

CLACKAMAS COUNTY, OREGON
HISTORIC CONTEXT STATEMENT

AUGUST 1990

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HISTORIC CONTEXT STATEMENT

Prepared for Clackamas County, Oregon
Oregon City, Oregon

By

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TABLE OF CONTENTS

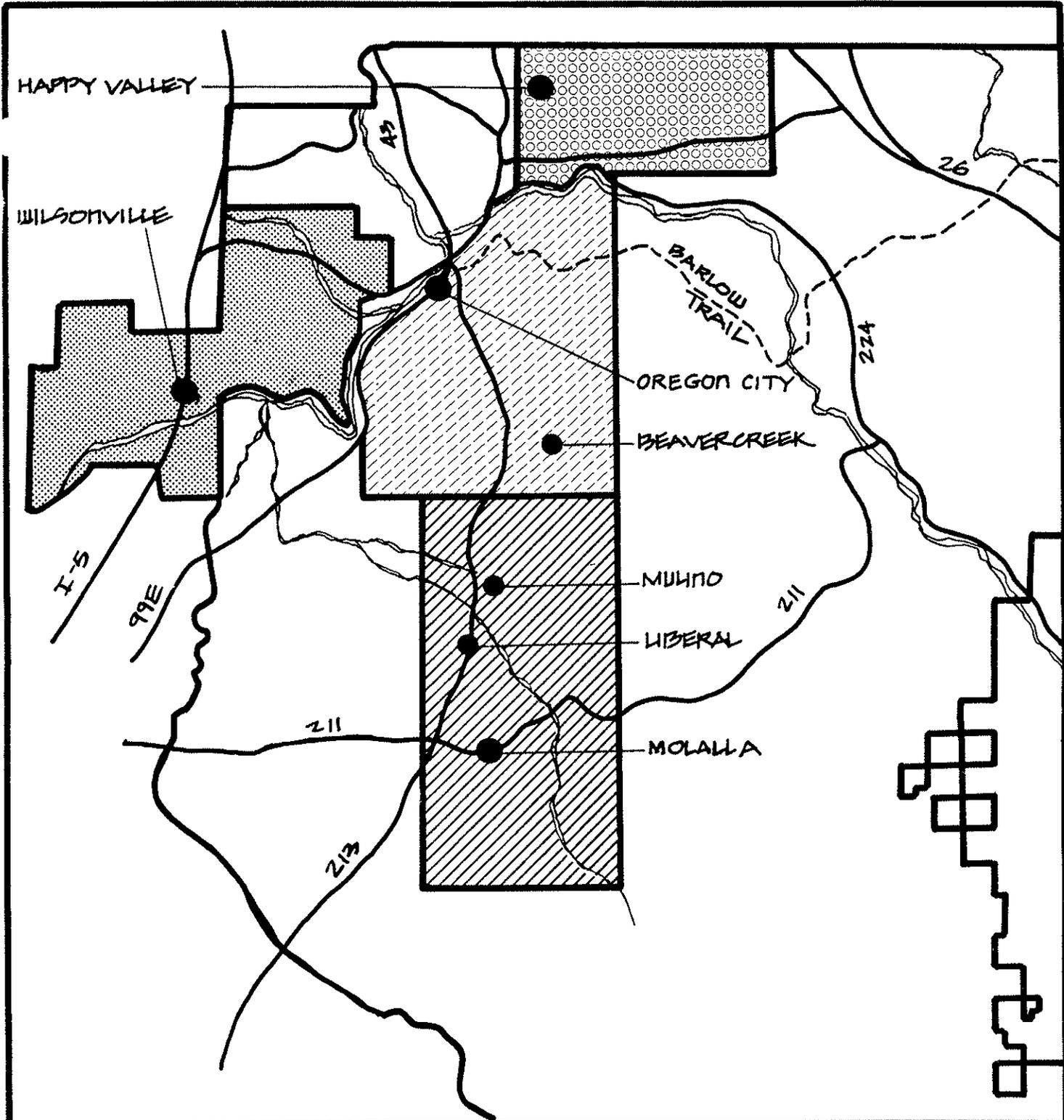
LIST OF FIGURES	ii
PREFACE	iii
HISTORIC OVERVIEW	
Introduction	1
Historic Periods	2
Bibliography	17
IDENTIFICATION	
Methodology	23
Previous Surveys	25
Resource Types	26
EVALUATION	
Methodology	36
Assessment of Resource Types	37
TREATMENT	
Survey and Research Needs	39
Goals and Priorities	40
APPENDICES	
Appendix A: Agricultural Resource Types	
Appendix B: Prominent Individuals	
Appendix C: Registration	

LIST OF FIGURES

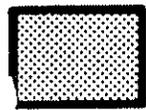
Map of Study Area.....	Figure I
Resource Distribution Chart	Figure II

FIGURE I

MAP OF STUDY AREA



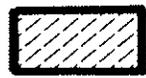
CLACKAMAS COUNTY CULTURAL RESOURCE INVENTORY



WILSONVILLE/
STAFFORD/
PETE'S MOUNTAIN



HAPPY VALLEY/
DAMASCUS



OREGON CITY/
BEAVERCREEK



MOLALLA/
LIBERAL/
MULINO

FIGURE II

**DISTRIBUTION OF RESOURCES BY
THEME, PERIOD AND SUB-AREA¹**

Period/ Sub-Area	Architecture	Agriculture	Social	Religion	Recreation	Commerce/ Industry	Transportation	Education	Medicine	Government	Science
1847-1865											
1	5	1					1				
2	4	1				1					
3											
4	3	1									
1866/1883											
1	7	5	1	1			3				
2	11	7				3				1	1
3	3							1			
4	6	1	1	1							
1884-1913											
1	51	32		1		3	1	1			
2	45	17	1	1		6	1	2			
3	18	6				1		1			
4	23	14	2		2						
1914-1940											
1	13	7	1		2			2		1	
2	22	5		1		6		2		2	
3	11	4	2					2			
4	20	7	2	1	1	3	2	2	2	1	
1940-present											
1	1										
2	1										
3											
4	1				1						

¹ Sub-areas: 1) Wilsonville, Stafford; Pete's Mountain; 2) Molalla, Mulino, Liberal; 3) Happy Valley, Damascus; 4) Oregon City, Beaver Creek

PREFACE

This document represents a major step by Clackamas County toward comprehensive identification, documentation and evaluation of its cultural resources. The document is modeled after the Resource Protection Planning Process (RP3) developed by the United States Department of the Interior and modified by the Oregon State Office of Historic Preservation (SHPO). The purpose of the report is to provide a framework for consistent decision making in the management of cultural resources.

The project is also a major step by the SHPO toward compliance with the National Historic Preservation Act of 1966 (NHPA), which requires the State Historic Preservation Officer to survey and inventory cultural resources throughout the state; and, with state land use law, which requires local jurisdictions to identify and protect significant resources.

The project was conducted from September 1989 through August 1990 by Koler/Morrison Planning Consultants of Oregon City under contract with Clackamas County. The study area was divided into four subareas: Happy Valley/Damascus; Molalla/Liberal/Mulino; Oregon City/Beavercreek; and, Wilsonville/Stafford/Pete's Mountain. Please see Figure I for delineation of study area boundaries.

The project included an intensive review and update of the County's 1984 *Cultural Resource Inventory*. The 1984 study consisted primarily of a "windshield survey" with documentation of locational data, physical description, historic name if known, and minimal historical data.

All updated inventory forms will be included in the Statewide Inventory of Historic Sites, a pool from which nominations to the National Register of Historic Places (NRHP) are drawn. The NRHP is the nation's official list of historic resources worthy of preservation. It is maintained by the National Park Service and may include any building, site, object, structure, or district of local, state, or national significance.

Listing in the NRHP does not impose restrictions on property owners. It is simply federal recognition that a property is worthy of preservation while assuring some measure of protection from adverse effect by federally funded projects. State and local laws and ordinances that establish landmark commissions, design review controls, restrictive zones and so forth are not part of the NRHP program. They have a separate and distinct function from the NRHP which is a planning tool for use by federal agencies.

This project consisted of four major phases: literature search and preparation of an overview of county history; update of existing resources; evaluation of resources; and, preparation of the inventory forms and final document.

There are four major sections in the following report. The *Preface* is followed by section one which provides an overview of Clackamas County history. This chapter focuses on the major events and periods of county history and provides a framework for analysis of resources. The chronological parameters are approximately 1806 to 1940, with some discussion of Native American prehistory. This section also includes a comprehensive bibliography of sources consulted.

Section two, *Identification*, outlines the types of cultural resources found in the study area and categorizes them into resource groups. Discussion of each group includes brief historical data summarizing the development of important themes represented by the group, and an outline of the physical characteristics of property types and styles within the group. This section also includes information on the distribution of resources, as well as data on past cultural resource surveys in the study area.

The third section outlines the evaluation methodology for determining significance. It also includes discussion of condition and integrity of inventoried resources by resource group. This is followed by section four, *Treatment*, which identifies future survey and research needs and various strategies for protecting the County's significant cultural resources.

The Appendix includes an annotated list of people who made significant contributions to Clackamas County history.

The *Clackamas County Historic Context* is an evolving document. It will require regular updating and review. Resources that were not identified in this phase of the project may be included at a future date and others should be removed if they no longer meet eligibility requirements. All materials generated in the course of this project are the property of Clackamas County.

HISTORIC OVERVIEW

INTRODUCTION

The *Historic Overview* is a geographically oriented, temporally defined study of significant patterns and events in Clackamas County history. The *Overview* is formatted according to the chronological periods outlined in the *Handbook to Historic Preservation Planning in Oregon* prepared by the State Historic Preservation Office (SHPO).

The *Overview* covers the period from 1806 to 1940. The recorded history of the Willamette River basin and the Clackamas County geographic area effectively begins in 1806. In that year Lewis and Clark, on their return trip up the Columbia River, were informed of the existence of a large tributary flowing into the Columbia. The explorers' informants were Native Americans whose tribe "lived near a waterfall of considerable proportions, undoubtedly the falls of the Willamette, at Oregon City" (Carey 1936:140). Due to the considerable influence which Native American's had on the early history of Clackamas County the *Overview* begins with a brief summary of the three primary linguistic groups which occupied the study area. The year 1940 is the end of the "Motor Age" period. It also corresponds with the 50 year criterion established by the National Park Service for inclusion in the National Register of Historic Places.

For the purposes of this *Overview* the geographic boundaries of the study area conform to the current political boundaries of Clackamas County; however, the property type analysis which follows the *Overview* covers only a portion of the County. Please see Figure I for delineation of the latter area.

HISTORIC PERIODS

(1543) - 1811: Exploration

Three distinct linguistic groups of Native Americans inhabited the study area prior to Euro-American exploration of the Willamette Valley: Chinookan, Kalapooian, and Waiilatpuan.

The Chinookan group consisted of the Charcowa living on the west bank of the Willamette above the Oregon City falls; the Clowwewalla and Cashhooks (Cushooks) located at the falls, and the Clackama (Clackamas) on the west bank of the Willamette (Barry 1927:52-57). The Clackama, from which the county derives its name, were an early and distinct sub-group within the Chinookan linguistic family. Although socially, linguistically and culturally related, the Clackama maintained an identity separate from the Clowewalla and Cashhooks.

The second major linguistic family was the Kalapooian. It is unclear whether or not the Kalapooian bands pre-date the Clackama, but it is believed that given certain aspects of their cultural identity--primarily hunter-foragers--they were at least contemporary with the initial Clackama emigration (Woodward 1974:210).

While the numerous bands that composed the Kalapooian family ranged throughout the Willamette Valley and south into Douglas County, the annual fish migrations lured many bands to the falls on a seasonal basis. The only Kalapooian band known to have established an actual territorial identity within the study area were the Ahantchuyuk. This group, commonly referred to as the Pudding River or French Prairie Indians, resided in both Clackamas and Marion counties (Barry 1927:56). Within Clackamas County their territory was confined primarily to the western portions of the county.

The Waiilatpuan linguistic family was represented in Clackamas County by three groups of the Molala or Molalla. Their territory extended from the falls to the open plains in the southwest quadrant of the county, "and ranged along the Cascades from Mount Hood to Mount Jefferson" (Barry 1927:60).

The Molalla were horsemen and a more aggressive group with regard to territory than either the Ahantchuyuks or Clackama. It is believed that the Molalla originally lived in close proximity to the Cayuse (Eastern Oregon) until conflict between the bands drove the Molalla west of the Cascades in the early to mid 19th century.

The tribal and territorial relationships between these three linguistic groups, particularly the Clackama and Molalla, is the basis for many Clackamas County geographic names, such as Molalla, Coalca's Pillar and Clackamas, as well as folklore and myth.

Lewis and Clark did not discover the Willamette River on their initial (1805) exploration of the lower Columbia River; however, they did suspect its existence. On their return journey, the party again failed to find it, but by chance while encamped at a point opposite the Sandy River, they were informed by local natives of the existence of the river (Carey 1922:140).

Returning down stream, Captain Clark discovered the confluence of the Willamette River on April 1, 1806--he refers to it as the Multnomah--and became the first known Euro-American to enter and explore the Willamette River Basin. Travelling some ten miles upstream, Clark did not enter the study area but learned of the great falls and the lands above them from his guides.

From the size of the river Clark speculated it might extend into what is now California. Based on Clark's assumption, geographers' maps of the years following suggested the Willamette was of much greater length than subsequent investigation justified (Carey 1922:142).

The next Euro-Americans to explore the lower Willamette Basin came with the Pacific Fur Company. An American company headed by John Jacob Astor and six partners, it was composed primarily of Scotch, French Canadians and half-breeds from the North West Company (Carey 1922:175). Shortly after the establishment of Fort Astor at the mouth of the Columbia River, Robert Stuart with Francis Pillet and Donald McGillis, led a party into the Willamette Valley to explore the extent of the valley and hunt for game. It is not known if this party entered the area which is now part of Clackamas County.

1812 - 1846: Fur Trade and Mission to the Indians

Between 1811 and 1813 the Pacific Fur Company sent out as many as six parties to explore the Willamette Valley Basin and surrounding environs. Donald McKenzie, one of Astor's partners in the Company, is believed to be the first Euro-American to explore the area of the Willamette Falls, and possibly the Molalla Valley, in 1812.

With the sale of Fort Astor to the Northwest Company (NWC) in 1813, a number of the Pacific Fur Company's employees remained at Fort George--the name Fort Astor was given by the NWC--in the employ of the Northwest Company.

With the Willamette River as the primary transportation corridor through the upper Willamette Valley, the activity of the Northwest Company after 1813 brought its employees into frequent contact with the Native American population which lived near the Falls. In 1816 ten men from Fort George were attacked at the Clackamas rapids after refusing to pay the Native Americans a fee for passing through the area. One trapper was wounded and a Native American killed. To assuage the Natives, Alexander Ross, accompanied by Peter Skene Ogden and forty-five armed men, returned to the area and established the first "treaty" with the local people:

The men of the Northwest were willing to pay according to Indian law on condition that the Willamette River was to be open to the white men to ascend and descend at will, in safety. The Indians were to control their young men and if a white man stepped out of line he was to be reported to Fort George. The white men were not to take the law into their own hands or "take undue advantage" of the Indians (Lynch 1973:18).

In 1821 the Northwest Company was absorbed by the Hudson Bay Company. Dr. John McLoughlin (1784-1857), who had been Chief Factor for the Northwest Company, was appointed chief factor for the Hudson Bay Company's Columbia department in 1824 (Carey 1922:236).

Following the reorganization, Fort George was closed and Fort Vancouver, located on the north bank of the Columbia River above its confluence with the Willamette River, was established as the new seat of trade. During McLoughlin's tenure as Chief Factor of the Company (1824-1846) he was responsible for much of the early development of Oregon City. In 1829 he staked a claim at the Falls site.

McLoughlin staked his first claim at the Falls in 1829 and soon after constructed three cabins to house Company employees. The Native Americans felt this was a violation of the 1816 treaty and burned the buildings. McLoughlin subsequently rebuilt the cabins and began construction of a mill race. This was the nucleus of the first white settlement in Clackamas County.

Between 1829 and 1832 the "cold sick" (influenza) struck the Native Americans on the lower Columbia and in the Willamette Valley. This "series of fatal epidemics had a devastating effect

on the native people...so that families, whole villages, and even tribes, were totally destroyed, or so nearly obliterated as to lose their identity and become merged or absorbed with the others" (Carey 1922:247). Although the Falls tribes were not completely destroyed, these epidemics were effective in quieting their initial resistance to Euro-American settlement .

