Page: 3 G Street Historic District, Grants Pass, Oregon

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**ID No. 010**

211 SW G Street  
Block 48 Lot[s] 3

Kessler-Harper Bldg  
Tax Lot 2300

RANDALL, NEIL B,  
2392 GUNNELL RD,  
GRANTS PASS, OR 97526

**ID No. 011**

221 SW G Street  
Block 48 Lot[s] 4 & 5

Isham Site/Capt. Copy  
Tax Lot 2400

ISHAM, HARVEY & PATRICIA J ETAL  
282 HORNET LN  
GRANTS PASS, OR 97527

**ID No. 012**

223 SW G Street  
Block 48 Lot[s] 6

Isham Site/Gem Trader  
Tax Lot 2500

ISHAM, HARVEY & PATRICIA J ETAL  
282 HORNET LN  
GRANTS PASS, OR 97527

**ID No. 013**

229 SW G Street  
Block 48 Lot[s] 7 & 8

Kesterson Bldg/Star Feed  
Tax Lot 2600

HAWK MANAGEMENT COMPANY  
P O BOX 374  
CORVALLIS, OR 97339

**ID No. 014**

233 SW G Street  
Block 48 Lot[s] 9

E.W. Wade Building  
Tax Lot 2700

BUSHNELL, DIANE L & JOY E  
233 SW G STREET  
GRANTS PASS, OR 97526

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### Property Owner Information

Section Number: 11 Page: 4 G Street Historic District, Grants Pass, Oregon

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**ID No. 015**

237 SW G Street  
Block 48 Lot[s] 10

Mr. Harvey's Hair Design  
Tax Lot 2800

MOORE, NEIL TRUST  
P O BOX 1998  
GRANTS PASS, OR 97526

[no form]

229 SW G Street [Small narrow parcel approx. 2.0 feet wide]  
Block 48 Lot[s] small portion 10 & 11 Tax Lot 2890

BUSHNELL, DIANE L & JOY E  
229 SW G Street  
GRANTS PASS, OR 97526

**ID No. 016**

241 SW G Street  
Block 48 Lot[s] 11

Chiles/City Market Bldg  
Tax Lot 2900

JENKINS, H MERRILL  
241 SW G Street  
GRANTS PASS, OR 97526

**ID No. 017**

245-47 SW G Street  
Block 48 Lot[s] 12

Chiles Site/Animal Kingdom  
Tax Lot 3000

BRIGGS, GERALD L & BARBARA, ETAL  
1330 WINETEER LANE  
GRANTS PASS, OR 97526

**ID No. 018**

213 SW 4TH Street  
Block 48 N. portions Lots 13-15

Auto Storage Garage  
Tax Lot 3100

FERGUSON, JAMES D & DONNA M  
1621 NW OLMAR DR  
GRANTS PASS, OR 97526



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### Property Owner Information

Section Number: 11 Page: 5 G Street Historic District, Grants Pass, Oregon

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**ID No. 019**

240 SW H Street  
Block 48 S. portions Lots 13-15

W.E. Everton Hse site  
Tax Lot 3200

OAKLEY, HARVEY W SR  
237 SW G Street  
GRANTS PASS, OR 97526

**ID No. 020**

232 SW H Street  
Block 48 Lot[s] 16 & 17

Pete's Discount Office  
Tax Lot 3300

COLEMAN, JOSEPH E TRUST ETAL  
2046 NW VINE STREET  
GRANTS PASS, OR 97526

**ID No. 021**

220 SW H Street  
Block 48 Lot[s] 18 & 19

Isham Warehouse  
Tax Lot 3400

SOCIETY OF ST VINCENT DE PAUL  
220 SW H STREET  
GRANTS PASS, OR 97526

**ID No. 022**

234 SW 5TH Street  
Block 48 Lot[s] 20-24

GP Steam Laundry  
Tax Lot 3500

ROGUE GOLD DAIRY, INC  
234 SW 5TH Street  
GRANTS PASS, OR 97526

**ID No. 023**

138 SW H Street  
Block 49 Lot[s] 13-16

Smith Garage site  
Tax Lot 1300

McCOURTNEY, T JUNE  
P O BOX 1127  
GRANTS PASS, OR 97526

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### Property Owner Information

