Oregon Historic Site Record

LOCATION AND PROPERTY NAME

address:	1331 SW Broadway St	**historic name:**	Ladd Carriage House
	Portland, Multnomah County (97201)	**current/other names:**	
assoc addresses:	715 SW Columbia	**block/lot/tax lot:**	
location descr:		**twnshp/rng/sect/qtr sect:**	1S 1E 3

PROPERTY CHARACTERISTICS

resource type:	Building	**height (stories):**	2.5	**total elig resources:**	1	**total inelig resources:**	
elig evaluation:	eligible/significant			**NR Status:**	Delisted		
prim constr date:	1883	**second date:**	1927	**date indiv listed:**	01/07/2010		

primary orig use:	Residential Auxillary	**orig use comments:**	
second orig use:			
primary style:	Stick	**prim style comments:**	
secondary style:	Queen Anne	**sec style comments:**	
primary siding:	Horizontal Board	**siding comments:**	
secondary siding:	Wood:Other/Undefined		
plan type:		**architect:**	Sherwin, Joseph
		builder:	

comments/notes:

Delisted due to move of property to another location(NRIS #80003369). Advocate group will attempt relisting when property moved back close to original location. (ij 2/11/07)

GROUPINGS / ASSOCIATIONS

Not associated with any surveys or groupings.

SHPO INFORMATION FOR THIS PROPERTY

NR date listed:	01/07/2010
ILS survey date:	
RLS survey date:	

Special Assessment

Status	Term	End Yr
Closed	2nd	2020
Closed	1st	1996

Federal Tax Program

Status	Start	Compl
Complete	10/15/2008	2014

106 Project(s): None

ARCHITECTURAL / PROPERTY DESCRIPTION

(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)

SUMMARY The Ladd Carriage House, located at 1331 SW Broadway Street in Portland, Oregon, was built in 1883 as a private stabling facility for Portland banker, politician, and philanthropist William Sargent Ladd. The Carriage House rests on the northwest corner of SW Broadway and SW Columbia Streets, with its primary east façade parallel to Broadway and is primary south façade parallel to Columbia. After being threatened with demolition in the mid-2000s, the Ladd Carriage House was temporarily relocated two blocks away to a parking lot at the southeast corner of SW 10th and Columbia Streets in order to allow for the construction of an underground parking garage. On October 25, 2008, the building was returned to its original site and orientation at the corner of SW Broadway and Columbia Streets. The only modification to its location is a minor and perhaps beneficial one—it has been set back five feet two inches on the east and south to allow for the recessing of doorways and access to ADA ramping. In the fall of 2008 and winter of 2009 the Carriage House received extensive maintenance and restoration work necessary to structurally support the building and repair character-defining architectural features. The Ladd Carriage House is a 7,474 square-foot, two-and-a-half-story balloon-frame structure with wood siding and decorative exterior elements. The building exhibits a blend of Queen Anne and Stick Style architecture and overall, it retains a high degree of exterior integrity. These styles are conveyed through the asymmetrical composition; steeply pitched, multiple-gable roofs; decorative trussed gables; a blend of wood siding types, including fishscale shingles; and, generally, an intricate textural richness on each distinct elevation. Due to the building's original functional nature, the interior was designed with a simple layout and was nearly devoid of decorative ornamentation other than the necessary structure elements. Subsequent remodels have resulted in the removal of most of the original finishes, though the character-defining separation of "horse space" and "people space" is still a notable feature of the interior. The Ladd Carriage House property was originally listed on the National Register in 1979 and was delisted following the building's temporary relocation on June 16, 2007. It is eligible for relisting under Criteria Consideration B, as the building still retains its original site orientation; it is located largely within its original property lines; and, most-importantly, it is the last remaining structure directly associated with the personal life of William Sargent Ladd. SETTING Location The Ladd Carriage House is located at the northwest corner of SW Broadway and Columbia Streets in Portland, Oregon, on what is officially known as Block 205. Broadway—a southbound one-way street—is one of Portland's most prominent avenues, as it stretches from the base of the West Hills to the Broadway Bridge and continues east of the Willamette River through Northeast Portland. Columbia Street which borders the building to the south connects the Willamette River to a junction with Jefferson Street in the vicinity of SW 18th Avenue. The site is approximately 118 feet above sea level. The Carriage House's Block 205 is located on a slight knoll that rises above the immediate blocks to the north, south, and east. While the Carriage House rests on a relatively flat parcel, the structure's location on the ridge has afforded it increased visibility since the time of construction. Surroundings In 2009 the Ladd Carriage House is located in the heart of downtown Portland and therefore surrounded by a diverse mix of building uses, styles, and densities. The First Christian Church (1923) is located directly west of the Ladd Carriage House at the corner of SW Park and Columbia. The church features a brick and terracotta exterior and is known for its collection of Povey Brothers stained glass windows. The church's closest face to Columbia Street features a three-foot six-inch setback from the property line, complementing the Ladd Carriage House's recent setback. North of the Carriage House is the Ladd Tower, a 23-story residential tower constructed from 2007 to 2009. The Ladd Tower features a four-story tan stone base with regular rectangular window bays and ground floor retail establishments. A glass-skinned tower rises above the stone base; however, the tower has been set back to add prominence to the building's base. A vacant parking lot across Columbia Street, the Oregonian Building (1948) across Broadway, and the Regency Apartments (1927) at the southeast corner of the intersection of Broadway and Columbia further frame the context of the site. Site Conditions and Temporary Relocation (2007-2008) The Ladd Carriage House was constructed on a rectangular corner lot fronting 50 feet of SW Broadway and 100 feet of SW Columbia Street. The original building was 48 feet nine inches wide and 65 feet seven inches long, with a small square wing projecting from the west elevation built at the time of, or shortly after, the Carriage House's construction. The stabling structure was built abutting the two lot lines facing Broadway and Columbia Streets. In 2005, the Ladd Carriage House was threatened with almost certain demolition in order to accommodate the construction of a parking garage and mixed-use residential tower. The only viable option to preserve the Carriage House required it to be temporarily relocated to a parking lot at SW 10th and Columbia Streets while underground parking was constructed on the site. The building was stored off-site from June 16, 2007, until October 25, 2008. With the exception of the removal of the basement and the additions on the west side of the building, no major structural changes to the Ladd Carriage House were necessary for its relocation. In 2009, the Ladd Carriage House is located on its original site, with the exception of five-foot two-inch setbacks along Broadway and Columbia Streets. These setbacks allow for ADA access, but they also help soften the building's relationship with Broadway and Columbia Streets—streets that were characterized by dirt lanes and detached sidewalks at the time of the Carriage House's construction. A newly-constructed courtyard immediately north and west of the building feature planters and landscaping. EXTERIOR The detailed exterior of the Carriage House includes two primary elevations that face Broadway and Columbia Streets (the east and south facades, respectively) and two secondary elevations that face the interior of the block (the west and north facades). A flush waterboard and drip cap conceal the new concrete foundation (which was originally of masonry construction). Above the drip cap, a low section of vertical V-notch siding further defines the base of building. The building is supported by an underground parking garage, which is not discernable from the exterior. The exterior of the building has recently been painted in various shades of brown. East Elevation The east elevation of the Ladd Carriage House, one of the