The early 1830s saw many of the original Pacific Northwest and Hudson Bay Company employees retiring and settling in the upper Willamette Valley on what is known as French Prairie. Because trade between French Prairie and Fort Vancouver was largely dependent on the Willamette River, the Falls settlement took on added importance as the primary transportation link (portage) between the upper and lower valley. In addition, its early mill operation foreshadowed Oregon City's later prominence as an industrial and manufacturing site linking the natural resources of the upper valley with the markets below.

In 1834 a Methodist Mission was established by Jason and Daniel Lee above the French Prairie settlements in what is now Marion County. Letters and reports from the Mission, coupled with those of early explorer/traders such as Hall J. Kelly (1828-1835), Nathaniel J. Wyeth (1833-35), Lt. William Slacum (1837-38) and others, served to heighten interest in the Oregon territory. In many cases these early reports romanticized and extolled arcadian virtues that were tremendously exaggerated.

The growth of the Methodist Mission in 1836 and 1837, along with the settling of trappers and traders in the French Prairie area, increased the American population in the Willamette Valley; however, this growth did not have a tremendous influence on the Falls site. In 1839 the settlement at the Falls, Wallamut, or Wallumet Falls, as it was variously referred to, consisted of a small collection of one-story cabins and shacks clustered around the mill race and portage site, housing primarily Hudson Bay Company employees and Native Americans. It was not until 1839-1840 that Oregon City and Clackamas County saw the first sustained American settlement.

In the winter of 1838-39, Reverend Jason Lee gave a series of lectures in Peoria, Illinois, in an attempt to seek settlers and reinforcements for the Methodist Mission. Following the lectures, 14 men led by Thomas J. Farnham organized the first overland American immigrant party to the Oregon Country. Members of the Peoria Party, as it is known, arrived in the Willamette Valley in late 1839 and early 1840 (Carey 1922:374).

Members of the Peoria Party cannot be accurately characterized as homesteaders or settlers, nor were they affiliated with the Mission. They are best described as entrepreneurs or "professional pioneers." Several settled in the Falls community and established businesses there. One member, Major Robert Moore, established the first American claim in the study area located directly across the river from the Falls, in what is now West Linn. The arrival of the Peoria Party and subsequent settlement, marked the first American occupation of the study area.

Several other events in 1840 contributed to the opening of the Oregon Country:

The Great Reinforcement of the Methodist Mission arrived on the Lausanne, adding 50 persons to the population. The breaking up of the American Fur Company, also increased the population in the Willamette valley. Among those coming to Oregon were Joseph L. Meek, Caleb Wilkins, Dr. Robert Newell, William Craig and John Larrison (Carey 1922:375).

Robert Newell and Joseph Meek brought the first wagons over the Rocky Mountains to Fort Walla Walla in 1839, arriving at the Willamette Falls in the early winter of 1840. Captain John

Couch arrived in the area in 1840 with a supply of merchandise, thereby establishing the first American store at the Falls.

Jason Lee sent Alvin F. Waller and William H. Willson to the Falls in 1840 to establish a Methodist Church, the first Mission in Clackamas County. Although McLoughlin is credited with contributing lots in the townsite for the church and free lumber to help build it, his generosity was not reciprocated. Soon after McLoughlin's donations to the Mission, the Reverend Waller began proceedings to discredit McLoughlin's claim of 1829. Writing about Jason Lee, Charles Carey states:

The one charge against this faithful minister that time has justified, in a degree, is his connivance in Rev. A.F.Waller's mean attempt to get the land claim of Doctor McLoughlin, a fact established by letters and documents. Waller was induced to drop the contest in consideration of the payment of the sum of \$500.00, and the conveyance to him of eight lots and three additional blocks in the townsite. But the claim of Waller and others to the island in the Willamette River, that was a part of the original McLoughlin location, was not released (Carey 1922:298).

This attempt to discredit McLoughlin's claim points to the importance and obvious advantage that the Willamette Falls site was seen to have by early American immigrants. In 1850, the United States congress passed legislation which stripped McLoughlin of his land claim. McLoughlin died in 1857 with his claim still in question; however, five years after his death the state legislative assembly passed an act authorizing the Governor to convey the unsold part of McLoughlin's claim to the legatees under McLoughlin's will; a remedial step attempting to mitigate the inequities McLoughlin and his family had suffered beginning with Waller and Lee.

The DeSemt-Bartleson Party arrived at the Falls with approximately 25 people in 1841. It is of note that they "paid a call on Robert Moore" across the river. Moore had begun construction of what would become Linn City, one of the Falls first rival townsites.

In 1842 Dr. Eljah White returned to the Oregon territory--having come previously in the Methodist reinforcement of 1840--as the first United States Government appointee to the region--sub-Indian Agent. His party of 112 arrived in Oregon City in September of 1842, with news of the possible passage of Senator Linn's bill that would foreshadow the passage of the Donation Land Claim Act of 1850. It was at this time that Dr. McLoughlin established "his claim corners" and officially platted the townsite at the falls and named it Oregon City.

Hugh Burns, who arrived in the White Party, claimed a section of land immediately north of Robert Moore's tract, on the west bank of the river. Burns platted Multnomah City on October 9, 1842, the second town to be platted in what would become Clackamas County. Robert Moore followed suit in 1843 with the platting of Robin's Nest, directly upstream from Multnomah City. Moore changed the name of his city to Linn City in 1845. Both plats point to the preeminence of the Falls location as the jumping off point to the upper valley. Although Oregon City was occupied by a growing number of Americans, it was still McLoughlin's claim, and until the question of territorial boundaries was settled in 1846, there was rivalry between the Americans and British who occupied the area.

Many of the early pioneers who arrived at Oregon City were destitute and suffering from illness and fatigue associated with the overland journey. Dr. McLoughlin hired many of the newcomers and supplied them with food and shelter. Since the chief factor's personal economic interests centered on the development of a water power site at the Falls, his newly arrived employees could not scatter to isolated claims, but had to remain together near the mill. As a result, the 1842 migration contributed little to the frontier's existing rural population.

Instead, it provided the nucleus of the frontier's first town, Oregon City. During the winter of 1842-1843 the village grew to almost thirty buildings (Bowen 1978:12).

The immigration of 1843 established the future settlement pattern for newly arrived immigrants to the Oregon Territory. Over 800 people arrived in 1843, the majority taking claims on the best lands in the upper valley. This tendency to settle the valley from north to south was primarily due to the difficulty in travel, and the poor condition most overland travelers found themselves in on their arrival. The luxury of shopping for a claim was rare. Because the primary means of transportation was by water or trail, the land within easy access to these routes tended to be claimed first.

The overland parties of 1840 consisted predominantly of United States citizens who were seeking relief from the economic hardships of the 1830s, as well as escape from the disease-ridden lowlands of the trans-Appalachian West and the Mississippi and Ohio River valleys (Bowen 1978:19).

Typical of early settlement patterns was the tendency for immigrants to cluster around neighbors and friends from their homeland:

Neighborhoods that sent many men into the wilderness knew a great deal about western geography. The implications of word-of-mouth communication were far reaching. For the members of a particular family or neighborhood the system meant that the choice of migration routes and eventual destination was in some degree restricted to those areas with which their close acquaintances were familiar. This in turn created a tendency for existing groups to migrate as units and to maintain themselves as more or less spatially definable bodies in new lands (Bowen 1978:23).

Clackamas County settlement followed this pattern. The Molalla/Liberal/Mulino area was initially settled by people from Missouri, Illinois and Indiana. The upper Clackamas River area was settled in 1850 by people from Kentucky and Missouri. The west bank of the Willamette between approximately Oregon City and Milwaukie had a high initial settlement of people born in Ohio, Illinois and Missouri.

Early transportation tended to follow the navigable waterways or established game trails. During the early settlement period Robert Newell, Medorum Crawford and Aaron Cooke formed a partnership to haul freight between the French Prairie settlements and the lower Willamette. Employing Native American labor, they rowed the Mogul and the Ben Franklin, large modified bateaux, between Canemah and Champoege semi-weekly. At Canemah, Medorum Crawford would unload the freight and transfer it to ox team and wagon for the haul over the bluffs and down to Oregon City.

It was during this time that the first ferries appeared on the river. Hugh Burns ran a ferry between Multnomah City and Oregon City in 1844. Robert Moore and John McLoughlin also ran a ferry between Linn City and Oregon City. The earliest ferry on the Molalla was operated by Harrison Wright in the Liberal area. Wright, who staked his land claim in 1844, operated the ferry until his family constructed the first bridge over the Molalla. As roads were constructed, ferry crossings proliferated.

The single most important road building project during this period was the construction of the Barlow Road. Upon receiving funds and a license from the Provisional Government in 1846, Samuel K. Barlow formed a partnership with Philip Foster and constructed a wagon road around Mount Hood, creating the first major overland option to the Columbia River passage.

When completed the road covered 80 miles. In July of 1846, former fur trapper Reuben Gant became the first person to drive a wagon over the new toll road.

Between 1839 and 1846 most "roads" remained little more than trails, and those wide enough to be termed roads were generally impassable during the rainy season. Among the roads still used in Clackamas County that began as Native American trails are River Road, from Clackamas to Milwaukie, and the general course of Highway 213 into the Molalla Valley.

Early road construction was financed by tolls collected by the builder, or a poll tax. By 1846 the Linn City-Hillsboro Road had been completed and the worst sections planked over. In the early fall of that year, Stephen Meek ran Clackamas County's first stage over this route to connect with Robert Moore's Linn City-Oregon City ferry.

On July 5, 1843, Clackamas District was named one of the four legislative districts adopted by the Provisional Government. The district included what is now the northern half of the county along with two thirds of the states of Washington and Idaho and parts of British Columbia and Montana. With subsequent political shifts in 1845, 1846, 1851 and 1854 Clackamas County was reduced to its current configuration, with a few minor boundary changes over the years.

Oregon City was incorporated in 1844 making it the first incorporated city west of the Rocky Mountains. With the Provisional Government in place and located in the State House at the corner of 6th and Main, and George Abernethy of Oregon City elected Governor, the city had become the hub of the Oregon Country. In 1845, the Oregon Printing Association was organized and began publication of the *Oregon Spectator* on February 5, 1846, with William G. T'Vault, editor. By 1846 Oregon City boasted:

A population of no less than 500 souls...with about 80 houses and two churches. There were two taverns, two blacksmith shops, two cooper shops, one tannery, three shoe shops, two silversmiths and a number of other mechanics, four stores, two flouring mills and two sawmills, and a lath machine (*Spectator*: Feb. 19, 1846).

Early settlement in rural Clackamas County was sparse as indicated by the *Spectator's* estimate of "500 souls" in Oregon City compared to the 1845 Oregon Census which lists 704 in the entire Clackamas district. Clackamas County's rural population was the smallest of any district, with the exception of the newly formed Clatsop district.

Farming during this period tended to be of a subsistence nature and was usually augmented by other work when possible. Because of vast amounts of timber many settlers supplemented their income by splitting shakes and rails. "The early agriculture of the county was devoted largely to live-stock and cereal grains" (Holt 1922:49). As the accepted medium of exchange until 1849, wheat became the settlers first "cash" crop. The next period would see subsistence farming give way to an increasingly strong agricultural economy.

1847 - 1865: Settlement, Statehood and Steampower

The political events that culminated with the settlement of the United States boundary dispute with Britain had a direct effect on Clackamas County. Joseph Lane was appointed Governor of the new territory and sworn into office in Oregon City March 3, 1849. The territorial legislature met in Oregon City between July 1849 and June 1851. The single most important legislation effecting Clackamas County during this time was the "Location Bill" which was passed on February 1, 1851. Under the terms of the "Location Bill" the seat of government was moved to Salem, the penitentiary located in Portland, and a number of other territorial institutions relocated, to the exclusion of Oregon City. The signing of this bill by President

Fillmore on May 4, 1852 marked the decline of Oregon City's preeminence as the seat of political and social power.

In the 1849 Territorial Census the population of Clackamas County was 1,393, while the population of Oregon City was 993. Milwaukie had been platted in 1847 by Lot Whitcomb, and with an estimated 100 to 150 individuals living in Linn City, Multnomah, Milwaukie and Clackamas City, the figures reflect a nominal increase in the rural population county wide.

The discovery of gold in California in 1849 initially depleted the county's population as many sought their fortunes in the gold fields. By 1850, however, with new immigration and the return of miners from the gold fields, the county's population increased rapidly: the 1850 Census lists a population of 1,859. As immigration continued the county's population increased through the next two decades, reaching 3,466 in 1860, and 5,993 by 1870.

After 1852 the population of Oregon City began to decline as settlers were attracted to other towns along the Willamette River. By the mid 1850s Portland passed Oregon City as a population and shipping center, and Milwaukie became the nominal head of ocean going transportation early in the decade as it vied with Portland for the head of navigation on the Willamette. Although Oregon City remained the center of county political and social activity, its position as the hub of the territory declined.

During this period growing numbers of new immigrants established themselves in the rural areas of the county, and a great number of "rural centers" were established that would later develop into townsites. These early centers included Liberal, Molalla (Four Corners), Mulino (Howard's Mill), Needy, and Damascus. As rural population increased settlers began to seek and construct better transportation routes into the foothills of the Cascades and the southern river valleys and prairies.

Transportation began to improve with the formation of various wagon road companies and the influx of immigrants into rural areas. By 1848 the Barlow Road had cutoffs radiating to Portland, Milwaukie, Oregon City, Sandy and the Colton-Molalla area. Construction of roads opened up entire new areas to settlement, for example, the upper Clackamas River Valley began to be settled when the Barlow Road was completed. Typical of the symbiotic relationship between settlement and transportation were the settlements at Stone (Bakers), Four Corners (Molalla) and along upper and lower Boone's Ferry Road. Although roads continued to be constructed throughout this early period they remained largely impassable during inclement weather and the waterways remained the primary means of transportation.

Lot Whitcomb and Samuel S. White built the first steamboat on the Willamette River, the "Lot Whitcomb", christened on Christmas day, 1850. This event ushered in the steamboat era on the Willamette. This same year also witnessed the construction of a half-mile portage on the east side of the Falls below the bluffs. With increasing agricultural production in the upper valley, the Falls began to experience the first physical changes to accommodate the growing shipping needs of the upper valley:

The decade between 1851 and 1861 was the heyday of Canemah (platted 1850). The town climbed tier above tier up the east hillside as the steamboat captains and shipping men built their homes overlooking the river. Horse and mule drays ran day and night to move the quantity of upriver grain, bacon and fruit in season: and sugar, coffee for the upper fall (Lynch 1974:240).

During this period the fledgling boat building companies expanded, with Canemah producing over 30 boats prior to 1861. In 1862 the first railroad in the county went into operation between Oregon City and Canemah, drawn by mules; however, the Willamette River remained

the primary transportation corridor throughout this period, moving ever-increasing tonnage of agricultural products from the upper valley.

In Clackamas County oats began to bypass wheat as the primary agricultural product early in the period, and by the end of the "Settlement" era it was the county's principal crop. Wheat remained second, while potatoes developed from a kitchen crop to third in total production. In 1864 Clackamas County produced 76,473 bushels of oats, 38,651 bushels of wheat and 33,386 bushels of potatoes. Livestock continued to play an important part and as production increased due to availability of stock, hay tonnage also increased.

In 1847 Henderson Luelling crossed the plains with a wagon of grafted fruit trees, the first to reach Oregon. Settling near Milwaukie, Henderson, with his brothers Seth and John, and his brother-in-law William Meek, is credited with establishing the fruit industry in Oregon. The fruit industry developed into one of Oregon's most profitable agricultural industries. Orchards sprang up in nearly every door yard and began to exert a definite influence on the life of the people. The export of 1856, by which year many young orchards, set out in the autumn of 1848 and the spring of 1849, were in full bearing, was estimated at 20,000 boxes (Carey 1922:693).

It is estimated that Clackamas County production during this time accounted for approximately 20 per cent of the state's total fruit production. In 1864 the county was third (out of 22 counties) in fruit production, behind only Marion and Linn in total production.