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**ID No. 024**

128 SW H Street  
Block 49 Lot 17

RR Hardware Tin Shop  
Tax Lot 1400

HERRALA, CARMEN G & EVA Y  
2148 MAYFIELD DR  
GRANTS PASS, OR 97527

**ID No. 025**

122-126 SW H Street  
Block 49 Lot 18

GP Hardware Warehse  
Tax Lot 1600

LINDLEY, GORDON L & DONNA C  
124 SW H STREET  
GRANTS PASS, OR 97526

**ID No. 026**

120 SW H Street  
Block 49 Lot 19

Jewell Warehouse/Rannie Plumbing  
Tax Lot 1700

BOYER, ORIE C. & DOROTHY  
1110 ACACIA LANE  
GRANTS PASS, OR 97526

**ID No. 027**

116 SW H Street  
Block 49 Lot 18

Grocery Warehouse  
Tax Lot 1900

GEISSEL, GEORGE  
382 ESPEY RD  
GRANTS PASS, OR 97526

**ID No. 028**

234 SW 6TH Street  
Block 49 S. portions Lots 22-24

Calhoun Bros/Calvert Bldg  
Tax Lots 2000 & 2100

CALVERT, J R/LOIS L  
P O BOX 1298  
GRANTS PASS, OR 97526

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Property Owner Information

Section Number: 11 Page: 7 G Street Historic District, Grants Pass, Oregon

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**ID No. 029**

220-224 SW 6TH Street  
Block 49 N. portions Lots 22-24

Sherer-Judson Building  
Tax Lot 1800

BLM INC  
632 NW HILLSIDE DR  
GRANTS PASS, OR 97526

**ID No. 030**

208 SW G Street  
Block 49 Lot[s] 1 & 2

Blackburn Hotel site/Flanagan Building  
Tax Lot 300

ANDERSON, LUCILLE  
1624 12TH STREET SW  
MINOT, ND 58701

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### Additional Documentation: Photo Inventory

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|---|--|
| <p>1. Historic Photo: G Street<br/>Looking: East, from railroad yards<br/>Photographer: Unknown<br/>Date of Photograph: 1884<br/>Negative: SoOreHistSoceity, Neg 6165</p>                   | <p>8. Historic G St District, Railroad yards<br/>Looking: South, post card Photo<br/>Photographer: Geo. Sabin, publisher<br/>Date of Photograph: c. 1910<br/>Negative: Collection of the Author [1:3a]</p> |
| <p>2. Historic Photo: G Street<br/>Looking: West, from Sixth Street<br/>Photographer: Unknown<br/>Date of Photograph: Spring 1900<br/>Negative: JoCtyHistSociety</p>                        | <p>9. Historic Photo: G Street<br/>Looking: west, from Sixth Street<br/>Photographer: Unknown<br/>Date of Photograph: c.1962<br/>Negative: JoCtyHistSoc</p>  |
| <p>3. Historic Photo: G Street<br/>Looking: west, from Sixth<br/>Photographer: Unknown<br/>Date of Photograph: c.1899<br/>Negative: JoCtyHistSociety</p>                                    | <p>10. Current Photo: G Street<br/>Looking: west, from Sixth Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:33a]</p>                    |
| <p>4. Historic Photo: Corner G and Sixth<br/>Looking: SW, across Sixth Street<br/>Photographer: Unknown<br/>Date of Photograph: c. 1895<br/>Negative: SoOreHistSoceity, Neg 10560</p>       | <p>11. Current Photo: G Street<br/>Looking: west, from Sixth Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:35a]</p>                    |
| <p>5. Historic Photo: Sherer &amp; Judson Bldg<br/>Looking: NW, toward G and Depot<br/>Photographer: Unknown<br/>Date of Photograph: post-1896<br/>Negative: SoOreHistSoceity, Neg 2429</p> | <p>12. Current Photo: Sixth Street, corner of G<br/>Looking: sw, accross Sixth<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:36a]</p>         |
| <p>6. Historic Photo: G Street<br/>Looking: SE, from roof of roundhouse<br/>Photographer: Unknown<br/>Date of Photograph: c. 1900<br/>Negative: SoOreHistSoceity, Neg 3368</p>              | <p>13. Current Photo: G St, intersection of Fifth<br/>Looking: west<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:25a]</p>                    |
| <p>7. Historic Photo: G Street, paved<br/>Looking: west, from Sixth St<br/>Photographer: Unknown<br/>Date of Photograph: c. 1910<br/>Negative: JoCtyHistSociety</p>                         | <p>14. Current Photo: G St, intersection of Fifth<br/>Looking: east<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:23a]</p>                    |

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### Additional Documentation: Photo Inventory

