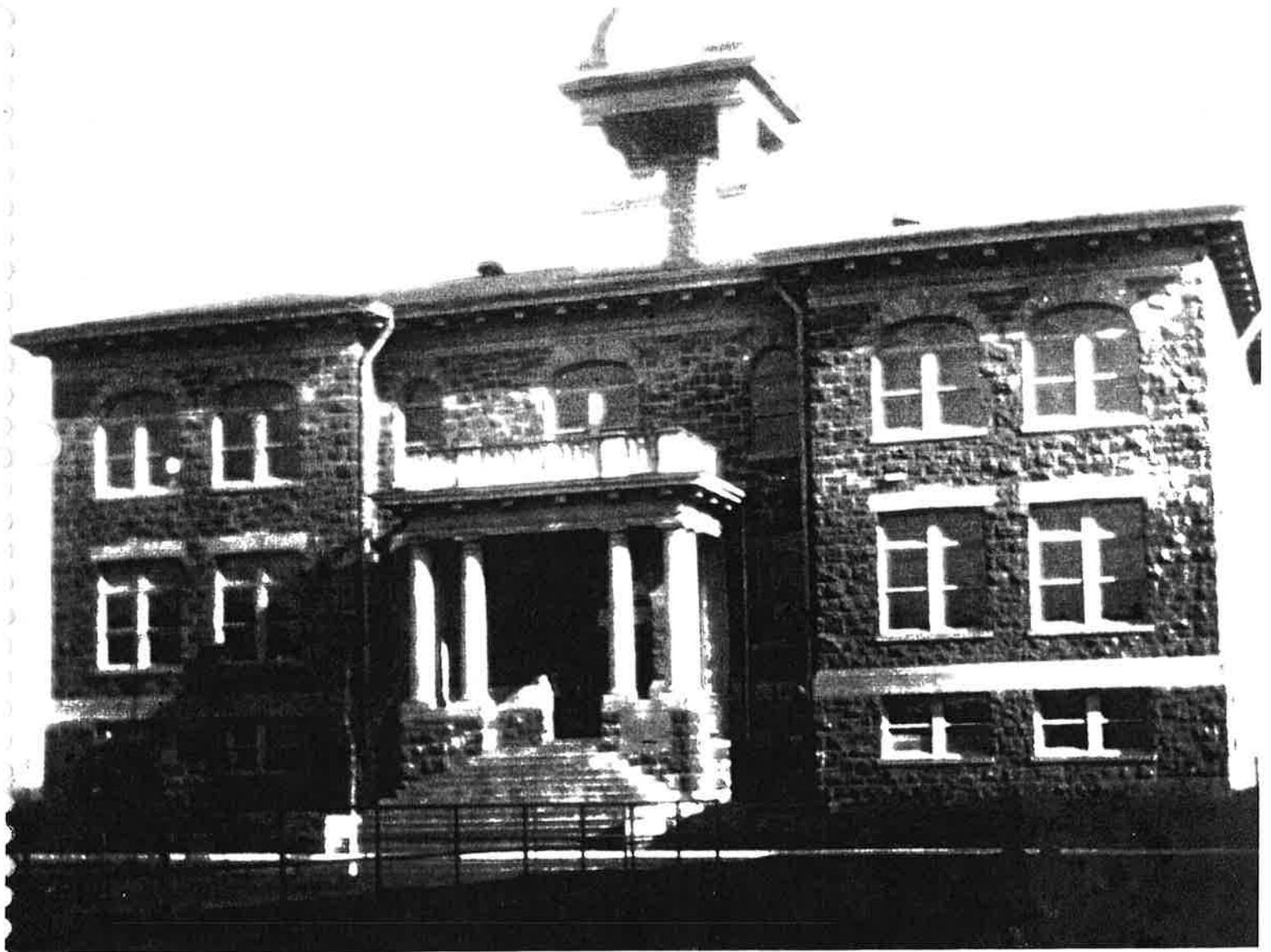


**THE DEVELOPMENT OF
COLUMBIA COUNTY
1792~1930**



**HISTORIC CONTEXT STATEMENT
ANN FULTON, Ph.D.**

CULTURAL RESOURCES MANAGEMENT

**THE DEVELOPMENT OF COLUMBIA
COUNTY, OREGON, 1792-1930**

HISTORIC CONTEXT STATEMENT

**BY
ANN FULTON, Ph.D.**

**REPORT TO
COLUMBIA COUNTY FORESTS, PARKS &
RECREATION DEPARTMENT**

**CULTURAL RESOURCES MANAGEMENT
1540 SW DAVENPORT STREET
PORTLAND, OREGON 97201-2230**

DECEMBER 15, 1998

PREFACE AND ACKNOWLEDGMENTS

This document is an Historic Context Statement for Columbia County that will be used as a tool in preservation planning. The study was funded by an Historic Preservation Fund Grant offered through the State Historic Preservation Office of Oregon and the National Park Service, U.S. Department of the Interior, under the provisions of the National Historic Preservation Act of 1966. The study was co-administered by the Director of the Columbia County Forest, Parks & Recreation Department and the Executive Director of the Columbia-Pacific Economic Development District.

The research and writing of this report was carried out under the terms of a Professional Services Contract between Columbia County and Cultural Resources Management. Ann Fulton, President of Cultural Resources Management, was the principal researcher. Many individuals also provided historical information and attended meetings: Chuck Ashcroft, Inky Aulenbacher, Beth Bailey, Blanche Bangsund, Edith Bartel, Bob Brown, Virginia Burgh, Larry Cole, Lee Day, Vern Ferguson, Carol Hales, Richard Hunter, Don Johnson, Lillian Jones, Jeff King, Matt Laird, Karen Macfarlane, Sam McKinney, Geraldine Meyers, Tamie Maygra, Clara Neelands, Luanna Nelson, William Oester, Becky Partlow, Larry Rea, Evelyn Sanders, Mike Schmit, Sheila Sullilvan, Vivian Ure and Robb Wilson. These people had much historical information and were happy to share it. Their knowledge and assistance is very much appreciated.

