

United States Department of the Interior
National Park Service

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'Rear, Newton Wm. & Ruby, House

other names/site number Frank W. Hastings Carriage House

2. Location

street & number 1932 Washington Street not for publication

city or town Port Townsend vicinity

state Washington code WA county Jefferson code _____ zip code 98368

3. State/Federal Agency Certification

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

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

In my opinion, the property ___ meets ___ does not meet the National Register criteria and that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria

X A X B ___ C ___ D



Signature of certifying official/Title Date

WASHINGTON STATE SHPO
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

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic: Single Dwelling

Current Functions

(Enter categories from instructions.)

Domestic: Single Dwelling

7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian 19th Century

Materials

(Enter categories from instructions.)

foundation: Concrete

walls: Wood: Clapboard and Shingle

roof: Composite

other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Newton Wm. O'Rear house currently sits at a location behind the Frank W. Hastings House (NPS #712530001) at 1932 Washington St, Port Townsend, facing Port Townsend Bay and Washington St. It is one block from the Jefferson County Courthouse, and across the street from a Mukilteo replica lighthouse. The structure is sited on Washington Street just at the point it begins to descend from the "uptown" bluff to the level former tidelands area of Sims Way and the Kai Tai lagoon. Automobile access to the property is limited to a circular drive from the rear via Jefferson/Scott Streets.

Narrative Description-As built

The main portion of the carriage house/barn exterior constructed in 1891 originally reflected the same materials and lines as the Hastings home, but when the conversion to a residence occurred from 1907 through 1908, O'Rear had the entire structure re-sided on top of the existing fir with fir clapboard. The home remains a juxtaposition of two distinct styles. The exterior has Greek Revival Doric front porch columns on both levels, while the tower portion's roof was hewed out, double hung dormer windows added on all four sides, and re-roofed to resemble the mansard French Empire style. The homes interior, completed in the years 1907-08, features Arts and Crafts detailing in the window and door moldings, nine foot ceilings, and a plate rail in the dining room.

The Washington Street façade had a cottage style double hung window on each of the two floors, centered in the front facing gable, each with a distinctive diamond pattern in the upper portion. A 15 light door led to a small upper story porch, entered from the tower section's second floor bedroom. An identical door directly below on the main level led to the front porch, with steps leading down a slight slope to the sidewalk in front.

The main floor of the east façade had three cottage style windows with the same diamond pattern as those at the front, all facing the Frank W. Hastings property. At the rear of the home was a bump-out, covered back porch with a small square window and lattice and bead board siding. Entry to this porch was from the rear of home. On the second floor east/west gable, two side by side double hung windows lit the east facing bedroom. A small shed roof dormer with two awning windows was centered over the three downstairs cottage windows lighting the upstairs hall. A four sided cupola with pointed roof was centered on the top of the east/west gable. It is unclear if this provided ventilation for the hayloft which became the rear two bedrooms, or if it was intended to be purely decorative to tie the structure to the main F. W. Hastings house.

The west façade held a single double hung window centered in the tower portion on both the first and second floors. Two small rectangular awning windows opened to the landing of the interior stairway to the second floor, and the other to the kitchen pantry. Two more cottage style projecting windows with the diamond pattern on the main floor of the east/west facing gable light the dining room and have small shed roofs covering them, clad in wood shingles. On the second floor, two side by side double hung windows light the west facing bedroom.

The rear of the home on the north façade reused three of the 2'x2' original stable windows in a trio over the kitchen sink. The only other window on this side was a small triangle shaped dormer centered on the second floor. The dormer and window is significant in that it is visible in the **only** available photo of the structure before

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it was moved to the current site. This was how the current owners determined that the entire structure had been rotated 180 degrees during the move to the present location.

The original basement of post and pier was filled in prior to 1947 with poured concrete, creating a solid foundation that stabilized the entire structure. A concrete floor was also poured, making the basement clean and dry. The front section of the basement directly under the living room was used as a garage, with side rolling doors with six divided lights in each. The area is now used for storage since the access is narrow for today's automobiles.

The entire structure, including the tower, was covered with asbestos siding in 1947. During the installation of the siding, brackets under the tower roofline were removed, window stools trimmed off, and the distinctive window and door moldings removed to facilitate siding installation. Ghosts of these features were uncovered in the 2000-2001 restoration and were restored. Window crowns are visible in the large photo of the F.W. Hastings house where the O'Rear house appears in the background.

Narrative Description-Current

The main floor front façade cottage style window was relocated sometime prior to 1947 to the west side of the house, replacing the original standard double hung window in the entry hall. At the same time, a three section fixed sash single pane window took its place, doubling the view of the bay from the living room. Doors to both porches were replaced with more weather resistant solid wood and double paned beveled glass in 2001.

The tower windows and their dormers original to the house had been removed and roofed over prior to the 1970s. The dormers on all four sides of the tower were rebuilt and new single hung, double paned, arched windows installed in 2001.

The main floor of the east façade also had major alterations prior to 1947. The front door facing Washington was sealed shut due to the high velocity winter winds and water penetration off the water. The center cottage style window on the east side was replaced with a door, accessed via a concrete stoop with a small shed roof overhang. This became the main entrance until 2000. A ½ bath was added to the space under the main stairs to the second floor when original steps to the basement were removed.

In 2000, the concrete stoop was removed and the front porch was completely rebuilt, extended to wrap around to the east side to the door. A new east facing gable was added above the wrapped porch housing a new master bath. A small double paned oval window with a matching diamond pattern of the original cottage windows faces Washington Street from a small dormer in the master bath. A duplicate window was installed to the left of the front porch door, adding balance to the overall front façade. Steps created a new approach to the porch from the driveway on the west side of the house, as well as new wooden steps to the east side door.

In 2000, the second floor of the west façade was enhanced by replacing the original double hung window in the tower area with two new side by side double paned windows of the same size and shape as the original. This alteration lends balance to the cottage window below.

In 1957 a major change was made to the kitchen/back porch area. The owners enclosed the original back porch and it became part of the kitchen. In so doing, the rear access was lost, so the entrance was relocated to what had been the original pantry. An outside, gable roofed porch was added that housed the rear entrance door.

In 2006-2007 a major addition removed the entire back wall of the house, extending the kitchen by 15 feet. A new north south gable added office space above. The entrance porch was relocated back to the approximate original location, mimicking the one in place prior to the 1957 remodel. The new addition has seven new double

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hung windows, three on the west side, and two on the rear both upstairs and on the main level. A set of French doors intended for deck access instead leads to an easily convertible handicap ramp recently installed.

All the original windows in the house have been restored to working order and operable storm windows installed for efficiency, with the exception of the large fixed sash in the living room. White paint was stripped from all the downstairs woodwork to reveal quarter sawn oak in the entry hall and straight grain fir throughout the rest of the downstairs.

The entire house has been insulated, rewired, plumbed and new forced air heat added in the 2000-2001 restoration. In the 2006-2007 kitchen addition, radiant floor heating was added on the main level in the kitchen area only. The house now wears composite dark red roofing and black wrought iron cresting was added to the hip roof of the tower and along the top of the front porch roof.

The triangle window mentioned above as a significant clue to the structure's rotation was reinstalled in the new rear entrance back porch. It is topped by a (now) decorative cast iron barn pulley and hook as a nod to the fact that the two original rear bedrooms above were the hayloft.

A full size basement in the new section was also added in 2007 with an exterior access off the driveway. It has a divided light door matching the French doors in the kitchen, a single double hung window, and two sets of sliding windows at the rear of the house. The latter two provided ample light and ventilation until the installation of the handicap ramp, which future owners may choose to remove.

Inside, all the original five panel fir doors remain. Two sets of pocket doors separating the living room and hall and the dining room and hall have their original solid brass Eastlake hardware. Receipts for purchase of these from a local hardware store were found in the walls during construction. All the other doors have their original Craftsman style beaded oval doorplates and knobs.

Original gas pipes for lighting found in the walls and ceilings of the rooms were left in place.

Fir floors were uncovered under layers of shag carpeting and were refinished in all the rooms except the kitchen and the original upstairs bath. The entry hall has quarter sawn oak floors, woodwork and stairs to the landing. The two original back bedrooms (the hayloft) have seven inch wide planks that stretch in a single piece from one side of the house to the other.

Indoor plumbing was installed in 1911, as evidenced by an estimate found in the walls from a local plumber who outlined the cost as \$61.75. The tub and a wooden hanging wall cabinet are original to the room.

There were no fireplaces in the home when it was built, but evidence was found of two wood burning stoves. One was located in the back parlor next to what became the side entrance door, and the other in the upstairs center hall. Victorian reproduction direct vent fireplaces and antique mantels were installed in the master bedroom and the living room in 2001, and a wood burning fireplace was added to the rear wall in the kitchen expansion in 2006-7.

Entry into the home from the front porch is into the original entry hall, with the stairs to the second floor directly in front.

The living room is divided from the entry hall by a half wall of bookcases and two fluted Doric columns which were originally on the porch. 10 coats of paint were stripped to reveal the straight grain fir. Downstairs also houses a full dining room with a built in china cabinet with sliding panel access to the pantry. The half bath still remains under the steps, and a new ¾ bath was added opposite the back door porch on the rear east side

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of the house. There is a small study used as a media room, and the recently expanded kitchen complete the main level.

The original three bedrooms remain unchanged, with the exception of the addition above the wrap around porch that houses the master bath, and the office space added at the rear of the property above the kitchen addition. This room is reached by passing through the west bedroom.

The entire home is currently furnished with the owner's collection of Victorian and Arts and Crafts furniture and decorative objects.

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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.)

