

United States Department of the Interior
National Park Service

National Register of Historic Places

Date Listed 10/18/2021

NRIS No. 56100007087

Oregon SHPO

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name O.K. Jeffery Aircraft Factory

other names/site number Gordon's Fireplace Shop

Name of Multiple Property Listing N/A

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

2. Location

street & number 3300 NE Broadway not for publication

city or town Portland vicinity

state Oregon code OR county Multnomah code OR zip code 97232

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: ___ national ___ statewide X local

Applicable National Register Criteria: X A ___ B ___ C ___ D



09/16/21

Signature of certifying official/Title: Deputy State Historic Preservation Officer

Date

Oregon State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		site
		structure
		object
1	0	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY: manufacturing facility

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY

AMERICAN MOVEMENTS: Commercial Style

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK; CLAY TILE; STUCCO

roof: ASPHALT: BUILT-UP ROOF

other: N/A

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

The 1917 OK Jeffery Aircraft Factory building is located at 3300 NE Broadway and faces north, overlooking Broadway Street. The building is a three-story brick and structural clay tile industrial building with a wedge-shaped footprint whose main feature is the banks of industrial steel sash windows that characterize the upper floors today. The slight curve in the south wall of the building reflects the fact that the building followed the railroad spur here that was responsible for delivering raw products and removing the manufactured products that were produced in the building. The roof is flat with a 37" high perimeter parapet, punctuated by extensions of the brick masonry piers that are topped by pound-sign-like ("#") marks, the building's only decorative feature. The character-defining features of the building include its structure, construction methods, materials, and decorative and other features, such as the industrial steel sash that dominates its appearance. It has a brick masonry frame with infill panels of structural clay tile. The roof is built-up, and the foundation is concrete. Windows on the second and third floors are steel-frame industrial sash. They typically consist of three panels of twelve lights each, separated by wider mullions, with a pivoting central upper panel, or three panels of 12-15-12 lights, with a pivoting central upper panel. The banks of windows are separated by brick masonry pilasters in a running bond pattern. The spandrel panels are parged and the bulkheads at the base of the storefront windows are painted. The storefront bays along the street are composed of three-light display windows with wood frames topped by eight-light transom windows in molded wood frames (the main windows are now boarded up). A blade sign at the northwest corner of the building spells out "Gordon's Fireplace Shop-Home Furnishings." The approximately 23,325 square foot building is largely vacant at this time, with the exception of stairs to the upper floors and a restroom on each floor. The second addition at the east end of the building was removed between 30 and 40 years ago. Major changes to the building itself include the removal of the steel sash and its replacement with retail storefront windows at the ground level in 1924 and the infilling of some windows at the south façade above the railroad spur. The building has good integrity and is in poor condition.

Narrative Description

LOCATION AND SETTING

The OK Jeffery Aircraft Factory building is located in the southeast quadrant of the intersection of NE Broadway and NE 33rd Avenue in Northeast Portland. The Banfield Expressway (US Route 30 and Interstate 84 East) and railroad tracks bound the site on the south side, which falls away rapidly to the tracks that in turn pass under NE 33rd Avenue. NE 33rd Avenue becomes elevated at the southwest corner of the building and crosses over the railroad tracks and seven lanes of freeway and ramps. About three blocks south of the freeway is the intersection of NE 33rd and Sandy Boulevard, a major arterial that extends southwest to northeast through the neighborhood. The freeway makes a sharp curve just south of Broadway, in an area known historically as Sullivan's Gulch, before continuing west toward downtown Portland.¹ Most of the streets and blocks in the neighborhood form a grid pattern, with the exception of the Laurelhurst neighborhood to the south, which has a curvilinear street pattern.

To the north of the building is the Grant Park neighborhood; further north is the Alameda neighborhood. To the west is Sullivan's Gulch and to the east is the Hollywood neighborhood. Commercial uses predominate on Sandy Boulevard and Broadway, including commercial uses in residential buildings. North of Broadway, beyond the commercial strip, residential uses dominate. Two schools are located along NE 33rd here, the Beverly Cleary School, which is visible from the site, and the President Ulysses S. Grant High School. To the

¹ See Figures 33 and 34.

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immediate west of the subject building is a new apartment complex of six buildings. Southwest of this complex is a large Fred Meyer department store surrounded by parking. To the immediate northwest is a small, free-standing bank surrounded by parking. To the immediate north is a gas station on a relatively large lot. To the immediate east is a narrow surface parking lot formerly occupied by an addition to the subject building. Beyond that are three one-story, older commercial/industrial buildings.

EXTERIOR DESCRIPTION

Front (north) façade

The front façade of the building is located immediately in back of the public sidewalk along NE Broadway. It is composed of seven bays separated by eight pilasters. The building extends to the east pilaster. This façade consists of industrial sash windows filling the expanse between each pilaster on the second and third floors. The first floor windows, in place since 1924, consist of newer wood-frame storefront windows, which typically consist of three panes of plate glass topped by eight transom windows in each bay. The easternmost bay displays a newer insert consisting of a set of double, multi-light French doors on the left (east); a tall, narrow, multi-light window in the center; and a flush metal door with a light in the upper portion on the right, which accesses a stair. Above this door is a nine-light window extending to the bottom of the spandrel panel. Above the French door is an infill panel with twelve panels. None of this is visible now because it is boarded up and tagged (painted over). The next bay to the west has a wood door with one panel below and a single light above. Like the other bays, it is boarded up and tagged. On the far west end of this façade is the (not original) entry, which is composed of a nearly centered recessed entry with canted sidewalls and display glass above the bulkhead. The door is a wood paneled door with a tall light in the upper portion with a mail slot just below the window. Above the door is a single-light transom window. The threshold is tiled in small tiles with a border around the perimeter. To the right of the door, on the westerly pilaster, is a brass plaque that reads, "Gordon's Fireplace Shop, Home Décor." The top of the pilasters are finished with the pound-sign-like ("#") detail mentioned earlier. There are no other features on this façade.

West side façade

The west façade of the building is located immediately in back of the public sidewalk. At the ground floor it is composed of four bays, three with (not original) two-light plate glass windows in wood frames, with eight-light transom windows above. The fourth bay, on the south side, has no openings and is narrower than the other bays. The only other feature at the ground level here is a four-or-five panel wood door on the north side of the bay. The second and third levels feature similar multi-light, steel-sash windows as seen on the north façade. The pilasters are topped with the same pound-sign-like feature seen on the north façade.

Rear (south) façade

The south façade overlooks a steep embankment that falls away to the railroad tracks and the raised portion of an onramp to I-84. The embankment is covered with thick brush and some trees and is bisected by a path that winds down to the spur track. The spur track is separated from the double railroad track by a gravel/dirt roadway and a grassy strip. The railroad tracks, which were historically railroad tracks as well, now serve the light rail line. As a result, they are well maintained. A catenary line over the tracks serves the light rail line.² The onramp to the freeway is supported by a solid concrete wall and partially by concrete columns. To the southwest is the support structure for the NE 33rd Avenue overpass.

The south façade is curved, which creates a broader footprint on the west side of the building and a narrower footprint on the east. The subject building consists of seven bays here. The third bay from the left (west) contains the stair tower for the building, which projects above the roof by an additional floor. This appears to be a combination of solid brick masonry between the brick piers, and the same structure as seen elsewhere on the building; that is, parged structural clay tiles. The 43" wide piers that typify the rest of the building narrow to half that width on either side of the stair tower. A twelve-light, steel-frame, industrial sash window is centered here on the third floor. The remaining bays are solid at the ground floor and display steel-frame

² See photo 17.

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industrial sash windows that extend between the concrete masonry piers or pilasters elsewhere, with two bays to the west and three to the east. The easternmost bay here is solid but for a steel sash window at the second level, three lights high and eight across, separated by a wider mullion. This nearly solid bay is composed of structural clay tile framed by masonry piers. At the ground floor level is a recessed, solid door with a ramp (likely wood) to the ground. Centered on the stair bay, at the parapet, is a large, internally lit sign that spells out Gordon's Fireplace Shop. In the second bay at the ground floor is a smaller window opening whose frames are broken. There are no other features on this façade. At least half of the glass panes in the windows on this façade are broken.

East side façade

Historically, by the end of 1918 there was a one-story gabled roof, wood-frame addition to the east of the subject building covering what is today a surface parking lot.³ It rose to one-and-a-half stories with a small protrusion on the west side, adjacent to the main building. It appears to have been open under the roof, with an approximately six-foot wall along the street. By 1923 this building had been replaced with a new addition that was closer in height and appearance to the subject building. This building was three stories, but with a different floor-to-ceiling ratio, such that the three stories extended to the equivalent two stories on the main building. An effort was made to make this addition more usable and in keeping in appearance with the subject building. It was embellished by the same pound-sign-like motif seen on the rest of the building at the top of the pilasters and piers along the wall. The flat roof of the addition appeared to be accessible from the third floor of the main building. This addition was removed in the mid-1980s.

Structural system

The structural system of the building is largely identical from floor to floor. On the interior it consists of two rows of approximately 7" by 7" or 9" by 9" wood posts that run parallel to the straight portion of the exterior wall, which is along Broadway. They are fastened to longitudinal girders with steel plates. Joists are fastened to the girders and exterior wall with joist hangers. Exterior walls consist of brick masonry frame infilled with panels of structural clay tile.

Basement

A small basement (992 square feet) that originally held the boiler for the building is located in the southwest corner of the building. This has not been used for many years and will be closed off in the future.

INTERIOR DESCRIPTION

At this time the building has a largely open floor, not including one set of stairs on each floor, a restroom, and a few enclosed hallways. Interior partitions that were used by the previous business to separate showroom and storage areas have been removed.

First floor

The main entry to the building is in the northwest corner facing Broadway. It is not original but research did not reveal a date for its construction. The threshold on the exterior, within the canted portion, is finished in a field of small tiles with a perimeter border. The plate glass windows on the west façade are boarded up; the transom windows are still visible above. Straight ahead, in the southwest corner, is a frame enclosure that contains the stairway to the second level, which consists of three flights and two landings. Above the door that leads to the stair enclosure are the remnants of a mezzanine, with a turned balustrade, that once overlooked the stairway. It is now partially enclosed with sheet rock. To the right (west) of this enclosure is a raised entry to what was originally a restroom; this is now inaccessible. Continuing in a counterclockwise fashion, the south wall displays the original industrial steel sash, but this has been enclosed from the exterior with structural clay tile and concrete masonry units (CMU). A door exists in the far east bay.

³ See Figure 22.

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In the northeast corner is a stair to the second level within an enclosure, an exit to the exterior, and a small restroom. On the end wall is what was once an entrance to the freight elevator housing on the north side and a roll-up metal door on the south side (not in use). Most of the north façade of the building consists of plate glass windows that have been boarded up. The transom windows above are still visible. The structural system is as noted above. The footings for the posts are being repaired at this time.

Second floor

The second floor is entered via the stair in the southwest corner of the building. At the top is a triangular landing enclosed with a picket fence. The door at the top of the stairs leads to a short east-west hallway. Adjacent to the enclosed stair is a restroom in the far southwest corner of the building. Turning left, the hall leads to a door to the main floor. To the north of the hall a second stairwell enclosure continues. On the far north end is a door, from which is visible the mezzanine railing behind the sheet rock that clads the enclosure. This is the mezzanine visible from the first floor, and from which the stair has been removed. This was originally the more formal stair to the first floor. This floor is otherwise largely open. The original windows are in place; the exterior window walls are not boarded up. On the east end of the building is the stair tower enclosure on the north side and an opening leading to the rear of the building on the south side. On the rear wall is the door to what was the freight elevator on the north side. And on the south side is a large opening that is now enclosed with structural clay tiles. Between the enclosed stair tower and the elevator entrance door is a short north-south hall that terminates in a multi-light window. Wood flooring consists of a combination of narrow and wider boards. At least half of the windows on the south façade are broken, whereas the windows on the north façade are mostly intact. There are no other features on this floor.

Third floor

The third floor is entered via the stair in the southwest corner of the building. A flush metal door from the enclosed stairwell opens directly onto this floor. A 20-light industrial sash window is located on the south wall adjacent to this door. Behind the stair is a bathroom that is entered via a five-panel door and includes a 20-light window on the south wall. This floor is otherwise open. At about the center of the floor is a temporary stair leading to the building roof. In the northeast corner is an enclosed stairway. On the far east wall are doors leading to what was the freight elevator in the adjacent building, now permanently sealed. The perimeter windows here are uncovered. As on other floors, about half of the windows on the south wall are broken, while windows on the north wall tend to be more intact. Unlike the other floors, the solid central bay on the south wall displays a twelve-light industrial sash window. The bottom four panes are fixed, while the eight upper panes pivot out from the center of this panel. There are no other features on this floor. Wood flooring with narrow boards is placed both in diagonal and rectilinear patterns. The structural system of posts and beams is similar to that seen on the other floors.

Roof

The roof includes the stair tower enclosure projecting from the south façade within the third bay to the east. Also on the roof is a metal platform mounted in the center toward the east end. This is equipment remaining from a telecommunications company that previously occupied the building. The roof has a perimeter parapet that is 37" high on the interior with an aluminum coping covering a slanted surface. The stair enclosure has a door on the north façade. Small windows are located on the east and west facades of this enclosure, which is constructed of brick masonry with structural clay tile infill, as seen on most other parts of the building. Some reinforcing boards are fastened to the structure. It has a flat roof with a metal coping. On the interior, a wood platform sits on the roof, serving as flooring. The stair is parallel to the north wall of the enclosure.

CHANGES OVER TIME

1917-1918. The building permit for the OK Jeffery building was taken out in January 1917 and the building was completed in August 1917. The January 1917 building permit for the structure is available, providing a complete narrative of the plan for the building when permitted and constructed. A February 15, 1917 description compares the design of the footing to the plans for the overall design of the building. The permits

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describe the structural system of the building in detail, as well as the materials used. The building was reported to be nearly finished on August 20, 1917. The cost of construction was \$30,000.

An early photo (n.d.) shows that in contrast to today, there were floor-to-ceiling industrial sash windows at the ground floor level of the building, above the railroad spur on the south side and along NE 33rd Avenue on the west side. A roll-up door was located above the tracks at the location of the stair tower and the fifth bay from the west at the ground floor was solid. The gabled addition to the east was still in place. The small steel-sash window at the third level in the stair tower was in place, as it is today. Historic photos/illustrations from circa 1918 show that the interiors could accommodate enough clear space to manufacture the plane wings shown in the illustration. The illustration portrayed the second or third floor, judging by the height of the windows.⁴

The Aircraft Factory has seen a number of alterations since it was constructed in 1917; however, the property retains sufficient integrity for a Criterion A nomination. The primary character-defining features of the building are its steel sash windows, the smooth plane of the building itself, and the brick pilasters with the pound-sign-like feature at the top. The pilasters will remain in place and the steel sash windows, which are in very poor condition, will be replaced in kind. Thus, the main building features will continue to be apparent on the building facades.

Summaries of changes over time are as follows.⁵

- On September 17, 1918 a new permit was taken out for a gabled wood-working shed to the east of the subject property (no longer extant). This shed was replaced with a three-story, flat-roofed building in 1923. The latter building was removed sometime between 1981 and 1990 and replaced with a surface parking lot. The freight elevator that was part of this addition was retained until 2021 to facilitate the building renovation. It is now removed.
- On June 14, 1919 Pacific Phonograph took out a permit valued at \$1,500.00, presumably to remodel the space to serve their needs. In 1924, Beaver State Furniture Manufacturing Company (the same company with a new name) was using the whole site (both east and west lots) as a factory and for storage, with the exception of a small office in the northwest corner of the subject building. It is not known what interior alterations were made to the building in 1919 but since the building was historically a wood working factory, with equipment being presumably its primary interior furnishings, it can be surmised that the new use as a furniture manufacturing building was similar.
- In 1927 the freight elevator was removed from the middle of the south side of the building and a wood-frame elevator addition (no longer extant) was built on the east side.
- In 1928 (another account notes 1924), the original ground-floor steel sash windows on the north and west elevations were replaced with traditional wood storefront windows. At the time of the change to storefronts, the primary entry was reoriented from the third bay from the west on the north façade to the westernmost bay at the corner of NE Broadway & NE 33rd. Partitions, stairs, and doors were altered at this time as well. This may indicate an early use as something other than manufacturing space. The glazing and mullions below the transoms were subsequently replaced again at a later date; additional storefront windows were added in place of two steel-sash windows on NE 33rd Avenue in 1953. The awnings that were in place until about 2018 were installed in 1956 by Art Erickson Furniture Company. While the storefront windows are additions to the building, these changes are over 50 years old today and can be considered historic in themselves, marking the building's transition from manufacturing to including at least some showroom space.

⁴ See Figures 22 and 23.

⁵ Information on the alterations is taken from City of Portland building permit records; historic photographs; historic aerial photos; and Sanborn Fire Insurance maps.

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- Windows were removed from the ground floor of the south elevation and infilled. Windows in other bays on this elevation were also possibly removed and infilled (n.d.). The opening that connected to the railroad spur line was infilled. These windows on the ground floor south elevation were the building's least visible windows, located as they were above the railroad tracks and the freeway. Their removal did not affect the overall usual impact of the walls of industrial sash that remain on the second and third floors.
- An egress door from the eastern stairwell was added on the north façade on the east end (n.d.). The door is modern.
- Double French doors were added to the easternmost bay on the north façade, which appeared to have already been altered with infill panels (n.d.). It is not a character-defining feature and will be re-designed when the building is rehabilitated.
- Much of the red brick on the exterior was painted. Later, paint was removed from the ground-floor level of the pilasters by sandblasting (n.d.). Future treatment of the painted surfaces will meet the Secretary of Interior's Standards for Rehabilitation.
- In 1950 the west side of the site (the subject property) was occupied by a business doing fixture manufacturing on the first floor and wood working on the second and third floors. The east side of the site was a machinery warehouse.⁶ In 1953 two storefront windows were added on the west façade in the sales area, indicating that there may have been showrooms in the building by that time. In 1957, Ben Tarlow of Tarlow's Furniture Company occupied the building. They continued as tenants/owners until at least 1972. They removed an illegal balcony and some interior partitions.⁷ In 1963, some short partition walls were added to the first and second floors. In 1972, eight model showrooms were created by short partition walls. As has been seen, interior partition walls in the building were added as needed for the building's uses and had a temporary air, judging by permit records and photographs from 2018, when the ground floor was used as showroom space and upper levels for storage. Their removal, which occurred in 2020, does not have an impact on the building, as it had historically been used for manufacturing and later as display and storage space.
- Photographs from 2018 show that interior partitions existed at that time that created showroom areas, storage areas, and support spaces. As-built drawings created in 2017 show the interior partitions as they existed at that time, which very likely matched the interior spaces photographed in 2018. Interior spaces in 2017 included a 4,915 square foot showroom, a display area, and 3,154 square feet of storage on the ground floor. Both the second and third floors contained 7,628 square feet of storage. Today the building is largely vacant. This does not affect its integrity, as interior spaces over time appeared to be temporary in nature.