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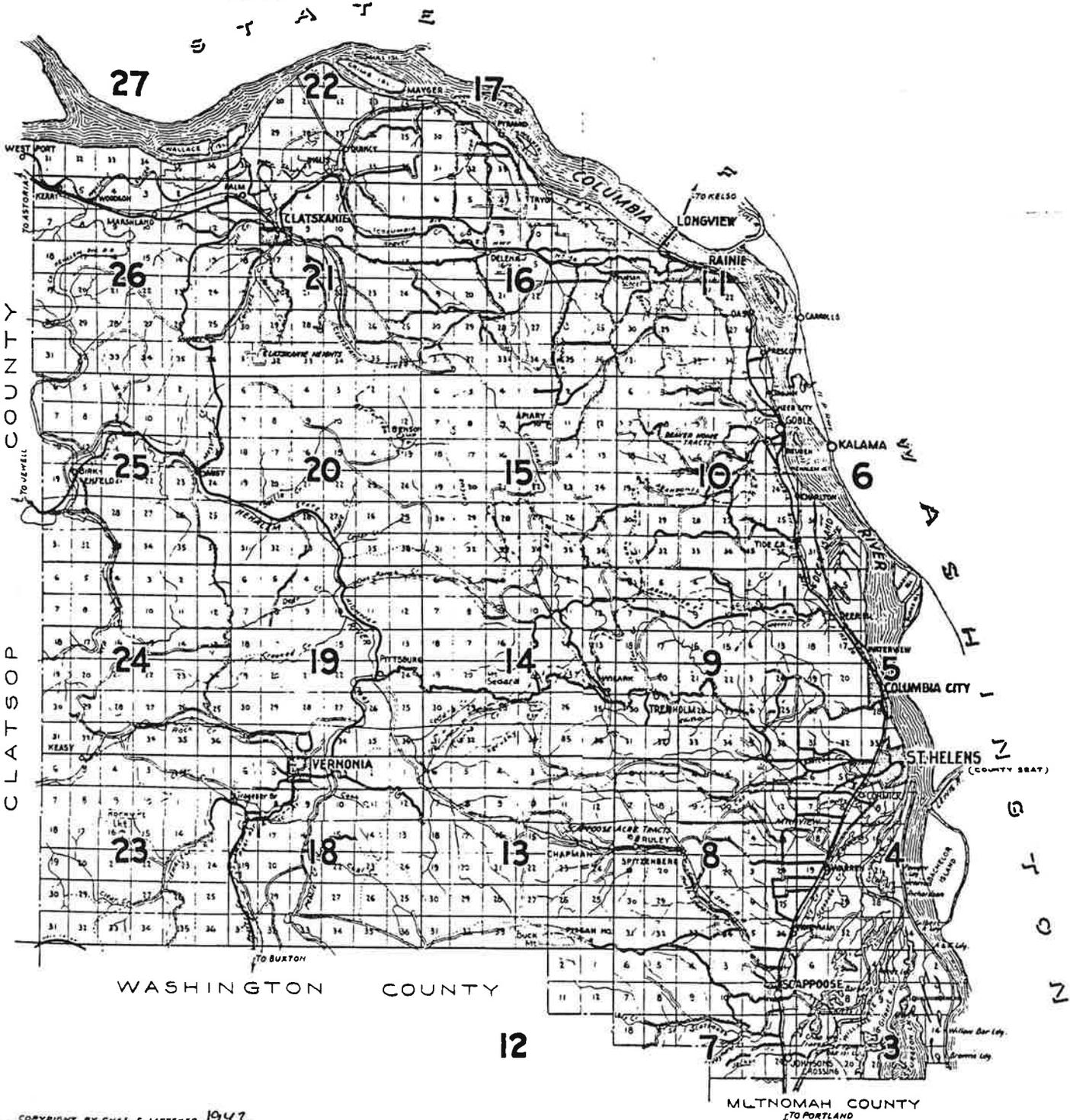
Thank you to all the other individuals who helped whose names are not listed here; they also offered historical information and assistance as the work proceeded. The dedication of everyone to preserving Columbia County's history is a gift that future generations will enjoy.

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NOTE-
 THIS ATLAS IS CAREFULLY COMPILED
 FROM GOVERNMENT, CITY, COUNTY AND STATE
 RECORDS AND THE MOST AUTHENTIC DATA
 OBTAINABLE. ANY CONSTRUCTIVE CRITICISM
 OR CORRECTIONS WILL BE GRATEFULLY
 RECEIVED.
 "METSKER THE MAP MAN"

Map of Columbia County



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SECTION I

HISTORIC CONTEXT DEFINITION

This Historic Context Statement was prepared for Columbia County to help fulfill the goal of preservation planning. An Historic Context Statement lays the groundwork for identifying, evaluating and preserving historic resources. The information on historic resources in this document will assist in preservation planning as Columbia County grows. A companion document to this Historic Context Statement is 60 intensive site surveys and an inventory of the county's historic resources.

HISTORIC CONTEXT THEME

The main theme of this report is the historical development of Columbia County from 1792 to 1930. The report identifies historic resources, including buildings, sites, structures, objects and districts existing in Columbia County. Columbia County was carved out of Washington County on January 16, 1854. Chinook and Clatskanie Indians developed rich cultures and trading networks here for hundreds of years before the county lines were drawn. Trappers and traders also traveled the land before the first white settlers arrived in the 1840s. Some of these settlers were town builders who tried to establish port cities to attract the trade along the Columbia River. The towns these early settlers started did not outrace Portland in the fight to dominate the river trade.

The most important source of the county's early development was logging and lumbering. Columbia County was the location of some of the state's earliest logging ventures and sawmills. The first sawmill probably was built in 1843 and by the 1880s Columbia County established itself as a leader in the timber industry. This industry was the mainstay of the economy until 1930.

Although some areas of Columbia County experienced short-lived spurts of growth between 1792 and 1930, overall the county's commercial, industrial and agricultural growth developed at a moderate rate. This pattern of medium-paced development helped to preserve some of the county's historic resources. There are few surviving historic resources associated with early settlement or the river trade, but more remain that are associated with the timber industry, agriculture and commercial growth.