Period of Significance

1891-1920

Significant Dates

1891 – Initial construction as a carriage house with stalls, and a windmill

1907 through 1908 – Moved and converted to a private home

1920 – Sale of the property by O'Rear

Significant Person(s)

(Complete only if Criterion B is marked above.)

Frank W. Hastings

Newton Wm. O'Rear

Horace E. Sims

Winslow M. McCurdy and son Richard F. McCurdy

Cultural Affiliation

Architect/Builder

Unknown

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Criteria B Considerations:

Removed from its original location

Relocation: The home was originally constructed by Frank W. Hastings as his carriage house with stalls, and a water tower topped by a windmill to pump water into a copper tank located in the tower. Water was gravity fed into the main house from the tower. The structure was originally situated directly to the north of Hastings main residence, diagonal to the courthouse. When the economy collapsed in the 1889 land speculation and national depression, Frank Hastings lost both buildings and six of the eight lots on the block in an auction due to back taxes in 1904. The properties were purchased by C. A. Olsen, who sold lots five and seven and the carriage house/ and water tower/windmill structure to Newton Wm. O'Rear in 1907. O'Rear had the structures moved to their current location, turned 180 degrees to face the water view, and rested all on a post and pier foundation. He converted them as a joined structure into a private, three bedroom home with two cross gables and two front facing porches. The tower became the entry hall on the main level, and a bedroom on the second level. The third level in the tower portion was used as attic storage which remains today.

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Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance and applicable criteria.)

Criteria A (Summary)

The O'Rear House is historically significant under **Criteria A** for its direct connection to the early history of Port Townsend and its early inhabitants as identified in Criteria B. The city was nicknamed "City of Dreams" when early settlers envisioned it to be the San Francisco of the Pacific Northwest. Several early inhabitants of the home were newspaper owners, editors and publishers who recorded the early history and lauded the potential of the town.

By the late 1800's Port Townsend was a well-known seaport, very active and banking on a bright future. Dozens of ships from all over the world made port here. Many homes and buildings were built during that time, with most of the architecture reflecting popular styles of the day. Then, with the other Puget Sound ports growing in size, Port Townsend saw a rapid decline in population when the Northern Pacific Railroad failed to connect the city to the eastern Puget Sound city of Tacoma. By the late 1890's the boom was over and the population dropped to 3500 in the 1900 census.

Criteria B (Summary)

The O'Rear House is historically significant under **Criteria B** for its direct connection to Hastings, Newton Wm. O'Rear, Horace E Sims, and the McCurdy family who were prominent in town through the first half of the 20th Century.

Frank W. Hastings, a state senator from 1891-1895, was the son of one of the city's founding fathers, Loren B. Hastings. He built his elaborate home and the carriage house/barn/windmill on property the family owned a block from the County Courthouse. His mother, Lucinda, was the first white woman to step foot on Port Townsend soil in the February 1852. The Hastings family remained prominent in town even through the lean years of the speculation bust, and several downtown buildings in the National Trust Landmark District were built by members of the family. Descendants still live in the area.

The Newton W. O'Rear house has direct ties to the early years of the founding family, and also to the local newspaper.

O'Rear was well acquainted with all of the city's most illustrious citizens. He was responsible for moving and converting the structure from a carriage house/barn/windmill into a stately home adjacent to its parent structure. He was co-owner/editor of the *Port Townsend Leader* from 1893 until 1906, a newspaper still in weekly circulation today. He then became a U.S. Customs official and remained so until his retirement after 30 years. He moved to Seattle in 1913 when U.S. Customs was relocated there.

Two other prominent people rented and lived in the home after the O'Rears.

Horace E Sims, president and manager of the Hillside Canning Company, a major fish canning employer in town, lived in the home from 1915 through 1916. He was in business with his brother, Edgar, notorious in his younger years for his shanghaiing and other nefarious activities, who owned the facility and several other major businesses in town. Edgar made a large fortune and later became a state legislator from 1909 until 1915.

The McCurdy family, Winslow Morgan and his son, Richard F, were also newspaper men. Winslow M. purchased O'Rear's interest in the *Leader* for \$3000.00 on April 4, 1906. McCurdy later bought out others holding an interest in the paper and became sole owner. He sold in 1923 when he became Port Townsend's postmaster. Richard F. became part owner of *the Leader* in 1946, in a reorganization nearly 18 years after his

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father had died. Winslow McCurdy rented the home from 1917 through 1920, so Richard would have spent some of his formative years here. Richard McCurdy became owner of the paper in 1955. He was an active civic leader and Fort Worden's performance hall, McCurdy Pavilion, was named for him.

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

The period of significance begins in 1891 when Frank W. Hastings built his home and the matching carriage house and windmill and ends in 1920 when Winslow M. McCurdy, last of the significant early pioneers, moved his family to another Port Townsend home.

Criteria A (Detail)

Community History (Excerpts from HistoryLink.org <http://www.historylink.org/File/10752> Essay by John Caldbick)

Few places in Washington can match Port Townsend's long saga of soaring dreams, bitter disappointments, near death, and gradual rebirth. The first non-Indian settlers arrived in 1851, and Port Townsend, because of its position near the entrance to the sound, soon became Puget Sound's Customs Port of Entry and a bustling port, seemingly destined for greatness. But its progress was repeatedly thwarted, primarily by the absence of a railroad connection to the major markets then developing to the south. It survived years of population loss and economic stagnation before the economy was stabilized by the opening of a paper mill in 1928. The city grew slowly over the following decades and gradually blossomed as a tourist destination noted for its natural setting, maritime charm, and many well-preserved homes and buildings from the late Victorian age. The Port Townsend Historic Landmark District was established in 1977.

Two bachelors, Alfred A. Plummer (1822-1883) and Charles Bachelder, passed Port Townsend as passengers on the George Emery while heading for Port Steilacoom, a trading depot farther south on Puget Sound. They were encouraged to settle on the Olympic Peninsula, and after working at Port Steilacoom for a time they obtained an Indian canoe, paddled north, and came ashore on April 24, 1851, near Point Hudson.

Plummer and Bachelder were soon joined by Loren B. Hastings (1814-1881) and Francis W. Pettygrove (1812-1887), two family men looking for a new place to settle. Pettygrove had come to Oregon Territory by sea in 1843 and cofounded the city of Portland.

At the end of 1852, Port Townsend's non-Indian population was just three families and 15 single white men, living on a problematic site. But the dearth of other settlements on the Olympic Peninsula and Port Townsend's position at the gateway to Puget Sound would soon give it prominence beyond its size.

Washington Territory was created on March 2, 1853, and in 1854 the headquarters of the Puget Sound Customs Collection District was moved to Port Townsend from Olympia.

Much of the town's early economy was based on barter, as there was little cash around and little to buy with what there was. But every ship arriving from foreign ports had to stop at Port Townsend to clear customs, and many domestic vessels also stopped before sailing down Puget Sound to Seattle and other growing communities to the south. By 1860, Port Townsend's population was 264, enough to make it the seventh-most-populous place in the territory.

Optimists, particularly those with sizeable stakes in its prosperity, began calling Port Townsend such things as the "Key City" of Puget Sound and the "New York of the West," expressions of hope far more than reality.

The bloody Civil War and its aftermath preoccupied the nation during much of the 1860s, and although it was remote from the battlefields, the march of progress in Washington Territory slowed. The federal census of

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1870 counted 593 non-Native residents in Port Townsend, a little more than twice the 1860 count and enough to make it then the fourth-largest city in the territory after Walla Walla, Olympia, and Seattle (in that order), but with barely half the population of the latter.

The nation's economy slowly returned to normal after the war. Rumors of railroads fueled a building boom in Port Townsend that began in the early 1870s, but for the time being the city got by with a mix of agriculture, logging, and catering to the maritime trade. Chandlerys carried ship supplies of every description, and hotels, saloons, and bordellos were built to house and entertain the steady stream of seamen passing through. It was estimated that half the ships entering Puget Sound picked up crew in Port Townsend, and "crimping," or shanghaiing, was not uncommon and would continue for many years.

But technology was advancing, and as steam-powered vessels increasingly replaced sail in the 1870s and 1880s, the fluky inland winds of Puget Sound became largely irrelevant to navigation. If steamships didn't have to stop at Port Townsend for customs inspection, they often didn't stop at all. Hopes for a ship-building industry did not pan out, due mostly to the early exhaustion of the supply of suitably tall trees from nearby forests. No doubt for the same reason, the area's first large sawmills went in not at Port Townsend, but at Port Ludlow 15 miles to the south and at Port Gamble on the Kitsap Peninsula to the east. Nor did the arable land near the city produce enough to support an agricultural export trade of any appreciable size, although Port Townsend's wharves also handled produce from other area communities.

The citizens of Port Townsend placed much of their hope for the future on the coming of the railroad, and like those in many other pioneer towns they would suffer bitter disappointment.

Between 1880 and 1890 Port Townsend's population grew by nearly 400 percent, to 4,558. While this looks impressive enough in isolation, during the same decade Seattle's population increased by more than 1,100 percent, Tacoma's by nearly 3,500 percent, and Spokane's by nearly 5,300 percent. People were pouring into the Northwest, but the vast majority of them were settling somewhere other than Port Townsend.

Nevertheless, dreams of a rail link persisted, and some of the town's leading citizens eventually decided to take matters into their own hands. On September 28, 1887, the Port Townsend & Southern Railroad was incorporated and announced plans to run tracks south to Hood Canal, then on to Olympia. The hope (couched more as a promise to prospective investors) was that one of the major railroads would see this as an opportunity, take over the completed line, tie it in with the transcontinental system, and empower Port Townsend to compete with the down-sound cities that were fast outstripping it in every quantifiable category. Rights of way were purchased in 1888 and construction began in early 1889, but the money ran out after a mere mile of track was laid.