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|---|--|
| 15. Current Photo: H Street<br>Looking: west, from Fifth Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:26a]            | 22. Current Photo: Detail, Site No. 004<br>Looking: "Smith's" at entryway<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:20a] |
| 16. Current Photo: Alleyway, Block 49<br>Looking: east, from Fifth Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:30a]  | 23. Current Photo: Site No. 005<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:19a]          |
| 17. Current Photo: Site No. 001, east bay<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:13a] | 24. Current Photo: Site No. 006<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:21a]          |
| 18. Current Photo: Site No. 001, west bay<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:14a] | 25. Current Photo: Site No. 007<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:21a]          |
| 19. Current Photo: Site No. 002<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:15a]           | 26. Current Photo: Site No. 008<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:22a]          |
| 20. Current Photo: Site No. 003<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:16a]           | 27. Current Photo: Site No. 009<br>Looking: southwest, from G & Fifth<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:23a]     |
| 21. Current Photo: Site No. 004<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:17a]           | 28. Current Photo: Site No. 010<br>Looking: south, from G Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:24a]          |

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### Additional Documentation: Photo Inventory

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|---|--|
| <p>29. Current Photo: Site No. 011 and 012<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:4a]</p> | <p>36. Current Photo: Site No. 019<br/>Looking: north, across H Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:10a]</p>           |
| <p>30. Current Photo: Site No. 013<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:25a]</p>        | <p>37. Current Photo: Site No. 020<br/>Looking: north, across H Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:11a]</p>           |
| <p>31. Current Photo: Site No. 0014<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:5a]</p>        | <p>38. Current Photo: Site No. 021<br/>Looking: north, across H Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:12a]</p>           |
| <p>32. Current Photo: Site No. 015<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:6a]</p>         | <p>39. Current Photo: Site No. 022<br/>Looking: northwest, from int. 5th &amp; H<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:10a]</p> |
| <p>33. Current Photo: Site No. 016<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:7a]</p>         | <p>40. Current Photo: Site No. 023<br/>Looking: southeast, from int. 5th &amp; H<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:27a]</p> |
| <p>34. Current Photo: Site No. 017<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:8a]</p>         | <p>41. Current Photo: Site No. 024<br/>Looking: north, across H Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:8a]</p>            |
| <p>35. Current Photo: Site No. 018<br/>Looking: south, from G Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [1:9a]</p>         | <p>42. Current Photo: Site No. 025<br/>Looking: north, across H Street<br/>Photographer: G. Kramer<br/>Date of Photograph: October 1992<br/>Negative: Collection of the Author [2:7a]</p>            |

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Additional Documentation: Photo Inventory

Section Number: 11b Page: 4 G Street Historic District, Grants Pass, Oregon

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|--|---|
| 43. Current Photo: Site No. 026<br>Looking: north, across H Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:14a]      | 46. Current Photo: Site No. 029<br>Looking: west, across Sixth Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:3a]               |
| 44. Current Photo: Site No. 027<br>Looking: north, across H Street<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:5a]       | 47. Current Photo: Detail, Site No. 029<br>Looking: original transom, below awning<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:16a] |
| 45. Current Photo: Site No. 028<br>Looking: northwest, from int. 6th & H<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [2:1a] | 48. Current Photo: Site No. 030<br>Looking: southwest, from int. 6th & G<br>Photographer: G. Kramer<br>Date of Photograph: October 1992<br>Negative: Collection of the Author [1:17a]           |



G Street Historic District Nomination

MAP 1:

