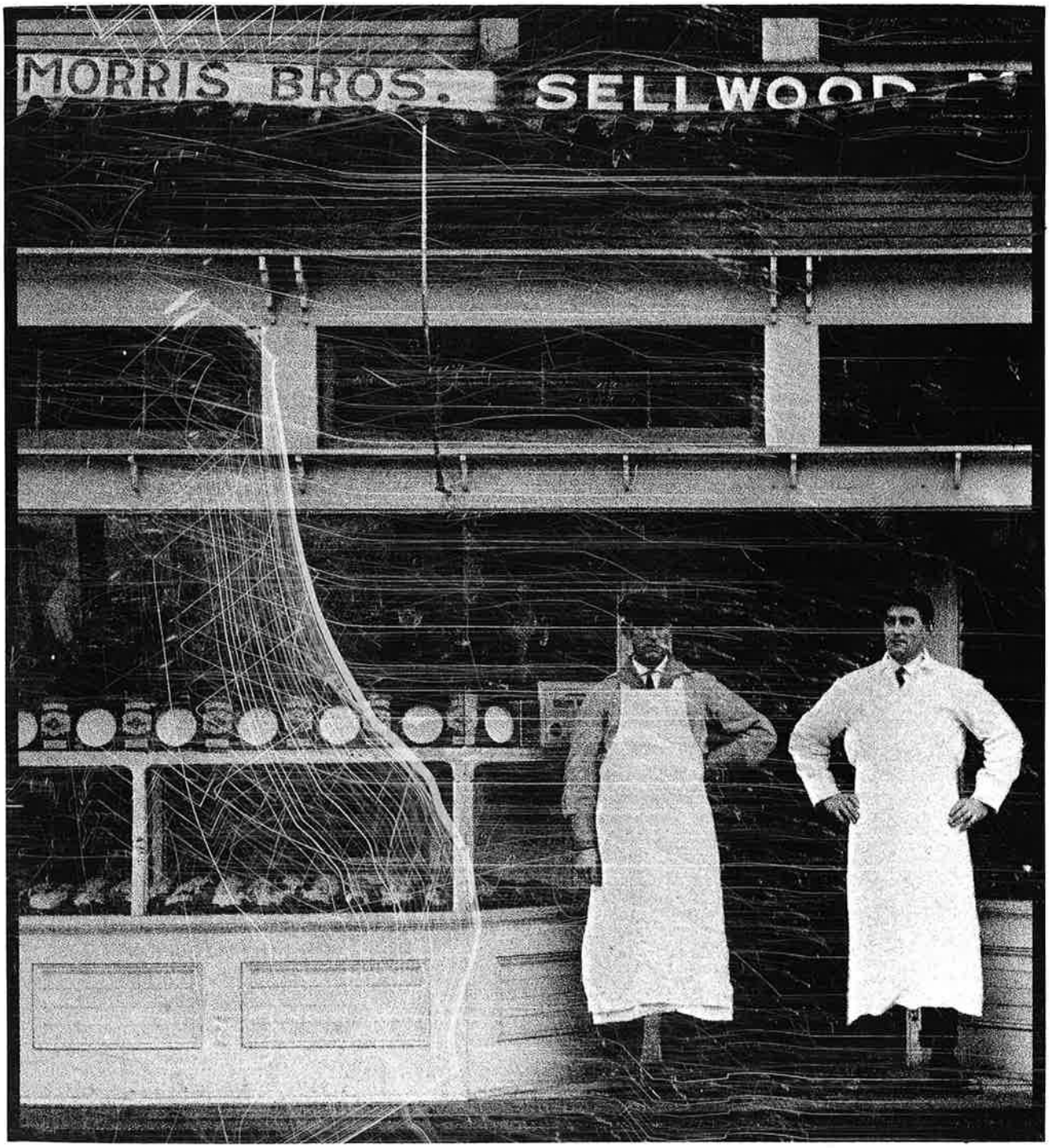
POTENTIAL HISTORIC CONSERVATION DISTRICTS



BUREAU OF PLANNING OCTOBER, 1978 PORTLAND, OREGON

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Portland is a young city and its history spans little more than a century. As a result, its neighborhoods are outstanding visual records of the historical growth of the city and its assimilation of early suburbs and towns. In an effort to preserve that heritage for the education and enjoyment of the citizenry, the Portland Historical Landmarks Commission has actively promoted the preservation of these resources.

In addition to the nearly 170 individual buildings and sites designated by the City as historical landmarks, the City has recently designated two downtown areas as historic districts and two neighborhoods as historic conservation districts. Such designation carries protection from the effects of unauthorized change to buildings and areas. The more recent actions reflect a growing awareness of the need to conserve more than individual buildings or sites.

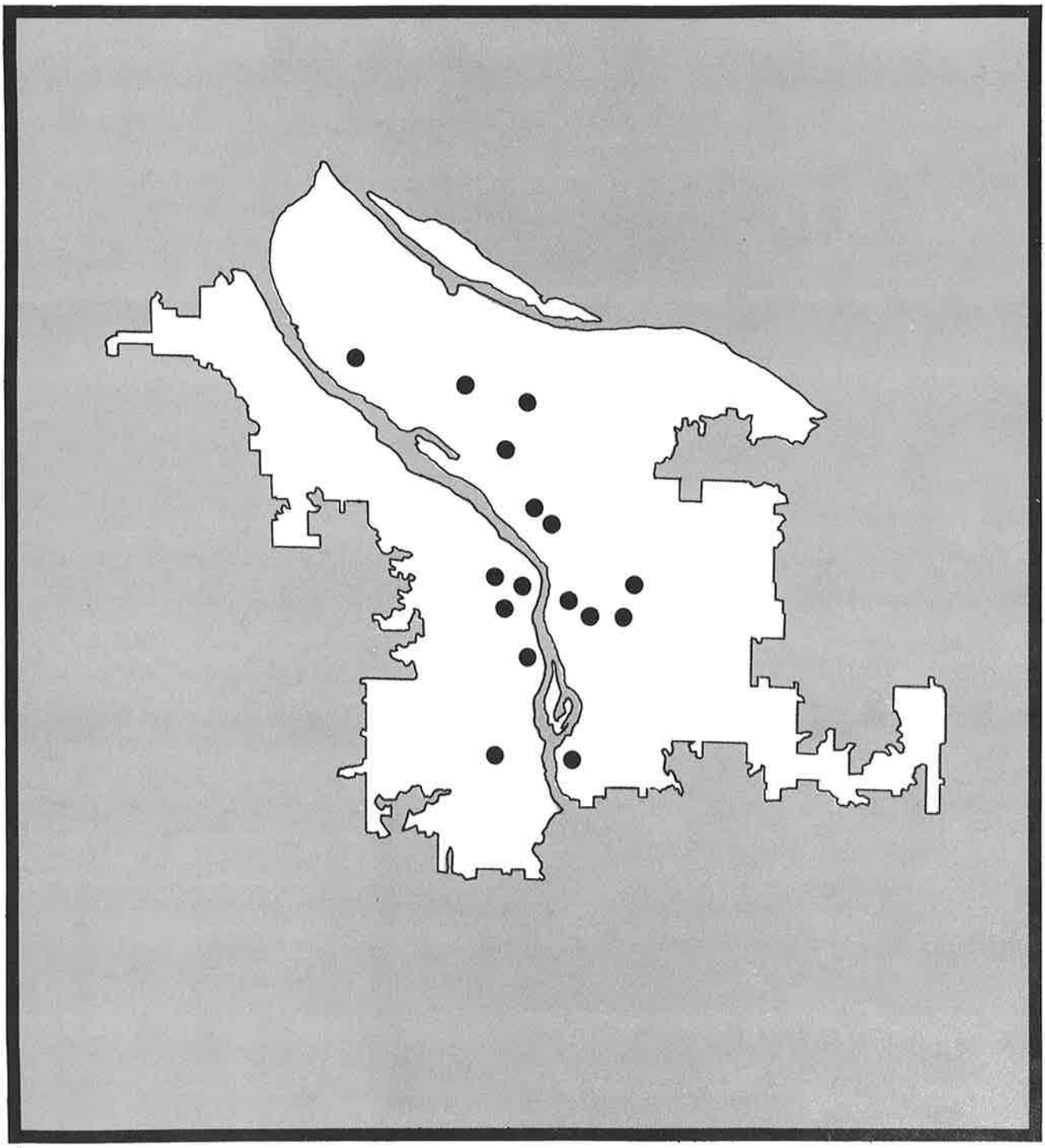
Seeking further conservation of those historic structures and neighborhoods which remain, the Commission is preparing a comprehensive, city-wide survey and inventory of Portland's historic resources. This document is the first in a series of interim reports necessary to complete the inventory. In this report, 16 districts are identified as having historical value to the city and can be labeled at this stage of the inventory as potential historic conservation districts. These areas were selected primarily as collections of individual properties and features, which although often singularily unremarkable, are combined in an ensemble representative of a distinctive period in Portland's history or which typify a unique Portland quality.

This grouping was selected by staff from a list of nearly 50 areas initially identified in a report entitled Preservation Options for Portland Neighborhoods, a 1975 study completed by Alfred M. Staehli, AIA, and funded by the National Endowment for the Arts. Using a composite rating system, all 50

areas were individually evaluated and scored by staff to develop priority ratings for preliminary analysis and possible district designation. These 16 areas represent the upper one third of those finding.

Each of the 16 districts was then surveyed and researched by staff. The results of this research are discussed in a section devoted to each district, divided into four parts: 1) a brief history illustrating the development of each district, 2) a map delineating potential boundaries for a conservation district, 3) a preliminary inventory of historically and architecturally significant structures, and 4) a bibliography for further research. As mentioned beforehand, this listing is by no means complete. Additional sites and districts will be added to the inventory as the survey continues and will be included in supplementary documents.

This report is intended to serve as a stimulus for additional study leading to possible district designations for additional neighborhoods or other programs to retain the individuality of Portland's neighborhoods. When completed, the city-wide inventory will be one of the elements of Portland's comprehensive plan for historic preservation - a multi-faceted program to protect and enhance the city historic resources utilizing the combined efforts of private citizens and institutions as well as government.



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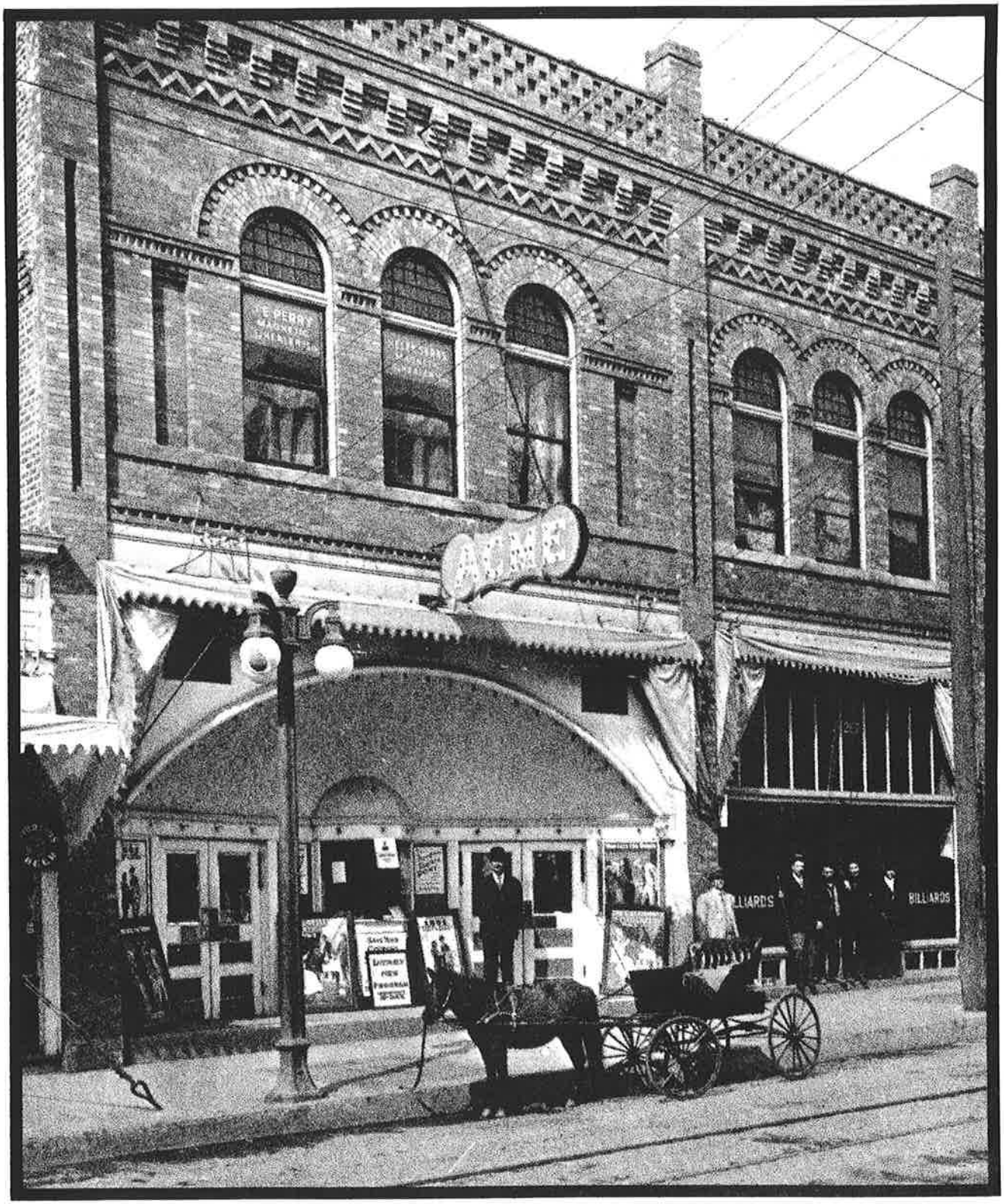
POTENTIAL CONSERVATION DISTRICTS ●

PORTLAND



ALBINA

The present neighborhood of Eliot roughly contains the remaining structures from the industrial community of Albina. Of Portland's peninsular neighborhoods, Albina has endured the most radical changes to its social and physical character. Before its consolidation in 1891 with Portland and East Portland, Albina was one is a series of independe river towns seeking prominence on the Willamette. After consolidation, the area developed into the city's foremost rail oriented industrial community.

In April, 1852, James L. Loring settled upon and filed a Donation Land Claim for the land on the eastern bank of the Willamette near the site of the present Fremont Bridge. A few weeks before he died, Loring permitted Joshua and Sara Delay onto his land as tenants. Upon Loring's death, the Delays moved into his house, denied ever having known Loring and filed a Donation Land Claim of their own for the same plot. To add to the legal problems, before finalization of the Delay claim, both the Delays died. In turn, both parties were granted title to the same parcel leading to a long court battle with the case decided for the Delays.

Between 1869 and 1872, the immediate area of the Delay parcel which was to soon become Albina was purchased for $5,600 by William W. Page, George H. Williams, and Edwin Russell, all prominent Portland businessmen. Page was a prominent attorney, Russell was the branch manager of the Bank of British Columbia, and Williams was a former U.S. Senator and Attorney General for Ulysses S. Grant.

In 1872, Williams laid out the general dimensions of the new tract and filed the plat the following year. Russell and Williams then named the new development "Albina" after Page's wife and daughter. At that time, the area was practically a pastoral wilderness without any graded streets. Beyond it to the east and north, the land was heavily forested. But before any real development of the land occurred, Russell was forced into bankruptcy due to the failure of other financial ventures and he sold his

interests to James B. Montgomery and William Reid, financiers familiar with railroad and shipping development.

Starting in 1873, industries were gradually introduced to Albina as a sawmill and shipbuiling yard were built along the river's edge. The city's developers quickly envisioned Albina swallowing up Portland, especially since this was right after the fire of 1873, which had destroyed the majority of Portland's business district. As a result, real estate sales on the peninsula boomed.

Few, if any, towns in Oregon mushroomed as rapidly as Albina. In 1880 the population had yet to reach 150, but by 1888, the year after its incorporation, the population numbered almost 3,000. As had been the case with East Portland, the primary stimulant for such growth was the railroad. Foremost in Albina was the Oregon Railway and Navigation Company which by 1885 had become the most powerful corporation affecting Portland. Led by directors Henry Failing and William S. Ladd, the company soon came to dominate Albina, primarily through its land holding subsidaries. In real estate alone, the OR & N owned over 10,000 feet of waterfront property and controlled nearly 40 city blocks for track and terminal operations along Albina's streets. Albina's main industry thus became the railroad yard which could count as many as 900 cars a day through the city on a labyrinth of sidings, car shops and roundhouses.

Influence of private investment over public welfare in Albina had begun almost as soon as the OR & N gained control of the land. That company's land holdings, the interrelationships of utilities and transit franchises, not to mention the general political manipulation on the part of Portland businessmen, kept Albina heavily dependent on Portland for years. Consolidation strengthened these ties. Albina was in due course "chosen" by Portland businessmen to become the industrial foundation for their burgeoning new city.

Before any bridges were built across the Willamette, the only connection to Portland way by way of the ferry which landed near the base of Russell Street. From the ferry landing, the narrow gauge Portland and Vancouver

Railway line began its run up to and along Union Avenue to the Columbia River ferry crossing to Fort Vancouver. Later, with the construction of the Steel and Morrison Bridges, streetcars connected Albina and east bank of the peninsula with Portland. The primary line serving Albina became the Russell-Shaver which began at Russell and Union Avenues, traveled down Russell to Williams across to Shaver and out to Overlook.

Bowing to pressure by the railroads and local realtors, the state legislature in 1891 permitted Albina to annex vacant peninsular territory that was nine times larger than its original incorporated city limits - almost the entire north peninsula. When this was completed, Albina contained more land than East Portland and Portland combined. Only five months later, consolidation of the three cities was completed. This left the new city of Portland to provide city services, pay off Albina's municipal debts, and eventually purchase the city's water company.

Until the turn of the century, Albina consisted of three almost separate communities: 1) the low-lying riverside land which developed as industrial land serving the railroads, 2) the central commercial strip which developed along the streetcar lines, and 3) the adjoining residential hinterland on the hillsides to the east. Like most developing cities, all of the three sections contained the full range of buildings, from simple Pioneer styled farmhouses to ornate Victorian mansions to handsome brick hotels and stores.

The industrial area along the river's edge was developed by the Oregon Railway and Navigation Company practically for their exclusive use. By 1909 five transcontinental rail lines ran through the heart of Albina and were serviced by the ORN & C's rail yards. Streets were well paved and the waterfront was lined with docks, flour mills, and grain elevators. Foremost among these dock structures was the seven story Portland Flour Mill. Albina still retains a large commercial and manufacturing area along the river but the sole remaining element left from its early period is the Union Pacific steam power plant's smokestack. This structure was built in 1887 and is a designated landmark.

The centrally located retail area was bound by Mississippi and Williams Avenue. By World War I, Mississippi, Russell, and Williams Avenues were

solidly lined with three and four story brick commercial structures in rather plain styles. Today, due to construction of the interstate road system and the Emanual Hospital urban renewal project, practically all of these structures have been demolished. Those that remain are concentrated on lower Russell Street between Interstate Avenue and the Interstate Freeway. These include the Smithson Block at 923 N. Russell and the commercial buildings at 855 and 921 N. Russell.

As with most western communities, the initial population of Albina was diverse, but construction of the rail shops triggered changes in the population mix. Predominantly working class Irish and Germans moved in as semi-skilled jobs in the OR & N rail yards became available. These groups occupied the "cheap and temporary structures" hastily slapped together along the railroad tracks in an area that soon came to be known as "Stringtown". Within a few years Albina had become almost entirely a working class community, with most residents living primarily in small, cheap homes.

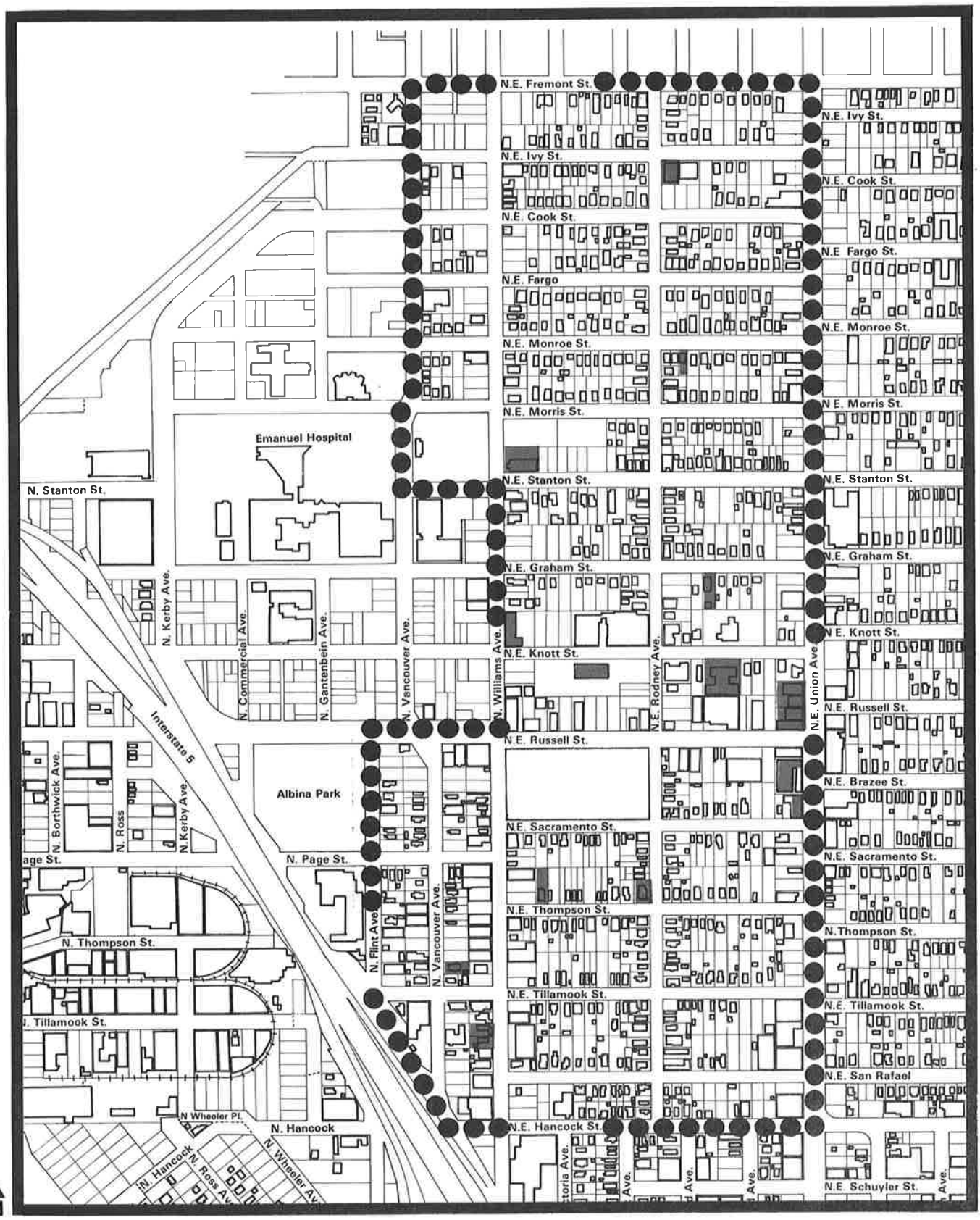
As the railroad yards and adjacent industrial districts expanded into the residential areas, a helter-skelter mix of residential, commercial, and industrial structures ensued. This tended to drive out the more affluent managerial and business class and in turn attracted a poorer class who depended almost exclusively on the railroad for employment. Many of the attractive cottages were divided up into apartments or fell into disrepair. Perhaps the most striking structure remaining from these years is the 1912 Albina library at 216 NE Knott. Built with Carnegie library funds, the building was chosen in 1919 by the Oregon Chapter of the American Institute of Architects as one of the city's ten most notable buildings.

The largest influx of black workers began shortly before World War I as the cyclical patterns of minority immigration continued. By 1906, most of Oregon's 1,200 blacks were living in Portland and mostly in Albina, since it was one of the very few places in the city where blacks were allowed to live and rent houses. After this initial flow, the next great influx of low income persons happened just after World War II when the public housing developments at Guilds Lake, Vanport, and Vancouver closed. As a result, by 1957 over 50% of Portland's black population lived in Albina.

In the recent past, there have been several attempts at redevelopment of the area, most of which have produced little visible success. In 1969, the Model Cities Program concentrated on the Albina area and surrounding neighborhoods by spending nearly $15 million for housing rehabilitation and public improvements. Most significant among these is the Emanuel Urban Renewal Project followed by Eliot 1 (School District Distribution Center), Eliot 2 (Elderly Housing) and Russell Street improvements. On a negative note many of the Russell Street brick commercial structures have been demolished. Almost none of these buildings remain with the exception of the onion dome from the Hill Block which has been relocated in Dawson Park. More recently, the Eliot Neighborhood Development Program has attempted to improve the livability of that neighborhood.

Yet what remains from the residential portion of Albina contains a firm base for concentrating preservation efforts for the area. The area is now predominantly residential and contains a large number of turn of the century residences, some dating from the 1880's, but few are in sound and well maintained condition. These are generally concentrated between Williams and Union Avenues from NE Hancock to NE Fremont. Among the more striking are the 1894 Yee residence at 202 NE Graham and the residence at 82 NE Thompson.

Although historic preservation has not been in the forefront of planning for Albina, the remaining structures offer a good foundation upon which to build. A map delineating a potential conservation district and a preliminary inventory of significant structures follows.



Legend:

Proposed District Boundaries

Areas of Historical Significance

ALBINA

Preliminary Inventory
Structures of Historical or Architectural Significance

	Building	Address	Date
	Power Substation	44 NE Knott	
	Commercial Structure	2403 NE Union	
	Egyptian Theater	2511 NE Union	
	Commercial Structure	2603 NE Union	
	Albina Library	216 NE Knott	1912
	Commercial Building	2702 N. Williams	
*	Yee Residence	202 NE Graham	1894
	Immaculate Heart Church	2910 N. Williams	
*	Morningstar Baptist Church	106 NE Ivy	1919
	Residence	2027 N. Williams	
	Residence	2037 N. Williams	
	Residence	2118 N. Vancouver	
	Residence	27 NE Thompson	
	Residence	80 NE Thompson	
	Residence	126 NE Monroe	
	Davis Block	801 N. Russell	1894
	Commercial Structure	855 N. Russell	
	Commercial Structure	921 N. Russell	1890
	Smithson Block	937 N. Russell	1895
*	Union Pacific Smokestack	U.P. Railyards	1887
	City Water Bureau	1900 N. Interstate	1900
	Glass/Steel Warehouse	2137 N. Kerby	

* Portland Historical Landmark

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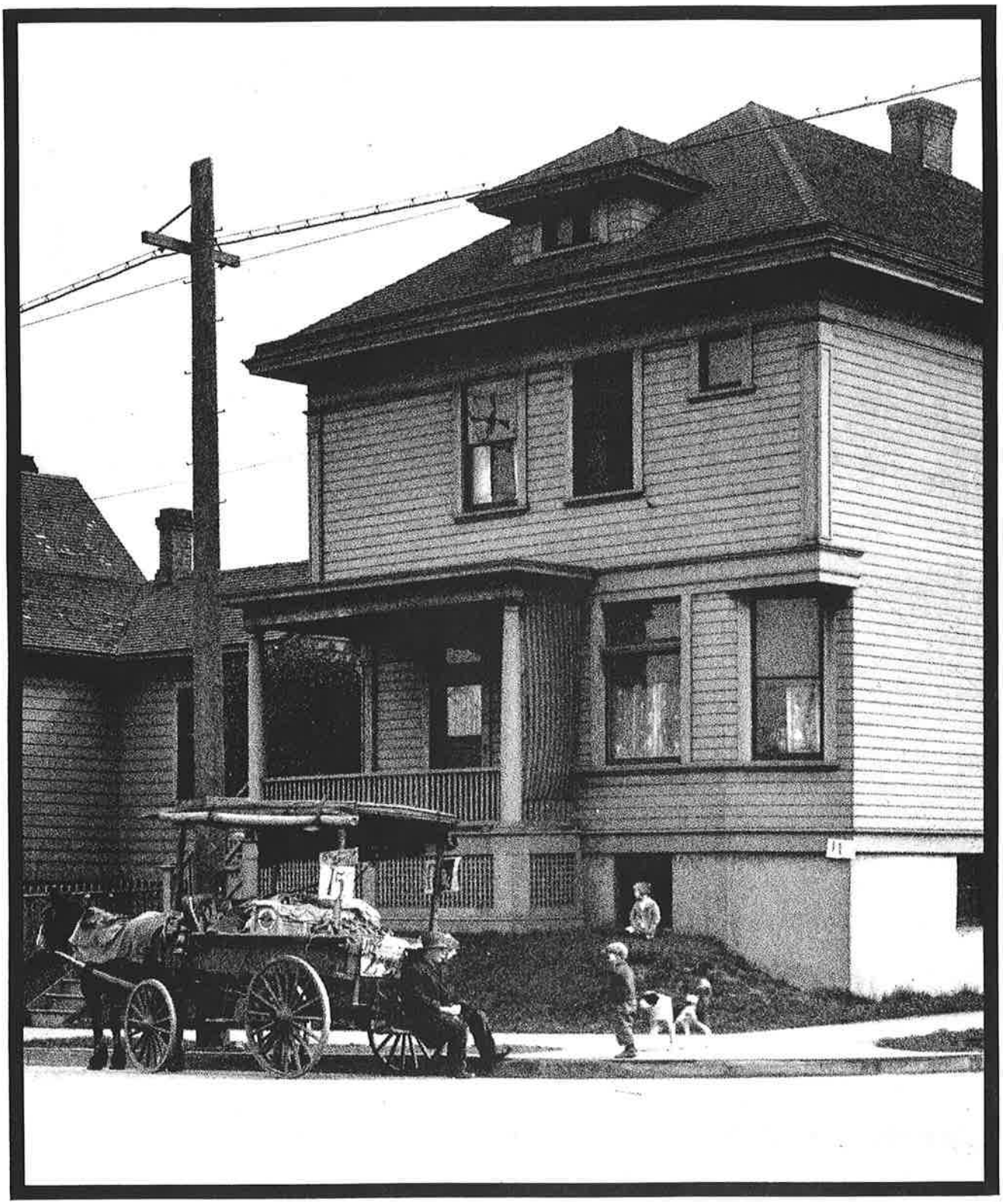
Vertical File " Albina "



BUCKMAN

The area in southeast Portland between 10th and 20th Avenues from Burnside to Hawthorne was originally the farms and orchards on the outskirts of the growing city of East Portland, an early competitor with Portland for commercial preeminence on the Willamette. Both Portland and East Portland early sought the financial gains that could be made in that position. By 1860 Portland had established itself as the dominant city due to the geographic advantages of its natural harbor and its access to the Tualatin Valley wheatfields. This hastened the development of Portland and restricted that of the east bank.

James B. Stephens was one of the first permanent settlers on the east bank when he started his farm near the river's edge in 1845. He soon established his ferry at Stark Street and platted East Portland in the early 1850's. Other early settlers joining Stephens were the Burrell and Hawthorne families. As more settlers arrived on the east bank, the development of a commercial center sprouted up along Grand and Union Avenues. With the advent of a "town", east side boosters mounted an aggressive campaign to outstrip Portland.

The first step towards prominance was the capture of interstate rail service for the eastside. Spurred by Ben Holliday's political and financial influence, the eastside in 1868 witnessed the construction of the Oregon and California's Willamette Valley line terminal in East Portland. This stimulated a rapid pace of industrialization along the rail route. The primary impact of constructing such rail-oriented industries as lumber and flour mills and shipping facilities was that they spread eastward from the river. In the process, early residential structures were squeezed out. Replacement housing was generally constructed east of 10th Avenue - despite the fact that no streets were improved past 12th.