Later in 1889 (the year Washington gained statehood), the Union Pacific offered to make Port Townsend the northern terminus of its transcontinental line, if it could acquire the Port Townsend & Southern's franchise and rights of way, and if the city kicked in \$100,000. The citizenry was swept again by railroad dreams, and the town's newspaper, the Leader, predicted: "This day means a great deal more to us than we are aware of at present Port Townsend will now get its share of the wealth and commerce of Europe that annually finds its way hither and has heretofore passed us by" (City of Dreams, 215).

The Union Pacific's conditions were met, and on October 2, 1889, a groundbreaking ceremony two miles west of town drew practically the entire population to hear speeches proclaiming impending glory. Work was to begin simultaneously at Portland and Port Townsend, and everyone looked forward to the day the two would join, ending Port Townsend's isolation and realizing its long-held ambitions. Property values soared, and in 1890 alone real-estate transactions in Port Townsend totaled nearly \$4.6 million, and this in a city with barely 4,500 residents. Before that year was out, the city boasted six banks, six dry-goods stores, six hardware stores, 10 hotels, 28 real estate offices, and three street-car lines. Flush with optimism, Port Townsend started to build an impressive new city hall on the corner of Water and Madison streets.

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Fittingly, as it would turn out, the contract to start railroad construction south from Port Townsend was let on April Fool's Day, 1890. By June, 2,000 men were at work. A depot, roundhouse, and railyard were being built on landfill at Kah Tai Lagoon at the south end of the city, and by September there were trains running daily to Leland Lake, about twenty miles away. While the rails were heading south out of town, two grand symbols of optimism were rising in the city. On the bluff above downtown, construction began in 1891 on the Romanesque Jefferson County Courthouse, complete with a 124-foot clock tower. It opened late the next year. Beneath the bluff, at the corner of Madison and Water streets, the new city hall also opened in 1892. Both buildings were added to the National Register of Historic Places in the early 1970s, and both were renovated in the first decade of the twenty-first century.

Most of Port Townsend's many elegant Victorian residences were constructed during this period, including the Frank W. Hastings home. Regrettably, with the impending disasters he was unable to complete it. Although the exterior was finished, the interior remained in the framing stage except for a few downstairs rooms.

Despite all the apparent progress, things were starting to go badly wrong. In the south, Union Pacific's subsidiary, the Oregon Improvement Company, had been devoting its energies to unsuccessful land speculation rather than laying track, and it went into bankruptcy receivership in 1891. In the north, the railroad was completed as far as Quilcene

On the heels of the local railroad debacle came the national financial meltdown known as the Panic of 1893, which was triggered (with particular irony for Port Townsend) by railroad overbuilding and debt. Commerce in the city slowed to a near stop, and the bay became a watery warehouse for a fleet of unused vessels left to slowly rot at anchor. Property values plummeted; like the railroads, the city had drastically overbuilt. Downtown buildings stood vacant, streetcar lines were torn up, and all but the most avid and unrealistic city boosters fell silent.

The city had a brief bright moment in March 1893, when the federal government completed the Port Townsend Post Office, Court, and Customs House on the bluff above downtown. Construction had begun in 1885, and the steel and brick, sandstone-clad building was finished several years late and several times over budget. It was an impressive edifice, but almost contemporaneous with its dedication, people started abandoning the city in droves. Between 1890 and 1900 nearly one-fourth fled, leaving behind a population of less than 3,500. Port Townsend would never again be counted as one of the 10 most populous cities in the state, and it fell into a deep and prolonged decline.

The building boom of the 1880s and early 1890s left Port Townsend's downtown streets lined with impressive buildings characteristic of the period, and a number of its notable mansions remained well-preserved. The predominant styles were variations of late-Victorian architecture. Many of the downtown buildings sat empty for years, but relatively few were destroyed, either for lack of funds or lack of other uses for the property they sat on. Left largely untouched, they eventually proved to be of considerable benefit.

Recent years have seen large numbers come from the all over the northwest to attend annual "Homes Tours" where owners of Victorian houses and buildings open them to the public for the benefit of local charities.

The above essay made possible by the Association of Washington Cities

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Criteria B (Detail)

Frank W. Hastings (1848-1935)

Frank Hastings arrived with his family in 1852 as a young child. He assumed an important place in the community when he managed the family store, and then in 1888 entered into real estate. In 1891, the year he began construction of his home and carriage house, he represented Jefferson and Clallam Counties as state senator. He served until 1893. He was on the board of Jefferson County Commissioners for several years following the "boom days" of 1889-1890. He also was active in forming the Port Townsend Street Railway and Electric Co., of which he was president in 1891-92. He was a member of the city council for nine years, served two terms as mayor, and was a presidential elector from Washington when Wm F. McKinley was elected. He began construction of his Queen Anne mansion and the accompanying carriage house and windmill at the height of the railroad hysteria in 1889-1890. Although the exterior was completed, the home went unfinished inside for more than a decade when he lost all in the speculation debacle that followed with the collapse of the railroad dream at the end of 1890.

Newton Wm. O'Rear (1866-1954)

The following excerpt was taken from a letter Mr. O'Rear wrote to a relative in 1946, a few years before his death in 1954: He was born in Hendricks County, Indiana in 1866, and died in Seattle in 1954. He is buried in Acacia Memorial Park.

[...] In the meantime I had drifted out into western Kansas, at the time (1884) that the west opened or transferred from a cattle range to a farming country if it could be called that after many crop failures due to drought. However I hung on and made proof to a homestead (committed and proven after 6 months of residence) a pre-emption also proved after 6 months, and a timber claim on which timber had to be planted. All this put me in a sod shanty for several years, in the driest country I have ever seen.

When I went out in 1884 the covered wagons were all headed westerly. I stayed there till the opening of Oklahoma in 1889, April. 20, when with many others, as you have read, the Indian Territory, or all of it save the Cherokee strip, across the North part of the now state of Oklahoma was opened. At that time due to the droughts I have mentioned the covered wagons were headed east, excepting those that headed for the new country and there was some mob. I tell you down there but you have read of it.

To make a long story short, I was disappointed and had used all my "rights" in Western Kansas anyway. So, after a few days as a squatter in the town site of Guthrie, I sold my squatter's rights on two lots, three blocks from the land office, and with three others (young men) from where I had come in Kansas started out to find a country where it rained now and then.

We had lots of fun discussing whether such a country existed. Because of years of experience up to that date, we were a little uncertain as to whether it rained anywhere. Well, we arrived in Seattle in May 4, 1889, and Washington was still a territory. It was admitted Nov. 11 of that year.

The boys who came with me are all dead. Charley Reed, who became police chief of Seattle later and had married a past Cherokee girl (a fine woman) in Kansas. Jack Crabtree, my roommate, died in Yakima, Washington, several years ago, where he owned a fine apple orchard, and James Wells, the last of the three was killed in the police force here in the city by a half breed, whom he had arrested.

My business had always been clerical, and I followed abstracting till 1893, at which time, with another friend, purchased the Pt. Townshend Leader. Port Townshend is located 40 miles North of here at a point where in going out to sea you turn into the straight of Fuca.

Newton Wm. O'Rear House

Name of Property

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I followed the newspaper business till 1902, when I went to St. Michael, Alaska as a customs officer. St. Michael is 112 miles from Nome, and on the trip in we were caught in the ice and drifted thru the straights into the Arctic, but we were not delayed many days because of it.

I only spent a year in Alaska, and, as I had not sold the paper at Pt. Townshend, went back to work on it. I stayed with the paper till 1906, and having taken the Customs examination, in the meantime was appointed to the service. Headquarters was then in Pt. Townshend, and we were there till 1913, when headquarters was moved here, and I finished 30 years service here 11 years ago. I had also reached the age limit of 70 years, and I am, with my wife of course, now living on the "Interest on what we owe".

O'Rear would have been instrumental through his association with the *Leader* in publishing much of the history of Port Townsend during the early years of the speculation and decline. He remained one of the city's champions throughout the lean years until his departure for Seattle in 1913.

He became an investor in the Port Townsend Brewing company in 1905 and also participated during the railroad speculation in multiple real estate dealings.

His wife, Ruby Shaw O'Rear whom he met and married in Port Townsend, bore him two sons. Meryl, who was killed in action during WW I and is memorialized at the University of Washington, and Clyde Shaw O'Rear, who later also made his home in Seattle.

Horace E. Sims (1876-1929)

Horace worked in the early years after the turn of the century with his brother, Ed Sims. They ran a lucrative sailors boarding house downtown that tried to supply the demand for crews. Boarding house proprietors sent their recruiters far afield and justified most any means by the end achieved. On February 19, 1901, it was revealed from Victoria, B. C. that [...] "*Horace Sims and Louis Hansen, representing a sailors' boarding house at Port Townsend, were being tried in the principal police court today on the serious charge of enticing sailors to desert.*"

By the time he and his wife, Bertha, were renting the O'Rear house, he was active in the legitimate business of managing his brother's large canning enterprise. He was president and manager of Hillside Canning Company, whose subsidiaries included operations all the way to Alaska. The plant was located at the base of the bluff almost directly below the site of his home.

Winslow Morgan McCurdy (1877-1928)

Winslow Morgan McCurdy became a partner in the *Leader* in 1906, about the same time that O'Rear went into the U.S. Customs service.

It was reported by Wm D. Welsh that [...] *Win McCurdy conducted a one-man daily newspaper for many years in Port Townsend. With folded newsprint for copy paper, Win would interview captains of incoming sailing ships, meet incoming passenger steamers, check up on things at the city hall, chin with the deputy collector of customs, the quarantine officials and make a round of business houses. Then when night settled down, he would spread these notes before him on the linotype copy board and set his story of the linotype keyboard. By early morning the Port Townsend Leader would be ready for the pressman and Win would be home and in bed.*"

He left the leader in 1923 when he became postmaster.