During this period Alfred J. Sawtell with his sister Mary immigrated from England by way of Canada to join his brothers John and William who had established claims in the Molalla area. Sawtell, from seeds used to pack his dishes, is credited with establishing the teasel industry in Clackamas County. This became a significant crop in the Molalla Valley where it thrived until the early 1960s when advances in metal combs made the natural burr obsolete. Sawtell prospered in the business from 1860 to 1899. George H. Gregory was the second largest grower in the area who continued the industry through the historic period.

Settlers from the Missouri, Mississippi and Ohio river valleys continued to populate Clackamas County; however, a growing number of foreign born immigrants began to arrive during this time, particularly natives of Ireland, England, and Germany. In 1850 there were 193 Irish immigrants in the County compared to 1266 in 1860. Although German immigration rose from 160 to 1078 during this same time period, subsequent decades would see an even greater increase in the number of German-born immigrants.

A number of saw and grist mills were established in the rural areas of the county: Howard's Mill (Mulino); Union Mills (Mulino-Mollala); Baker's Mill (Stone); John Trullinger's at the head of Sucker Creek (Oswego); and, Kellogg's Mill (Milwaukie). The early grist mills were located to take advantage of available water power and to serve the needs of the remote communities which during the early years were often inaccessible by road. Howard's Mill (listed on the National Register of Historic Places and the oldest existing industrial building in the state) in Mulino and Union Mills in the Molalla area, both served the Molalla Valley at a time when the Oregon City-Mollala Road was impassable much of the year.

Rural sawmills were usually small, serving the immediate needs of the surrounding area. Settlers in the Clackamas and Molalla valleys often supplemented their income by harvesting the timber on their property. The splitting of shakes and rails was an important secondary industry during this period. The Oswego area was served by the Durham Mill until purchased by John Trullinger. Trullinger renamed Durham's mill the Oswego Milling Company, and began an expansion program in the 1860s. Trullinger was also responsible for building several of the sternwheelers that increased shipping on the Tualatin River.

These developments reflect a pattern of growth in early county industries and cottage ventures which was stimulated by the gold discoveries of 1849 and 1861. Gold was discovered in the Molalla Valley in the 1860s which brought the first large influx of people into the central and south-central foothills of the Cascades. The gold was not sufficient to make large scale mining feasible; however, the economy of the area was stimulated by the miners, and many new roads were constructed into the area.

By 1865 industry and agriculture were expanding and looking for bigger markets. The Standard Mill in Milwaukie, the Imperial Mill and Oregon Woolen Mill in Oregon City, and the Oswego Iron Company were a few of the county's most prominent industries at this time. Industries which, by the end of the period, had begun to expand into major productions and were producing export products of high quality.

As the period closed the demand for cheaper and faster transportation required to move the county's industrial and agricultural products was the topic of the day.

1866 - 1883: Railroads and Industrial Growth

The railroad era in Clackamas County was ushered in by two events: the first was the opening of the Willamette Locks, and the second was the awarding of federal land grants to Ben Holladay for construction of the initial twenty miles of track for the Oregon and California Railroad (O&CRR).

With the opening of the locks on January 1, 1873 there was a 50 percent drop in freight rates. Boat building was stimulated because wheat from the upper valley could now be taken directly to Astoria for transfer to European ships. This in turn gave incentive for back country development.

Road construction during this time was generally limited to improvements in market roads leading to the rail lines. The primary emphasis was not on roads but on construction of railroads: by the end of this period Clackamas County would be served by the west side narrow gauge line and the O&CRR. Little attention was paid to the improvement of rural roads. Local road districts and residents had to petition the County for funds, and often times the citizens themselves made the necessary improvements, clearings, and grades and then hoped that their petition would be honored by the court:

With the coming of railroads state and national interest in highways subsided. Road building and maintenance became almost entirely the task of counties. The County Court divided the county into numerous small road districts, each with a supervisor. Labor was required on roads, and every able bodied male citizen between the ages of 21 and 50 were required to work two days every season on the roads (Sprague 1940:247).

The organization of the Patrons of Husbandry, Clackamas Pioneer Grange No. 1, in March of 1873, marked the beginning of the Granger's movement in Oregon. Eagle Creek organized as Grange No. 11, while Molalla was the 40th to organize in the state during this period. As an educational and grassroots agricultural movement the grange has had considerable impact on both the state and the county. One of its first major concerns was improvement of the market roads. Interest in this subject would continue for almost half a century. Organization of the grange movement in Clackamas County coincided with the county's greatest agricultural growth:

Interpretation of the U.S. census records for this county indicate that while agricultural development has gone steadily forward, the decade between 1870 and 1880 showed relatively the greatest development of any 10-year period before or since (Holt 1925:44).

Cereal production increased tremendously in the 1870s. Farm acreage almost doubled and the number of improved acres more than tripled. The 1880 census indicated there were 70,000 improved acres. Cereals, principally wheat and oats, continue to be the county's leading source of agricultural income.

In this same period, 1870-1880, potato production reached record proportions, while orchard crops ranked fifth in the state. Livestock production continued to grow with the number of sheep reaching 13,391 and the number of hogs jumping from 3,017 to 10,754.

Population increased throughout the county. Early land claims and large farm tracts began to be sub-divided into smaller farm units. The 1880 census listed 9,260 people, a 55 per cent increase county wide. Oregon City remained the primary urban center with a population exceeding 1300 in 1880.

Between 1870 and 1880 the German population in the county began to increase at a rapid rate. Many of the early immigrants settled near Marion County, in close proximity to the community of Aurora.

Industry continued to make advances, the most important being the initiation of pulp and paper manufacturing. The Pioneer Paper Manufacturing Company was established in Oregon City in 1866 as the first pulp and paper plant in the state. It closed in 1867 due to financial problems. It was replaced in 1868, by H.L.Pittock & Co. (Clackamas Paper Manufacturing), which operated until 1885. These early mills established one of Oregon's most important industries, one which would continue to expand until well into the next century.

1884 - 1913: Progressive Era

The beginning of the Progressive Era saw the construction of the first County Courthouse in Oregon City in 1884. Prior to this County business was conducted in various buildings around the city; however, rapid growth was putting ever increasing demands on County government.

Industry expanded at a rapid rate during this time. The timber and wood products industries made major advances and by the end of the period were the county's largest employers. The Willamette Falls Pulp and Paper Company was established in 1889, followed in 1890 by the Crown Mill and in 1908 by the Hawley Paper Company. To keep pace with the expanding wood products industry, timber companies bought up huge tracts of timber land in the Cascade foothills.

Agriculture continued to expand. Between 1880 and 1890 production of wheat, oats and hay increased tremendously, and:

Beginning in 1890 the dairy industry came into prominence. Vetch and clover were introduced about this time and these two crops had a marked beneficial effect on the county's agriculture because of their use in crop rotations. Hops made their appearance, reaching their peak about 1889. Between 1900 and 1910 the county's dairy income doubled. Potato production reached its peak (Holt 1925:49).

The poultry industry grew rapidly during this period; however, according to the 1910 census, all livestock except dairy cattle and goats decreased. The county extension service reported in 1910 that "vegetable growing" was showing signs of increasing (Holt 1925:37).

Both hops and prunes were major cash crops between 1890 and 1910. The farmlands adjacent to Milwaukie, Park Place and south of Wilsonville were the primary production areas for these crops in Clackamas County. The hop and prune dryers, with their prominent ventilators, were a common site throughout the mid and lower Willamette valley.

Truck farming increased with the arrival of Italian immigrants who tended to settle in the northern part of the county, as well as with the arrival of Japanese and Chinese immigrants. The truck farms were generally located close to urban centers for ease of transportation. By 1900 the area between Oregon City and Milwaukie had filled with many small farms.

In 1880 there were 1,385 farms in the county. By 1910 there were 3,646. Valuation of all farm property during this period climbed from slightly over three and a half million dollars to close to thirty million, a 221 percent increase. By the end of the period 25 percent of the county was in agricultural use; of which 34 percent of the land was improved (U.S.Census:1880/1910).

Many hill farms in the Clackamas and Molalla valleys and Pete's Mountain vicinities contained large stands of timber. The cottage industry in shakes, rails, and mining timbers initiated during the early settlement period continued to thrive in timbered areas throughout the county.

Between 1880 and 1910 the population of the county increased from 9,260 to 29,931. Twenty percent of the population was foreign born, the majority coming from Germany and Sweden. Many of the German immigrants settled near Wilsonville and Canby and the area just east of Aurora. The Swedes tended to center northeast and east of Molalla. Colton was founded by Swedish immigrants in 1890.

As new settlers arrived and farming and logging increased so did the demand for better roads. Many of the roads in the county were still corduroy and impassable in the rainy season:

The legislature of 1893, in an effort to meet the demand for permanent roads, authorized the formation of road improvement districts, like urban paving districts, with assessments to finance the 'grading, draining, graveling and macadamizing' of roads (Sprague 1940:247).

The Good Roads Movement began in the mid-90s and became one of the strongest grassroots lobbying groups for the roads cause. The beginning of the Rural Free Delivery (RFD) program on October 1, 1896 also impacted the county road movement:

R.F.D. was of tremendous importance in the good-road movement...Rural Free Delivery routes were laid out only where the patrons numbered at least one hundred and the roads were judged good enough for the carrier to travel. In the attempt to keep their roads in good repair and eligible for service, farmers, it was estimated, expended over \$70,000,000 by 1908 [nationally] (Hoyt 1966:192).

Clackamas County had seven rural routes by 1915. Although mounting concern and initial legislation for the improvement of roads began during this period, it was a number of years before the wholesale development of the state and county road system began. This period ends with the creation of the State Highway Commission and Highway Department in 1913 and the beginning of a state highway system.

In 1889 the Willamette Falls Electric Company in Oregon City made history by transmitting the first electricity over long distance power lines to illuminate the streets of Portland. One of the most significant results of this development was the construction of a system of Short Line, Interurban and Electric Railroads.

James and George Steel of Portland developed the East Side Railway running between Portland and Oregon City. The first electric interurban in the country, it made its initial run in 1893. The immediate effect of the line was to open up sections of the northern county for development and make the concept of suburbs and commuting realistic for the first time. It also advanced recreational development as weekend vacationers could now reach formerly remote areas. Developers platted new residential areas. Gladstone was the first town to be platted along the East Side's line in anticipation of the rail's completion; a short spur running east on Dartmouth Street in Gladstone to Oatfield Road was used during the Chautauqua festival which was initiated in 1894.

The impact of the railroad was felt throughout the county. The areas adjacent to Molalla, Wilsonville and the Clackamas River Valley are among those that grew considerably in this period.

The Oregon Water Power Railroad was built in 1902 to haul supplies to hydro-electric projects on the upper Clackamas. It initially ran from Gresham to the Cazadero dam site. Cazadero Dam in turn diverted water into Faraday Lake. George W. Brown, chief engineer for the O.W.P.R., organized the O.W.P. Townsite Company in 1903, platting an area below Faraday. The newcomers pouring into the county bought up lots before the town was either dedicated or named (Estacada). With the completion of the Faraday power plant in 1907 the railroad was electrified (1908). It greatly expanded the population of the Estacada area which developed into a thriving lumber town over the following decades.

The Oregon Electric Railway Company was built through Wilsonville in 1907. Wilsonville was platted in October 1907; its population growing from approximately 63 in 1905, to over 150 by 1913. Thirty-eight trains made the run from Portland to Salem with a stop at Wilsonville:

The Oregon Electric constructed a small park with picnic facilities and a dock on the Willamette River, this to facilitate passenger loading onto steamboats that were operated by the Oregon Electric for excursions on the central Willamette River. Special trains to Wilsonville were commissioned by the Oregon Electric in a similar fashion to the dispatching of a special train on the East Side Interurbans to a park such as the Oaks (Throckmorton 1949:157).

The Molalla Valley was further opened by the Portland, Eugene & Eastern Railway Company in September of 1913, with a line from Canby to Molalla. Prior to this, the Molalla area had been served by freight wagon from Canby and Oregon City. This line was initially supposed to be electric, but it remained steam until its conversion to diesel. The Willamette Valley Southern Railway Company, an electric passenger and freight line, extended this opening of the valley in 1915. Running from Oregon City to Monitor, it was the first transportation system to enter the Molalla Valley and southern prairies; its initial incorporation was under the name of the Clackamas Southern Railroad, referred to as the "Farmer's Own Line."

During this period Short Lines were built to service the agricultural and industrial areas of the county. Many small lines served the smaller communities, such as the Willamette Falls Electric which served Bolton, Willamette and Hardscrabble. Plans for an extension that would service the Pete's Mountain area were proposed; however, extensions for many lines, including Pete's

Mountain, were cut short by the war and the need for raw material. The primary reason, however, for limited expansion in the following years was the coming of the automobile and the development of the state and county highway system.

1914 - 1940: "The Motor Age"

Formation of the State Highway Commission in 1913, coupled with new funding measures between 1917 and 1920, radically changed the nature of Clackamas County's dirt and corduroy road system. Initial modern funding began in 1907, when the first car license and fee were imposed. These early fees went into the state general fund, and were not specifically earmarked for county road improvement. Inadequately funded, road improvement continued to flag despite this measure, although both rural and urban lobbying groups continued to press for financing and improvements.

Legislation in 1917 created the State Highway Fund, from which license revenues were shared with the counties for highway improvement. Also in 1917 a state bond issue of \$6,000,000 for road purposes was passed. Two years later Oregon made history by adopting the nation's first gasoline tax for road maintenance and improvement purposes (Sprague 1940:248).

With adequate funding the upgrading and construction of the modern state highway system began. Clackamas County benefited early on from several state road projects, including construction of Highway 99E and the Mount Hood Highway; however, it was the Market Road Law of 1920, which allowed for the distribution of revenues to the counties for improvement of market roads, that had the most significant impact on the county road system.

Between 1920 and 1940 every primary market road in the county had been graded, gravelled, and paved. Access to agricultural and timber land was improved. The Forest Road legislation provided for improvement of National Forest roads. With improved roads came an increase in automobiles and trucks which led to the demise of many of the county railroads by the end of the period.

Two Short Lines were actually constructed during this period, although both were abandoned by the end of the era. Stephen Carver's Portland and Oregon City Railway Company was the only railroad in Oregon built with private financing. Running 25 miles from Portland up the Clackamas River, the railway terminated at the townsite of Carver. Its financing and construction are colorful chapters in local history. Although expanded in the late 20s after it was purchased from Carver, the line was never a financial success, and was dismantled in the early 30s.

The last Short Line built in the county was the Eastern-Western Railway. Founded by Winslow B. Ayer in 1922, it extended into the foothills of the upper Molalla Valley to tap the timber resources. The first trainload of logs was dumped into the Willamette River on March 10, 1927. One dump was at Pulp on the S.P. tracks above Canemah. At Oregon City the log trains switched to the P.R.L. & P tracks then on to Milwaukie where another dump was located (Lynch 1974:387).

Catapulted by improvements in transportation, the *Motor Era* witnessed the timber and wood products industry's first significant expansion into the interior of the county. This created many new logging enterprises particularly in the towns of the Clackamas and Molalla water sheds, where communities such as Molalla and Estacada took on their identity as "lumber towns".

In the late 1930s, E.S. Collins and his son founded the Ostrander Railway and Timber Company, and soon after the longest privately-owned logging road in the United States was

under construction. In 1944 the "Molalla Forest Road" was completed by Weyerhaeuser and Crown Zellerbach, representative of the symbiotic relationship between industry and transportation.

The Willamette River, having seen the slow demise of steamboat travel between 1900-1920, regained some of its historical significance as an artery of commerce with the large scale shipping and rafting of logs to the wood products industries at Oregon City and points below. The Willamette and Crown mills ran side by side until 1914 when a merger created The Crown Willamette Pulp and Paper Company (CWPPC). In 1937 Anthony Zellerbach gained control of many of the western mills, including CWPPC, and created the Crown Zellerbach Corporation.

Both the timber and wood products industries expanded up to the early 30s, at which time the depression caused major economic and industrial cutbacks statewide. Having achieved the position as the primary industry in the county, the slow down in the 30s was followed in the post-war era by a huge expansion in the industry.

The economic depression of the 30s also was reflected in a marked reduction in agricultural production. Throughout the period grain products sold directly off the farms furnished the largest percent of income for Clackamas County farmers.

Grain crops made up about one-third of the entire farm income according to the 1920 census. In 1919 grains brought in \$1,965,000 and dairy products were second in importance with a total of \$915,343 (Holt 1925:15).

In 1920 the county's poultry industry was second in the state. The industry continued to expand with the establishment of turkey farms in the late 20s and 30s.

