

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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

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



1. Name

historic Grand Stable and ~~Carriage~~ Building and ^{Adjacent} ~~Adjoining~~ Commercial Building
and/or common Pacific Stationery Buildings

2. Location

415-421 SW 2nd Ave.
street & number 415 S.W. Second Avenue and 421 S.W. Second Avenue N/A not for publication
city, town Portland N/A vicinity of congressional district 3rd
state Oregon code 41 county Multnomah code 051

3. Classification

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

4. Owner of Property

name Pacific Stationery Company
street & number 415 S.W. Second Avenue
city, town Portland N/A vicinity of state Oregon 97204

5. Location of Legal Description

courthouse, registry of deeds, etc. Multnomah County Courthouse
street & number 319 S.W. Washington Avenue
city, town Portland state Oregon 97204

6. Representation in Existing Surveys

title Portland Historic Landmark has this property been determined eligible? yes no
date 1973 federal state county local
depository for survey records Portland Bureau of Planning, 1120 SW 5th Avenue
city, town Portland state Oregon 97204

7. Description

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

Describe the present and original (if known) physical appearance

The Grand Stable and Carriage Building occupies Lot 2 of Block 18 of the Portland addition. Built in 1886-1887, it was owned by Simeon Reed, designed by W.H. Williams and constructed by F.I. Fuller. The four story brick structure was designed to accommodate horses and carriages, but subsequently was used as a warehouse, printing plant and stationery store. Currently the building houses a stationery store and, in its top floor, a printing plant.

Located mid-block between two properties at either corner which were entered into the National Register independently, namely the Concord Building (1891) and Waldo Block (1886), the Grand Stable Building has one primary facade facing east on SW Second Avenue. Although the surrounding neighborhood does not qualify as a historic district, it does include commercial buildings of comparable and slightly later dates. The westerly half of Block 18, fronting on SW Third Avenue, is a parking lot. The easterly half presents a wholly intact row of 19th Century facades rare in downtown Portland today. The facades, from north to south, are those of the Concord Building (1891), the Grand Stable and Carriage Building (1887), the Adjoining Commercial Building (1894), and the Waldo Block (1886).

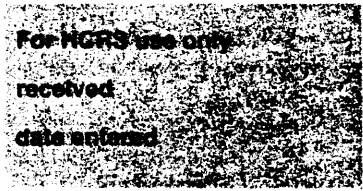
The facade of the Grand Stable and Carriage Building is in excellent condition and unaltered with the following exceptions: remodeled street level facade, addition of an exterior fire escape, loss of a small pediment over the central third floor window, loss of ornament within the tympanum of the central parapet pediment, loss of the painted sign on the parapet reading "Grand 1887 Stable", and loss of one ball finial from the parapet. It is possible that the cast iron cap pilasters of the ends of the ground story side walls are intact beneath modern covering, but this is unsubstantiated.

The Grand Stable and Carriage Building is in the High Victorian Italianate Style and is noteworthy among those relatively few buildings remaining from Portland's grand era of architectural cast iron, 1868-1888, for its state of preservation. Capital-like decorative bandings at the base of window arches have a distinctive foliate pattern which is identical to one of the cast iron patterns on the front of the Mikado Block (1880), which is believed to have been manufactured locally by the Honeyman Foundry. The facade of the Grand Stable and Carriage Building is seven bays in width and is symmetrically organized with three bays on either side of a wide central bay. Horizontal divisions are marked by string courses and an elaborate, bracketed cornice with parapet above. The outer edges of the facade and the central bay are defined by cast iron pilasters, those on each succeeding story differing from the ones below in the manner of superimposed orders. Pilasters of the second story are rusticated. Typical window openings of the second and third stories have stilted segmental arches with architrave molding. Those of the fourth, or topmost story are round-arched with keystones crowning the architrave molding. The parapet is crowned by a central pedimented crest. The wall surface is stuccoed and scored in imitation of stone masonry.