Newton Wm. O'Rear House

Name of Property

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His obituary says of his funeral that [...] *business houses closed during the service and from the rural districts old friends gathered with those of this city to pay last tribute....as a man, a citizen and friend, Win McCurdy stood high in the community in which nearly his entire life had been spent, and his 'going away' has created a vacancy which is widely looked upon with sadness and regret.*"

Richard Francis McCurdy (1910-1987)

Winslow's son, "Dick" McCurdy, was a civic leader in many fields and active in the establishment of the Centrum arts foundation based at Fort Worden, which has come to be a premier arts organization in the Pacific Northwest.

His career as owner and publisher at the Leader continued from the time he purchased the paper in 1955 until 1967.

He was a past president of the Chamber of Commerce and served several terms as a board trustee. He chaired the Jefferson County Red Cross, served as crusade chairman of the county Cancer Society's fund drive and was a member and vice president of United Good Neighbors. In 1957 he was named Citizen of the Year. He served as a board member of First American National Bank. He also actively pursued legislation to build the Hood Canal Bridge.

He was a board member of the Port Townsend Summer School of the Arts, which became the Centrum Foundation of which he also served as a founding board member.

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Sources:

Books:

- Ed. By Peter Simpson --*City of Dreams: A Guide to Port Townsend*, Port Townsend: Bay Press, 1986
- James G. McCurdy—*By Juan de Fuca's Strait*, Binfords & Mort, Publishers 1937
- Jefferson County Historical Society -- *Images of America-Port Townsend*, Arcadia Publishing
- Thomas W. Camfield—*Port Townsend, an Illustrated History of Shanghaining, Shipwrecks, Soiled Doves and Sundry Souls*, Ah Tom Publishing, Inc. 2000
- Thomas W. Camfield—*Port Townsend, The City That Whiskey Built*, Ah Tom Publishing, Inc. 2002
- Jefferson County Historical Society—*With Pride in Heritage a History of Jefferson County*, Professional Publishing Printing Inc. 1966
- Lucile McDonald and Werner Lenggenhager --*Where the Washingtonians Lived*—Superior Publishing Co. 1969

Web Sites:

- Nomination Form, "*Port Townsend Historic District*," National Park Service website
- National Register of Historic Places website <https://nationalregisterofhistoricplaces.com/WA/jefferson/state.html>
- Jefferson County Genealogy Society <https://waicgs.org/>
- Jefferson County Historical Society <https://www.ichsmuseum.org/Resources/JeffersonCountyTimeline.html>
- Wikipedia.com https://en.wikipedia.org/wiki/Port_Townsend,_Washington
- Wikipedia https://en.wikipedia.org/wiki/Port_Townsend_Historic_District
- HistoryLink.org <http://www.historylink.org/File/10752> Essay by John Caldbick

Newspapers:

- "Horace Sims Obituary" --*Port Townsend Leader*, April 8, 1929
- "Dick McCurdy, former PT newspaper owner, dies" --*Port Townsend Leader*, November 6, 1987
- "Newton Wm. O'Rear Obituary" --*Seattle Times*, May 14, 1954
- "Ruby Shaw O'Rear Obituary" *Seattle Sunday Times*, May 24, 1959

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: Jefferson County Historical Society & OAHP

Historic Resources Survey Number (if assigned):

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location. A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



	Latitude	Longitude
1	48°6'38.908"	-122°46'6.741"

Newton Wm. O'Rear House

Jefferson County, WA

Name of Property

County and State

Site/Parcel Map Jefferson County Assessor



Nominated Boundaries

Port Townsend Bay

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



**Member of the Washington State
Senate for the 30th District. In
office 1891-1895**

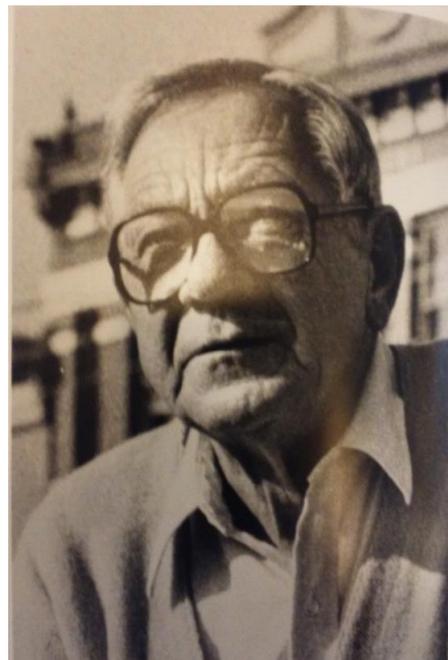
Photo: Wikipedia.com



**Newton Wm. O'Rear
Converted the Carriage House to a
Home**

1907

Photo Courtesy James Hermanson



Richard F. McCurdy

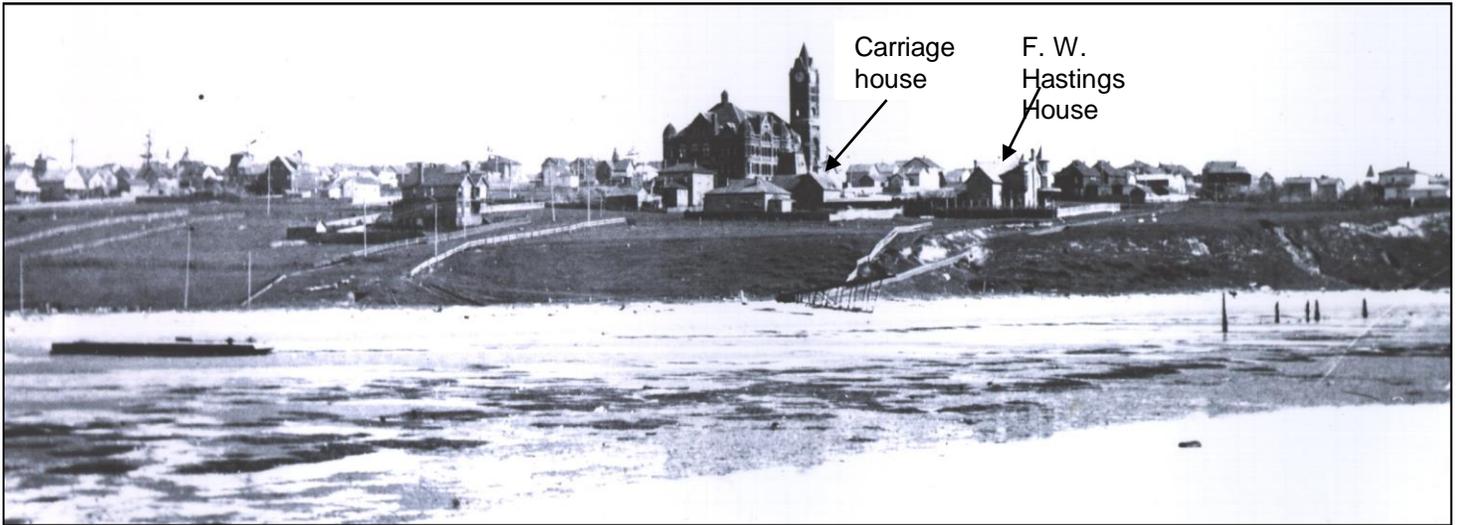
Photo Courtesy Jefferson County Historical Society

Newton Wm. O'Rear House

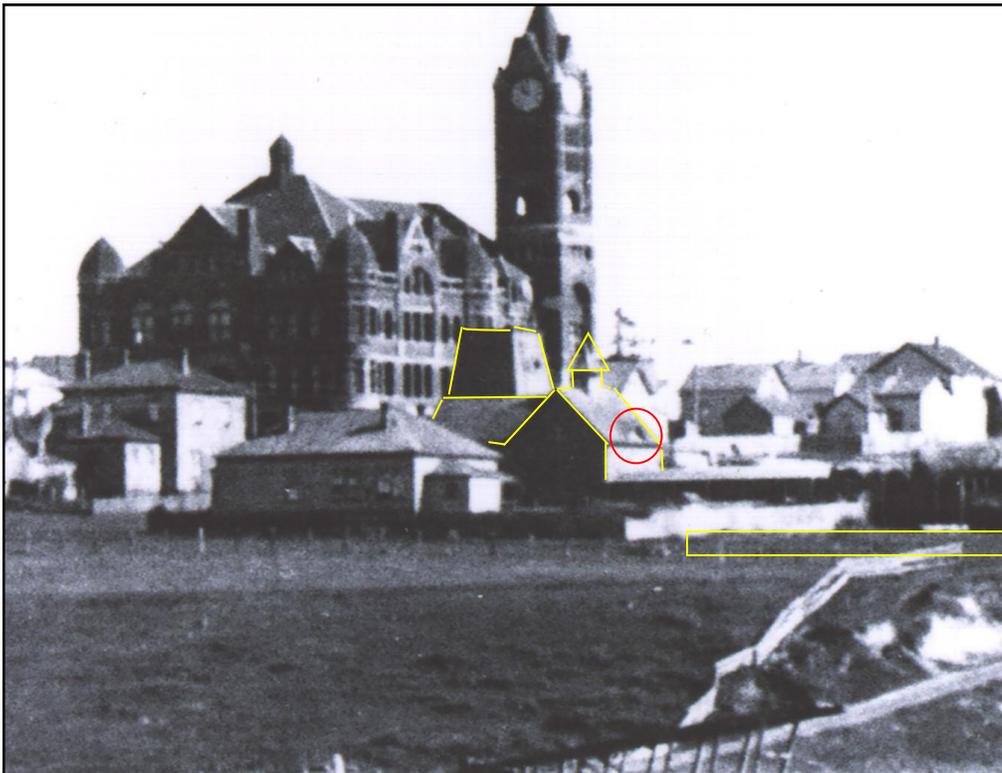
Name of Property

Jefferson County, WA

County and State



The only available view of the structure before it was moved. The view is of the west end of Port Townsend bluff with the Jefferson County Courthouse and clock tower in the center. Taken looking northeast from Port Townsend Bay. To the right near the edge of the bluff is the Frank W. Hastings house surrounded by a fence. c. 1900



Enlarged view of above shows the Carriage House and Windmill prior to the move to the current site.