Fluctuating markets following World War I and deterioration of soil made farming an uncertain enterprise with cyclic returns throughout the period. With the depression the county's agricultural production was seriously effected by poor markets and subsequent farm closures between 1930 and 1935. With the implementation of the New Deal in 1933 farm programs began to mitigate the counties depressed agricultural condition.

By the second half of the decade, well ahead of many counties in the state, Clackamas County's agricultural industry and overall economic condition was well on the way to recovery.

In 1937 the Clackamas County Court made the County Planning Board an official arm of county government--it had been in an advisory position prior to this. This act was a direct result of the programs, plans and administrative achievements the Planning Board had initiated over the previous four years. *The Oregonian*, not always the most complementary of rival newspapers, published an editorial at this time recognizing the contributions of the Clackamas County Planning Department:

The recovery plan of the Clackamas County Planning Board became, largely, the general program of all concerned. They worked together as one organization. More than a million dollars' worth of work that will serve future generations as well as the present has been done in Clackamas county. The past four New Deal years have witnessed in Clackamas county an unprecedented progress. A national conference was held at Richmond, Virginia, the Clackamas county plan was presented as a model for counties of the entire country (*The Oregonian* 8/2/37:10).

The "Motor Age" ends with county administration housed in a new county courthouse, built in 1935, and industrial, agricultural and social programs and institutions in place to help stabilize the county's economic base.

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IDENTIFICATION

The following narrative is focused on the identification of historic themes and resource types. The Clackamas County Cultural Resource Inventory, and additional information compiled in the course of this project, served as the basis by which to identify resource types, and to define gaps in survey and research efforts.

METHODOLOGY

The Clackamas County Historic Context Statement was prepared by Koler/Morrison Historic Preservation and Planning Consultants, Oregon City, Oregon, with the assistance of staff from the Clackamas County Department of Transportation and Development. Jane Morrison served as project manager. Her primary responsibilities included identification of resources, preparation of physical descriptions and site plans, and coordination of the evaluation process. Julie Koler was the project historian, responsible for overseeing preparation of the historic overview which was researched and written by Dana Koler. Ms. Morrison and Ms. Koler prepared the final report. Jinx Faulkner conducted research and writing associated with preparation of statements of significance.

The project began in September 1989 and was completed in August 1990. It consisted of four major phases: literature search and preparation of an overview of Clackamas County history; update of the existing inventory; evaluation of resources; and, preparation of the inventory forms and the final document. Community involvement in the project consisted of a number of public meetings held throughout the study area to which individuals were invited to share their knowledge of local history, and to comment on the work that had been completed.

In phase one, all existing materials were reviewed, repositories of historical materials and knowledgeable individuals were identified, and historical research completed sufficient to develop an historic overview of Clackamas County history. Based on the overview an outline of anticipated property types and styles was developed.

Phase two consisted of updating existing inventory forms. Photographs were taken, site plans prepared, and a physical inspection and written description of each resource completed. Negatives were cataloged and roll and frame numbers were recorded on the field forms. Basic research for each resource was also conducted during this period. Primary and secondary source materials were consulted including Ticor Title Co. records, Sanborn Insurance maps, business directories, newspapers and photographs. Property owners and people knowledgeable about local history were interviewed.

Also during this phase the consultant made personal contact with the occupants of inventoried properties or left a flyer describing the project. In addition, all property owners received an invitation to attend a public meeting at which the project goals and purpose were described in depth. Property owners who attended the meeting had an opportunity to review and comment on the inventory form for their property.

As inventory forms were completed for each of the subareas in the study area, the Historic Review Board evaluated the properties. The process consisted of viewing slides of each resource and working from the updated inventory forms. Board members made site visits to those properties where there were specific questions or concerns about the buildings.

Phase four consisted of organization of survey data and preparation of the final forms and report. Architectural descriptions and statements of significance were completed for each resource and matched up with miscellaneous data such as legal descriptions, photographs and site plans.

PREVIOUS SURVEYS

This project represents the first intensive survey and inventory of cultural resources in the study area. Previous survey work in the study area includes the *Statewide Inventory of Historic Sites and Buildings* conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office; and, the *Clackamas County Cultural Resource Survey* conducted by the Clackamas County Department of Environmental Services in 1984. Neither study was comprehensive in nature. The Beckham study included only one property. The 275 resources identified in the Clackamas County study were documented to the level of a "windshield survey" with locational data, physical description, historic name if known, and brief historical information. Five properties in the study area are listed on the National Register of Historic Places.

The updated *Inventory* served as the basis for the analysis which follows. Those resources which have been demolished since the earlier surveys were completed were removed from the data base for the purpose of the analysis.

RESOURCE TYPES

The 267 properties included in the *Inventory* have been categorized into the following Broad Theme groups:

- Agriculture*
- Commerce/Industry
- Culture*
- Government/Politics/Military Activities

* These themes were selected for in-depth analysis because they represent the bulk of the county's known resources.

Categorizing properties by thematic group provides a context for making consistent decisions in the identification, evaluation, and protection of historic resources. The groups used here are based on the concept of historic theme and are consistent with those defined by the Oregon State Historic Preservation Office. Where appropriate, resources are organized into sub-themes.

The following is a discussion of the characteristics of resource types within each thematic group.

1. Agriculture

Agricultural resources, with 197 entries, represent 74 percent of the properties in the study area. The farm ensemble, with 108 entries or 55 percent of the total, is the primary resource type associated with the theme of Agriculture; however, individual buildings and structures such as barns or watertowers which represent an important building technology or other associative value are also included in the *Inventory*. Agriculture played a dominant role in Clackamas County history, and the present rural landscape of the study area well illustrates this farming past. There are numerous examples of general farms which evolved over time. These evolutionary farm types span a broad time frame from the 1860s to the present. Specialty farming including hops, teasel, poultry, fruit, nuts and dairying, is in evidence from 1862 through 1940, the end of the historic period. The majority of inventoried farm complexes, however, date from approximately 1866 to 1940. There are very few properties dating to the period 1847 to 1865, and there are no resources dating to the period prior to 1847.

For the purposes of the analysis of agricultural resources which follows, farm complexes have been categorized into two areas: evolutionary-general, and specialty farms. The evolutionary farm is a complex which includes a variety of outbuildings built over a period of time reflecting both changes in farming practices and building technology. These farms were devoted to a variety of activities such as production of foodstuffs and stock raising and they may or may not have included some speciality farming, such as dairying. The specialty farm is an operation which was solely devoted to one specific farming practice such as hops, dairying or poultry. These farms may have outbuildings which evolved over a period of time or which were all constructed at more or less the same time.

The typical farm complex in the *Inventory* is a multi-unit, evolutionary-general type. There are very few examples of farm ensembles containing features which typify a specific time in the county's agricultural history. A notable example of the latter is the Schamberg Farm (#520) It contains a house, large barrel-vaulted barn, and creamery building, all of which were constructed at the same approximate time. With relatively few alterations, the group as a whole is a good example of an early 20th century dairy farm. Because the majority of farm groups

are evolutionary in character and generally span two or more time periods, is is not always possible to assign them to specific historic periods as outlined in the *Overview*.

For the purpose of consistency, the farm complexes included in the *Inventory* are categorized according to the three-tiered division of farm ensembles developed by the State Historic Preservation Office (Speulda 1989). This division is based on the number of extant outbuildings which are associated with the primary building, usually a dwelling, rather than specific building types. Further elaboration of the characteristics of the typical farm is based on Philip Dole's observations which appear in a series of articles on early Oregon farmsteads (Dole 1974a, 1974b, 1974c).

The following definitions have been proposed by the SHPO to aid in the identification and evaluation of farm ensembles:

Basic Farm: house and one outbuilding, usually barn;

Multi-Unit Farm: basic farm with addition of other outbuildings; and,

Isolated Buildings: singular remaining farm building, such as barn or house.

There are 42 basic farms, 67 multi-unit farms and 63 islated farm-related properties in the study area.

While helpful for general categorization purposes, the above described categories are problematic for indepth analysis. It is not always possible to determine the number of original buildings on a farm; therefore, many properties which have been categorized as basic farms may have at one time contained more buildings, or farms which today might be categorized as multi-unit farms might have been basic farms during the historic period. In addition, it is often difficult to determine the date built for various generic sheds and so forth further complicating the categorization process. Finally, domestic outbuildings such as garages were not counted as agricultural outbuildings, therefore a farmhouse with garage was categorized as an isolated resource and not as a basic farm, and a house, barn, and garage was counted as a basic farm, and not a multi-unit farm.

Factors which have effected the integrity of farm ensembles in the study area include the conversion of farmland to residential building lots. Numerous farm ensembles, particularly in the Happy Valley/Damascus and Oregon City/Beavercreek areas, have been lost to development pressures, and those which remain consist primarily of isolated buildings predominantly houses.

The following narrative is a description of building types commonly associated with first, the evolutionary-general farm, and second, the specialized farm. Farmhouses are discussed in the section titled *Culture: Domestic Buildings*; however, it should be noted that the majority of farm complexes include at least one main dwelling as part of the ensemble.

a. Evolutionary-general Farms

As described above this is a farm operation that spanned more than one historic period and produced a variety of crops over the period of its operation. The inventoried properties in this category contain a wide variety of outbuildings that were either built for a specific purpose or adapted over time to another use. The buildings associated with the evolutionary-general farms are also found regularly with specialty farms.

The *garage*, either free-standing or attached to the house, is found on complexes throughout the study area. It is generally a small, rectangular wood-frame structure with a roof form and architectural style that often mirrors that of the house. With end-opening doors, most of the single-story garages have space for one or two automobiles. Some have windows, lean-tos, or a shop area.

The *coolhouse/cellar* is an even smaller rectangular one-story building, most often constructed of brick but occasionally wood. The roof is gabled and has a cupola or vent for air circulation. The building is entered by a single door and may have one or more windows. The coolhouse is an above-ground root cellar, used before refrigeration became available. Many coolhouses are still used today for storage purposes. The Baker Coolhouse (#534) is an excellent example of the type and is used today for storage.

The *woodshed* is a small to medium-sized building, either free-standing or attached to the rear of the dwelling. Usually one-story, the woodshed is rectangular, wood-framed, and sometimes designed to compliment the house in appearance. Roofs are most often gabled, and there is at least one entry door. One or more windows can occur, but the earlier woodsheds are windowless. These utilitarian buildings are generally still used for storage or have been incorporated into the house as part of the living space. The Zivney Woodshed (#471) is still in use as a woodshed.

The *pumphouse* is a small, one-story, rectangular building marking the site of a well. It is found on many of the farms and is usually identifiable by an electric power pole and line connected to one elevation. Pumphouses are either wood-framed or of hollow-tile construction. They have gable roofs, no windows, and one entry door. The pumphouse sometimes doubles as a shed or coolroom.

There is only one example of a *fruit dryer* and two *nut dryers* in the study area. The Davis Fruit Dryer (#761) is a large, rectangular, wood-framed structure. The Bradt Nut Dryers (#1100) are one-story, hollow-clay tile buildings with hip roofs and ventilators.

Smokehouses are also rare in the study area. Those which exist are generally tall, slender wood-frame buildings with gable roofs and no openings except the entrance. The Feyrer Smokehouse (#824) is a well-preserved example of this building type. The Feyrer *chicken house* (#825) is a good example of a chicken house: small, rectangular, wood-frame.

The *privy* is a small one-story structure similar in form to the smokehouse. Usually wood-framed and shed- or gable-roofed; one elevation is completely taken up by the entry door. A common outbuilding historically, it is rare today except in remote or isolate locations.

The *water tower* is a distinctive multi-story structure that is either free-standing or connected directly to the dwelling. They originally contained a windmill and storage tank at the top. The hip-roofed, wood-framed structures are nearly square in plan, with each ascending level smaller than the one below. The Schatz Watertower (#479), recently restored, is one of the finest examples in the study area.

The farm-related outbuildings in the complexes are usually located in the vicinity of the barn, which historically was the primary outbuilding and center of operations. Generally the farm outbuildings are arranged in one of two ways: (1) around a common work area or courtyard that is or was anchored by the barn; or (2) parallel to a common service road that leads to or from the main barn.

The barn is the most prominent of the farm outbuildings. It is usually a large, two-story, rectangular wood-frame building. According to Dole (Dole 1974a:86-95), the earliest barns in

Oregon (c. 1840-1870) have a hewn-framing system, low-pitch gable roof, and a simple vernacular appearance. They often rest on field stone foundations and may have lean-tos. Almost always windowless, these buildings are both end-opening and side-opening. Although a tall building, the early barn do not have floored second stories. The barn's use was multi-purpose, providing space for stock, feed storage, and threshing.

By the 1870s, in response to a series of technological innovations, barns gained a higher profile, rising in height and steepening in roof pitch. The structural framing was of sawn timbers, although some hewn-framing prevailed until c. 1900. By 1890, most barns featured a full second story, hay fork-lift assemblage, and exterior hay hood, all to accommodate the mechanical loading and storing of loose hay. Sliding doors replaced the earlier hinged variety, and concrete floors and foundations were introduced (Dole 1974b:210-214). While retaining many of the features of the earlier vernacular barns described above, these later, more complex buildings are called *Western barns*. Though still multi-purpose, many of the later Western barns were built for specialized uses such as dairy barns, hay barns and stock barns. Large-scale farm operations often had more than one barn. A good example of the Western Barn is the Brown Barn (#1122). Although vacant, it has been well-preserved and is a highly visible landmark in the Beavercreek vicinity.

The Western barns included in the *Inventory* date from approximately 1870 through the end of the historic period (1940). They all have wood siding--either horizontal or vertical boards or vertical board and batten, often in combination. The earliest barns have gabled roofs, followed by gambrel roofs which were introduced in approximately 1910. One 1936 barn has a barrel-vaulted roof. Most of the barns have one or more lean-tos. Small windows are common, especially in gambrel-roofed dairy barns. Most have hay hoods and a few feature a vented cupola or sheetmetal ventilators atop the roof ridge.

An unusual variation of the Western barn is the *bank barn*. It differs from the other types in that it is built into a hillside or sloping embankment creating an additional level and thereby usually making the barn a full three stories. The Staudinger and Nagl barns (#853,474) are well-preserved examples of the type.

The *granary* is generally a rectangular, one-story, wood-frame building that varies in size. The roof form is usually gable. The floors are built high off the ground for ventilation important in keeping the grain dry. The Cuttings Granary (#823), just outside of Molalla, is now used for general storage but has retained its overall historic character.

The *machine shed*, is one of the most common of the major farm outbuildings. It is a long, rectangular, wood-frame structure with a gabled roof and one open elevation divided into two to four parking bays for farm equipment. Completely utilitarian in appearance, the machine shed often has no doors or windows. Some, however, contain a shop area requiring the enclosure of one or more bays as well as openings for entry and light. The Sanders Machine Shed (#833), just north of Molalla, retains all of the typical features of an early 20th century machine shed.

Other building types of which there are singular examples in the study area include a winery and a pickle works. There are two windmills in the study area.

Many of the outbuildings in the *Inventory* are of unknown use. Some were probably equipment storage sheds. In many instances these buildings are rectangular, single-story, and shed or gable-roofed. Sizes vary from quite small to barn-like proportions. Most are wood-frame but masonry is also used. A few have windows, and all have either a doorway or a large entrance similar to that on a garage.

b. Specialty Farms

Dairy. This type of farm is solely engaged in milk production. Dairy farming began in the study area around 1910 and continues to the present. Small dairy operations were also part of some evolutionary-general farms.

The *dairy barn* is often distinguished by banks of low windows that line at least two of the elevations. These rectangular barns are wood-frame structures with board and batten/vertical wood siding. Both gable and gambrel roof forms are found on dairy barns, while a cupola or sheetmetal ventilator often crowns the central roof ridge. The large two-story buildings generally have hay hoods, with the upper story devoted to hay storage. Both endwall and sidewall sliding doors are found on these barn types. The Schamberg Barn (#520) has a distinctive gambrel roof. The Schamberg Milkhouse (#520) is also a good example of its type. The *milkhouse*, sometimes called a dairy, is either built into or positioned near the barn. Used for separating the cream and cooling the milk, the medium-sized building is usually of either wood construction or a combination of wood and brick and hollow-clay tile. Like the dairy barns, they often have windows and a ventilator or cupola atop a gable roof. The Schamberg Milkhouse is a separate building.