Tax Lot Identification

1992

Source: Josephine County Assessor

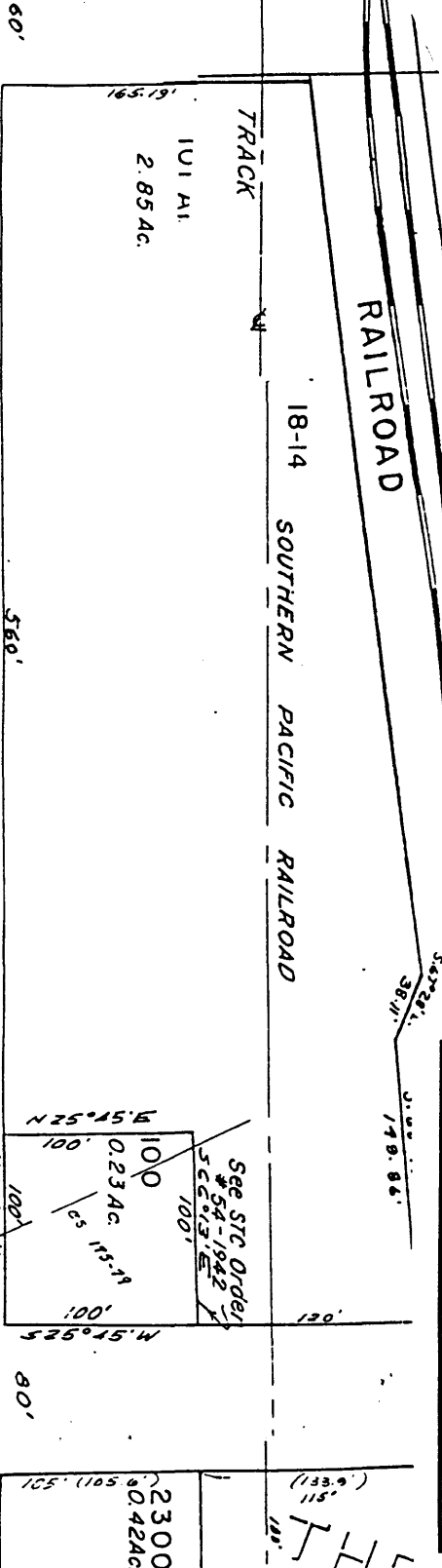
RAILROAD

18-14 SOUTHERN PACIFIC RAILROAD

TRACK

LUAI

2.85 AC.



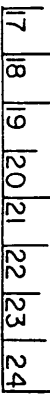
201-40

0.62 AC.

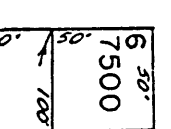
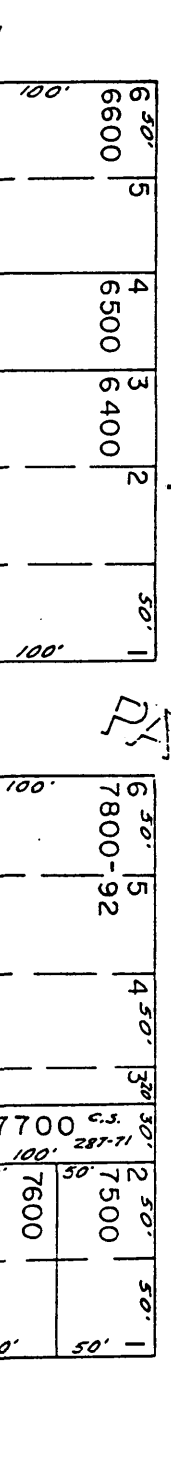
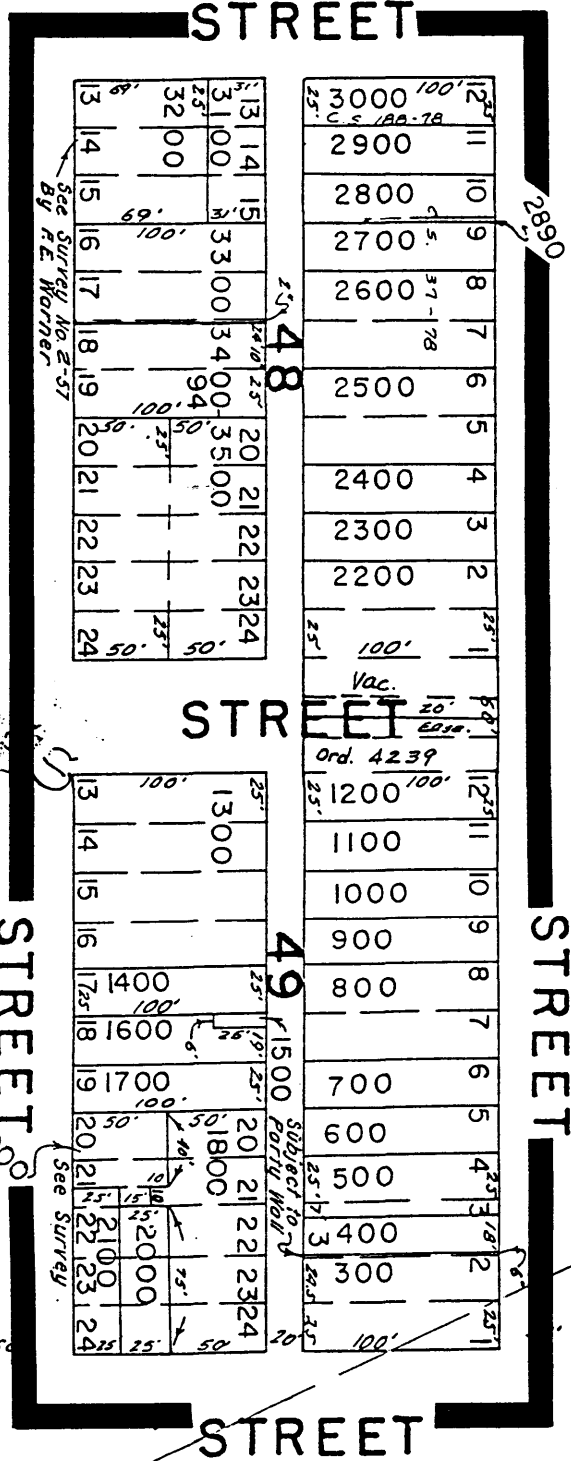
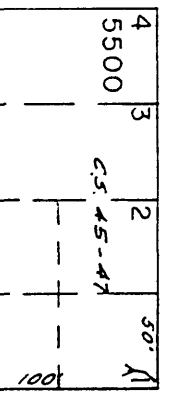
"G"