Summary. In the early days of the building, from 1917 on, the building was occupied by machinery used for wood working and manufacturing purposes requiring open spaces. In 1950 it was still a manufacturing facility. Beginning in 1953, the addition of tenant improvements indicate that about that time the building was also used for retail space. Interior partitions and other amenities were added and changed over time. By the time of Gordon's Fireplace Shop and Home Furnishings' tenure, the ground floor was used for retail purposes, with a finished ceiling, an improved stair, partial-height interior partitions, and carpeting. The upper floors were used for storage but also displayed partial height partitions to separate spaces.⁸ In summary, the building was used for manufacturing until about the mid-twentieth century. After that time, it was also used for sales on the ground floor, storage on the upper floors, and possibly as showrooms on the upper floors as well. All these uses employed temporary partitions that could be and were moved as they served the tenant's needs. Today

⁶ See Figure 36.

⁷ Source: permit records.

⁸ Engeman, 2018:6.

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the building exterior still retains its industrial appearance, despite some changes to ground floor windows over time.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Industry

Period of Significance

1917-1918

Significant Dates

August 1917 – construction complete
November 1918 – end of World War I

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

The Oregon Home Builders (Builder)

Period of Significance (justification)

The O. K. Jeffery Aircraft Factory was constructed between January and August 1917. The company began manufacturing plane parts for World War I aircraft in the building in the summer of 1917. By the end of the war in November 1918, the O. K. Jeffery Aircraft Company ceased operation in the building.

Criteria Considerations (explanation, if necessary) NA

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The O.K. Jeffery Aircraft Factory is eligible for listing in the National Register under Criterion A, in the area of industry, as the first and only factory of its type in Portland, representing the beginning of the aircraft industry in the city. Its Period of Significance is 1917, when the building was constructed, to 1918, when this use was discontinued at the end of World War I. It is significant at the local level. The production of spruce airplane parts became critical to the United States and their European allies in the fight against the Germans in World War I. As a result, the stands of old growth Sitka spruce, which were primarily located in Oregon and Washington states, were critical to the war effort. Spruce logs previously had been sent to the east coast where they were fashioned into the needed parts and where planes were assembled and engines added. O.K. Jeffery successfully argued to government contractors that, because of the wastage involved in developing the logs into the needed plane beams, struts, webs and engine beds, the U.S. government would save money if the plane parts were made close to the source of the wood. The new O.K. Jeffery building was quickly converted to this purpose and production began.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

THE PACIFIC NORTHWEST AND SPRUCE AIRCRAFT PRODUCTION IN WORLD WAR I

The Use of Aircraft in World War I

The final year of World War I saw an explosion in aircraft use. In 1917, the race for air supremacy was believed to be a critical factor in winning the war. Aircraft was considered “the eyes of the army,” where battles and artillery fire depended on exact information concerning the enemy’s strength, movements, and fortifications.⁹ Combat planes, pursuit planes, and bombers became necessary to maintain control of the fighting on the ground.¹⁰

After sitting out much of the early part of the war, the United States finally entered the conflict on April 6, 1917. Tied down by patent litigation during the previous decade and a non-committal government, aviation development in the United States was stymied leading up to the war. The U.S. did not produce any aircraft of its own design for use at the front during the war, instead only building planes to train aviators before sending them overseas. Nevertheless, the war served as an impetus for the nascent industry and gave several aircraft companies their start. On July 24, 1917, Woodrow Wilson signed legislation earmarking \$640 million for expenditure on U.S. military aviation. This was the largest amount of money ever appropriated for a single purpose by Congress up until that time. It would allow for the construction of 22,000 airplanes.¹¹

Most U.S. wartime production revolved around the manufacture of training DH-4 aircraft and aircraft engines. During peak production late in 1918, the U.S. aircraft industry employed more than 200,000 people. Before beginning mass production, the U.S. government decided it would focus its efforts on producing a single aircraft of European design. They selected the British DH-4, designed by Geoffrey de Havilland, because the British government granted free use of its license for the aircraft. The largest contracts for manufacturing the DH-4 went to Dayton-Wright in Dayton, Ohio; Glenn L. Curtiss in Buffalo, New York; Fisher Body in Detroit, Michigan, and Standard Aero in New York. Despite their best efforts, compared to the total number of aircraft used in the war, the number of DH-4s produced in the U.S. and shipped to Europe was small. Most U.S. troops in Europe flew French-made aircraft.¹²

⁹ “O. K. Jeffery Plant is Busy Turning Out Beams for Airplanes,” May 28, 1918:9.

¹⁰ “The Spruce Production Division,” *Fort Vancouver National Historic Site*, <https://www.nps.gov/articles/spruceproductiondivision.htm>, Accessed September 2020.

¹¹ Jessica Engeman, *O.K. Jeffery Airplane Factor National Register of Historic Places Registration Form (Draft)*, January 26, 2018:8.

¹² Engeman, 2018:8.

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The Importance of Spruce

By the time the war had broken out in Europe, the nations involved in the conflict all knew the best materials for airplane manufacturing. Germany, with access to plenty of Norway spruce in its northern reaches, was in the best shape. Little spruce grows in France, and even less is found in Britain. At the outset of the war, prices for clear spruce, referred to as “aviation grade” spruce, took a marked increase. The British and French were buying the wood and shipping it overseas to be turned into airplanes. As a result, even before the U.S. entered the war, at least one out of three Allied aircraft could trace their origins back to the Pacific Northwest.¹³

The Pacific Northwest was the primary supplier of wood for aircraft frames to Great Britain, France, and Italy beginning in 1916.¹⁴ After experimenting with different species, early aviators quickly learned there was one type of wood that was superior: old-growth Sitka spruce. Sitka spruce is a conifer that grows along the coastal rivers of northern California, Oregon, Washington, British Columbia, and Alaska. The largest, thickest stands of the largest Sitka spruce were found in Washington’s Clallam County, and Oregon’s Lincoln County.¹⁵ It was estimated that there was 60 billion feet of spruce available in Oregon alone.¹⁶

Spruce was considered the best aircraft material at the time because it was light, strong, rigid, resilient, available in long dimensions, and had tough fibers that would not splinter or shatter when struck with bullets. Sitka spruce trees can grow to over 250 feet tall, with trunks over 12 feet in diameter. The ideal timber for plane-building was 40 feet in length, at least six inches wide, and two inches thick. Wood for planes was required be free from knots, pitch pockets, and other defects. It was required to have an absolutely straight grain and grow not more rapidly than six annual rings to the inch. A single wave or curve in the grain would disqualify it. Even the best logs typically yielded only a portion near the outside with acceptable material. So rigid was government inspection into the quality of the wood that to get the 167 feet of board needed to construct an airplane, at least 1000 feet of board had to be cut. This wood went through rigorous government testing and had to be able to withstand 1500 pound of dead pressure.¹⁷

The Spruce Production Division

In 1917, the Pacific Northwest was the national center of the lumber industry and its forests were thick with aviation-grade spruce.¹⁸ There was always far more demand than supply though, and spruce production did not rise quickly in response. When the U.S. stepped into the conflict, the government decided it was time to make a more serious effort to get the wood into production. In May 1917, the War Department sent Colonel Brice Disque of the U.S. Signal Corps to study how production might be boosted. At that time there was significant timber harvesting-related labor unrest in the Pacific Northwest. In the summer of 1917, loggers and lumbermen who were members of the most powerful unions in the region—the Industrial Workers of the World and the American Federation of Labor—went on strike, halting much of the logging in regional forests. Labor conditions were deplorable, and the striking workers wanted an eight-hour workday, better pay, and improved working/living conditions. The timber companies rejected the strikers’ demands.¹⁹

In addition to labor unrest, the logging of spruce was additionally hampered by the fact that spruce trees did not grow in stands, but were scattered among other trees and vegetation.²⁰ There were no trails, roads or railroads in place to access the trees in the rugged landscape of the Pacific Northwest. So it was necessary to build railroad tracks to log the trees.²¹

¹³ Ibid.

¹⁴ Williams, 1999:3.

¹⁵ Ibid.

¹⁶ “Allen, E.T., *The Oregonian*, “No Substitute for Spruce is Found,” January 1, 1918:5.

¹⁷ “Oregon Spruce to Be Big Factor in Winning War,” *The Oregonian*, January 1, 1918:5.

¹⁸ Williams, 1999.

¹⁹ Ibid. By the end of the war, improvements that the military had made to the logging camps during war approximated what the unions had been asking for before the war.

²⁰ Allen, 1918:5.

²¹ “Northwest Gives Eyes With Which Allies Are Able to See to Fight,” *The Oregon Daily Journal*, June 5, 1918:5.

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To ensure that lumber would continue to be available for war-related industries, Disque recommended that the government take over the spruce supply and station soldiers in the woods. The War Department promptly formed the Aircraft Production Board, which began acquiring as much spruce-bearing timberland as possible. Timberland owners were called upon to fell qualifying Sitka spruce trees and sell them to the government as an act of patriotism.²² Howard E. Coffin, chairman of the Aircraft Production Board in Washington D.C., wrote: “Both now and for the duration of the war, the men who wield an ax in the production of aircraft spruce will be rendering a service far in advance of the wielding of a gun, even in the front trenches in France. You cannot too strongly preach this doctrine.”²³

Disque’s plan was announced in November 1917 and went into effect 90 days later in February 1918.²⁴ Certain companies, including the O. K. Jeffery Aircraft Company, immediately turned their resources over to the government.

The army further established the federal Loyal Legion of Loggers and Lumbermen (4L)—a government-created union of loggers and sawmill owners formed to counteract widespread labor strikes by workers in the industry.²⁵ It was required that all Spruce Production Division (SPD) soldiers and civilian workers at the logging camps belong to this organization.²⁶ In 1918, prior to the end of World War I on November 11th, almost 30,000 U.S. soldiers were assigned to the SPD as part of the 4L.²⁷ The soldiers were charged with cutting Sitka spruce for airplanes, Douglas fir for ships, protecting sawmills from sabotage, and fighting forest fires.²⁸

Most of the men stationed at the nineteen SPD camps in Oregon worked in the forests to cut Sitka spruce and Douglas fir, built railroad lines and bridges, and constructed roads. There were no highways along the coast or over the Coast Range and the Spruce Production Division proposed building railroads to serve isolated harvesting areas. The railroad construction program called for the completion of 13 railroads in Washington and Oregon, with 173 miles of main line and 181 miles of tributary lines. In the summer of 1918, many SPD soldiers built roads that could transport the long spruce logs to sawmills at Yaquina in Oregon and at Port Angeles and the Vancouver Barracks in Washington. From there, the processed logs were sent off to aircraft factories that built planes for the government.²⁹

During the fifteen months that the SPD existed, soldiers contributed 53,718,591 board feet of high-quality, aircraft-grade lumber (total production was 143,008,961 board feet). With the end of World War I, construction of the spruce railroads halted and SPD workers stopped felling trees the day after the armistice. The soldiers were sent to Vancouver Barracks for discharge, and equipment and machinery were removed from logging sites for later sale.³⁰

The Pacific Northwest set a superlative record for its contribution to the war effort. From 1917 to 1918 lumber from the Northwest was used to build 16,952 U.S. Army training planes, 4,881 French plans, 258 British planes, and 59 Italian planes.³¹

O.K. JEFFERY AND THE OREGON HOME BUILDERS

The Oregon Home Builders

Before his stint manufacturing spruce plane parts for the war effort, O.K. Jeffery was president of The Oregon Home Builders, a company he founded in 1912. This company was indirectly responsible for Jeffery’s ascent

²² O.K. Jeffery, “Building the Cavalry of the Air,” *Loyal Legion of Loggers and Lumberman*, Vol. 1, 1918:3.

²³ “Allen, 1918:5.

²⁴ “U.S. Airplane Stock Forces Organize,” *The Timberman*, November 1917:92.

²⁵ “The Spruce Production Division.”

²⁶ *Ibid.*

²⁷ *Ibid.*

²⁸ *Ibid.*

²⁹ *Ibid.*

³⁰ Engeman, 2018:10.

³¹ “The Spruce Production Division.”

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into the airplane parts manufacturing business and subsequent involvement in several ventures in the nascent aircraft/airline industry on the West Coast.

The Oregon Home Builders was authorized in 1912 with capital stock of \$250,000.00. One hundred thousand shares were offered at 25 cents per share. The stated purpose of the organization was to purchase, develop, improve, and subdivide real estate; to finance and build homes on its own tracts or for others; and to engage in the real estate, home building, and construction business.³² In essence, the company was financing prospective home owners. They also had a plan development service. The Oregon Home Builders would buy a lot and build a house to order, and then rent the property back to the applicant, in a rent-to-own arrangement. They also engaged in land speculation, particularly as time went on.

Jeffery founded the company on a model created in Los Angeles by the Los Angeles Investment Company in 1895, in which shares were sold to finance the company, which provided financing for working and middle class workers who might otherwise be unable to rent or buy a new house. Portland's real estate market was very active at this time, particularly on the east side in neighborhoods like Laurelhurst and Irvington. The methodology was described as follows in a 1913 article published in the *Oregon Daily Journal*:

*The plan of operation is very simple. Acreage is purchased along the lines of the city's growth, subdivided into lots and streets cut through, improvements installed, and upon each alternative lot a modern up to date artistic bungalow is built. These in turn are sold on very easy terms and as fast as sold, more bungalows are built and so the progress of development continues indefinitely, just so long as the city continues to growth.*³³

The company claimed that they could eliminate the middleman and thus make a profit for its investors and allow more people to purchase their own home. The middlemen that were eliminated, according to a September 22, 1912 statement published by the company, could include the land owner, the subdivider, the real estate brochure, contractor, builder and architect, the bank, and the real estate broker.³⁴ The prospective home owner could also buy their home through purchasing shares. The company expected the value of its stock to increase exponentially, based in part on making a profit for its investors and in part on providing a quality product in the form of modern homes.

The company published an illustrated booklet on how investors could make a profit by investing in the company. They also published a monthly newspaper in 1913 called, "The Key to Success." They purchased a number of building lots in Astoria in 1914.³⁵ They also began investing in large properties in Portland in 1915. On July 16, 1915 the *Oregon Daily Journal* reported that the company had just purchased 62 large city lots in the Alameda neighborhood, which followed on another large purchase of land valued at \$800,000.00.³⁶ The Oregon Home Builders advertised its products extensively in 1916 and 1917, with numerous newspaper campaigns and classified ads in the local papers.

The New Home of the Oregon Home Builders

In 1914 the company built 45 houses in Portland and by the beginning of 1915 had 17 under construction. Their booming business necessitated a warehouse to store construction tools, equipment, and building materials. At their annual meeting in January 1915 stockholders voted to construct a one-and-a-half story, wood-frame building (they had previously rented the building at 3446 NE Broadway for storage). "The site at NE 33rd and Broadway was selected because of the proximity to their work on the eastside of the [Willamette] river, with much of their home-building occurring in northeast Portland. The adjacency to the Oregon-Washington Railroad & Navigation Company's railroad tracks in Sullivan's Gulch was also highly desirable for

³² "The Oregon Home Builders," (advertisement), *The Oregon Daily Journal*, September 22, 1912:55.

³³ "Modern Methods Conquer," *Oregon Daily Journal*, February 9, 1913:19.

³⁴ "The Oregon Home Builders."

³⁵ "Portland Company Invests in Astoria," *The Oregon Daily Journal*, April 26, 1914:14.

³⁶ "Home Units Planned," *Oregon Daily Journal*, July 16, 1915:3.

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receiving building materials.”³⁷ “The company officers say they expect to erect one home a day during 1915 and that they have equipment to accomplish the trick.”³⁸

In December 1916, the Oregon Home Builders moved forward with replacing their original wood-frame building with a three-story masonry building that would serve as a warehouse and a planing mill. This would give them a facility to produce the interior woodwork for their home building as well as some furniture.³⁹ As late as December 31, 1916, *The Oregonian* announced that the new three-story warehouse would house a wood-working concern.⁴⁰ Construction of the building began in January, 1917. By January 5th, excavations for the footings had begun and by August 1917 the building was substantially complete.

Soon, however, the business model and use changed. An August 1, 1917 feature in *The Morning Oregonian* was entitled, “Plane Plant Opens, Spruce Parts for Army Fliers, To be Made in Portland, O.K. Jeffery is Head.” The article announced that the new three-story building was built to manufacture planes, that the business would be known as the O.K. Jeffery Company and that Jeffery, who was also president of the Oregon Home Builders’ Association, would be its president, general manager, and board of directors.⁴¹

Early History of the Property

The O. K. Jeffery Aircraft Factory was owned and built by the Oregon Home Builders in 1917, of which Jeffery was the president. Before Oregon Home Builder’s ownership, the property was undeveloped, and the area as a whole was only sparsely developed. The entirety of the property between NE 33rd Avenue and what would be an extension of NE 35th Avenue, and south of NE Broadway to the railroad tracks was Rullman’s Addition, which consisted of ten lots.⁴² C.B. Woodworth and wife sold all of Rullman’s Addition to M. Lombard in 1910.⁴³ Lombard and his wife sold lots 7, 8, 9 and 10 to Anna May Masson in 1912.⁴⁴ O.K. Jeffery would eventually develop lots 1 through 6. The building that was on lots 4 through 6, which was an addition to the primary O.K. Jeffery building, was demolished sometime between 1981 and 1990.⁴⁵ The subject building occupies lots 1 through 3.

Thomas Prince’s Sponsorship of Oregon Home Builders

O.K. Jeffery found a benefactor in former businessman Thomas Prince.⁴⁶ O.K. Jeffery met Thomas Prince socially. Prince, a wealthy industrialist from Massachusetts, had settled in Dundee, Oregon and owned the largest walnut orchard in the United States, according to one article. He was also an early developer of the prune dryer and grew prune/plum trees on his property. Jeffery convinced Prince to serve on the Oregon Home Builders board and invest in the fledgling company.⁴⁷

The Oregon Home Builders built a home for Thomas Prince in 1916. This was the second showcase home to be built by the company, valued at \$25,000 when the building permit was issued. While the Oregon Home Builders had constructed half a dozen homes in the Olmsted Park Addition, within this addition, “. . . the Thomas Prince House is clearly superior in scope, quality of finish work and as an example of period architecture.”⁴⁸ Prince bought the house in March, 1917. This was not the first collaboration between the

³⁷ Engeman, 2018:10.