two primary facades, is three stories in height with two prominent gable ends framing the roof line. The asymmetrical façade is broken into three well-defined bays. The bays themselves feature a relatively high degree of symmetry, but are broken by a horizontal belt cornice running at the base of the second floor. The 48-foot, nine-inch wide elevation features two doors, 15 windows, four prominent vertical pilasters that rise from the ground to the eaves, and an oriel window bay that extends a portion of the second and third floors beyond the first-floor footprint. First Floor The east elevation's first floor is framed by two flat vertical pilasters at the corners. Two similarly detailed pilasters define the elevation's southernmost bay. The pilasters feature rectangular recessed panels in the middle, a flush base block at the bottom, and highly detailed protruding cornice caps at the second-floor level. Six two-over-two hung windows are set immediately above the vertical siding, located symmetrically within their respective bays. Additionally, the east elevation features two doors—one located in the center of the southernmost bay and the other in a recessed alcove abutting the northernmost corner pilaster. The door in the alcove entry is a wood stile-and-rail swing type with a six-panel glass window at top, two recessed panels in the center, and a diagonally divided recessed panel at the bottom. This door features an ADA access ramp that extends from alcove. A three-panel transom in the alcove frames the entry directly above the door. The door located in the southernmost bay is of a similar style; however, it features a simplified design with a vertically-oriented six-panel window and diagonally divided recessed panel at the bottom. The door is accessed by concrete stairs, three risers in height, with two decorative steel handrails aligned parallel to the building face. Horizontal V-notch siding is used on the building to bridge the pilasters, doors and window openings. Above the doors and windows, vertical and diagonal trim pieces are applied to the otherwise horizontal siding. Four projecting awnings with brackets and diamond shingles frame the southernmost door and three of the windows, adding symmetry to the bays. A projecting wood cornice, composed of diamond shingles and a cove eave, delineates the division between first and second floors. Second Floor The second floor features three six-over-six double-hung windows and—defining the protruding oriel window –four one-over-one double-hung windows. Horizontal V-notch siding frames the windows and pilasters from the belt cornice to the window headers. A band of vertical V-notch siding is applied above the window headers. Two arched trim boards connect the corner pilasters to the outside edges of the northernmost and southernmost bays. The protruding oriel is relatively simple, featuring only the four windows, trim, and a minimal cornice supported by nine small cove brackets. A projecting awning with diamond shingles and two horizontal brackets frame the window in the center bay. A horizontal trim board delineates the division between second and third floors. Third Floor The third floor features two four-over-four double-hung windows centered in the northernmost and southernmost bays; however, the floor is primarily defined by the decorative trussed-gable traceries that partially obscure the windows. The center bay features no openings on the third floor, as it features only vertical V-notch siding. Horizontally-oriented bands of decorative round buttons span the southernmost and northernmost bays beneath the third floor windows. Fishscale shingles surround the windows. The roofline features prominent bargeboards supported by heavy decorative brackets extending from the vertical pilasters. The two gable ends—although different in pitch and size—feature similar arched traceries with prominent kingposts and finials in the centers. South Elevation The south elevation of the Ladd Carriage House—one of the two primary facades—is three stories in height with a prominent gable end framing the easternmost portion of the facade, an exaggerated jerkinhead gable framing the westernmost portion of the façade, and an uninterrupted sloping roof that defines the center bay. Seven vertical pilasters—identical in style to those on the east elevation—frame the elevation's six bays. A high degree of symmetry exists within the bays; however, the elevation as a whole is asymmetrical. The westernmost bays within the umbrella of the jerkinhead gable feature utilitarian openings, such as carriage doors and hayloft doors, in addition to windows and doors typical to the structure. The center bay beneath the sloping roof features windows and a small gable. The two easternmost bays—one of which is centered under an uplifted horizontal roof line and the other under the prominent gable—feature simple symmetrical window arrangements. First Floor Within the umbrella of the jerkinhead gable, the westernmost three bays feature carriage doors in the center bay and wood stile-and-rail swing-type doors in the two adjoining bays. The carriage doors are a paired swing-type, each with six-panel glass windows at the top and diagonally divided recessed panels at the base. The carriage doors swing out and are flush with the sidewalk level. These doors are not original and were made in 2009 in keeping with the building's style. Above the carriage doors are several trim boards and a band of horizontally-oriented decorative round buttons. The two stile-and-rail swing-type doors in the adjoining bays are of a similar design and feature concrete stairs with decorative steel handrails. Additionally, both of these two doors are capped by three-light transom windows with X-shaped trim boards above. In the center bay of this façade are three two-over-two double hung windows. The next easternmost bay features only horizontal V-notch siding. The easternmost bay has a pair of two-over-two double-hung windows with a diamond-shingle-covered awning spanning the two window openings. With the exception of the bay in which the carriage doors are located, a projecting wood cornice composed of diamond shingles and a cove eave delineates the division between first and second floors for the entirety of the south elevation. The break in the projecting cornice is attributed to the presence of hayloft doors immediately above. Access to the hayloft would have likely required an exterior pulley system to lift items from the sidewalk to the second floor, which no longer exists on the building. Second Floor The second floor features windows, hayloft doors, and horizontal V-notch siding with applied vertical and diagonal trim details. The three westernmost bays exhibit similar characteristics on the second floor as on the first floor. Paired swing hayloft doors and horizontal V-notch siding occupy the second-most westward bay, while two six-over-six hung windows occupy the narrow bays on either side. The stile-and-rail hayloft doors each feature four panel windows and diagonally-divided recessed panels at the base. The doors are flush with the second floor. Like the carriage doors, these doors were produced in 2009. Applied diagonal trim boards frame the hung windows in the adjoining smaller bays. The vertical pilasters that frame the three bays nearest the west facade feature sets of projecting