The original first floor facade had a twelve-foot-wide segmental-arched central carriage doorway visually supporting the hierarchical arrangement of central windows terminating in a crown finial atop the parapet crest. The crown, symbolic of royalty was historically associated with horse drawn processions. An identical 12-foot arched opening adjacent to the carriage entrance on the south was filled in with a saloon storefront with glazing in

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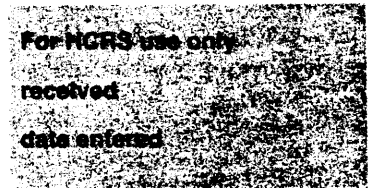
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Title to the Adjoining Commercial Building is in the name of:

Gwendolyn Stirek
17373 SW Canyon Drive
Lake Oswego, OR 97034

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in a "spoke and wheel" design. To the north of the carriage door were two segmental arched window openings approximately 4' x 8'. As was typical of the facade in general, these openings were framed by continuous architrave moulding. The functionally ribbed treatment of the sidewalk in front of the carriage entrance remains today.

It is possible that Reed and/or his architect planned future expansion of the Grand Stable and Carriage Building to either side. The side walls have corbeled ledgers at the floor levels, and the modular composition of the facade suggests expansion possibilities similar to those of the Blagen Block (1888).

The Grand Stable and Carriage Building was connected on the west, or rear elevation, to the Abington Building, also designed for Reed by W.H. Williams and erected in 1886. The connecting link was a 12-foot light well running the full width of the buildings. Brick side walls extended the height of one story at either end to provide fire protection, and rear windows were protected by fireproof iron shutters. This feature, with its corner vestibule and glazed roof, still stands at the rear of the Grand Stable Building, though the Abington Building is long gone.

The first floor interior of the Grand Stable and Carriage Building has been altered, but much of it is intact and adapted to office functions. The first floor has a mezzanine/loft which has a tongue and groove wood railing in the area that would have been over the original saloon. The loft was open above the area where the horse stalls would have been, possibly for stored hay and feed to be dropped to the stalls below.

The wood stairway which connects all floors is in the southwest corner of the building and is in excellent condition, although common in design. Also in this area is an original toilet room. Stove pipe wall openings are spaced along the side walls with venting through in-wall chimneys which extend beyond the parapet.

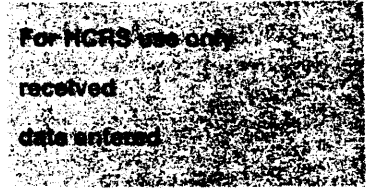
The three upper floors are now, and were originally, open space. The perimeter walls are plaster over brick or exposed brick. The fourth floor has three skylights. Interior window trim is simple. Ceilings are tongue and groove wood or exposed structure, and the floors are fir.

The first floor was sloped toward the street about 5 feet back of the carriage entrance, probably to facilitate drainage and to keep the main floor dry. The basement floor, which extends underneath the sidewalk, is concrete, textured to look like stone, and has trenches paralleling either sidewall and terminating at a drain. Horse rings in the floor indicate that horses were also stabled here. At the midpoint of the north wall was a 8' x 5' elevator which extended to the top floor.

The structure has 24" thick stone foundation walls with 3 x 12 floor joints at 16" o.c., heavy timber girders and columns, with the exception of a 18" diameter cast-iron column supporting the header beam for the 12' wide light well.

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The current owners of the Grand Stable and Carriage Building and its neighbor to the south plan to remove the existing Pacific Stationery Company sign which extends across both facades. Consideration will be given also to partial restoration of the ground story front of the Grand Stable Building, for which adequate photographic documentation of original treatment exists.

Far less is known of the background of the commercial building adjoining the Grand Stable Building on the south. However, it is an integral part of the solid S.W. Second Avenue street facade between Stark and Washington Streets. Built in 1894, this three-story structure demonstrates marked design changes from the Grand Stable Building (1887) and even the Concord Building (1891). The primary facade is four wide bays in width and faces east onto SW Second Avenue. The facade is of brick with a brick dentil cornice. Spandrel panels and pairs of double-hung windows are stacked in second and third stories under four shallow segmental arches framed with architrave moulding. This fenestration is revealing of the structural framing system in which steel columns eliminate the need for a load-bearing wall. While, on the one hand, the articulation of the facade, with its continuous two-story arcade and architrave moulding, provides visual unification with neighboring buildings in the block, this facade is the only non-load-bearing facade in the series and demonstrates a new step in the architectural development of commercial buildings.

The three-story section of this building measures approximately 50 x 50 feet, and a single story portion at the rear extends 38' or so, lighted by two large skylights. When this building was erected in 1894, it also abutted the Abington Building on the west. Still standing is its single-story, 12-foot light well section which was the connecting link. The original stairs are located toward the front of the building, suggesting its early mixed use. The general interior condition is good, although the facade at street level and first floor interior have been substantially altered.