³⁸ “\$35,000 Warehouse Proposed,” *The Sunday Oregonian*, January 17, 1915:8.

³⁹ Ibid.

⁴⁰ “\$30,000 Factory to Rise,” *The Sunday Oregonian*, December 31, 1916:5.

⁴¹ “Plane Plant Opens,” *The Morning Oregonian*, August 1, 1917:4.

⁴² “Township 1N, Range 1E, Laurel Hurst, Willamette River,” *Multnomah County 1944*. Metzker Maps, 1944

⁴³ “Real Estate Transfers,” *Oregon Daily Journal*, September 18, 1910:31.

⁴⁴ “Real Estate Transfers,” *Oregon Daily Journal*, August 15, 1912:16.

⁴⁵ “3300 NE Broadway, Portland, Oregon,” *Historic Aerials by Netronline*, <https://www.historicaerials.com/viewer>, Accessed August 2020.

⁴⁶ OK Jeffery was consistently able to find partners to help fund his enterprises. The “partner” significant to this nomination of the OK Jeffery Aircraft Factory was the United States government, who took over spruce airplane parts production during World War I.

⁴⁷ Doug Decker, “Oregon Home Builders Company: The rest of the story,” *Alameda Old House History*.

<https://alamedahistory.org/category/national-register-properties/>, Accessed August 2020.

⁴⁸ Ted R. Schneider, “Prince, Thomas, House,” National Register of Historic Places Nomination form. Washington, DC: U.S. Department of the Interior, National Park Service, 1985.

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Oregon Home Builders and Prince: "Further association between Prince and the Oregon Home Builders was financial, with Prince holding an undisclosed financial interest."⁴⁹

According to Alameda historian Doug Decker, by this time Prince was 76 and was "in ill health physically and cognitively." Further investigation of the association between the Oregon Home Builders (and therefore O.K. Jeffery) was found in the transcript of a court case found by Decker regarding the guardianship of Thomas Prince.

The transcript of the guardianship case included the following. Jeffery induced Prince to "finance the construction of dwelling-houses situated upon plots in Portland, Oregon, which lots were acquired or controlled by Jeffery. The money so advanced was to be repaid upon the sale of the dwellings so constructed. The enterprise was conducted under the unincorporated firm name of Oregon Home Builders, Jeffery being the active head thereof: the dwellings did not sell readily, and from its inception, the concern lost money."

It continues:

"In May, 1917, Mr. Prince suffered a stroke of paralysis, in connection with which he was compelled to undergo a surgical operation, whereby he was confined in a hospital for several months. During that time, Jeffery acquired a track of land and while Mr. Prince was convalescing the Oregon Home Builders erected a plant thereon for the manufacture of aeroplanes; Jeffery prevailed upon Mr. Prince to advance the funds required to construct the plant and also to agree to advance the money necessary for the weekly pay-roll of those employed in the manufacture of aeroplanes, amounting to about \$1,000 per week."⁵⁰

By January 1, 1918, Mr. Prince had advanced about \$157,000 in cash to The Oregon Home Builders. In return, Jeffery conveyed nineteen or more dwelling units to Prince (at excessive prices) and the land with which they were associated, acreage in Clackamas County, and eight sales contracts for dwelling houses. "All of the properties so transferred were already encumbered. Mr. Prince was compelled to borrow large sums to meet the demands for money made by Jeffery."⁵¹ According to Decker, a relative who came from back east to help Prince, saw what was happening, and "shut down the airplane factory and established a guardian for Prince, cutting Jeffery off."

Decker describes the vision of Jeffery and The Oregon Home Builders as follows: ". . . Jeffery envisioned a multi-million-dollar company that would become a powerhouse in regional real estate, build thousands of quality homes and return big money to its stockholders."⁵² He described the last days of The Oregon Home Builders as follows: ". . . By their five-year arc from an auspicious launch with great promise, to their design and construction of durable and beautiful homes, to an embarrassing end, crashing in a mess of bankruptcy, unfulfilled promises and questionable business practices."⁵³

THE O. K. JEFFERY AIRCRAFT FACTORY – 1917-1918

The permit for the O. K. Jeffery Aircraft Factory was the first building permit to be issued in 1917. By January 5th workers were already excavating for footings for the building. Construction moved at a rapid pace and the building was substantially complete in early August 1917.⁵⁴

At this time, the plans for the use of the building had significantly shifted. Instead of woodworking for The Oregon Home Builders projects, the building was devoted to a new business venture of Jeffery's—the

⁴⁹ Schneider, 1985:Section 7, Page 2.

⁵⁰ Decker, "Oregon Home Builders Company: The rest of the story."

⁵¹ Decker, quoting from court case transcript.

⁵² Doug Decker, "Oregon Home Builders left its mark in Alameda," *AlamedaPDX*, Winter 2018:5.

⁵³ Decker, "Oregon Home Builders Company: The rest of the story."

⁵⁴ Engeman, 2018:10.

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manufacturing of airplane parts from Sitka spruce. The U.S.' entry into World War I in April 1917 led to a business opportunity that put Jeffery's personal passion for aviation into a practical application.⁵⁵

It is not known how this change in use affected The Oregon Home Builders and how Jeffery ended up securing the building for his own business use rather than The Oregon Home Builders, of which he was president. There was a strong sense of patriotism at this time and doing one's part for the war effort.⁵⁶ As discussed earlier, the Pacific Northwest had a major contributing role in war effort through the logging of Sitka spruce for airplanes. It is also true, however, that The Oregon Home Builders business was failing and Jeffery found opportunity that melded his interests in aviation with a popular and patriotic cause. It is also likely that The Oregon Home Builders was able to use the building at the same time as the aircraft factory, as one newspaper article noted that the spruce waste was "available for other uses in the factory"⁵⁷ and they would possibly have used some of the same equipment.

Locating an airplane factory in Portland was considered ideal, because the city was situated in the center of the Pacific Northwest spruce supply.⁵⁸ The government's Spruce Production Division and Colonel Disque were also headquartered in Portland.⁵⁹ Jeffery was able to capitalize on the fact that he had a new factory building with plentiful, well-lit space, he had the wood-working equipment, and the building was on a rail line. The rail line allowed easy access from the Vancouver Barracks, where the major Spruce Production Division spruce sawmill was located, and the spur line for the rail line led directly to the overhead door at the back of Jeffery's factory.⁶⁰ At the same time, his Oregon Homebuilders business was waning. This was an opportunity to be involved in the aircraft industry, something that Jeffery was very interested in.

The large wood storage area adjacent to the east side of the property and the railroad line on the south side made the building well-suited for its new use. At some point in 1917, Jeffery received government approval to manufacture the spruce airplane parts. Being thoroughly ambitious when it came to airplanes, he made a further request to the Aircraft Production Board via Oregon Senator Charles McNary to build entire airplanes for the government. The Board continued with its previous refusal to such requests coming from the Pacific Northwest, in large part because all airplane engines were being manufactured on the East Coast.⁶¹

In August 1917, the factory was turning out struts, beams, braces, engine beds, and pontoons. With 500,000 feet of spruce stored in the shed, the factory was cutting 25,000 feet of spruce daily to make these parts. Spruce lumber was first put through a dry kiln. Then the lumber went to the joiner, surfacer, rip saw, and beam machine.⁶² The spruce logs came primarily from the large mill at the Vancouver Barracks, which was called the "Cut Up Plant."⁶³ The finished products were being sold to the Curtiss Company in Buffalo, New York until the government took over spruce production.⁶⁴

The factory employed 26 workers in early 1918, including some women.⁶⁵ Jeffery had plans to grow the workforce to 100 once the mill facilities at the Vancouver Barracks received a new dry kiln, which would speed the processing and output of the timber, although this would not occur before the end of the war.⁶⁶

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid.

⁵⁸ Gerald W. Williams, "The Spruce Production Division," *Forest History Today*, Spring 1999,

⁵⁹ Ibid.

⁶⁰ See Figure 26. The rail line is still in place, as is the route of the spur line to the back of the building. See also Photo 18 of 19.

⁶¹ "Airplane Contract Asked," *The Oregonian*, April 26, 1917:2.

⁶² "O. K. Jeffery Plant is Busy Turning Out Beams for Airplanes," 1918:9.

⁶³ Williams, 1999:4.

⁶⁴ Ibid.

⁶⁵ Women began to work in atypical roles during World War I, taking the place of men who were called to war. While the precise number of women who worked for Jeffery is not known, it is known that it was not uncommon for women to work in factories. Tae H. Kim, "Where Women Worked During World War I," *Seattle General Strike Project, University of Washington*, <https://depts.washington.edu/labhist/strike/kim.shtml>, accessed April 2021.

⁶⁶ "O. K. Jeffery Plant is Busy Turning Out Beams for Airplanes," 1918:9.

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All machinery in the factory was operated by electricity, which made this a state-of-the-art facility. The conspicuous lack of roof chimneys was noted in publications about the new building. Equipment in the factory included a lathe, sander, band sawmill, joiner, mortise machine, shaper, boring mill, cut-off-saw, planers, emery wheel, drill press, blower, rip saw, and air compressor. A beam-making machine was also invented by the company. Electric with automatic operation, it worked the wood to 1/64 of an inch, necessitating the use of a magnifying glass to set the rule. In May 1918, the factory was making beams for 50 airplanes daily.⁶⁷

At least two full planes were also manufactured in the factory, even though that was not its primary purpose. One was a model hydroplane, as Jeffery had hopes of one day constructing seaplanes for the Navy.⁶⁸

When the government assumed control of spruce production in February 1918, permission was needed for the factory to continue making parts directly for the government. Almost immediately, Jeffery turned his plant over to government and received authorization to keep producing plane parts.⁶⁹ Jeffery's writings demonstrate his support for the government's approach to increasing the spruce supply.⁷⁰

Subsequent Building Uses

The O.K. Jeffery Aircraft Factory building was no longer used to manufacture spruce airplane parts after World War I, as these wartime industries were terminated immediately after armistice. The building was purchased by the Pacific Phonograph Company sometime in the summer of 1918 and the firm did minor renovations in June 1919.⁷¹ The Pacific Phonograph Company manufactured Stradivara Phonographs; they later changed their name to Beaver State Furniture when their business was enlarged to include manufacturing furniture.⁷² Beaver State Furniture made subsequent changes to the building's interior in 1923-1924. They would come to occupy most of Rullman's Addition.⁷³ The building would later house Art Erickson Furniture and Tarlow's Furniture Company, before becoming the long-time home of Gordon's Fireplace Shop. The building is currently vacant.

OLIVER KING JEFFERY

Oliver King Jeffery was born on January 9, 1888, the youngest son of a prominent Portland family. His mother, Nautilla Abigail King, was the daughter of Oregon pioneers Amos and Melinda King, who secured the Donation Land Claim west of downtown Portland in the area that now comprises Washington Park. His father, Edward J. Jeffery, was the long-time owner of a brick yard who later started a paving business.⁷⁴

Jeffery became involved in real estate in 1906 when he was 18, and started a partnership with his brother-in-law, Ivan Humason in 1908. A notice in the 1911 edition of *Who's Who in the Northwest* notes that he was also in partnership as Keasey, Humason & Jeffery at this time.⁷⁵ By November 1911, however, it was announced that the organization was breaking up and that Jeffery would proceed as O.K. Jeffery & Co.⁷⁶ In December 1912, at age 24, he became president of The Oregon Home Builders.

Jeffery Marries and Builds a House

Jeffery married Margaret Mary O'Connor in 1909 when he was 21. Through The Oregon Home Builders, they built a large home in Alameda Park (also seen as Olmsted Park) at 3303 NE Bryce Street in 1916. The property was known for its formal gardens, which included a pergola, pool and fountain, and oversized garage

⁶⁷ Engeman, 2018:11.

⁶⁸ "The Making of an Aeroplane," *Journal of Electricity*, 40(4), February 15, 1918:176-177.

⁶⁹ Ibid.

⁷⁰ Ibid.

⁷¹ City of Portland Historical Permit Cards for 3300 NE Broadway, accessed January 2018.

⁷² "Large Deal for Home Phonograph Product is Closed," *The Oregon Daily Journal*, April 21, 1920:14.

⁷³ Sanborn Fire Insurance map, 1924.

⁷⁴ Engeman, 2018:11.

⁷⁵ "Jeffery, Oliver King," *Who's Who in the Northwest*, Vol. 1, Portland, OR: Western Press Assoc., 1911:1893.

⁷⁶ *The National Real Estate Journal*, Vol. 4, November 15, 1911:248.

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and chauffeur quarters to house Jeffery's collection of automobiles. The house became one of the two homes that showcased The Oregon Home Builders talents, the other being the Thomas Prince house at 2903 NE Alameda Street.⁷⁷

Of the Jeffery house, a newspaper feature from the time stated, "The home will be massive Dutch colonial style, consisting of seven rooms in the first floor, five rooms and sleeping porches and two baths on the second floor, and one room and bath on the third floor. The full basement will be occupied by a billiard room of original design . . ." ⁷⁸ Another article noted, "Among the prominent features of this beautiful home is a Japanese breakfast room of hexagon shape finished in lacquer wood and hand painted wisteria walls, the ceiling being umbrella shape." This article makes particular note of the fact that the grounds, which are composed of three lots on a triangular-shaped parcel, were laid out by a landscape architect.

The couple separated and sold the home in January 1918, two years after its construction. Jeffery subsequently filed for divorce from his wife and an alienation of affection suit for \$100,000 against William G. Davidson, secretary-treasurer of the Spokane, Portland & Seattle Railroad, who was reportedly his wife's lover. This scandal gained widespread public attention, including a story in the *San Francisco Chronicle*.⁷⁹ Just a week later, however, by mid-March, 1918, Jeffery dropped the divorce proceedings and the lawsuit.⁸⁰ While his wife later said that Jeffery had done everything in his power to vindicate her, they never reconciled.⁸¹

Jeffery registered for the World War I draft on June 5, 1917 at age 29 and in July 1918, was at the University of Oregon military training camp. While his obituary states he was a corporal in the tank corps, he apparently did not see active duty.⁸²

The Oregon Home Builders was failing by late 1917, apparently due to being overextended, the loss of their benefactor Thomas Prince, and a slowing real estate market. The company went bankrupt in fall of 1917.⁸³ But by August 1917 the O.K. Jeffery Aircraft Factory was up and running, due to a government contract that would last 15 months, until the end of the war. This would spur Jeffery's interest in aircraft production and eventually the airline industry, which he experimented with in the 1920s.

Jeffery was heavily involved in the Multnomah Athletic club—particularly rowing and swimming—and was also an auto enthusiast. He served on the Board of Directors of the Portland Automobile Club and was active in the better roads movement in Oregon. His "1002 mile auto trip through Oregon" received great attention in 1910. He won many Rose Festival grand prize awards for his decorated automobiles and is credited for increasing the popularity of the annual June event, which continues to this day.⁸⁴

Jeffery's Transition into the Aircraft and Airline Industry

Jeffery was heavily involved in the airplane industry from at least 1917 to 1924.⁸⁵ Business and recreational flights around the West Coast and Pacific Northwest were brokered and advertised by Jeffery to promote the airplane industry. After World War I ended, he started the Pacific Air Line Company to provide Portland with airplane service. An article on the new company, published on May 28, 1919, optimistically stated that as a result of this decision, "Portland will become the industrial center of airplane activities in this section of the country and the distributing center for the northwest territory."⁸⁶ It appears, however, that this was never a viable business.⁸⁷

⁷⁷ Both are listed in the National Register of Historic Places under Criterion C, for Architecture.

⁷⁸ "Splendid Residence Begun," *Oregon Journal*, June 6, 1915.

⁷⁹ Engeman, 2018:12.

⁸⁰ "Divorce and Damage Suits Are Dismissed," *The Oregon Daily Journal*, March 12, 1918:4.

⁸¹ Engeman, 2018:12.

⁸² Engeman, 2018:11.

⁸³ Decker, "Oregon Home Builders left its mark in Alameda," 2018:5.

⁸⁴ Engeman, 2018:12.

⁸⁵ *Ibid.*

⁸⁶ "Portland is Base for New Air Line," *Oregon Daily Journal*, September 28, 1919:5.

⁸⁷ Engeman, 2018:12.

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In 1920, he was assistant manager and sales manager for the Oregon Washington & Idaho Airplane Company, whose goal was to establish a regional schedule of passenger flights. The company also operated and sold planes. An April 7, 1920 article in *The Oregon Daily Journal* noted that the company had recently sold 16 planes in Spokane and 20 in Portland.⁸⁸ On June 19, 1920 the company opened the 50-acre Lewis and Clark Field airfield by Guild's Lake, the former site of the Lewis and Clark Exposition, as Portland's first airfield. They advertised flights to Astoria and San Francisco, among other destinations. In addition to commercial flights and sightseeing tours, they had a flight school and airplane construction and repair facilities. After the opening of the Swan Island Airport in 1927, however, business fell off.⁸⁹ It was also hampered by the fact that aircraft could actually not carry that many passengers at this time.⁹⁰

He left the company a few months later to start the O. K. Jeffery Airplane Company. Under the auspices of this company he had three Avro plans, which was an English plane manufactured for the British flying corps during the war. Jeffery was the Pacific Northwest agent for sales of this plane.⁹¹ By the end of 1920 he was also planning to participate in the development of a 30-passenger plane in Los Angeles.⁹² He wrote a feature article in *Los Angeles Herald* promoting Los Angeles as the future center of airplane manufacturing, noting the practical uses of his aircraft for air mail service (this had actually been in place for a year) and commercial freight and passenger lines.⁹³

On August 19, 1921 he was one of five people that formed the Arro Plane Company of Los Angeles. The purpose of the company was to manufacture airplanes and parts. It was capitalized at \$500,000 and had board of directors based in Los Angeles and Scottsdale. Jeffery was at that time noted as the president of the company and a resident of Los Angeles.⁹⁴

He also became a local distributor for airplanes built by Curtis and Avro and a pilot. He additionally pursued airplane-related business ventures in Bend and La Grande, Oregon.⁹⁵

Sometime after 1921 Jeffery returned to Portland from Los Angeles. In 1924 he became the general manager of a company that existed only on paper called Blue J, which sought to establish a series of automobile campsites around the city.⁹⁶ This effort was apparently abandoned after the board was accused of some nefarious deal-making with the city.