By the 1880's the west side Portland lowlands had become crowded with homes and stores, making the open space of the east side more desirable for build-

ing. The opening of the Morrison Bridge in 1887 and the general traffic deck on the Steel Bridge in 1888 cleared the way for free access to developable east side lands. Prior to these dates, homes in East Portland were limited generally to higher stretches of ridgeland along the river's edge. This location, of course, also placed homes close to the rich, alluvial farmlands along the riverbank. Later homesteads were built on higher ground following the pattern of natural ridges running north-south. Both of these locations gave settlers oftentimes dramatic vistas to the river, the mountains, and to Portland. Of this area, Judge Mathew Deady prophesied in 1866 that the area "...is destined at no distant day to furnish an abundance of cheap and comfortable homes..."

Spurred by the development of steam and electrically powered streetcar systems, farmlands east of the Willamette became more accessible and thus more valuable for homesites. Within the loose grid formed by donation land claims, farmers sold off property in continually smaller speculative chunks. These small areas were in turn independently platted in the general Portland manner of 200 by 200 foot blocks. Lots were quickly sold and homes began to spring up.

Roads that heretofore had connected independent farms evolved into the major street system for the east side. In the usual pattern, roads were generally located on the edges of donation land claims. In Buckman, which is located at the intersection of the James Stephens, Seldon Murry, Jacob Wheeler, and Timothy Sullivan donation land claims, the major streets became Stark and 20th Avenue, which were the boundaries between the claims.

The first residential structures in Buckman were simple, wooden framed structures similar in style and layout to the farmhouse which had been built throughout the Willamette Valley. Usually austere and two story, the buildings were typically more narrow than wide. Any other type would have required more than 50 foot frontage, necessitating the purchase of two lots. Ornamentation was generally limited to band sawn, open scroll gable pieces and occassional ornate glass patterns.

Since streetcar lines in East Portland were constructed by private land developers to serve their subdivisions, the lines radiated eastward from

the river towards cheaper land. Buckman was first served by the Sunnyside line constructed along Belmont Street in 1886 and the Mt. Tabor line was built on Hawthorne in 1889. Later the East Ankeny line served the northern edge of the neighborhood. Following quickly on the heels of these lines were the development of commercial strips and nodes at carline intersections. The present commercial streets of Belmont, Stark, and Sandy bear witness to this process.

By the time Portland and East Portland consolidated in 1891, Buckman was housing a burgeoning residential quarter whose principal residents were workers and craftsmen. Single men, usually working for the railroads or the mills, lived in hotels and rooming houses in the commercial center along Union and Grand Avenues. Working class families usually lived in modest homes or in a few isolated apartment buildings. Judge Deady's prophesy was coming true.

After the initial development of modest single family homes, the next step in the neighborhood's development was an introduction of affluence and the redevelopment of the earliest homesites. Workers became managers and east-side merchants were reaping profits. Larger two and three story homes were constructed for these businessmen. Since the land south of Hawthorne Street (Ladd's Addition) was held as farmland until after the turn of the century, these new homes were built in the corridor formed generally by Sullivan's Gulch and Hawthorne Boulevard. Again, these homes were of wood construction, usually built centrally on the lot, and observed common setbacks, lending a simplified uniformity to the general layout of the district. Ornamentation was more elaborate than previously and enthusiastic landscaping stressed improvements to the street facades when front porches were still outdoor living areas. Gradually overhead wiring began to creep into the neighborhood as more affluence demanded more modern conveniences.

It wasn't until after the turn of the century that its present name arose. North Central School, originally at 12th and Burnside, was rebuilt in the neighborhood and renamed Buckman School. This was done to honor Cyrus Buckman, a prominent horticulturist, City Council member, and booster of public education. Ironically, Buckman never lived in the neighborhood which

bears his name. He actually lived north of Burnside, his last home being the present site of Benson High School and Buckman Field.

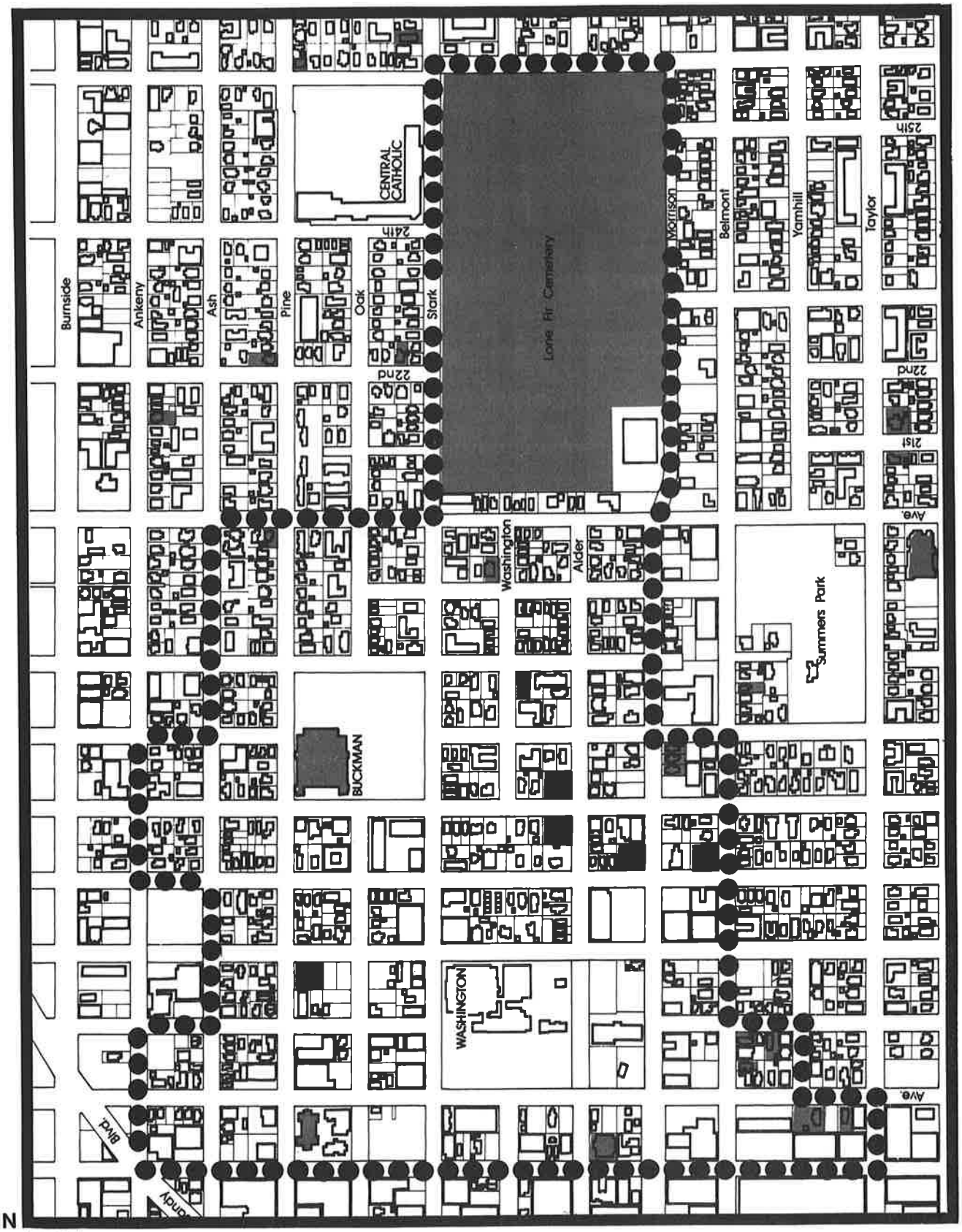
Introduction and popularization of the automobile had major effects on the area. In addition to crowding once relatively quiet streets, the major streets were widened as a traffic safety measure, street trees were removed, and neighborhood streets were reserved solely for the movement of autos. Along these widened streets were built duplexes and large apartment buildings, a new introduction to the neighborhood.

During the 1930's the eastside wharves were demolished and new ones constructed north of downtown where the river was wider. As a result, support activities relocated also and the east side was left with a good amount of vacant buildings. Replacement of this riverside activity was slow and had a depressing effect on the economy of the inner east side. There was virtually no major private construction in the entire city until the war years. War time industries in the city needed workers who in turn needed places to live. As a result, many of the larger, single family homes were converted into apartments and rooming houses. Most of these conversions exist today.

During the fifties and sixties, the area fell into physical disrepair and was once considered as a possible urban renewal area. Polarization between long time residents and a highly transient population split the community and quickened the process of deterioration and demolition by neglect. Remnants of this are still visible in a large number of vacant lots and isolated, boarded up buildings. Most recently, the area has experienced a reversal of this trend. Homes are being fixed up and the area has been rezoned to support lower densities and continued maintenance of the neighborhood.

The immediate east side does not contain any large public open spaces. Lone Fir Cemetery remains the largest tract of open space in the community. As Portland's oldest cemetery, the cemetery has been in continual use since 1854. Many of the city's prominent citizens are buried there including Asa Lovejoy, D.H. Lownsdale, James Hawthorne, James Stephens, and Governor George Curry.

Buckman offers one of the richest ensembles of late Victorian residences in the city. The area has many blocks and sections of streets almost complete with 1880's, 1890's, and 1900's homes of excellent variety and integrity. The inner blocks from 12th to 20th between Ankeny and Oak Streets have good examples of simple, decorated Pioneer styled and Victorian residences. Other fine examples of representative styles are scattered throughout the neighborhood, such as the Judge W.D. Fenton residence at 626 SE 16th Avenue, a designated landmark; and the Japanese styled bungalow at 235 SE 20th Avenue. A map delineating this potential conservation district and a preliminary inventory of historically and architecturally significant structures follows.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

BUCKMAN

BUCKMAN

Inventory of Architectural & Historically Significant Structures

Building	Address	Date
Hinson Baptist Church	1137 SE 20th Avenue	1910
3rd Church of Crist Scientist	1722 SE Madison	1925
Birrell Residence	1324 SE 16th	c1870
Brick Residence	2712 SE Salmon	1911
East Portland Library	1110 SE Alder	1910
Fenton Residence	626 SE 16th	1890
Buckman School	320 SE 16th	1921
Grace Truth Church	420 SE 22nd	1885
St. Francis Church	330 SE 11th	1938
Residence	2108 SE Taylor	1910
Victorian Residence	2036 SE Taylor	1892
Thompson Residence	1007 SE 12th	1892
Pioneer Residence	1216 SE Belmont	1885
Victorian Residence	1232 SE Belmont	1890
Victorian Residence	923 SE 13th	1890
Victorian Residence	1728 SE Belmont	1880
Residence	2539 SE Madison	1910
VFW Post	2514 SE Madison	1925
Residence	1408 SE 22nd	1910
Victorian Residence	2136 SE Madison	1900
Classic Revival Residence	1909 SE Madison	1910
Victorian Residence	1324 SE Pine	1883
Victorian Residence	1336 SE Pine	
Credenza Residence	1535 SE Alder	1910
Victorian Residence	534 SE 19th	1890
Pioneer Residence	601 SE 18th	c1880
Benson Residence	1636 SE Morrison	1895
Victorian Residence	1630 SE Morrison	
Victorian Residence	1618 SE Morrison	
Victorian Residence	2625 SE Stark	1885
Victorian Residence	2116 SE Ankeny	1900
Victorian Residence	2203 SE Pine	1890

Building	Address	Date
Pioneer Residence	2606 SE Pine	c1885
Japanese Bungalow	235 SE 20th	1915
Neo Classic Residence	807 SE 28th	1910
Victorian Residence	1503 SE Belmont	
Victorian Residence	1509 SE Belmont	
Victorian Residence	1517 SE Belmont	
Victorian Residence	822 SE 15th Avenue	
Neo Classical Apartment	1511 SE Morrison	
Neo Classical Residence	1505 SE Morrison	

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CHINATOWN

The blocks surrounding NW Fourth Avenue between Burnside and Glisan Streets represent Portland's last remaining true ethnic center. Known colloquially as Chinatown, the area encompasses a diverse community with ties primarily now to China, but also to Japan and perhaps as many as a dozen Asian nations. Since Orientals were prohibited from owning property in Portland's early years, the history of this area is more the development of community rather than the development of property. What remains of that community encompasses only that portion of the Chinese and Japanese community that developed after the turn of the century.

Early Chinese immigration into Oregon can be traced nearly a generation prior to that of the Japanese. In the same year that Portland incorporated, 1851, the brig Amazon arrived from Whompoa, China carrying a cargo of sugar, syrup and tea. Soon afterwards, hotels advertised not only Chinese goods but also Chinese cooks. This arrival coincided with two other major events - the discovery of gold in Oregon's southern counties and the establishment of regular steamship service between Portland and San Francisco. All three events cemented ties with the Chinese community then developing along the west coast.

Although the first Chinese immigrants settled initially near the Jacksonville gold sites, most eventually settled in Portland. By 1860, a local census revealed that out of a total Portland population of 2,917, 27 were from China. Nearly all had settled within the waterfront area, generally around Front Street and Yamhill. It was in this area that abundant jobs were available in providing personal services to the shipping trades.

Chinese immigration into Portland increased through the next three decades as changes in immigration laws permitted easier immigration. Before 1868, quantitative restrictions were enforced upon those arriving from China, but that year's signing of the Burlingame Treaty between China and the U.S. guaranteed free entrance and equal treatment for nationals of each country. Before summer's end, several ships had begun to bring Chinese directly to

Portland from Hong Kong. This was fundamental in Portland's development because such a rapidly developing city required large quantities of cheap labor for railway and other large construction projects. Portland, enjoying its role as the leading city in the northwest, developed into a primary port for ships sailing from China and San Francisco. Portland's waterfront during the 1870's and 80's witnessed the welcoming of thousands of Chinese into the city and farewell on departing ships to China of hundreds more going back to visit or retire.

During this stage of the city's development, nearly all Chinese settlers congregated near Portland's waterfront. This was based primarily on the continued availability of jobs, but was reinforced by racial hostility and bigotry. Regarding their return to China certain, they moved into service occupations to make quick money. They were willing to accept any job at any pay, often working 14 and 16 hour days. These jobs included houseboys, dishwashers, laundrymen - jobs that others disdained, at least when times were good. The number of hotels and boarding houses near the waterfront further reinforced the location of their settlement. There appeared to be a never ending need to supply quick, personal services in laundries, restaurants, and gambling houses.

Along with the arrival of laborers, a number of Chinese merchants found their way to Portland. These merchants proceeded to promote further importation of Chinese laborers as more residents would create a demand for goods which other merchants did not carry. Chinatown as a community began to emerge. By the 1870's, the Chinese became the largest ethnic group in Portland, their community spreading from Ash to Salmon from Front to Third. At this time, this area was on the fringe of Portland's commercial core.

Since Chinese immigrants viewed their stay in Portland as temporary, they did not construct buildings for their own use, but quite transformed the buildings they occupied, usually simple, two and three story brick structures. Street scenes along Second Avenue were unique in Portland as facades were punctured with large moon windows and the addition of striking verandas, balconies, and religious figurines. Here they lived in tiny, divided rooms alongside cafes, stores, theatres, and gambling houses. Nor was a temple even constructed, but there was a community meeting place known as the Chinese Joss

House located on Second Avenue.

Harvey Scott, the 19th century editor of The Oregonian, described the quarter as it was in his day: "They are intensely oriental in their general air, with piazzas of curved roofs, highly ornamented with yellow, white and vermilion paint and paper globes and gewgaws. Red paper inscribed with characters in black served as signs...On gala days the entire area is lit up by lanterns or gaily ornamented with paper...one hears the thin, peevish tones of their flutes and fiddles, and the falsetto twang of their gongs...the long rows of flowers of gaudy hue, and in the spring their basins or vases of early blooming lilies..."

Increasing numbers of Chinese continued to immigrate into the northwest until riots in various western states discouraged further settlement. Anti-Chinese sentiment became a state-wide epidemic in California and spread to the northwest in the 1880's. Chinese residents in Seattle were driven to the waterfront and ordered to board a ship for San Francisco. The Tacoma Chinese community was driven out of town by a mob led by the mayor.

In Oregon, the inflamed region centered around Portland, namely Oregon City, Albina, and Mt. Tabor, as raids, arson and beatings became commonplace. Sylvester Pennoyer was even elected Governor on an anti-Chinese plank. Vigilante groups led by the anti-Chinese League, warned the Chinese population to leave Portland by March 24, 1886. But some Portland residents were not of this emotion. Led by Mayor John Gates and businessman Henry Failing, with the support of the local militia, this group resisted such bigoted actions and the Chinese were not ousted. Portland, as well as the whole state, became a refuge for persecuted Chinese looking for less hostile environs. With an 1890 population of 5,184 in a city of 46,385, Portland's Chinatown housed the second largest Chinese community in the United States. Chinatown was no doubt an established part of the city, but even as the new century dawned, Portland's Chinese residents remained outside the city's social and political mainstream.

As mentioned previously, immigration of Japanese settlers to Portland occurred nearly a generation after the first Chinese. This was the case because prior to 1886, Japan was a closed nation and immigration was illegal. The few

Japanese that were living in Portland before that date were most likely sailors that had been shipwrecked or had jumped ship. After 1886, Japanese were permitted to immigrate but only after restrictive provisions had been met, including educational, character, and monetary, trying to avoid some of the adverse reactions incurred during the social assimilation of Chinese immigrants. As a general rule then, initial Japanese immigrants were better educated than the first Chinese immigrants.

Japanese immigrants also initially viewed their journey as temporary and found work on the railroads, in canneries, and in performing personal services. Also like the Chinese immigrants, they encountered racial hostility. This most sought to mitigate by adopting western dress and custom. By 1891, the Japanese population numbered approximately 130. Half of these were employed in restaurants while the rest were identified with more questionable if not illicit operations. Gradually these immigrants began to realize that they wished to settle permanently in this country and began to build foundations for future generations, primarily by moving into farming occupations. The largest influx of Japanese settlers came to this country during the years from 1890 to 1920, most coming over to work on farms. By 1900 there were well over 1300 Japanese settlers in Oregon with well over half working on farms. In the Portland area, they operated extensive farms in east Multnomah County and around Hood River. But even though numbers of Japanese worked on farms, they were never a large factor in farm employment as they either operated their own farms or worked on farms owned by fellow Japanese.

The remaining half of the Japanese settlers generally settled in the downtown waterfront area similar to the Chinese. Due to the transient population at that time centering generally in the Burnside area, this is where they gravitated. It was estimated that in 1902 over 90 percent of the small hotels and boarding homes were either owned or operated by Japanese, often a husband and wife team. It was in this location that "Little Tokyo" developed, complete with all the professions for a small community.

As primary transportation modes changed from water to rail to motor, the number of small hotels and transient services decreased in the waterfront area. This decreased the number of supporting services and the "need" for the Asian

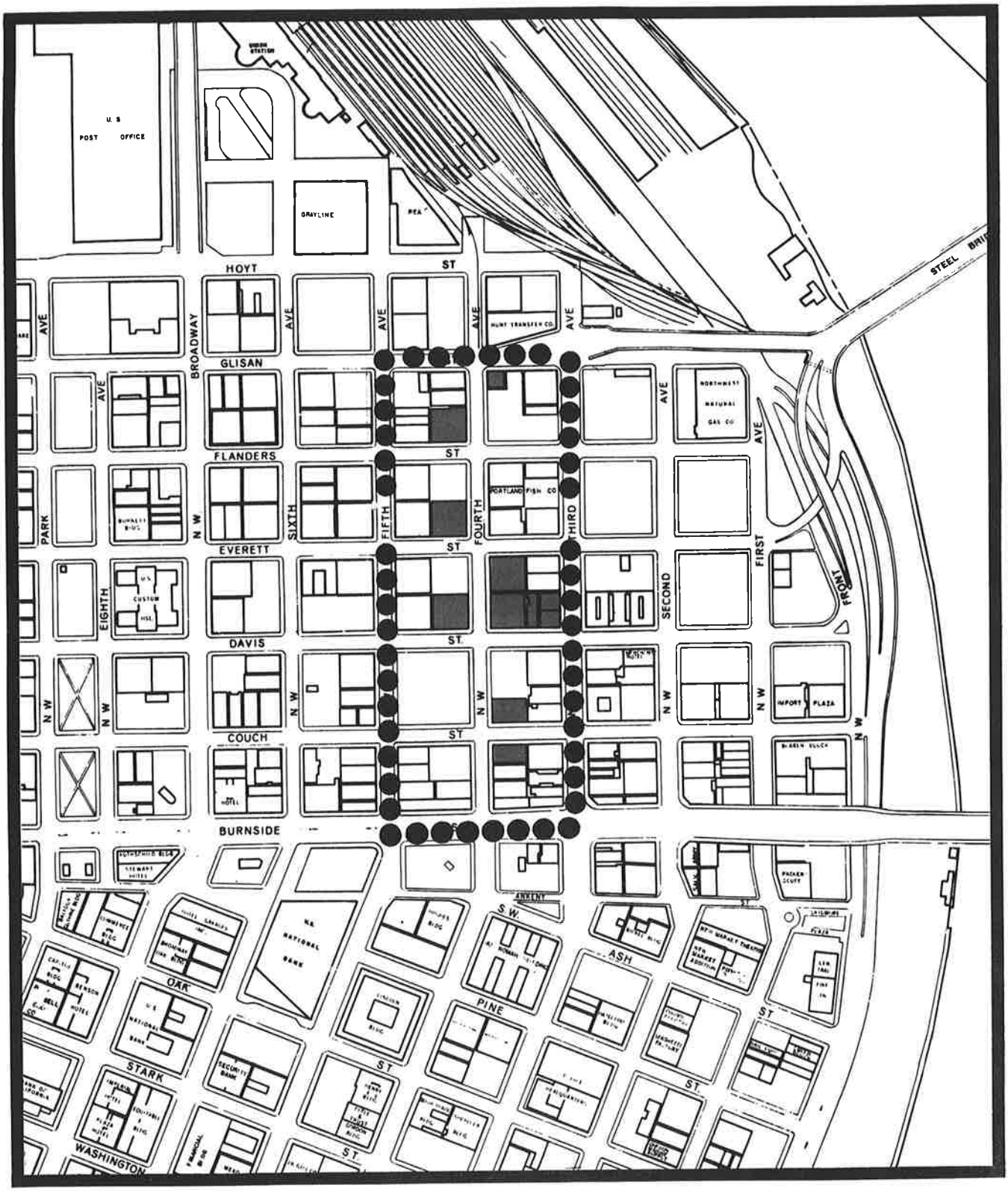
community to be located near the waterfront. Compounding this fact was the continued development of Portland's commercial core. The city's first core, the waterfront, was soon left behind and a new one was founded on SW Fourth and Fifth, leapfrogging the Chinese community. When the railroads built Union Station at the northern end of downtown, it signaled a northward shifting of the Asian community.

Portland's Japanese community inherited the base hostility reaped upon the Chinese and continued to brew until it erupted at the beginning of World War II. Oregon's legislature in 1923 passed several bills restricting Japanese ownership of land and commercial licensing. These were later ruled invalid due to Japan's treaties with the U.S., but anti-Japanese sentiment continued to escalate. On March 1, 1942, the western half of Oregon was designated as a sensitive military area from which all persons of Japanese ancestry would have to be removed and interned in relocation camps. In this process nearly 4,000 persons were removed to the Portland Livestock Hall where they remained for five months before being relocated to Minidoka Relocation Center in Idaho or Tule Lake Relocation Center in California. In the process, buildings either owned or operated had to be sold or placed on long term leases prior to relocation. It was estimated that the Japanese community received only 10 percent of the true value of their holdings. North of Burnside, their properties were picked up by others, most notably the Chinese, who then opened up their own businesses and restaurants in what was formerly "Little Tokyo".

After the end of the war, the Japanese returned to what had once been their home and felt no strong need to remain in the area. A slight breakdown in racially restrictive real estate practices, plus for many, newly attained professional status, allowed residential relocation outside Chinatown into previously all-white, middle-class parts of the city and suburbs. Therefore, there was a natural, if very slow, process of assimilation and economic betterment among the Chinese and Japanese residents in Portland. Today, very few old bachelors still live in Chinatown. If one tries to locate former residents in the metropolitan area, he will find that most are scattered throughout the city in all neighborhoods.

In 1961, plans were drawn up for the development of a new Chinatown near the old, original Chinatown on Second Avenue. To be constructed in a single building one block wide and three blocks deep, the structure would have housed Chinese stores, restaurants, and other Asian shops, but never materialized. And on August 2, 1964, The Oregonian announced that, "the curtain has dropped on Portland's Chinatown with the sale of the last building housing Chinese establishments". The three story Cooks Block at SW Second and Oak was finally razed for a parking lot on July 15, 1965.

Waterfront Chinatown is gone and for a visitor to the northwest edge of Skidmore/Old Town, the last remnants of Portland's Chinatown serve as one of the few reminders of the city's Asian heritage. For most Chinese and Japanese, these remnants represent the transition that they passed through years ago. Yet these structures continue to function as a "locus" for the city's Asian community and is deserving of protection and enhancement. A map delineating the area of historical significance and an inventory of significant structures follow.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

CHINATOWN

Preliminary Inventory

Structures of Historical or Architectural Significance

Structure	Address	Date
Consolidated Chinese Benevolent Society	315 NW Davis	
New Wah Mei Bldg.	209 NW Third Ave.	
Hip Sing Bldg.	211 NW Third Ave.	
Konan Low Bldg.	301 NW Fourth Ave.	
Commercial Bldg.	201 NW Fourth Ave.	
Commercial Bldg.	112 NW Fourth Ave.	
Commercial Bldg.	28 NW Fourth Ave.	
Yamaguchi Hotel	430 NW Fourth Ave.	

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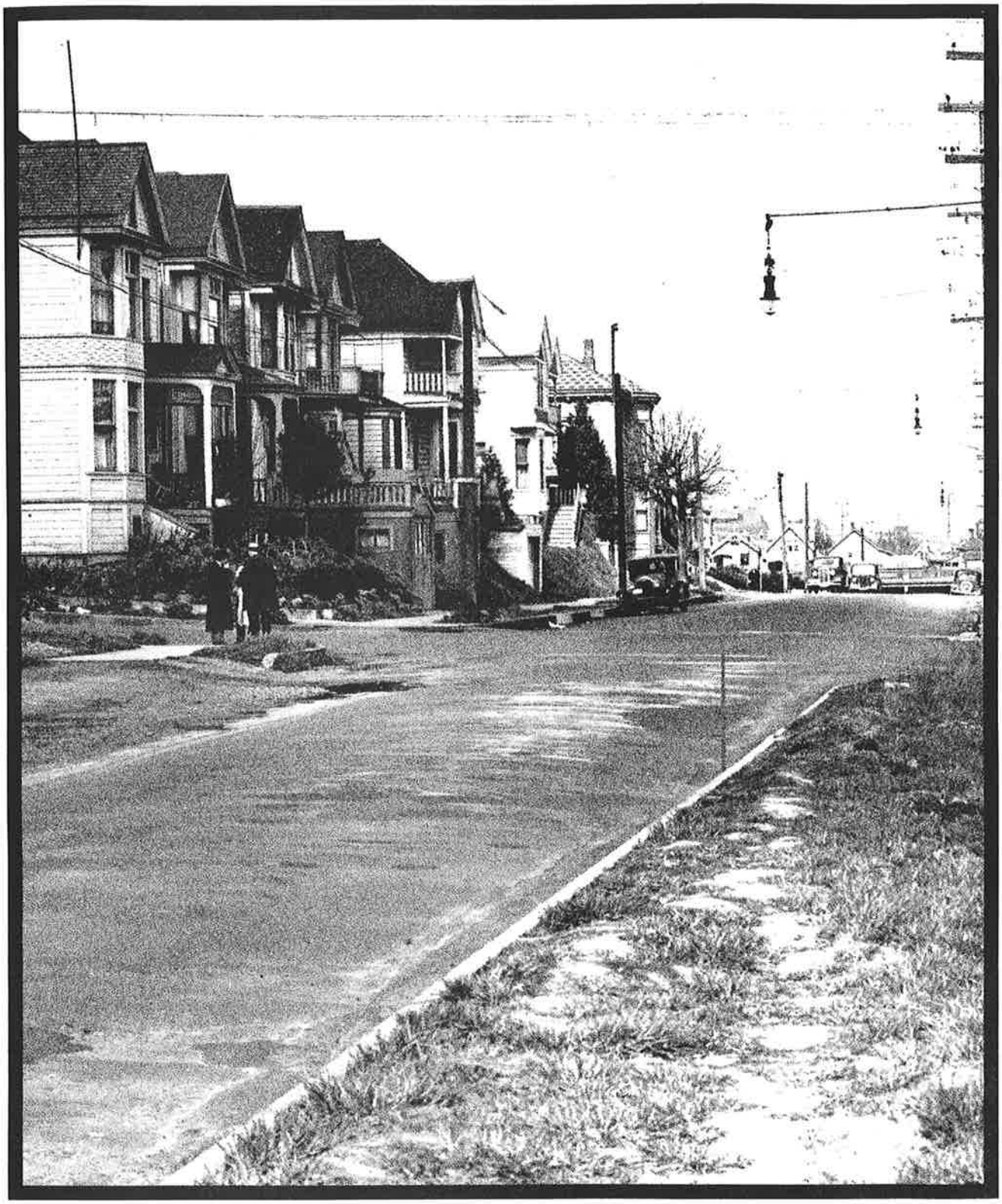
Vertical File: Chinatown



CORBETT

The Lair Hill and Corbett neighborhoods are remnants of what was once Portland's oldest and strongest ethnic community - South Portland. Today, most of the Jewish and Italian families are gone but for several succeeding generations of new arrivals, this area provided for all the needs for its residents - religious, social, and economic. Above all, it was a community of diversity as homes mixed with shops, laborers lived next to industrialists, and over a dozen languages were spoken.

South Portland was one of the earliest settled areas in the city. In 1847 Elizabeth Caruthers and her son son Finice arrived from Tennessee and each filed Donation Land Claims for the west side of the Willamette River surrounding the present day Ross Island Bridge approaches. James Terwilliger arrived shortly afterwards and filed a claim for the land to the immediate south. At that time, the natural topography was dominated by three major elements: 1) the West Hills, whose toe is located approximately along Barbur Boulevard, 2) an old, eroded river terrace which is relatively flat and located below and east of the hills, and 3) the flood plain located immediately adjacent to the Willamette River. Major gulches and streams were located along Arthur, Grover, and Pennoyer Streets. According to early records, the Caruthers built their home on a rise overlooking the river, then cleared and farmed the more fertile land on the flood plain.

As more settlers arrived in the city (the population grew from 800 persons in 1860 to 17,500 in 1880), the Caruthers' land was platted and sold off for development. Streets were laid out in the familiar 200 by 200 foot grid pattern and lots were soon sold. Streets were then named for prominent Portland businessmen and Oregon territorial and state governors. The rich farmland along the river's edge soon gave way to sawmills and factories.

Construction of a railroad connecting the downtown wharfs to the rich Tualatin Valley wheatfields was the first major project to affect the area. Built in 1868 over wooden trestles spanning the gulches, the line ran along

the base of the West Hills where Barbur Blvd. is today. Macadam Avenue, which had been improved as a toll road in 1862, had little physical effect since it generally followed the natural topography along the river's edge. Portland's commercial importance to the valley increased and South Portland became important as a transportation "corridor" and developed into a lineal community. This was reinforced when, in 1887, the Portland and Willamette Valley Railroad opened its west bank line along the Willamette River, paralleling Macadam Avenue.

Construction in 1886 of Portland's first horse drawn street railway primarily shaped the built environment of South Portland. The horse drawn line extended from the northwest residential district, down First Avenue through the heart of Portland's commercial core, ending at the corner of First and Gibbs in South Portland. This line was later electrified and extended along Corbett to Fulton Park, but along the first portion in present day Lair Hill, a wide variety of indigenous shops and institutions located adjacent to the route. Shops like Himmelfarb's Grocery, Colistro & Halperin's Delicatessen, and the Star Bakery flourished and were all within easy walking distance of South Portland homes.

South Portland's original population was strongly ethnic. As early as 1862, the area had been viewed by Jews as a preferable location for a Jewish community and the area became a settlement community for East European Jews and Italian Catholics emmigrating to America. Early residents spread the word describing the opportunities for work in nearby mills and later arrivals were drawn toward the area by shared ties of culture and language. This phenomenon was the foundation that saw the neighborhood develop with an atmosphere not unlike European villages left behind.