details about midway between the second and third floors. The center bay features two fixed quarter-round six-pane windows and a typical six-over-six double-hung window—symmetrically arranged with the quarter-rounds framing the double-hung. Simple vertical and diagonal trim boards are applied to the V-notch siding that surrounds the windows. A small gable with a kingpost is centered above the double-hung window. The roofline and projecting eaves intersects the bay at a height lower than the second-floor ceiling. The two easternmost bays each feature a two-over-two double-hung windows, and simple diagonal trim boards applied to the v-notch siding. A projecting wood cornice, composed of diamond shingles and a cove eave, caps the windows in each of the two easternmost bays. Third Floor The third floor elevation is separated into two parts—the easternmost two bays and the westernmost thee bays—because of the sloping roof that intersects the center bay beneath the third-floor line. The three westernmost bays are bisected by the jerkinhead gable and roof; however, the larger bay (second from the west façade) features a two-over-two double hung window. Other than the window and the pilasters, the face of the building in these three bays is composed of fishscale shingles. The pilasters feature sets of projecting details similar to those at the second floor level. Decorative traceries bridge the angles in the jerkinhead gable, and prominent brackets attached to the pilasters support the roofline. The second easternmost bay features three portal windows surrounded by vertical, diagonal, and horizontal v-notch siding and trim. The roof line is horizontal above the bay and is supported by brackets attached to the pilasters. A west-facing gable with decorative tracery and octagon shingles supports the roof perpendicular to the west edge of the bay. The easternmost bay features a section of horizontally-oriented decorative round buttons at the base of the third floor and two small two-over-two double-hung windows surrounded by diagonal shingles. The gable end above this bay features a decorative tracery with a prominent kingpost and finial in the center. The gable is supported by brackets attached to the pilasters. West Elevation First Floor The west elevation of the Ladd Carriage House displays an overall symmetry not seen in any other elevation, with eight identical two-over-two double hung windows on the first and second floors and four four-over-four double-hung windows occupying the slightly-recessed third-floor jerkinhead gable end above the roofline. Four pilasters—identical to those on the east and south elevations—frame the facade's three bays. Although the center bay features no openings, the bays nearest the north and south elevations each feature two two-over-two double hung windows. An uninterrupted projecting wood cornice composed of diamond shingles and a cove eave delineates the division between first and second floors. Second Floor and Dormer The second floor features a window configuration identical to the first floor with no windows in the center bay and two two-over-two double hung windows in both the northernmost and southernmost bays. Sixteen prominent brackets attached to the pilasters and window trim support the horizontal roof line. The face of the building is composed of horizontal V-notch siding. Above the second floor, the roof slopes perpendicular to the elevation; however, is interrupted by a west-facing jerkinhead gable dormer along the north-south roof ridge. The dormer features two four-over-four hung windows and two four-over-four fixed windows. Decorative traceries bridge the angles in the jerkinhead roofline. Short pilasters with prominent brackets frame the dormer to the south and north of the windows. North Elevation Originally the Ladd Carriage House's least visible elevation—the north elevation features four bays, a regular gable, and a jerkinhead gable. The location of a residence four feet away (building-face to building-face) from the north elevation obscured the façade from most early photographic records. Furthermore, a 1968 fire that destroyed this residence caused severe damage to the exterior of the Carriage House, resulting in the loss of much of the original siding and many of the windows on the elevation. Like the other elevations, the north façade features pilasters that divide the bays, and general symmetry within the bays; however, the north elevation's second easternmost bay is irregular because it is asymmetrical. First Floor The first floor of the north elevation features four nearly-equal bays, divided by five pilasters. The easternmost bay contains a symmetrical nine-light portal window surrounded by applied vertical and diagonal trim. The second easternmost bay features a centered six-light fixed window. The center bay features three symmetrically-placed two-over-two double-hung windows. The westernmost bay features two symmetrically-placed two-over-two double-hung windows. All of the first floor bays are capped by an uninterrupted projecting wood cornice composed of diamond shingles and a cove eave. Second Floor The second floor of the north elevation features several elements mirrored on the south façade. The building face on the second floor is entirely composed of horizontal v-notch siding, with the exception of the pilasters, window openings, and applied trim. The easternmost bay features a six-over-six double-hung window and two applied arch trim boards. The bay is capped by a projecting wood cornice composed of diamond shingles and a cove eave. The second easternmost bay features a centered six-over-six double-hung window, as well as a shorter six-light fixed-sash window occupying the space between the six-over-six window and the bay's west pilaster. The center bay features two quarter-round six-light and one six-over-six double hung windows, with the quarter-round windows framing the six-over-six. Simple vertical and diagonal trim boards are applied to the V-notch siding that surrounds the windows. A small gable with a kingpost is centered above the double hung window. The westernmost bay features two symmetrical six-over-six double hung windows, two applied arched trim boards, and a cornice at the top of the second floor similar to the one located in the easternmost bay. Third Floor The third floor of the north elevation is separated into two sections due to the sloping roof which intersects the center bay below the third-floor level. The easternmost bay features a large arched multi-light window centered on a band of horizontally-oriented decorative round buttons. The window is surrounded on both sides by diamond shingles. The jerkinhead gable that defines the bay features decorative traceries that bridge the changing slopes. The pilasters that define the easternmost bay feature large brackets that support and frame the jerkinhead gable. The second easternmost bay is bisected by an angled roof line, featuring only vertical and diagonal v-notch siding and trim. Above the roof line is a small gable dormer featuring horizontal siding and a nine-light portal window. The dormer corresponds with the symmetry of the bay below. The westernmost bay features a band of horizontally-oriented decorative round buttons and a six-over-six double-hung window surrounded by diamond shingles. The steep gable that defines the bay features a