Tower silos, rare in the study area, are tall, free-standing, cylindrical structures, sometimes found in pairs. They are banded by metal bands that secure the cement or concrete block staves of the sidewalls. Domed roofs are covered with sheetmetal. Cement-staved silos were perfected in 1906 in Michigan. As they spread across the country, other building materials were introduced in their construction, especially during the decade of the 1920s.

Hops. Hop farming in the study area dates from the 1880s to the present. Some farms were devoted almost exclusively to hops production; however, they were also grown on many evolutionary-general farm. The industry fluctuated widely with a "boom or bust" market until, in the 1930s, a disease called the "downey mildew" destroyed hop production altogether. The hop industry did not recover until the modern period.

A hop-producing farm used a specialized structure in the drying and processing of its crop. Known as a *hop house, dryer or kiln*, these large distinctive outbuilding stand out on the rural landscape on many areas of Western Oregon; however, only one hop dryer survives in the study area. The MacIntosh Oust House (#557) is a singular example of its type in the study area. It is all the more distinctive because of its paired roof vents.

2. Culture: Architecture

Architectural resources, with 126 entries, represent 84 percent of the cultural resources in the *Inventory*. The properties in this category include public, social, commercial, and domestic buildings. Constructed between 1850 and 1940, the properties include many dwellings and a number of schools, churches, fraternal halls, retail and office buildings and one theatre.

There are very few "pure" architectural styles represented here; most of the buildings are hybrids, incorporating features from a variety of popular styles of the day. These range from the 19th century romantic styles such as the Gothic Revival Vernacular and Italianate, to 20th century historic period revival styles such as the Colonial Revival. General definitions used here--such as "Romantic"--are taken from Virginia and Lee MacAlester's *A Field Guide to American Housing*. More specific divisions between stylistic types are taken from Rosalind Clark's *Architecture Oregon Style*.

a. Domestic Buildings

The majority of properties under the subtheme of Architecture are single family dwellings constructed during the period 1880 to 1930. They were constructed by farmers to shelter their families. Many of the designs appear to have emanated from pattern books. Very few "pure" architectural styles are represented here; most of the buildings are simple vernacular buildings sometimes incorporating features from popular styles of the day. These run the gamut from the Romantic Styles--Gothic Revival Vernacular and Italianate--to styles of the Victorian period--Queen Anne, Stick, and Shingle--to the 20th century styles--Craftsman, Colonial Revival and historic period revivals.

The two predominant styles are the Vernacular and Craftsman/Bungalow--both of which were widely adapted to local housing and both of which were popular during the area's major periods of development. The Vernacular style was constructed throughout the historic period, but most commonly found during the Progressive Era from 1884 to 1913. Shortly after the turn of the century Craftsman/Bungalow style dwellings began to appear which reflected changing architectural taste. The Craftsman philosophy was a radical departure from the Victorian period, in terms of life style as well as design considerations. It remained popular through the 30s.

1) Romantic Styles

The romantic styles represented in the study area are the *Italianate* and the *Vernacular*. The Italianate dwellings are two-story, frame structures with low-pitched hip roofs--usually with decorative eave brackets--and relatively few wall surface ornaments. The earliest example in the study area is the John Bradtl House (#1100). Constructed c. 1880, the dwelling is rectangular in plan, with the truncated hip roof and carved eave brackets characteristic of the Italianate tradition.

Simplified expressions of the *Gothic Revival* style, called the Vernacular style, were constructed in the study area beginning in the 1850s and continuing well through the early decades of the 20th century. These wood frame buildings are one to two stories in height with gable roofs, long double-hung sash windows, and horizontal wood siding. Decorative features, when present, are usually confined to porch details: chamfered or turned posts and jigsaw brackets. The Richard Zivney House (#471), constructed c. 1880, is an excellent example of this stylistic type. It is characterized by two rectangular volumes arranged at right angles to form a cross plan. Devoid of ornament, it is articulated by narrow, double-hung sash windows with crown molding.

2) Styles of the Victorian Period

There are seven examples of the *Queen Anne* style scattered throughout the study area. These one-and-one-half to two-and-one-half story frame dwellings are characterized by asymmetrical plans, multiple roof forms, and decorative detail including gable ornaments, brackets, spindlework, and sometimes Stick-style detailing. The George Adams House (#849), constructed in 1890, features the asymmetrical massing and decorative features including spindlework and brackets. The latest example of the Queen Anne style is the George Nagl House (#474) constructed in 1905. The house has the asymmetrical massing associated with the Queen Anne; however, the classically inspired decorative features are associated with the Colonial Revival style which was gaining popularity at this time throughout the county.

The Asa Sanders House (#833) is a singular example of the *Second Empire* style in the study area. Distinguishing characteristics of the style are the mansard roof with distinctive dormers.

3) Eclectic Styles

There are 45 dwellings in the study area designed in the *Craftsman/Bungalow* style. Characteristic elements include a one-and-one-half to two-story box-like volume, and rectangular plan capped by a low-pitched hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule.

The Craftsman/Bungalow dwellings in the *Inventory* may be broken into two subcategories: *Craftsman* (Foursquare); and *Builder Bungalows*. The Craftsman type is distinguished from other versions of the style by the overall form and massing. Here, the large two-story, hip-roofed buildings are much boxier than their Bungalow counterparts. It was commonly built between 1900 and 1913. The finest and earliest example of the style is the L.W. Robbins House (#804) built in 1905. The building's deep eaves are accentuated by prominent curvilinear outriggers, and the roofline is enhanced by the unusual double-hipped dormers. Although less exuberant, the Minnie May Company House (#506) built in 1910, nonetheless exemplifies the standard form and massing of a classic Craftsman style dwelling, and is considered a well-preserved example of the type.

From 1905 to 1930, the common "Builder Bungalow" was constructed throughout the study area. These consisted of relatively small, one-and-one-half story buildings with gabled roofs, dormers, and full-width front porches supported by battered, or otherwise stout posts. Like the Craftsman it features deep eaves with exposed rafters, purlins and braces. The Schamberg House (#520), constructed in 1910, is an excellent example of the type. The broad gable roof extending over the fullwidth porch, and the roofline pierced by dormers on the front and rear elevations, work together to create a typical example of this ubiquitous building type. The Bruck House, built in 1912, shares a number of features with the Schamberg House; however, unlike the Schamberg House which has a side gable roof, the Bruck House (#514) has a front gable roof.

Four *English Cottage* style dwellings and three *Colonial Revival* dwellings are the only representatives of period revival styles in the study area. The English Cottage houses were all built between 1926 and 1930. Representative features include steeply pitched roofs, round-headed openings, asymmetrical plans. A good example of the English Cottage style is the George Gilbert House (#802). The Colonial Revival dwellings were constructed between 1920 and 1934. They are exemplified by bilateral symmetry, and classically inspired ornament. The Cleland House (#1059) with its handsome facade is a good example of the latter.

b. Public and Social Buildings

There are 25 resources in this category including six churches, one community club, six granges and 12 schools.

The earliest church in the study area, the German Evangelical Reformed Church (#533), dates to the Railroad Period. Constructed in 1880, it is a simple wood-frame building. Generally rural churches from this early period were narrow and rectangular in plan, often with a simple steeple above the main entrance. The Bryn Scion Church (#1129), constructed in 1884, is the best-preserved example of the type.

Churches from the Progressive Era (1884-1913) continued the design treatments of the previous period, however, the Gothic Revival style influenced the design of most. The Stafford Baptist Church like the German Evangelical Church has had major additions. The Stafford Church was increased in size in 1940 to accommodate a growing congregation. An effort was made to design the addition such that it is compatible with the older portion of the building. The Methodist Church (#895) in downtown Molalla is the finest example of the Gothic style. The vertical emphasis typically associated with the style is accentuated by the

siting of the building above street grade. In keeping with the Gothic tradition, windows are elongated. Decorative elements, found on many of the domestic buildings of this period, are used profusely on the Methodist Church. The Wilsonville Methodist Episcopal Church, built in 1911, incorporates elements from the Gothic style as well as the emerging Craftsman style. Craftsman features include the broader form and massing, and the use of double-bevel siding.

Period Revival styles inspired church builders after World War I. The Mulino Baptist Church (#774) is believed to have been remodeled in the 1920s and shows the influence of the Colonial Revival style popular at that time. Here, the narrow rectangular plan and steeped entrance has been modified, pedimented cornices have been added to the windows, and a classically inspired entrance has been added on the side elevation.

The Ten O'clock Church (#1136) illustrates the tendency to retain the Gothic style in church design well beyond its use in domestic architecture. Constructed in 1940, the builder expressed his belief that churches should look like churches and constructed a building with a strong vertical emphasis emphasized by elongated windows and a tall steeple at the endwall.

The singular example of a Community Club in the study area is a simple Vernacular building with gabled roof and recessed entrance (#1050).

The Maple Lane Grange (#1109), constructed c. 1890, is the oldest grange building in the study area. It is a simple L-plan building clad with dropped siding with four-over-four double-hung sash windows. The Mulino Grange was constructed for combined commercial and social use; the grange organization met in the second floor hall and the ground floor was used for retail purposes. The remaining grange buildings were built or re-built after World War I and reflect the building tradition of that period. In general they are broader or wider in plan and have purlins and braces supporting deep eaves. The Warner Grange at New Era (#1092), built in 1926, is the best example of grange designed in the Craftsman Bungalow tradition. The front porch, a single-bay, projecting gable attachment, closely resembles porches on dwellings constructed during that time. The Sunnyside Grange (#1034), constructed in 1930, reflects the influence of the English Cottage style. The rectangular building is covered with a clipped gable roof and clad with wood shingle siding.

The Damascus School (#1053) is the earliest school building in the study area. Constructed in 1876, it originally was a simple rectangular, wood-frame volume; however, several additions have been made to the building over time. Hillsview School (#1026) is the earliest intact school. The wood-frame building consists of two rectangular volumes arranged side-by-side. The date of construction is not known but it appears to have been built in two phases around the turn-of-the-century. Distinguishing features include the tall windows, paired wood doors and shed roof hoods supported by brackets.

The schools of the early 20th century incorporated design elements of the Craftsman style. The major difference between these wood-frame buildings and their predecessors is the building orientation. Presumably to accommodate the second classroom typical of the latter period, buildings were orientated with the long side toward the road and hip roofs, truncated or not were the norm. The schools at Union Hill (#550), Mulino (#778), Liberal (#789), and Boring (#1046) all display the sideways orientation and hip roof. All but the Liberal School have hipped bell towers. The Carus School (#1134) more closely resembles a Craftsman/Bungalow dwelling. Like the Warner Grange, the Carus School has a projecting gable porch, gable roof and purlins and brackets.

During the Progressive Era construction of schoolhouses proliferated as the county's population increased. The typical school of the period took on the classically inspired features popular for public buildings at the time. Most continued the sideways orientation with hip roof

but closed eaves and other features illustrated the departure from the Craftsman/Bungalow style of the earlier schools. The Stafford School (#486), Ladd Hill School (#560), Union Mills School (#781), Dickie Prairie School (#852) and Schuebel School (#1137) are all examples of this type.

Molalla High School (#813) differs from the other schools of this period. Designed in the Jacobethan style--popular in urban areas during the 1920s and 30s--Molalla High School is a handsome composition of brick ornamented with glazed terra cotta. The school was built by Birkemeier and Saramel, who constructed several public school buildings in Clackamas County.

c. Commercial Buildings

This property type includes 19 buildings associated with retail and professional services. Like their counterparts throughout rural western Oregon, these buildings seldom exhibit features characteristic of "high style" architecture, reflecting instead simplified variations on the popular styles of the day. All of the buildings in this category are associated with the theme of Architecture as well as that of Commerce. The majority of the buildings are of wood construction, one to two stories in height and from 5,000 to 10,000 square feet in size. All were built between 1875 and 1940. The majority of the buildings (11) are located in the cities of Molalla and Wilsonville. Two, a fruit stand and a restaurant/tavern, are located on Highway 99E, south of Oregon City. The remaining commercial buildings in the *Inventory* are located at small crossroads communities scattered throughout the study area: Beavercreek, Carver, Liberal, Mulino and Sunnyside.

The Shaver Building (#810) in Molalla is a singular example of a commercial building from the Railroad Era. Constructed in 1875, this wood-frame building is two-and-one-half stories and resembles a domestic building from the same period.

Of the ten commercial buildings dating from the Progressive Era, nine are wood-frame structures. Three are in the City of Wilsonville: a hotel (#540), garage (#542) and feed store (#541). Although all are wood frame, the buildings vary in overall size and stylistic derivation.

Four of the Progressive-Era buildings were built as general stores; three of which are in use as such today. All are two story, wood-frame buildings, located at crossroads.

The First National Bank (#818) in Molalla is the only example of masonry construction from the Progressive Era. The bank is a simplified version of the American Renaissance style. The building is locally notable as the first reinforced-concrete building in the city.

Eight of the commercial resources were constructed during the Motor Age. Of these, half are wood buildings and half are masonry. Four are in Molalla, two are on Highway 99E and the others are located at Carver and Dickie Prairie. Two Molalla buildings, Everhardt Funeral Home (#817) and Masterson's Garage (#809), are noteworthy as rare, though simplified, examples of the English Cottage and Mediterranean Revival styles.

d. Industrial Buildings

Industrial resources, with six entries, represent 2 percent of the cultural resources in the study area.

There is only one example of an industrial building which dates to the Settlement period. This is the Howard Mill (#770) which is listed on the National Register of Historic Places. A designated County Landmark as well, this simple building dates to 1851 and illustrates the

available building technology of the time. The multi-story, wood-frame building has a gable roof and irregular fenestration illustrating its utilitarian use.

The Howard Blacksmith Shop (#769) and the Union Mills (#783) represent industrial development during the Railroad Era. The blacksmith shop operated in conjunction with the mill. The shop is a simple, wood-frame building which was covered with sheetmetal some time after the end of the historic period. The original portion of the mill was constructed in 1877; however, the mill has had numerous additions over time resulting in a series of gabled volumes almost all of which are encased in sheetmetal.

Buildings from the Progressive Era include the Sunnyside Feedmill and Warehouse(#1032). Like the older buildings they are simple and utilitarian in nature with wood siding and gabled roofs.

The Crown Willamette Pulp Warehouse and Railroad Siding is a large complex of buildings and structures dating from c. 1915 through the historic period. A variety of building technologies are illustrated here.

EVALUATION

This chapter consists of two sections: evaluation procedures for determination of significance and, current condition and integrity of properties by resource group.

METHODOLOGY

The following section describes the methodology used for evaluation of resources. It is based on the system used in San Francisco by Charles Hall Page and Associates, Inc., for the Foundation of San Francisco's Architectural Heritage (*Splendid Survivors*, 1979). This system was used by the City of Portland in the *Portland Historic Resource Inventory* in 1982, and has subsequently been used in the cities of Independence, Newberg, Beaverton, Seaside, Roseburg, West Linn, Milwaukie, and Monmouth, as well as Yamhill, Clackamas, and Josephine counties.

Criteria for evaluation are based on those established by the National Park Service for inclusion in the National Register of Historic Places. The criteria fall into three broad categories: historical significance, architectural significance, and environmental significance. (All resources were evaluated for rarity within their immediate area and not the study area as a whole.) Each of these is in turn broken into subcategories which are considered separately.

The criteria within the three general categories were rated using a four-level scale. The scale differs slightly for each category but basically corresponds with the following: Excellent; Very Good; Good; or Of Little Interest.

Evaluation was conducted by the Historic Review Board under the supervision of staff and the consultant. Following the evaluation, Board members conducted site visits to those properties which were recommended for designation.

All resources identified in previous studies were evaluated, with the exception of properties which no longer retain sufficient physical integrity for designation purposes or those which have been demolished.

ASSESSMENT OF RESOURCE TYPES

1. Agriculture

The most important agricultural type in the study area is the farm complex, which includes the primary dwelling, one or more outbuildings, and the surrounding acreage that establishes the context. Complexes which include the greatest number of extant original features are generally of greater significance than those which have lost features over time. Single farm buildings such as water towers may also be significant as remnants of a particular agricultural building type. Some of these occur as isolates while others are part of an organized building group.