This building and the neighboring Grand Stable and Carriage Building on the north have been in common use by the Pacific Stationery Company since 1962, at which time passageways were opened in the adjoining walls.

8. Significance

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

Specific dates 1887, 1894

Builder/Architect Warren H. Williams, Architect

Grand Stable and Carriage Building

Statement of Significance (in one paragraph)

The Grand Stable and Carriage Building at 415 SW Second Avenue in Portland and the adjoining commercial building on its south side, at 421 SW Second Avenue, are components of one of the few complete block-long expanses of late 19th Century commercial architecture remaining in the downtown core. The Concord Building (1891), which anchors the north end of the block, and the Waldo Block (1886), which anchors the south end, were entered into the National Register independently. With its hierarchical array of arched windows and cast iron facade decoration based on classical architectural vocabulary, the four-story, brick masonry Grand Stable and Carriage Building embodies the distinctive characteristics of the High Victorian Italianate Style. Further, it epitomizes the culmination of Portland's grand era of cast iron architecture which spanned the years 1868-1888. The first use of architectural cast iron in Portland is dated to 1854, but before 1867 all iron ore and most prefabricated cast iron elements came from San Francisco. By 1867, however, the Oswego Iron Company was producing iron ore near the Willamette River a few miles upstream from Portland, and four foundries were operating in the city. The major part of Portland's remarkably extensive concentration of cast iron commercial buildings was destroyed in a Post-War clearance program preparatory to construction of Harbor Drive along the city's west side waterfront. The Grand Stable and Carriage Building was opened for use by a livery and carriage company in 1887. It also contained a saloon. Its owner was Oregon Steam Navigation Company incorporator and breeder of horses Simeon Reed, whose fortune established Reed College. The building was joined at the rear to Reed's sizeable office building, the Abington Building of 1886, which no longer stands. The designer of both of these projects was Warren Heywood Williams, one of the important architects working in Portland in the 1880s. In 1973 the building was declared a Portland Historical Landmark. The three-story commercial building adjacent to the Grand Stable Building on the south completes the row of historic buildings. It was built in 1894. Its facade expresses a more advanced framing system in which steel columns allow the non-load-bearing brick front to bear solely its own weight. The resulting expansion of window space and use of spandrel panels is in the tradition of the Chicago School. Its uppermost floor initially housed the Chinese Methodist Episcopal Mission, and the lower floors were historically occupied by bookbinders and stationery manufactures. The two neighboring buildings have been in common use by the Pacific Stationery Company since 1962, at which time passageways were opened in the adjoining walls. While ground story fronts of both buildings have been remodeled, the essential architectural character of either building is clearly intact. The Grand Stable and Carriage Building is additionally significant for its association with transportation magnate Simeon G. Reed (1830-1895).

The Grand Stable and Carriage Building is one of the few remaining of the buildings in Portland erected for Simeon Gannet Reed, one of the city's foremost investors and developers. It was Reed, along with W.S. Ladd, J. Ainsworth, Jacob Kamm and others, who took hold of the regional marketplace and prospered.

Simeon Reed moved to Portland with his family and some initial investment capital in 1852

9. Major Bibliographical References

see continuation sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Portland, Oregon

Quadrangle scale 1:24000

UMT References

A 1,0 5,2,5 5,3,0 5,0,4,0 5,4,0
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification The Grand Stable and Carriage Building and Adjoining Commercial Building occupy Lots 2 and 3, respectively, of Block 18, Portland Addition, Portland, Multnomah County, Oregon.

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

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title Thomas Randolph

organization Miller Cook Architects date April 16, 1982

street & number 30 N.W. First Avenue telephone 503/226-0622

city or town Portland state Oregon 97204

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature [Signature]

title Deputy State Historic Preservation Officer date August 25, 1982

For HCRS use only

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

Entered in the National Register

date 10/7/82

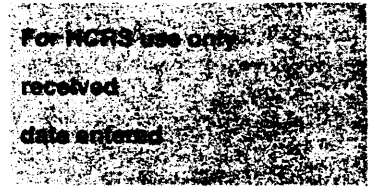
[Signature]
for Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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from East Abington, Massachusetts. Upon arrival, Reed, then in his twenties, worked as a clerk in W.S. Ladd's mercantile store, and later the same year he joined in partnership with Ladd to establish the first of a series of farming investments. Reed's highly successful farm at Reedville was near present day Beaverton and eventually grew to 840 acres supporting innovations in seed and grain production as well as horse and livestock breeding (a particular interest of Reed's). The farm eventually had many structures but the first building was the Simeon Reed House, a HABS property burnt by the Aloha Fire Department in 1966.