decorative tracery with a prominent kingpost and finial in the center. Roof The roof of the Carriage House is a character-defining feature and visually responds to the lower complexities of the elevations. The multi-gabled, essentially H-shaped roof with flared eaves is expressed by many level changes on each elevation. The regular and jerkinhead gables display no consistent pitch. The original roofing materials included metal standing seam and diamond shingles. The Carriage House is now roofed in black composition shingles. The Carriage House features a brick chimney projecting out of the north roof slope in the eastern portion of the building. The parge-coated chimney features decorative recessed panels and several projecting bands. When constructed, the Carriage House featured a distinctive cupola and two prominent roof dormers that helped with the ventilation of the hayloft. These elements were removed sometime between 1914 and 1921 (Oregon Historical Society Photograph File 1508, 1509). The cupola was located in the center of the building, straddling the east-west roof ridge. It featured a four-sided steeple-shaped roof with gable elements, ridge cresting, and an open-air interior supported by turned columns. The top of the cupola featured decorative fenestration and a small spire. Immediately beneath the cupola on both the north and south slopes, large gable dormers with dual portal windows and detailed traceries were present in the years following the building's construction. The roof ridges originally featured decorative cresting, elements which have also been removed (Oregon Historical Society image OrHi 36780). INTERIOR The interior of the Ladd Carriage House is composed of two distinct areas: one that was used for residential and private uses (the eastern one-third), and one that was used as the workspace (the western two-thirds). This "zoning" of the building is the central feature of interior integrity, as the function of the interior did not necessitate the incorporation of many decorative elements. The open floor plan of the ground-floor workspace and the second-floor hayloft therefore retain a high degree of integrity. Interior tenant improvements are expected to occur later in 2009, which will entail the installation of final finishes to the walls, stairs, and floors. Ground Floor The first floor of the Carriage House features few distinctive historical elements, primarily because it originally featured a relatively open floor plan. North-south structural beams supported by two east-west rows of posts in the center of the space define the first floor. Two stairwells near the northeast corner of the building, and one aligned to the west wall of the structure, allow access to the second floor. Both stairwells make 180 degree turns between the first and second floors. When changes were made to the stair configuration in 2008, 40 feet of stair rail, 68 balusters, and two newel posts were salvaged for later reincorporation in the interior. An elevator framed within the northeast stair connects the first and second floors. Some sections of original beadboard ceiling still exist between the structural beams. Furthermore, quarter-round crown moldings frame some of the beams. Varnish on the beams and beadboard suggest most or all of the wood throughout the first floor was originally stained. Second Floor and Hayloft The second floor consists of two distinctive areas: the hayloft and the residential area. The residential area—occupying the eastern one-third of the floor—is one and one-half inches higher than the hayloft. Aside from the stairs leading to the first floor, the hayloft section is open from the second floor to the underside of roof. The original wood scissor trusses and structural beams remain exposed. The hayloft was one of the defining features of the building at the time of construction. Although no original interior photographs or plans exist, structural evidence suggests the present condition is representative of the 1883 design. At some point during or just after Hoffman Construction's ownership of the building, a third floor was constructed bisecting the hayloft. This floor was removed in 2009. With few windows or decorative embellishments, the hayloft was a utilitarian space. As mentioned before, the continuity of structural supports between the first and second floor suggests that loading would have occurred from an exterior pulley system accessible by the hayloft doors. Structural framing indicates an access stair to the ground floor was likely located near the present non-historic stairwell along the west wall. It was recorded that hay was still being found in the building into the 1930s ("Ladd Carriage House Restored," 1968). The residential section is open laterally to the hayloft; however, a ceiling supports the third floor above this section. Demising walls that originally configured this residential area no longer exist and were removed at a date unknown. An elevator overrun and the northeast stair continue from the second to the third floor. Third Floor Since the hayloft is open from the second floor to the roof, the third floor of the Carriage House includes only the residential portion of the building. Much of the third floor features sloped ceilings because of the intersecting roof pitch. Little fabric remains in the third floor other than the general feeling and layout of its original residential use. A new mezzanine window provides views into the hayloft section directly to the west. A small attic exists above the third floor residential area and the roof. Exposed trusses can be seen from in the attic space. Basement The Carriage House originally featured a finished basement with an irregular basalt and mortar foundation prior to its relocation and the subsequent excavation of the underground parking garage in 2007. Other than the basalt foundation walls, the original basement featured no significant elements. Furthermore, the basement had been altered with the addition of a new staircase with cast-concrete retaining walls by the time of the building's move. The basalt foundation, like the new concrete foundation, was never visible from the exterior of the Carriage House. The Ladd Carriage House now features a crawl space under the perimeter of the structure. The crawl space features a concrete foundation wall and is occupied by electrical, mechanical, and service equipment for the building. North-south interior walls divide the crawl space into six nearly-even sections. A ships-ladder stairwell in the center-west portion of the basement provides access to the first floor. The crawl space is located above an underground parking lot that spans the perimeter of the Ladd Carriage House and neighboring Ladd Tower. ANALYSIS OF EXTERIOR INTEGRITY Based upon records, the east elevation of the Carriage House displays a high degree of integrity. The earliest photographic records of the elevation show details, bays, and openings in the locations that they occupy in 2009 (Oregon Historical Society Images bb003672, CN 024284, and OrHi 67367). The only exception is the recessed entry at the north end of the elevation. Likely dating from 1926, the recessed entry features an original door and does not distract from the overall feeling of the otherwise intact elevation ("Ladd Barn to Hold Shops and Studios," 1926). A window and door survey has suggested nine of the fifteen windows and one of the two doors in this elevation are original to the building's construction. Although much of the south elevation is obscured in early photographs of the building, the openings and overall feeling of the facade appear identical to the original configuration (Oregon Historical Society images bb003673, CN 017530, and OrHi 36780). While few written or photographic records exist to describe the early configuration of the westernmost bays, the structural design strongly suggests the carriage and hayloft doors occupy their original openings. Furthermore, images showing a slightly-raised sidewalk and curb cuts perpendicular to the south elevation confirm the location of the carriage entrance (Oregon Historical Society image bb003673). A window and door survey has suggested that of nine of the twenty windows and two of the four doors date to 1883. While the west elevation of the Ladd Carriage House has seen several successive alterations and additions, the window configuration of the façade is representative of that seen in the earliest photographic records (Oregon Historical Society image CN 017530 and OrHi 25731). The only significant element from the decade following the building's construction that is not in existence today is a square one-story wing which projected from the center bay. While the more-recent additions were removed at the time of the Carriage House's temporary relocation in the spring of 2007, little is known about the configuration of the original wing. The west elevation was almost entirely reconstructed following the building's relocation due to structural deficiencies. A window survey has indicated that four of the elevation's twelve windows date to 1883. Because of the lack of historical documentation and the damage caused by the 1968 fire, the north elevation's integrity is difficult to assess. Because many of the elements of this secondary façade correspond to documented elements on the south façade, the north elevation maintains the feel and configuration that likely existed at the time of construction. Because the arched multi-light window on the third floor is obviously out of scale to the building, it is likely a product of the repairs following the 1968 fire. Of the 18 windows