By the turn of the century, the entire city was feeling the impact of exporting Oregon lumber, wheat, and other commodities. Immigrants continued to flock to Portland and usually found a home in South Portland. This second wave of new arrivals formed in this area the city's more diverse cultural neighborhood. Predominant were people of Jewish and Italian backgrounds, but French, Turkish, Sicilian, Asian, and Black groups were also in sizable numbers. This pattern continued until the Depression. But

newcomers had needs other than economic and institutions grew up to help ease the transition from old to new. The major focus in this respect was Neighborhood House, built by the National Council of Jewish Women as the first settlement house west of the Mississippi, where English language, cooking, and recreational classes were held in addition to health and baby clinics. Neighborhood House, a designated landmark, continues today to offer social and recreational services to southwest Portland.

Structures housing such a populace were as diverse as the people themselves. Simple pioneer sheds stood next to ornate Victorians which in turn stood next to large manor houses. The largest estate is now Lair Hill Park. Formerly owned by William Lair Hill, the attorney who codified Oregon's statutes and the father of Portland's park system. When the park was dedicated in 1928, it was named for him and the name came to denote that entire neighborhood.

In the few years following World War I, families that arrived penniless became established. Fruit vendors began wholesale markets, junk peddlers started salvage businesses, and corner shops expanded. A neighborhood commercial strip developed along First and Corbett Streets. As the economic position of the immigrants became more secure, they began to move away from the neighborhood, to Irvington or Laurelhurst or northwest Portland.

Until this point, changes affecting the neighborhood were primarily social. But the introduction of the automobile to the city changed old ways and eliminated neighborhood dependence on horsedrawn carts. This led to systematic physical change in the neighborhood.

After World War I, the automobile gained in popularity as the primary mode of transportation. In 1927, the Ross Island Bridge was constructed, with its west approach meeting the neighborhood's street system with minimum impact. In 1935, the rail line on the western edge of the community was abandoned, and Barbur Boulevard was constructed as U.S. Highway 99W on the same right-of-way. At this time, the west approach to the bridge was also modified to accommodate increased automobile traffic.

In 1943, Harbor Drive was constructed along the downtown waterfront as a part of the interstate highway system which extended across the Steel Bridge,

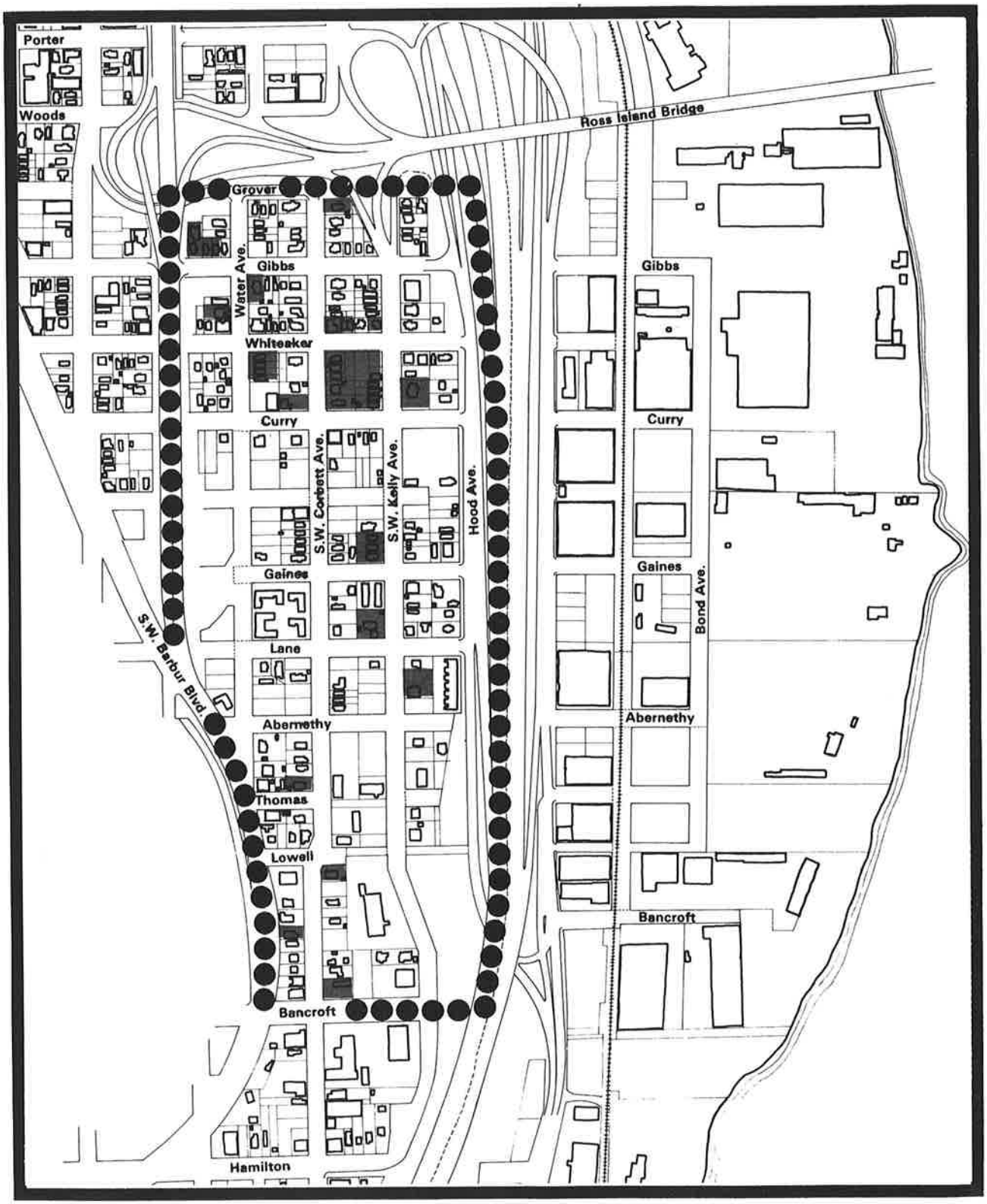
then north along Interstate Avenue to the Columbia River and Vancouver. In order to connect Harbor Drive to Highway 99W, Front Avenue was widened and improved through South Portland. The Front Avenue project split the residential community in two, displaced homes and businesses, removed the street car line, and thus destroyed the neighborhood's social and functional core.

In the 1950's improvements to link the Ross Island Bridge to Front Avenue further divided the area. In the 1960's, construction of the Interstate Freeway System and the South Auditorium Urban Renewal Project isolated the Corbett and Lair Hill neighborhoods from the Downtown and the waterfront. The people living in these two South Portland neighborhoods were then compelled to travel outside of their area to shop and find employment. By this time, the "band aid" approach to roadway construction applied to this area for over 40 years had not only undermined the stability of a once strong community, but also produced a confusing tangle of arterial traffic routes.

In recent years there has been a marked change in the population of the Corbett/Lair Hill neighborhood. The Jewish and Italian communities have moved to other parts of the city leaving only a few older, pre-urban renewal residents. A few of the black families who have lived and owned homes there since 1915 still remain. In the past fifteen years, however, there has been an influx of the "new young". They are often students attending Portland State University, Portland Community College, Lewis & Clark College, or the University of Oregon Medical School. (All four schools are close to the neighborhood and/or linked to it by direct bus service.) Other newcomers are artists, young professionals, low income families, or unemployed people.

Threats from the outside have tended to unite the community internally. In 1968, the residents organized and successfully fought a proposal to extend the South Auditorium Urban Renewal Project into the Corbett and Lair Hill neighborhoods. This effort eventually led to the establishment of a Community Planning Committee and the drafting of an alternative neighborhood plan which was adopted by City Council in 1977. Additionally, on August 17, 1977, City Council designated the Lair Hill portion of South Portland as a Historic Conservation District.

The approval of these policies by the Portland Planning Commission and Portland City Council, and the downzoning of residential property in the Corbett area has had a marked effect upon the type of investment taking place in the neighborhood. Speculators have sold to owner-occupants who are undertaking restoration, and design controls have been added to see that new construction is more compatible with the surrounding architecture. In a curious way, the level of hope and expectation evident today mirrors the former atmosphere in South Portland. A map delineating an area of historical significance and a preliminary inventory of significant structures follow.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

CORBETT

Preliminary Inventory
Structures of Historical or Architectural Significance

	Building	Address	Date
*	Smith Residence	0305 SW Curry	1892
	Wooden Commercial Bldg.	3338 SW Corbett	
	Residence	018 SW Grover	
	Residence	015 SW Gibbs	
	Residence	025 SW Gibbs	
	Residence	031 SW Gibbs	
	Residence	0106 SW Gibbs	
	Residence	0235 SW Whitaker	
	Residence	3402 SW Corbett	1893
	Residence	3410 SW Corbett	1893
	Residence	3418 SW Corbett	1893
	Residence	3434 SW Corbett	1893
	Residence	3419 SW Kelly	1893
	Residence	3421 SW Kelly	1893
	Residence	3431 SW Kelly	1893
	Residence	3437 SW Kelly	1893
	Residence	3404 SW Water	
	Residence	3410 SW Water	
	Residence	3414 SW Water	
	Residence	3420 SW Water	
	Residence	0123 SW Curry	
	Residence	3204 SW Corbett	
	Residence	3621 SW Kelly	
	Residence	3627 SW Kelly	
	Residence	3635 SW Kelly	
	Residence	3729 SW Kelly	
	Residence	3935 SW Corbett	
	Residence	4145 SW Corbett	
	Residence	4106 SW Corbett	
	Apartment	3826 SW Kelly	
	Duplex	3327 SW Water	
	Duplex	0211 SW Whitaker	
	Wooden Commercial Bldg.	4238 SW Corbett	

*Portland Historical Landmark

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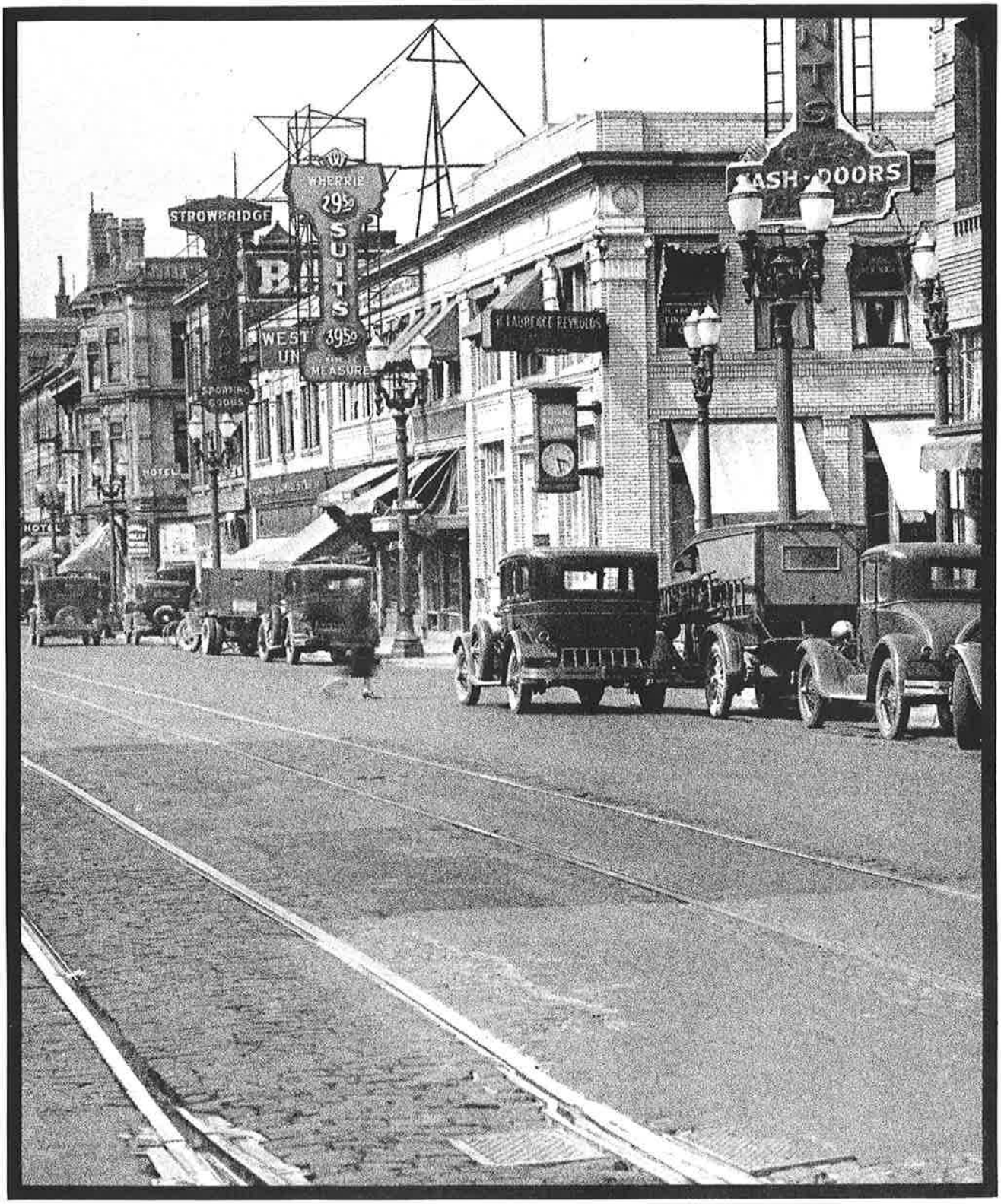


EAST PORTLAND

The foundation from which present day Southeast Portland grew is today the eastside's most centrally located warehouse and wholesaling district. Even though the area has undergone extensive physical and social changes over the years, the area represents a unique era in the city's development.

Although East Portland once contended for prominence on the river with Portland's present downtown, it was unsuccessful for two primary reasons - topography and financial instability. The westside possessed a natural deep water harbor and easier access to the productive farmlands of the Tualatin Valley. In contrast, the topography of the east bank made it necessary to construct expensive trestles and wharfs over the marshlands and floodplains of the eastern shore in order to transport cargo to water vessels. Compounding this condition were the financial problems of several successive entrepreneurs which prevented sound investments and the construction of the main railroad terminal on the eastside. This area was thus relegated to supplementing the rapidly developing westside, a role that it continues to play.

Even though fur trappers had settled along the eastern shore as early as the 1820's, it was not until James Stephens acquired the property in 1845 was there any attempt made at establishing a city. By the time Stephens filed the plat of East Portland in 1861, he owned most of the proposed city, especially the valuable riverfront property from Stark to Division Streets. Stephens could then operate his ferry across the river to Portland without fear of competition.

Stephens then subdivided his land and offered lots for sale at any price he could get and freely gave land for public enterprises. Despite this generosity, there were few takers and East Portland refused to grow. East Portland, then bounded Glisan, Hawthorne, the river, and First Avenue, had a population of 200 in 1870, while the city across the river housed 8,000. In an 1866 letter, Judge Matthew P. Deady described his impressions of

of East Portland as "...across the Willamette and upon its east bank, I could see the houses and orchards in the suburban village of East Portland. The place is yet half town and half country..."

It was not until the arrival of Ben Holladay did East Portland's hopes for growth brighten. Through financial finesse, and more importantly, political manipulation, Holladay secured the franchise that permitted his company to construct a railroad on the eastside. Ground was broken in 1868. This major project led to a construction boom for supplementary facilities - factories, steel and flour mills, lumberyards, and warehouses. Incorporation as a city soon followed in 1870.

The bridging of the Willamette also hastened growth. Opening of the Morrison Bridge in 1887, the Steel Bridge in 1888, the Hawthorne Bridge in 1891, and the Burnside Bridge in 1894, connected the entire eastside water frontage with Portland. Not only did the bridges facilitate waterfront commercial activity, but they also enabled steam car lines and other rail lines to service the entire eastside. This opened up that area for land development.

Construction of the Morrison Bridge shifted commercial emphasis from Oak to Morrison Street and the principal north-south street became Grand Avenue. Commercial uses such as banks, dry goods, and printing offices opened offices there. This commercial center later would house a number of hotels whose primary residents became railroad and factory workers.

East Portland then began to annex surrounding residential areas and gradually extended its boundaries to include an area bounded by Holgate, Halsey, the river, and 24th Avenue. This included the neighborhoods now known as Brooklyn, Buckman and Ladd's Addition. The heightening level of commercial and residential development began to disturb the merchants and bankers of Portland. It was at this time that the fortune of Ben Holladay crumbled and the city fathers of East Portland found themselves financially overextended. Fortunately for East Portland, a move was underway to consolidate the independent cities of Portland, East Portland, and Albina. Consolidation in 1891 in all likelihood saved the economic welfare of East Portland.

Consolidation proved beneficial to most everyone. Bridge tolls were discontinued, streetcar lines merged to give better service, and further economic growth was stimulated. Wooden industrial structures gave way to masonry construction. By 1908 Portland was pre-eminent in the Northwest as a wholesale distribution center. City-wide manufacturing output and payrolls doubled between 1900 and 1914 and the eastside warehouse area was the city's primary industrial employment area.

Such rapid growth prompted the need for more industrial land. In order to secure this land, the physical forms of East Portland were altered, perhaps more so than any other area in the city. A gully forming an arc from Stark and Union Streets to Tenth and Morrison Street and another along Division were filled and quickly built upon. The streets along the riverfront, which had been constructed on trestles raised over the low marshlands were gradually filled and more permanent streets were constructed. Subsequent fill projects were primarily related to wharf and dock destruction. With the movement of the public docks northward along the Willamette, and an increase in rail and truck transport, the docks and wharfs were no longer needed for transport. Most were demolished by 1940.

The only other major fill project involved Hawthorne Park, located in the southeast corner of the city and bounded by Belmont, 8th, Hawthorne, and 12th. The naturally wooded park, formerly the site of a lunatic asylum, was sold to private interests. Asylum Creek and spring were filled, lots were sold, and land was developed.

The types of wholesaling operations occurring in the district were strongly influenced by immigration patterns occurring on the periphery of the district. Most prominent was the Italian population that had settled southeast of the industrial area. These immigrants brought with them largely an agrarian background. Their experience in farming had led them to initiate truckfarming on land all over the southeast section of the city. This in turn led to active participation in both produce wholesaling and retailing. Having started produce markets in the area as early as 1883, they rapidly became a dominant market force in this area of the city.

In order to facilitate merchandizing of their products, the small farmers formed the Italian Ranchers and Growers Association. A central location for retail sales existed on the westside of the river but annual flooding weakened the structure and a new one was needed. The Association set about to build a new one on the eastside in 1906. The new market was a wooden structure and covered the entire block bounded by Main, Madison, Third, and Union Streets.

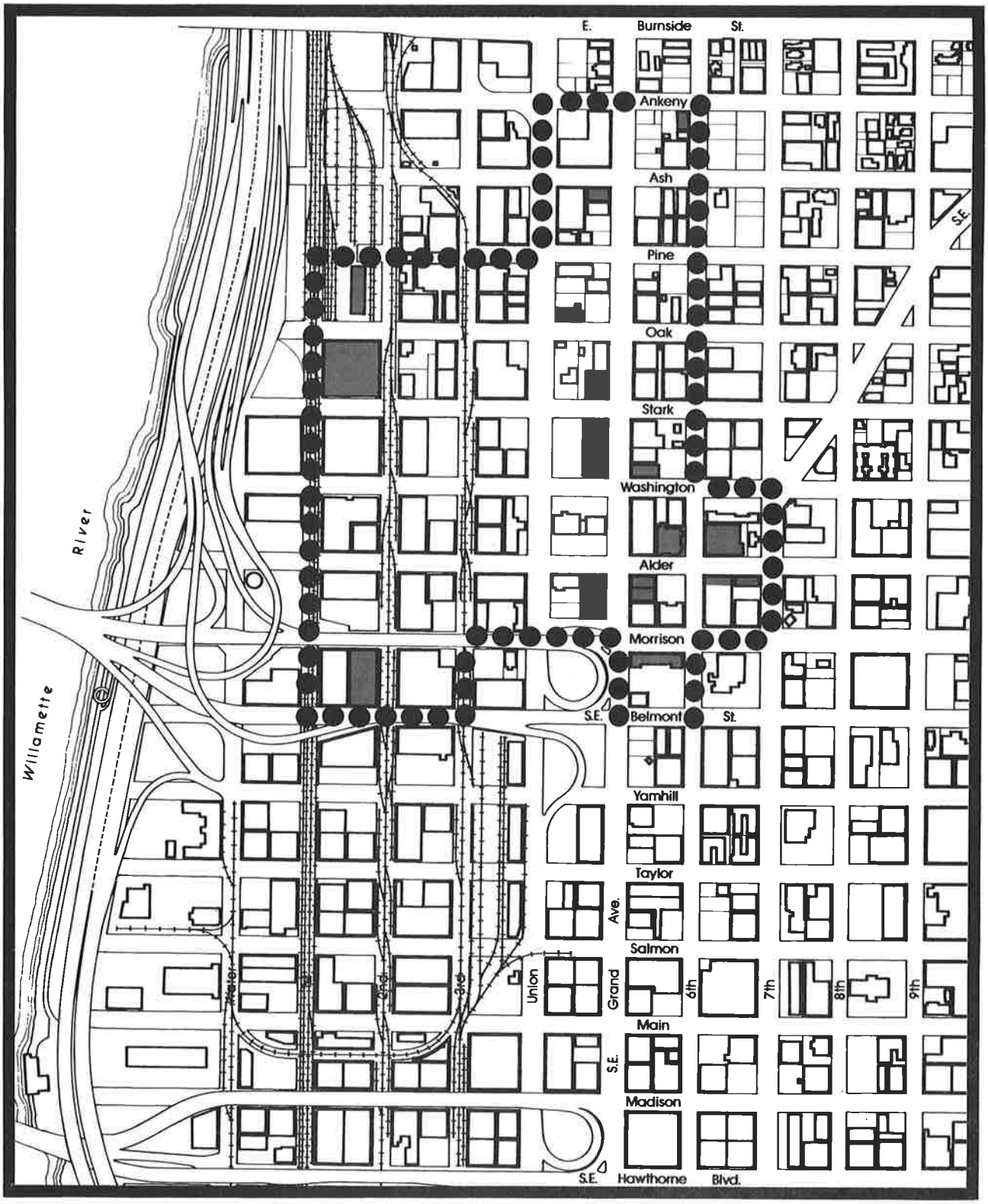
The golden era for commercial activities in the area was in the early 20's. Development and popularization of the automobile promised easy access for commercial activities. The Oriental Theater, demolished in 1970, brought entertainment to the area and the eastside's first skyscraper, the Weatherly Building was constructed. The farmers markets were social events.

Changing trends in retail sales began appearing around the war years. A new structure to house the public market appeared in 1922, and another in 1929, but the produce markets never recovered. Today only two such markets remain in the area.

The war years brought about other changes. Industrial and wholesaling activities became more dependent on truck transport. Later construction of the eastbank freeway altered the river's edge and isolated the industrial district from the river. This new dependency on truck transport brought about traffic and circulation problems in an area originally dependent on horse powered wagons. Coupled with the relatively small industrial sites in the district, these elements led to gradual changes in the land uses and until the present decline in the number of industrial firms in the area. This has produced a feeling that many of the industrial structures are underutilized and these structures are faced with demolition.

Yet, this area contains a substantial number of late 19th and early 20th century industrial and commercial structures. Infact, the architectural tone of the district is formed by these structures. Representing the technology of the times in which they were constructed, these structures incorporate utilitarian materials and elements very directly, although some structures do have excellent brickwork and other detailing.

There remains today a nucleus of buildings in what was the commercial center of East Portland in the five block strip along Grand Avenue between Morrison and Pine Streets. Together with a number of industrial structures located westward towards the river, these structures form an area that is historically and architecturally significant to Portland and should be considered as a potential conservation district. A map delineating this district and an inventory of historically and architecturally significant structures follows.



EAST PORTLAND

Legend:

Proposed District Boundaries

Areas of Historical Significance

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Osborn Hotel	203 SE Grand	1890
Concrete Commercial Bldg.	437 SE Grand	
Chamberlain Hotel	509 SE Grand	
New Logus Block	529 SE Grand	1893
* Barbur Block	532 SE Grand	1891
Brick Commercial Bldg.	702 SE Grand	
N.K. West Block	707 SE Grand	1883
Brick Commercial Bldg.	715 SE Grand	
Brick Commercial Bldg.	716 SE Grand	
Brick Commercial Bldg.	721 SE Grand	
Weatherly Bldg.	516 SE Morrison	
East Side Mortuary	537 SE Alder	
East Side Meeting Hall	615 SE Alder	
City Water Office	622 SE Alder	
Orient Lodge	706 SE 6th	1908
Cully Block	340 SE Union	1884
East Portland Rail Station	121 SE Oak	
Public Market Block	1319 SE Union	1922
Grand Central Public Market	835 SE Belmont	1929
Phoenix Iron Works	1532 SE 3rd	1902
Studebaker Bros. Warehouse	330 SE Morrison	
Concrete Mill	100 SE Stark	
Electric Generating Plant	1900 SE Water	1906
Ford Motor Assembly Plant	2505 SE 12th	
Fire Station	1917 SE 7th	
Residence	1921 SE 7th	

* Portland Historical Landmark

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Residence	1927 SE 7th	
Residence	626 SE Harrison	
Residence	637 SE Harrison	
East Portland Library	1110 SE Alder	1912
Brick Warehouse	822 SE 11th	
Troy Laundry	221 SE 11th	
Residence	2000 SE 11th	
Hawthorne Residence	1007 SE 12th	1892
Residence	1025 SE 12th	
Stephens Residence	1825 SE 12th	

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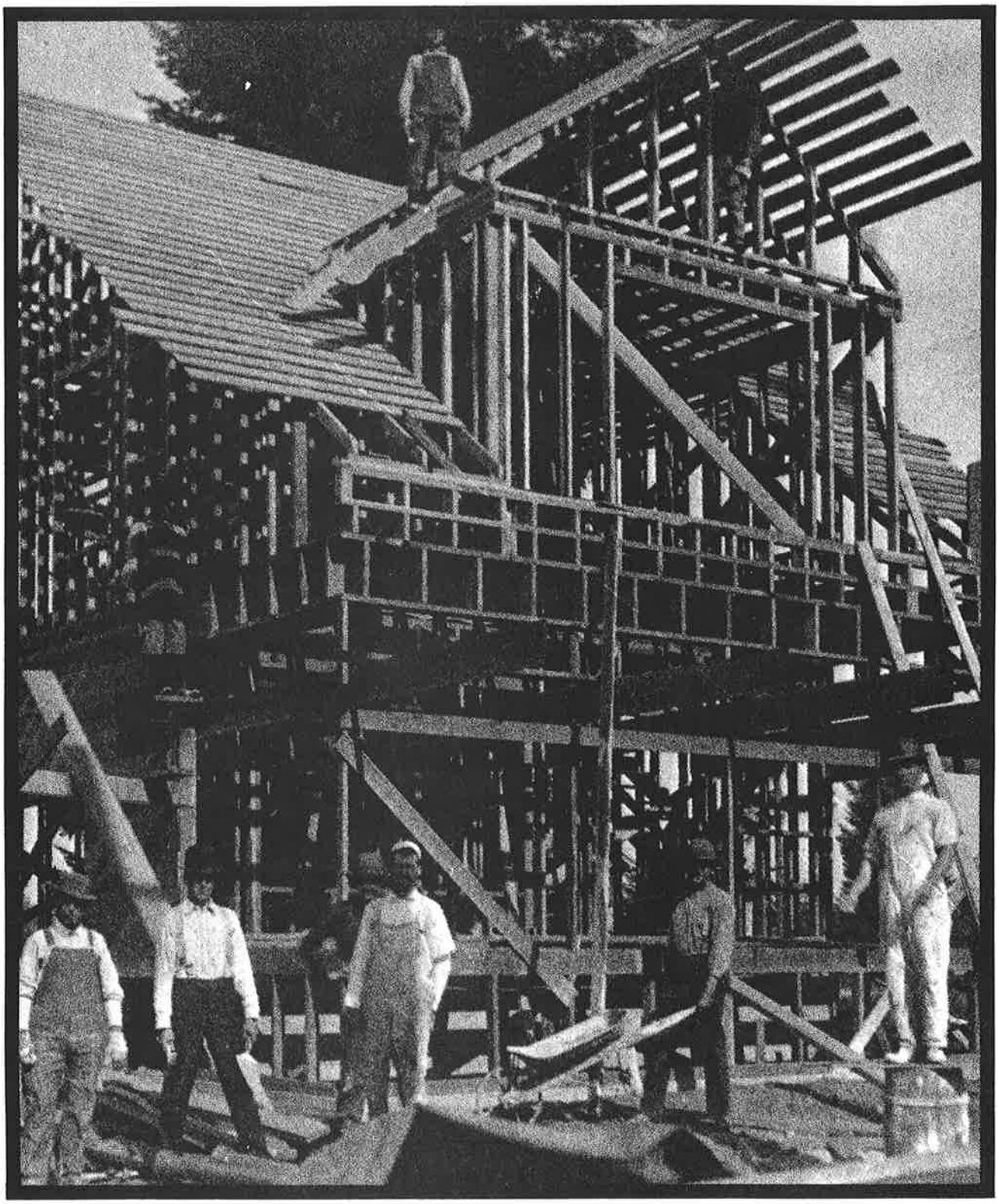


IRVINGTON

Located in northeast Portland, the neighborhood known as Irvington has maintained its elegant, early twentieth century character despite commercial encroachment and periods of social turmoil. Originally an extension of the City of Albina, Irvington developed slowly into northeast Portland's most desirable residential community.

The Irvington neighborhood is located upon land whose development can be traced to the Donation Land Claim of Captain William Irving. Irving, a shipbuilder and sea captain from Cadiz, Ohio, settled his claim February 11, 1852, approximately three years after his first arrival in Portland. Irving's Donation Land Claim contained 640 acres and had as its general boundaries the present day streets of Fremont, 7th, Halsey, and 24th, plus a strip of land leading down to the Willamette. Irving's wanderlust and the Fraser River gold rush, eventually spurred him to move on to British Columbia where he died in 1872. Upon his death, his widow and son John sold the majority of the land claim to Ellis B. Hughes, John W. Brazee, Portland businessmen, and David B. Thompson, twice mayor of Portland and American minister to Turkey.

Spearheaded by wealthy investor Thompson, the group purchased Irving's land in anticipation of realizing quick dividends like other east side lands produced. The land was initially platted in 1874, but did not readily sell. This was partially due to the lack of adequate streetcar service to the area, but predominately due to the availability of cheaper, more developable lands closer to the then established cities of Albina and East Portland. Early maps and drawings show little actual development prior to 1890. Facing this lack of development, Thompson and other owners sold the remaining property in 1887 for $62,000.

As the nearby city of Albina's industrial base continued to expand, surrounding areas began to feel pressure to provide residential land for that city's middle and upper classes. Due to Irvington's proximity, land there began to sell towards the end of the century. The political powers of Al-

bina foresaw the expansion of residential access and the forthcoming consolidation with Portland, and in an attempt to increase their bargaining power and economic base, annexed the area containing Irvington in 1891. In only a few short months, Albina, East Portland, and Portland had consolidated and Irvington began to receive city services.

Prior to annexation, the Irvington area contained one of northeast Portland's major recreation centers. Since Irvington was immediately outside the city limits of Albina, a racetrack flourished near Union Avenue. Bounded by 7th, Fremont, Brazee and 12th, the track was the scene of both horse and motor racing until just after the turn of the century. Paddock, barns, grandstands, and landscaping were located where Irving Park now stands.

Ownership of Irvington land continued to change hands through the financial depression of the early 1890's until the Merchants Savings and Trust Company gained control of a large portion. That company, whose directors had been involved in other major real estate developments such as Woodlawn, also attempted to develop the area. Due to near financial collapse, that company was unable to follow through their plans and sold the land in 1907. The related deed reconfirmed the Thompson plat of 1887 and firmly dedicated the present street system. This was not the end of the major transaction, however, as within a year the land was sold again.