The main theme of the historical development of Columbia County is subdivided into smaller ones. These themes are established by the State Historic Preservation Office (SHPO) and the National Park Service. The broad themes characterizing Columbia County's development and architectural and historical features include: Exploration & Fur Trade, Native American & Euro-American Relations, Settlement, Agriculture, Transportation & Communication, Commerce & Urban Development, Industry & Manufacturing, Government and Culture. SHPO and the National Park Service also establish chronological periods. An effort has been made to minimize changes, but some

thematic and temporal changes have been made to better reflect the specific history of Columbia County.

The first chronological period in Columbia County's Historic Overview is Indians and Exploration (1792-1806). This period highlights the important role Indian tribes played in the era of exploration by white people. The dates were changed to reflect the actual dates of significance. Lieutenant William Broughton explored the shoreline that became part of Columbia County in 1792 and 1806 marks the Lewis and Clark expedition's return trip up the Columbia River. The second chronological period is Fur Trade and the Hudson's Bay Company (1807-1846). Because the Hudson's Bay Company's influence over the area was much more significant than missionary efforts, the title of the period was changed to reflect this. The dates were changed because the fur trade developed after the Lewis & Clark expedition ended.

The closing date for the era of Settlement, Statehood, and Steampower was changed because initial settlement of the county's interior continued through the early 1880s rather than ending in the mid-1860s. Following the Settlement, Statehood, and Steampower era, the county entered the era of Railroads and Industrial Growth (1884-1913). The opening date of this era was changed because mainline railroads first began operating here in 1884. The end date of the Motor Age was changed because the chronological period under study in this Historic Context Statement concludes in 1930.

SPATIAL BOUNDARY/PLACE

Columbia County, located in northwestern Oregon, comprises 687 square miles. It is bounded on the west by Clatsop County, on the south by Washington and Multnomah counties, on the east by Multnomah County and on the north by the Columbia River. St. Helens, the county seat, is approximately 35 miles from Portland and approximately 70 miles from Astoria. The county's Columbia River frontage of 62 miles is the longest of any of Oregon's counties. Columbia County's population in 1998 is 44,723 (PSU Center for Population Research and Census, 1998).

Columbia County is west of the northward extension of the Willamette Valley and within the Coast Range belt. The range is less defined than it is farther south; in Columbia County it consists of two hilly ridges. Except for a narrow strip at the foot of the Columbia River watershed and the narrow valley in the Nehalem River watershed, all the land of the county is hilly or mountainous.

The county's topography separates it into two main areas. The section that is more industrially and commercially developed and that has a greater population lies along the Columbia River watershed. From sea level at the river, the land slopes upward south and west to an elevation of approximately 1,200 feet that forms the divide between the Columbia and Nehalem river watersheds (Harper and Torgerson 1929: 1). Historically, the interior of the county was the location of a great logging industry founded on a dense

forest of Douglas firs. Towns such as Vernonia and small communities such as Mist developed along or near the Nehalem River. The lumber and shipping industries have dominated the area along the Columbia River; here larger towns such as Scappoose, St. Helens and Rainier grew.

TEMPORAL BOUNDARY: 1792-1930

The temporal boundary for the Columbia County historic context starts with the first well-documented exploration of the area by English explorers in 1792. The study ends in 1930 when the boom in the railroad logging era faded and the county felt the first effects of the Great Depression. The time frame of this study correlates with many of the historical events that were significant to Columbia County's development.

SECTION II

HISTORIC CONTEXT DESCRIPTION

The historic context for Columbia County is described through an Historic Overview that focuses on the people, places and events that contributed to the county's development within the temporal scope of this study. The historic context provides an opportunity to predict the type of historic properties likely to be found. The historic properties are categorized by resource types or generic classes of related historic properties. The distribution of resource types is assessed and their amount estimated. An inventory and intensive site survey of 60 sites, conducted as a companion study, confirms the presence of specific resource types. Following the historic context description, criteria for evaluating historic properties is presented.

HISTORIC OVERVIEW OF COLUMBIA COUNTY:

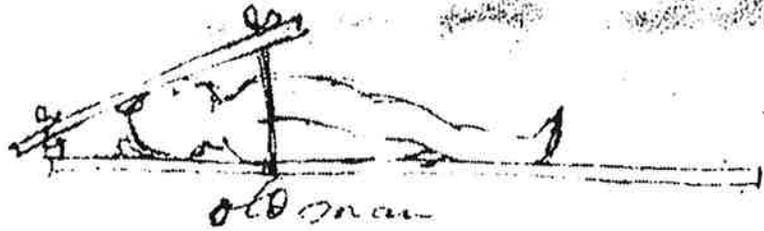
THE DEVELOPMENT OF COLUMBIA COUNTY, 1792-1930

INDIANS AND EXPLORATION, 1792-1806

Chinookans and Clatskanies

With the Columbia River as a border and trees as an abundant natural resource, the land that became Columbia County drew many people to it. Its first inhabitants were Chinookan and Clatskanie (Tlatskanai) Indians with their rich cultures. Later the land attracted explorers from many countries, fur traders, colonizers and American settlers. The county took its name from the Columbia River, "the Great River of the West" (Carey 1922: 910). The Pacific Ocean, a maritime highway for international trade, was only 70 miles from the county seat. The region also was west of the northward extension of the Willamette Valley, a place that by 1843 was a mecca for migrating American farmers. With its river transportation, stands of magnificent trees and proximity to the Willamette Valley and Pacific Ocean, the land had great potential.

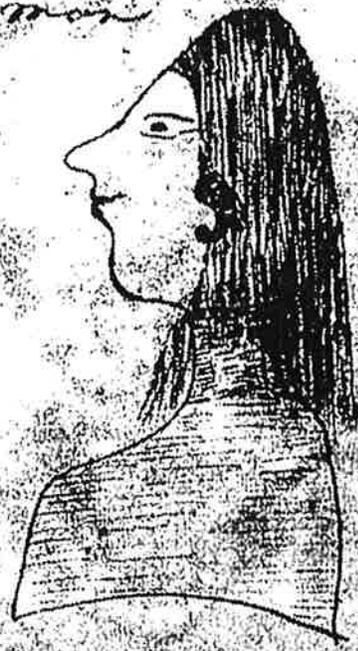
The first people to live here came long before explorers from Europe, England or the United States. They descended from ancestors who crossed the land bridge from eastern Asia to North America 12,000 to 15,000 years ago. Tribes in this area tended to be oriented to one or more of the rivers (Dicken 1979: 42). The two main groups were the Chinookans who lived along the lower Columbia River and the Clatskanies who lived in the Upper Nehalem Valley and the headwaters of the Klaskanine and Clatskanie rivers. The Clatskanies probably came to the area between 900 and 1200 A.D. (Hajda 1987: 1). They and other groups intermarried and traded goods, traveling by way of the Columbia, Nehalem and Wilson rivers and probably Scappoose Creek (Hajda 1987: 1).