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)

INTRODUCTION The Ladd Carriage House—located at the northwest corner of SW Broadway and Columbia Streets in Portland, Oregon—was built in 1883 to house the horses and carriages of prominent Portland businessman, philanthropist, and civic leader William Sargent Ladd. Primarily significant because of its direct association with the personal life of Ladd during the period 1883 to 1893, the Carriage House is being nominated to the National Register of Historic Places under Criterion B. Although a moved building, the Carriage House is the remaining building of greatest association with Ladd, and the only extant building directly associated with his personal life. As such, this nomination seeks to meet Criteria Consideration B for moved properties. Although several changes have occurred to the structure since Ladd's death, he would certainly recognize the exterior today, especially the principal elevations on SW Broadway and SW Columbia Streets that faced his home (now demolished). Although its relocation resulted in setting the property back five feet from the east and south property lines, its orientation remains the same. These setbacks have minimal visual impact and helped make a sensitive rehabilitation more feasible when work to the building was conducted in 2008 and 2009. By the 1880s, William Ladd was widely viewed as the wealthiest and most powerful businessman in the Pacific Northwest. Having arrived in Portland in April 1851, he opened a general store on Front Street, and—along with businessmen such as Henry Corbett, Cicero Lewis, and Josiah Failing—found economic success in the growing city. These "Front Street Merchants" invested capital and personal dedication into Portland's economic growth. Ladd's interest in the Ladd and Tilton Bank, the Oregon Steam Navigation Company, the Portland Flouring Mills Company, and countless other civic and business investments earned him a prominent place among the pioneers who established Portland in late the 19th Century. When his lower body was paralyzed in 1876, William Ladd became dependant on crutches, a body servant, and horse-drawn carriages until his death in 1893. The Ladd Carriage House—built directly across Broadway from Ladd's expansive residence—housed the estate's gardener, coachman, and the horses and carriages. With a beach home in Seaview, Washington, several large farms east of the Willamette River, and daily obligations in Portland, Ladd's horse-drawn carriage was a common sight among Portland residents. The Carriage House was designated as a Portland Landmark in 1970 and was listed in the National Register of Historic Places in 1979. Although the 1979 National Register nomination lacked detail, the building was considered significant for its association with William S. Ladd and as an example of Stick Style architecture in Portland. The building was delisted when it was moved temporarily in June 2007 to allow for the development of an underground parking garage on the property. The building returned to its original lot at the northwest corner of the intersection of SW Broadway and SW Columbia Streets in October 2008. It has experienced few negative changes since its original listing and now has an even greater level of integrity than it did in 1979, due to the recent rehabilitation. THE PORTLAND ESTABLISHMENT Portland, Oregon officially came into existence in 1845 when landowners Asa Lovejoy and Francis Pettygrove conducted a coin toss to determine the name of their infant townsite. Two years early on a canoe trip from Fort Vancouver to Oregon City, Lovejoy and his companion, William Overton, stopped on the western bank of the Willamette in an area known as "The Clearing." Sensing the economic potential of the area, Lovejoy and Overton (whose interest was quickly sold to Pettygrove) filed claim to 640 acres the following year in what is now downtown Portland. Around the same time, Captain John Couch piloted the sailing ship Chenamus up the Willamette River towards Oregon City. Unable to reach his destination, Couch proclaimed Portland to be the furthest point up river that ships could easily travel (Lansing, 2003). With access to agricultural and timber lands and geography conducive to town-building, Portland grew considerably during the late 1840s. The December 1850 Federal Census counted 821 Portlanders, half of whom had arrived that year.