One of Jeffery's last business ventures was a mortgage company, First Bond and Mortgage, which he founded in 1926. This apparently failed during the Great Depression.⁹⁷

After his divorce, Jeffery had moved in with his mother in Northwest Portland. He lived there until his death in December 1936 at age 46 from blood poisoning after cutting his finger while opening a can of vegetables.

The 1928 portraits of substantial contributors to the Portland region had this to say about Jeffery's life: "Oliver K. Jeffery is classed with the substantial business men of Portland because of his far-reaching activity in real estate, building and financial circles, but is even more widely known because of his service in behalf of the Portland Rose Festival, annually attracting thousands to the city, and his cooperation in other projects which

⁸⁸ "20 New Airplanes Arrive in Portland In Last Few Days," *The Oregon Daily Journal*, April 7, 1920:2.

⁸⁹ Mike Ryerson, Norm Gholston and Tracy J. Prince, *Portland's Slabtown*. Charleston, SC: Arcadia Publishing, 2013:77.

⁹⁰ Doug Decker, "Oliver K. Jeffery and his short-lived airplane factory," *Alameda Old House History*. <https://alamedahistory.org/?s=Jeffery&submit=Search>, Accessed May 2020.

⁹¹ "Jeffery Co. Adds 3 Avro Planes to Local Equipment," *The Oregon Daily Journal*, June 2, 1920:12.

⁹² "Build Thirty-Passenger Plane," *The Los Angeles Times*, December 26, 1920:19.

⁹³ "L.A. Urged to Secure Plane Industries," *Los Angeles Herald*, Vol. XLVI, No. 235, August 2, 1921.

⁹⁴ "Incorporations," *Southwest Builder & Contractors*, Vol. 7, August 19, 1921.

⁹⁵ Engeman, 2018:12.

⁹⁶ Decker, "Oregon Home Builders Company: The rest of the story."

⁹⁷ Decker, "Oliver K. Jeffery and his short-lived airplane factory."

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have added to Portland's beauty and culture."⁹⁸ His funeral notice credited him with being "a pioneer in the early development of the airplane industry here"⁹⁹ and his obituary also noted that he established the first airplane field here, at the former site of the Lewis & Clark Exposition by Guild Lake.¹⁰⁰

Jeffery's entrepreneurial spirit and question for adventure resulted in a number of short-lived enterprises but among his legacies are the establishment of Portland's first airfield and construction of the building that housed Portland's first aircraft manufacturing facility and its only spruce aircraft parts manufacturing facility serving the World War I war effort.¹⁰¹

⁹⁸ "Oliver K. Jeffery," *History of the Columbia River Valley from the Dalles to the Sea, Vol. III*. S.J. Clarke Publishing Company, 1928:661.

⁹⁹ Jeffery to be Buried," *Albany Democrat Herald*, December 10, 1943:3.

¹⁰⁰ "Oliver Jeffery, Native Son, Dies," *The Oregonian*, December 10, 1934 8.

¹⁰¹ "The factory, which is the pioneer industrial establishment of the kind in Portland, is working on government orders solely, the output being sent on in finished form to be assembled in eastern factories conducted by . . . the Curtiss company at Buffalo, N.Y." "O.K. Jeffery Plant is Busy Turning Out Beams for Airplanes," 1918:9.

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20 New Airplanes Arrive in Portland In Last Few Days,” April 7, 1920:2.

“\$90,000 Portland Real Estate Deal Just Consummated,” July 16, 1915:3.

“Divorce and Damage Suits Are Dismissed,” *Journal*, March 12, 1918:4.

“Home Units Planned,” July 16, 1915:3.

“Jeffery Co. Adds 3 Avro Planes to Local Equipment,” June 2, 1920:12.

“Large Deal for Home Phonograph Product is Closed,” April 21, 1920:14.

“Modern Methods Conquer,” February 9, 1913:19.

“Northwest Gives Eyes With Which Allies Are Able to See to Fight,” June 5, 1918:1.

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- "O. K. Jeffery Plant is Busy Turning Out Beams for Airplanes," May 28, 1918:9.
- "The Oregon Home Builders," September 22, 1912:55.
- "Portland Company Invests in Astoria, April 26, 1914:14.
- "Portland is Base for New Air Line," September 28, 1919:5.
- "Real Estate Transfers," Oregon Daily Journal September 18, 1910:31.
- "Real Estate Transfers," *Oregon Daily Journal*, August 15, 1912:16.
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The Oregonian

- "\$30,000 Factory to Rise," December 31, 1916:5.
- "\$35,000 Warehouse Proposed," January 17, 1915:8.
- "Airplane Contract Asked," August 26, 1917:2.
- "Allen, E.T., "No Substitute for Spruce is Found," January 1, 1918:5.
- "Oliver Jeffery, Native Son, Dies," December 10, 1934 8.
- "Oregon Spruce to Be Big Factor in Winning War," January 1, 1918:5.
- "Plane Plant Opens," August 1, 1917:4.
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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Alameda Old House History

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10. Geographical Data

Acreage of Property Less than one

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A
(enter coordinates to 6 decimal places)

1	<u>45.534977°</u>	<u>-122.630298°</u>	3	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude
2	<u></u>	<u></u>	4	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is coterminous with the footprint for the building, which covers tax lot 1N1E25DC – 16500 (alternative tax parcel R732300010).

Boundary Justification (Explain why the boundaries were selected.)

The boundary reflects both the tax lot and the sole extent of this urban building.

11. Form Prepared By

name/title Diana J. Painter, Principal Architectural Historian date 1- 25-2021
organization Painter Preservation telephone 707-763-6500
street & number 3518 N C Street email dianajpainter@gmail.com
city or town Spokane state WA zip code 99205

Additional Documentation

Submit the following items with the completed form:

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: O.K. Jeffery Aircraft Company
City or Vicinity: Portland
County: Multnomah **State:** Oregon
Photographer: Diana Painter; Steve DeWalt
Date Photographed: August 14, 2020; July 8, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1 of 19** OR_MultnomahCo_OKJefferyAircraftFactory_0001
North and west facades (2021)
- Photo 2 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0002
North façade, looking west (2021)
- Photo 3 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0003
West façade, looking east (2021)
- Photo 4 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0004
East façade looking west (2021)
- Photo 5 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0005
First floor looking west
- Photo 6 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0006
First floor looking east
- Photo 7 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0007
Main entry in northwest corner, looking north
- Photo 8 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0008
First floor, boarded up window on west façade, looking west
- Photo 9 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0009
First floor, structural detail
- Photo 10 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0010
Second floor, looking west
- Photo 11 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0011
Second floor, looking east
- Photo 12 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0012
Third floor, temporary stairway, looking south

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- Photo 13 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0013
Third floor, south window wall, looking southwest, typical
- Photo 14 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0014
Roof, stair tower, looking southwest
- Photo 15 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0015
Roof over second floor addition to the east
- Photo 16 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0016
Detail of pier above parapet on roof, typical
- Photo 17 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0017
Setting, looking west from south side of building
- Photo 18 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0018
Setting, looking east from south side of building
- Photo 19 of 19:** OR_MultnomahCo_OKJefferyAircraftFactory_0019
Setting, looking northeast from north side of building

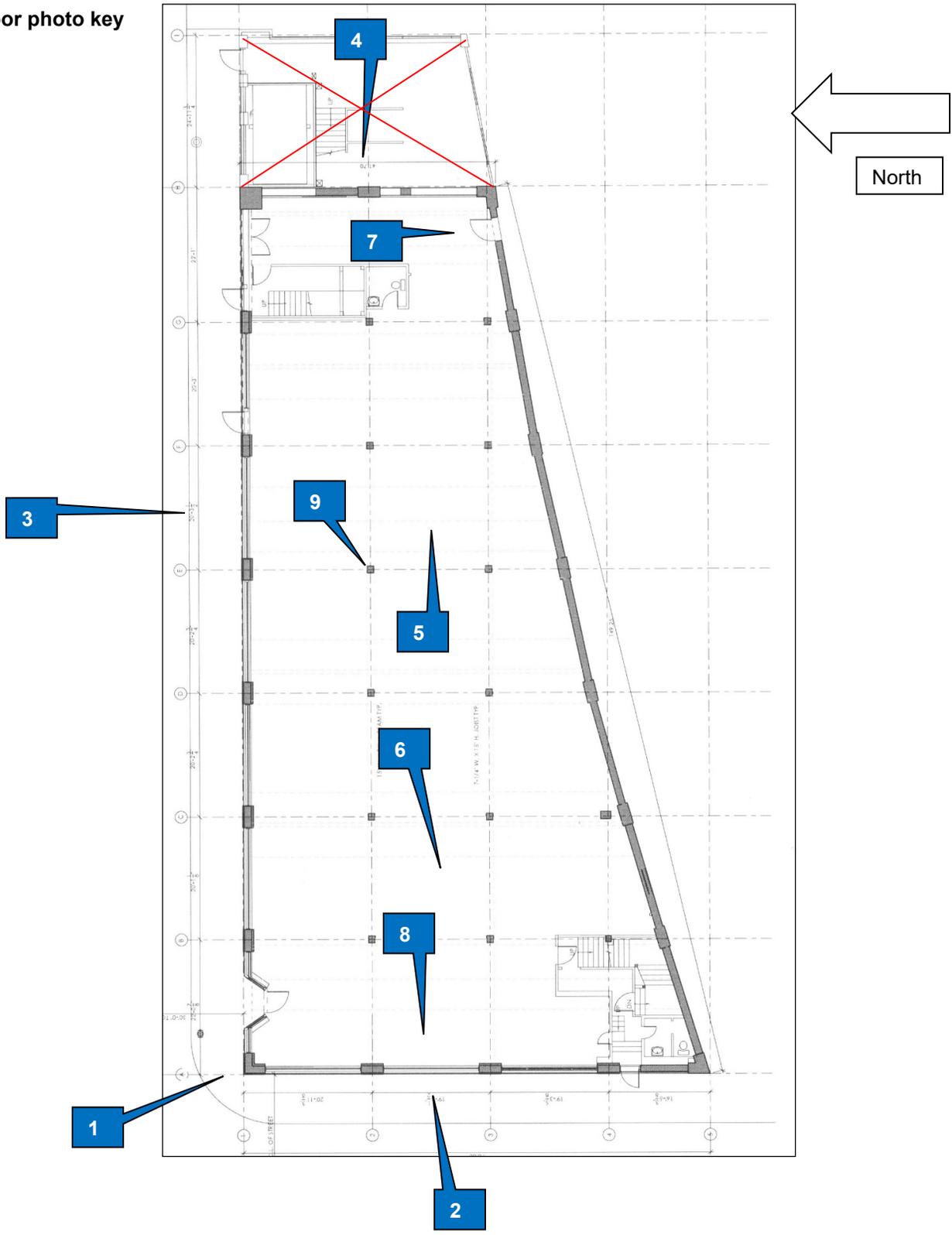
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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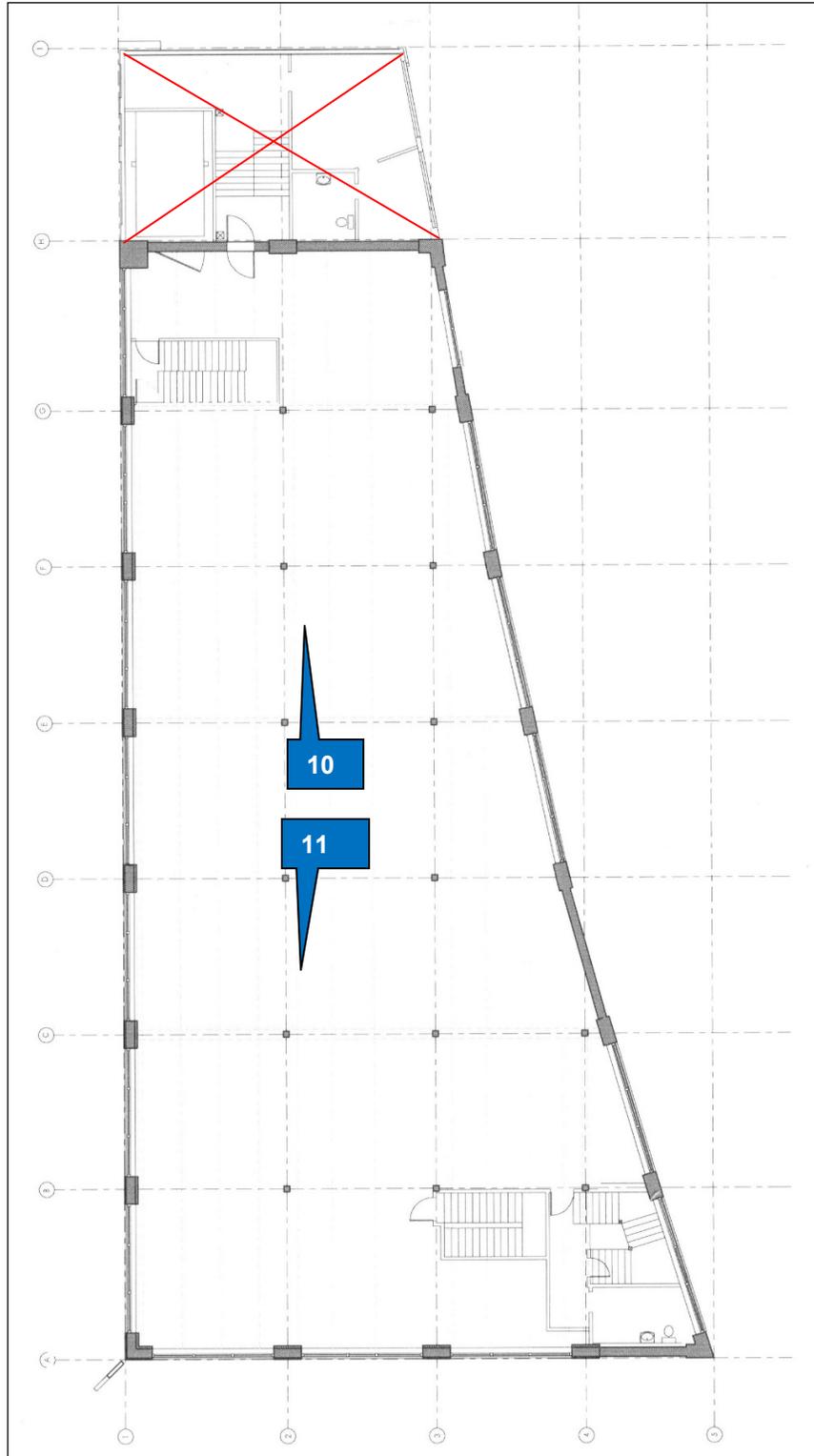
First floor photo key



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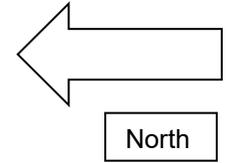
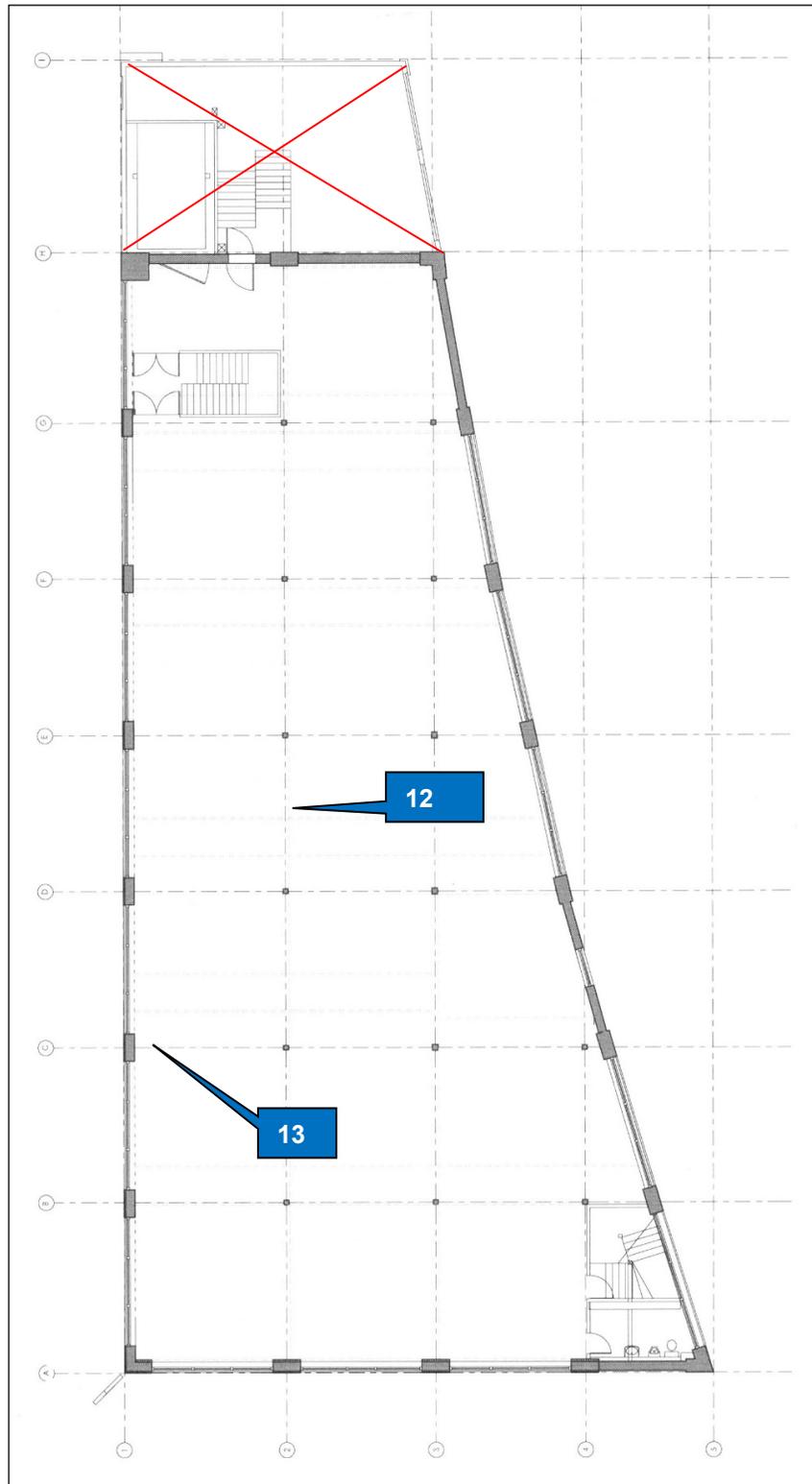
Second floor photo key