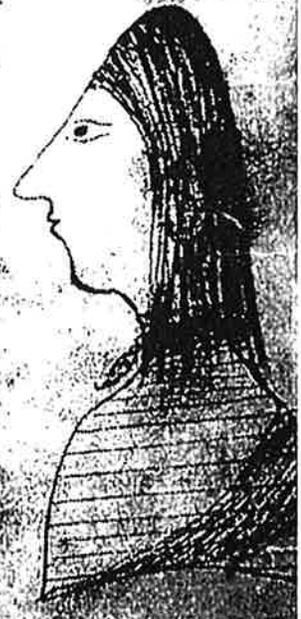
Head of Flat head Indians on the
Columbia the head broad at the
top wide

Note The highest tide at Fort St. Johns rises to 12 feet
The most common on tide is from 8 to 9 feet and
all other parts of America rise twice in 24 hours
something later every day

Young man



Woman



FLATTENED HEADS OF ISLAND INDIANS,
Reproduced from Lewis and Clark Journals

Americans sometimes called the Chinookans on the lower Columbia River “Canoe Indians” due to their proficiency in making cedar dug-out canoes. White men also noted the names of many of the bands in the region; some of the bands they called the Skilluts, Kee-ass-sin-nos, and Cath-la-na-min-ims (Thwaites 1904-1905 IV: 218). The Chinookans shared a culture similar to the Northwest Coast Indians and those of the Columbia Plateau (Ruby and Brown 1986: 23). Members of the Lewis and Clark expedition reported seeing Indians on the lower Columbia with flattened heads.

The Chinookans on the lower Columbia built winter villages consisting of large permanent houses and smaller bark lodges; while hunting and gathering they made temporary camps. The Indians ate the deer, elk and wild fowl that roamed the forests and the salmon, sturgeon and other fish that swam the waters.

Chinookans on the lower Columbia were traders. They controlled the trade along the river until the arrival of white maritime traders ended their dominance. Because their language was a difficult one, the Chinookans adopted words to make themselves understood. This habit produced “Chinook Jargon,” a trading language with borrowings from many sources.

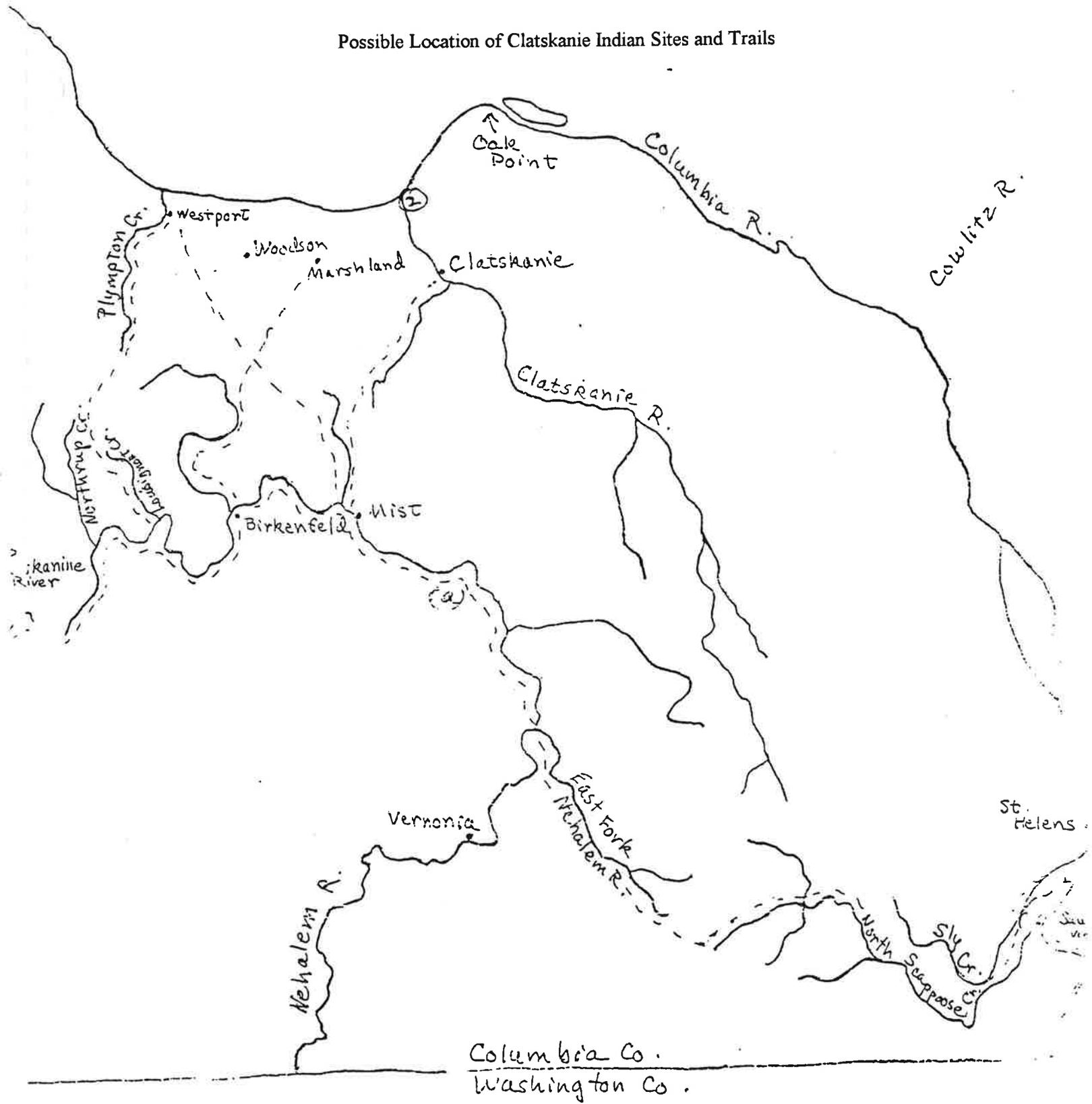
The Indians plied the trading highway of the Columbia River and went to the autumn rendezvous at the great falls of the river. The Chinookans also held a trading fair at Scappoose Plains (near the present city of Scappoose). Hudson’s Bay Company employees later told of seeing many Indians near Scappoose Creek and at the north end of the Plains. Here tribes gathered to feast, gamble, play games and trade (Watts 1984: 8).