Reed's business efforts proceeded quickly from the partnership with Ladd in the mercantile store (Ladd, Reed and Co., 1856). In 1860 he incorporated the Oregon Steam Navigation Co. with J.C. Ainsworth, R.R. Thompson and W.S. Ladd, and the company dominated commerce in the region until 1880. The O.R. and N. Co. was a highly successful monopoly which through strict competitive policies and capital reinvestments expanded to initiate the region's first railroad network (1886) that later became the Northern Pacific Railroad under the direction of Henry Villard.

By 1887, Reed's interests turned to the gold mining industry and he became owner of the Conner Creek Mine in southern Oregon; Bunker Hill and Sullivan Mines in Idaho, and a partner in the Crown Point Mine in California. Reed held on to these very successful mines until eastern money interests bought him out. Two other business investments of Reed's were the Oregon Telegraph Company and the Oregon Iron and Steel Company. Financed by Reed in 1882, the Oregon Iron and Steel Company grew from the Oregon Iron, Co. and Oswego Iron Co., original local producers of pig iron. The company's most productive years were during the expansion period under Reed's direction, but eventually prices declined for pig iron and costly repairs as well as legal and personal disputes brought about its demise in 1917.

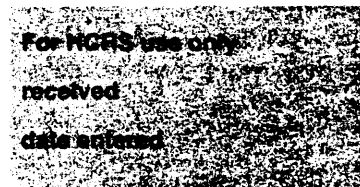
Simeon Reed invested in Portland real estate, as did his peers. Among Reed's holdings were the Abington Office Building by W.H. Williams (demolished), the Dekum and Reed Office Building by McCaw and Martin (demolished), the Cosmopolitan Block by Williams and Krumbein (demolished), the Reed Residence of 1873, miscellaneous buildings on Front Street (351-355) and rental properties on the block between First and Second Avenues and Market and Mill Streets.

Reed seems to have taken a strong personal interest in all of his endeavors and to have had a great concern for the commercial upbuilding of the Pacific Northwest. When Reed was replying to a correspondent inquiring about business opportunities in Portland, he related the potential for seasoned lumber in local building. It seemed that the construction of the Abington Building had a costly delay due to the unavailability of imported finish lumber. Reed, in true form, stated: ". . . It has been found recently that selections from our ordinary fir lumber, when properly seasoned, makes a good finish lumber. . ." ¹ It was also in this letter that he mentioned the recent death of

¹ Simeon Reed Manuscripts, Vol. 23 Part 1, page 161, Letter to E.S. Alexander, January 24, 1888.

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Warren H. Williams. He stated that there was now an opening for a ". . .first class architect. . ." in Portland.²

The Abington Building was Reed's grandest statement. It was considered the city's finest office building at the time of its construction in 1886. It was finished with imported slate and grey, chocolate and red floor tiles as well as elaborate cast iron work; and was equipped with an Otis elevator and the convenience of a connected carriage stable. The Grand Stable Building was positioned through the block and joined to the rear of the Abington by a common light well.

Reed, understanding the interrelationships between investments, appears to have built the Grand Stable to serve as a businessman's convenience, an in-town outlet for selling his own horse breeding stock and as a speculative investment, as the construction of the two buildings dislodged the large City Stables.

The Grand Stable was originally occupied for a very short time by B.B. Ackerman, who moved out in May, 1887. The successor livery business was operated by Wilbur and Atkinson, who boarded, traded and rented horses and carriages, including ". . .the most stylish turnouts. . ."³

The main floor of the building had an office, saloon, harness room and stalls, with stalls on the second floor, carriages on the third, feed on the fourth floor. In addition, the building was equipped with an elevator. Wilbur remained the sole proprietor until approximately 1889, when he relocated and a wholesale liquor store run by W.J. Van Schuyler moved in. The building was never to be used as a stable again.