Portland was incorporated in January 1851 (MacColl, 1988). The city absorbed a wave of young entrepreneurs in 1851. William Ladd, Henry Corbett, Cicero Lewis, and Josiah Failing arrived in the spring, each establishing stores on Portland's rugged Front Street. Historian E. Kimbark MacColl writes about this time: "Within 10 years, this group of dedicated Front Street merchants and their families would dominate the economic, political and social life of Portland. All became warm and lasting friends with Ladd… first among equals. Close-knit, they trusted and respected one another as business people without losing their sharp competitiveness. With Benjamin Stark (Stark purchased Asa Lovejoy's interest in the Portland townsite in 1845) and John H. Couch, who became Lewis's father-in-law, they formed Portland's earliest Establishment, one of merchant-entrepreneurs. It had dynastic overtones" (MacColl, 1988, p. 20). During the 1850s, Portland's population continued to grow dramatically. The addition of residents such as George Flanders, John Ainsworth, Jacob Kamm, Richard Hoyt, and Simeon Reed further propelled Portland's economic and physical growth during the decade (MacColl, 1988). Portland had a population of 3,000 in 1860; 6,000 in 1865; and 12,000 by 1876. Once Portland's business leaders found individual prosperity, they collectively focused energy and capital into transforming "Stumptown" into the Pacific Northwest's primary commercial and cultural center (MacColl, 1988). Between 1877 and 1883 Portland—as the gateway to the mining and ranching regions of the Northwest's interior—saw large growth in business and new construction. By the mid 1880s, Portland had a population "approximating 25,000 people; with its splendid array of business blocks and its pretty homes, with some 21 churches; with its new high school, four primary and eight select schools, and several academies; with its fine new post office and its street railway; and, above all, with the high hopes that animated its citizens, Portland presented every appearance of the happy, cultured and prosperous community that it was" (Fitzgerald, 1919, pp. 34-35). Northern Pacific Railroad promotional efforts helped stimulate a seventy percent increase in the city's population between 1880 and 1883, and the railroad directly connected Portland to the rest of the nation for the first time (MacColl, 1988). WILLIAM SARGENT LADD'S EARLY YEARS (1826-1893) William Sargent Ladd was born in Holland, Vermont, on October 10, 1826, to Nathaniel Gould Ladd and Abigail Kelley Mead. In approximately 1833, the Ladd family relocated to Sanbornton Bridge, New Hampshire, where William Ladd received his primary education. In addition to academics, young Ladd was expected to work during much of the year on the family's farm. At nineteen, Ladd accepted a teaching position in the county near his family's residence. Although he became a "master and friend" of the students, he felt ill suited to the profession (Bancroft, 1890). Ladd sought out employment with the Boston, Concord, and Montreal Railway that was being constructed through his New Hampshire town. Ladd's personality and intelligence earned him several promotions and, thus, his first experiences with prominent business people. Some within the railroad company found Ladd's quick ascent to be threatening, which ultimately stifled any further promotional prospects for Ladd (Bancroft, 1890). Once the news of the discovery of gold in California reached New England, Ladd became intensely interested in the West Coast. Although many of his peers headed to the Sierra Nevada's in search of gold, Ladd is known to have found Oregon much more appealing than California. Ladd once said, "Gold; that can be picked up from the ground cannot continue to be of much value while good farming land is a sure basis of progress and prosperity" (Bancroft, 1890, p. 19). This mentality certainly guided many of his later decisions. One of Ladd's schoolmates, Charles Elliott Tilton, had found profit in shipping goods from New Hampshire to San Francisco. After corresponding with Tilton, Ladd decided to seek passage on a San Francisco-bound steam ship out of New York on February 27, 1851 (Bancroft, 1890). Ladd arrived in San Francisco in March 1851. Once again, the existing powerbrokers left little room for a man with Ladd's ambitions in the booming city of 80,000. He found there was no need for his vision of a mercantile business in the city by the bay that was overstocked with goods and entrepreneurs from the Eastern Seaboard. However, Ladd quickly realized that merchandise could be bought in San Francisco and resold for a profit in Portland. He suggested forming a partnering with Charles Tilton, but Tilton viewed the venture as too risky. Alone, Ladd sailed to Portland with a small quantity of Tilton's liquor. He arrived in Portland on April 8, 1851, with "a small consignment of liquor, a character reference from his Congregational minister, a hole in his shoe, and cash to survive for two weeks" (MacColl, 1988, p. 1). Shortly after arriving in Portland, Ladd was informed he would be assessed a road tax of six dollars. Not having the resources to pay the tax, Ladd spent two or three nights and mornings removing two stumps from a downtown street in lieu of a cash payment. He later recalled that the work earned him the easiest six dollars he would ever see (MacColl, 1988). Around the same time in 1851, a ship arrived in Portland filled with goods belonging to a Mr. Gookin who had known Ladd's father in New Hampshire. Gookin retained Ladd to assist with the vending of his merchandise, for which Ladd was able to secure a small quantity of items and a commission of $1,000 (Bancroft, 1890). In July 1852, Ladd traveled to San Francisco to formalize a partnership with Charles Tilton, who had since agreed to join Ladd's venture in Portland. Upon returning to Portland, Ladd hung a sign above his store identifying it as "W.S. Ladd & Company." Working in partnership with Tilton and Gookin, the store began doing so much business that Ladd's brother, John Wesley Ladd, came to Portland in 1853 as an associate (Gaston, 1911). THE FRONT STREET MERCHANTS: COMPARING LADD AND HIS CONTEMPORARIES Although Historian E. Kimbark MacColl refers to Ladd as being the "first among equals" in the Portland establishment, his story is intertwined with those of the other successful Front Street merchants (MacColl, 1988). Henry Corbett, who came to Portland a month before Ladd, entered into the dry goods business on Front Street in much the same way Ladd did. Having a hand in numerous businesses and investments, by the time Corbett died in 1903 he had amassed a portfolio of investment buildings in downtown Portland, served as a U.S. Senator, and helped build the First National Bank—a competitor to the Ladd and Tilton Bank. Corbett's 1870 Corbett Building, 1884 Cambridge Block, and 1874 Corbett House have all been demolished. Corbett's son, Henry J., married Ladd's daughter, Helen, bonding the two families despite the early economic competition. Josiah Failing and his son Henry also engaged in the mercantile business when they arrived in Portland in 1851. Josiah served as Portland mayor in 1853 and 1854, and son Henry did the same from 1864 to 1866 and again from 