MO

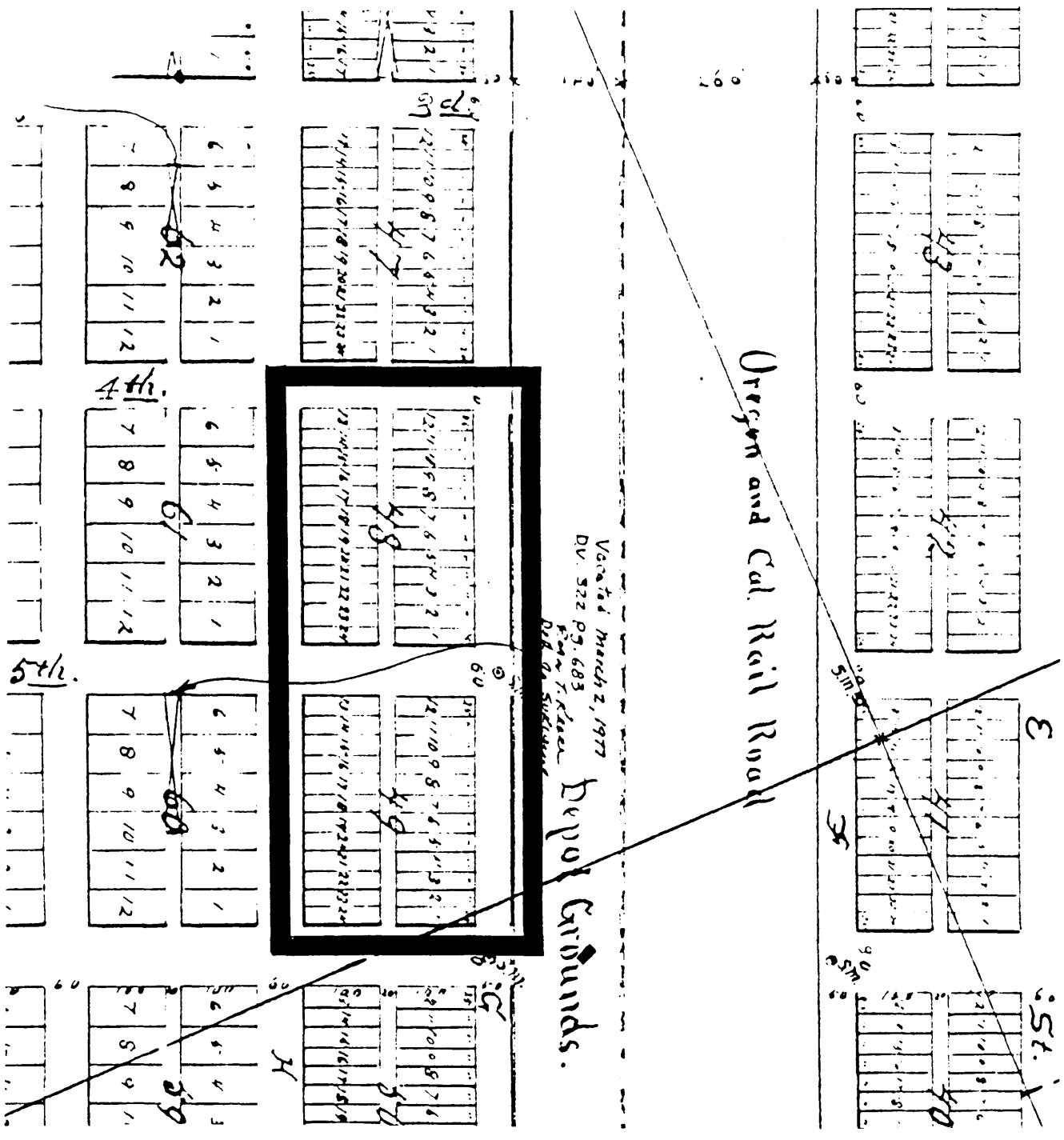
MAIN



"H"







G Street Historic District Nomination  
 MAP 2: Original Townsite Plat,  
 Blocks 48 and 49  
 December 1883  
 Source: Josephine County Surveyor