Note: The triangle window circled in red became significant in discovering that the structure had been turned 180 degrees when it was relocated on the block to face the water.

New location after move

*Photos Courtesy
Jefferson County Historical Society*

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

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Frank W. Hastings home with the relocated carriage house/barn/windmill behind in its current position, showing the east façade. Note the lattice rear entrance porch which was incorporated into the kitchen in 1957, and the peaked cupola on the roof. This feature is visible in the previous photo. Also visible are the window crowns over the two upstairs windows. Ghosts of these elements, removed when the asbestos siding was installed, were discovered during the restoration and replicated. *Photo c. 1920.*

Photo Courtesy Jefferson County Historical Society



"The barn, originally located on the northwest corner of the lots, apparently never was used for horses. Olson sold it to N. W. O'Rear, a customs service officer, who moved it to the two lots behind the house which he purchased. He added windows and porches and made the building into a seven-room residence."

Lucile McDonald -- *Where the Washingtonians Lived*, p.94

This 1999 view of the rear of the house shows the triangle window circled in red in the photo on page 19.

Photo Courtesy the owner

Newton Wm. O'Rear House

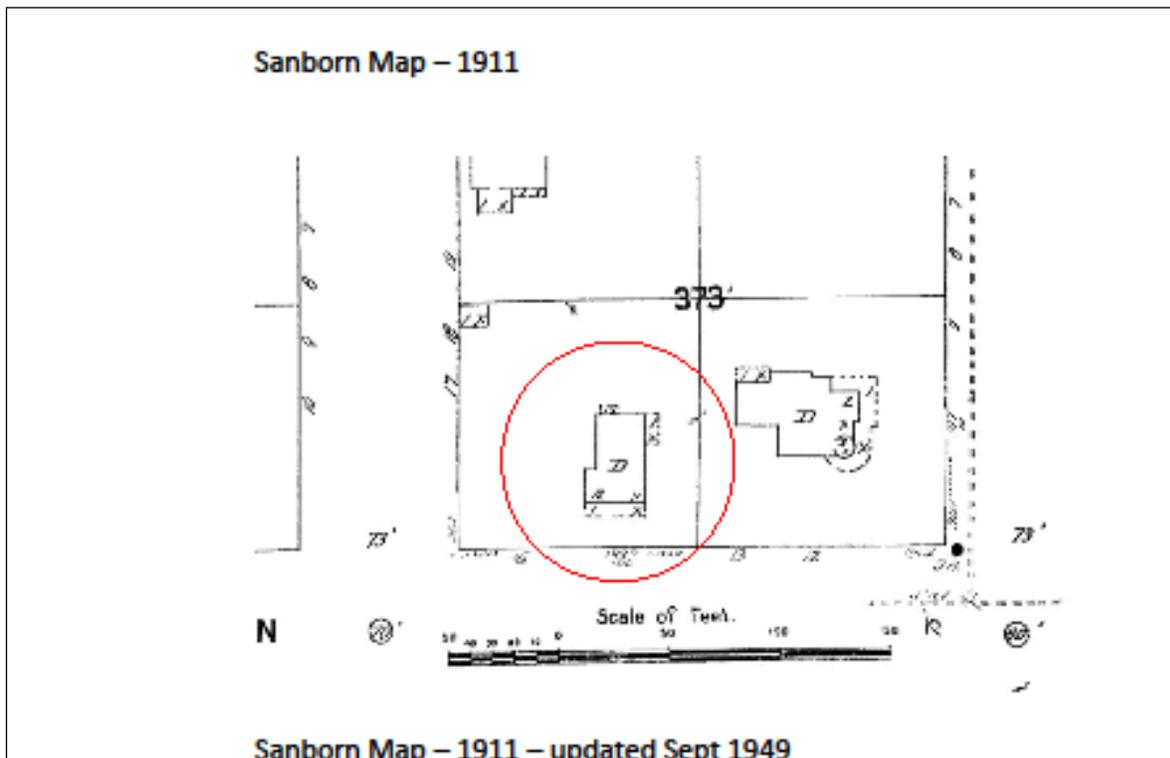
Name of Property

Jefferson County, WA

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A similar photo but with inferior resolution. This shows a wider view of the O'Rear House and tower with the original dormer windows which were removed in the 1960s. Note the pole from the windmill still in place at the center top of the tower. *Photo C. 1920 Courtesy Jefferson County Historical Society*

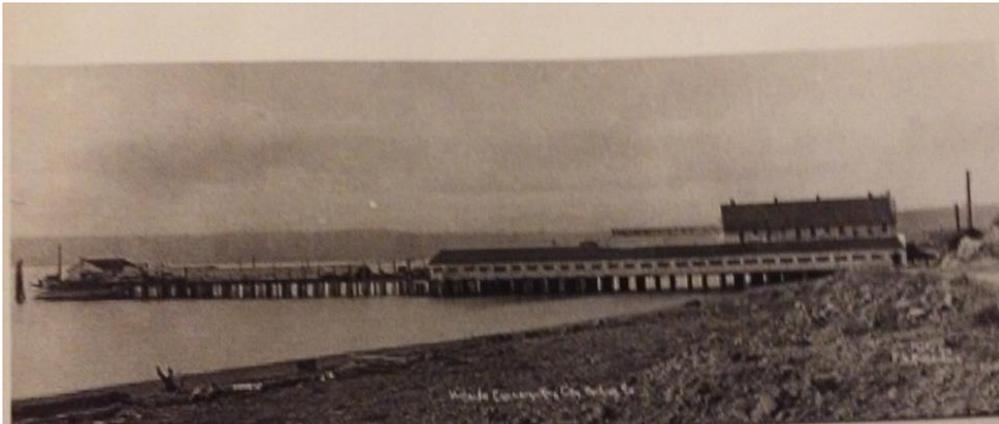


Newton Wm. O'Rear House

Name of Property

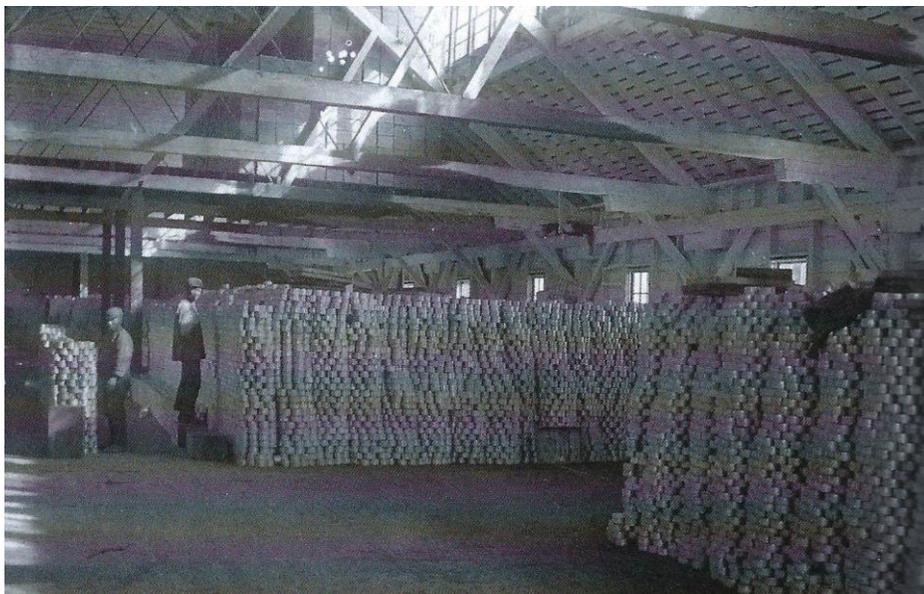
Jefferson County, WA

County and State



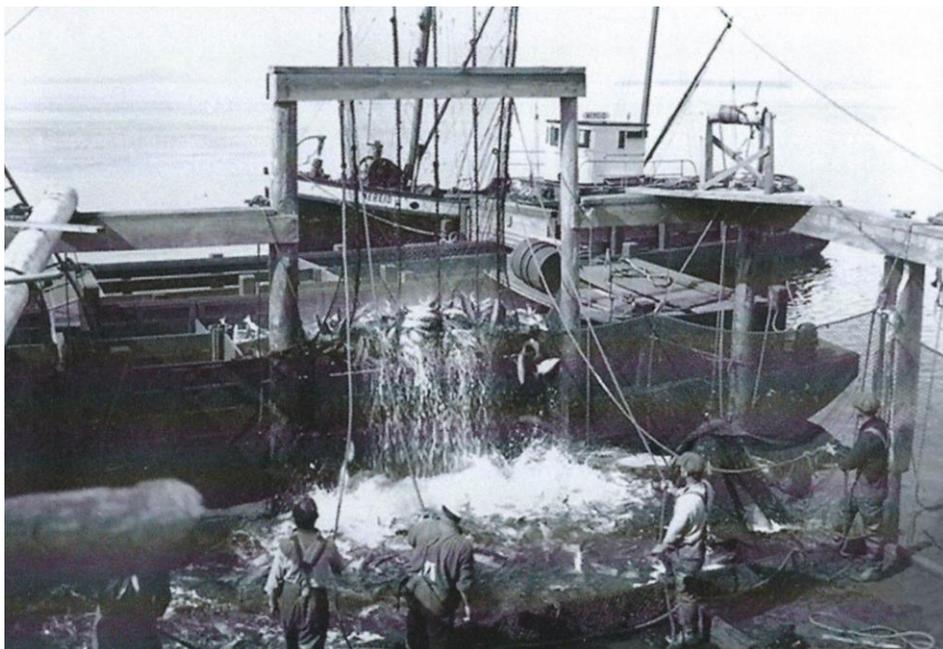
**Hillside Cannery
Company, Port
Townsend
Horace E. Sims,
president and manager.**

The plant was located almost directly below the bluff where the Sims family lived.