The level of integrity and condition of the entries for the agricultural resource group varies widely, from the well-maintained, relatively intact property to the seriously deteriorated property. All properties have undergone some sort of alteration as a natural consequence of building evolution. The addition of new building types is also a vital part of an evolving farm that remains in operation over time. Factors that reduce the integrity of agricultural resources are normally the remodeling or updating of the main dwelling; deterioration resulting from a wet climate; adaptive reuse of the farm outbuildings; and the deterioration or obsolescence of the outbuildings, which eventually leads to demolition. In general historic outbuildings are fast disappearing because they are functionally obsolete except for use as storage. In addition, replacement buildings are usually of sheetmetal or vinyl which often detracts from the overall character of the historic buildings.

Farmhouses are often subject to the threat of demolition due to residential building restrictions in an Exclusive Farm Use zone, which encompasses most of the study area. A desire for a modern home by an owner is an ever-present threat to the historic dwelling. The older houses are also used as rental housing wherein maintenance is minimal and alterations inept.

The survival of a farm outbuilding is generally dependent upon its continued usefulness to the farmer in an ever-evolving agricultural building group. Sometimes the adaptive reuse alterations are extreme, but most often the changes involve lean-to additions, sheetmetal coverings, and interior rearrangements. Practically all of the roofs are now sheetmetal, and the southern or western elevations of many large outbuildings have replacement siding due to deterioration caused by inclement weather conditions.

2. Culture--Architecture

a. Domestic Buildings

Resources within this group include a myriad of both vernacular and architect-designed building types and styles. More so than any other resource group, these resources may be categorized and evaluated on the basis of architectural style alone. Most of these were found to be in good condition; however, a range of levels of physical integrity exist for the resources in this group. Those with excellent integrity have been maintained in essentially an original condition in terms of massing, exterior configuration, and materials. Resources with less integrity have suffered primarily through changes to the overall massing, as well as roofline, windows, and siding alterations.

The majority of the buildings in this inventory are individually noteworthy for stylistic reasons and as a group they stand as a fine exhibition of late 19th and early 20th century architecture. In general, for designation purposes, the dwellings should have been built during the historic period; they should retain sufficient physical features to evoke the period of their construction;

they should be good examples of the style or styles they represent; and they should retain an association with the properties around them, including outbuildings where applicable.

Eight architectural styles are represented, spanning the years 1850 to 1940. The Vernacular and "Builder Bungalow" represent the majority of house forms. Although they are common only those with physical integrity were inventoried. Most alterations are confined to the rear elevation and often consist of modern window replacements and lean-to or ell additions. Porch enclosures are common and were overlooked for integrity purposes if they were compatible with the historic character of the house

The original fabric of most of the dwellings has been retained, although some properties have had to replace deteriorated siding, porches, roofs and foundations. Porches seem to suffer the most from inappropriate replacement materials.

Occasionally a house with marginal integrity was included because it is an integral part of a farm complex. Rarity of type and historical association would also override integrity.

b. Public and Social Buildings

Resources within this group have maintained a relatively high degree of physical integrity, in part because most of them have been in continual use since their construction. Due to the relatively low number of educational resources high priority should be given to preserving as many of these buildings as possible. Resources associated with the theme of Religion should be considered for preservation only if they represent a particularly fine example of a stylistic type. Due to the few number of resources associated with the theme of Recreation, resources which have sustained some alterations should nonetheless be considered for designation.

c. Commercial/Industrial Buildings

The majority of buildings in this resource group are in good physical condition; however, most have had substantial alterations. The major factors contributing to this phenomena are economic changes.

These buildings are historically significant for their association with commercial and industrial development of the study area as well as the region as a whole. Further, some of these properties are architecturally significant for embodying the forms, methods of construction, and styles popular during the historic period.

Due to the small number of properties and because few remain in their original condition, some alteration of commercial buildings is acceptable for designation purposes. Industrial buildings, however, which as a group have had somewhat more alterations, must be given a lower threshold for designation purposes.

TREATMENT

This section outlines preservation strategies fundamental to an effective cultural resource management program.

SURVEY AND RESEARCH NEEDS

1. Complete intensive survey and inventory of unincorporated rural county.
2. Conduct intensive survey and inventory of rural historic landscapes, potential districts (both linear--rail lines, highways and so forth--and otherwise) and archaeological resources.
3. Prepare comprehensive context statements for broad themes of Agricultural, Commerce/Industry and Transportation.

GOALS AND PRIORITIES

The County should continue its designation process for protection and preservation of its significant cultural resources. This is critical due to the high number of resources which have been lost through demolition, alteration, or neglect. The County should:

1. Encourage public education and interpretation through production of brochures, signage of significant properties, video tapes for classroom use, and workshops for property owners on appropriate rehabilitation techniques. These types of activities are equally important, if not more important, than the regulatory aspects of an effective preservation program.
2. Continue to solicit grant monies to carry out survey and inventory work, to complete historic context statements for specific themes, to implement educational and interpretive programs, and to assist in designation of resources.
3. Update survey information on a regular basis by systematically reviewing survey data with field checks on the status of primary resources. Such information will assist in analyzing changes in condition between the initial documentation and subsequent updates, and will assist in refining strategies for protection.
4. Amend ordinance to give Historic Review Board authority to make final decisions including decision to deny demolition.
5. Incorporate all new or updated information into a computerized data base file. Consistency with SHPO system will expedite review and compliance procedures mandated by state and federal law, as well as National Register of Historic Places nomination review.
6. Support the use of federal tax credits for rehabilitation of income producing properties.
7. Encourage property owners of National Register listed buildings to consider making application for the Oregon Special Assessment Program which allows owners to freeze property taxes for a fifteen year period.
8. Investigate tax abatement or other financial incentives to encourage and assist property owners to preserve and protect their buildings.
9. Distribute information on incentives/benefits of preservation to all property owners of inventoried properties on an annual basis.
10. Provide planners and other compliance reviewers with information on inventoried properties for use in planning and review procedures for both private and public projects.

APPENDIX A
AGRICULTURAL BUILDING TYPES

AGRICULTURAL BUILDING TYPES

1) Evolutionary-general Farms:

- Garage(s)
- Cool house
- Woodshed
- Pumphouse
- Fruit/nut dryer
- Smokehouse
- Chicken house
- Privy
- Water tower
- Second dwelling
- Barn(s)
- Granary
- Machine shed
- Shop
- Fuel shed
- Miscellaneous outbuildings

2) Dairy barn

- Milkhouse
- Tower silo(s)
- Bull, heifer, dry cow, and calf barns

3) Hops Farms:

- Hops dryer

APPENDIX B
PROMINENT INDIVIDUALS

PROMINENT INDIVIDUALS

Abernethy, George, Governor (10/07/1807 - 5/02/1877)

First and only Provisional Governor of Oregon (1845-1849). Manager of Methodist Mission store in Oregon City, he later owned the store and a mill. He was owner of Governor's Island at the Willamette Falls.

Ainsworth, John Commingers, Captain (6/06/1822 - 12/30/1893)

First steamboat captain on the Willamette. He participated in the formation of the first Masonic Lodge west of the Rocky Mountains, in Oregon City. He was active in both river trade and mercantile business before moving to Portland, where he helped establish the Oregon Steam Navigation Company. His first home, built in 1851 on the donation land claim of his father-in-law, Samuel White, is on the National Register of Historic Places.

Andresen, William

First Oregon City mayor under commission form of government, 1924-1926. City councilman, 1906-1911, as well as business leader and civic organizer, he was active in county politics through the historic period.

Apperson, A. B.

Prominent Oregon City businessman and developer. He was son of A. J. Apperson.

Apperson, A. J.

Early Oregon City pioneer and manager of the Imperial Flour Mill.

Apperson, John T., Captain

Early steamboat captain and Clackamas County official, he served as registrar of the U. S. Land Office at Oregon City, 1889-1893, and twice as sheriff of Clackamas County.

Applegate, Jesse (7/05/1811 - 3/22/1888)

Member of the "Great Migration" of 1843, he overwintered in Oregon City, surveying the townsite for John McLoughlin in 1844.

Atkinson, George Henry, Reverend (5/10/1819 - 2/25/1819)

Congregational missionary, he arrived in Oregon City in 1848, and remained there for 15 years as pastor of the Congregational Church. Developed the Oregon City school system. Educator, scientist and writer, he is considered "the father of Oregon's public school system;" was founder of Clackamas Female Seminary in Oregon City, and co-founder of Pacific University.

Baker, Endimian and Allison

Early pioneer (1852) of the Wilsonville area, Endimian was prominent local farmer. His donation land claim was deeded to his son Allison, who was an early hops grower and logger and established the Baker Mill in the 1880s.

Baker, Horace

Oregon pioneer of 1846, he settled on a land claim on the Clackamas and worked in quarrying, logging and farming. His second cabin (1856) is on the National Register of Historic Places. Baker was active in county and community affairs. He showed an early concern with conservation by deeding some of his land to the Washington Fish Propagation Co. for a fish hatchery which began operation in 1876, the first in Oregon and second in the United States.

Barclay, Forbes, Dr. (12/25/1812 - 5/12/1873)

Physician, public official and philanthropist, he was a Hudson Bay Company employee who arrived at Fort Vancouver in 1840. Prior to leaving that employment in 1850, he built the Barclay House at Oregon City. From 1853 to the time of his death, he was Clackamas County coroner. He was the Oregon City school superintendent for 13 years; mayor, 1864-66, 1868-70; and a city councilman for nine years (Corning 1956:20-21).

Barlow, Samuel Kimbrough (1/24/1795 - 7/14/67)

Demonstrated that a southern route into Oregon City, circumventing Columbia River Gorge, was possible. With Philip Foster, he built the 80-mile Barlow Road cutoff around Mount Hood (1846). He was active in county politics and local civic affairs.

Barlow, William (10/16/1822 - 1/13/1904)

Son of Samuel Barlow and founder of Barlow, Oregon. In the 1860s he moved to Oregon City and opened a mercantile business, becoming active in business and civic affairs prior to his return to his farm in the 1870s.

Boone, Jesse Van Bibber (1/25/1824 - 3/24/1872)

Pioneer of the Wilsonville vicinity. In 1847, with his father, Col. Alphonso Boone, he began ferry service across the Willamette. A road was blazed to the ferry and developed into the Boone's Ferry Road. Jesse was the great-grandson of Daniel Boone.

Broughton, William

Early Oregon City resident and civic leader. Broughton was active in both county and local politics, serving as city councilman, 1867-1870, 1873-74.

Brownell, George C.

Prominent Oregon City attorney, he was elected Oregon City mayor in 1911. Brownell was an early backer of political reform, and supporter of the Initiative and Referendum.

Buck, W. W.

Oregon City/Park Place businessman and political figure. Buck opened early sawmill at Park Place, and the first paper mill in the Pacific Northwest, Pioneer Paper Manufacturing Company at Oregon City. After its closing he joined in a partnership with *Portland Oregonian* owner, H. L. Pittock, and built the second pulp and papermill in Oregon, located at Park Place. Buck was Oregon City councilman in 1855, 1862-1865 and 1870-1871.

Burns, Charles E.

Businessman and public servant, Burns served as the Oregon City assessor and collector, as marshal from 1889-91, and as chief of police, 1892-1910. His 22 years as head of the city law enforcement agency was the longest tenure of any official in city government during the historic period, and helped set the standards for his department.

Bush, Asahel (6/04/1824 - 12/23/1913)

Publisher, political leader and banker. Bush arrived in Oregon City, the Territorial capitol, in 1851 and began publishing *The Oregon Statesman* in March of that year. With the removal of the capitol from Oregon City, he transferred his political journal to Salem in 1853.

Campbell, James Ulysses (8/29/1866 - 7/16/1937)

Oregon City lawyer, he was admitted to the bar in 1893, and served in county positions including that of deputy district attorney, 1902-06. Served in the state legislature from Clackamas County, 1907-1909. He was appointed to the Oregon Supreme Court and twice served as its chief justice.

Campbell, William R.

Early Oregon City resident and civic leader. Active in Territorial politics. He served as Oregon City treasurer between 1849 and 1856.

Carver, Stephen S. (1866 - 11/25/1933)

Businessman and railroad (interurban) builder, he was founder of Carver, Oregon.

Caufield, Charles E.

County and city political leader, he was an Oregon City councilman (1883-1884) and active civic figure.

Caufield, C.H.

County commissioner, 1924-1934, he was an Oregon City business and political leader.

Caufield, E.G.

Oregon City businessman who took part in many turn-of-the-century civic improvements. He was twice elected mayor, 1897-1898 and 1906-1907. As vice-president of the Reading Room Association (Oregon City Library Board), he was instrumental in opening the first free public library. He participated in formation of county and state historical societies, and was a leader in preservation of the John McLoughlin residence.

Charman, Thomas L. (9/08/1829 - 2/27/1907)

An Oregon City businessman, banker and political figure, he purchased the former Hudson Bay Company store and, with Arthur Warner, opened one of the largest mercantile enterprises in the city--Charman & Warner, 1853. One of the organizers of the Oregon City Woolen Mills, Willamette Falls Electric Co., and Bank of Oregon City, he was also a primary partner in the first paper mill in the Pacific Northwest, at Oregon City and active backer of the Oregon City Manufacturing Company. He served as a city councilman, 1856; school superintendent, 1874, and Oregon City mayor, 1871, 1876, and 1880-1883.

Clark, James

Pioneer and businessman of the Molalla area. With Augustus Engle, he opened the first store in Molalla in 1856.

Coffin, Stephen (1807 - 3/15/1882)

A Portland resident, he helped to found the People's Transportation Company in 1860, and invested in the Oregon Iron Works at Lake Oswego.

Conrad, Tauscher

Prominent Clackamas County businessman, he was manager of the Dornbecker Manufacturing Company.

Crawford, Medorem, Captain (6/24/1819 - 12/26/1891)

"Army captain, federal official, and farmer, came to Oregon in 1842 with Dr. Elijah White's party. He attended the Champoege meeting; drove portage around the Falls of

Oregon City, was provisional legislator, 1847-49. Oregon City Councilman, 1850-52."

Cross, Harvey E.

County judge during the "Motor Age," Cross was active in many of civic concerns in Oregon City as well as countywide reforms and upbuilding. He was backer of the Gladstone townsite, and credited with naming the town.

Curry, George Law, Governor (7/02/1820 - 77/28/1878)

Pioneer newspaper editor and governor of Oregon Territory. He settled on a land claim to the east of Jesse Boone's in the Wilsonville area (1846), and married Boone's sister, Chloe Donnelly Boone, in 1848. He edited *The Oregon Spectator*, 1847; founded *The Free Press*, 1848. A member of the Provisional Legislature, 1848-1849, he held several positions in the Territorial Government, and was appointed acting governor from May 19 through December 2, 1853. He was again appointed acting governor from August 1 through November, 1, 1854; thereafter he was appointed governor, serving in that position until March 3, 1859, when statehood began. (Corning, 1956:68).

Daugherty, Charles

Oregon pioneer of 1852 who settled in the Molalla area. A prominent farmer, he was a recognized authority on grass seed.

Deming, R.C.

An Estacada business leader, he was owner of the R.C. Deming Packing Company.

Dibble, Horace L. (1815 - 1899)

A pioneer settler of the Molalla area and prominent farmer, his residence is on the National Register of Historic Places.

Dickie, James

A Clackamas County pioneer, he settled on the prairie that bears his name. A prominent farmer, he was active in community affairs and a member of local school board.

Dimick, Grant B.

Businessman, farmer, county and city political leader and jurist. He was editor of *The Western Stock Journal*; Oregon City mayor, 1901-1904, 1912; a county judge and commissioner. He was elected president of Clackamas Southern Railroad and disappeared in 1924 with funds from the railroad and from fraudulent real estate dealings.

Dye, Eva Emery

Oregon City author of historical novels and an early preservationist, she was one of the primary forces behind the rescue and moving of the John McLoughlin Residence in 1909.

Engle, Augustus

Pioneer merchant and businessman. With James Clark, he opened the first store in Molalla in 1856.

Everhart, G. G.

Mayor of Oregon City, 1935-1938. He served as city assessor and was a leading civic and business figure in the community.

Everhart, H. N.

Molalla businessman and civic leader. He served as mayor, 1938-1942, and as city recorder and city treasurer.

Everhart, William Walter (- 1944)

First mayor of Molalla, 1913, and prominent businessman of that community, he also was an active leader in Oregon City in his capacity as longtime county treasurer. City and county interests moved freely between Molalla and Oregon City, which had many interrelationships.

Farr, C. P.

One of the leading livestock dealers in the county, he was Oregon City commissioner, 1925-1928, and active in community affairs.