The Indians also traveled extensively over two major trails. The most important one was a great highway (now called Logie Trail, located in Multnomah County) between the Columbia River and the Willamette Valley that had its beginning south of what is now the city of Scappoose; a second trail (later called the Territorial Road) traveled between the future cities of St. Helens and Hillsboro. Another Indian trail from St. Helens to a place close to Rocky Point ran between the low and high water mark next to the timber (Watts 1984: 8). Indians used these trails to hunt, trade and raid for ten thousand years. Later the Hudson’s Bay Company used the Logie Trail to get agricultural products from the Willamette Valley. Settlers traveled them extensively too.

The Clatskanies belonged to the Athapascan family and spoke an Athapascan dialect. Other Athapascan speakers in Oregon included Indians of the inland valleys such as the Upper Umpqua, Upper Coquille and Shasta Costa bands. According to oral tradition, the Clatskanies originally lived on the Skookumchuck River in what is now southwestern Washington. They were closely related to the Washington Kwalhioqua tribe and may have moved across the Columbia River because the hunting was better there (Hajda 1987: 1).

“Clatskanie” may have developed from a Chinookan word meaning “those of the region of small oaks;” possibly the name derived from a village the tribe occupied just below Oak Point. Or the word may have meant “a way to some place” and the place was in the

Possible Location of Clatskanie Indian Sites and Trails



Nehalem Valley, reached by ascending either the Klaskanine or the Clatskanie rivers (Hajda 1987: 3). Although the Clatskanies' main territory was the upland valley forests, seasonally they occupied the shore of the Columbia around the mouth of the Clatskanie River and visited the Portland Basin at Scappoose Creek (Hajda 1987: 1). The Clatskanies had many trails from the Nehalem River to the Columbia that the settlers later used. One trail led from Clatskanie to Mist, another from Marshland to Banzer's farm, and one from Westport up Plympton Creek to the headwaters of Northrup Creek (Hajda 1987: 4; CCH 1976: 30).

Theirs was a hunting and gathering culture, centered on game, berries, roots and seasonal salmon fishing. The Clatskanies built lodges of split cedar poles covered with bark. They clashed frequently with other tribes and with early explorers. The builders of Fort Astoria also fought with them. The Wilkes expedition, led by Lieutenant Charles Wilkes and commissioned by the federal government to make a report on the Oregon Country, observed the Clatskanies' fierceness. Mr. Hale, a member of the expedition, reported in 1841 that the Clatskanies were "somewhat more bold and hardy than the tribes on the river and coast, and at the same time, more wild and savage" (Wilkes 1845: 204).

Bruno de Heceta, Captain Robert Gray and the Vancouver Expedition

Bruno de Heceta, a Spaniard, was one of the first Europeans to see this land. He discovered the mouth of the Columbia River on August 14, 1775 but did not enter the river (Clarke 1905: 22). Contact with explorers such as Heceta probably caused the epidemic of smallpox in the late eighteenth century that killed the Indians by the thousands (Clark 1927: 60).

Almost two decades later Captain George Vancouver and his expedition passed the mouth of the Columbia but did not see it. On their way north they met the American trader Robert Gray and his ship the *Columbia Rediva*. Gray told Captain Vancouver that he thought there was a mighty river to the south but Vancouver doubted it. Gray decided to explore further. When the *Columbia Rediva* entered the river on May 11, 1792 it was the first documented trip by an English vessel. Gray named it for his vessel but did not take formal possession of the river for the United States.

Captain Vancouver decided to search for the river on his trip south. The *Discovery*, the larger of the two ships in the expedition, could not cross the bar when Vancouver found the river's mouth. The smaller *Chatham*, captained by Lieutenant William Broughton, managed the task. Broughton and his crew were the first English explorers to see future Columbia County (Carey 1971: 97-98).

They traveled upriver for a week, meeting Indians and naming many natural features, including Mt. Hood, for expedition members, friends and naval superiors. The Broughton party spent the night at a place Broughton named Point Sheriff (later called Green Point, near Mayger) on October 26, 1792. The Indians, following the Broughton party to watch its activities, stopped too. Broughton permitted one Indian to camp with them. Reverend J. Neilson Barry, an Episcopal minister interested in Columbia County history, studied

accounts of Broughton's trip. Barry reported stories that the Indian allowed to join the party was an Indian chief. According to an oral tradition, he was the son of a sailor that came ashore after the wreck of a Spanish vessel on Clatsop beach. The Indians made him a chief because he was a goldsmith or metal worker who used the wreckage to make metal goods. This man traveled 100 miles to meet the Broughton expedition (CCH 1963-64: 50).

More Indians followed the Broughton party on October 27, 1792. The English sailors stopped to dine near Rainier, then traveled past what is now Cottonwood Island. The Indians again camped a short distance away when the sailors spent the night near a small rocky islet. Passing the islet on October 28, Broughton saw canoes with dead bodies in them on platforms and named the place Coffin Rock (Carey 1971: 98).

After traveling past what is now called Sandy Island, Broughton and his crew arrived at a point at the end of an island (Sauvie Island) where twenty-three canoes carrying Indians dressed in war garments surrounded them. Impressed by this event, Broughton called the place Point Warrior (now called Warrior Point). When the threatening newcomers talked with the Indians accompanying the Broughton party, the warriors "took off their war dresses, and with great civility disposed of their arms, but would not part with either their copper swords, nor a kind of battle ax made of iron" (Becker 1974: 3). According to J. Neilson Barry, it was the Spanish sailor's son who stopped an attack. The Broughton party may have spent the night at Willow Point on Sauvie Island (CCH 1963-64: 50).