**Interior view of cannery
with two Chinese workers.**

Edgar A. Sims owned several large canneries on Puget Sound and in Alaska. Two of them were in Port Townsend, and were managed by his brother, Horace E. Sims



Brailing Fish.

Fish are hoisted by brail from a fish trap to a scow to be towed to a processing plant at the Sims Cannery.

*Photos Courtesy Jefferson County
Historical Society*

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

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**Newton Wm. O'Rear House
Before Restoration**

*Photographs Courtesy
William Metzger*

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

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**Newton Wm. O'Rear House
November 1999
Before Restoration**



Left: East (Main) Entrance

Below: Garage Entrance with Entry Hall cottage window above, and Master Bedroom Window at top

Below left: Rear entrance opening into what had originally been the pantry

Photographs Courtesy William Metzger



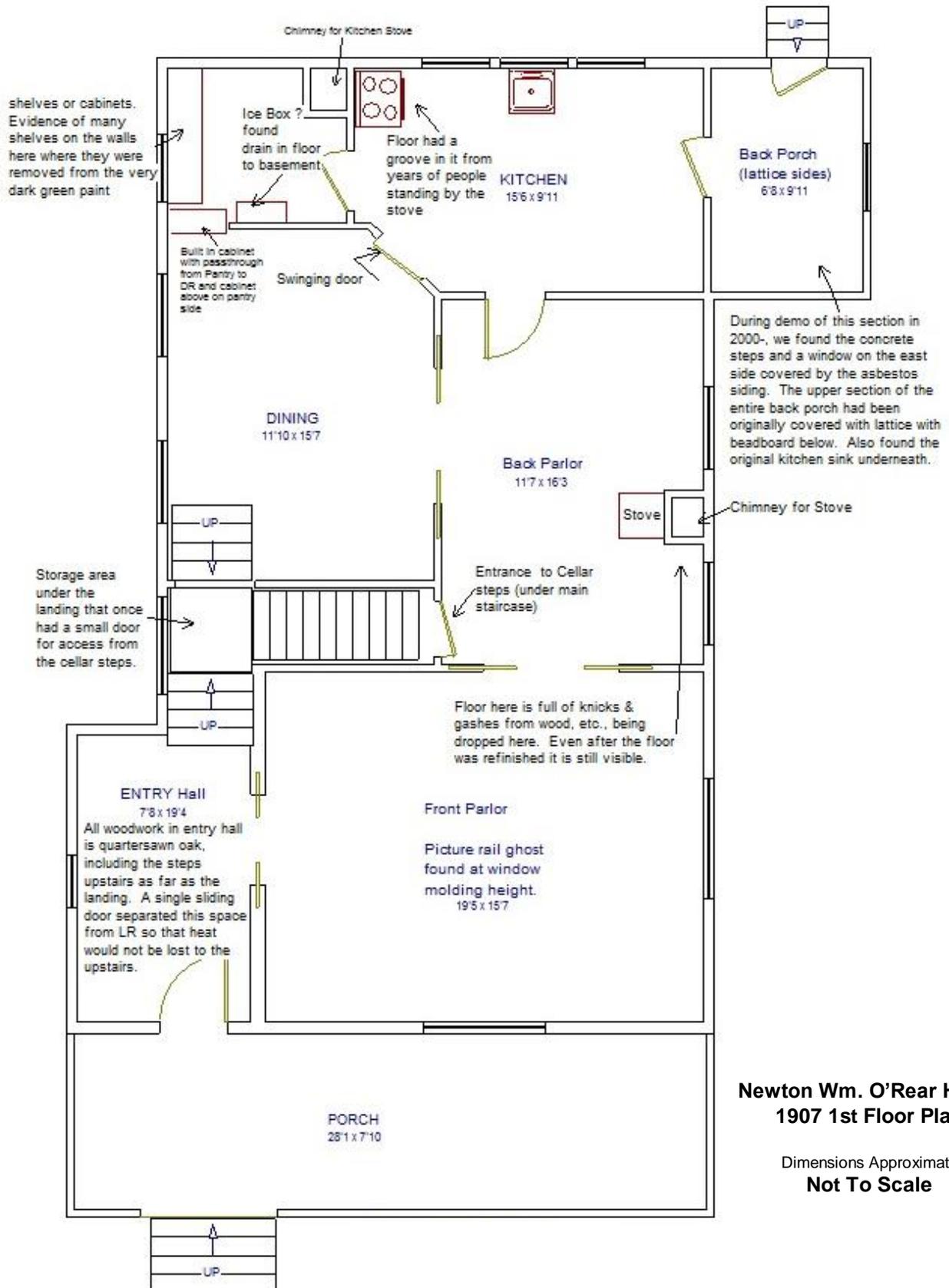
**Newton Wm. O'Rear House
November 2000
During Restoration**