Fisher, Ezra, Reverend (1/06/1800 - 11/01/1874)

Fisher and Hezekiah Johnson were the first Baptist missionaries in Oregon. Fisher's donation land claim adjoins the original Oregon City plat to the southwest. He was co-founder of the Oregon City College.

Fisher, John S.

Pioneer of the Damascus vicinity. He was a prominent farmer and the first postmaster of Damascus, whose post office was established in August 1867.

Foster, Philip (1/29/1805 - 3/17/1884)

Early Oregon City settler who arrived by sea in 1843. Foster opened a general merchandise store in the city, and resided there until he established a donation land claim on Eagle Creek. He is credited with forming the first store and hostelry west of the Missouri River on the Oregon Trail where he supplied overland immigrants with fresh food and other supplies. He assisted Samuel Barlow in building the Barlow Road in 1846 and he extended several immigrant trails radiating from the vicinity of his donation land claim after taking over management of the road.

Franzen, J. L.

First Oregon City manager under the commission form of government established in 1924. He served in this capacity through the historic period; he was also city recorder and held several other government positions. Active in many civic affairs, he was one of Oregon City's community leaders.

Gregory, George H.

Prominent Molalla businessman and civic leader. Gregory became the largest teasel producer in the state after Alfred Sawtell's death in 1899. Gregory had large barns and warehouses built in Molalla to accommodate his growing industry and employed as many as 100 individuals.

Hackett, E. C.

Businessman and political leader. He served as Oregon City councilman between 1912 and 1915, and was mayor, 1919-1920.

Harding, L. O.

Oregon City commissioner from 1929 to the close of the historic period, he was instrumental in establishing many city and county relief programs during the Depression.

Harvey, Daniel (1812 - 1868)

One of the directors of the Oregon City Woolen Mills. He had been the superintendent of the Hudson's Bay Company farm and mills at Fort Vancouver. He managed McLoughlin's mills at Oregon City and married his daughter Eloisa.

Hawley, Willard P.

Established the Hawley Pulp and Paper Company in 1908, after leaving the Crown Mill in West Linn. Hawley's Oregon City-Willamette Falls mills were one of Oregon City's largest industries through the historic period, selling to Publishers' Paper Company in 1948.

Hedges, Absalom F. (8/08/1818 - 1/10/1890)

Pioneer of Canemah, where he staked his claim in 1844. With his brother-in-law, William Barlow, he operated a sawmill and general store. During the 1850s he became involved in building steamboats. He was active in many early county and civic affairs.

Holbrook, Amory

Civic leader and attorney. He was United States Attorney appointed by President Polk in 1848, and mayor of Oregon City, 1856, 1858-1859.

Hoss, Hal Elden (10/07/1892 - 2/06/1934)

Editor of the Oregon City *Banner Courier*, 1918-1920, and editor-manager of the Oregon City *Enterprise*, 1920-1926.

Howard, Charles H. (- 1923)

Founder of Mulino, and second-generation owner and operator of Howard's Grist Mill, he was postmaster and business leader.

Howard, Richard (- 1866)

Pioneer settler in the Molalla/Milk Creek region in 1846. He built the first sawmill on Milk Creek in 1848. In 1851 he built Howard's Grist Mill, now on the National Register of Historic Places.

Hult, Julius, Oscar and Philip

Owners of the Hult Brothers Lumber Company in Colton, as well as prominent area businessmen and civic leaders.

Hunter, David

Early pioneer of the Carus vicinity. Farmer and community leader, he was the first postmaster of Carus, Oregon.

Jacobs, Isaac

Oregon City merchant and Banker, he was one of the original investors in the Oregon City Manufacturing Company. With his brother Ralph, he gained control of the company in 1867. They expanded its operations and markets nationwide and worldwide.

Jacobs, Ralph (10/02/1836 - 01/05/1901)

Elected president of the Oregon City Manufacturing Company in 1865, and by 1867 in cooperation with his brother Isaac, he gained control of the company. Expanding its manufacturing capabilities and markets, the Jacobs brothers developed the firm into an internationally known woolen mill and one of Oregon's largest manufacturing operations. It remained in the Jacobs family until its sale in 1954.

Jennings, Berryman (6/16/1807 - 12/22/1888)

Early Clackamas County pioneer farmer. His donation land claim is part of Jennings Lodge, Oregon. Active in early county politics and government, he held both territorial and state offices. He was a pioneer steamboat owner and builder.

Johnson, Hezekiah, Reverend (3/06/1799 - 8/28/1866)

Pioneer Baptist missionary and founder of the first Baptist Church in Clackamas County, 1848. He opened a school that became the Oregon City College and later the Oregon City University.

Johnson, William Carey (10/27/1833 - 7/12/1912)

Printer, lawyer and state senator (1866), he was instrumental in the formation of the Oregon City College and other educational efforts.

Kelly, Charles

Business and civic leader. While serving as Oregon City recorder in 1924, he urged the city to purchase five acres of land (Engebrecht's pasture) to use as a community baseball field and gathering grounds. This field, with the stadium that was built in 1929, was named Kelly's Field.

Kelly, John ("Johnny"), Captain

Early Oregon City riverboat captain and community figure. He served as city recorder for two years, and as marshal, 1879-1886.

Krueger, W. G. H.

Prominent Oregon City businessman, owner of the Krueger Lumber Company. He was city commissioner, 1934-1938, and active in many city and county affairs, donating both time and resources to the city. He was a leader in affairs of the Trinity Lutheran Church.

Kruse, John

Pioneer of 1848. He became the head engineer at Stephen Coffin's sawmill before settling on a donation land claim in the Stafford-Wilsonville vicinity in 1852. He became a successful farmer, active in community and county agricultural affairs.

Kruse, John L.

Prominent Clackamas County farmer, son of John Kruse. John L. was active in county and state politics, becoming a representative for the Republican Party in 1898.

Lane, Joseph, General (12/14/1801 - 4/19/1881)

First Territorial Governor, inaugurated March 3, 1849, at Oregon City. He served at the Territorial capitol until June 1850.

LaRoque, George (1820 - 2/23/1877)

French-Canadian fur trapper who settled at Butteville in 1846. In 1849 he began a mercantile business with F.X. Matthieu and J.B. Piatt. This partnership, with the addition of Daniel Harvey, built the Imperial Flouring Mills at Oregon City.

Latourette, Charles David

Oregon City businessman and civic leader. City attorney, 1886-1888, and councilman in 1891, he was elected mayor in 1899.

Latourette, Earl C. (2/10/1889 - 8/18/1956)

Supreme Court justice and Circuit Court judge. Born in Oregon City, son of Charles David Latourette, he practiced in Oregon City from 1912-1931, when he was appointed Circuit Court judge of the fifth district. He was elected to the Oregon Supreme Court in 1950.

Latourette, Lyman Daniel Cornwall (5/23/1825 - 1886)

"Pioneer school teacher and merchant of Oregon City, at whose store the first stock of school books in Oregon were placed for sale, 1850-51." One of the incorporators of the Oregon City Woolen Mills, he also served as an Oregon City councilman.

Latourette, Morton D.

Businessman and civic organizer. A active member of the Oregon City Commercial Club and organizer of the Oregon City Golf Club, he was a major promoter of the Molalla Buckaroo, and active in countywide interests. He served as Oregon City treasurer, 1907-1914.

Lewelling, Seth (3/06/1820 - 2/20/1896)

A pioneer nurseryman and Oregon pioneer of 1850, he settled near Milwaukie, close to his brother, Henderson Lewelling. Seth propagated the Black Republican, Bing, Lincoln and Lewelling cherries. Active in county politics, Lewelling's home was used for meetings of the new Republican Party.

Lewthwaite, J. B.

West Linn mayor and business leader, 1914-1916.

Lewthwaite, William

Superintendent-manager and part owner of the Clackamas Paper Manufacturing Company mill at Park Place.

Lovejoy, Asa Lawrence (3/14/1808 - 9/10/1882)

Beginning his law practice in Oregon City in 1843, he was in the Oregon legislature, 1844-1848; became an Oregon Supreme Court judge, 1848; and Territorial house speaker, 1849. He became Oregon City mayor and a business leader, with investment in the portage railroad around the Falls.

Luelling, Henderson (4/23/1809 - 12/28/1878)

Pioneer nurseryman who crossed overland with his wife and ten children in 1847, along with a wagon of over 700 scions for a fruit tree nursery. In partnership with William Meek, Luelling's son-in-law, he began the first nursery in Oregon, near Milwaukie. Included in his business interests were a sawmill and grist mill.

Marquam, Alfred

Pioneer farmer in whose honor Marquam, Oregon, was named.

Marquam Family

Clackamas County extended family residing in and around Marquam, Oregon, and active in county politics. J.C. Marquam was a business leader and postmaster of Marquam, Oregon. J.E. and O.A. Marquam were among the largest hops producers in the county. P.A. Marquam was prominent business figure and civic leader.

McBride, Thomas A. (11/15/1847 - 9/09/1930)

Oregon Supreme Court justice. He practiced law in the 1870s in Oregon City, and after a two-year absence, resumed practice there in 1880. District attorney of the 5th judicial

district from 1882-1892, and Circuit Court judge from 1892 to 1909, he became an Oregon Supreme Court justice in 1909 until 1930.

McCarver, Morton Mathew (1/14/1807 - 4/17/1875)

Pioneer of 1843, he settled south of Oregon City in 1846. Farmer and early orchardist, he developed several types of early apples in his orchards. He was active in the Provisional Government, and founded Linnton, Oregon; Sacramento, California; and Tacoma, Washington. His Clackamas County homestead, "Locust Farm," is on the National Register of Historic Places.

McGowan, F.O.

Early Oregon City pioneer and lawyer. He was city attorney, 1866-1867, 1869; mayor, 1873-1875; and one of four incorporators of the Oregon City Electric Company, 1888. Active in countywide issues and affairs, he was a county judge, and organized a stock company to improve the Barlow Road.

McLeran, F.W.

A Wilhoit, Oregon, businessman, he was postmaster there and proprietor of the Wilhoit Springs Hotel and general store.

McLoughlin, John, Dr. (10/19/1784 - 9/03/1857)

Hudson Bay Company chief factor at Fort Vancouver. Founder of Oregon City, he was a business and civic leader and served as Oregon City mayor.

Meek, William (11/18/1818 - 12/27/1880)

Pioneer orchardist and nurseryman. With his partner and father-in-law, Henderson Luelling, he built a sawmill on Johnson Creek near Milwaukie. He also built a grist mill with Luelling and Lot Whitcomb, and was a primary participant in the formation of the Milwaukie Milling Company, 1850.

Meinig, Paul R.

A prominent Sandy, Oregon, business leader, and mayor in 1916.

Miller, John

Early settler, and prominent Clackamas County farmer.

Miley, Jacob

Son of John Fred Miley, member of the Aurora Colony, Jacob purchased the George Law Curry donation land claim. His residence is in the approximate location of the Curry residence, as located on early area maps. Miley became a prominent farmer of the area.

Moehnke, Charles

Prominent Clackamas County farmer and civic leader.

Moss, Sidney Walter (3/17/1810 - 9/20/1901)

Operated the first hotel west of the Rocky Mountains, known as "Main Street House" in Oregon City. Active in civic affairs, he paid for the first free primary school in Oregon City. Assessor in the Provisional Government, he was also active in county politics, with a wide range of business interests over the years.

Mueke, G. August Edward (- 1918)

The pioneer owner of Miramonte Farm, an early stage stop. Mueke ran one of the first county weather stations on his farm.

Palmer, Joel, General (10/04/1810 - 9/21/1881)

Oregon pioneer of 1845, he is believed to have nearly reached the summit of Mount Hood while looking for an overland route through the Cascades. In 1846, he led a second wagon train overland to Oregon. Appointed commissary-general of volunteers in the Cayuse War, he became the superintendent of Indian Affairs for the Oregon Territory in 1853. In 1864 he was elected one of the directors of the Oregon City Manufacturing Co.

Pope Family

Early settlers of the Oregon City area, active in city and county affairs as well as the mercantile and hardware business. Thomas Pope participated in formation of the Congregational Society in 1849 and served as Oregon City councilman in 1856. I. Dan Pope was county school superintendent in 1872. T.A. Pope served as Oregon City assessor and collector in 1876. W.H. Pope served as Oregon City councilman in 1875, and C.W. Pope was Oregon City councilman from 1909 to 1912.

Powers, Ira F., Sr.(5/05/1831 - 9/08/1902)

Opened one of the early furniture manufacturing firms in 1874 in Willsburg, Clackamas County.

Prigg, Frederic, Dr. (- 1849)

Early settler and pioneer physician in Oregon City (1843), he was a Clackamas County probate judge, and secretary of the Provisional Government.

Randall, N.W.

Early Oregon City pioneer, businessman and educator. One of the first schools in the city or county was conducted in the family home in 1844. The Provisional Territorial Assembly rented the Randall schoolroom to hold sessions in 1844 (Lynch 1973:291). Randall served as Oregon City school superintendent, and as mayor in 1879.

Robb, James R. (8/21/1816 - 11/22/1890)

Pioneer merchant, partner of George Abernethy. He was director of *The Oregon Spectator*, and trustee of the Oregon Institute in Salem.

Robbins, L. W.

President and founder of the State Bank of Molalla, he was a civic and business leader.

Sawtell, Alfred J.

Oregon pioneer of 1858, Sawtell is credited with the introduction of the teasel industry into Oregon. His farm, located on Teasel Creek, became the primary producer of teasel until the turn of the century.

Schuebel, Christian

Prominent Oregon City attorney of the firm Schuebel & Beattie, and city attorney, 1912, 1924-1927. Active in many civic and community affairs, including county politics.

Shane, Carlos W. (9/17/1817 - 10/01/1901)

Early Oregon City tradesman, he was the first bookbinder in Oregon, and a Clackamas County school teacher and civic leader.

Shannon, James A.

Mayor of Oregon City, 1921-23. He was the last mayor prior to the inception of the commission form of government adopted in 1924.

Sharp, William (1832 -)

Pioneer of 1852. Prominent farmer and community leader, he served on the school board and as county commissioner.

Smith, Isaac William (1826 - 1/01/1897)

Prominent early Northwest engineer, he came to Oregon City in 1868, and built the Willamette Falls Locks.

Snyder, Harry

Leading Cazadero businessman, postmaster, and owner of the general merchandise store.

Starkweather, William A. (2.16/1822 - 4/22/1905)

Clackamas County farmer, school teacher and legislator. He was elected to the Territorial legislature, 1854, 1856-1857; to the state legislature in 1860, 1866, 1870, and 1878; and to the senate from 1880-83. He was active in county politics throughout his life.

Steele, Alden H., Dr.

Pioneer and early civic leader, he was Oregon City mayor, 1860-1862, and a leading member of the Congregational Society (1849).

Straight, Hiram A. (3/07/1814 - 1/08/1897)

Pioneer farmer who came overland to Oregon in 1843. His donation land claim was immediately north of the original Oregon City plat. He was a Provisional legislator, 1845-1846, and served terms as both city recorder and mayor.

Sullivan, Thomas W.

Engineer, businessman and civic leader. Oregon City mayor, 1892. He was chairman of the industrial department of the Monarch Mining and Milling Company. As engineer for Portland General Electric Company, he designed the two concrete pillars known as "Sullivan's Folly" (1888) to divert logs and debris over the Falls and downriver. Although he was unsuccessful in that attempt, his other engineering efforts raised the fall of the dam and improved the deteriorating basin in the early 1890s.

Thornton, John W.

Prominent Wilsonville businessman and banker, involved in early construction of the Oregon Electric Railroad. He organized the Farmers' Bank of Wilsonville and participated in real estate development in the area.

T'Vault, William Green (3/26/1806 - 2/04/1869)

Early Oregon City business and civic leader. He was appointed the first Postmaster-General of Oregon in 1845, and was the president and first editor of the first newspaper in Oregon, *The Oregon Spectator* (1846).

Vonder Ahe, Fredrick

Prominent Clackamas County farmer who came to Oregon in 1857. His residence is on the National Register of Historic Places.

Waite, Aaron E. (12/28/1813 - 12/ /1898)

Pioneer lawyer and farmer. He came overland to Oregon in 1847, and settled at Oregon City where he practiced law. Elected to the Oregon Supreme Court in 1859, he became the first chief justice of the organized State of Oregon. He retired to his Clackamas County farm in 1862, remaining active in community and county affairs.