Broughton and his men reached what is now called Multnomah Channel near the northern mouth of the Willamette River at the future site of St. Helens on October 28, 1792. Broughton named the channel Call's River but did not explore it. Broughton also was the first white explorer to find the Willamette River. Broughton claimed the Columbia River for Great Britain on October 30, 1792 (Carey 1971: 97-98).

The Corps of Discovery

Even before the Louisiana Purchase of 1803, Thomas Jefferson supported an expedition into the trans-Mississippi West. After the Louisiana Purchase, President Jefferson chose Meriwether Lewis and William Clark to lead the 1804-1806 trip into the wilderness of the West. The official name for the group was the Corps of Discovery. The Corps of Discovery's mission was to find a route over the Rockies and down the Columbia River to the Pacific Ocean. It was to collect information about the flora, fauna and inhabitants along the way for scientific, economic and political use. The Corps also was to make commercial treaties with the Indians so that they would trade furs with Americans rather than the British or French. Jefferson hoped to use the expedition to give the United States a claim based on the right of discovery of the Columbia River watershed.

After wintering over at Fort Mandan in what is now North Dakota, the Corps of Discovery moved west on April 7, 1805. The explorers reached the meeting of the Snake and Columbia rivers October 16, 1805. Later they traveled past the shores that bordered future Columbia County. The expedition dined on the island it would later name Wapato

William Clark's Map of the Oregon Country



The western portion of Captain William Clark's map of the Oregon Country, 1810. In addition to the explorations of Lewis and Clark, use was made of Indian maps and the surveys of Vancouver.

Island (now Sauvie Island) on November 4, 1805. Here they met Indians who frequently traded with white men. They wore sailors' clothing and all of them had "war-axes, spears, and bows and arrows, or muskets and pistols, with tin powder-flasks" (Coues 1965: 692). The expedition camped that night at what was later called Knapp's Landing on the north side of the river (Coues 1965: 695).

The Corps of Discovery saw Warrior Rock on November 5th and a slough (Multnomah Channel). The men commented on the low rock cliffs located between the future site of St. Helens and Columbia City and stopped to dine at the island they later named Deer Island. Camped on November 5, 1805 near what was later named Owl Creek (near Prescott), the expedition saw that it had reached the western edge of a "great plain or valley" (Coues 1965: 697). Lewis and Clark noted that this valley began above what they called the Quicksand River (the Sandy River) and ended at the ridge of the low mountains (the Coast Range) where they now camped. Struck by the beauty and resources of this area that included the eastern edge of future Columbia County, Lewis and Clark named it the Wapato or Columbian Valley. A journal entry noted:

It is a fertile and delightful country, shaded by thick groves of tall timber, watered by small ponds, and running on both sides of the river. The soil is rich and capable of any species of culture; but in the present condition of the Indians, its chief production is the wappatoo-root...Sheltered as it is on both sides, the temperature is much milder than that of the surrounding country...During its whole extent it is inhabited by numerous tribes of Indians, who either reside in it permanently, or visit its waters in quest of fish and wappatoo-roots (Coues 1965: 698).

As they continued westward, they commented on many features along the way, including Green's Point, Grim's Island and Gull Island. After camping November 6 and November 7th on the river's north shore, they traveled past Puget's Island and went on to the Pacific Ocean. Here they spent the winter gathering information and preparing for the trip back.

The Corps of Discovery started its return trip on March 23, 1806. It made its first camp in what would become Columbia County on March 25, 1806, near the future town of Marshland opposite Cape Horn. A journal entry noted, "Here the coast formed a continued swamp for several miles back, so that it was late in the evening before we were able to reach a spot fit for our camp" (Coues 1965: 908). They met a party of Cathlamah Indians who gave them seal meat that they gratefully ate.

Passing by bottom land and an island, they decided to name it Fanny's Bottom and Fanny's Island (now Grim's Island) after Captain Clark's youngest sister, Frances; they also commented on the beauty of the oak grove at the bottom's northern edge, later called Oak Point. The expedition camped on what is now called Fisher's Island in Washington on March 26, 1806.

The next day they passed fishing camps on both sides of the river and happily bought fish and roots from the Indians for pleasing prices. They camped at the beginning of the bottom land near Deer Island on March 27, 1806 and on March 28, 1806 reached an old

Indian village on the island's north side. Here the hunting party they sent out the day before met them with seven deer to dress and tales of seeing one hundred more. They stayed on Deer Island to put pitch on their boats, dry their baggage and spend the night. A journal entry described the island:

This island, which has received from the Indians the appropriate name of Elalah [Elallah], or Deer Island, is surrounded on the water-side by an abundant growth of cottonwood, ash, and willow, while the interior consists chiefly of prairies interspersed with ponds (Coues 1965: 912).

The Corps of Discovery stopped for breakfast on March 29, 1806 at the upper end of Deer Island which expedition members called "the commencement of the great Columbian Valley" (Coues 1965: 913). As they passed through the last section of the river that bordered future Columbia County on March 30, 1806, a party of Indians that the explorers called Claxstars, and another band that they called Cathlacumups, passed them in canoes. Indians from Wapato Island visited the expedition when it camped on the north side of the river that night (Coues 1965: 916).

The Corps of Discovery's trip through the land produced names for natural features and gathered a wealth of information about the geography, birds and beasts. It also learned about the different bands of Indians and their cultures. For the most part, the Corps established good trading relationships. The Lewis and Clark expedition accomplished the far-reaching goal of strengthening the American claim to the Oregon Country. It confirmed that agriculture could flourish in the region and proved that the Columbia-Snake river watershed provided a way to get furs out of the interior.

THE FUR TRADE AND THE HUDSON'S BAY COMPANY, 1807-1846

The Pacific Fur Company

Reports of the Lewis and Clark expedition excited British and American fur trading companies and encouraged a transition from maritime trading to a land-based fur trade. Eager to enter the lucrative fur business and other trading ventures, Massachusetts merchants sent Captain Nathan Winship to the area in 1809. Entering the Columbia River on May 26, 1810, Winship attempted to establish the first trading colony. After traveling forty miles upriver, Winship decided on a spot where oak trees flourished on the bank. He named it Oak Point because it was the first place where he saw oaks near the river (Clarke 1905: 39).