Stimulated to a large extent by the wealth and prosperity brought about by the 1905 Lewis and Clark Worlds Fair, the original Irvington plot was purchased on January 25, 1908, by the Prospect Park Company. This company was intent upon developing the parcel and later that year circulated a promotional brochure designed to entice upper class home owners with the advantages of living in Irvington. A quarter of a million dollars was spent by the company for public improvements in Prospect Park, only an eight acre portion. Improvements included asphalt streets, sewer, water, and gas mains, hitching rings, and the most complete network of concrete sidewalks in the city, a luxury few Portlanders enjoyed. Since the parcel was also the highest among surrounding property, the company also promoted the views toward downtown and the mountains. Curiously though, natural vistas were lost as all lots in the development were graded flat removing all nat-

ural terrain and slopes from the area.

The development of Prospect Park set the general tone for the overall development of Irvington. In addition to attracting an upper class residential community, deed restrictions created the physical tone. Residences were limited to one per 50 foot lot, had to cost at least $2,500, and have a 25 foot front setback. The streets, except for Knott at 36 foot width, were all 28 feet wide. As secondary portions of Irvington developed, the usual manner was that one house would occupy both corner lots, leaving an expanse of space and greenery along the east/west streets.

By 1910 three streetcar lines were in operation between downtown Portland and the Irvington area. These were the Alberta, Woodlawn and Irvington lines. All facilitated growth. The first was the Woodlawn line which began operation in the late 1880's. From downtown the line ran across the Burnside Bridge to Union Avenue and then to the Woodlawn area. The Alberta line was opened for traffic June 19, 1903 by the Portland Railway Company. This line crossed the river via the Steel Bridge, ran along Union Avenue and ended at NE 30th and Ainsworth. The Irvington line, the last of the three to begin service, originally ran from downtown Portland to NE 15th and Tillamook. As more homes were built in the neighborhood, the line was extended to NE 15th and Siskiyou. Aside from minor changes, service remained the same until the introduction of motorbuses.

With heightened accessibility to the area, many new houses were constructed. Although some houses were built in the western portion as early as the 1880's, most of the development did not occur until the first two decades of this century. A 1909 newspaper article described Irvington as a beautiful district containing many luxurious homes and every weekend edition of the city's papers usually carried photographs of those recently completed.

The majority of residences in Irvington initially centered near Tillamook and Hancock Streets. The residences which fill the blocks along these two streets from 7th to about 25th Avenue are a remarkable ensemble of early 20th century residential construction. They range from the very simple pioneer styled Victorians near 7th to high Arts and Crafts styled residences out

towards 25th. Mixed in with these residences are some 1910's and 1920's apartments as the neighborhood's density increased.

Of the four designated historical landmarks in northeast Portland, three are located in the Irvington area. These include the 1906 Freiwald residence at 1810 NE 15th, the 1902 Doernbecher residence at 2323 NE Tillamook, and the 1950 Central Lutheran Church at 2104 NE Thompson. Other prominent residences include the 1884 Spencer residence which was moved to 2611 NE 12th, the bungalow styled Fire Station No. 18 at 2200 NE 24th Avenue, the Irvington Club at 2131 NE Thompson, the Praire styled residence at 1617 NE Thompson, and the Victorian Povey residence at 1312 NE Tillamook.

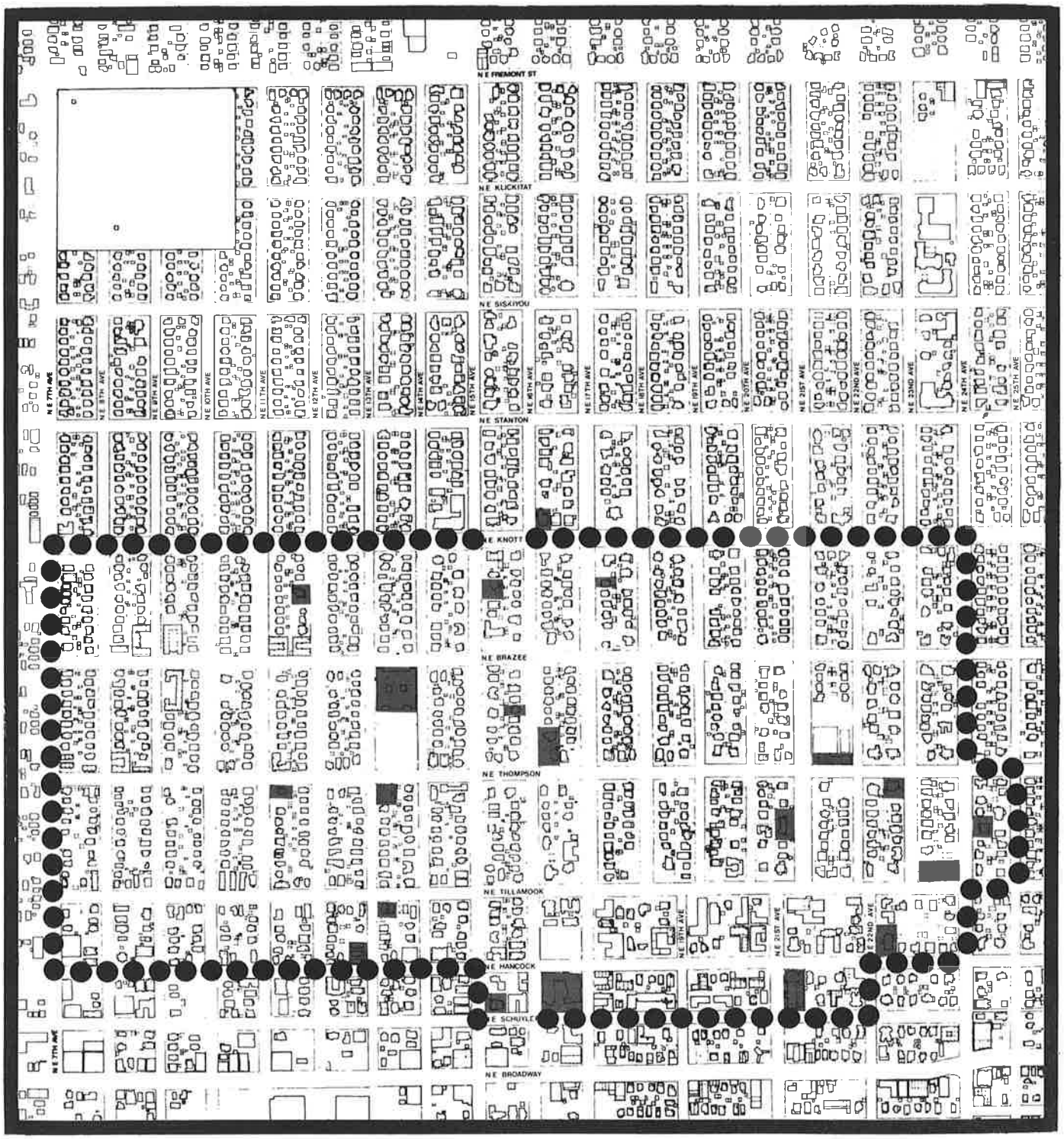
In the initial stages of development and in the middle years, commercial development did not occur within the general confines of the residential neighborhood although the nearest grocery store is located at NE 15th and Broadway. In response to this, a commercial center grew up at 24th and Fremont housed in buildings styled not unlike some of the residences. With the relaxation of some zoning standards a Safeway grocery store was built at NE 15th and Brazee. Since that time commercial encroachment has been limited to the edges closest to Broadway and Union Avenue.

Until after World War II, the neighborhood maintained its character as a stately neighborhood housing upper middle class residents. This changed immediately after the war. Beginning in the early 1950's, construction in the downtown and around present day Lloyd Center began to directly affect Irvington's character. As many of the lower-income homes were replaced with newer commercial structures (e.g., Lloyd Center and Memorial Coliseum) residents were forced to find new homes. Since many couldn't afford to move any great distance they usually settled in an adjacent area. Irvington was one such area and with this influx of newcomers came a slow exodus of many longtime Irvington residents. In this process property values plummeted which served to accentuate the problem.

To combat this problem the Irvington Community Association was formed. Founded in 1964, the group sought to stabilize the neighborhood by encouraging residents to remain there. By promoting community interaction, the neighborhood was able to sustain itself. The majority of physical restor-

ation didn't occur, however, until the early 1970's when Irvington received part of the city's Model Cities grant which made available community improvements and rehabilitation loans.

Today there is somewhat of a reversal of this migratory trend of the early 1960's. Property values are again increasing and the neighborhood is returning to the desirable niche that it once held - that of a primarily upper middle class neighborhood. A map of the historically and architecturally significant portion of Irvington and a preliminary inventory of significant structures follows.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

IRVINGTON

Preliminary Inventory
Structures of Historical or Architectural Significance

	Building	Address	Date
	Westminster Presbyterian Church	1624 NE Hancock	1914
*	Freiwald Residence	1810 NE 15th	1906
*	Central Lutheran Church	2104 NE Hancock	1950
*	Doernbecher Residence	2323 NE Tillamook	1902
	Irvington Club	2131 NE Thompson	
	Irvington School	1320 NE Brazee	
	Spencer Residence	2611 NE 12th	
	Firestation #18	2200 NE 24th	
	Hawley Residence	1914 NE 22nd	
	Railroad Apartments	1901 - 21 NE 13th	
	Povey Residence	1312 NE Tillamook	
	Residence	2612 NE 15th	
	Residence	1617 NE Thompson	
	Residence	2332 NE 16th	
	Residence	2405 NE 16th	
	Residence	2424 NE 17th	
	Residence	2230 NE Thompson	
	Residence	2201 NE 21st	
	Bowman Residence	1719 NE Knott	

* Portland Historical Landmark

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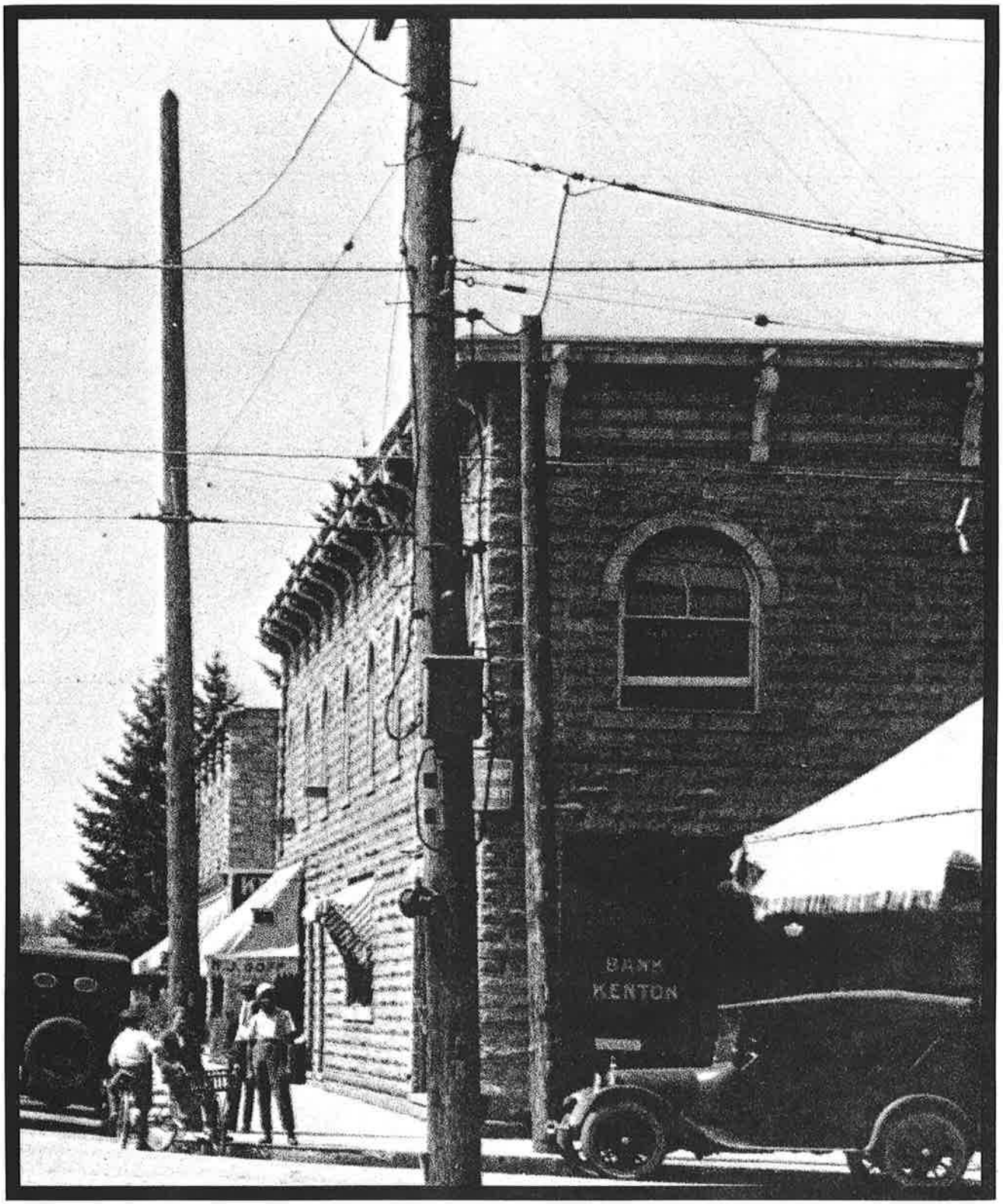


KENTON

Unlike other suburbs of Portland, Kenton is unique in that the district had its origins as a company town for the nationally renown meat packing firm of Swift & Company of Chicago. Situated on a rise two miles south of the company's packing plant on the Columbia Slough, Swift established Kenton as a model community for its employees.

The site for Kenton was originally a portion of a bounty land claim granted to Charles Vincent for service as an Army private during the Apache Indian disturbance. Vincent later assigned this claim to Robert S. Maxy whose name appears on that parcel on the 1850 township map. Late in 1860, Maxey sold his claim to William Love. Upon Love's death, the land passed into the hands of George J. Ainsworth. Several confusing transactions then took place until May 13, 1893, when Henry H. Gilfry and wife, H. Bowyer McDonald and wife, Eugene D. White and wife, and L. L. Hawkins platted a portion of this land as the Greybrook Addition.

A month later the land was sold to the Associated Banking & Trust Company which had been organized in 1892 for the purpose of investing in and developing real estate. Directors for this company included F. E. Hart, Thomas Grey, and Eugene D. White. The corporation became indebted to the Ainsworth Bank, and on October 28, 1897 the tract was sold to cover its debts by the Multnomah County Sheriff to J. C. Ainsworth for $15,000. The tract remained relatively undeveloped for years and owes its development to the evolution of the meat industry.

Prior to 1906, the meat industry in Portland was independently operated. The neighborhood butcher was the rule, and only occasionally did several butchers form one company. This is what occurred when Adolph Burckhardt, Thomas Papworth, Morton M. Spaulding, James and John O'Shea, and Emanual May consolidated their businesses in 1893 to form the Union Meat Company. Formerly, these men had operated independent businesses, such as Burkhardt's American Dressed Meat Company, and operated out of such places as the New

Market Theater. In 1906, Swift and Company purchased the Union Meat Company.

The next year the company sent C. C. Colt to Portland as president of their operations. Colt immediately formed the Kenwood Land Company, which in 1908 purchased 3,400 acres of land along the Columbia River for a new meat packing plant and Union Stockyards. As was a contemporary procedure, the company also bought up adjacent land for a company town. This area included the nearly vacant Graybrook Addition and a portion of John Rankin's Donation Land Claim of 1852. Swift planners hoped to name this new subdivision "Kenwood", but this name was in use elsewhere in Portland, so they settled for "Kenton".

The area along the Columbia Slough, or North Portland Harbor as it was then called, was becoming increasingly inviting to factories requiring a large expanse of land. With the completion of the North Bank Railroad Bridge across the Columbia in 1907, the area exploded with development. By 1911, there were no less than twelve major manufacturing firms located there making this area second only to St. Johns as a manufacturing center. Firms which located adjacent to Kenton included North Portland Box Company, National Wood Pipe Company, North Portland Lumber Company, and the Aladdin Company, makers of ready-cut houses.

Swift and Company, known locally as Union Meat Company, was the catalyst for this development. Patterned after the firm's St. Joseph, Missouri, operation, the $3,000,000 plant opened on September 15, 1909. Including the Portland Union Stockyards, Portland Cattle Loan Company, Columbia Wool Basin Warehouse, Kenton Traction Company, and other ancillary companies, Swift was responsible for employing over 1,500 workers. On the basis of Swift's activities, Portland became the central livestock market in the northwest by 1911. Swift's vision of the area's future could be seen by comparing the 3,000 acres holdings in north Portland to the 600 acres of Chicago's Union Stockyards.

Development of the actual town of Kenton was not done to the same scale. Due to more than adequate trolley service, housing for all Swift employees

did not need to be adjacent to the packing plant. The formation of a company "town" in the mold of eastern cities was not necessary. Under the supervision of surveyor John H. Suttle, the community of Kenton was more modestly laid out. According to a promotional article for the subdivision, Kenton was strategically laid out in relation to the packing plant so that the "prevailing wind tends to blow downriver away from the home section thus dispelling and dissipating disagreeable odors attandant with its (the plant's) operation". Streets were platted in approximately the same general pattern of peninsular residential blocks.

As was also the general pattern, the commercial center of the community grew up along the tracks of the Kenton Traction Company which ran along Denver, then Derby Street. Opening in 1909, the Kenton route was a connecting link to the Mississippi and Williams line at Killingsworth and on to downtown. Workers in the packing plant and other Kenton factories could then commute on the "stockyard" streetcar from downtown in about thirty minutes. From Kenton, the line went north across a trestle built by Swift right to the doorsteps of the packing plant.

In addition to the opening of the Kenton carline in 1909, that year saw a boom in commercial construction in the district. On June 27, the 40-room Kenton Hotel opened. Built by Dyer and Company, the hotel was intended to provide lodging and meals for visiting cattlemen. On October 11, the Kenton Bank opened. October also saw the Kenwood Construction Company begin construction of ten new buildings costing approximately $60,000. Two of these structures were two-story cement block commercial structures which occupy the quarter block at Denver and Kilpatrick and cost about $20,000 a piece to construct. The remaining eight were residential wooden frame houses averaged $2,000.

Residential structures did not follow the general approach to company town architecture, namely rowhouses. Again, this was probably due to the excellent transit facilities and cheap land nearby. Instead of a definitive architectural style for the houses, the primary distinction became one of occupation. Laborers in the packing plant usually lived in single-story frame houses located initially west of Denver Avenue and executives often lived in cement block structures either on or east of Denver Avenue. A

fine example of the cement block style is the six-room bungalow at 7807 N. Denver Avenue. This was built at the same time as the Kenton Hotel by the same builder for the sum of $3,000. By 1924 there were approximately ten such homes in the district.

Based on the prediction in 1909 that the population of Kenton would expand to 30,000 by 1915, public improvements were made in the district during the early 1910's. Faith in this growth even spurred the development of adjacent subdivisions -- Kenview and Swinton. Electricity was extended to the community in 1911. Lombard was extended, thus providing a paved route into Portland. In 1913, $300,000 was expended to pave the area's streets and in 1913, public structures were added to the area as Kenton United Presbyterian Church was built on Lombard. The following year, both the Kenton School (called the Stockyard School) and the fire station were built. The fire station is a unique brick structure and was designated a Portland landmark in 1976 and has recently been rehabilitated as a community center.

The development of Kenton was certainly spurred by the decision of Swift and Company and its fate predetermined by the company's influence on its ancillary companies. As Swift went, so went Kenton. As in most company towns, the company exerted influence in all facets of the area's life. Two illustrations of the extent of this influence could be seen in the operation of ancillary companies. B. S. Joselyn was a director of the Kenton Traction Company and also president of the Kenton Construction Company. George F. Henser was president of both the Kenwood Land Company and The Kenton Bank. In such ways did the company have control over the land, the transit system, job opportunities, and building construction.

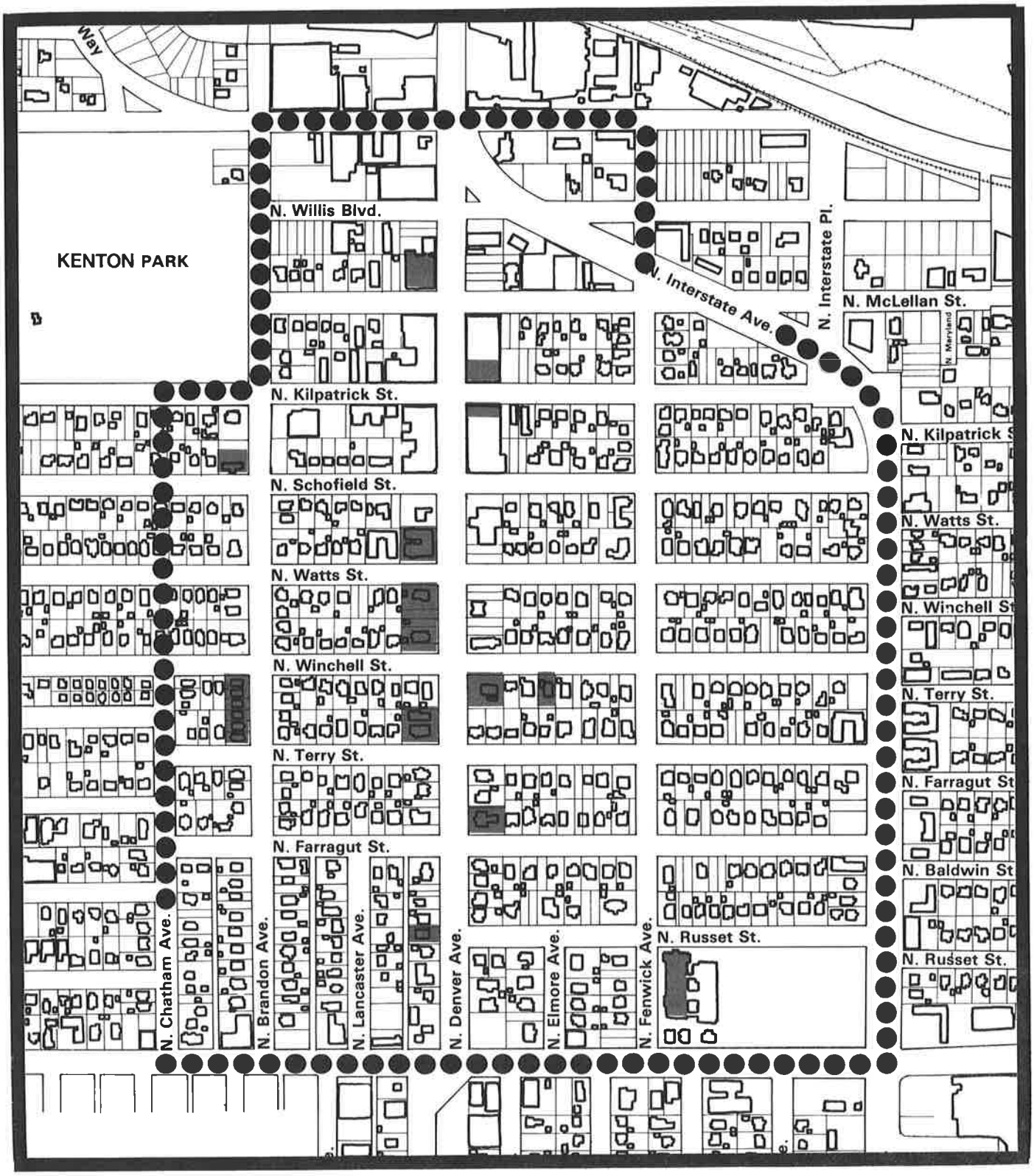
In addition to the influence that the company had over the financial workings of the community, an aspect of the aesthetics central to company towns arose. As mentioned before, a number of structures in the community were constructed with cement blocks, or artificial stone, as they were called. This method of construction became popular after the Lewis and Clark World's Fair and therefore was a contemporary method when the founda-

tion of Kenton was built. Another reason theorized for the choice of this material was in order to provide a community where ranchers from Eastern Oregon and Washington would feel comfortable in a town that was visually similar to their hometowns.

A number of buildings have been attributed to John Gagan, who had come to Portland to sell soda at the Fair. An entrepreneur who had many interests, Gagan soon became disenchanted with the construction trade when he had to produce interior quality blocks in order to be competitive. After he had built only one building in Kenton, he left the city. Most likely, the majority of such blocks probably came from the supply house of Beneke and Hauser, who had a manufacturing plant nearby at Killingsworth between Commercial and Kerby Streets. By 1924, the area contained approximately three dozen structures constructed with this material and retains perhaps the city's highest concentration of buildings constructed by this method.

Kenton today no longer is the home of cowboys and cattle drives up Greeley and Denver Avenues. The introduction of refrigeration on a mass scale and the decline of the railroads for meat distribution severely dampened the meat industry in Kenton and helped produce an economic recession for the community. The construction of the interstate highway system removed through traffic from Denver Avenue and accelerated the commercial stagnation of the businesses along that street. Most recently the area has witnessed an influx of transients and businesses catering to them, but the Kenton Businessmen's Association is trying to upgrade the area.

The historic center of Kenton could be a foundation upon which to build. Retaining much of the flavor of a company town, the district is deserving of civic protection. A map delineating the historic area of Kenton and an inventory of significant structures follows.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

KENTON

Preliminary Inventory
Structures of Historical or Architectural Significance

	Building	Address	Date
	Kenton Hotel	8315 N. Denver	1909
	Commercial Structure	8202 N. Denver	1909
	Kenton Lodge #145	8134 N. Denver	1923
*	Kenton Fire Station	8105 N. Brandon	1911
	Apartment Building	8007 N. Denver	
	Residence, CB	7933 N. Denver	
	Residence, CB	7909 N. Denver	
	Residence, CB	7830 N. Denver	
	Residence, CB	7817 N. Denver	
	Residence, CB	7807 N. Denver	1909
	Residence, CB	7710 N. Denver	
	Residence, CB	7577 N. Denver	
	Residence, CB	1849 N. Winchell	
	Cottages	7803-35 N. Brandon	
	Kenton School	7528 N. Fenwick	1913

* Portland Historical Landmark

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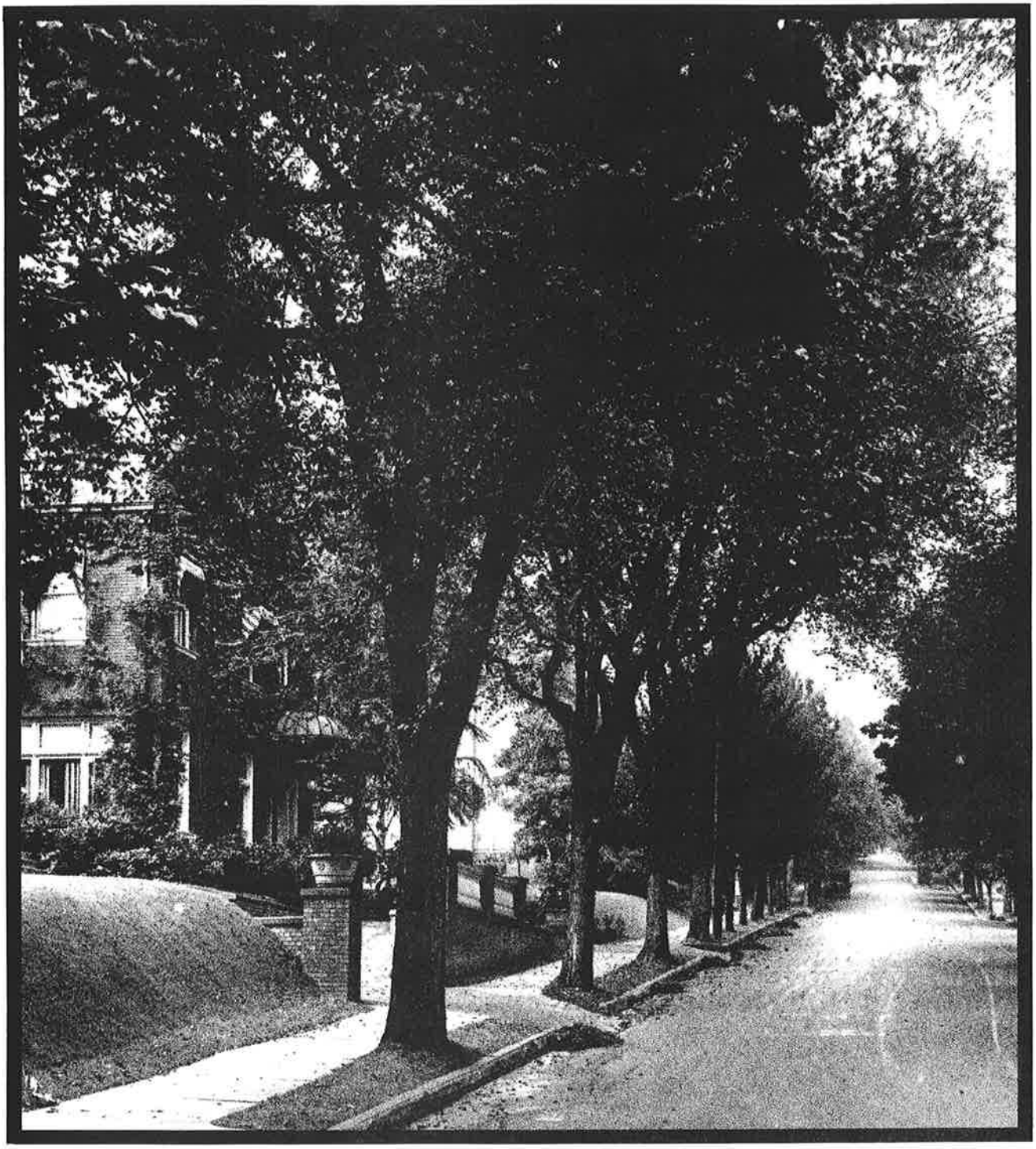


KING'S HILL

The history of Kings' Hill has always been intimately related to the growth and development of Portland. Located only one mile from the Willamette River and the city's commercial center, the rough terrain and the circumstances of its early land ownership destined Kings' Hill to be one of Portland's first affluent residential neighborhoods.

Early Kings' Hill residents were among the city's most monied and influential citizens and the power they wielded gave consequential direction to the growth of Portland and on occasion even had an impact on the entire Northwest.

Kings' Hill is a section of land that was first claimed by Daniel Lownsdale. Soon after he arrived in Portland in 1845, he established Portland's first tannery on a creek that flowed near the present Civic Stadium. Tannery Creek came to be known as Tanner Creek. When the opportunity arose to buy land adjacent to the river, Lownsdale in 1848 sold his tannery and property rights to two partners, Aberson and Balance. Amos Nahum King, for whom the hill is named, purchased their rights when the two partners were lured south by California gold.

In March 1852, King filed for the federal land rights to obtain legal ownership of 513.01 acres. When the land was finally deeded to him, Lovejoy Street was the northern boundary, a line running due south from the eastern edge of Macleay Park was on the west; Canyon Road from Washington Park to Jefferson was on the south; and 18th to Burnside and from there to Lovejoy, between 21st and 22nd Avenues, was on the east.

King continued to operate the tannery, but he prospered to a much greater extent from the sale of real estate. By 1890, he was reported to be one of Portland's millionaires. Two of his land ventures had an impact on the entire city. In 1871, he sold 40 acres to the city for $800/acre. This

was the first land purchased for a city park and became the foundation for Washington Park and a city-wide park system proposed by the Olmsted Brothers in 1903. It was remarkable that the city fathers had the foresight to purchase this land when at the time Portland's population numbered only 8,000.

Several years later, King sold two city blocks between 18th and 20th Avenues on Burnside. In 1888, the North Pacific Industrial Exposition Hall was built there for $15,000. The 400 by 200 feet structure of brick, iron, glass and fir was considered "mammoth" in size and over zealously described as "the largest edifice on the Pacific Coast". In May 1891, 15,000 Oregonians greeted President Benjamin Harrison in the Exposition Hall. At less momentous times, both the Exhibition Hall and City Park provided Portlanders with entertainment and recreation. Many would spend Sunday afternoons strolling among the various exhibits in the Hall or attending concerts in the Park.