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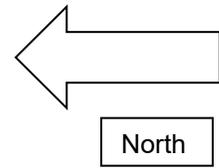
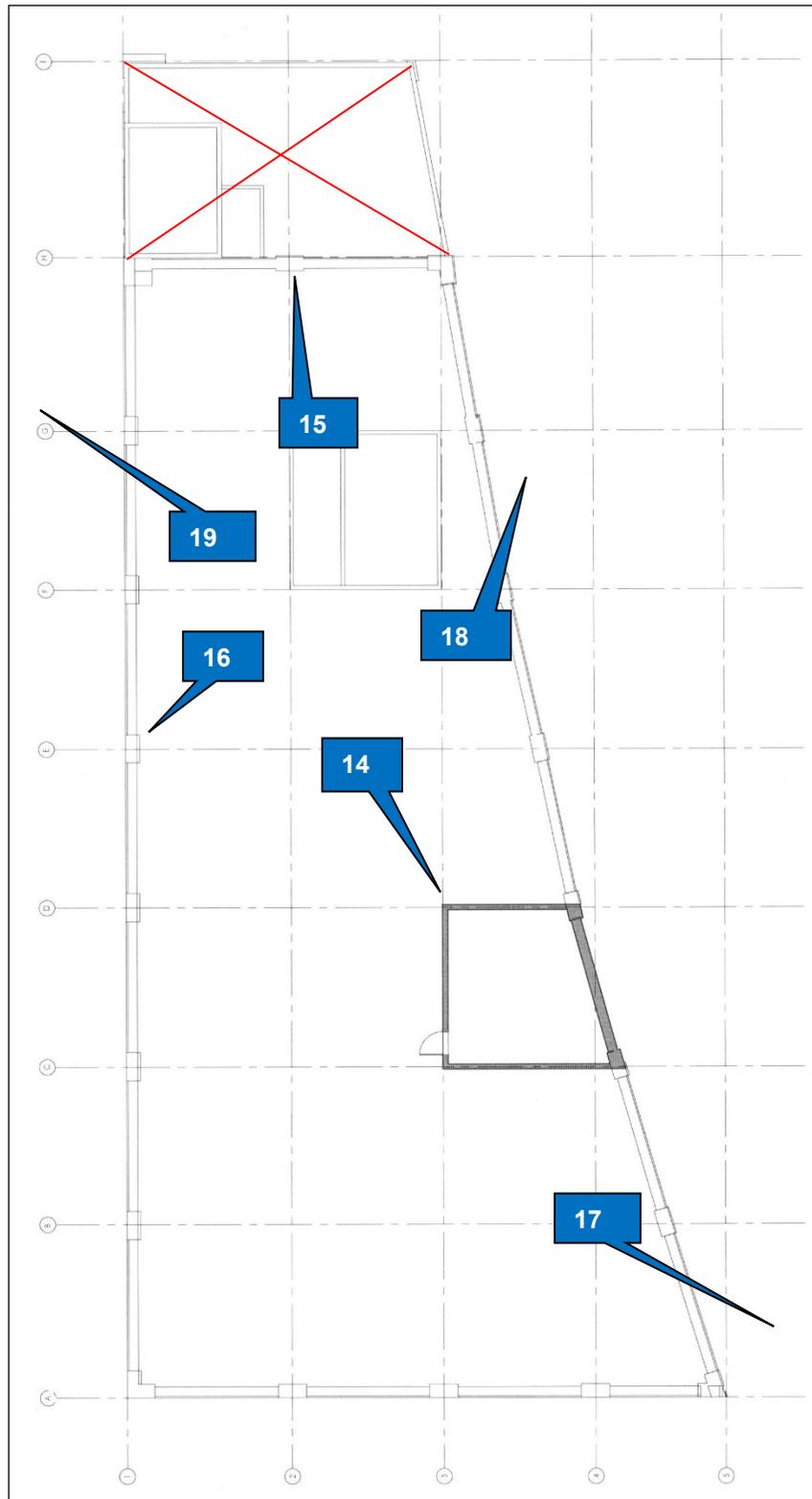
Third floor photo key



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Roof photo key



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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

Figure 1: Regional vicinity map

Figure 2: Local location map

Figure 3: Tax lot map

Figure 4: Tax lot map with building footprints

Figure 5: First floor and basement – existing conditions

Figure 6: Second floor – existing conditions

Figure 7: Third floor – existing conditions

Figure 8: Roof plan – existing conditions

Figure 9: The Oregon Home Builders, 1912

Figure 10: The Oregon Home Builders, 1912

Figure 11: The Oregon Home Builders, 1915

Figure 12: Portrait of Oliver K. Jeffery

Figure 13: OK Jeffery in “Prominent Portlanders Who Motor”

Figure 14: Construction of the OK Jeffery Home

Figure 15: The Oliver and Margaret Jeffery House

Figure 16: The Thomas Prince Home

Figure 17: The Thomas Prince House

Figure 18: Three Story Factory to Cost \$30,000

Figure 19: The Oregon Home Builders’ last advertisement

Figure 20: Jeffery’s new spruce parts plant opens

Figure 21: “Jeffery Takes Thrilling Ride”

Figure 22: Feature on Aircraft Factory, 1918

Figure 23: Feature on Aircraft Factory, 1918

Figure 24: “Oregon Spruce to be a Big Factor in Winning War”

Figure 25: Spruce lumber being transported from PNW forests

Figure 26: Aircraft Factory soon after construction

Figure 27: Pacific Phonograph Manufacturing Co.

Figure 28: Stradivara Art Phonographs made at the Pacific Phonograph Manufacturing Co.

Figure 29: “Be A Pilot” Ad, ca 1920

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Figure 30: O.K. Jeffery Airplane Co. Ad, June 20, 1920

Figure 31: "Flying Cars for Passengers to be Regular Service" in Astoria

Figure 32: Beaver State Furniture Manufacturing Co.

Figure 33: 33rd Street Viaduct at Sullivan's Gulch

Figure 34: Sullivan's Gulch, ca 1930s

Figure 35: View of Broadway looking east from NE 33rd

Figure 36: Fixture manufacturing facility at 33rd NE Broadway

Figure 37: The new NE 33rd Avenue Viaduct under construction

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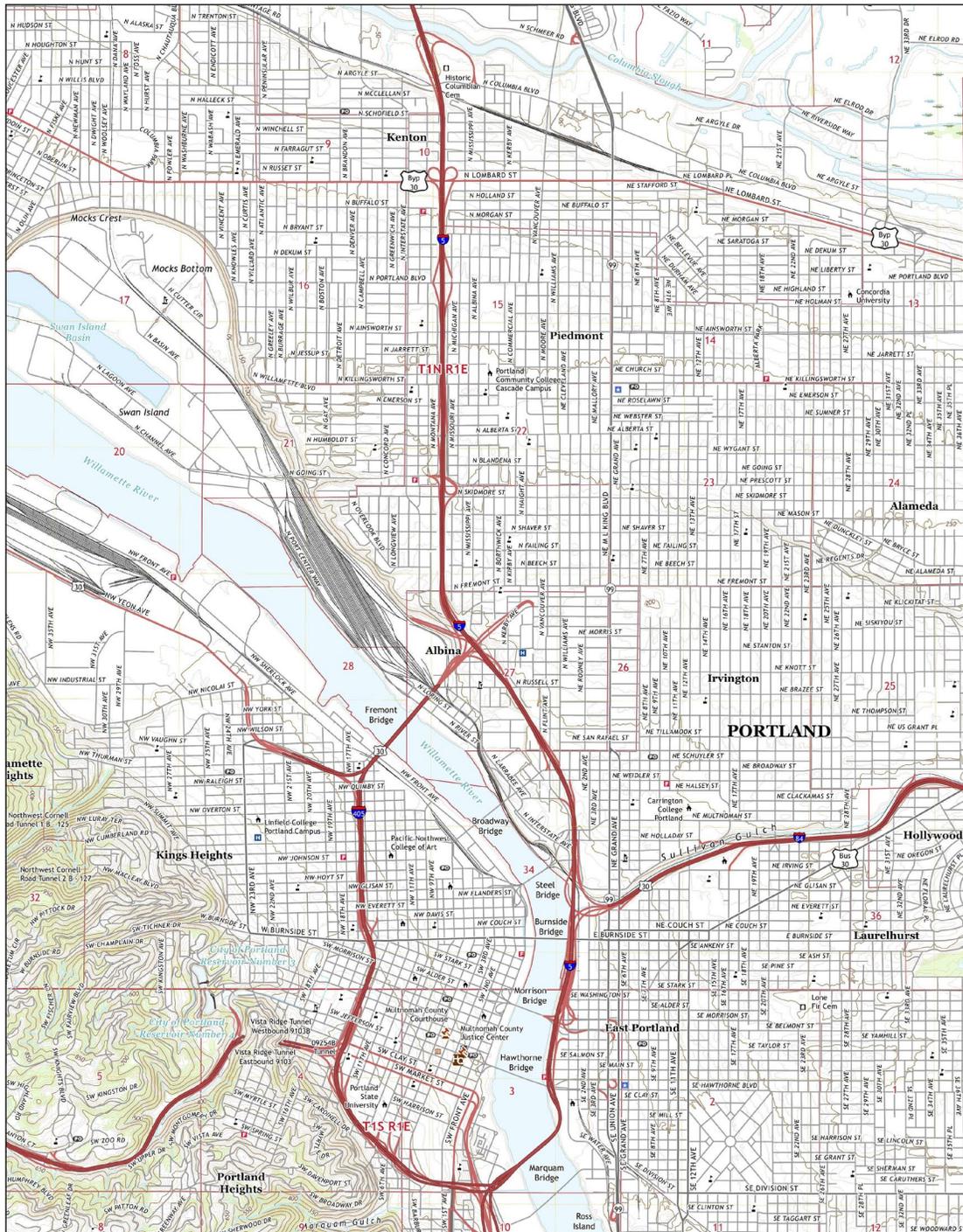
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Figure 1: Regional vicinity map, latitude 45.534977°, longitude -122.630298°



Source: USGS Portland Quadrangle, 7.5 series, 2020

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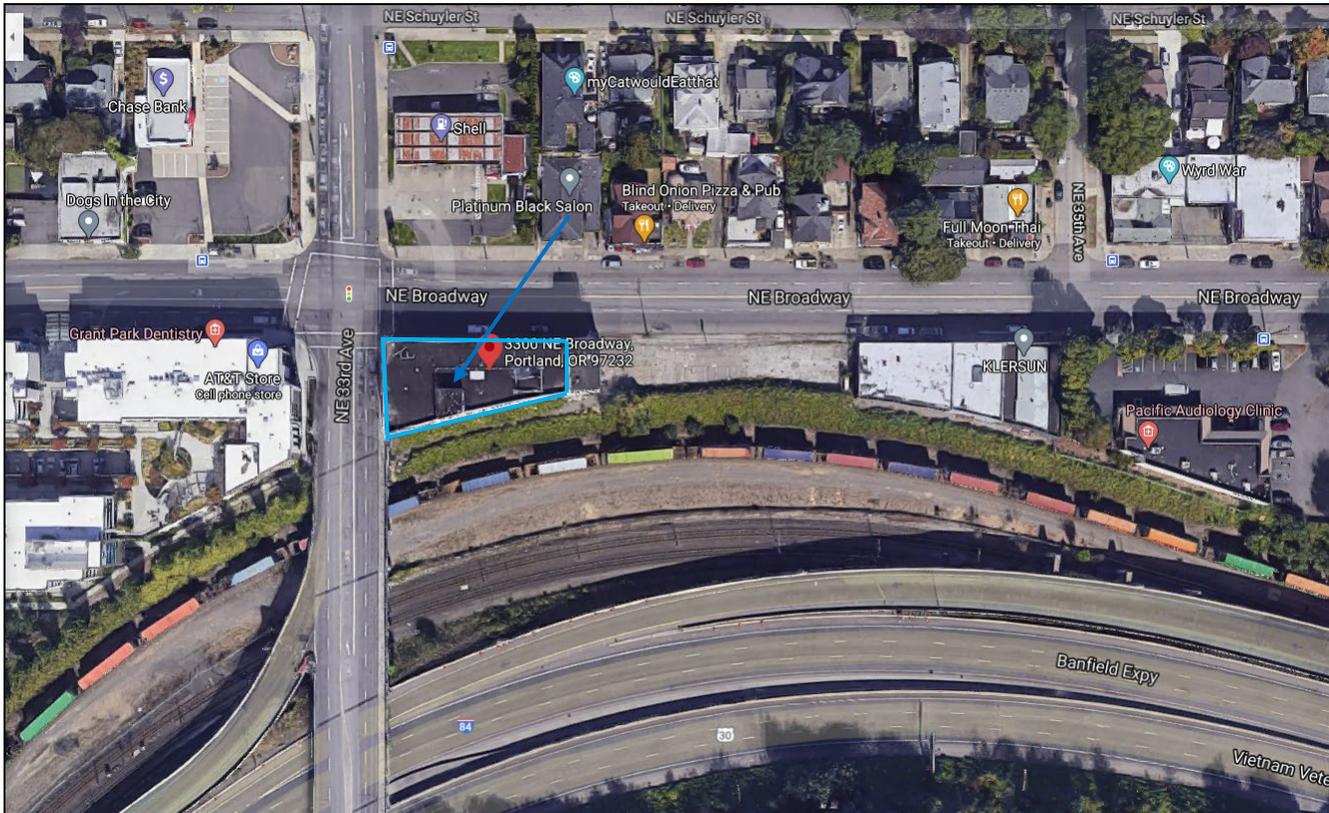
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Figure 2: Local location map, latitude 45.534977°, longitude -122.630298°



Source: Google Maps

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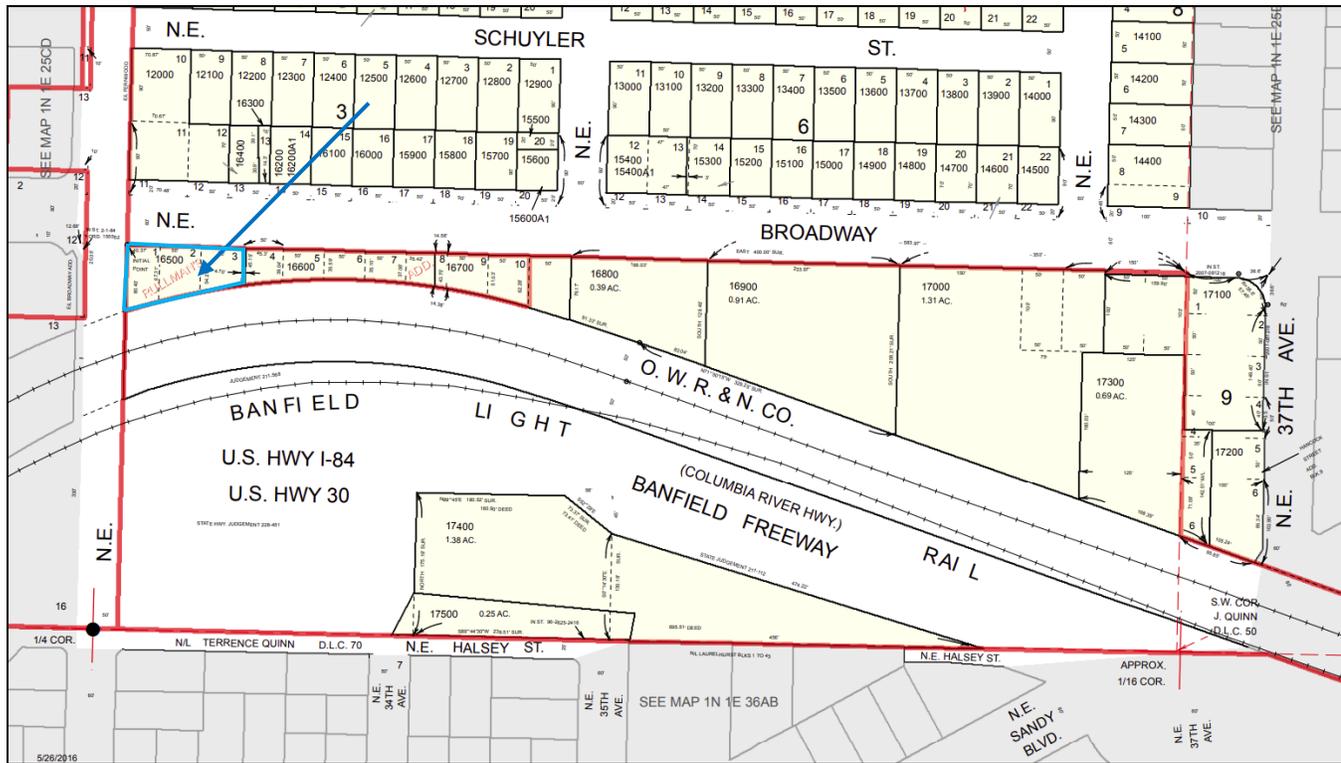
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Figure 3: Tax lot map