1873-1875. The Failings, especially the younger Henry, found economic success in Portland through banking and various investments. Henry's elaborate 1873 mansion was demolished in 1922, but the 1886 commercial building that bears his name still stands. Cicero Lewis who also entered into the mercantile business upon arriving in Portland in 1851, found similar economic success in Portland, although he was much more reserved in his public and private lives than the other pioneer merchants. Lewis' 1882 Allen & Lewis Block and his 1881 Lewis House have both been demolished. While Ladd could be compared to successful Portlanders such as Herman Leonard, John Green, and Jacob Kamm, John Ainsworth, or Simeon Reed, the "Four Young Merchants of 1851" (Ladd, Corbett, Henry Failing, and Lewis) are unique in Portland's history, especially as seen in MacColl's comprehensive study of the Portland Establishment. WILLIAM SARGENT LADD: PROMINENT PORTLAND CITIZEN (1854-1853) Ladd decided to run for the office of mayor in Portland in 1854. At twenty-seven years of age, Ladd defeated sawmill owner William Abrams with 57 percent of the vote (Lansing, 2003). As of 2008, Ladd remains the youngest person to have served as Portland's mayor. In 1857, when a special election was held to replace the previous mayor, Ladd decided to run for the office a second time. Ladd defeated Thomas Dryer by a margin of two votes, serving a five-month term as Portland's eighth mayor (Lansing, 2003). William Sargent Ladd married Caroline Ames Elliott on October 17, 1854. Elliott, who had been courted by Ladd before he left New Hampshire, reunited with him in San Francisco on September 28, 1854 (Bancroft, 1890). They were married in that city and returned to Portland immediately thereafter, where they resided in a home on West 5th and Burnside Streets. Four years later they constructed a large residence on SW Broadway, which will be discussed in detail in a later section. Ladd bought out Charles Tilton's share of W.S. Ladd & Company in the spring of 1855. Less than four years later, Tilton approached Ladd about partnering once again. Instead of allowing Tilton to join the mercantile business, Ladd suggested a new venture: establishing the West's first bank north of San Francisco (Bancroft, 1890). The Ladd & Tilton Bank opened on June 1, 1859, and by the end of that year nearly $50,000 had been deposited with the bank (Fitzgerald, 1919). Over the next two decades, the bank grew larger and more prosperous under the guidance of Ladd and Tilton. It was later said the reason for the bank's success was that the two owners possessed the gift of "rare psychological powers of discernment, prudent judgment, and faith in his fellow man" (Fitzgerald, 1919, p. 17). Charles Tilton retired in 1880, officially transferring control of the bank to Ladd. A new partnership was established with Ladd and his son as principals, though the familiar Ladd & Tilton name continued. The bank's capital of nearly $2,000,000 was distributed and the new firm continued with capital of $250,000 (Burrell, 1967). O. K. Burrell—the author of Gold in the Woodpile—points out that "the liability of [Ladd] was in no way limited to the capital expressed on the books of the bank. His entire resources constituted a guaranty fund for the deposits and other obligations" (1967, p. 59). William Mead Ladd was a partner in name and as a matter of record; however, in reality, his role was not much more than that of a clerk. It was not in the elder Ladd's nature to share control. Burrell points out that Ladd & Tilton was a private bank without a Board of Directors or loan committee, and was not subject to any bank regulations. The bank's funds were under Ladd's control and he regarded them as his to what he saw fit with "according to his best judgment and without interference by the depositors, partners or anyone else" (Burrell, 1967, p. 59). Although the Ladd & Tilton Bank was the main feature of William S. Ladd's business activity, his interests and investments outside of the bank are recognized as most important to his life's work (Bancroft, 1890). One of those outside investment activities was involvement Ladd's in the Oregon Steam Navigation Company (OSNC), which was established in 1860 (Bancroft, 1890). Ladd is known for being the second largest contributor and few of his ventures would prove to be more profitable than OSNC. While the operating profits certainly contributed to Ladd's wealth accumulation, it was the timely sale of this enterprise to the Northern Pacific in 1871, the repurchase after the railroad's failure, and the subsequent sale to Henry Villard in 1879 that brought Ladd a significant profit (Burrell, 1967). Ladd also played a role in the establishment of the Arlington Club—a social club desired by Portland's growing business community. In December 1867, the Arlington Club was incorporated by Ladd, Henry Failing, Simeon Reed, Alexander Ankeny, and several other prominent business leaders (Lansing, 2003), and today remains an instrumental social organization of Portland's elite. One of Ladd's primary interests was in the accumulation of vast tracts of farmland. Ladd owned several large farms in Washington State and in Oregon's Washington and Yamhill Counties. Additionally, he owned at least four farms on land that is now included within the city limits of Portland, including the neighborhoods now known as Laurelhurst, Ladd's Addition, and East and West Moreland. The Hazel Fern Farm (now the Laurelhurst neighborhood) was Ladd's favorite. His experimentation with farming and ranching techniques at this and other farms is said to have not just entertained Ladd personally, but developed agricultural innovations that would later become standards for farming in the Northwest (Bancroft, 1890). Ladd began importing Clydesdales and Cleveland Bay horses by 1870, and he is therefore credited with initiating a general interest in the breeding of quality horses in Oregon (Bancroft, 1890). The 1870 Federal Census listed Ladd's personal wealth at $400,000, far surpassing other wealthy Portlanders such as Henry Green, Henry Corbett, and Henry Failing (MacColl, 1988). After the 1873 fire that burned much of Portland's waterfront buildings and wharves, Ladd established the Oregon Furniture Manufacturing Company to provide furniture for the new developments planned for the burned blocks (Bancroft, 1890). Following a devastating season to Oregon's flour mills in 1883, Ladd helped establish the Portland Flouring Mills Company. In addition to the mills which had become indebted to the Ladd & Tilton Bank, Ladd purchased many of the remaining flouring mills in the area to form the Portland Flouring Mills Company. The company remained one of the largest in the West long after Ladd's death. During the 1880s and opening years of the 1890s, Ladd's interest in Portland's civic affairs culminated with several accomplishments that would help propel the city into the 20th Century. In 1886, Ladd became a prominent member of the legislatively-enacted Portland Water Committee. The early dedication to this cause shown by Ladd and the other members eventually led to the construction of Portland's Bull Run water system (Lansing, 2003). In the early 1880s, Henry Villard had initiated construction of a large