**FOURTH**

13		
14	Site 19	Site 18 NC/NC
15	NC/NC	
16	Site 20 C/NC	
17		
18	Site 21 C/NC	
19		
20	Site 22 P/C	
21		
22		
23		
24		

**STREET**

12	C/NC	Site 17
11	P/C	Site 16
10	C/NC	Site 15
9	P/C	Site 14
8	P/C Site 13	
7		
6	NC/NC	Site 12
5	NC/NC	Site 11
4		
3	P/C	Site 10
2	NC/NC	Site 9
1		

48

**FIFTH**

13		
14	Site 23	
15		
16	V	
17	H	Site 24
18	C/NH	Site 25
19	H	Site 26
20	Site 27	Site 29 P/C
21	C/NH	
22		
23	Site 28	
24	H	

**STREET**

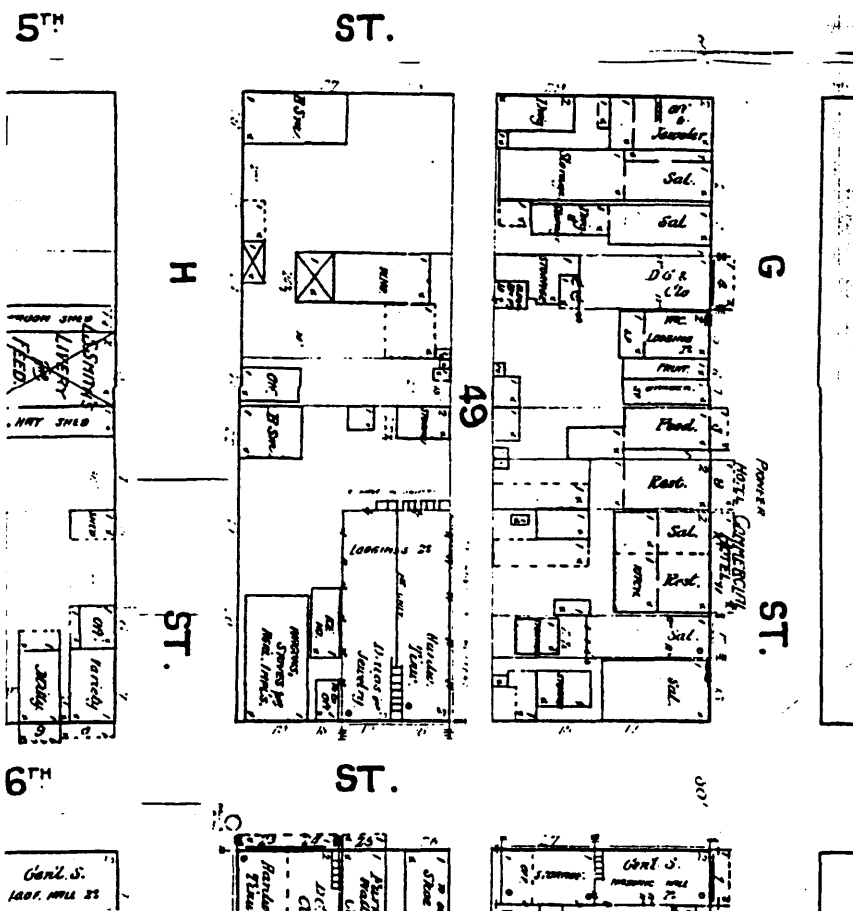
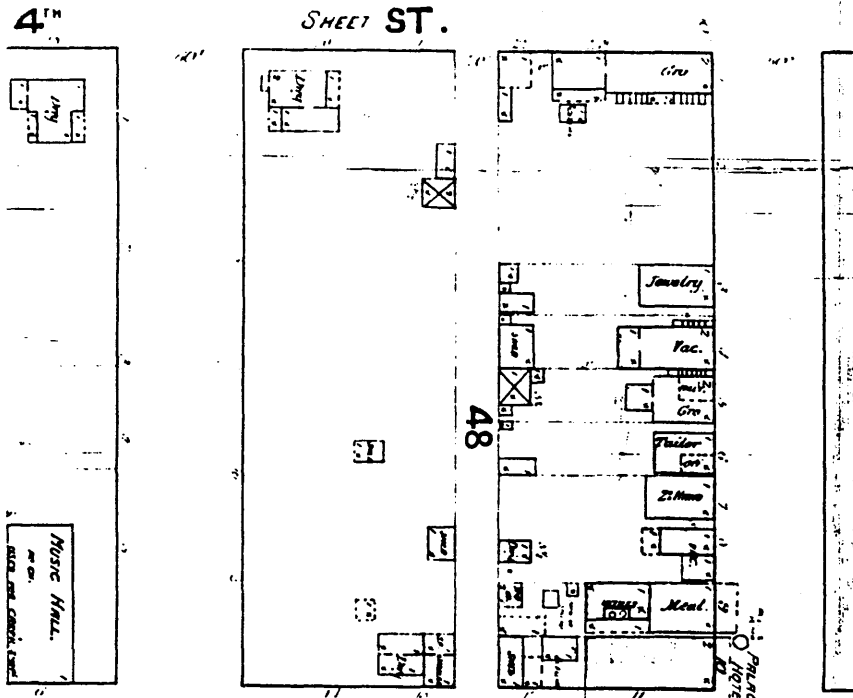
12	P/C	Site 8
11	H	Site 7
10	P/C	Site 6
9	H	Site 5
8	P/C Site 4	
7		
6	P/C	Site 3
5	P/C	Site 2
4	P/C	Site 1
3		
2	NC/NC	Site 30
1		