Waller, Alvin F., Reverend (5/08/1808 - 12/26/1872)

Methodist minister who built the first Protestant Church west of the Rocky Mountains in Oregon City, 1843. Assisted by Jason Lee, he initiated the first litigation questioning the legality of Dr. McLoughlin's claim to Oregon City.

Wanker Family

John and Dora Wanker were prominent Clackamas County farmers and business persons. John and Lloyd, their sons, built a store-tavern-gas station in 1921 at the intersection of Borland and Stafford Roads, know as "Wanker's Corner."

Warner, Arthur

Early Oregon City businessman and political figure. In 1853 with Thomas Charman he established one of the largest mercantile stores in Oregon City, Charman & Warner, following their purchase of the original Hudson's Bay Company store. Warner was one of the original owners of the first paper mill in the Northwest, Pioneer Paper Manufacturing Company in Oregon City. He was a local backer and early director of the Oregon City Manufacturing Company. He served as city councilman, 1858-1859, and mayor in 1863.

Waterman, John Orvis (1826 - 1883)

Pioneer educator and editor of Milwaukie's *Western Star* in 1851.

White, Elijah, Dr. (1806 - 4/03/1879)

Pioneer Oregon physician and sub-Indian Agent to the Oregon Country, 1842, he led the first large wagon train into the region the same year. He was active in formation of the Provisional Government, and a member of the Committee of Twelve named at the second Wolf Meeting to consider the question of civil government.

White, Samuel Simpson

Early Clackamas County pioneer and businessman. With Barryman Jennings and Lot Whitcomb, he began construction of the "Lot Whitcomb," first steamboat on the Willamette River, 1850, ushering in the steamboat era. White was responsible for bringing Captain John Ainsworth from San Francisco to command the boat. He served as a judge in the Provisional Government.

Wilhoit, John

Pioneer of southern Clackamas County. His donation land claim included the mineral springs in the vicinity, where he established a health and pleasure resort. Wilhoit, Oregon, is named in his honor.

Wilson, A. King

Mayor of Lake Oswego, 1916, he was a business and civic leader.

Whitcomb, Lot (4/24/1807 - 3/31/1857)

Pioneer of 1847 and founder of Milwaukie, Oregon. He, Henderson Luelling and William Meek built a sawmill and grist mill on Whitcomb's donation land claim. With Judge Samuel White and others, he built the "Lot Whitcomb," the first steamboat built on the Willamette River.

Wright, Harrison

Pioneer farmer and founder of Liberal, Oregon, he operated a ferry over the Molalla River for the immigrants following the southern immigrant road. Wright replaced the ferry with a bridge, the first to span the river.

APPENDIX C

REGISTRATION:

RECOMMENDED PROPERTIES

STAFFORD/PETE'S MOUNTAIN/WILSONVILLE

CANDIDATE HISTORIC LANDMARK PROPERTIES BY HISTORIC PERIOD

PREHISTORY none

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

479,480 Robbins-Melcher-Schatz Farm, 1860/1909
511,512,513 John Kruse Farm, 1857/1910
556,557,558 Hughes-Macintosh Farm, 1860/1890/1900

City of Wilsonville

544 Boone-Wilson House, 1880
546 Jacob Miley House, 1860
532 Woodruff-Moses Farm, 1870

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

475 Miller-Rands-Apperson Farm, 1881
510 William Sharp Farm, 1870/1900
498 August Koellermeier Farm, 1879
502,503 W. Koellermeier Farm, 1890/1910;1879
530 John Aden Farm, 1875
554 Eperly-Stephens Farm, 1870
562 Geer-McCully House, 1880
567 Mira Monte Farm, 1870
568 Miller-Colvin House, 1870

City of Wilsonville

533 German Evangelical Church, 1880

PROGRESSIVE ERA 1884-1913

471 W.H. Zivney Farm, 1900
474 George J. Nagl Farm, 1885
482 First German Babtist Church, 1892/1940
486 Stafford School, 1896/1930
492 Jacob Engel Farm, 1895
493,494 Samuel Moser Farm, 1895
499 Boeckman Farm, 1900
520 Fred Schamberg Farm, 1911
536, 537 Elsom Baker Barn, 1907
550 Union Hill School, 1913
552 Crissel Century Farm #1, 1890
564 Augustus Yergen House, 1890

City of Wilsonville

539 Methodist-Episcopal Church, 1911
541 Thornton Building, 1905
542 Norris Young Garage, 1905

THE MOTOR AGE 1914-1940

487 Rajoul-Slawson House, 1920/1935
507 Tualatin Grange No. 111, 1922
523,524,525 Joseph B. Seeley Farm, 1925
560 Ladd Hill School, 1937

WAR AND POST WAR ERA 1941-1967

545 C.E. Gordon House

CONTEMPORARY ERA 1968-PRESENT none

ANALYSIS - STAFFORD/PETE'S MT./WILSONVILLE AREA:

No. properties studied: 81

No. Candidate Historic Landmark Properties in unincorporated rural County: 29

No. Candidates Historic Landmark properties in the City of Wilsonville: 7

No. schools: 3 (1 in City)

No. churches: 3 (2 in City)

No. granges: 1

No. commercial buildings: 2 (both in City)

D-Base Analysis by Historic Period

D-Base totals are based on the 1984 Statewide Inventory of Historic Properties in Clackamas County. Barn representations are not altogether accurate because those in farm complexes were not accounted for; only those individually listed on the Inventory.

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

County D-Base Totals:
Houses: 19

OCB Candidate Property Totals:
Houses: 7

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

County D-Base Totals:
Houses: 60
Churches: 2

OCB Candidate Property Totals
Houses: 9
Church: 1

PROGRESSIVE ERA 1884-1913

County D-Base Totals:

Houses: 615
Churches: 32
Schools: 20
Comm. Bldgs: 30
Barns: 30

OCB Candidate Property Totals:

Houses: 8
Church: 2
Schools: 2
Comm. Bldgs: 2
Barns: 1

THE MOTOR AGE

1914-1940

County D-Base Totals:

Houses: 242
Grange: 7
School: 27

OCB Candidate Property Totals:

Houses: 2
Grange: 1
School: 1

WAR AND POST WAR ERA

1941-1967

Houses: 4

House: 1

ph-spw/rec/props

MOLALLA/MULINO/LIBERAL

CANDIDATE HISTORIC LANDMARK PROPERTIES BY HISTORIC PERIOD

PREHISTORY none

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

770 Mulino mill, 1851 (existing Co. Landmark)

City of Molalla

842,843 Horace L. Dibble House, 1858 (Nat. Reg.)

844,845 Von Der Ahe House, 1865/1869 (Nat. Reg.)

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

782 Union Mills Grist Mill, 1877/1927

788 A.B. Sturges Barn, 1880

798 William Vaughan House, 1882-1885

1281 Sanders House, 1878/1940

824-33 Gottlieb Feyrer Farm, c. 1850/1890-1920

837 A.C. Moore House, c. 1870

862 Sawtell Teasel Barn, 1865

City of Molalla

810 George Shaver Building, 1875/1886

Adams and Herman Roads Historic Rural District

856/857 Giles Daugherty Farm and Windmill, 1870

860/861 Albright House and Barn, 1872

Mulino Historic District

766 Charles Howard House, 1872

769 Howard-Waldorf Blacksmith Shop, 1880

PROGRESSIVE ERA 1884-1913

783 D.L. Trullinger House, 1905

785 Liberal Store, 1900

787 Thomazine Eudey-Scott House, 1900

792/793 Stipp House, 1911

794 Herman M. Timmer House, 1890

835 Levi Robbins House, 1909

841 Samuel and Nancy Engle House, 1895

853 Staudinger House, 1900

863 David Fox Barn, 1892

836 Willard Robbins Barn, 1909

City of Molalla

804 L.W. Robbins House, 1904

806 Sanders-Robbins House, 1888

812 First Methodist Church of Molalla, 1895

818 First National Bank of Molalla, 1910

Adams and Herman Roads Historic Rural District
 848 Austin House, 1895
 849 G. Adams House, 1890
 858 Charles Daugherty House, 1913

Mulino Historic District
 771/772 Charles T. and Mary Howard House and Barn, 1890/1900
 775 George Force House, 1898

THE MOTOR AGE 1914-1940

781 Union Mills School, 1920
 796 Meadowbrook Maples, 1925
 802 Gregory House, 1927
 852 Dickie Prairie School, 1928

City of Molalla

805 Taylor-Ridings House, 1916
 809 W. Masterson Building, 1922
 813 Molalla Union High School, 1925/1958
 817 Everhart Funeral Home, 1926
 840 William W. Everhart House, 1915

Adams and Herman Roads Historic Rural District
 850 Lay Barn, 1917
 859 Ray H. Sawtell Barn, 1920

Mulino Historic District

768 Walter and Cella Waldorf House, 1920
 773 Milk Creek Bridge No. 2129, 1935
 774 Mulino Community Baptist Church, 1926

WAR AND POST WAR ERA 1941-1967 none

CONTEMPORARY 1968-PRESENT none

ANALYSIS - MOLALLA/LIBERAL/MULINO AREA:

No. props. studied: 90
 No. Candidate Historic Landmark Properties in unincorporated rural County: 35

No. candidate props. in city of Molalla: 12

Two Historic Districts recommended:

1. Adams and Herman Historic Rural District
2. Mulino Historic District

No. total props. in Herman Road Historic Rural District: 9

No. total props. in Mulino Historic District: 12

D-Base Analysis by Historic Period

D-Base totals are based on the 1984 Statewide Inventory of Historic Properties in Clackamas County. Barn representations are not altogether accurate because those in farm complexes were no accounted for; only those individually listed on the Inventory.

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

County D-Base Totals:	MLM Candidate Property Totals:
Mills: 1	Mills: 1
Houses: 19	Houses: 2

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

County D-Base Totals:	MLM Candidate Property Totals
Mills: 2	Mills: 1
Houses: 60	Houses: 7
Barns: 4	Barns: 3
Comm. Bldgs: 1	Comm. Bldg: 1

PROGRESSIVE ERA 1884-1913

County D-Base Totals:	MLM Candidate Property Totals:
Houses: 615	Houses: 14
Comm. Bldgs: 30	Store/Bank: 2
Churches: 32	Church: 1
Barns: 30	Barns: 2

THE MOTOR AGE 1914-1940

County D-Base Totals:	MLM Candidate Property Totals:
Houses: 242	Houses: 5
Comm. Bldgs: 32	Comm. Bldgs: 1
Churches: 12	Church: 1
Barns: 12	Barns: 3
Schools: 27	Schools: 3
	Bridge: 1

PH-MLM/rec/prop

HAPPY VALLEY/DAMASCUS

CANDIDATE HISTORIC LANDMARK PROPERTIES BY HISTORIC PERIOD

PREHISTORY none

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865 none

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

1053 Damascus Pioneer Craft School, 1876 (designated Co. Landmark)

PROGRESSIVE ERA 1884-1913

1026 Hillsvie School, 1901
1032/1033 Comstock/Ott Ensemble, 1910
1039 Michael K. Hemrick Farm, 1890
1040 John Byers Farm, 1895
1044 Blanche and John Siefer Farm, 1900
1045 Benjamin Matthews Farm, 1900

THE MOTOR AGE 1914-1940

1034 Sunnyside Grange No. 842, 1937
1037 Frank Haberlack House, 1916
1249 Carver School, 1936-1940
1046 Boring Union School, 1921
1050 Rock Creek Community Hall, 1920
1051/1052 Hazelfern Dairy Complex, 1930

WAR AND POST WAR ERA 1941-1967 none

CONTEMPORARY ERA 1968-PRESENT none

ANALYSIS - HAPPY VALLEY/DAMASCUS AREA:

No. properties studied: 30

No. Candidate Historic Landmark Properties: 12

D-Base Analysis by Historic Period

D-Base totals are based on the 1984 Statewide Inventory of Historic Properties in Clackamas County. Barn representations are not altogether accurate because those in farm complexes were not accounted for; only those individually listed on the Inventory.

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

County D-Base Totals:	HVD Candidate Property Totals
Schools: 3	School: 1

PROGRESSIVE ERA 1884-1913

County D-Base Totals:	HVD Candidate Property Totals:
Houses: 615	Houses: 4
Comm. Bldgs: 30	Comm. Ensemble: 1 (3 bldgs.)
Schools: 32	School: 1

THE MOTOR AGE 1914-1940

County D-Base Totals:	HVD Candidate Property Totals:
Houses: 242	Houses: 1
Barns: 12	Dairy: 1
Schools: 27	Schools: 2
Grange: 7	Grange: 1
Community Hall: 7	Comm. Hall: 1

PH-HVD/rec/props

OREGON CITY/ BEAVERCREEK

CANDIDATE HISTORIC LANDMARK PROPERTIES BY HISTORIC PERIOD

PREHISTORY

1088 Coalca Pillar

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

1111 White-Kellogg House, 1850 (desig. Co. Historic
Landmark & N.Reg.)

1135 Michael Schwartz Farm, 1860

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

1100 John Bradtl Farm, 1880

1117 Williams-Myers Cellar, 1875

1133 Carus Methodist-Episcopal Church, 1880

New Era Historic District

1096 Post House, 1870

PROGRESSIVE ERA 1884-1913

1301 William C. and Joanna Baker Farm, 1895

1056 August Erickson Carriage House, 1890

1075 John M. Pittenger House, 1891

1083 John and Margaretta Barck House, 1890

1094 Fredrick Brown House, 1900

1102 Harvey and Anna Freeze Farm, 1900

1105 William Myers Farm, 1905

1109 Maple Lane Grange, 1890

1119 Christian Muralt Farm, 1905

1121 David Penman Farm, 1906

1129 Bryn Seion Welsh Church, 1884

1132 David Hunter Farm, 1885

New Era Historic District

1089,1091 New Era Spiratualistic Camp, 1886

1097 Herman Anthony Farm, 1890 (desig. Co. Historic
Landmark & N. Reg.)

THE MOTOR AGE

1914-1940

1300 Rock Garden Tavern, 1925
1104 Robert Vorpahl Farm, 1920
1107,1108 Dugan Winery, 1900
1122 Robert J. Brown Farm, 1928
1126,1127 Harrie and Mercy House, 1915
1058 Walter Rosenfeld House, 1930
1059 John Cleland House, 1934
1068 Fleming-Leadbetter House, 1925
1084,1085 Valley View Dairy, 1914
1086 John Curtis and Daisy Dodds House, 1920
1087 Pearson's Tavern, 1934
1093 Faist Fruit Stand, 1934
1131 Beaver Creek Grange NO. 276, 1915
1134 Carus School, 1926
1136 German Evangelical Reformed Church, 1940
1137 Schuebel School, 1932

New Era Historic District

1092 Warner Grange NO. 117, 1926
1098 Joseph Andree House, 1925

Pacific Highway Historic Corridor

1080 Pacific Highway Corridor, 1934 (portion)

WAR AND POST WAR ERA

1941-1967 none

CONTEMPORARY ERA

1968-PRESENT none

ANALYSIS - OREGON CITY/BEAVERCREEK AREA:

No. properties studied: 63

No. Candidate Historic Landmark Properties: 39

D-Base Analysis by Historic Period

D-Base totals are based on the 1984 Statewide Inventory of Historic Properties in Clackamas County. Barn representations are not altogether accurate because those in farm complexes were not accounted for; only those individually listed on the Inventory.

SETTLEMENT, STATEHOOD, STEAMPOWER 1847-1865

County D-Base Totals:

Houses: 19

OCB Candidate Property Totals:

Houses: 2

RAILROADS AND INDUSTRIAL GROWTH 1866-1883

County D-Base Totals:	OCB Candidate Property Totals
Houses: 60	Houses: 2
Cellar: 2	Cellar: 1
Churches: 2	Church: 1

PROGRESSIVE ERA 1884-1913

County D-Base Totals:	OCB Candidate Property Totals:
Houses: 615	Houses: 11
Churches: 32	Church: 1
Grange: 3	Grange: 1
Hotel: 7	Hotel: 1

THE MOTOR AGE 1914-1940

County D-Base Totals:	OCB Candidate Property Totals:
Houses: 242	Houses: 8
Churches: 12	Church: 1
Grange: 7	Grange: 2
Winery: 1	Winery: 1
Commercial: 32	Commercial: 3
School: 27	School: 2
Barns: 12	Dairy: 1
	Highway Rock Wall: 1

ph-ocb/rec/props