Source: Multnomah County Assessor

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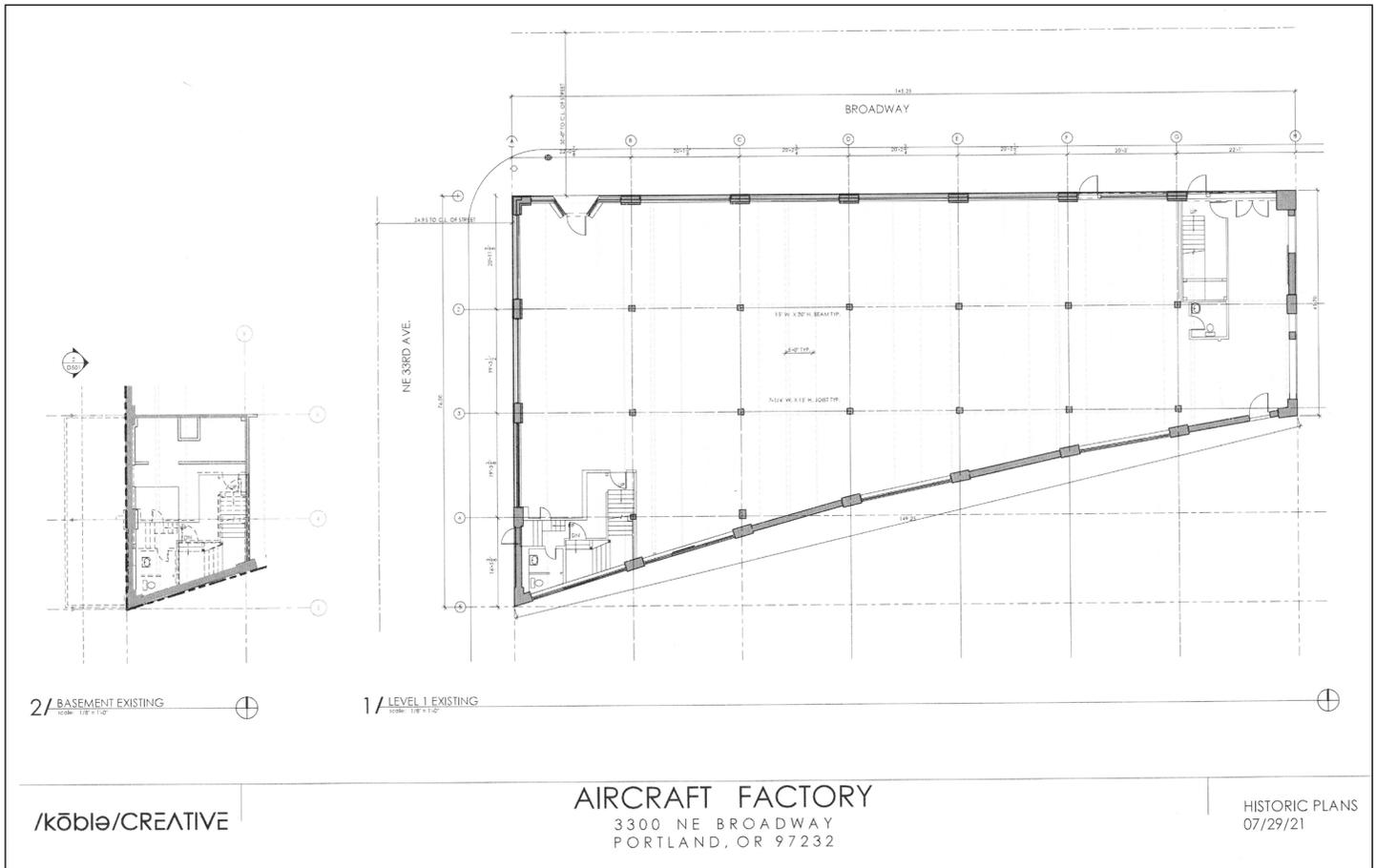
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Figure 5: First floor and basement – existing conditions



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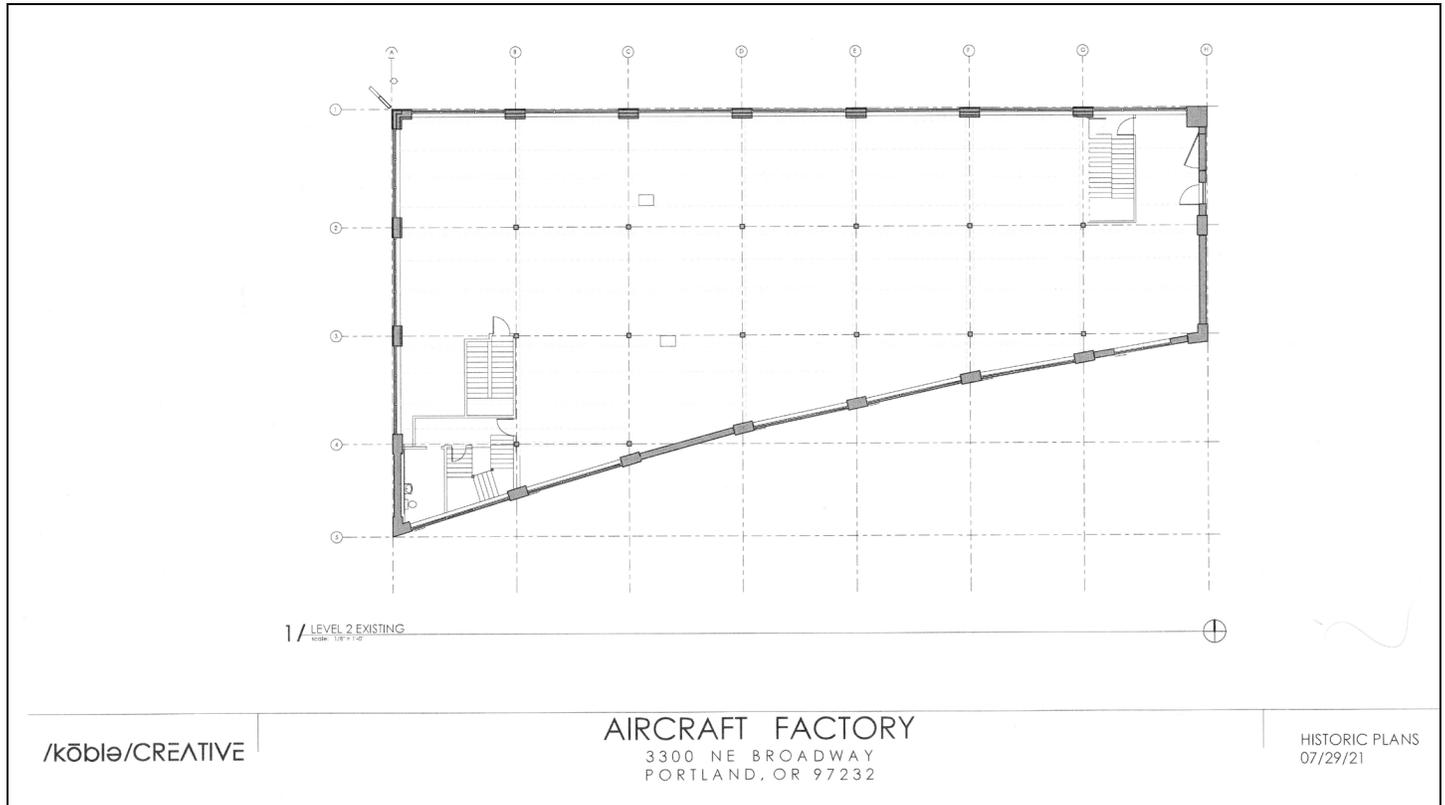
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Figure 6: Second floor – existing conditions



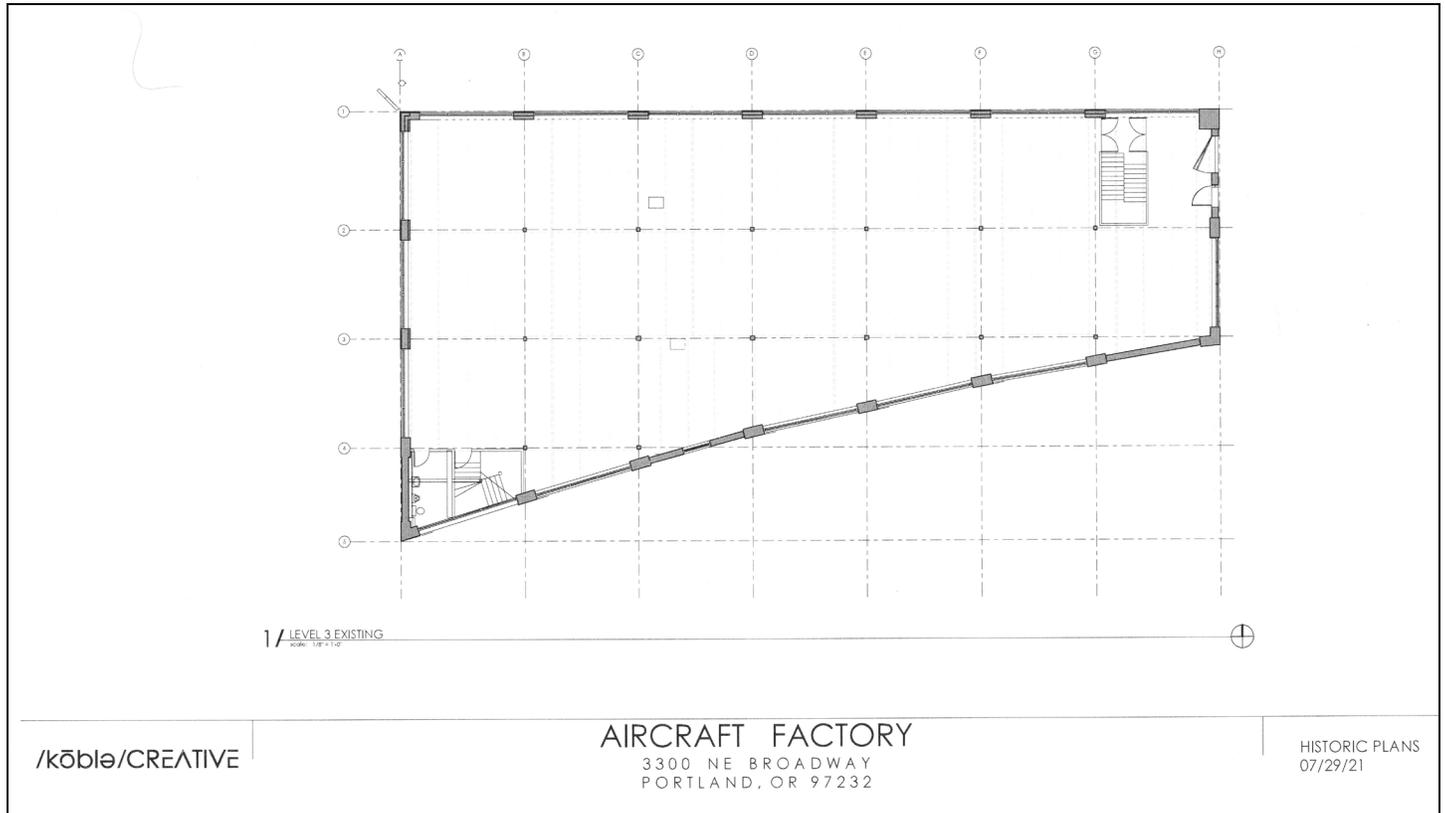
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Figure 7: Third floor – existing conditions



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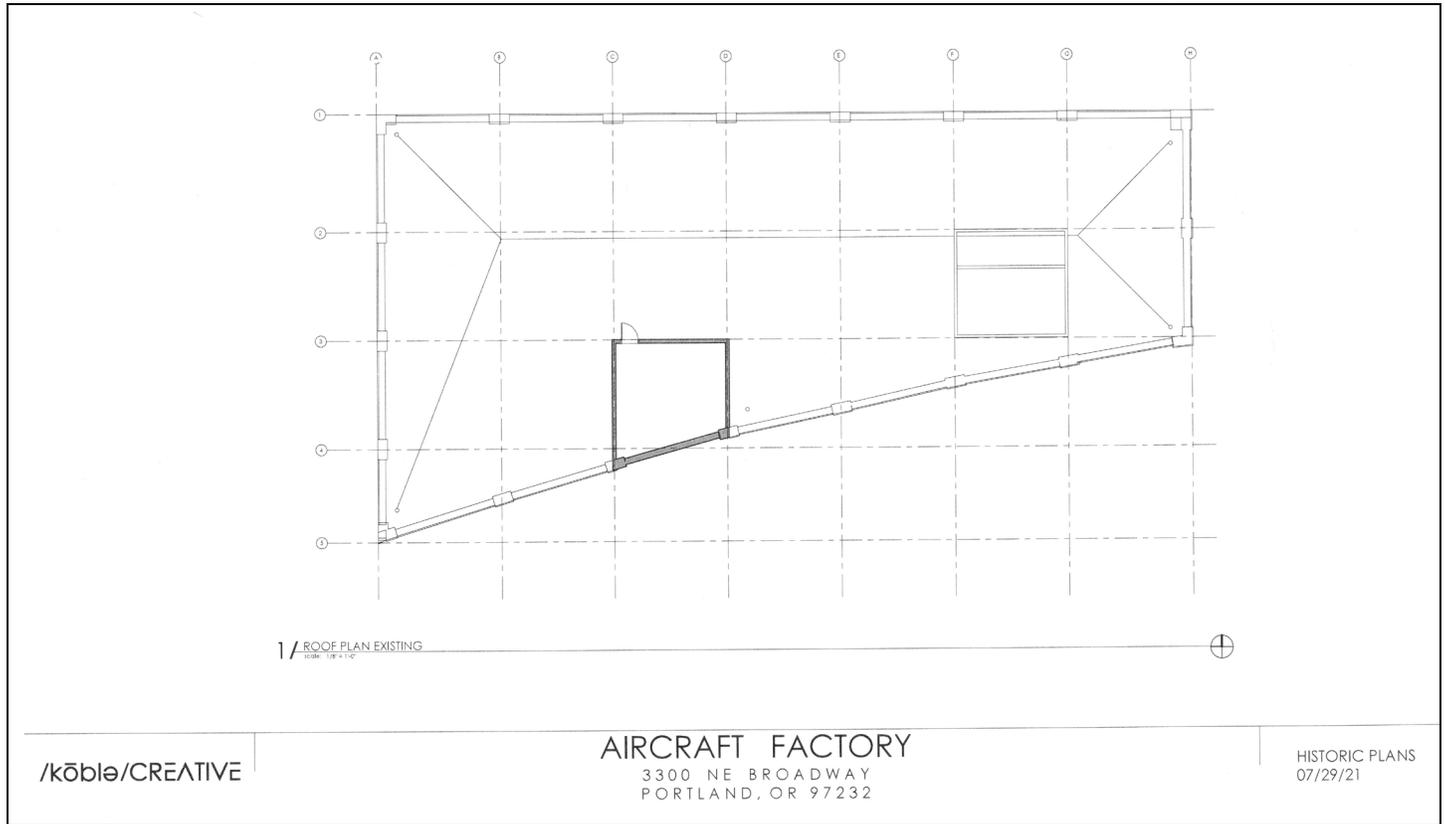
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Figure 8: Roof – existing conditions



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Figure 10: The Oregon Home Builders Ad, December 29, 1912

**LAST CHANCE TO GET IN
ON THE GROUND FLOOR
STOCK ADVANCES TO 30 CENTS JAN. 1ST, 1913**

**Make 20 Per Cent Profit By
Buying Now at 25 Cents Share**

THE OREGON HOME BUILDERS

"Portland Pioneer Home Builders"

The original ground-floor opening price of 25 cents a share can still be had until January 1st—after that you must pay 30 cents a share. Make 20 per cent by buying now. Similar companies elsewhere have earned 30 to 40 per cent annually. We will do better here.

Now you can buy any number of shares, from 100 to 10,000, at 25 cents, payable cash or 10 per cent down, 10 per cent monthly.

Send coupon below with your check today:

THE OREGON HOME BUILDERS

OLIVER K. JEFFERY, President
Corbett Building Portland, Ore.

Tear off on this line. Not good after January 1st, 1913.

The Oregon Home Builders, Corbett Building:

Enclosed please find \$..... in (^{full}/_{part}) payment of
..... shares of stock at 25 cents share.

Name.....

Address.....

Source: *The Oregonian*

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Figure 11: The Oregon Home Builders Ad, May 26, 1915

The Home of Your Ideals



Satisfy yourself that this organization can build you a better home for less money than is possible by any other means. Others are proving this every day. Why Don't You come and

talk it over? Tell us where you desire to live. Tell us what you desire in a home. We will draw the sketches and plans, and get up specifications. We will show you just what it will cost you. **REMEMBER, OUR PLAN PERMITS YOU TO PURCHASE ON MONTHLY RENTAL BASIS.** If you haven't decided just what you want—tell what you can afford to spend each month. We will show you what we can give you. We will build on your lot, or upon one of our own in any part of the city. Why Put It Off? The Oregon Home Builders, Oliver K. Jeffery, President, 13th floor Northwestern Bank Bldg. **Free Home Booklet on request.**

Source: *The Oregon Daily Journal*

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Figure 12: Portrait of Oliver K. Jeffery, 1916



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Figure 13: OK Jeffery featured in "Prominent Portlanders Who Motor," April 9, 1916



Source: *The Oregonian*

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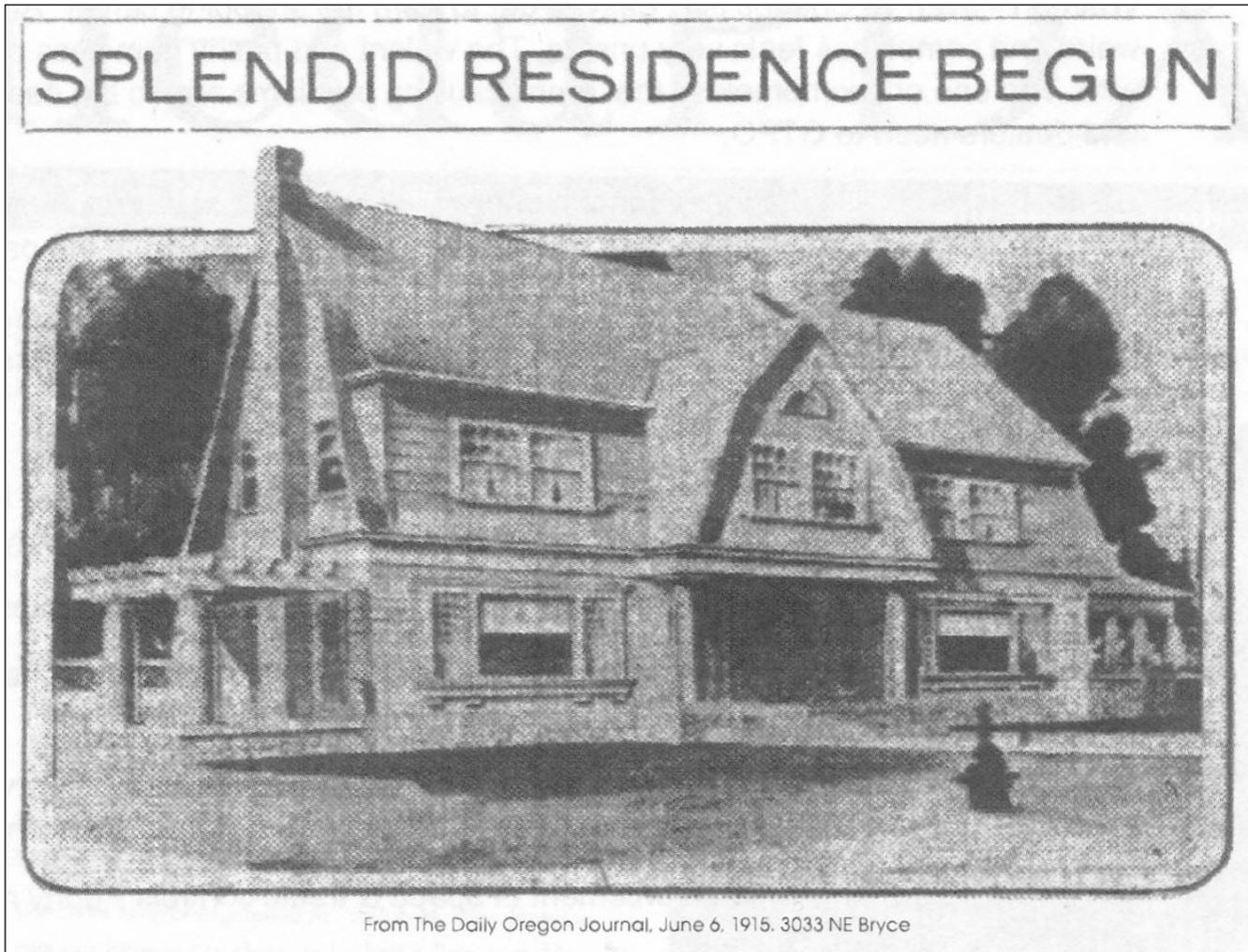
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Figure 14: Construction of the OK Jeffery Home is Announced, June 6, 1915



Source: The Daily Oregon Journal

United States Department of the Interior
National Park Service

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Figure 15: The Oliver and Margaret Jeffery House by The Oregon Home Builders, 1916



Source: National Register Nomination

United States Department of the Interior
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Figure 16: The Thomas Prince Home is published, July 22, 1917



Source: *The Oregonian*

United States Department of the Interior
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Figure 17: The Thomas Prince House by The Oregon Home Builders, 1916



Source: National Register Nomination

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Figure 18: Three Story Factory to be Built, December 29, 1916

**THREE STORY FACTORY
TO COST \$30,000 IS
TO BE ERECTED SOON**

—

Oregon Home Builders File
Application Permitting the
Structure on E. Broadway.