The papers of Simeon Reed in the manuscripts collection of the Oregon Historical Society confirm the heretofore undocumented attribution of Warren H. Williams as the architect of the Grand Stable and Carriage Building.⁴ The distinguished Portland architect Warren Heywood Williams (1844-1888) was the son of San Francisco architect Stephen Heddars Williams. Williams was born in New York. His family moved to San Francisco in 1859. The designs of S.H. Williams' office were influenced by partner Henry W. Cleaveland, (a follower of Jackson Downing), who is acknowledged to have introduced the Italian Villa Style to the West. In 1869 W.H. Williams came to Portland representing the firm of Stephen H. Williams & Son to oversee construction of the Odd Fellows Temple, a building which introduced a stylistic innovation to Portland in the form of its mansard-roofed clock tower with railings. Realizing a great potential for work in Portland following the fire of 1872, Williams moved here in 1873, joining in partnership with Elwood M. Burton (a former partner of W.W. Piper). Williams soon established himself as a foremost figure in the field. He spent two years with Burton and, subsequently, two years in partnership with Justus Krumbein.

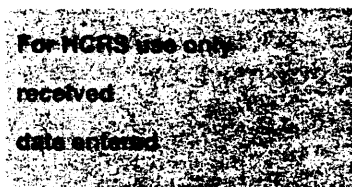
² Ibid.

³ Portland Directory, 1889, page 395, O.H.S.

⁴ Simeon Reed Manuscripts, W.H. Williams to Martin Winch, Simeon Reed's business manager, September 10, 1886, invoice for services on "stable building." (This evidence is supported by other bills and references in Reed papers.) Vol. 19, page 178.

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Williams' list of works is extensive. His surviving buildings in the Pacific Northwest include the following, all of which are widely recognized landmarks.

- Morris Marks House (1882), Portland
- Calvary Presbyterian Church (1882), Portland
- Sir Robert Dunsmuir House, "Craigdarroch Castle" (1885), Victoria, British Columbia
- Villard Hall (1885), Eugene
- Failing Building (1886), Portland
- First Bank of British Columbia (1886), Victoria

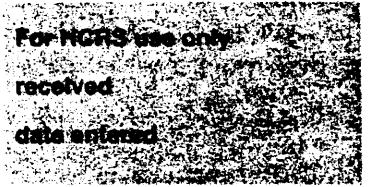
Simeon Reed continued his investments and business life until he died in 1895, leaving his estate to his wife, Amanda. It was Amanda who, upon her death in 1904, willed \$3 million of the estate to endow a local college in her husband's name. The Grand Stable and Carriage Building was among the assets willed to Reed College. It was eventually sold to its present owners.

The three story, brick masonry commercial building at 421 S.W. Second Avenue, adjacent to the south wall of the Grand Stable and Carriage Building was built in 1894. It replaced a two story wood structure which was shown on the Sanborn map in 1893. The new brick commercial building which replaced it went on the Multnomah County assessment rolls in 1894. The developer and architect of the building are unknown. From early on, the occupancy was mixed. The upper floor originally housed the Chinese Methodist Episcopal Mission, and Chinese clubs occupied the floor until the 1960s. The lower floors were occupied by Howe, Davis and Kilham (1898) who were book binders and stationery manufacturers. The company later became Howe & Davis (1910) and Davis and Holman (1931).

The building has been occupied as an annex by the Pacific Stationery Company since 1962.