hotel in downtown Portland; however, construction was halted because of financial difficulties. One day in 1887, Ladd convened a meeting of prominent Portlanders in which an agreement was reached on how best to finish construction of the hotel. With the financial support of Ladd and others, the Portland Hotel opened in 1890 (Bancroft, 1890). In February 1891, the Oregon legislature chartered the Port of Portland. Having been granted the power to tax, the Port became the most permanent and independent commission in the city's history. Several Arlington Club members were appointed to the commission including Ladd who, not surprisingly, was named commission president (Lansing, 2003). On December 9, 1892, Ladd sought the assistance of the family physician because of his rapidly deteriorating health (W. S. Ladd is Dead, 1893). Ladd had suffered a spinal injury as a young man that caused him to become paralyzed from the waist down in 1876. For the remainder of his life, Ladd was dependant on crutches and a body servant (Brewster, 1933). For Ladd to travel any distance within the city or to his farms, investment interests, or beach home in Seaview, Washington, Ladd was largely dependent on horse-drawn transportation. A newspaper account from the Oregonian noted that "nearly every day, after business hours, he has been driven out, and his portly form, kindly features, and roomy, comfortable buckboard were familiarly known to nearly every citizen" (1893, p. 1). Beginning around 1890, Ladd transferred the management of many of his investment interests to his sons because of his failing health. On January 3, 1893, Ladd proclaimed that he would like to live long enough to witness the completion of three public amenities: River View Cemetery, a 25-foot channel from Portland to the Pacific Ocean, and the Bull Run water system (MacColl, 1988). Ladd died at his Portland home three days later on January 6, 1893. His estate was valued in excess of five million dollars, though some accounts valued his wealth at over ten million dollars (MacColl, 1988). Much of this was eventually donated to charitable organizations. Three years prior to his death, historian Hubert Howe Bancroft wrote the following of Ladd: "He was clearly recognized as the most prominent figure in the northwestern states, possessing greater resources and power, and capable of exercising greater influence and control than any other citizen in that section" (p. 2). THE DISTINGUISHED LADD HOME In 1858, William Ladd purchased two blocks of land on what was then the outskirts of the city between SW Clay, Jefferson, Sixth, and Broadway Streets. The following year, Ladd had a large residence constructed on the northernmost block, Portland Block 185. Little is known of Ladd's previous home at West 5th and Burnside Streets other than it was occupied by the family beginning in 1854 and was demolished shortly after the Ladd's vacated it in 1858 (Brewster, 1933). The Ladd House of 1859 was designed by architect E. M. Burton as a two-story Italian Villa residence constructed of the highest quality materials and craftsmanship available (Olsen, 1927). The concept for the house came from a residence in Bangor, Maine, that Ladd had seen on a trip the year before (Bancroft, 1890). The house abutted both Broadway and Columbia Streets and the primary entrance faced Sixth Street. In 1878, Ladd commissioned the addition of a third-floor mansard and a tower over the front entrance, stylistically recreating the house as a Second Empire mansion. After the additions and modifications were complete, the interior of the residence featured wide stairwells, large windows and doors, a basement with access to Columbia Street, and thirty rooms accented with rosewood, maple, and mahogany panels. The residence was elevated by a basalt retaining wall and was surrounded by shrubbery, lawns, and large elm trees. An ornate greenhouse and carriage drive were located on the northwest corner of the property near Broadway and Jefferson Streets (Olsen, 1927). Ladd is believed to have built a stable on the southernmost block of his estate—Portland Block 186—prior to the building of the Ladd Carriage House. An 1879 Sanborn Fire Insurance Map shows a square two-story stabling structure abutting Broadway midway between Clay and Columbia Streets. No other structures were located on Block 186 in that year. Photographic records indicate the building had a tower and mansard roof stylistically similar to that of the Ladd House. Two large doors were located on the Broadway façade (Image OrHi 8280). Both of Ladd's blocks were surrounded by plank sidewalks and street trees by the early 1880s (Photograph File 1505). BLOCK 205 The history of Portland Block 205—the location of the subject property—began in 1848 when the block was platted by owner Daniel Lownsdale. The same plan provided specifications for half-blocks between 8th and 9th Streets. The half-blocks south of Salmon Street were dedicated as the Park Blocks in 1852. In 1877, the city contracted the planting of trees in the Park Blocks between Salmon and Mill Streets. By 1880, fences were erected around the blocks and the streets and sidewalks were clearly defined (Mackenzie, 1988). In 1851, Daniel Lownsdale donated the entire Block 205 to the Methodist Church for the construction of a private school—the first building to be constructed on the block. The two and a half-story Portland Academy and Female Seminary opened in the fall of 1851 near the center of Block 205. Ladd was elected as trustee-treasurer (MacColl, 1988). In 1878, the Portland Academy left the building, and in 1879 or 1880, the structure was moved to the extreme northwest corner of the block where it was transferred into the ownership of Willamette University. In 1880, the newly-formed First Christian Church purchased the corner lot at Park and Columbia Streets from the Methodist Church and constructed a new building, completed the following year (First Christian Church, 1955). Around 1880, William Sargent Ladd purchased Lot 4 of Portland Block 205. The parcel, located at the northeast corner of Broadway and Columbia Streets, was directly across Broadway from the rear of the Ladd House and diagonal from Ladd's stabling structure. He likely obtained the lot from the Methodist Church, who sold the parcel directly west to the First Christian Church. AN EXPENSIVE STABLE For undocumented reasons, Ladd decided to replace his earlier stable with a much larger structure in 1883. The need for the Carriage House was likely impacted by Ladd's inability to get around by foot. As mentioned earlier, Ladd was a paraplegic and relied heavily on a horse-drawn carriage for all his mobility needs. Ladd commissioned architect Joseph Sherwin to design the Ladd Carriage House. An 1883 newspaper article contains the most descriptive account of the Carriage House's construction: "An expensive stable. W.S. Ladd, Esq., has just commenced the erection of a new stable on stone basement on the corner of Seventh and Columbia, forty-eight feet wide and sixty-five feet long, two stories high, with coachman's residence three stories. Accommodations is[sic] provided for twelve horses. The building will be heated by steam, and will cost about $12,000, and is the best design for a building of this kind we have ever seen. The plans and specifications were prepared by Jos. Sherwin, architect" (An Expensive Stable, 1883). Although the Carriage House was projected to cost $12,000, an 1884 building inventory listed the cost at $16,000 (Miscellaneous Buildings, 1884). A later figure showed the final construction price had ballooned to a sum of $24,000 because of the incorporation of the highest quality materials and skilled labor. According to the Oregonian, Ladd personally selected the fir used in the building (Ladd Barn to Hold Shops and Studios, 1926). Several commercial stabling structures were also completed in Portland in 1883. In addition to the Carriage House, at least six stables were built in Portland that year, ranging in cost from $2,000 to $15,000 (Miscellaneous Buildings, 1884). Unlike these less-opulent livery and commercial transportation-oriented stables, the Ladd Carriage House received notice because of its connection to William Ladd personally. For example, the social affairs column of the July 21, 1883, North West News mentioned the Carriage House by stating the following: "W.S. Ladd is having a fine large stable built. It will soon be ready for its four-footed tenants" (Gossip, 1883). Construction of the Carriage House was completed sometime after the publication of this article, but before the New Year. No plans or construction photographs of the building are known to exist. The earlier Block 186 stable remained intact while the Ladd Carriage House was built, but by 1885 it had been cleared (Sanborn Fire Insurance Map, 1885). Several residential structures were erected on Block 205 around the same time as the Carriage House's construction. A two-story dwelling was built immediately north of the Carriage House's lot between 1879 and 1884. It is unknown how the erection of this residence may have affected the design of the north elevation of the Carriage House. JOSEPH A. SHERWIN Although several notable buildings have been attributed to architect Joseph A. Sherwin, there are few remaining records of his personal and professional life. A native of England, Sherwin practiced in California's East San Francisco Bay Area before moving his office to Portland, Oregon in 1880. Sherwin settled in Oakland, California in 1876. The following year, he designed a large public hall and theater in the neighboring city of Alameda, California. In 1878, he opened a branch office in Alameda, partnering with architect T. Mackenzie to establish the firm of Sherwin & Mackenzie. The partnership is known to have designed Alameda's Bath House (1878, demolished), Probst Building (1878-79), and Tucker Building (1879). The two-story Italianate Probst Building, featuring a corner turret with a peaked roof and prominent brackets at the cornice level, has been determined eligible for listing in the National Register as an individual property of architectural and associative significance (Minor, 1989). The Tucker Building—a highly altered three-story Italianate commercial block—is a contributor in the Park Street Historic Commercial District (Minor, 1992). Joseph Sherwin relocated to Portland in 1880. In the 1881 Portland City Directory, Sherwin was listed as one of only thirteen practicing architects in the city. From 1881 until his death in 1883, Sherwin's office and residence were found in several rooms on the third floor of the Union Block on SW Stark Street. In 1881, Sherwin prepared a design for the Calvary Presbyterian Church; however, his plans were rejected in favor of the Warren H. Williams design which still stands in 2009 (Ritz, 2002). That same year, Sherwin designed an elaborate residence in Northwest Portland for George H. Williams—a prominent Portland citizen who served as a U.S. Senator, U.S. Attorney General, and eventually as Mayor of Portland. The residence featured elaborate polygonal bays, prominent roof ridge cresting, and façade dormers, making it a recognizable addition to one of Portland's most exclusive neighborhoods (Hawkins & Willingham, 1999). Although the Williams House was demolished in 1914, the George H. Williams Townhouses of the same year still stand on the original property (Rees & O'Hara, 1983). The design of the multifamily dwelling may be attributed to Joseph Sherwin, despite the lack of conclusive evidence. Sherwin is known to have also designed the Henry E. Jones residence on NW 17th Street in Portland (Marlitt, 1978). In Tacoma, Washington, he designed the Pierce County Courthouse (1882, demolished), St. Luke's Memorial Episcopal Church (1882), and the Central School (1883, demolished). St. Luke's which was moved and reconstructed in stages from 1934 until 1946 and is currently under review for listing in the city's local register of historic places (Figetakis, 2008). In 1882 and 1883, Sherwin occasionally promoted his office through advertisements published in the Oregonian. One such advertisement listed "J. Sherwin; Architect and Superintendent; Agent for Panly Bros. Steel-clad Jail Cells" (Architects and Engineers, 1882). Another advertisement prominently featured Sherwin's name and office address over an image of his George Williams House (Sherwin, Architect, 1883). Joseph Sherwin died suddenly at age 46 on August 28, 1883, from neuralgia of the stomach. Sherwin regularly suffered from the

RESEARCH INFORMATION

✔ Title Records	✔ Census Records	✔ Property Tax Records	Local Histories
✔ Sanborn Maps	Biographical Sources	✔ SHPO Files	Interviews
✔ Obituaries	✔ Newspapers	State Archives	✔ Historic Photographs
✔ City Directories	✔ Building Permits	State Library	

Local Library:	Multnomah County Library	**University Library:**	
Historical Society:	Oregon Historical Society	**Other Respository:**	

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