49

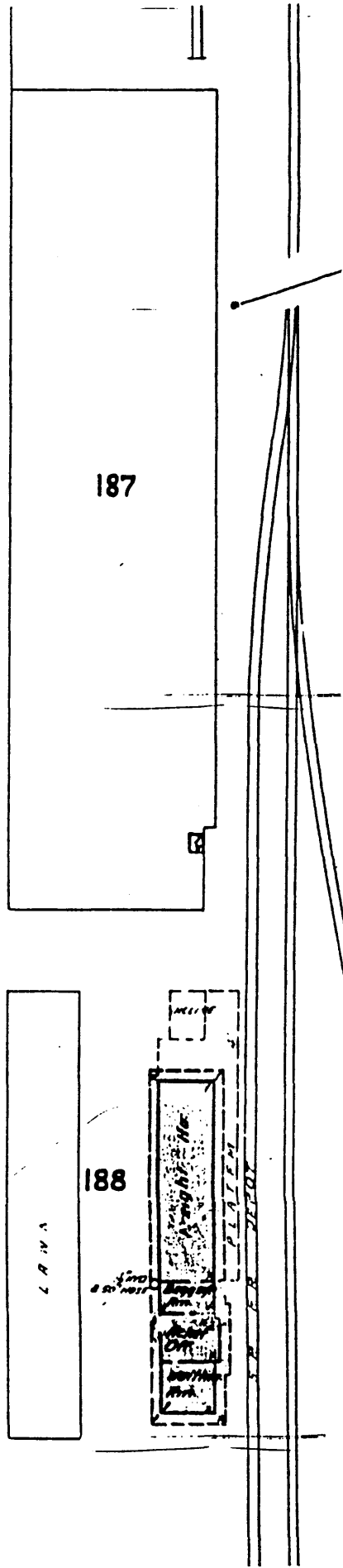
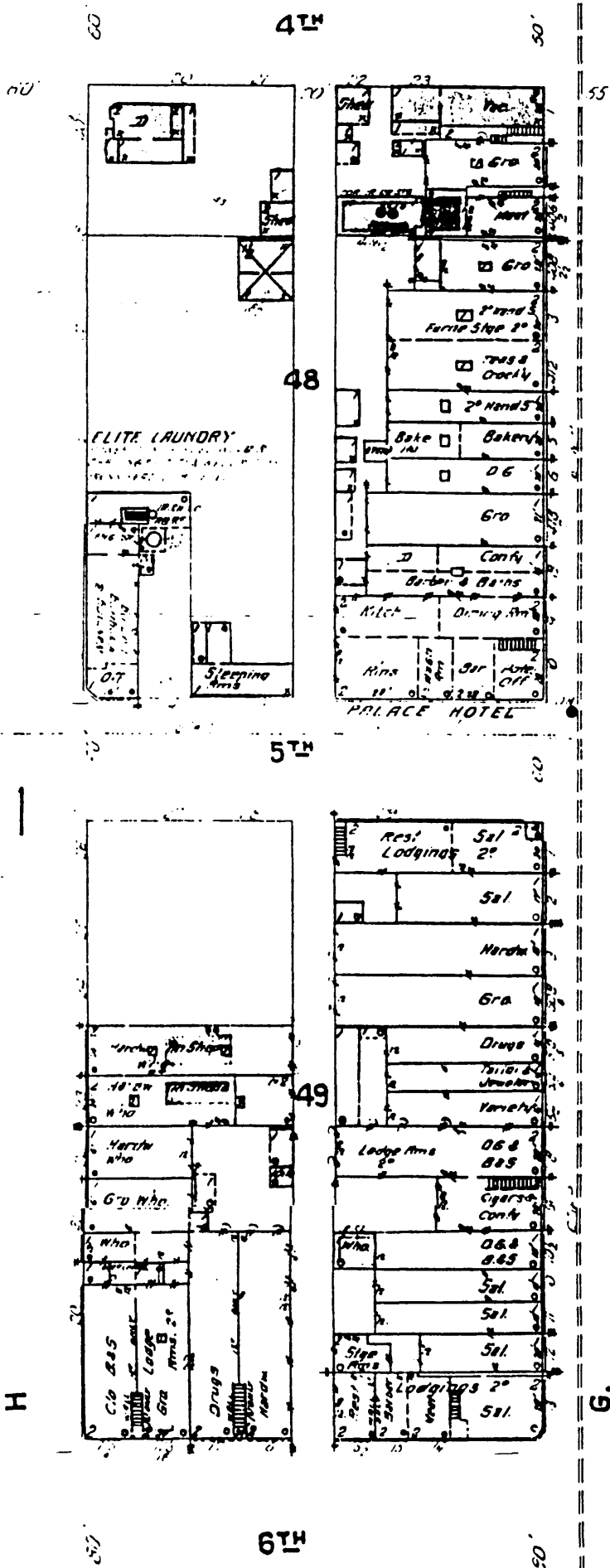
**SIXTH**