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



**Newton Wm. O'Rear Home
1907 1st Floor Plan**

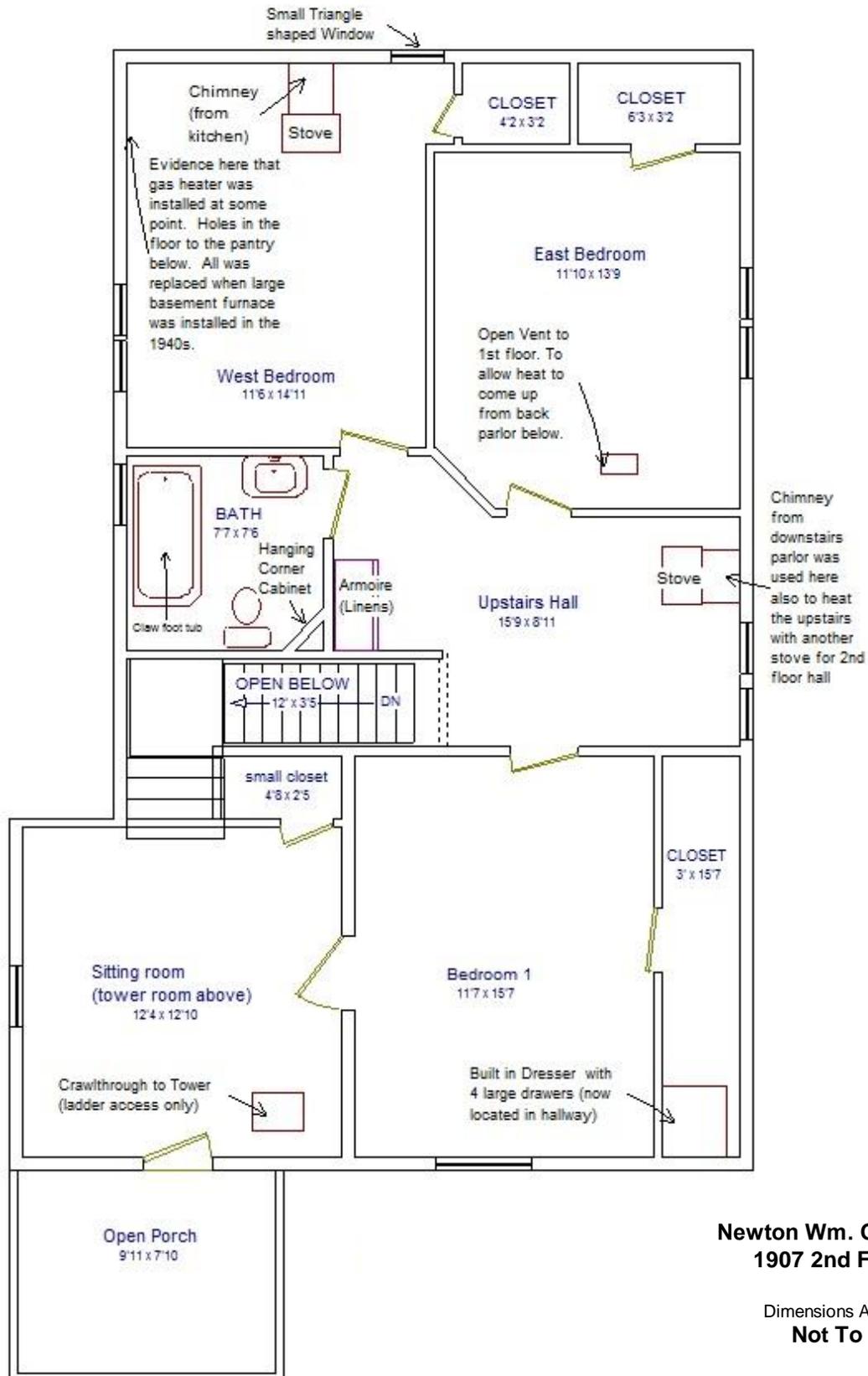
Dimensions Approximate
Not To Scale

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

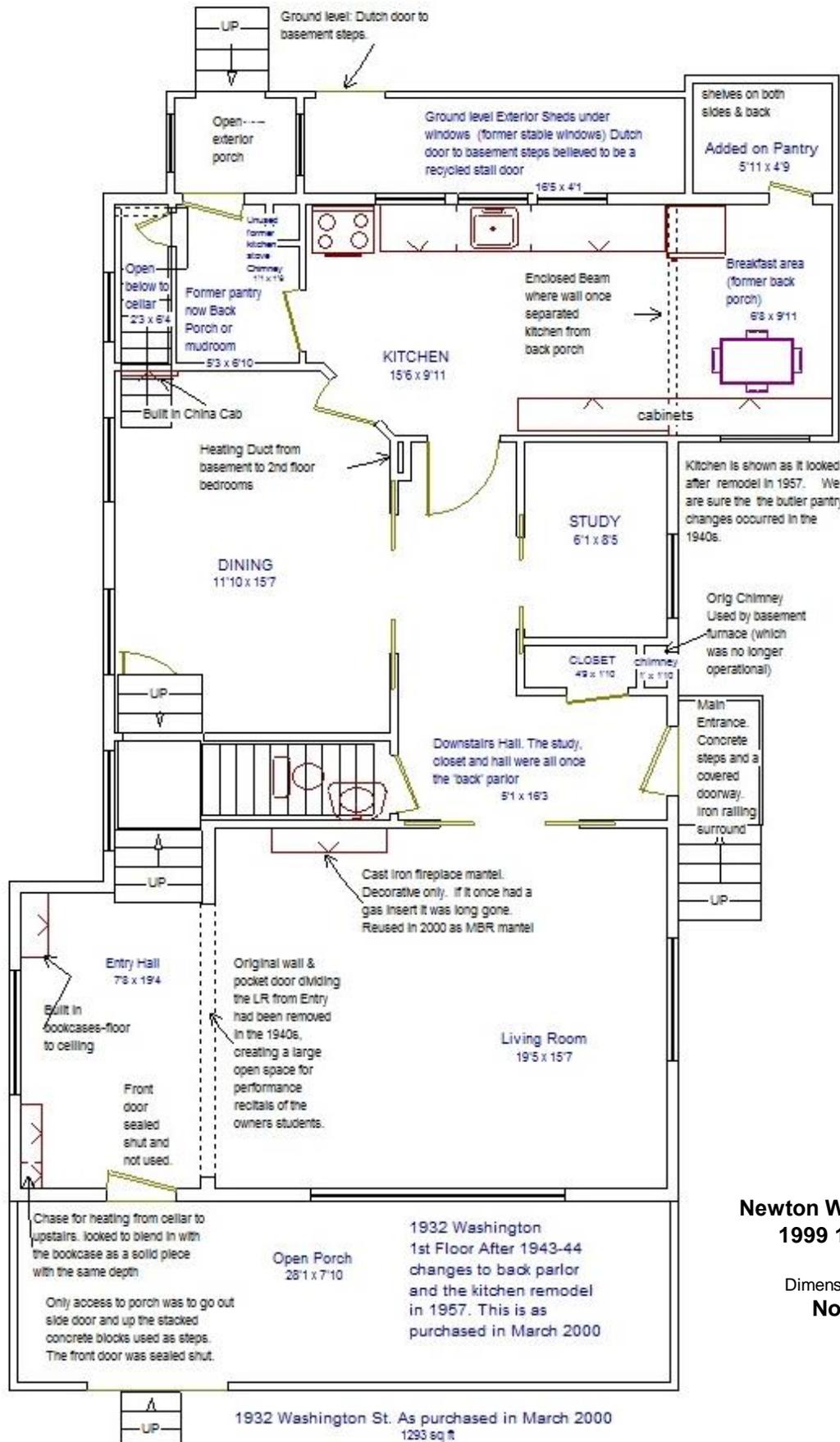


Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



**Newton Wm. O'Rear Home
 1999 1st Floor Plan**

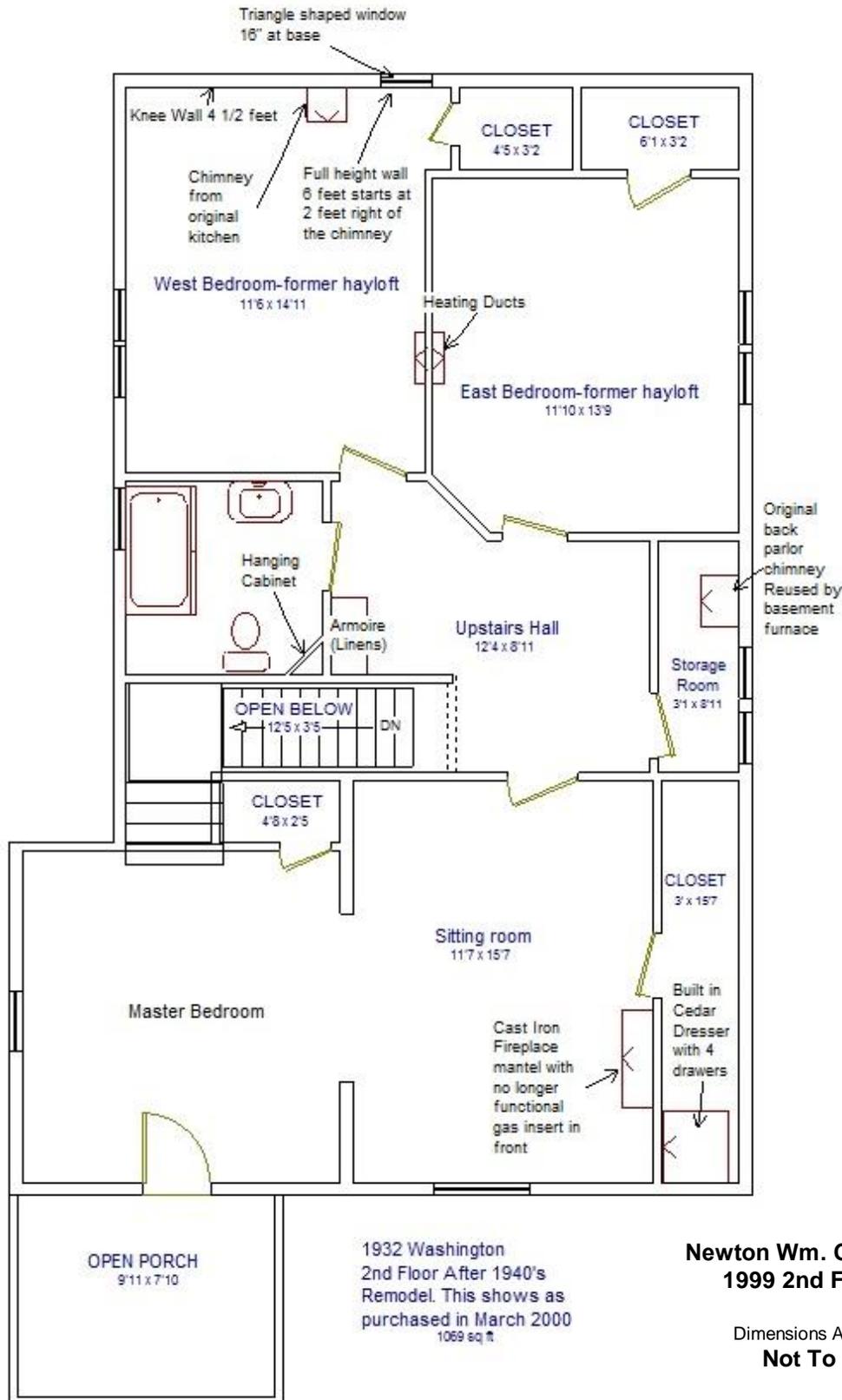
Dimensions Approximate
Not To Scale

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

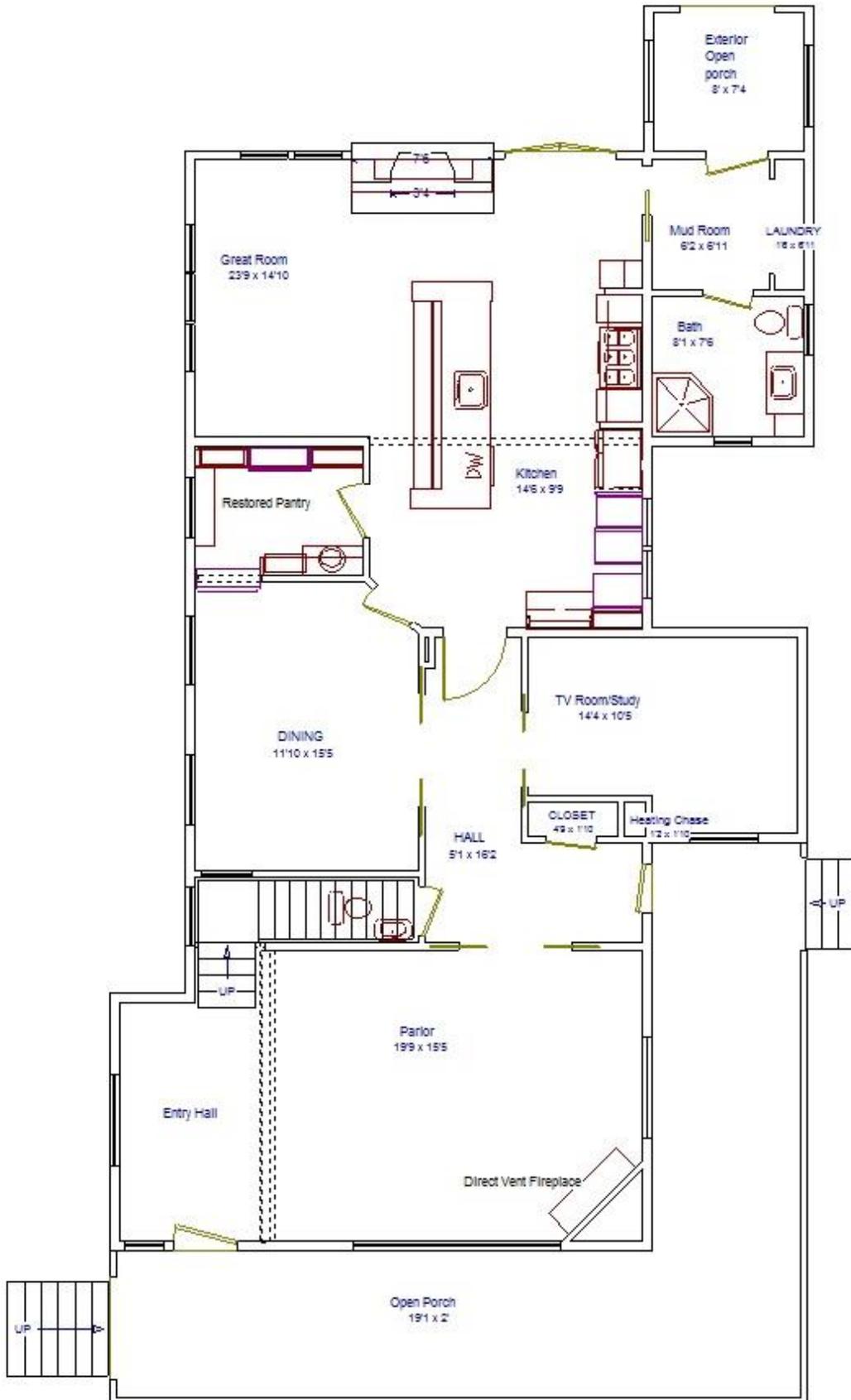


Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



**Newton Wm. O'Rear Home
Current 1st Floor Plan**

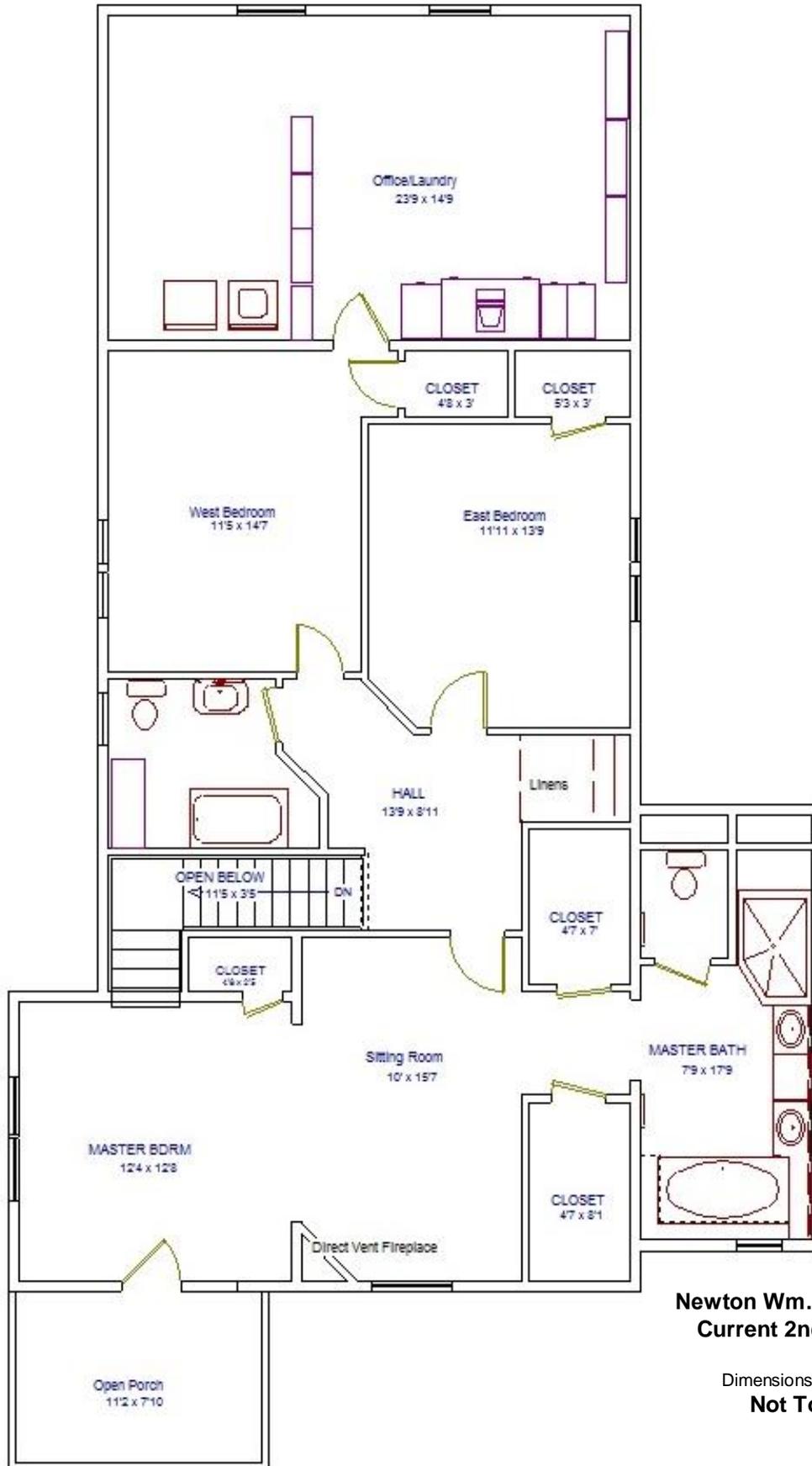
Dimensions Approximate
Not To Scale

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



**Newton Wm. O'Rear Home
Current 2nd Floor Plan**

Dimensions Approximate
Not To Scale

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Newton Wm. O'Rear House
City or Vicinity: Port Townsend
County: Jefferson **State:** Washington
Photographer: Patricia A. and Frank M. Durbin



1 of 20—August 3, 2005 Showing relationship to other historic buildings



Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



Gable Addition



A second window exactly matching the size of the original was added to the master bedroom

**3 and 4 of 20 – May 17, 2016
West facade**

Newton Wm. O'Rear House

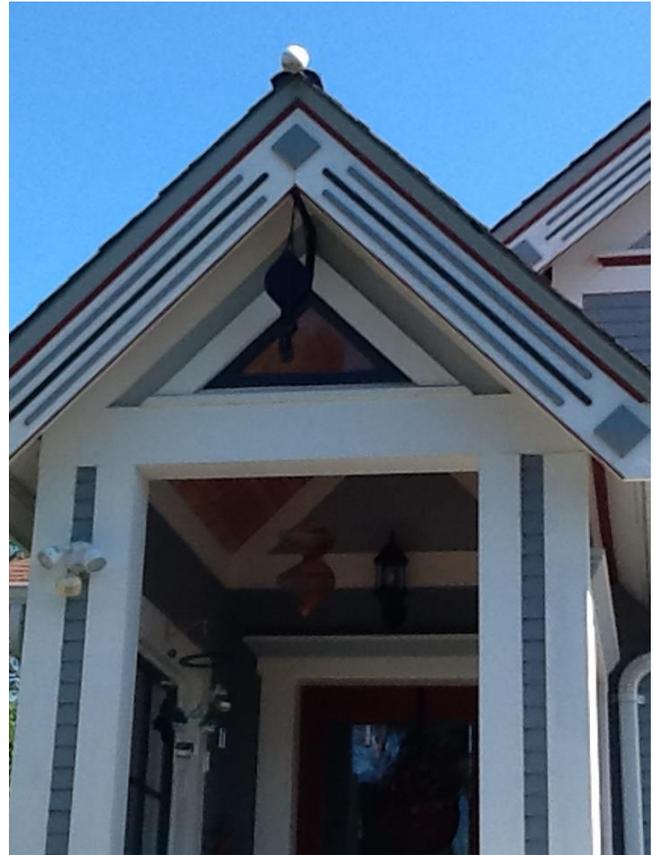
Name of Property

Jefferson County, WA

County and State



**5 of 20 - May 17, 2016
Rear (north) Facade**



**6 of 20 - May 17, 2016
Rear façade entrance porch
(note triangle window from original structure
reused here)**