One of King's first private sales was made to an early arrival in Portland, Arthur H. Johnson. His property, legally designated as Johnson's Addition, is now in the heart of Kings' Hill. It extends from Jefferson to Burnside and is bounded by King and Vista Avenues on the east and west. Johnson was a butcher who had meat stalls in the New Market Theater and was a prominent businessman in the city for several years. In early photos of the city, the white cupolas of his barn and house are noticeable landmarks on the hillside. Around 1890, Johnson donated a parcel of his land at Vista and Park Place for the construction of St. Helens Hall for Girls. Soon after, this conspicuous landmark appeared on the hill.

Residential development on Kings' Hill proceeded at a slow rate. The geography of the land and the affluence of the first property owners inhibited rapid subdivision and building construction. Harvey Scott, editor of the "Oregonian" for forty years, published a book in 1890 that described various parts of the city. He predicted that the ostentatious nature of Kings' Hill "will probably prevail even when the city attains its largest population, since the irregularities of the ground and peculiarities of situation will necessarily modify the architecture, and, to quite an extent, at least, make each dwelling a complete whole in itself." King, Johnson and other early property owners built palatial homes on spacious grounds. In some

cases, they occupied double blocks without intervening streets. Scott observed that "The big plats, grassy and set with small trees, lie wide, with but few houses, but those present (are) large, stately." The area was, he proclaimed, "by popular consent -- and still more by prevailing prices -- forever dedicated to dwellings of wealth and elegance."

The meandering Tanner Creek, which cut a deep depression at the base of the Hill, presented greater obstacles for land development. As late as 1890, this sunken valley, traversing the site of present Civic Stadium, was still being cultivated by Chinese gardeners. It was unsuitable for residential use as it was subject to frequent flooding. Games played on the field by city teams often ended in "muddy rows".

Streetcar developments in the 1890's had an inevitable effect on the nature of growth on Kings' Hill. Three roads bordering the hill (Burnside, 18th, and Jefferson) were serviced by electric and cable cars, making the area more accessible to the city's commercial core. This resulted in increased land values. In addition, greater mobility segregated residential areas into clearly defined lower and higher income neighborhoods. The lower portion, called Goose Hollow, stayed a lower income district while Kings' Hill became even more established as a wealthy residential enclave.

From 1887-93 and immediately following the Lewis and Clark Exposition in 1905, Portland experienced great economic expansion. Over 54 million dollars was invested city-wide in new residential and commercial construction in 1889. On Kings' Hill, larger homes were built on smaller plots of land and the area became more dense. The majority of its architecturally significant buildings date back to that period. Several were designated by locally and regionally renown architects, including the Wilcox Residence at 931 SW King and the W. R. MacKensie Residence at 1131 SW King, both by Whidden and Lewis.

Kings' Hill's perpetuation as a wealthy residential neighborhood continued into the twentieth century. As Portland expanded and space became more precious and costly, house lots shrank. Although dwellings were less "a complete whole" in themselves, they were no less impressive in design and size.

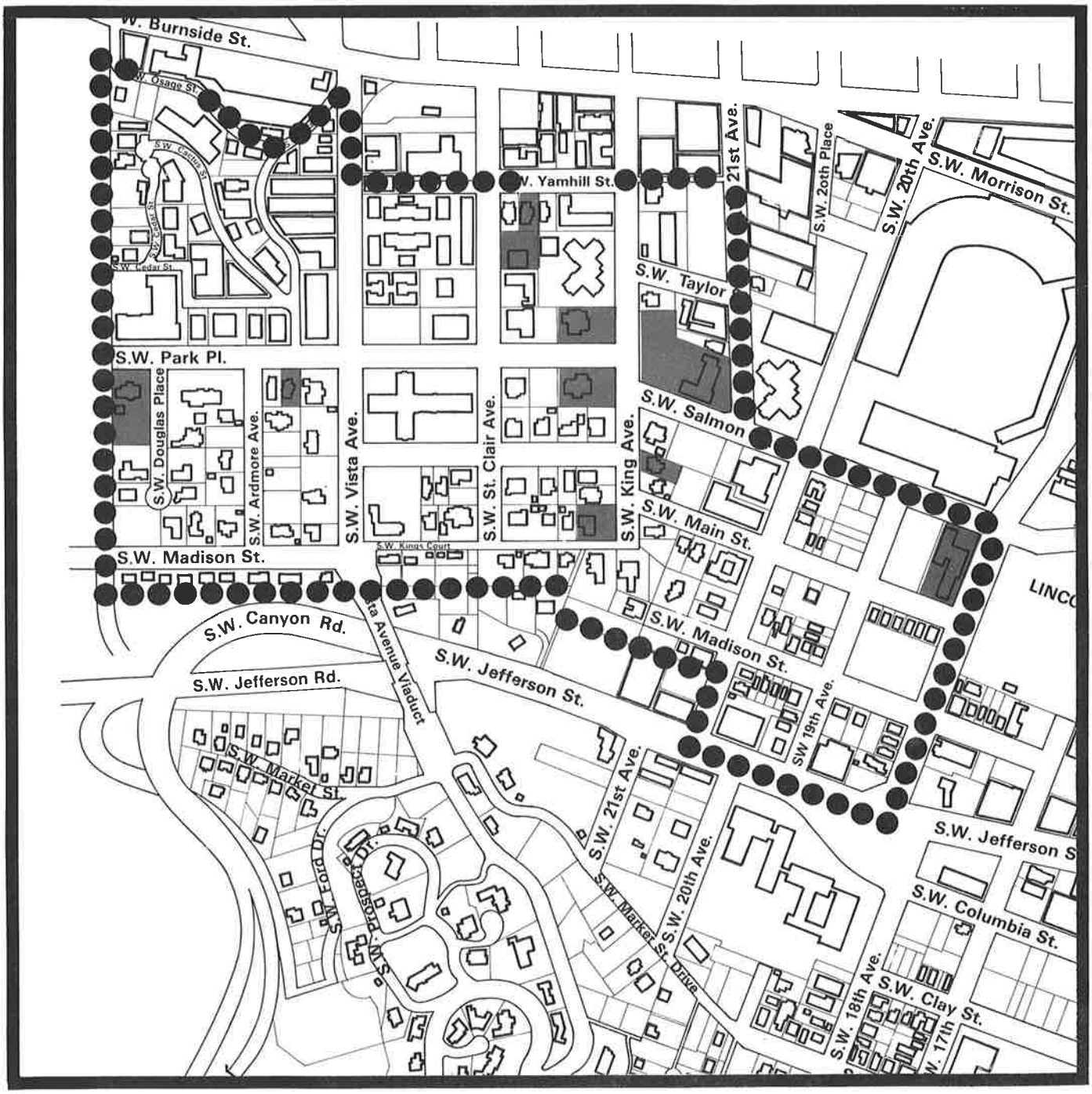
The area continued to house some of Portland's most prominent lawyers, doctors, politicians and business people, such as Solomon Lipman, Theodore B. Wilcox, Judge Wallace McCamant, Samuel W. King, and Henry Cabell.

Maintaining the elegance of Kings' Hill is the Town Club, a private club for women, at 2115 SW Salmon. Built in 1930 on the site of the Wilcox sunken garden, the blue shuttered, tile-roofed villa, its windows hung with Belgian lace, perfectly compliments and anchors the southern boundary of the area. Horse drawn carriages and lawn parties no longer dominate the avenues, but one would not know it once inside the club and its grounds.

In most recent years, the growth of Portland, the highly assessed land and zoning on Kings' Hill have altered the character of the hill. In many cases, this has led to the demise of older, architecturally noteworthy homes. Particularly within the last twenty years, eight to twelve-story apartments have been constructed on entire blocks. The fringes of the district have been developed for commercial use. In addition, the high cost of maintaining single-family residential structures has encouraged the conversion of many older homes to office space, such as the L. Allen Lewis and Louis Lang residences which are now occupied by the Multnomah County Medical Society.

A concise history of Kings' Hill can be seen in the demise of the Bickel residence. In 1890, Fred Bickel built a $14,000 house in the hill country west of Portland. He reportedly said, "I know people think it's strange to build so far out of town, but I am going to live where I will never be overlooked." The two and one-half story structure, at 2245 SW Park Place, was an imposing Italianate Victorian residence, elaborated with Byzantine derivations. By the late 1960's the house and gardens were surrounded by some of the city's largest apartment buildings. Unfortunately, in 1971, the house was razed. The lot remains vacant to preserve mountain views for nearby apartment structures.

Despite these adverse pressures, there still exists "a general air of elegance and taste" in the 1970's, just as Scott noted in 1890. Kings' Hill has played an important role in the development of Portland and its older buildings need protection from further destruction. A map delineating Kings' Hill and an inventory of significant structures follows.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

KING'S HILL

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Elton Watkins Residence	806 SW King Ave.	
* Wilcox Residence	931 SW King Ave.	1892
* McCamant Residence	1046 SW King Ave.	1899
King Residence	1060 SW King Ave.	
Daugherty Residence	1115 SW King Ave.	
* MacKenzie Residence	1131 SW King Ave.	1893
* Lewis Residence	2164 SW Park Pl.	1900
Lang Residence	2188 SW Park Pl.	
* Perron Residence	2326 SW Park Pl.	1893
Stanley Residence	2329 SW Park Pl.	
Banfield Residence	2370 SW Park Pl.	
* Barde Residence	2400 SW Park	1926
Chown Residence	2032 SW Main Ave.	
Residence	2220 SW Main Ave.	
Residence	2226 SW Main Ave.	
Haseltine Residence	1914 SW Madison Ave.	
Haseltine Residence	1916 SW Madison Ave.	
Haseltine Residence	1924 SW Madison Ave.	
Haseltine Residence	1926 SW Madison Ave.	
Residence	2331 SW Madison Ave.	
Solomon Lipman Residence	812 SW St. Clair Ave.	
* Honeyman Residence	834 SW St. Clair Ave.	1900
Boyce Residence	909 SW St. Clair Ave.	
* Cornelius Residence	2182 SW Yamhill Ave.	1900
I.N. Lipman Residence	2166 SW Yamhill Ave.	
* Town Club - private	2115 SW Salmon Ave.	1930
Durham Residence	2138 SW Salmon Ave.	
Residence	112 SW 20th Ave.	
Residence	1129 SW 20th Ave.	
* Zion Luthern Church	1018 SW 18th Ave.	1950
Residence	1111 SW Vista Ave.	

* Portland Historical Landmark

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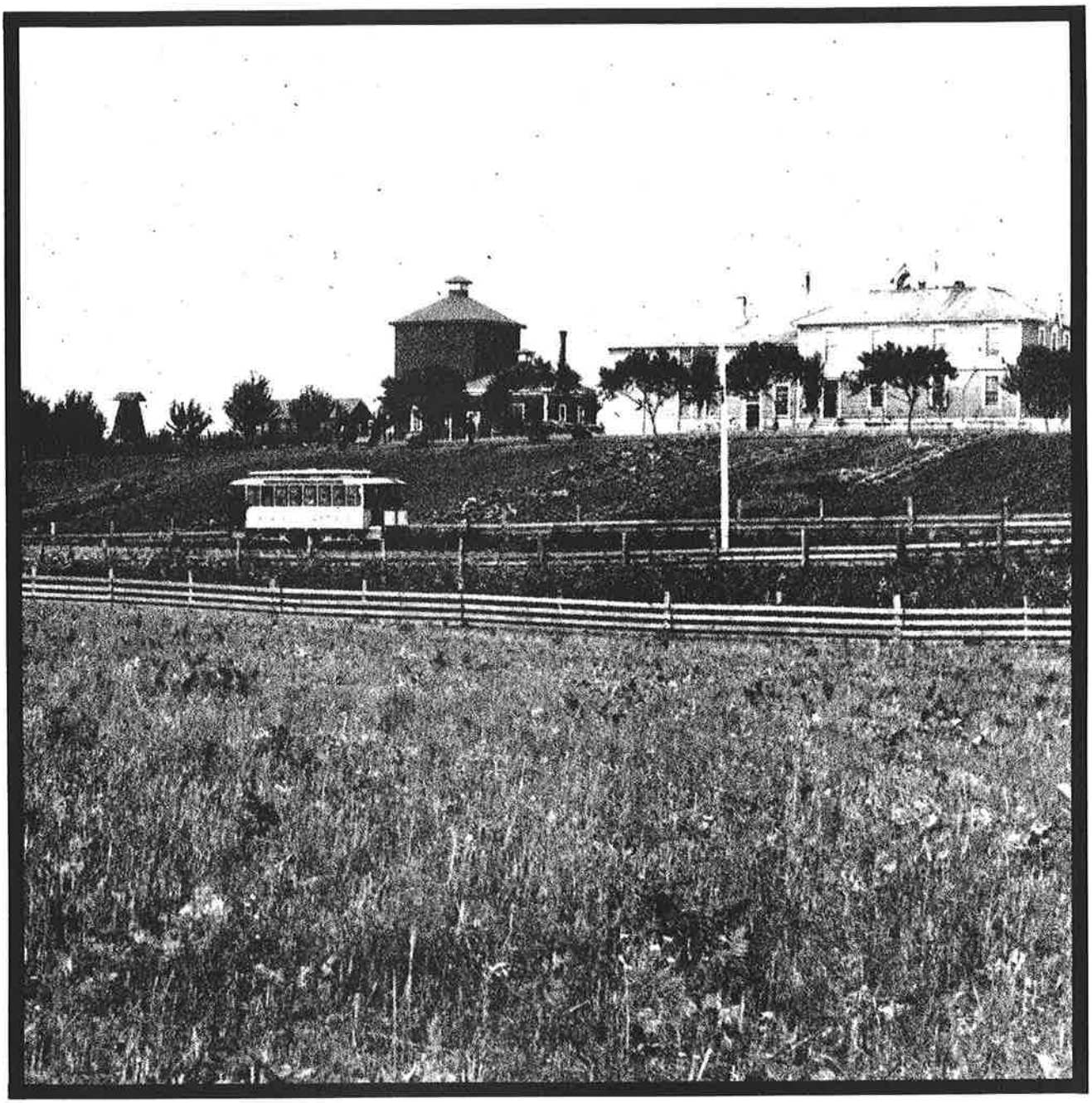
In custody of Oregon Historical Society:
Map Collection
Photo Collection
Sandborn Insurance Maps
Vertical File



LAURELHURST

One of the most intricate residential districts in Northeast Portland is Laurelhurst, platted in 1909 by the Laurelhurst Company, an outgrowth of the Ladd Investment Company which was owned by the heirs of William Sargent Ladd. The platting of winding streets, preservation of a creekbed for a public park, and the provisions for the NE 39th and Glisan roundabout and monumental subdivision gates make the district Portland's leading example of the "City Beautiful" movement.

Largely a national, civic state of mind, the City Beautiful movement grew out of turn of the century desires to make amends for past urban developmental practices. Often referred to as the American Renaissance, it was an age which saw the construction of great civic centers, public libraries and parks, and the introduction of widespread community planning. Portland's civic leaders even established a City Beautiful Fund, which, through public subscription, publicized the value of artful order. This fund primarily financed the hiring of Edward H. Bennett, who in 1912 devised Portland's first comprehensive plan.

Out of such civic spirit came Laurelhurst. Located adjacent to Sullivan's Gulch approximately midway between the Willamette River and Mt. Tabor, the district occupies the majority of the Elijah Davidson and Terrance Quinn Donation Land Claims. Both Davidson and Quinn were among the first settlers in this region, but neither made lasting improvements as both soon sought their fortunes in the mining camps. Title to the land then fell through the hands of heirs as problems arose over the legitimacy of the claims. The confusion that arose is evocative of gothic novellas. William S. Ladd came into onwership through his banking and farming interests and died just as surrounding properties were being developed. Mary Quinn, daughter of Terrance, challenged Ladd's claim. She had been raised in a California convent and the property had been sold when she was under a wandering uncle's guardianship. Legal title was finally settled by the

U. S. Supreme Court in favor of Ladd and the property was deeded to John Wesley Ladd in 1906.

Ladd initiated assemblage of the Laurelhurst lands in 1869 when he purchased a section of the Quinn claim. He soon expanded his holdings with additional purchases in 1873 and 1876. With these holdings, Ladd built Hazel Fern, a regionally known, 486 acre farm with spacious grain fields, fruit orchards, and purebred cattle. The name for the farm most likely came from a 320 acre eastside farm called Hazelwood which he had purchased from Tom Frazar. At one time Hazel Fern stretched from NE Halsey to SE Stark between 29th and 44th Avenues. But Ladd was much more than a gentleman farmer - he was one of Portland's most influential businessmen. The prominence of Ladd and his family no doubt influenced the overall growth of Portland through the development of his properties. By the time Ladd had died in 1893, the areas surrounding Hazel Fern were beginning to develop into housing subdivisions and the city limits of Portland extended two miles beyond the outermost boundaries of the farm. The land comprising Hazel Fern was becoming too valuable to remain agricultural and pastoral.

Ladd's sons, Charles E., John Wesley, and William M. were also not anxious for the land to remain as farmland. William S. Ladd's estate was not settled until May 26, 1908 and the heirs soon incorporated the Ladd Estate Company to facilitate development of the family's land holdings. In 1909 the Ladd Estate Company deeded the 462 acre Hazel Fern farm to William M. Ladd who then formed the Ladd Investment Company on March 19. Soon afterwards the "Oregonian" reported on April 24 that the tract had been sold for $2 million representing the largest sale of vacant land in the city's history. On May 24 of that year, the Laurelhurst Company was incorporated by Charles K. Henry and H. R. Burke of Portland and Paul C. Murphy and Frank F. Mead of Seattle for the express purpose of developing Hazel Fern for homesites. The Laurelhurst Company then mortgaged the land back to the Ladd Investment Company for $1.1 million to pay for land improvements.

Development of the farmland ensued. Since Paul Murphy had been involved in the development of a subdivision in Seattle also entitled Laurelhurst, that

was the name given to this development. Hired by the company to design the tract were the nationally known landscape architectural firm of the Olmstead Brothers of Brookline, Massachusetts. This firm had worked earlier both in Seattle and Portland developing city-wide park plans for each in 1903, and in 1904 the firm contributed the overall site plan for the 1905 Lewis & Clark World's Fair & Exposition.

The overall design developed by the Olmstead Brothers was in keeping with the spirit of the City Beautiful movement but the actual realization was more in keeping with picturesque romanticism initiated by their father, Frederich Law Olmstead, in the latter half of the 19th century. Paramount was the development of the sustained illusion of natural variety in the heart of the city - curvilinear streets and lush landscaping created vistas and pictures that were meant to unfold to the viewer over time as one's way was made through the area.

The physical development of the tract was then undertaken by the Laurelhurst Company. The company platted 2,880 lots, paved over 26 miles of streets and 52 miles of sidewalks, planted street trees and established utilities. Unusual in the development of tracts at that time was the setting aside of a tract for the Mann House, a refuge home for women, a neighborhood elementary school, and 32 acres for a park. Unlike the parks in Ladd's Addition given to the public by William S. Ladd, this tract was purchased by the city in 1909 for $92,000.

Building restrictions were the next step in development. Only detached single-family residences, costing at least $3,000, could be constructed, as apartments and stores were excluded by deed. Furthermore, there were to be no sales to Chinese, Japanese, or Negroes. Other minor restrictions included the exclusion of either making or selling alcholic beverages. In all, not an uncommon list of deed restrictions for this period.

In an effort to provide easy access to the development, in 1909 the Ladd Investment Company deeded the right-of-way along present day Glisan Street to Portland Railway Light and Power Company (substantial interest held by the Ladds) for what would become the Montavilla streetcar line. This was

significant since the reliability of streetcar service was imperative to the success of the project as the automobile had not yet been popularized. The layout of this line ran directly through the roundabout at the center of the tract, so the company built their sales office in this circle. As soon as a person stepped off the car, the company immediately set out to sell him a lot with the help of all the public improvements in the district.

As each quadrant of the district was placed on the market, homes were sold as soon as they were built. The first house to be constructed in the tract was built by W. N. Everett and is at 825 NE Hazelfern and by 1910 nearly half the lots had been sold, many to eastern speculators. The best description of the Laurelhurst development in this period can be seen in a 1916 promotional brochure entitled "Laurelhurst and its Park". By this date 500 homes had been built and the former farm now had a population of 2,500. The 36 paged brochure outlined in detail the selling points of Laurelhurst, selling the ambiance as much as the lots. This included the $2 million spent for public improvements along the streets, but also the park, the Laurelhurst Club and its tennis courts, photos of early residences, and other social and financial advantages of living in Laurelhurst.

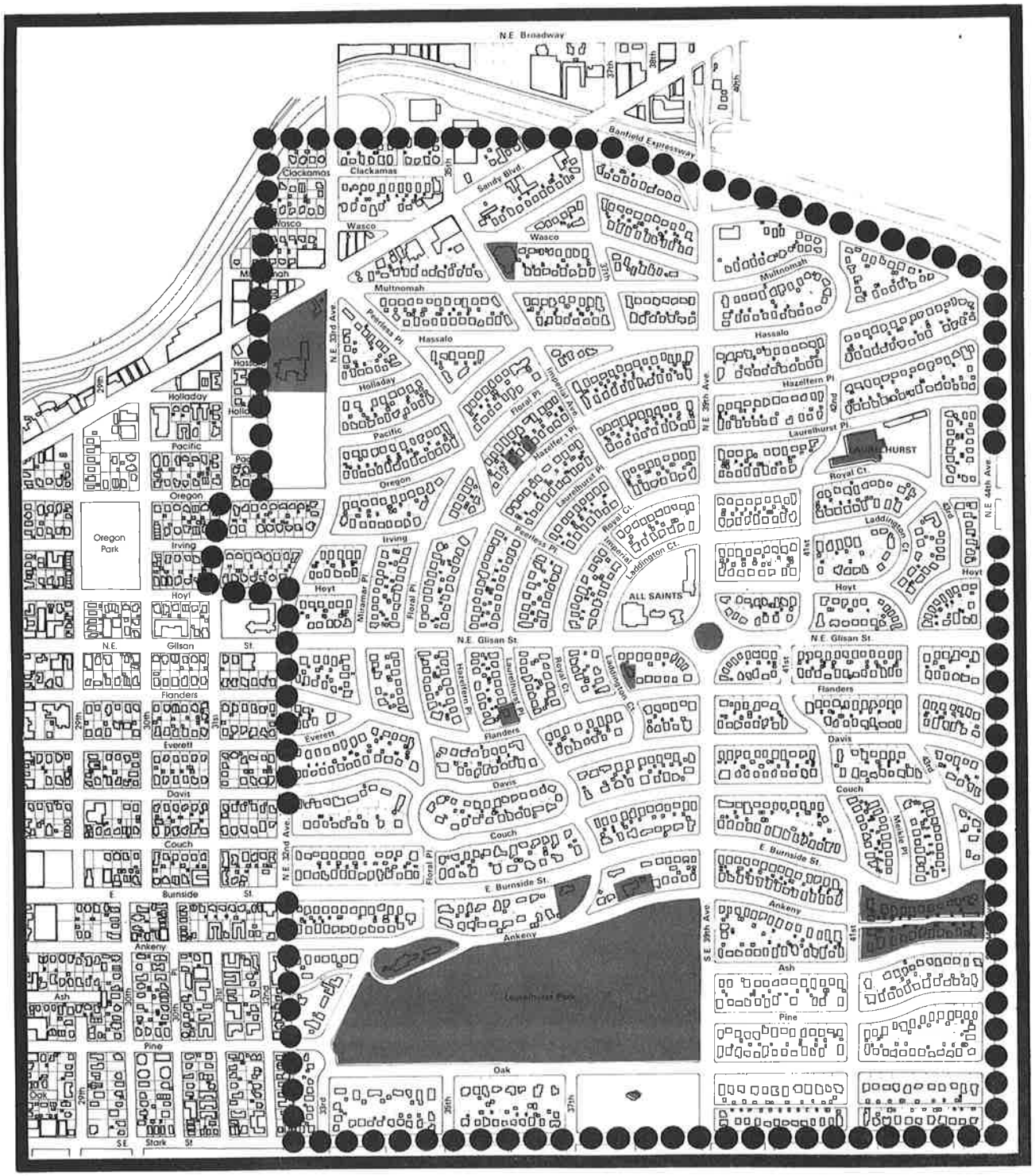
The latter portion of the brochure is filled with suggested building styles and plans for prospective home builders. Special emphasis was placed on the bungalow style, to the point where one block in the district was redesigned to be a showcase of bungalows - a "bungalow fairyland". Called Fernhaven Court, the block was surrounded by Burnside, SE Ash, 41st, and 43rd Avenues and included a central alleyway (now Ankeny Street) so that garages and rear entrances would face onto the central court, avoiding the necessity of ruining the front yards. By 1916 only six lots were left in this block and by 1925 nearly all had been built upon.

By 1919 public access to the district was assured due to the fact that four different streetcar lines served the area. The East Ankeny and Montavilla cars ran through the center along NE Glisan Street and the Rose City and Beaumont cars ran out Sandy on the north. Serving the adjacent area to the south were the Sunnyside and Mt. Tabor lines on Belmont Street.

By 1935 practically all of Laurelhurst had been developed for only 10% remained as vacant land. The overall building types ranged from Arts and Crafts influenced mansions such as the Harvey Scott residence on Laddington Court and Glisan (replaced by All Saints Church) and the Green residence at 3316 SE Ankeny to the more prevelant bungalow of which there is an estimated 1,000 in the district. Of note to this style is the aforementioned Fernhaven Court and the majority of the western two quandrants. The predominant building material in the subdivision was, of course, wood as less than ten tile brick veneered homes were ever built.

Since the lots in the subdivision sold very quickly, the sales office that had been located on the Glisan Street roundabout was removed in the 1920's and replaced in 1925 by a statue to Joan of Arc, a gift of Dr. Henry Waldo Coe. Also in these years the gate that once marked the primary entrance to the area was removed and only the sandstone gate pylons remain at the major entry points.

The distinct identity of the Laurelhurst neighborhood does remain though and the bungalow styled buildings strongly characterize the district. Laurelhurst is a neighborhood which has had a distinctive history and still maintains that sense of identity. Non-residential uses and zoning have not made significant inroads into the area except in the extreme northeast corner and along Sandy Blvd. This area is one that needs an appropriate commitment by the city for its preservation and for the maintenance of its symbols and ambience. Maintaining the existing livability of Laurelhurst is the best way to preserve its historic qualities. A map delineating a potential historic conservation district and a preliminary inventory of significant structures follow.



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LAURELHURST

Proposed District Boundaries

Areas of Historical Significance

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Laurelhurst Park	Tax Lot 29	1910
Laurelhurst Club	3721 SE Ankeny	1914
Coe Circle	SE 39th/Glisan	1910
Laurelhurst Gate Pylons	32nd/Glisan/39th/Stark 32nd/Burnside/33rd/Sandy	1910
Green Residence	3316 SE Ankeny	1928
Albee Residence	3360 SE Ankeny	
Murphy Residence	3574 E. Burnside	
Fernhaven Court	Block 102	c1915
Mann Home	1025 NE 33rd	1910
Everett Residence	805 NE Hazelfern	1910
8th Church of Christ Scientist	3505 NE Imperial	1926

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Abstract of Title to Lot 6, Block 64, Laurelhurst

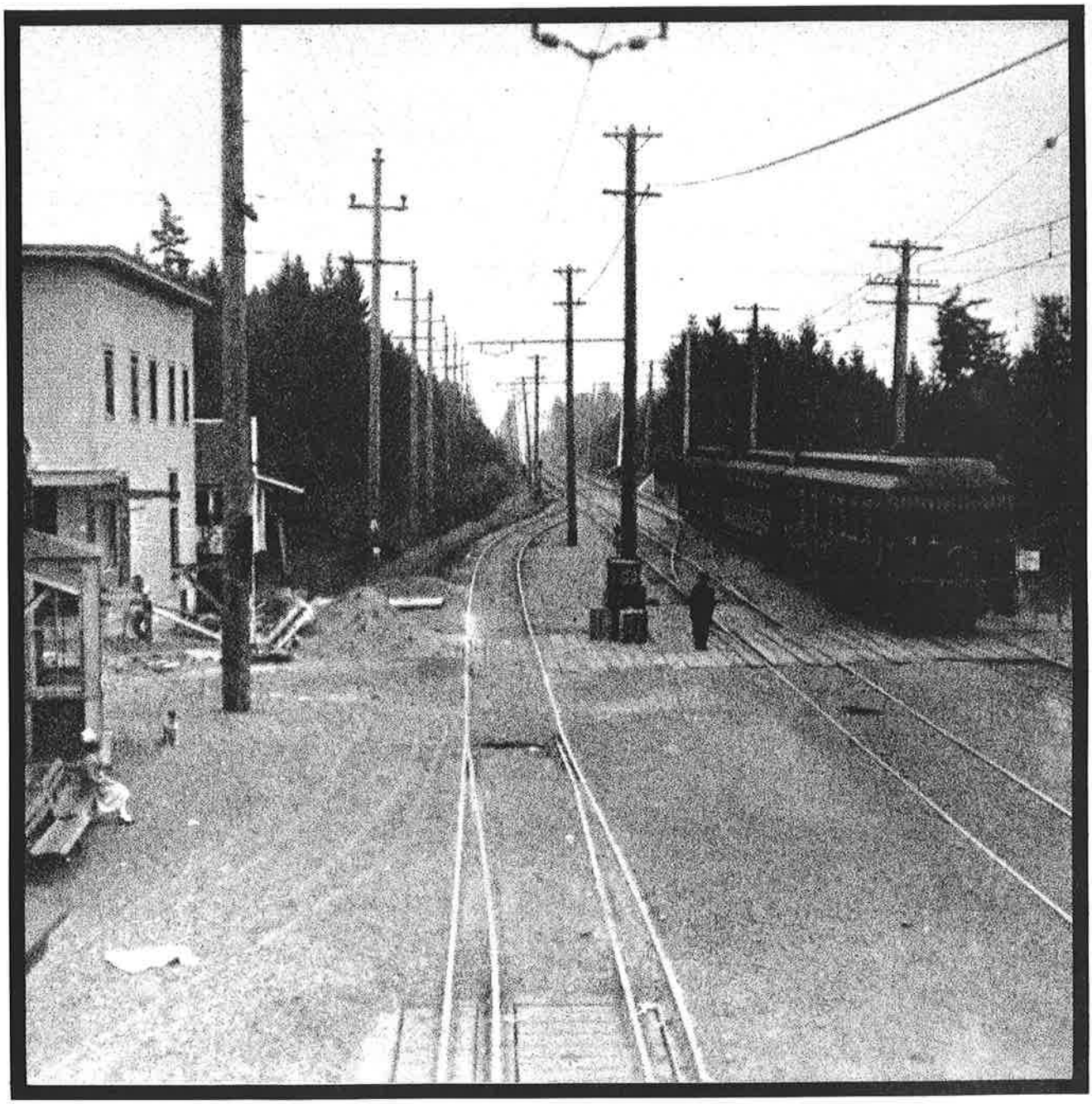
Articles of Incorporation for Ladd Estate Company

Map File

Portland Directories

Sandborn Insurance Maps

Vertical File



MULTNOMAH

The present community of Multnomah is a prime example of an area which grew and prospered as a direct result of its proximity and direct rail connection to Portland. With the construction of the "Multnomah" railway station by the Oregon Electric Railway Company in 1907, Multnomah developed into one of the earliest commercial centers in southwest Portland.

Multnomah, known previously as Home Addition, was originally a small portion of the 640 acre Donation Land Claim of Thomas and Polly Ann Tice. The Tices arrived in Oregon from Ohio in 1850 and settled on their claim February 10, 1852. Legal title was delayed, but was officially granted October 15, 1873. The present business district of Multnomah lies near the center of this tract.