**STREET**

G Street Historic District Nomination  
**MAP 3: Site Number Map**  
 [O.T.S. lots no. shown in corner]  
 Site Nos. Keyed to text



G Street Historic District Nomination  
 MAP 4: Sanborn Fire Map,  
 Blocks 48 and 49  
 1890

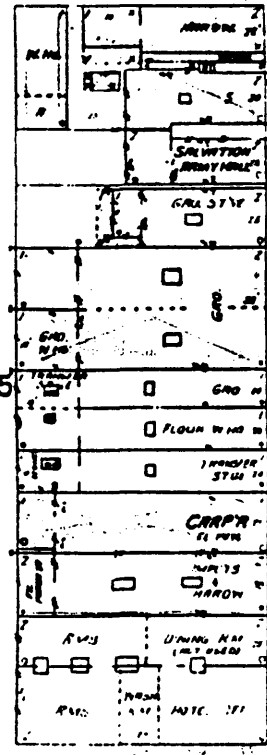
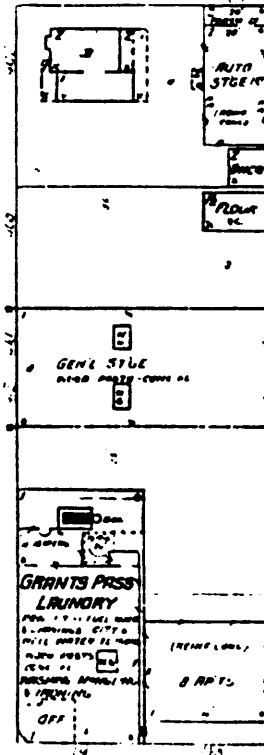


G Street Historic District Nomination  
 MAP 5: Sanborn Fire Map  
 Blocks 48 and 49  
 1907



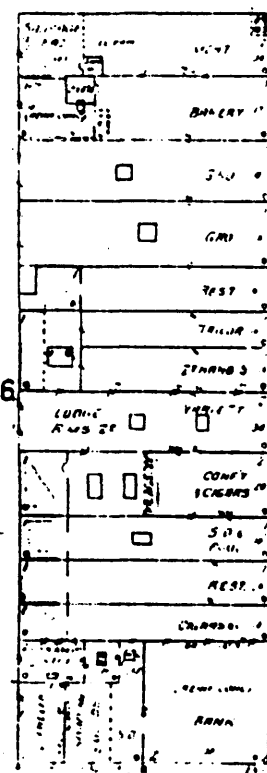
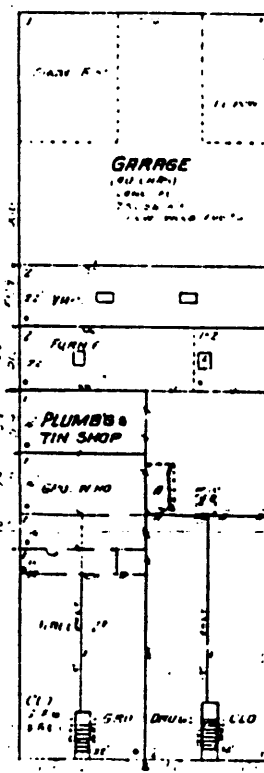
EAST H.

EAST G.



335

PALACE HOTEL



336



G Street Historic District Nomination  
 MAP 6: Sanborn Fire Map  
 Blocks 48 and 49  
 1930