**7 of 20 - May 17, 2016
East Façade**

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



8 of 20 – 5/17/2016
View of Entry Hall looking north



9 of 20 – February 6, 2013
View of Living Room from Front
Entrance
Columns reused from the original front

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

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**10 of 20 – February 6, 2013
Downstairs hall from East Entrance
Door**



**11 of 20 – February 6, 2013
View towards the kitchen door**



**12 of 20 – February 6,
2013
View of TV Room/Study
(looking east)**

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



13 of 20 – February 6, 2013 View of Dining Room



14 of 20 – February 6, 2013 Original Upstairs Bath's Tub and Corner Cabinet



15 of 20 – February 6, 2013 View of Original Bathroom taken from Upstairs Hallway

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



16 of 20 – February 6, 2013 West Bedroom



17 of 20 – February 6, 2013 East Bedroom

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



18 of 20 – February 7, 2013

Expanded Kitchen



19 of 20 – February 7, 2013

1907 Restored Pantry

Became the back entrance
mud room from 1957-2000

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State



20 of 20 – February 6, 2013

Master Bedroom and Sitting Room

Newton Wm. O'Rear House

Name of Property

Jefferson County, WA

County and State

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Patricia A. Durbin

street & number 1932 Washington St. telephone (360) 379-4956

city or town Port Townsend state WA zip code 98368

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 18 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.