The Winship party started to build a two-story log house that it could use for a fort as well as a warehouse, but the annual Columbia River spring freshet flooded the effort. When the party began to rebuild on higher ground the Indians protested. According to one account, the colonizers captured some members of the Whill-wetz band and a battle seemed imminent (Tolleshaug 1973: 4). A second account reported that the Indians were angry because the new location interfered with their trading routes (Clark 1927: 129).

The first colony failed. The Winship party abandoned its plan and traded along the coast for a year before leaving.

The first American to successfully build a trading post near the future Columbia County was John Jacob Astor. Astor organized the American Fur Company in 1808. To expand his lucrative business, he established the Pacific Fur Company to trap and trade from the Pacific Ocean to the Rockies and he built a fort at Astoria in 1811 (Dodds 1986: 35-38). Alexander McKay, a former member of the Montreal-based North West Fur Company, was one of Astor's partners. Thomas McKay, Alexander McKay's son, later was a chief trader for the Hudson's Bay Company and one of the first settlers in the what later became Columbia County.

Eager to compete with the North West Fur Company that was exploring the area, the Pacific Fur Company sent out a small expedition from Astoria on July 22, 1811 to find good locations for more trading posts. The expedition included David Stuart, one of Astor's partners, and Alexander Ross, then a clerk of a company who wrote eloquently about his adventures.

Ross documented his trip up the Columbia River in great detail. He observed what may have been a Clatskanie village, "the great Whill Wetz village", situated on Oak Point. Ross wrote that the size of the trees surprised him because "both sides of the river presented a thick forest down to the water's edge--the timber being large, particularly the cedars" (Ross 1986: 117). His party camped near Oak Point on July 22, 1811. Coffin Rock attracted the party's grim attention. Ross remembered, "This sepulchral rock has a ghastly appearance, in the middle of the stream, and we rowed by it in silence" (Ross 1986: 117). Ross noted in his journal that after "passing Deer's Island, we encamped at the mouth of the Wallamitte" on July 23, 1811 (Ross 1986: 118). The extent of the flooding struck him and he recognized how difficult it would be to live there:

The waters of the Columbia are exceedingly high this year--all the low banks and ordinary water-marks are overflowed, and the island [Deer Island] inundated. At the mouth of the Wallamitte [near Scappoose], commences the great Columbian valley of Lewis and Clark; but in the present state of flood, surrounded on all sides by woods almost impervious, the prospect is not fascinating (Ross 1986: 118).

Although the epidemic of the late eighteenth century killed many, the Indian population was still large. Alexander Ross commented that "the Indians appeared very numerous in several villages" as he passed near the future site of Scappoose (Ross 1986: 118). When the fur traders and trappers traveled, they stopped in these villages to talk and trade.

The Indians served as guides to the traders and trappers who were the first white men to explore the area thoroughly. Searching for valuable beaver pelts, the Indians introduced them to trails and waterways (Dicken 1979: 4). Gabriel Franchere, a Frenchman who was one of Astor's clerks, carefully wrote down all the information the Indian guide provided when he went on a fur trading expedition up the Columbia. The scenery of the Columbia River Valley near Scappoose captivated Franchere, as it had the Corps of Discovery. He

wrote, "Here the banks of the river are charming, enhanced by meadows and oak and poplar groves, with distant mountains, thus creating a very pleasant prospect. It was on the edge of a beautiful meadow that we camped for the night" (Franchere 1969: 82).

The Indians and the fur traders developed relationships helpful to both groups. When three men deserted Fort Astoria, Gabriel Franchere found them captured by the chief in the Cath-la-na-min-im village near the future city of Scappoose. Franchere got the men back and the chief received blankets, a kettle, a hatchet, a broken pistol and a powder horn (Barry 1934: 3).

The Pacific Fur Company had a short life in Oregon Country. The War of 1812 and fierce competition from other trading companies prompted Astor to sell out to the North West Fur Company in 1813. This company merged with the Hudson's Bay Company in 1821.