—

WORK TO START AT ONCE

—

**Structure Will Be 80 by 125 Feet, With
Space for Storage and Machinery
for Interior Wood Milling.**

—

Plans for the factory projected by the Oregon Home Builders have been filed with the municipal bureau of buildings, and a permit will be granted within a week authorizing the erection of a three story building that will cost \$30,000.

The location of the factory will be on East Broadway between Thirty-third and Thirty-fifth streets, on an irregular piece of property owned by the company, and partially occupied by a warehouse.

The three story plant, which will serve both as a warehouse and a wood working factory, will be of brick and mill construction. The structure will be 80 by 125 feet in dimensions. The cost given in the permit is exclusive of light planing machinery with which the building will be equipped shortly after it is completed.

Reinforced concrete beams will give the structure a trim appearance. It is planned that work be started as early as possible on the building.

Source: *The Oregon Journal*

United States Department of the Interior
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Figure 19: The Oregon Home Builders' last advertisement, May 13, 1917

Your Own HOME

Here's a splendid home already constructed for you.

New Dutch colonial two-story modern, with garage, located in one of the best East Side restricted districts; large living-room, dining-room, breakfast-room and kitchen on first floor, fireplace, open stairway, buffet and many bins and cupboards; three bedrooms and enclosed sleeping chamber and bath on second floor; old ivory and white enamel finish throughout; 50x100 lot in excellently improved neighborhood; an inspection will convince you that our price is right. Easy terms if desired.

"For what doth it profit a man if he hath seen the castles of many kingdoms and hath not a cottage of his own?"

It is your own home that counts. 9,000,000 families in the United States own theirs. Now is the time—we will show you the way.

The Oregon Home Builders
PORTLAND, OREGON

It is economy to think of us when you think of a home.

Oliver K. Jeffery PRES.

Source: *The Oregonian*

United States Department of the Interior
National Park Service

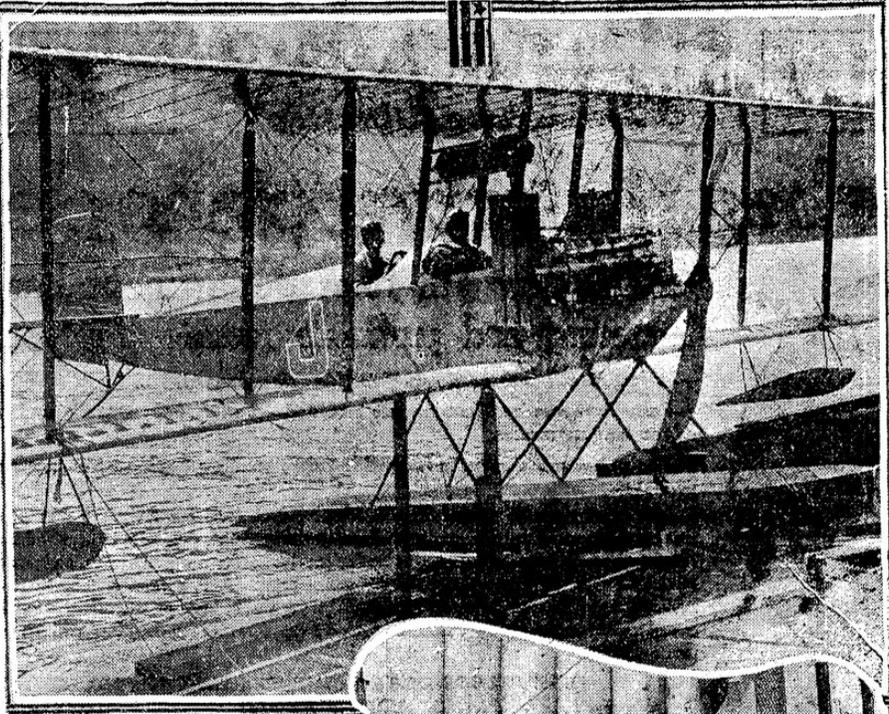
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Figure 20: Jeffery's new spruce parts plant opens, August 1, 1917

HYDROPLANE BUILT AT PORTLAND AIRPLANE FACTORY, WELL-KNOWN REAL ESTATE MAN WHO IS BACKING PROJECT AND MASTER AVIATOR.



PLANE PLANT OPENS

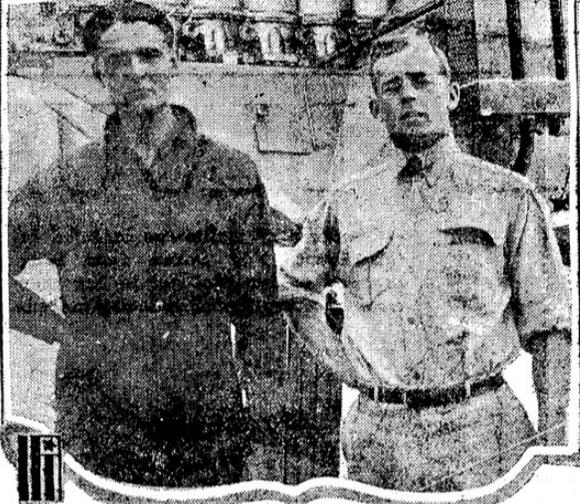
Spruce Parts for Army Fliers to Be Made in Portland.

O. K. JEFFERY IS HEAD

Hydroplane of Curtiss Type Is Already Turned Out—Most of Supply of Special Timber Is in Northwest.

An airplane factory that specializes in spruce parts for the construction of speedy fliers is now in operation in Portland. Already it has completed a perfect hydroplane of the Curtiss type, and soon will be operating at full capacity.

The airplane factory is located at East Thirty-third and Broadway, in a three-story brick factory built for the purpose. The company is known as



Close-up View of One of the New Planes. Below, at Left—J. H. Skoning, Master Aviator, a Graduate of the Pensacola Aviation School, and (at Right) Oliver K. Jeffery.

Source: *The Oregonian*

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Figure 21: "Jeffery Takes Thrilling Flight," October 28, 1917



Source: *The Oregonian*

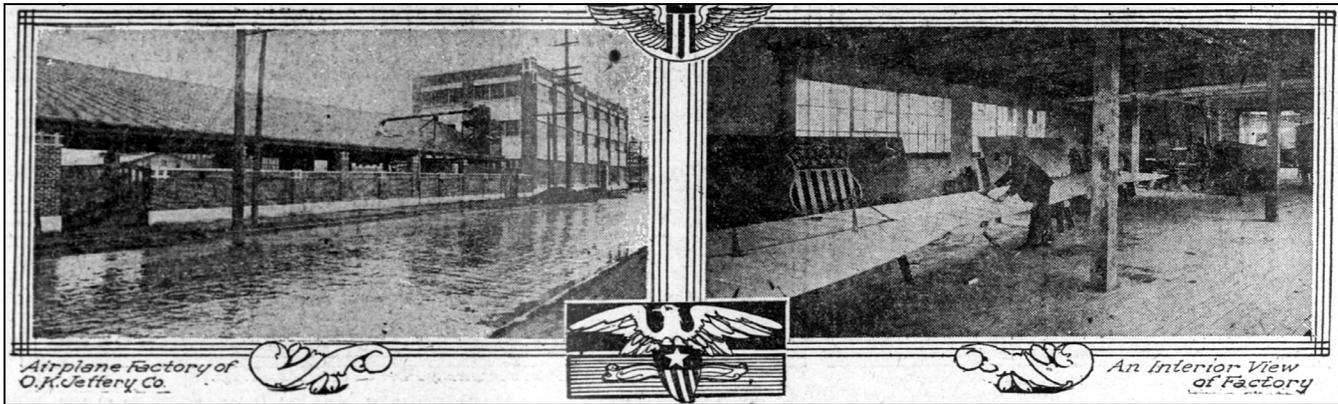
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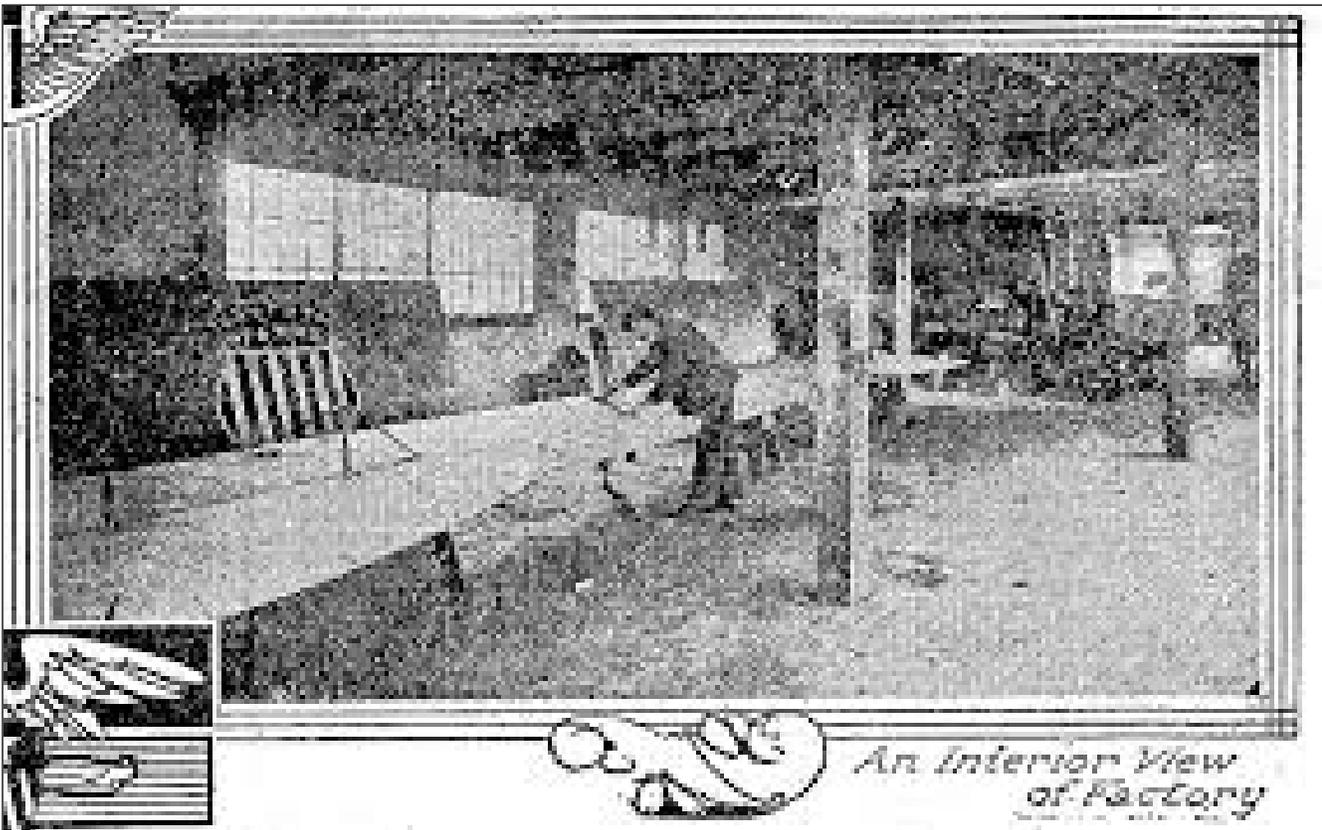
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Figure 22: Feature on Aircraft Factory, January 1, 1918



Source: *The Oregonian*

Figure 23: Feature on Aircraft Factory, January 1, 1918 (detail)



Source: *The Oregonian*

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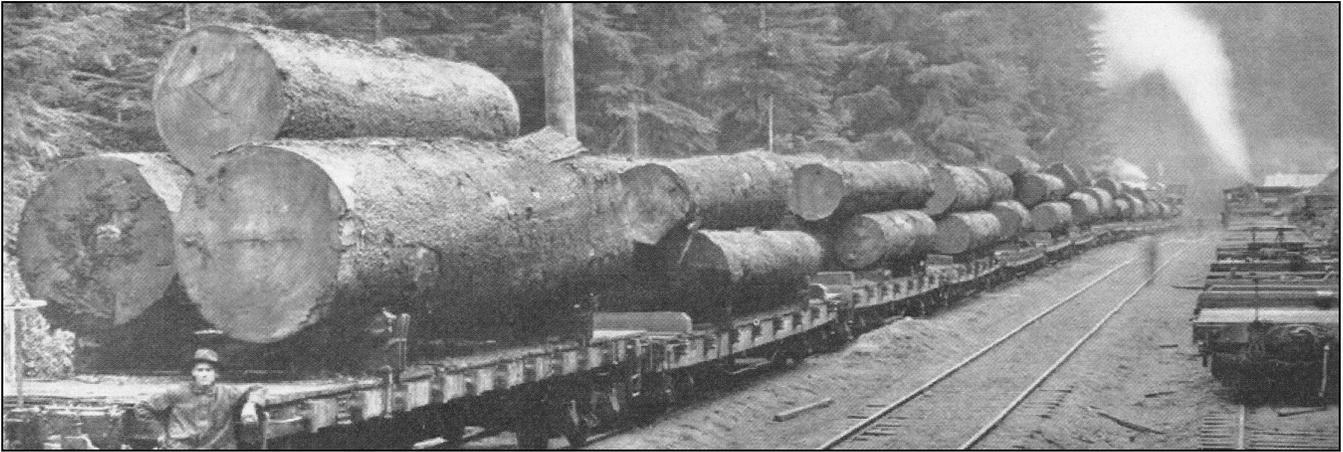
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Figure 25: Spruce lumber being transported from PNW forests to Vancouver's Spruce Mill



Source: National Park Service

United States Department of the Interior
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Figure 26: Aircraft Factory soon after construction (n.d.)



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Figure 27: Pacific Phonograph Manufacturing Co., October 5, 1919



Source: *The Oregon State Journal*

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Figure 28: Stradivara Art Phonographs made at the Pacific Phonograph Manufacturing Co. Ad, ca 1919

STRADIVARA

"KNOWN FOR TONE"

Art Phonographs are made in Portland

The Stradivara Phonograph, *known for tone*—a tone so woody, fluty and sweet as to hold the ear enthralled from the beginning to the end of the record—is an Oregon product. The unique principle that places the Stradivara apart from all other sound reproducing instruments is

—*the Patented Stradivara Sound Board* Made of Grain Edge Oregon Spruce

The famous Stradivara, designer of the violin, perfected the Sound Board of edge-grain Spruce. That identical sound-board principle of Stradivara's is the feature that makes the Stradivara Phonograph desirable above all others. The patented sound board gives the same rare quality to the tone which emerges from the Stradivara as to that made by a fine old violin or piano.

Music from a Stradivara is not thought of as re-production. The tones are so pure, sweet and refined as to be, in their effect upon the most musical ear, the original production.

Hear the ST RADIVARA

Until you have heard a genuine Stradivara violin played by a master, you have no conception of what violin music may be. So, likewise—until you have heard the genuine Stradivara Phonograph, you do not know what surpassing music can be had in every home in the West through the medium of this wonderful instrument.

In order that you may know, we invite you to hear the Stradivara played at any of the stores named here:

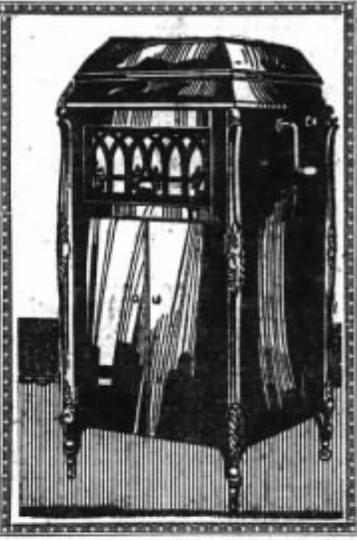
Invitation to Visit the STRADIVARA FACTORY

We are proud of this new Oregon industry. We are proud of the completeness of our modern manufacturing plant. We are proud of the industriousness and skill of the men who actually make the new perfect Phonograph.

So, we are glad to invite you to visit the Stradivara factory at Third and Broadway, Portland. The factory will be open daily except Sundays, between the hours of 10:30 a. m. and 4:30 p. m. Visit.

Be sure to take the first opportunity you have of seeing how the Stradivara Phonograph is built.