Ownership of the tract changed hands several times until it was obtained by Finice Thomas, who died leaving no heirs. The Thomas property was then put on the market for public sale. On February 3, 1872, the South Portland Real Estate Association was incorporated for the specific purpose of acquiring Thomas's estate. Despite this corporate venture, the association was unable to gain control of the land and the property was divided up. Title was eventually obtained by Michael and Mary Steffen who platted a central portion as Home Addition on June 16, 1891. Home Addition was then a five block tract running north and south. Presently it is bounded by Canby, Hume, 35th, and 36th Avenues and intersected by Multnomah Boulevard and Capitol Highway.

West Portland Park, a real estate development located to the south of Home Addition, was also being promoted at this time. As Home Addition was sited between West Portland Park and Portland, Home Addition profited from that development's promotion and the development of the West Portland Park Motor Company. Construction of this railway enabled Home Addition to have its first rail connection to Portland and its harbor. During its brief life,

from 1892 to 1899, that railroad brought quite a number of homesite seekers out to Hillsdale, Home Addition, and of course, West Portland Park.

Despite this transportation connection, the area surrounding Home Addition developed rather slowly. Up to 1890 this area was almost exlusively densely wooded farmland. What land that was being cleared by local woodcutters was generally for farmland for a newly developing dairy industry. The ridge forming the West Hills visibly and physically restricted development on the west side of the Willamette. The east side with its abundance of flat, developable land and adequate trolley service held all the attractions for homesite seekers. By 1890, Home Addition was still described as "little more than a cow pasture".

Physical development of the area was not stimulated until April 30, 1907, when several large portions of Home Addition were sold off, including all of Block Three to the newly created Oregon Electric Railway Company. This block was sold for the inconsequential sum of ten dollars as an inducement to the company. It was effective since it was through this block that they ran their railroad and upon which they built a station. The station was named "Multnomah" as it was the company's policy to name their stations with local Indian names. It is by this name that the community has since been known.

Organized by Abbott Mills, Guy Talbot, H. L. Corbett, and spearheaded by C. F. Swigert, the Oregon Electric Railway Company built the city's first electric interurban railroad. Swigert, described as a tireless builder, was an engineer by trade and had already been involved in the construction of the Morrison Bridge and several trolley companies. So with Swigert's skill and Corbett's First National Bank's financing, the company set about to build a railroad throughout the valley.

The line began at Front Avenue and Jefferson in downtown Portland and made intermediary stops at Fulton Park and Capitol Hill before arriving at Multnomah, but the trip only took 15 minutes. Later the line was extended from Garden Home to Forest Grove and down the valley to Salem and Eugene. The completion of an interurban railway to such "suburban" developments sur-

rounding Portland proved to be the key event in the development of the Multnomah community.

As soon as the line was completed, country residents could commute into Portland for shopping and sightseeing and businesses and home seekers could locate along the length of the railroad tracks. The railroad further encouraged people to locate along its length by offering 60 ride commuter tickets priced a 1 1/2¢ per mile and weekend valley excursion rates for two dollars. Promotion was also given to the opportunity for city dwellers to purchase little "orchards" around Multnomah and Garden Home. The western ethic of having a place to call one's own aided the developing communities.

The decade following the introduction of this railway illustrates the growth of Multnomah and the events of these years shaped the community in its present configuration. Residential development was sparse and generally surrounded a rapidly developing business center, actively being promoted by the Multnomah Improvement Club, which was organized in 1911. Later called the Commercial Club, this booster organization succeeded in having sidewalks layed, street lights installed, roads improved, and railroad fares to Portland reduced.

The club also aided in perhaps the second most important development in Multnomah. After a bitter struggle with Portland's city fathers, Bull Run water lines were extended to the community from Portland in 1913. Before 1913, the approximately 40 families in the community depended on poor quality well water and virtually no fire protection. Electric power was next introduced in 1915 by Portland General Electric Company who wondered "why you would build a line trhough such a wild country where there were no houses". C. F. Swiger happened to be on the company's board of directors.

The business center of Multnomah grew rapidly as a result of its connection to Portland, its station location, and utility improvements. I. E. Pier came to Multnomah in 1912 and built several residences and places of business, including a large general store for Nelson Thomas in 1914 on the cor-

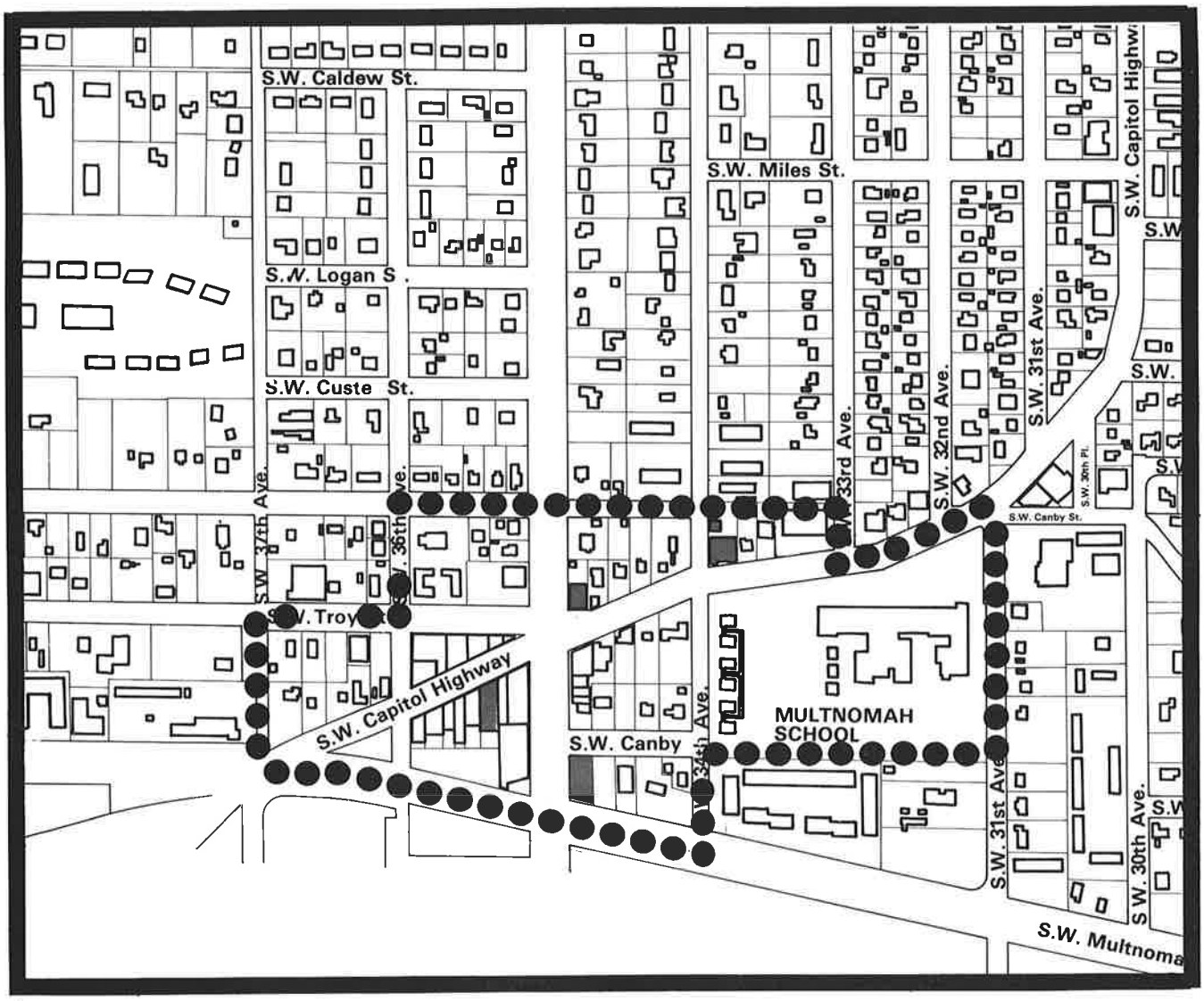
ner of 35th and Multnomah. The Pfeifer Building at 35th and Capitol Highway housed the first drugstore in the area. Both of these buildings were used also as meeting halls for social clubs and public entertainment. Across the street from the Pfeifer Building stands a brick structure which for several years was occupied by Lovejoy and Jackson's General Store.

In 1915 the Macadam Road that had led into Multnomah from Portland, was made part of the paved Capitol Highway. This increased the visibility of the commercial center and led to changes in transportation patterns. Commercial structures began to creep up the hill away from the rail station to take advantage of the increasing popularity of the automobile. Paving the road also introduced bus service of sorts. In 1915 F. M. Reed began his daily jitney service with a 25¢ round trip fare to Portland. Improvements to this system met the rising demand of increasing patronage as the passenger rail service declined.

Practically as soon as Multnomah's phenomenal interurban rail service had been introduced, the national politics of railroad franchises and high finance began to effect the small community of Multnomah. In 1910 the Oregon Electric Railway Company was purchased by James Hill's United Railways Company. Hill's interests in the Willamette Valley's service lines then began to attract the attention of Edward Harriman's Southern Pacific railroad system. As a result, competing routes were added to the valley system that squeezed the passenger service off the interurban lines. Emphasis was placed on the movement of freight over passengers and passenger service was finally suspended.

The introduction of paved streets, popularization of the private auto, and the decline of mass transit all contributed to changing of the physical character of Multnomah. The most influential effect was when in the early 1920's the Oregon Electric Railway right-of-way was acquired and Multnomah Boulevard was constructed along with the Capitol Highway overpass. The businesses which had been located near the station were either relocated or demolished and the entirety of the Multnomah business center was now centered on Capitol Highway.

The remaining commercial structures retain a great deal of their early 20th century ambiance. A large number now contain antique stores attracting customers city-wide, but the majority still serve as the community's commercial center. Preservation of this nucleus as the community's center is important as an alternative to regional shopping centers. A map delineating this district and an inventory of signficant structures follows.



Legend:

Proposed District Boundaries

Areas of Historical Significance

MULTNOMAH

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Multnomah School	7688 SW Capitol Highway	1923
Wooden Commercial Structure	7739 SW Capitol Highway	
Wooden Stable	SW 34th/Canby	
Barron Building	7783 SW Capitol Highway	
Brick Commercial Structure	7822 SW Capitol Highway	
Wooden Commercial Structure	7912 SW Capitol Highway	

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The David L. Sterns Collection. Vols. 29, 30. Manuscripts

Map Collection

Photo Collection

Sandborn Insurance Maps

NOB HILL

Located on the Donation Land Claim of Captain John Heard Couch, Nob Hill in Portland's northwest was so named due to the fact that from the 1870's through the first decades of this century, Nob Hill was perhaps the most elegant and fashionable place to live in Portland.

One of Portland's founding fathers, Captain John H. Couch was a former resident and sea merchant of Newburyport, Mass. Couch settled a claim on the western bank of the Willamette River in 1845 after first sighting the spot on a trading excursion to Oregon City in 1842. Known as Donation Land Claim #52, Couch's claim comprised the 640 acres generally bounded by the Willamette River, 21st Avenue, and Ankeny and Thurman Streets. Couch chose this spot believing it to be the best place on the river to develop a port. Portland's post-bellum economy more than proved him right.

Shortly after claiming this land, Couch platted the portion closest to the river. He laid out his streets in a true north/south grid system. This was in contrast to the southerly, neighboring claims of Francis Pettygrove and Asa Lovejoy, which had streets platted parallel to the river. Couch's method thus created the odd angle where Ankeny and Burnside Streets meet. Couch then set about to construct a family home along the shores of Couch Lake, which has long been filled and where Union Station now stands.

It wasn't long before the edges of the river were crowded with stores and wharfs. As early as 1860, the waterfront area along the Willamette was developing into a burgeoning commercial district. As these commercial uses expanded, the early residences were forced out. Consequently, the city's first residential district grew up along Fourth and Fifth Avenues, away from the hustle of the riverfront. It was here that prospering merchants like Corbett, Failing, Ladd, and Couch erected family homes, often occupying entire blocks. But the rush of commercial development soon overtook even this area, crowding out the Couch family.

In order to provide new homes for his family, Couch extended the streets of his claim westward. He then subdivided the area east of 19th Avenue into the typical 200 by 200 foot blocks, in observance of Portland Ordinance No. 177. Next he made the blocks west of 19th twice as large to facilitate the Couch family settlement. Along 19th Avenue between Everett and Johnson Streets, Captain Couch gave a double block to each of his four daughters and to his brother-in-law, George Flanders. Except for the youngest daughter Mary, who left Portland to reside in Paris, all built homes on these properties between 1881 and 1885.

The Couch family settlement became the foundation for the development of Nob Hill, or the West End as it was then called. In was here that the Couch family sought to create in Portland an extension of New England culture and level of sophistication.

Due to the area's relative isolation from the rest of the city, and since the residences had the majority of their physical and social needs fulfilled within the neighborhood, a profound introspective attitude developed. Not only were the related residents of a similar socio-economic class living in the same area, but these characteristics were perpetuated because of the isolation. The sole remaining physical reminder of this phenomenon is the Couch family schoolhouse at 2063 NW Hoyt, perhaps the oldest structure in the neighborhood. This structure was built in 1884, so that Couch family children would not have to travel all the way into town to get their schooling. Not by chance did the family feel that their children could be more properly educated closer to home. After the family no longer needed it, the structure was converted into a residence and is currently being used as an office.

Due to the relative social isolation another phenomenon occurred - the development of the neighborhood as a clan. Not long after the area was settled, a trend of intermarrying began which eventually banded the neighborhood tighter than common affluence ever could. By the turn of the century,

practically every prominent name family was related to each other. In fact, the advice often given to a young man to assure future happiness and success was to "join Trinity Episcopal Church and marry a Couch".

Aside from the family schoolhouse and isolated homes, there is little left from this elegant era that gives the feel of this proud neighborhood. The neighborhood's first box-like structures, primarily decorated cottages built by the Couch family, were replaced by more elegant structures. The galloping economy of Portland, coupled with increasing Romantic tastes, enabled newly prosperous merchants to construct Italianate villas and great Queen Anne Victorian residences, heavy with decoration and stained glass. Regrettably, most of these have been lost.

Among those that remain are the heavy stone and shingle Richardsonian styled structures, such as the George Heusner residence at 333 NW 20th Avenue. Following this style came the handsome Georgian revival mansions, like the Abbott Mills residence at 733 NW 20th and different period revival homes like the Colonial revival Edward Failing residence at 1937 NW Johnson. Of particular note in the Nob Hill neighborhood is the concentrated number of residences from the period 1890 to 1910 that were done by the same architectural firm - Whidden & Lewis. Perhaps the best illustration of this firm's evolution is the comparison of the 1892 Dr. Kenneth MacKenzie residence at 615 NW 20th Avenue, a fascinating blend of the Richardsonian and Scottish Baronial styles and the 1905 Isom White Colonial Revival residence at 311 NW 20th Avenue.

After the 1905 Lewis & Clark Exposition, the character of Nob Hill began a slow evolution of change. The civic success brought about by the fair was the primary reason that Portland's population grew from 90,000 in 1900 to nearly a quarter of a million by 1910. As a result of this population explosion, the commercial center of Portland underwent a construction explosion. This expansion was soon felt in the northwest section of the city, and began to infringe upon the residential character of Nob Hill. In the same manner that Couch had been forced to move from his earlier homes, the property in Nob Hill was becoming too valuable for single-family

structures to occupy an entire block.

Increasing real estate values in proximity to downtown was strengthened by the same streetcars that had previously carried people to the fair through Nob Hill. These car companies developed such good service that the northwest was becoming an ideal place for apartment development. Unheard of in Portland before 1904, apartments soon appeared next to the Glisan, 21st Avenue, and 19th Avenue car lines. At the edges of the donation land claims, Burnside Street and 21st Avenue, commercial strips developed. As a result, the northwest section of the city developed into the state's largest and most densely populated district.

Commercial encroachment and apartment development were supplemented by familiar change to drastically alter the character of Nob Hill during the 1920's and 1930's. The founding families of the neighborhood were breaking up and moving to newer, more fashionable districts such as Dunthorpe. In addition to moving their personal belongings, some of the residents stripped the interiors of the older homes of their decorative millwork and installed it in their new home.

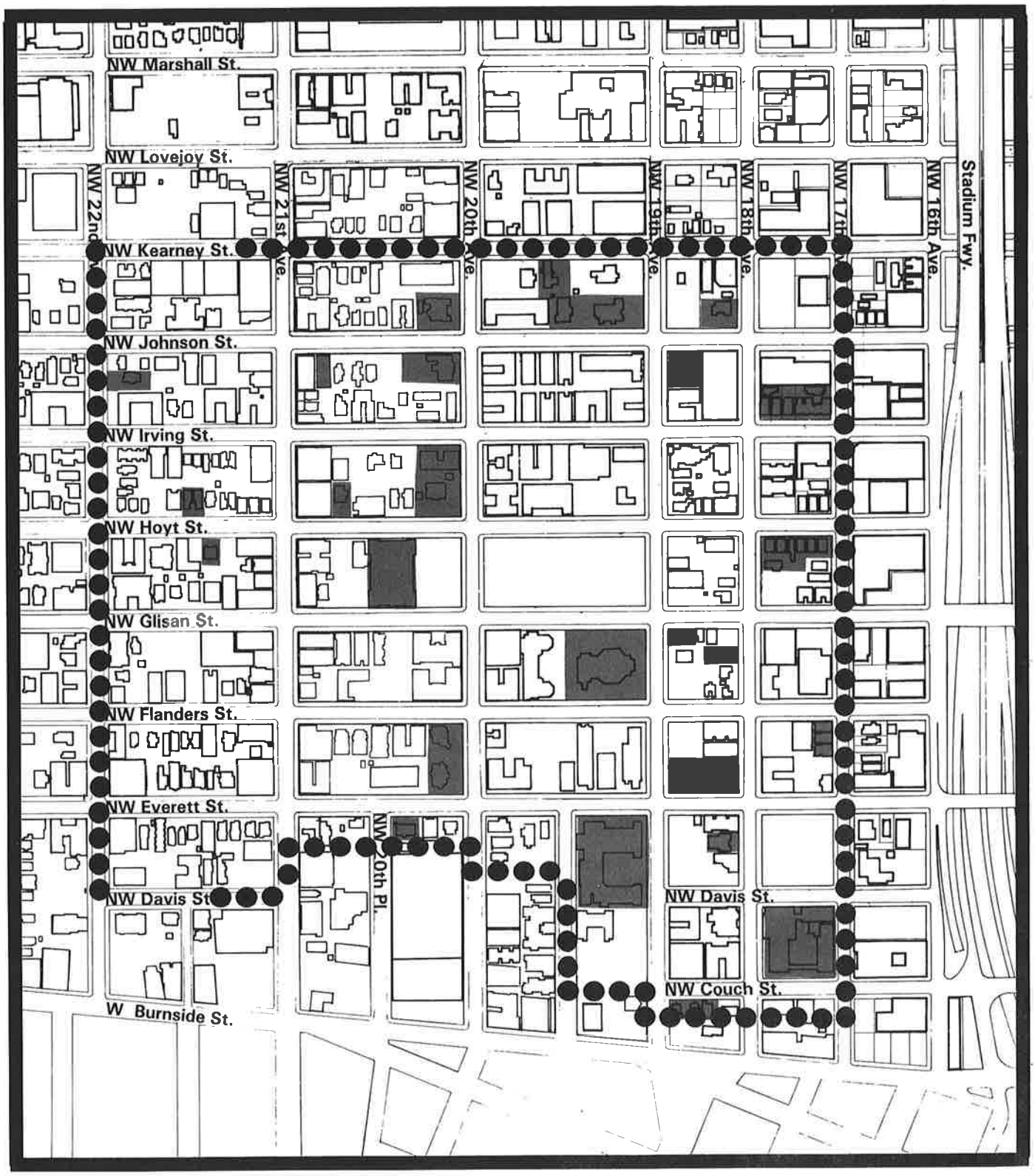
Next came the razing of many of the older homes and their replacement with new projects. The Henry Hewett and Levi White homes were razed for Couch Elementary School. The Cicero Hunt Lewis home was demolished for the Couch School playground, and the George Flanders mansion made way for construction of Temple Beth Israel. The most recent example of this process was the removal, moving, and eventual demolition of the Captain James Brown house to make way for a highrise housing project.

As the automobile became more efficient, people no longer felt compelled to live near the city center. Consequently, nearly all the original families left and what large homes remained were converted into apartments. The entire area took upon itself all the problems of inner city neighborhoods during the 1950's. Transiency, traffic problems, and deterioration of the area's once proud structures seemed inevitable. The neighborhood was becoming the province of the young and old, most of whom were visibly poor.

Perhaps the best example of this interval in Nob Hill's history would be the razing of the Richard Knapp residence which was located on the block surrounded by NW 17th and 18th Avenues and Davis and Everett Streets. Described as the most perfect example of Victorian house design west of the Mississippi, the 18 room mansion was built in 1882 for the sum of $80,000. Its flamboyant mixture of roof shapes, textures, materials, and room furnishings was a tour de force of unparalleled craftsmanship. After the death of Richard Knapp in 1907, the structure changed ownership many times until 1950 when it came into ownership of St. Mary's Cathedral. A campaign to restore the home and establish it as a museum failed, and the structure was soon demolished in 1951 to make way for a parking lot and children's playground. The block remains that way.

Beginning in the late 1960's, resistance to piecemeal destruction fostered a type of renaissance in Nob Hill. New demands for old houses led to renovation of many of the area's fine structures, and has continued into the 1970's. Behind the efforts of the Northwest District Association, these efforts have led to increased livability for the neighborhood. Not only have many of the area's houses been saved, but families are moving back into the area as well.

Originally, Nob Hill was best suited for horse carriages, three-hour luncheons, and wearing reception dresses and hats to receptions. That character of Nob Hill has disappeared. Despite that, Nob Hill still has a vast quantity of historically and architecturally significant structures deserving of civic protection. The eastern portion of the neighborhood contains a concentration of these notable structures - structures that were relatively simple in comparison to Nob Hill mansions, but are now the more ornate structures in the area. Outstanding in this group are the only group of brick townhouses in Portland, located on NW Irving Street between NW 17th and 18th Avenues; located a block away on NW Hoyt Street is a group of seven Victorian tract houses built by A. B. Trenkman as rental property. Many other structures are just as important to maintain the character and feel of this section of the city. A map delineating this district and an inventory of significant structures follows.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

NOB HILL

Preliminary Inventory
Structures of Historical or Architectural Significance

	Building	Address	Date
*	Townhouses	1705-1719 NW Irving	1893
*	Temple Beth Israel	1931 NW Flanders	1927
*	White Residence	311 NW 20th	1905
*	MacKenzie Residence	615 NW 20th	1892
*	Mills Residence	733 NW 20th	1909
*	Ayer Residence	811 NW 19th	1904
*	Shea Residence	1809 NW Johnson	1892
*	Kohler Residence	732 NW 19th	1905
*	Heusner Residence	333 NW 20th	1897
*	Day Building	2068 NW Flanders	1907
*	Trenkman Residence	1704-1734 NW Hoyt 526 NW 18th	1890
*	Bergman Residence	2134 NW Hoyt	1885
*	Loeb Residence	726 NW 22nd	1893
	Couch Schoolhouse	2063 NW Hoyt	1874
	Residence	2139 NW Hoyt	
	Residence	2148 NW Hoyt	
	Apartments	2004 NW Irving	
	1st Church of Christ	1819 NW Everett	
	Couch Elementary	2033 NW Glisan	
	St. Mary's Cathedral	1729 NW Couch	
	Trinity Episcopal Church	225 NW 19th	
	Residence	1836 NW Couch	
	Trinity Apartments	120 NW Trinity Place	
	Residence	2032 NW Everett	
	Apartments	425 NW 18th	
	Commercial Building	102 NW 21st	

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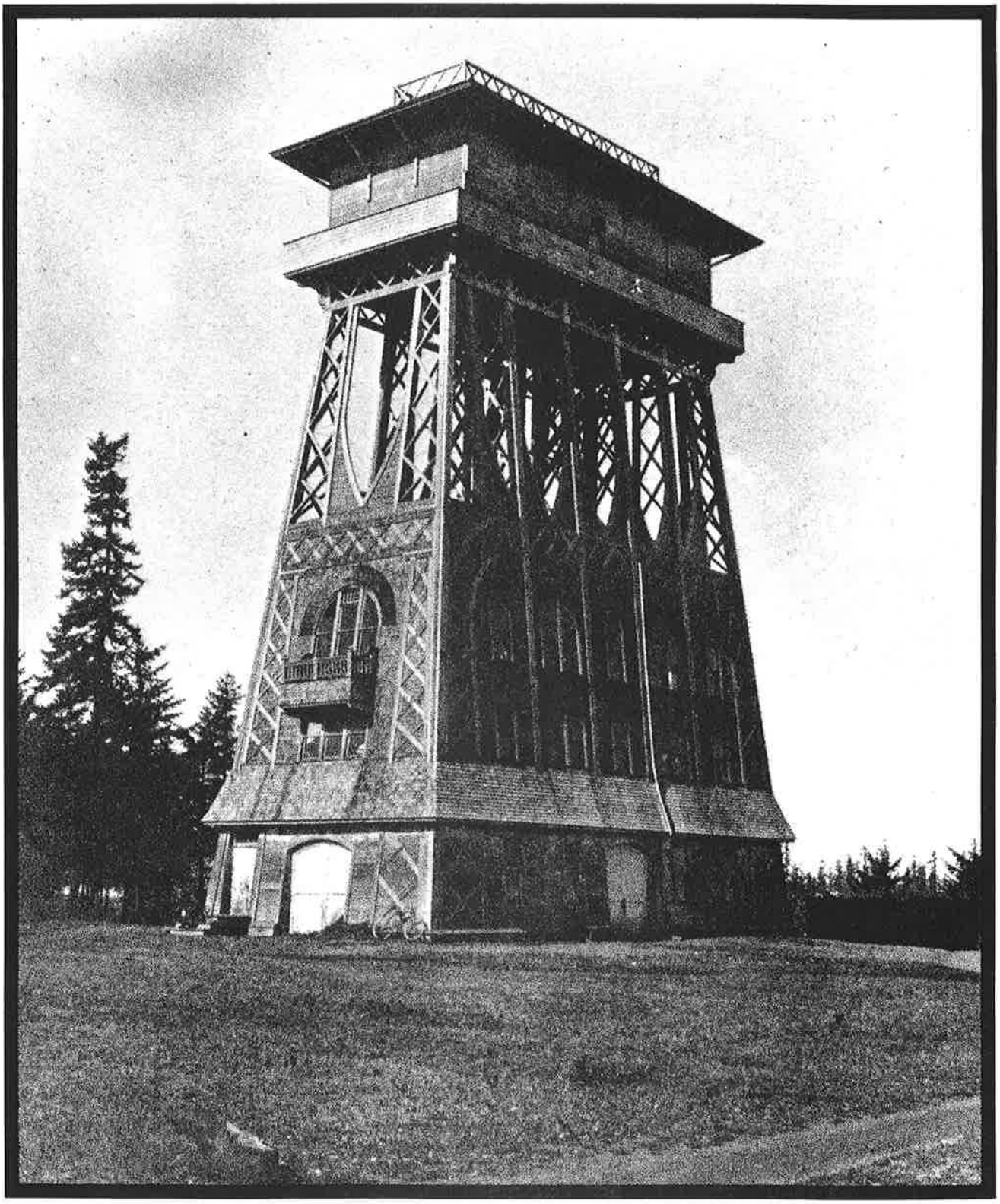


PIEDMONT

Piedmont is one of several neighborhoods in the north Portland peninsula region between the Willamette and Columbia Rivers which had its beginnings as a turn of the century "streetcar suburb". Promoted as the city's first high quality, strictly residential development, Piedmont retains much of that character today. With the exception of the Piedmont Presbyterian Church and some commercial structures along Union Avenue, the area is exclusively a residential neighborhood with a great number of fine, well-maintained Edwardian single-family residences.

The quarter section of land which later became Piedmont was granted to Henry Walsh by the United States Government on March 10, 1866. Pursuant to an 1885 act of Congress, this land was a Bounty Land Claim for his military service in the Mexican-American War. Walsh then immediately assigned the land to George and Elizabeth Smith, who apparently had been living on the land since some time before 1850.

After changing hands several times between 1870 and 1888 with many legal questions over ownership, the entire parcel was sold for $24,000 to The Investment Company on June 22, 1888. The Investment Company had recently been incorporated on October 1, 1887 by Edward Quackenbush, William M. Ladd, William Wadhams, and S. P. Lee with the primary intention of investing $25,000 in developable real estate.

The Company named this tract "Piedmont" due to its topography and mountain views. The Investment Company invited the Portland and Vancouver Railway Company to extend its tracks to Piedmont. This was done by deeding that company a 20 ft. strip of land along Piedmont's eastern edge (Union Avenue) under the condition that a railway line be built and maintained within that strip. Service began as soon as rails could be laid.

On October 15, 1889 Piedmont was officially platted and deed restrictions and conditions of sale recorded for those desiring to settle in perhaps

Portland's first planned community. Streets were designed to be 60 ft. wide with 15 ft. wide alleys running north to south, splitting nearly all blocks lengthwise down the center. All water, gas, and sewer pipes, as well as all electric, telegraph, and telephone lines except where absolutely necessary for street lights, were excluded from the streets and confined to these alleyways. Cable, electric, and horse cars were allowed on any street as long as there was consent of two-thirds of the street's property owners. Steam powered vehicles of any sort were absolutely prohibited.

Persons intending to construct homes were subject to additional conditions designed to create a high quality of residential neighborhood. Homes had to be built at least 25 ft. from the street and 15 ft. from the lots' side boundaries. A minimum construction price for a house was set, depending on the lot, at $2,500 or $3,000. This was one of the first instances of such restrictions which became more common later in areas like Ladd's Addition and Laurelhurst, also developed by the Ladd family.

The strict prohibitionist viewpoint of Edward Quackenbush, president of The Investment Company and organizer of the Portland Anti-Saloon League, is evident in another deed restriction. This one prohibited the use of any piece of Piedmont property "for the purpose of manufacturing or vending intoxicating liquors for drinking purposes." If this condition was violated, the guilty party risked loss of title to his property. Other buildings excluded were factories, mills, lumber yards, and other objectionable buildings.

The purpose of these conditions and deed restrictions was to keep the standards of the subdivision high so as to make it one of the most desirable of Portland's suburbs. This ambition to have a superior development is revealed in the title of a turn of the century promotional pamphlet put out by The Investment Company about Piedmont. It was entitled, Piedmont, The Emerald: Portland's Evergreen Suburb, Devoted Exclusively to Dwellings - A Place of Homes. This document reinforced home ownership with promotional overkill. A minor note stated that out of the first 100 homes in the area, only one was a rental property.

The Investment Company also installed their own electric and water systems. The electric system was provided through an exclusive contract between the Company and the City of Albina. In fact, the franchise was the last civic act of the independent City of Albina. The contract was signed on the last day Albina existed as an independent city, July 6, 1891. After consolidation, the City of Portland had to assume this obligation.

The water system was more independent. The Company had drilled a 200 ft. well and erected a large wooden water tower on Portland Boulevard and Williams Avenue to store water and service the community. The structure itself became a well-known landmark as it was over 100 ft. high, surmounted by an observatory. The third floor of the tower even included an assembly hall measuring 30 ft. by 60 ft. The water system turned out to be rather inadequate for the scale of the development, and as a result it too was turned over to the city. The water tower remained until shortly before 1917 when it burned as a result of arson by some youngsters.

Like Piedmont, many other subdivisions were being planned for the peninsula, and streetcar systems were being constructed and extended to serve the area. The St. Johns line was the first. Opening on November 1, 1889, the line traveled over the Steel Bridge to Albina, then up Williams Avenue where transfers to St. Johns could be made. The Portland and Vancouver line was next, serving the eastern edge of the subdivision. By 1891, over thirty trains made daily trips to Piedmont.

Other events aided the development of the subdivision. The opening of the Willamette River bridges created easier access to the entirety of the east side and made development of the lands possible. In 1891, with the consolidation of East Portland, Albina, and Portland a boom in construction began.