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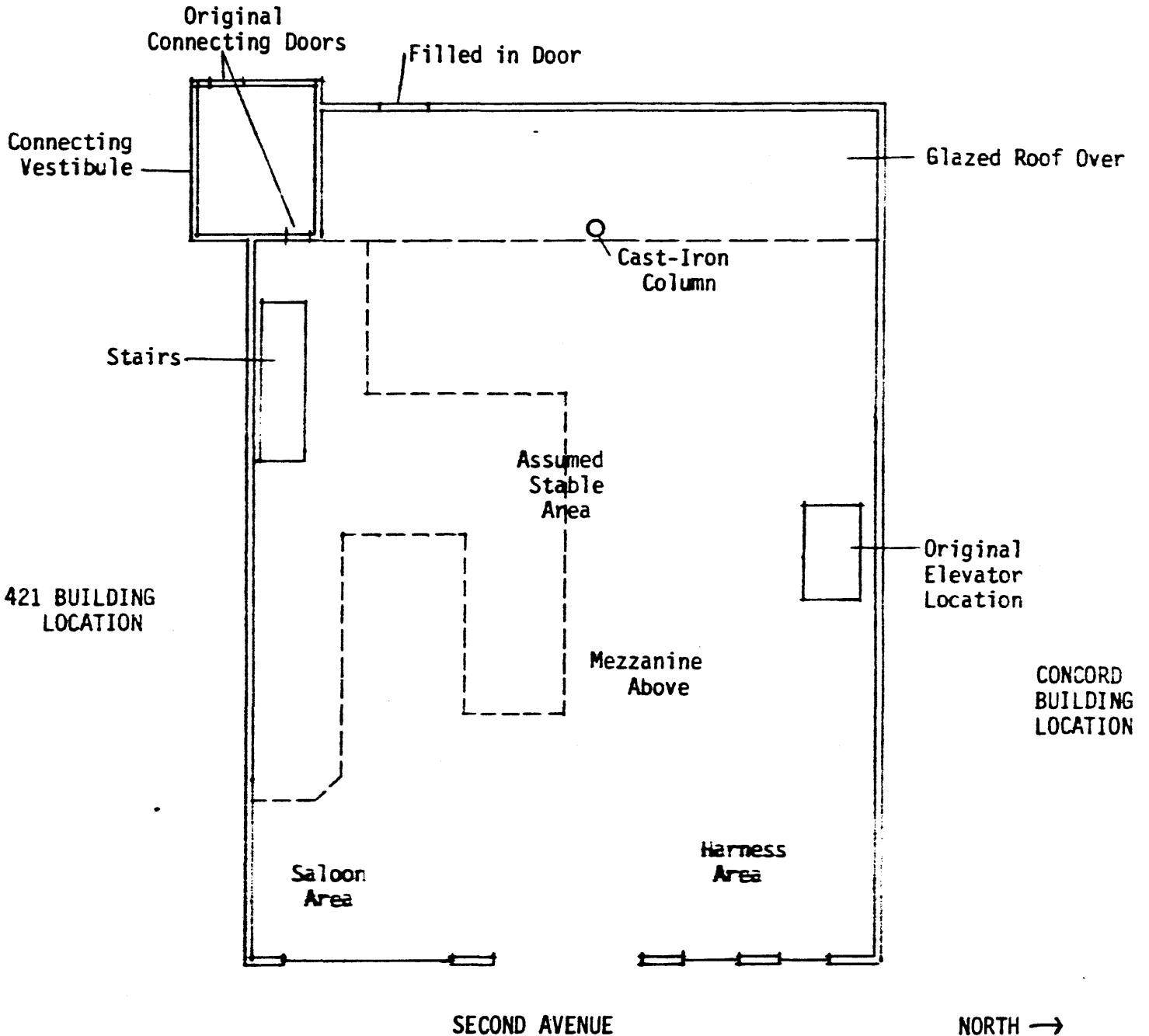
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Page 1

1. Vaughan, Thomas, and Ferriday, Virginia Guest, Space, Style and Structure: Building in Northwest America, Portland, Oregon: Oregon Historical Society, 1974. Vol. 1, pages 281-285.
2. Hawkins, John William, The Grand Era of Cast-Iron Architecture in Portland, 1976, Binford & Mort, Portland, Oregon, page 151.
3. Grutze, Albert Lewis, Selection of Wills, 1925, Portland, Oregon, Title and Trust Co., Portland, Oregon.
4. Reed College Bulletin, June 1936, Vol. 15 no. 3.
5. Simeon Reed Manuscripts, Letters and Private Papers 1864-1892, Vols. 20 through 23, Oregon Historical Society, Portland, Oregon.
6. The Oregonian Newspaper, 20 Nov. 1969; 30 July 1970; 7 April 1935.
7. The Oregon Journal Newspaper, 13 April 1966; 12 March 1970; 18 June 1970; 1 Jan. 1887.
8. Sanborn Maps, Oregon Historical Society, Sanborn Map Company, New York, New York.
9. Portland Directories, Oregon Historical Society, Portland, Oregon 1885-1889.
10. Portland Friends of Cast-Iron Newsletter, "Warren Heywood Williams, Architect (1844-1888)," Dec. 1980, No. 17.
11. Johansen, Dorothy, Empire of the Columbia, 1967, New York, New York.

ABINGTON BUILDING
LOCATION



Sketch of the Grand Stable Building
Showing approximate location of original areas
No Scale