Being made in Portland, close to the raw material and new methods, no high freight tariffs are added to the cost of the Stradivara. You pay for the quality alone.




Pacific Phonograph Manufacturing Co.
Portland, Oregon.

W. E. CALEY, 825 Williams Avenue
GIBBONS & SPERRY, 1000 1/2 10th Street
DICKSON BROS. CO., 71 E. Eighth Street
FLETCHER & VAN DYKE, 128 F.O.D. Street
W. E. GARDNER & SONS, Second and Broadway
FRANK C. HARPER, 221 South Jersey St., St. John
EMIL KERRING, 125 Myrtle Street
GUYTON FIELD CO., 148 Duane Street
HENRY JENKINS & SONS, 515 1/2 and Washington Street
LIPMAN, WOLFE & CO., Fifth and Washington Street
IRA F. POWERS FURNITURE CO., Third and Lombard Street
A. H. RICKER BROS. AND GIFT SHOP, 224 Washington Street
ROULE BRUN, 142 Third Street
WILSON BROS. CO., 1241 Corbett Street

Source: *The Oregonian*

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Figure 29: "Be A Pilot" Ad, O., W. & I. Airplane Co., Portland, ca 1920

BE A PILOT

The day of the aeroplane is here, and opportunity is knocking at the door of every man who wants to carry mail, passengers or express by air.

Pilots are making big money. The man who starts now is the man with the assured future in this newest industry.

You can learn to fly in a short time and immediately begin to earn good money. Experienced pilots are giving instruction daily at our Aviation Field. Begin your training now—or arrange at once to spend your vacation profitably by learning to fly.

Applications and full information at Aviation Field.



O., W. & I. AIRPLANE CO.
29th and Linnton Road

Take D-M Car Phone Bdwy. 33
Portland, Oregon

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Figure 30: O.K. Jeffery Airplane Co. Ad, June 20, 1920



Source: *The Oregon Journal*

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Figure 31: "Flying Cars for Passengers to be Regular Service" in Astoria

FLYING CARS FOR PASSENGERS TO BE REGULAR SERVICE

Time at Hand for Establishment Of Regular Intercity Schedule For Planes.

"Astoria, sir? Yes sir, we'll be there in one hour and 15 minutes. Ready? All right, we're off."
 Far-fetched? Not a bit, declares Oliver K. Jeffery, assistant manager of the Oregon, Washington & Idaho Airplane company, Portland pioneers in commercial aviation.

So great will the passenger carrying trade become, Jeffery declares, that soon it will be possible to jump into a "ship," fly to the terminal of a big coast airline and hop into a large craft capable of whisking 10 or more persons to San Francisco or Los Angeles.

READY TO SURVEY ROUTES

Taking another step forward in establishing the passenger carrying trade in Oregon, Washington and Idaho, Jeffery's company this week or next will begin surveying routes to nearby towns.

Thus, a schedule something like this may be announced:

- To Salem, 45 minutes.
- To McMinnville, 45 minutes.
- Medford, Astoria, Eugene, Ashland—all these towns will be near to Portland when air travel becomes common.

Business men who must visit distant parts of the state in a hurry already are finding air travel speedy, interesting and comparatively cheap, Jeffery declares.

Novelty of aviation, too, is not yet worn off and many persons daily take a ride in the company's ships. For them Jeffery this summer will inaugurate an around-Portland trip to cover 46 miles. To see as much of the city by automobile would take several days.

PORTLAND AIR LINE CENTER

Portland bids fair to become an air line center, according to recent developments. An air line from San Francisco southward is contemplated and another may come here this summer from Salt Lake, connecting the Pacific Northwest with New York—24 hours away via airplane. Many local business men are buying their own ships, and the naval militia last week requested assignment here of two flying boats.

There are scores of Portland men who served in the air service during the war and who still retain interest in aeronautics.

Christian Science Case Passed Up to Clackamas Courts

MEN WHO EXTEND PORTLAND'S AIR PRESTIGE



Some of the best aviators in the United States, employed by the Oregon, Washington & Idaho Airplane company, are extending Portland's air prestige. Top—J. D. Hill, who has flown 200,000 miles; Captain F. S. McClurg, formerly of the British air service and winner of British honors for downing 17 German airplanes; Chief Pilot Victor Vernon, United States navy test pilot. Below—Chief Mechanic C. M. Alrich, who installed Liberty motors in big navy planes during war; Pilot Walter E. Lees, air veteran.

chairman, is at present busily occupied with the text book situation and so, far as is known, has made no effort to appoint anyone to serve upon the art committee.

Mining Properties Sold for \$100,000

Spokane, Wash., Feb. 28.—The Paragon Consolidated Mining company, controlled by St. Paul capital, is reported to have purchased from Spokane interests all of the holdings of the Murray Hill Mining company, located on Paragon creek, five miles east of Murray, Idaho, for a reported consideration of \$100,000 cash. The Murray Hill company is capitalized for \$1,250,000, and is controlled in Spokane. C. E. Mallette is president, Miss W. I. Irvine secretary, and J. C. Feehan of Murray is vice-president.

ART COMMITTEE IS BENT ON EDUCATING SCHOOL TEACHERS

Conflict Between Advocates of Different Art Schools Results in Holding of Lecture Course.

Portland's teachers are to be given an opportunity to hear some

Phone Go C

Source: The Oregonian

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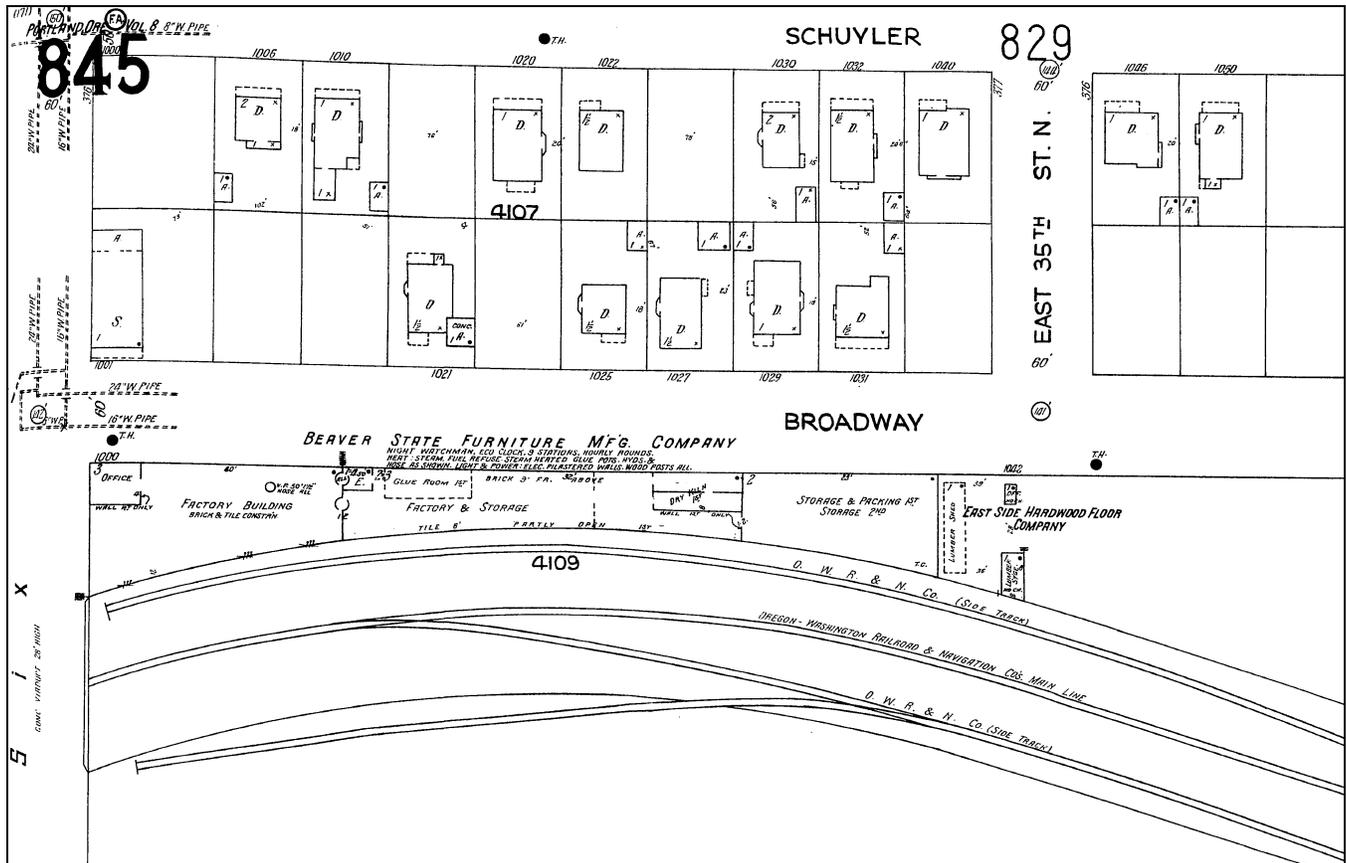
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Figure 32: Beaver State Furniture Manufacturing Co. in 1924



Source: Sanborn Fire Insurance Map

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Figure 33: 33rd Street Viaduct at Sullivan's Gulch, January 20, 1929



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Figure 34: Sullivan Gulch, ca 1930s



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Figure 35: View of Broadway looking east from NE 33rd, subject building to right, 1930



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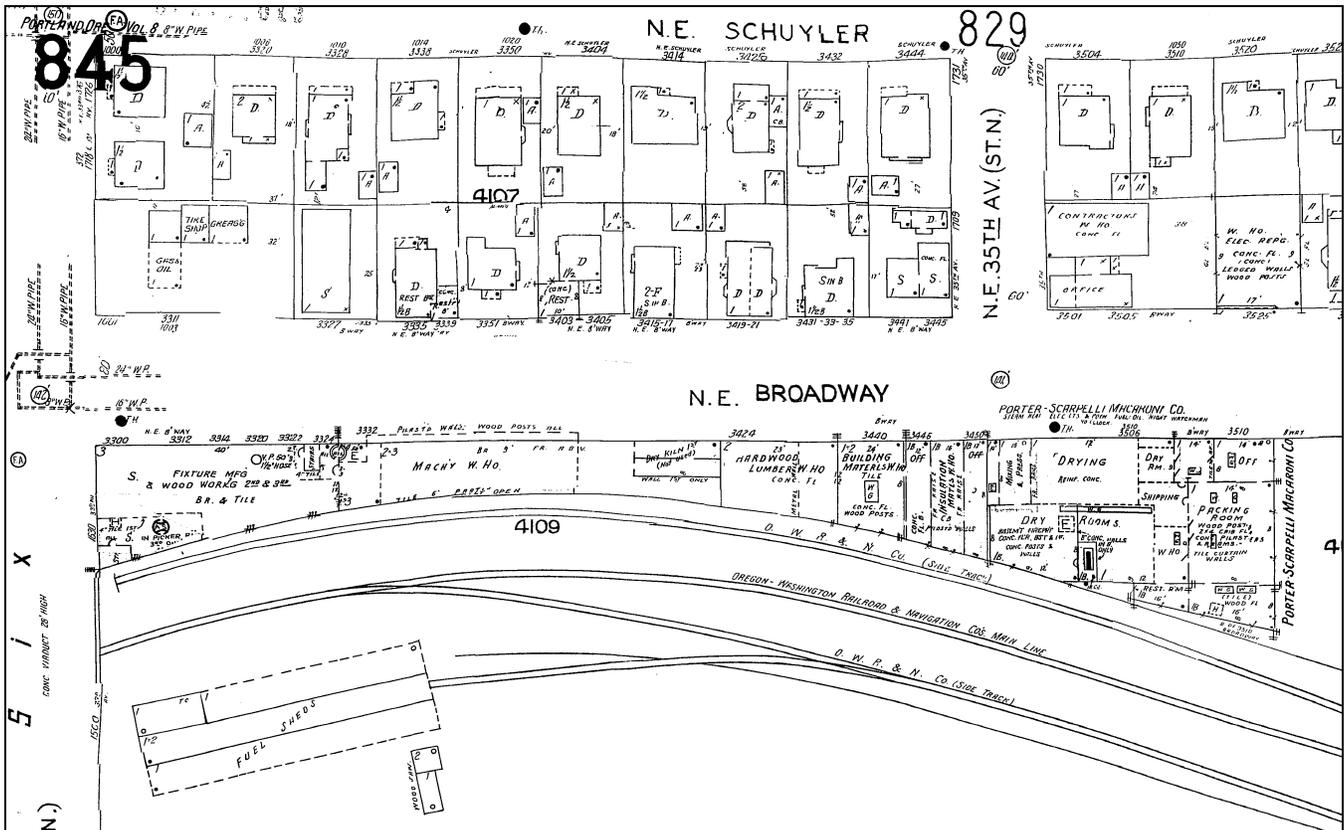
County and State

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Figure 36: Fixture manufacturing facility at 3300 NE Broadway in 1950



Source: Sanborn Fire Insurance Map

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Figure 37: The new NE 33rd Avenue Viaduct under construction, 1956



O. K. Jeffery Airplane Factory
Multnomah County, Oregon



Photo 1 of 19: North and east facades (2021)



Photo 2 of 19: West façade, looking east (2021)

O. K. Jeffery Airplane Factory
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Photo 3 of 19: South façade looking north (2021)

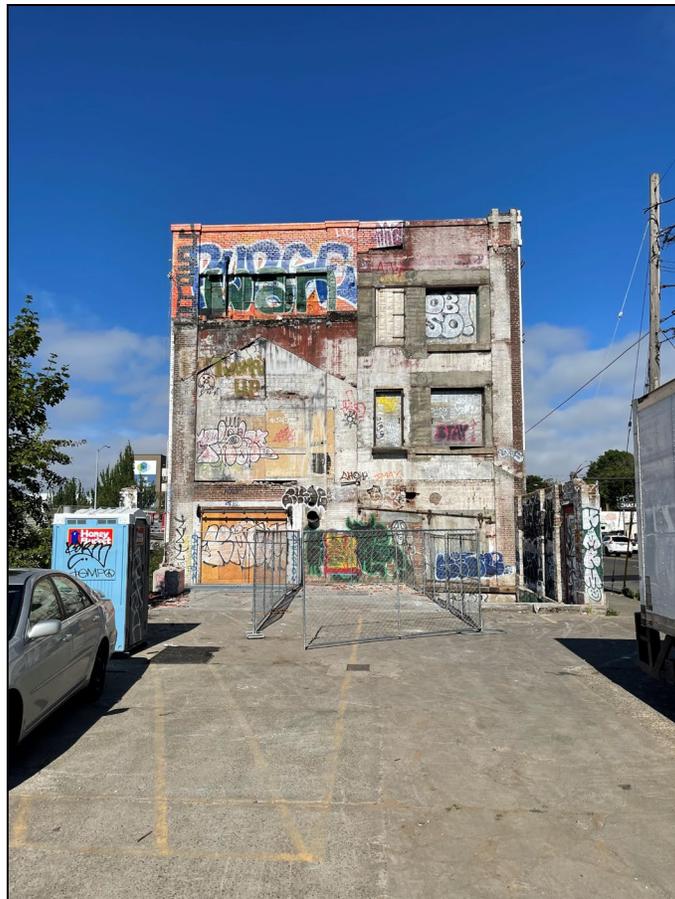


Photo 4 of 19: East façade looking west (2021)

O. K. Jeffery Airplane Factory
Multnomah County, Oregon



Photo 5 of 19: First floor, looking west



Photo 6 of 19: First floor looking east

O. K. Jeffery Airplane Factory
Multnomah County, Oregon



Photo 7 of 19: Main entry in northwest corner, looking north



Photo 8 of 19: First floor, boarded up window on west façade, looking west

O. K. Jeffery Airplane Factory
Multnomah County, Oregon



Photo 9 of 19: First floor, structural detail



Photo 10 of 19: Second floor, looking west

O. K. Jeffery Airplane Factory
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Photo 11 of 19: Second floor, looking east



Photo 12 of 19: Third floor, temporary stairway, looking south

O. K. Jeffery Airplane Factory
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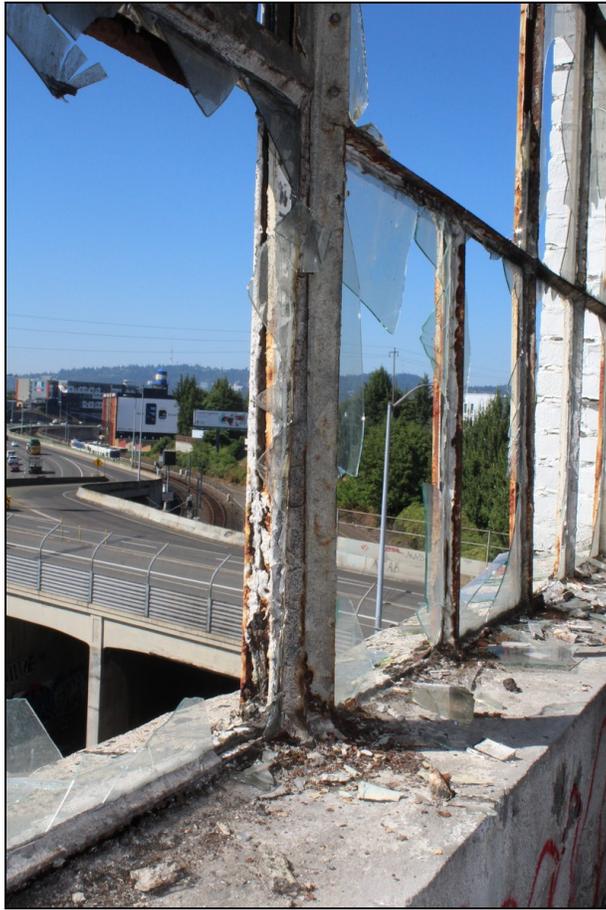


Photo 13 of 19: Third floor, south window wall, mullion, typical



Photo 14 of 19: Roof, stair tower, looking southwest

**O. K. Jeffery Airplane Factory
Multnomah County, Oregon**



Photo 15 of 19: Roof over second floor addition to the east



Photo 16 of 19: Detail of pier above parapet on roof, typical

**O. K. Jeffery Airplane Factory
Multnomah County, Oregon**



Photo 17 of 19: Setting, looking west from south side of building



Photo 18 of 19: Setting, looking east from south side of building

**O. K. Jeffery Airplane Factory
Multnomah County, Oregon**



Photo 19 of 19: Setting, looking northeast from north side of building