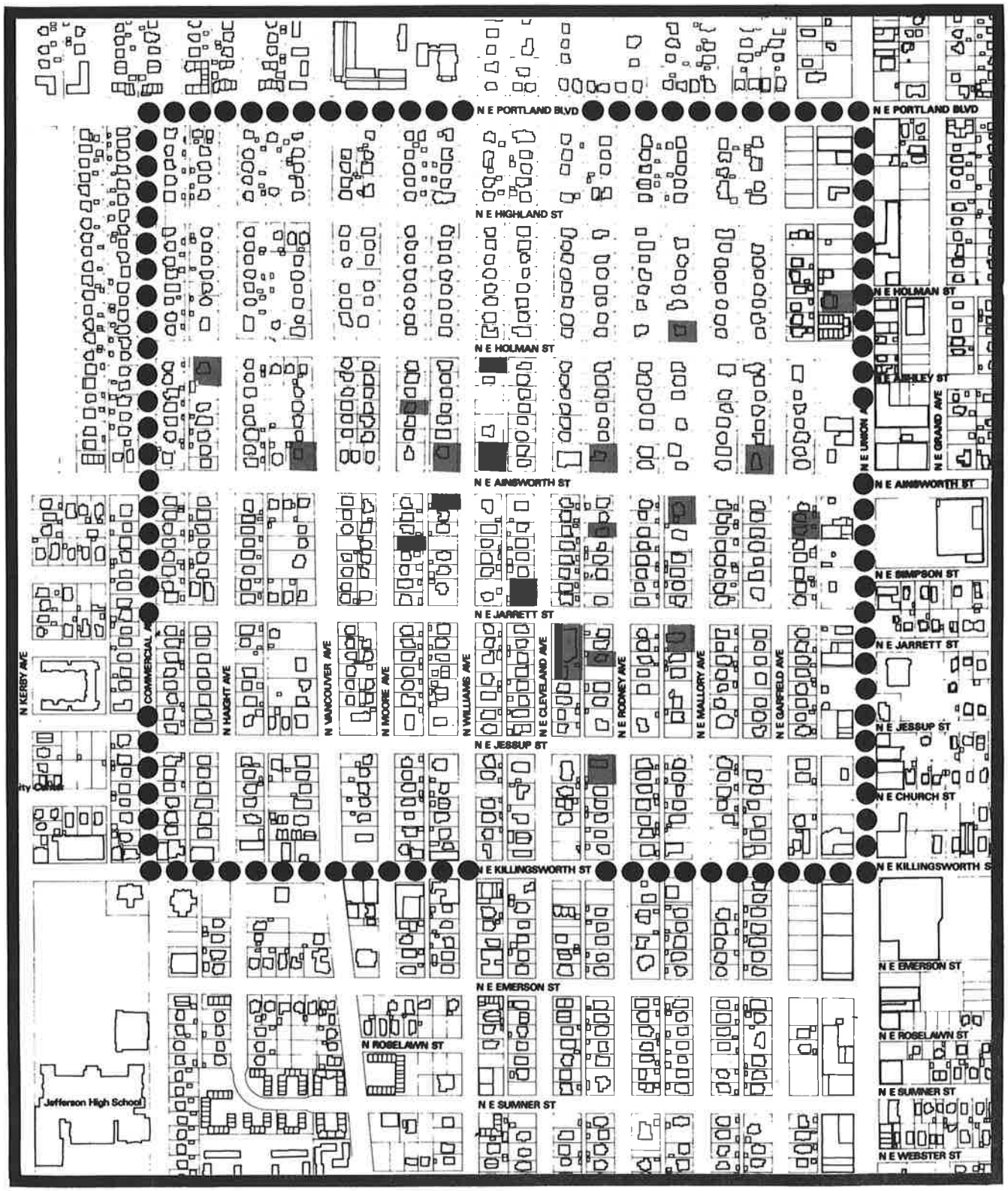
One of the first builders in Piedmont was A. H. Faber, a Philadelphia architect, who built a number of highly idealistic and unusual structures in the area. These included a chimneyless house, a steep roofed, unsymmetrical one, and an unorthodoxically designed cement block house. All three of these structures remained unoccupied for several years after they were built. One structure, known as "Quackenbush's Folly", was primarily a stone structure

on the first level with an upper wood frame containing asbestos shingles. This was the first reported use of asbestos shingles in the Northwest. Built on a cooperative basis, the structure was plagued by several lawsuits.

Development of the entire subdivision was rapid. Between 1891 and 1907, each of the boundary streets were extended, except Commercial. By 1909, over 140 dwellings had been erected. As it had been touted, the residents were primarily upper-middle class professionals who owned their own homes. Most of the residents commuted into Portland for their professional work, but a few were employed by the Swift Meat Packing Company and the Monarch Lumber Mill, both located north of Piedmont in Kenton on the Columbia Slough. To service these commuters, additional streetcar lines grew up. The Williams Avenue line, beginning service in 1905, traveled over the Steel Bridge up Williams Avenue, and ended at Killingsworth car barns until 1909 when the line was extended to Union Avenue. Since no businesses were permitted within the district, commercial trade was carried out in nearby Albina or Woodlawn, and along Union Avenue as the years progressed.

The pattern of primarily upper-middle class residents remained up to the Second World War. To outsiders during this time, the area was referred to as "the town of narrow streets and narrow minds". During the second World War, the Kaiser Shipbuilding Corporation imported large numbers of workers into the Portland area, many from the South. Quite a few of these workers moved into the Piedmont area to be close to the shipyards at Swan Island, and in the process changed it into a renters neighborhood from its former homeowners neighborhood. Today only a handful of the old families remain as the structures contain a mixture of owners and tenants.

Overall, however, most of the large, single-family dwellings from its early days remained in good condition and have been relatively kept up. Even the edges of the district have remained strong. The value of the Piedmont district is that the area contains a great deal of its original character and is highly significant for its planning, architectural, and social values as a number of fine homes dating from 1890 to 1920 remain. A map delineating this district and an inventory of significant structures follow.



N

Legend:

Proposed District Boundaries

Areas of Historical Significance

PIEDMONT

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Garrow Residence	211 N. Ainsworth	
Nelson Residence	5621 NE Rodney	
Swinton Villa	6013 N. Williams	
Residence	6329 NE Union	
Residence	5924 NE Garfield	
Residence	6309 NE Mallory	
Residence	9 NE Ainsworth	
Residence	81 NE Ainsworth	
Residence	132 NE Ainsworth	
Residence	231 NE Ainsworth	
Residence	5915 NE Rodney	
Residence	5807 NE Cleveland	
Residence	6116 N. Moore	
Residence	5906 N. Moore	
Residence	5834 N. Williams	
Residence	6214 N. Williams	
Residence	6213 N. Haight	
Presbyterian Church	5760 NE Cleveland	

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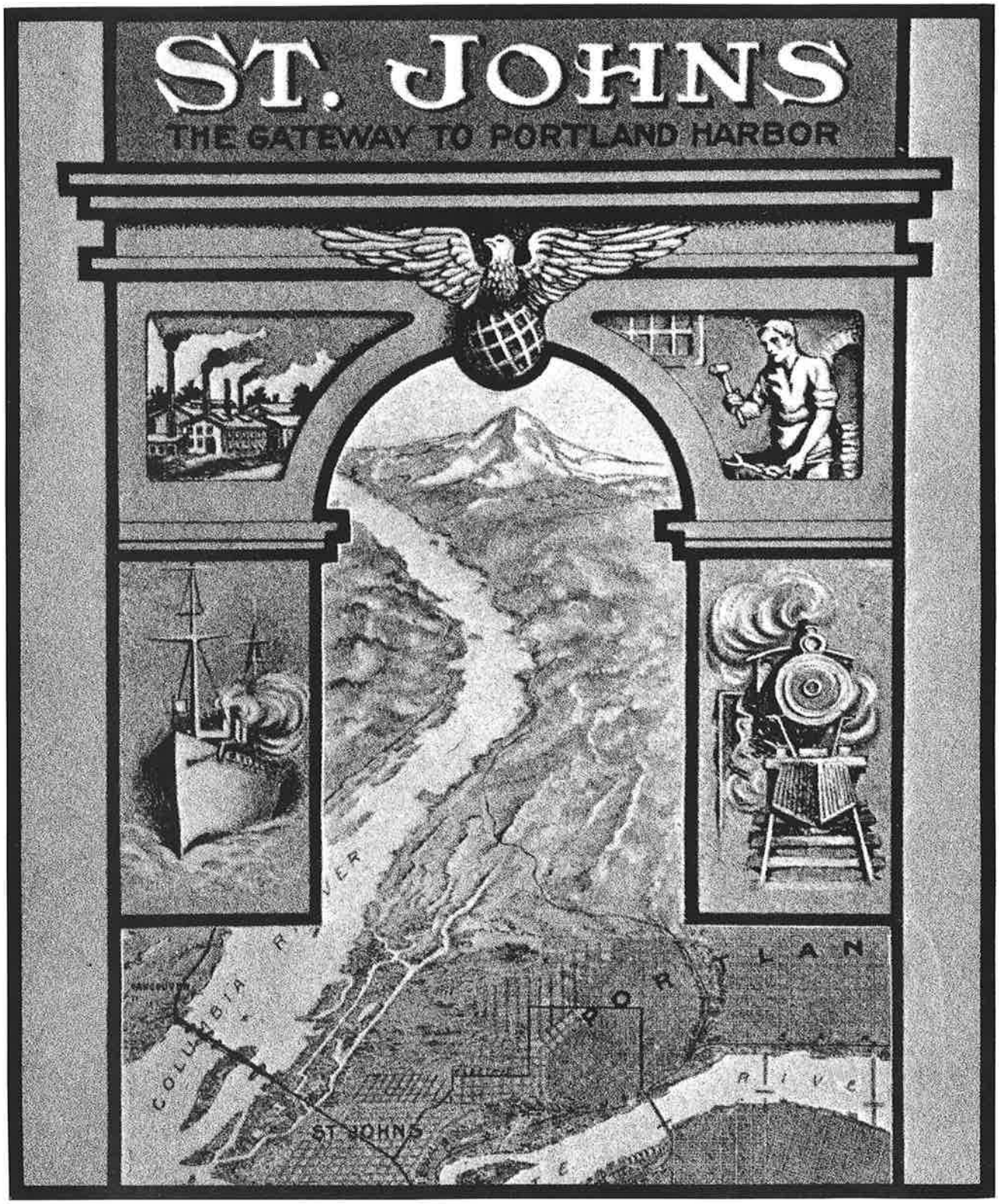
ST. JOHNS
THE GATEWAY TO PORTLAND HARBOR
COLUMBIA RIVER
PORTLAND
ST JOHNS

ST. JOHNS

Located on a rise overlooking one of the earliest settlement sites on the Portland peninsula, St. Johns' Business District still retains a considerable amount of its character as a turn of the century commercial district.

Soon after the Lewis and Clark Expedition had explored the peninsula, the powerful Hudson Bay Company founded Fort Vancouver on the Columbia River in 1825 as an outpost for their northwest fur trade. The next early settlement was Oregon City, which was established as the capital of the Oregon Territory in 1829 at the navigational head of the Willamette River. As settlers poured into the Willamette Valley, several towns sprouted up along the Willamette River between the two towns. These new towns included both Linnton and Portland in 1844, Milwaukie in 1847, and St. Johns in 1852.

Named for its pioneering settler, James John, St. Johns was founded approximately six miles downstream from Portland. John, after working for two years in Linnton, settled in 1846 across the river near the site of the present St. Johns Bridge. He picked this spot due to its natural harbor and the proximity to abundant hillside stands of timber. After operating a store for four years, John filed a Donation Land Claim on May 1, 1850, for the 320 acres surrounding his homesite. Shortly thereafter he began operating a ferry across the river to Linnton.

Like many early Oregon pioneers, John envisioned the region's great commercial potential. In order to take advantage of this potential, he intended to establish a town. In 1852 he filed the plat for the town of St. Johns. The original townsite was located at the river's edge and is the general area presently bounded by the river, Burlington, Decatur, and John Streets.

Despite the fact that at that time his town was practically inaccessible overland, John set out to attract residents and business to St. Johns.

Among the persons he attracted to live in the area were Fred Ramsey, James Bybee, and P. T. Smith, for whom the peninsular lakes are named. The earliest industry he managed to attract was the Oregon Barrel Company, a cooperage for Spreckels Sugar Company. Even at this early date, John envisioned a grand harbor with rail shipping facilities and great bridges spanning the Willamette. And as more settlers arrived, homesites began moving up the hillside away from the flood plagued edge of the river. Gradually enough settlers arrived and the City of St. Johns was incorporated in 1865.

St. Johns was served adequately by river-borne transportation and a few river-related industries located there but real growth did not occur until reliable overland transportation was available. This did not occur until November 1889 when a steam powered train initiated service to the town of Albina. In order to continue on to Portland, passengers had to transfer to an electric line from Albina. By 1902 the St. Johns electric carline was in operation along Lombard Street to Piedmont. Consolidation of the carlines made travel somewhat easier but the service was less than dependable as transit company ownerships continually changed hands.

Encouraged by liberal annexation laws, the City of Albina annexed nearly all of the north peninsula on February 20, 1891. On July 7, 1891, Albina was in turn consolidated with East Portland and Portland into one city - Portland. The parochialism of St. Johns residents lack of city services, and dissatisfaction over the higher taxes levied by Portland led to the sucession of St. Johns in 1895. This in turn led to the incorporation on February 19, 1903 of St. Johns, once again, as a separate city. Besides trying to attract industry, one of the first orders of business for the new town was the construction of a City Hall. Constructed in 1906 on Philadelphia Street, the structure is still in use as a police precinct and has been designated a historical landmark.

Prior to 1902, there were relatively few houses and practically no industries in St. Johns. But two major factors changed this situation. In the winter of 1902, the Oregon Railroad and Navigation Company extended their freight line to St. Johns from Portland. This was stimulated since local

sources were now producing electricity and natural gas in St. Johns.

These two milestones led to an industrial boom. By 1904, population numbered almost 2,000, most of whom worked in the local mills and factories. These included the Portland Manufacturing Company, Peninsula Iron Works, and Peninsula Lumber Company. When barrels were no longer in great demand, Oregon Barrel Company was then converted into the first plywood mill in the country. By 1903, St. Johns was second in the state in number of industries.

As an example of the intensity by which St. Johns wooed industrial firms was the method used to attract Portland Wollen Mills. Constructed originally in Sellwood in 1902, the factory was destroyed by fire in February 1904. Businessmen in St. Johns realized that mills were no longer dependent on water power, immediately offered the company a cash bonus of $20,000 and seven acres of free land if the company would relocate in St. Johns. The factory reopened in St. Johns on November 1, 1904 and by 1915 was employing 300 workers with an annual payroll of $130,000. Remaining from this mill complex is the recreational building along Baltimore Street. This structure housed a dining hall, rest rooms, a billiard room, library, and a large auditorium for use by the work force.

Efforts for annexation back to Portland surfaced occasionally from 1895 to 1911, but it was not until 1915 that it was finally accomplished through an amendment to the State constitution. Aside from the normal arguments for annexation, St. Johns was sought for its valuable waterfront property. The Swan Island bar, construction of bridges and the narrowness of Willamette River at Portland all combined to make the Portland Chamber of Commerce seek additional land downstream.

The industrial district of St. Johns experienced its most prosperous years in the years immediately following annexation. This period climaxed with the establishment of the Grant-Smith-Porter-Guthrie Company, a shipbuilding concern which during the war employed over 2,500 men. Overall St. Johns had a payroll of $3,213,000 and a total of 3,570 men employed.

To commercially support an escalating industrial workforce, a business district sprouted up along the Lombard Street carline. By 1915 St. Johns had three banking institutions and numerous stores including Bonhamn and Currier Dry Goods and Currin's Drug Store, and a population of approximately 6,000. At this time Portland as a whole had a population of about 225,000.

This commercial district is still evident in the concentration of commercial structures located along Lombard between St. Louis and Richmond Streets. Architecturally, the structures in this district were typically simple. The earliest were wooden false-front Pioneer structures such as the commercial structure at 8326 N. Lombard. Due to the convenient location of a brickyard at Pier Park Place, brick construction later became popularized and the majority of structures that remain are of that nature. Surrounding the business district were wooden domestic and commercial structures dating from the turn of the century.

Introduction of the internal combustion engine led to severe changes in the character of the district. As trucks, motorbuses, and autos came into fashion, streets were improved for free traffic flow and garages and service stations replaced stores and residences.

The largest single construction project to affect the district was the construction of the St. Johns Bridge in 1931. This was the first suspension bridge to be built west of the Mississippi River and its grace and simplicity of design led to its designation as a Portland landmark.

This bridge provided direct easy access to downtown Portland and the west side of the Willamette. But improved circulation brought about more changes in the district. In addition to easing traffic across the river and through the district, the bridge now enabled residents to go elsewhere to shop. As a result, the business district began to lose some of its attraction.

The events surrounding World War II brought some vitality back to the district. Railroad spur lines were increased, factories turned out more goods, and the docks were overflowing with activity. Even more workers flowed in-

to the peninsula and more houses were built to accomodate them. But after the war, shipbuilding and dock facilities were relatively idle and the work force declined.

Since that time, the level of commercial activity has been able to hold its own but is facing an uncertain future.

Most recently the business district has experienced an infusion of public support to maintain and enhance it as a neighborhood shopping center. Current efforts are underway by the city and neighborhood businesses to reinforce its neighborhood ambiance.

Historically, the St. Johns Business District has served as a neighborhood and community center. When St. Johns was once a separate city, this district played a dominant role but as the community merged into the metropolitan region, its functions declined in importance. Yet St. Johns still maintains the lion's share of maritime and shipping facilities.

It is the aggregate of the commercial structures along Lombard Street which offers the best opportunity for preserving a major part of historic St. Johns. This area includes at least ten structures from the original town center. Some of these are: McChesney Hotel (St. Johns Hotel) at 8947 N. Lombard; Crouchley Plumbing Building (St. Johns Undertaking Co.) at 8717 N. Lombard; Venetian Theater at 8704 N. Lombard; St. Johns Garage at 8739 N. Lombard; and Don's Bargin Store at 8928 N. Lombard. This group of buildings along with other complimentary structures, would be capable of regenerating many of the historic qualities of their period. A map delineating this district and an inventory of significant structures follow.

N

Legend:

Proposed District Boundaries

Areas of Historical Significance

ST. JOHNS

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
* St. Johns City Hall	7214 N. Philadelphia	1907
Residence/Store	9008 N. Lombard	
St. Johns Hotel	8947 N. Lombard	
Hotel	8928 N. Lombard	1906
Print Shop	8915 N. Lombard	
St. Johns Garage	8739 N. Lombard	
Commercial Structure	8717 N. Lombard	
Venetian Theater	8704 N. Lombard	c1925
Commercial Structure	8641 N. Lombard	
Commercial Structure	8638 N. Lombard	
Commercial Structure	8326 N. Lombard	
American Legion Hall	8203 N. Ivanhoe	c1905
Public Library	7510 N. Charleston	1913
James John School	7515 N. Charleston	
St. Johns Baptist Church	8901 N. Leonard	1907
Victorian Residence	7425 N. New York	

* Portland Historical Landmark

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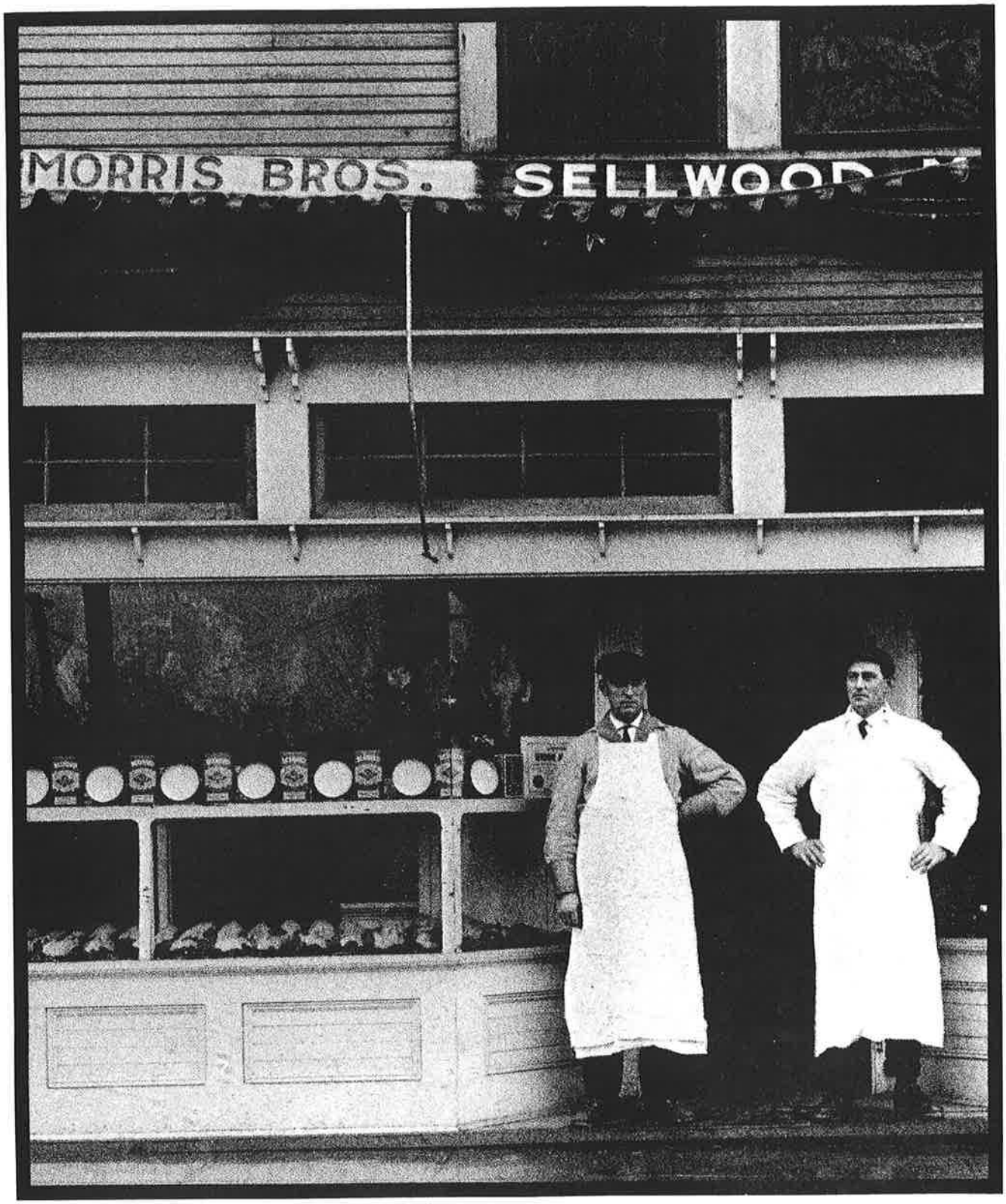
Map Collection
Portland Directories, 1911-1913
Sandborn Insurance Maps
Vertical File



SELLWOOD

Sellwood is a significant area in Portland due to the fact that the area is representative of a 19th century frontier town that evolved into suburban development on the perimeter of a rapidly developing city. The inititive for this evolution was the rapid industrialization of Portland and the effect this process had on surrounding communities.

Originally, the site of Indian fishing and trading encampments, the area today called Sellwood came under white settlement in the early 1840's. One of the earliest settlers was Henderson Luelling, who arrived with his family and cattle on November 17, 1847. His claim was bounded approximately by the river on the west, Rex Street on the north, and 7th Avenue extended to Milwaukie on the south. His brother Alfred, arrived shortly afterwards and claimed the area immediately to the north. The Luellings, subsequently with fellow settler William Meek, founded a community with a horticultural base.

Having brought traveling nurseries across the plains, these men established the first nurseries and fruit orchards in the northwest. As early as 1853 these nurseries were stocked with well over 100,000 grafted fruit trees. This stock is considered to be the embryo of the northwest fruit industry. In addition to marketing this stock, these pioneers were all first class horticulturists and plant breeders. They are credited with the creation and introduction of numerous first strains to the northwest; most important the Bing and Lambert cherries.

But the Willamette Valley was growing rapidly. Agriculturally based communities, like Sellwood, were quickly overtaken by a galloping economy that produced labor intensive jobs, such as sawmills.

The community virtually was nameless until it was developed as part of a real estate venture. Rev. John Sellwood, an East Portland minister who also dabbled in real estate, purchased in 1866 for $5,400 a 321 acre tract

of land containing much of the present community. This parcel was sold by Rev. Sellwood 16 years later for $32,000 to the Sellwood Real Estate Company. This is where actual development of the community begins.

The Sellwood Real Estate Company was typical of a number of real estate ventures organized for the purpose of capitalizing on new growth in the Portland area. Founded in 1883, this group was comprised of wealthy Portland businessmen, and was spearheaded by majority stockholder, Henry L. Pittock, editor of The Oregonian.

The company's plans for development of the area was evidently well thought out prior to the purchase, as the plat for the proposed Town of Sellwood (named for the previous owner) was filed within three weeks of purchase. The investors were aware that the growing rate of industrialization along the Willamette's edge was driving housing further from the City of Portland. Located between Portland and Oregon City, Sellwood was obviously a logical spot to develop replacement housing. Despite the fact that lots began selling at $150 to $200 each, the growth of the town was slow and the population numbered only 500 by 1885. The larger lots along the riverfront, platted specifically for industrial uses, soon filled up with business. These included the G. Schindler Co., makers of furniture; and the East Side Mill and Lumber Company. Individual companies employeed as many as 600 men by 1920.

The physical character of the community was, of course, not very elegant. The roads were dirt and sometimes planked, and the homes were of simple wood frame construction in basic Pioneer farmhouse styles. Sellwood was a working class neighborhood.

Sellwood remained a separate suburb of Portland. The area was indirectly connected to the commercial centers of Portland, East Portland, and Albina by a ferry to Fulton Park and Macadam Avenue. Nearby, the Oregon and California railroad connected the Willsburg station (near present day SE Tacoma and McLoughlin) to East Portland and Oregon City. Workers living in Portland were thus able to commute to Sellwood. The business district was never large as most local commerce at this time consisted of the usual

neighborhood stores - grocery stores, hotels, and saloons, mostly centered on Umatilla Street leading down to the ferry landing.

A steadily increasing population and a desire to shorten the time necessary to reach Portland resulted in the opening of a streetcar line to Sellwood in 1851. The entire city was so supportive of this line that the town agreed to pay the East Side Railway Company the sum of $20,000 just to build it. This sum was raised by assessing each lot in Sellwood ten dollars, with virtually every owner paying the tax voluntarily. This project further strengthened Portland's dominance over Sellwood.

Sellwood's growth was still slow. As early as 1887, residents in need of city services pressed for city incorporation and the state legislature enacted such also in 1891. A city government was established and charged with public improvements. Apparent corruption and malfeasance by city officials resulted in townspeople burning these officials in effigy at a city-wide demonstration. This experience in local management fostered sentiments for annexation to Portland. Annexation occurred on September 23, 1893.

Complete development of the area was also delayed due to financial difficulties of the Sellwood Real Estate Company. Holdings of the company were tied up in litigation from 1887 to 1893, and no additional lots were sold to builders during this period. Development was limited to previously sold lots.

The year 1893 was very important to Sellwood. Not only could company lots be sold again but streetcars began to connect Sellwood to other parts of the city. Hydroelectric power from the Oregon City falls was introduced permitting a streetcar line from Oregon City to Portland with a stop in Sellwood. This power line also permitted electrification of homes and mills. These factors fostered growth well beyond the turn of the century. By 1920 the list of local factories included the East Side Box plant, the Oregon Door and Box Company, Multnomah Mohair, Columbia Woolen Mills, and the Mt. Hood Brewery, which closed during Prohibition.

The Oaks Amusement Park was constructed in 1905 to capitalize on the tourist traffic stimulated by the Lewis & Clark World's Fair. The project was the brainchild of Oregon Water Power and R.R. Company which envisioned the project as attracting potential customers for the railroad and real estate developments. The amusement park remains a prime city-wide attraction and is the city's oldest operating amusement park.

The present commercial strip along 13th Avenue was developed primarily between 1905 and 1920. Construction of the Bank of Sellwood in 1907 at 13th and Umatilla sparked other commercial development in the neighborhood. Construction of the Sellwood Bridge in 1925 heightened development along Tacoma Street.

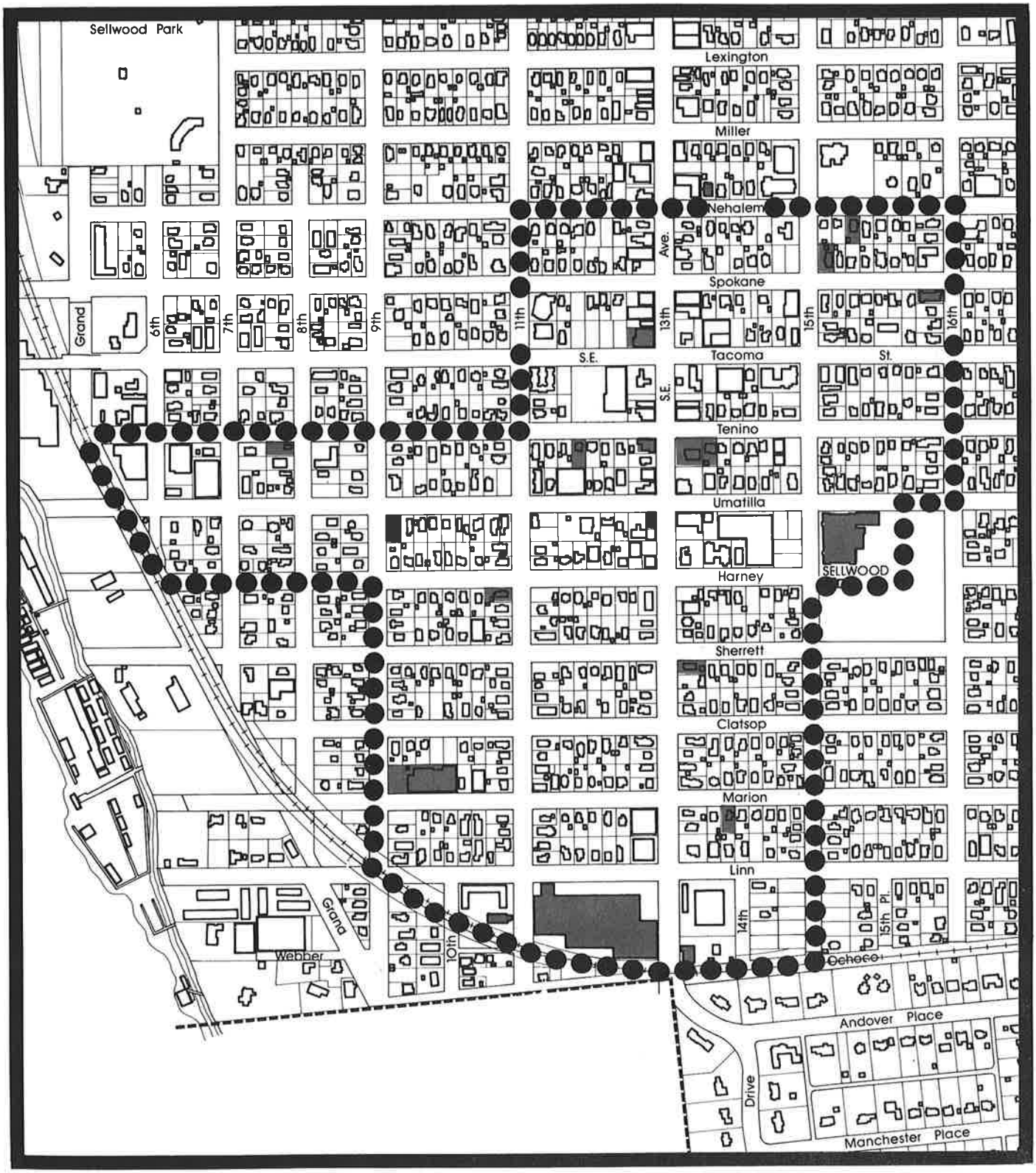
The period of growth and development from the 1890's to the Depression established the essential residential character of Sellwood. The Depression had a profound effect on the area as the industrial base that provided a local economy was destroyed. It was not until the industrial push prompted by the second World War did Sellwood begin to function as a growing area. But even this was short-lived. After the war the district became a rather depressed area distinguished by low rent housing and declining property values.

This trend continued until very recently. Sellwood has seen a limited revival of sorts in the past few years as the old commercial district has been revitalized by a variety of businesses which concentrate on antiques. In fact, 13th Avenue is often referred to as Antique Row.

A sound core of early Sellwood buildings remain along 13th Avenue between Ochoco and Tacoma Streets. This includes the Bank of Sellwood at 8301 S.E. 13th and the Sellwood Fire Station at 8210 S.E. 13th.

One of the oldest homes in the neighborhood is the Shannons Residence, at 1326 S.E. Tenino Street, c.1885-87. In addition to the Shannons' home, several other buildings date from the 1890's: The Methodist Church at 15th Avenue and Tacoma Street; The Presbyterian Church, 15th Avenue and Spokane

Street; and The Episcopal Church at 16th Avenue and Harney Street; the oldest structure in Sellwood remains the St. Johns Episcopal Church which was moved to 8039 S.E. Grand and dates from 1851. A map delineating an area of historical significance and a preliminary inventory of significant structures follow.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

SELLWOOD

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Sellwood Bathhouse	7951 SE 7th	
* St. Johns Episcopal Church	8039 SE Grand	1851
St. Agatha School	1516 SE Miller	
Sellwood Church of God	8051 SE 16th	
Sellwood School	8300 SE 15th	
Ice Plant	927 SE Marion	
Sellwood Car Barns	8802 SE 11th	
O.W.P. R.R. Ticket Office	8825 SE 11th	
Commercial Bldg.	8085 SE 13th	
Bank of Sellwood	8301 SE 13th	1907
Sellwood Fire Station	8210 SE 13th	
Shannon Residence	1326 SE Tenino	
Hume Residence	1326 SE Nehalem	
Residence	1534 SE Nehalem	
Residence	1507 SE Spokane	
Residence	1134 SE Tenino	
Residence	1336 SE Marion	
Residence/Store	906 SE Umatilla	
Residence	8502 SE 13th	
Power Substation	8856 SE 13th	

* Portland Historical Landmark

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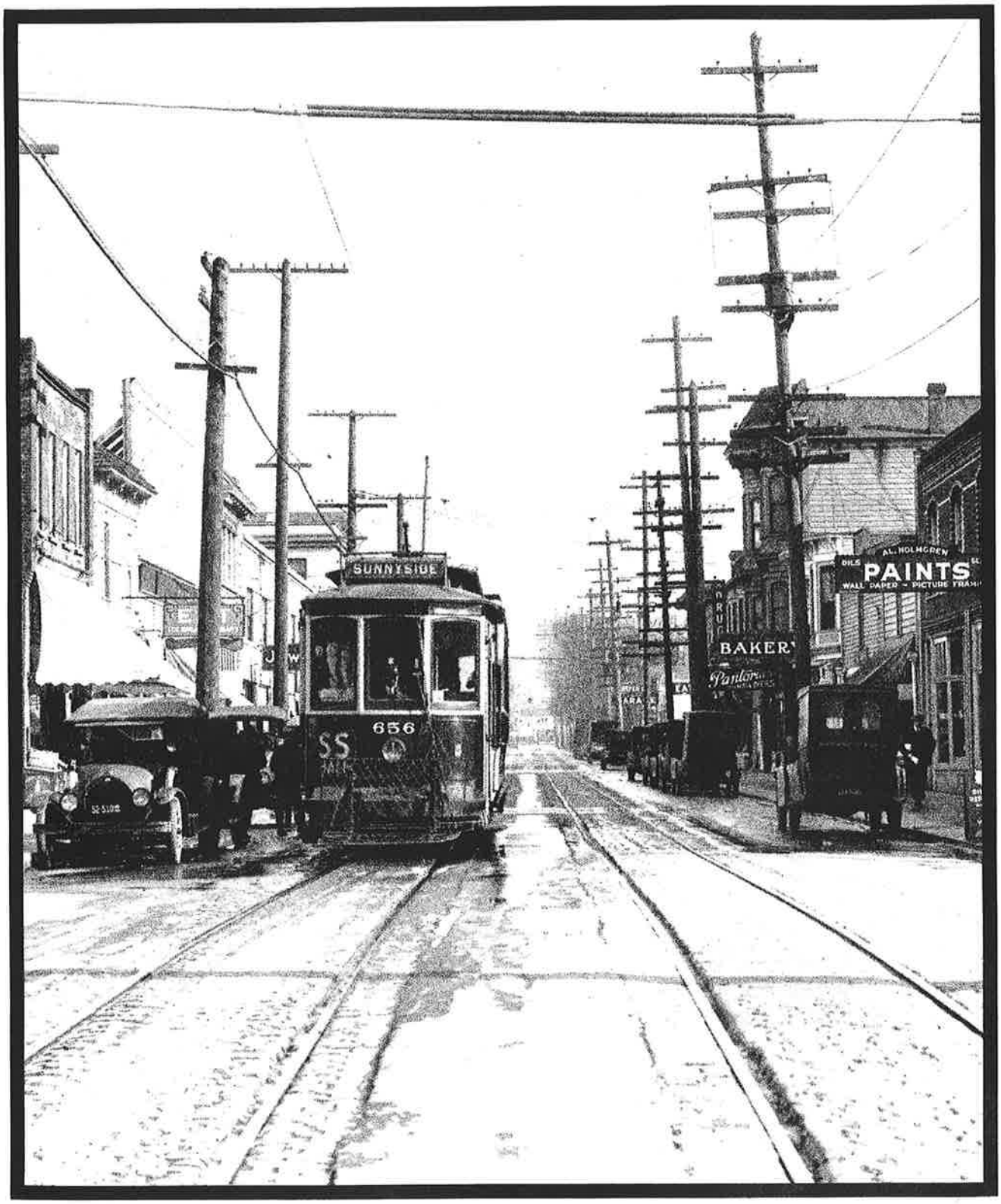


SUNNYSIDE

The same railroads which enabled East Portland to grow and even briefly rival Portland also helped to create the city's first "suburban" development. Although the area today called Sunnyside was geographically an extension of the City of East Portland, it was nonetheless a day's outing away in 1880.

Sunnyside is located on a portion of the Seldon Murray Donation Land Claim. This 1851 land claim included the area presently bounded by Stark and Division from 30th to 38th. After farming portions of this land claim for six years, Murray began to sell off portions. The first sale was for land at $10 an acre. Subsequent real estate speculation resulted in the eventual sale of $625 an acre paid to James and Jane Abraham by the Sunnyside Land and Improvement Company in 1887.

Prior to 1887, there was no firm connection between the City of Portland on the westside of the Willamette and the undeveloped lands on the eastern side. The area immediately west of Mt. Tabor was limited to farms and orchards. But the opening of the Morrison Bridge on April 17, 1887 opened up access to the entire eastside of the river for real estate development.

With the opening of the Morrison Bridge, the coming of the streetcar was inevitable. Within a month after the bridge was opened, the Willamette Bridge Railway Company was organized for the purpose of building a rail line from Portland as far east as Mt. Tabor. Ground was broken on September 21, 1887, and the first steam car line ran on March 26, 1888. Due to the limitations of power sources, the streetcar line was forced to take the easiest grade. This was along East Morrison Street, making a turn southward at 26th onto Belmont Street and then out towards Mt. Tabor. The street quickly became the most important thoroughfare on the east side.

Development of Sunnyside is one of the city's best illustrations of the interrelationship of that era's railway and land development interests. The actual

land development, and the layout of the streets, blocks, and lots was done by the Sunnyside Land and Improvement Company. This company was incorporated on September 5, 1887, had purchased all the land in the proposed subdivision by September 9, and advertised land for sale by September 10. All of these events occurring but two weeks prior to breaking ground for the railway.

Records are not clear as to the origin of the name chosen for the development - Sunnyside. There were earlier land developments across the country, popular songs, and individual estates with that name. Most likely, the development company was playing upon the romantic optimistic and connotations of the name. Advertisements for the subdivision even touted the desirability of living on the sunny "side" of the city, outside the shadow of the west hills and downtown Portland.

The primary backers of the Sunnyside Land and Improvement Company were F. C. Goodin and Henry L. Pittock, best known as the majority stockholder of The Oregonian, also had financial interests in banks, railroads, paper mills, and other later real estate ventures, most notably Sellwood and Fulton Park.

The company filed the actual plat of Sunnyside on June 7, 1888, and the first rail trip was made to Sunnyside on July 9, 1888. Shortly afterwards, the Mt. Tabor Railway Company was granted franchise to operate a car line along Hawthorne, then called Asylum Road. This line further encouraged sale of lots in the southern portion of the development.

The actual subdivision was then bounded by Glisan, then Base Line on the north, and Hawthorne on the south. 30th Avenue formed the west boundary and the east boundary was formed by a line generally along 35th to 38th Avenues.

As was the general practice in subdivisions at this time, streets were named by individual developers. All streets running east and west continued the letter names of East Portland and were changed to the present day names in 1892. Streets running north and south were, also as was popular at that time, named after trees. Of these streets, Laurel is now 31st and Chestnut is now 36th. 30th Avenue was never formally named since it was merely a con-

venience road between two bordering properties.

The primary interrelationship of streetcars and land development was that economical and convenient public transportation made it unnecessary for workers to live within walking distance of where they worked. The streetcar also afforded buyers a chance to view the development and oftentimes free rides were given as inducement. This strategy worked and lots were quickly sold through the J. Fred Clark and Sons agency. By 1890, there was enough development in Sunnyside to warrant their own post office.

Another important result of the combination of streetcar/real estate development was the development of local markets and shops along the streetcar line. In Sunnyside, this occurred along Belmont, with even the formation of a small 19th century shopping district at the line's terminus of Belmont and 34th Avenue, then Laburnum. This shopping district is still evident in the concentration of small stores along Belmont between 33rd and 35th Avenues.

Architecturally, the development continued the patterns of eastside residential development - first locating along the ridge streets, such as Yamhill Street, and then later filling in the lower areas such as Alder Court. There remains a rich assortment of wooden Victorian homes along Taylor, Salmon, and Yamhill Streets. Many of these older homes still retain the original carriage houses in the rear yard. The overall residential pattern is one of romantically styled houses.

After the turn of the century, rapid expansion of housing construction filled in the gaps between the larger Victorian structures. By 1909, homes were selling for the high price of $1,750. The residential character of Sunnyside was essentially formed by the late 1920's. The district had become a staunch working class neighborhood with solid ties centered upon the Sunnyside School and several neighborhood churches. The Sunnyside Improvement Association had been formed as early as 1913.

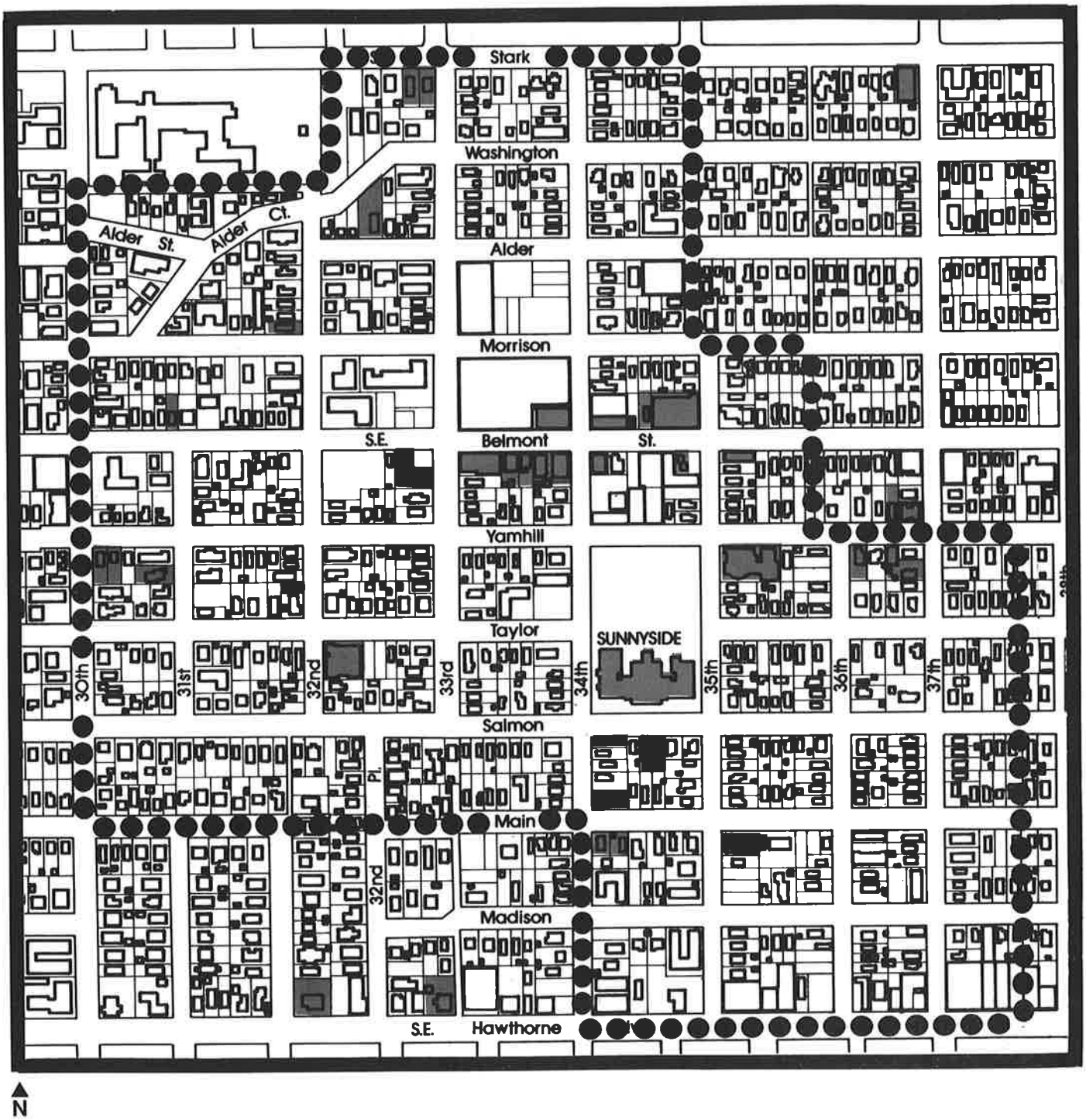
Where once Synnyside had existed by itself, the surrounding farms were also turned into residential developments. Laurelhurst to the north was platted by 1909 and Tabor Heights to the east by 1910. Subsequent years had little

effect on the development until the automobile was popularized.

Infatuation with the automobile resulted in the commercial establishments, that had previously served a local clientel, now competed for more of a regional market. This led not only to some physical expansion of the stores themselves, but the need to provide parking space for the automobile. This resulted in the demolition of several structures and a change in the pedestrian character of Belmont Street.

Most recently the area has experienced increased pressures to demolish older structures and replace them with commercial expansion and residential structures of higher density. In the process, several homes have been demolished, particularly in the commercially zoned strip along Belmont Street.

Yet there remains today a nucleus of structures from the original Sunnyside development that is both historically and architecturally significant to the city. A map delineating this district and an inventory of significant structures follow.



Legend:

Proposed District Boundaries

Areas of Historical Significance

SUNNYSIDE

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Residence	3228 SE Stark	
Residence	3238 SE Stark	
Parkside Apts.	3652 SE Stark	
Residence	3231 SE Alder	
Residence	735 SE 32nd	
Residence	3043 SE Belmont	
Residence	3240 SE Belmont	
Commercial Bldg.	3300 SE Belmont	
Commercial Bldg.	3312 SE Belmont	
Commercial Bldg.	3318 SE Belmont	
Commercial Bldg.	3326 SE Belmont	
Commercial Bldg.	3334 SE Belmont	
Commercial Bldg.	3342 SE Belmont	
Meek Bldg.	3347 SE Belmont	
Commercial Bldg.	3352 SE Belmont	
Commercial Bldg.	3400 SE Belmont	
Commercial Bldg.	3401 SE Belmont	
Residence	3429 SE Belmont	
Commercial Bldg.	3433 SE Belmont	
Residence	3450 SE Belmont	
Fire Station	900 SE 35th	
Residence	913 SE 33rd	
Residence	3004 SE Yamhill	
Residence	3010 SE Yamhill	
Sunnyside Methodist Church	3510 SE Yamhill	
Residence	3620 SE Yamhill	
Warehouse	3628 SE Yamhill	
Residence	3639 SE Yamhill	
Apartment Bldg.	3645 SE Yamhill	

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Residence	1009 SE 31st	
Residence	1023 SE 32nd	
Residence	1019 SE 37th	
Staub Memorial Church	3200 SE Taylor	
Sunnyside School	3421 SE Salmon	
Residence	3428 SE Salmon	
Residence	1200 SE 34th	
Residence	1238 SE 34th	
Residence	3402 SE Main	
Residence	3414 SE Main	
Mennonite Church	1312 SE 35th	
Residence	3207 SE Hawthorne	
Residence	3279 SE Hawthorne	

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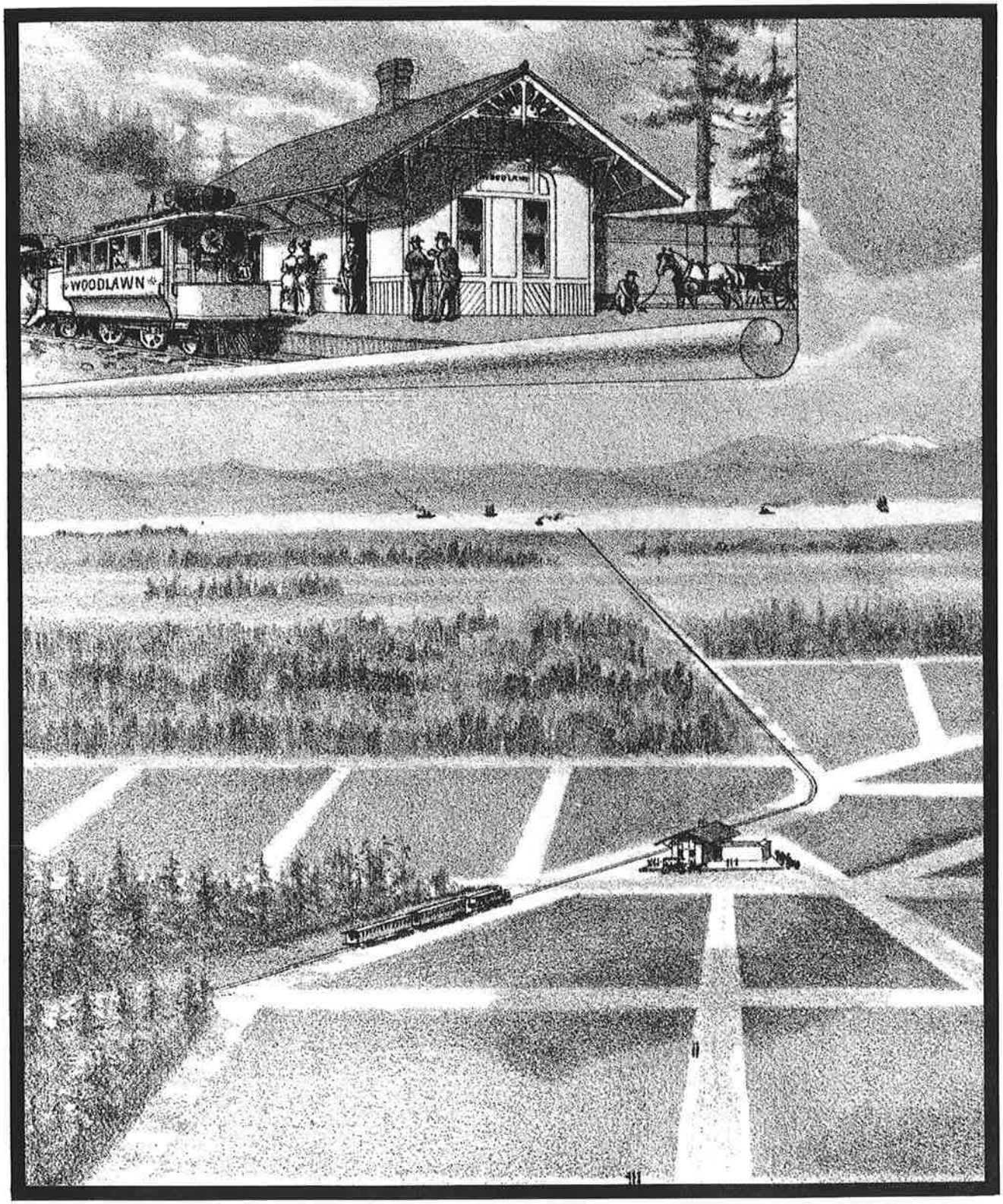


WOODLAWN

In viewing Woodlawn on a map, one immediately realizes that it was apparently platted in defiance to the surrounding north/south grid pattern. Further examination reveals, however, that Woodlawn was once an independent "village" - its unique character made possible because the topography in the area. Settled originally as a rural farm community in the 1860's and 1870's, Woodlawn developed into a streetcar suburb by the late 1880's and later was annexed into Portland on July 6, 1891.

Woodlawn was originally an irregularly shaped 320 acre portion of land bounded by Holland Street on the north, Holman Street on the south, Union Avenue on the west, and extending east as far as 13th Avenue. Most of the present-day community of Woodlawn is located on what was the Donation Land Claim of William McClung, who began settlement of his claim on December 15, 1850. Shortly afterwards, the land changed ownership several times.

Besides McClung, other settlers in this area were Jelu Switzler whose father John operated a ferry on the Columbia River connecting Portland and Vancouver. Lewis Love, another pioneer, ran a competing ferry on the same route. Both ferries stimulated the growth of Woodlawn since they made it more accessible from the Washington side of the Columbia as an interim stop on the way to Portland. But Woodlawn as we presently know it did not begin to take shape until the area was purchased in 1888 by the Oregon Land and Investment Company.

Organized by Frank Dekum, Richard and George Durham, and H. C. Stratton, the Oregon Land and Investment Company incorporated on March 1, 1888 for the purpose of acquiring, holding, and disposing of the real estate in the area known as Woodlawn. In addition to acting as real estate agents, the company reserved the right to lay and maintain tracks for railway and streetcar lines on and through the streets, primarily Dekum and Durham Avenues. In addition, they also had the power to operate gas lines, water

mains, and telephone and electric wires in and through the aforementioned streets. The company then platted Woodlawn on April 24, 1888, and proceeded immediately to build the first six houses in the area and plan whatever was necessary for development of the town.

Later in 1888, the rights to lay, build, and maintain a railroad or streetcar line in Woodlawn were sold to the Portland and Vancouver Railway Company. Directors of this company happened to include Frank Dekum and Richard Durham. Two streetcar lines constructed through Woodlawn by this company were the Woodlawn and Vancouver lines. Both played a major role in the town's development.

In September 1888, the first rails were laid out along Union Avenue. The Woodlawn line ran north along Union to Portland Avenue where it angled across the terrain to the intersection of Durham and Dekum Avenues. At this spot, a depot was located with the station waiting room built in the middle of a triangular park. Woodlawn's commercial center developed around this depot. The Vancouver line ran parallel to the Woodlawn line, but continued on a straight course all the way to the Columbia River's edge. Both lines ran long trestles in the Columbia Slough and ended at the ferry crossings where passengers, merchandise, and even trains were conveyed to the other side.

Residential development of Woodlawn followed the general patterns in Portland at this time. Lots were generally sold to individuals and small contractors who either built their own homes and one or a few speculative houses. Architecturally, the types of these early homes were simple, decorated Pioneer farmhouses and cottages such as the residence at 7142 NE 9th. These structures had occasional band-sawn decoration, and often ornate glass patterns in front door transoms. Later structures, such as the residences at 936 NE Dekum and 1008 NE Oneonta, showed more ornateness and variety of details associated with Victorian styles.

By 1897, Woodlawn had developed into a small village with a thriving business district centered around Dekum and Durham Avenues. Walking along these streets one could find a bakery, a drug store, an ice cream parlor, and a doctor's office. A short time later the area boasted two meat markets, a

nickelodeon, two delivering grocery stores, and a tobacco store. An enthusiastic Commercial Club, led by C. I. Bozell, actively promoted commercial development of the area.

Business continued to flourish into the 1920's, although at a much smaller rate after the completion of the Interstate Bridge in 1917. Besides making the ferries obsolete, the bridge and improved streets greatly facilitated travel to Portland where larger and more numerous shops could be found. Unable to successfully compete with these larger shops, many Woodlawn merchants were forced out of business.

Consequently, Woodlawn lost a great deal of its commercial activity and became more residential in character. Even in its most prosperous times, Woodlawn was never considered a rich neighborhood. Instead, it has always been generally classified as a working class neighborhood with solid ties to neighborhood churchs and the Woodlawn School. But as the commercial economic climate began to deteriorate, so did the physical state of the neighborhood.

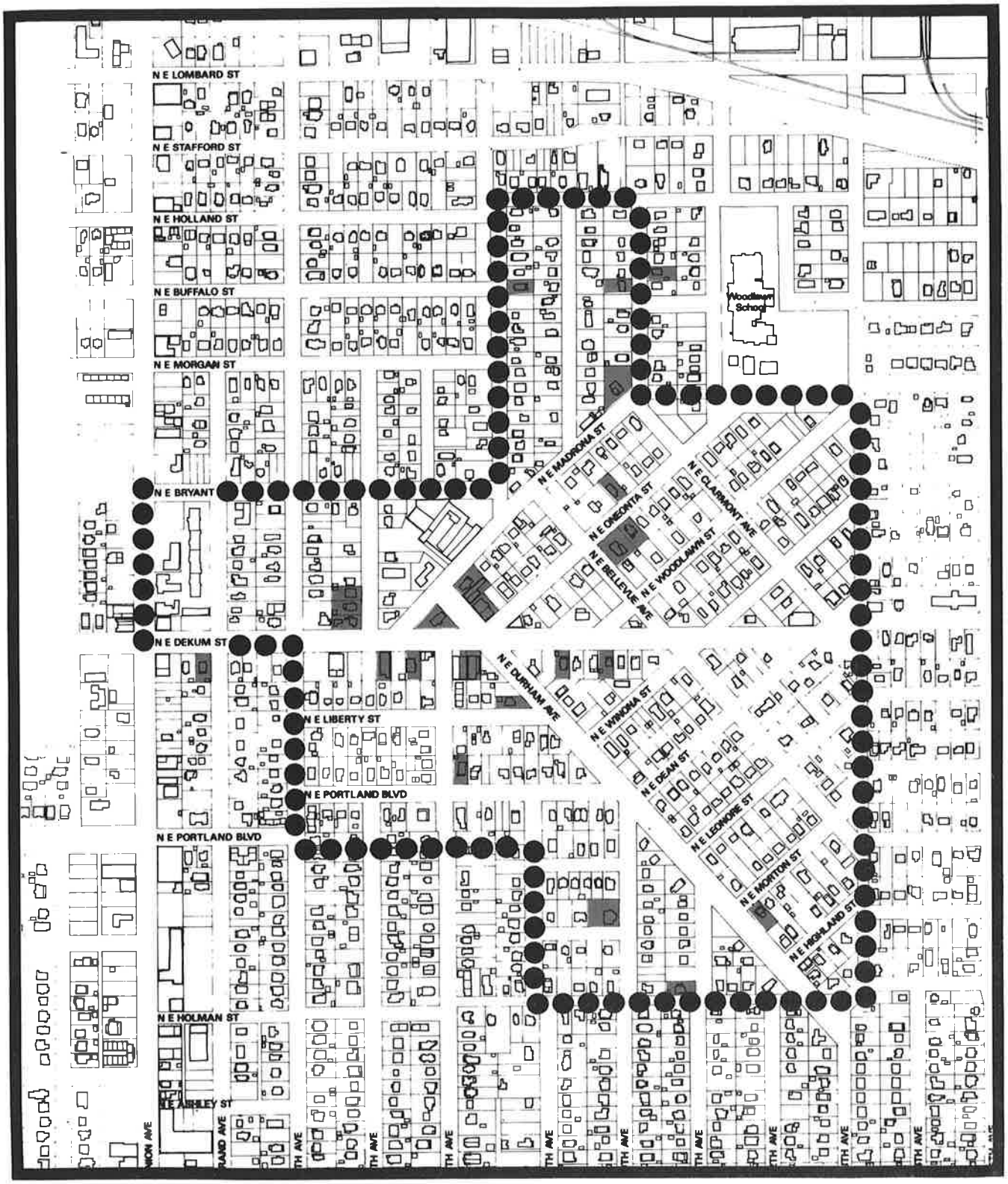
Playing an important role in Woodlawn's more recent history was the development of the Kaiser Shipbuilding Corporation and their recruitment of over 20,000 workers in 1943. The vast majority of these workers were black and came from the South and East Coast. After finding work in the shipyards, many took advantage of the low cost of homes in the Woodlawn area and made their homes there. With this influx, the once predominately white Woodlawn neighborhood became racially integrated.

Gradually, many of the original Woodlawn residents passed away, and postwar unemployment brought with it the inability to maintain the physical character of the neighborhood. This slow deterioration continued through the 1950's and seemed to reach its peak in the late 1960's when looting and vandalism were rampant.

In 1967 it was announced that Portland was one of 63 cities to be a recipient of a Model Cities planning grant. These grants were given on a yearly

basis, with Woodlawn to receive part of the first year's grant. Beginning in July 1970, the Model Cities aid was used to improve streets and sidewalks, expand public facilities, and improve the area's houses. As part of the plan for the following year, 80 houses - among which were some of the area's oldest - were razed to make way for a new eight acre park. Continuing to play a leading role in the uplifting of the neighborhood was the Woodlawn Improvement Association which was established in 1967.

Yet the heart of Woodlawn's commercial district is still evident near the intersection of Dekum and Durham Avenues. This area contains a number of original buildings, notably the commercial structures at 718, 806, and 814 NE Dekum, and 6800 and 6820 NE Durham Avenues. Located in the triangular park where the depot once stood is the neighborhood fire station, currently closed. This group of structures, along with other complimentary buildings, comprise an area that is historically and architecturally significant to the city. A map delineating this district and a preliminary inventory of more significant structures follow.



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Legend:

Proposed District Boundaries

Areas of Historical Significance

WOODLAWN

Preliminary Inventory
Structures of Historical or Architectural Significance

Building	Address	Date
Residence	422 NE Dekum	
Residence	635 NE Dekum	
Woodlawn Hall	702 NE Dekum	
Residence	718 NE Dekum	
Commercial Structure	806 NE Dekum	
Woodlawn Theater	814 NE Dekum	
Residence	936 NE Dekum	
Residence	966 NE Dekum	
Residence	6830 NE Durham	
Clark Building	6820 NE Durham	1897c
Commercial Structure	6800 NE Durham	
Residence	6647 NE Durham	
Residence	6384 NE Durham	
Residence	6305 NE 10th Ave.	
Woodlawn Methodist Church	6401 NE 9th Ave.	1892
Residence	805 NE Portland Ave.	
Residence	6817 NE 7th Ave.	
Residence	6827 NE 7th Ave.	
Fire Station	6823 NE Madrona St.	
Residence	1008 NE Oneonta St.	1892
Residence	1022 NE Oneonta St.	1890
Residence	1035 NE Oneonta St.	1889
Residence	1085 NE Madrona St.	1890
Residence	7205 NE 10th Ave.	
Residence	7216 NE 10th Ave.	
Residence	7142 NE 9th Ave.	

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POTENTIAL HISTORIC CONSERVATION DISTRICTS

AN INVENTORY OF HISTORIC RESOURCES

THE CITY OF PORTLAND OREGON

Prepared by
the Portland Historical Landmarks Commission
and
the Portland Bureau of Planning
Special Projects Section

October 1978