Hudson's Bay Company

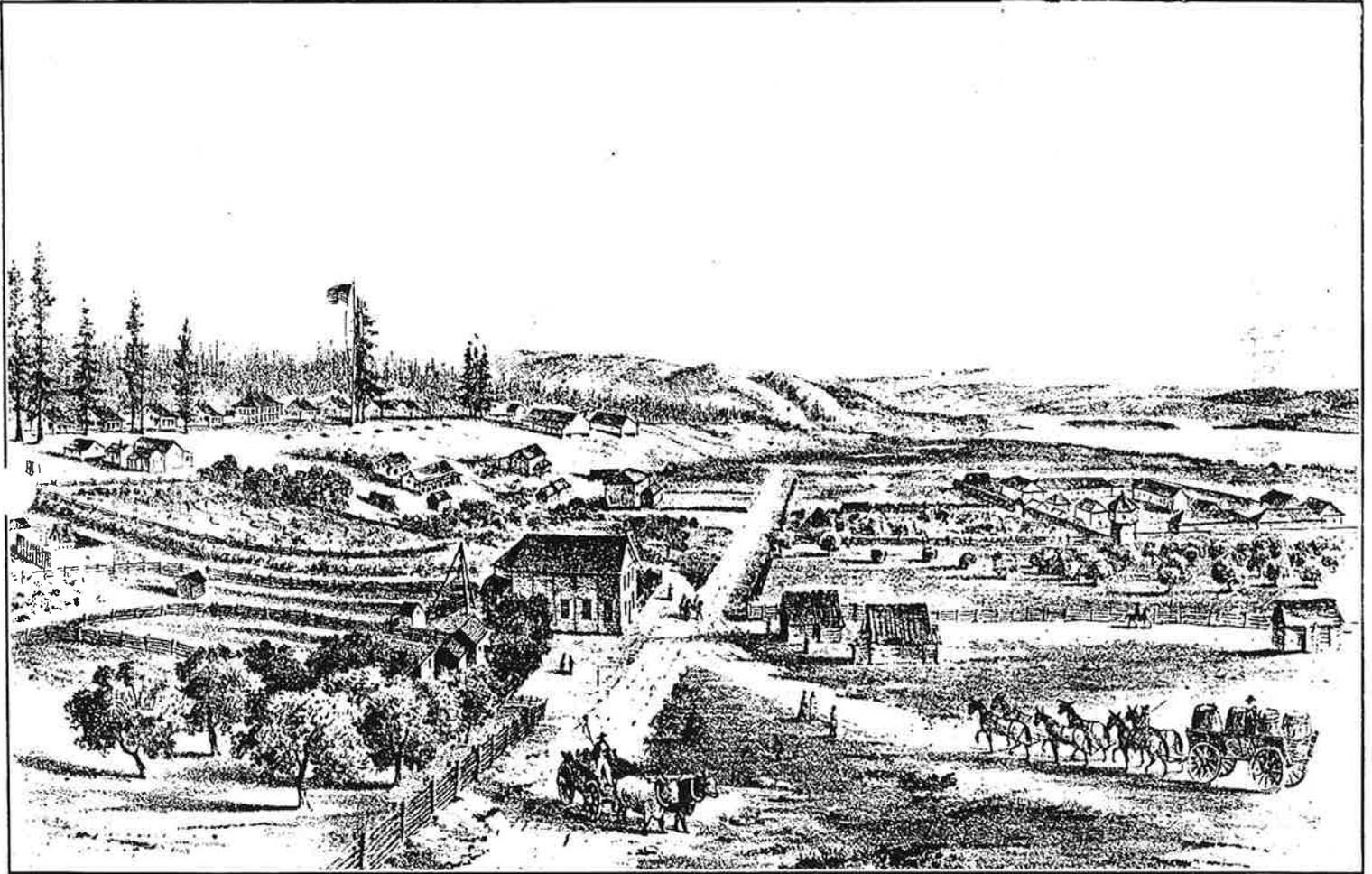
The giant Hudson's Bay Company established its dominance over the Pacific Northwest by 1825. As S. A. Clarke, an historian of early Oregon, observed, "The dominion of the Hudson's Bay Company extended across the continent...over a great portion of this immense territory there was no other rule..." (Clarke 1905: 202). The merger of the North West Fur Company and the Hudson's Bay Company produced the decision to create a new Oregon headquarters.

Possibly this new headquarters was first planned for the site where Columbia City later grew. According to one historical account, Joseph Caples saw squared timbers at the location where he helped to establish the future town. Caples asked Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company, about them. McLoughlin said that the place had been chosen as the new location for the company's trading post and construction had begun. The hostility of the Indians supposedly drove the white men away. The fort's final location was eighty-eight miles from the Columbia's mouth. Near the Columbia's head of navigation and its confluence with the Willamette, the new Fort Vancouver had a good port and enough land for farming. Dr. John McLoughlin, Chief Factor, governed with a strong hand.

Fort Vancouver was only a short boat ride away from the future Columbia County. The life and livelihood of the surrounding region was closely tied to the fort through fur trapping and trading, other commercial activities, farming, settlement and relationships with Indian tribes. Each year the company sent out a brigade to collect furs in the fall and to bring them back in early summer. Many trappers who worked in the lower Columbia River Valley were members of the company's California brigade; its territory was the Willamette Valley, the coast and additional parts of Oregon and California.

The Hudson's Bay Company was the center for many other commercial activities, including lumber and salmon exporting and shipbuilding (Clarke 1905: 201-204). Many of

Fort Vancouver, 1854



HUDSON BAY COMPANY FORT, AND VILLAGE OF VANCOUVER—1854

the people that lived near the fort logged or caught fish to sell to the Hudson's Bay Company. The company also encouraged farming (Galbraith 1957: 192).

American Traders

Like the Hudson's Bay Company, other trading interests came in the 1820s. Two trading ships, the *Owyhee* and the *Convoy*, owned by the American trader Joseph Marshall, entered the Columbia and traded for furs in 1829. The *Owyhee* stayed near Deer Island in the summer of 1829, then passed the winter near Scappoose and returned to Deer Island. Fur trading with the Indians was profitable. The crew also put up approximately 50 hogsheads of salmon that were taken to the Boston market. The *Owyhee* carried a cargo valued at \$96,000 (Carey 1922: 410).

The trading ship *Owyhee*, piloted by a Captain Dominis, possibly brought the great epidemic that killed many of the Indians. The Indians believed that Captain Dominis was responsible for the horrible disease that started during 1829 and continued through 1832. Years ago Duncan McDougal, a partner of the Pacific Fur Company, told them that whites could start a small-pox epidemic by opening a bottle of bad medicine; now they believed that Dominis uncorked one to kill them (Carey 1922: 410).

The epidemic, called the "cold sick," was probably influenza. With little resistance to it, approximately 30,000 Indians died (Clark 1927: 63). John Ball, a member of the later Wyeth expedition, wrote "so many and so sudden were the deaths that occurred that the shores were strewed with the unburied dead" (Clark 1927: 64). Dr. John McLoughlin estimated that nine-tenths of the Indians in the area died from the epidemic, including family members of Chief Concomely, the head of the Chinook nation. The chief's daughter, who also was the wife of Thomas McKay, succumbed to the disease (Vawser 1970: 16). Later Thomas McKay was buried next to her on his farm.

Following the Winship party, Nathaniel Wyeth established the second colony. According to some accounts, Captain Dominis' return to Boston with salted salmon whetted Wyeth's interest (Barry 1934: 3). Hall J. Kelley may also have influenced Wyeth. Kelley petitioned Congress in 1828 to support a colonizing company in the Northwest because of its economic potential. Kelley found no political backers for his plan but Nathaniel Wyeth decided to put it in action.

Wyeth took an expedition to the lower Columbia in 1832, hoping to start a colony that would be the base for his Columbia River Fishing and Trading Company. With salmon as the most important product, Wyeth wanted to establish an international trading network for fish, lumber, furs and agricultural goods. Because the Wyeth expedition may have pondered starting a colony at the future site of St. Helens, people called the area "Wyeth's Rock" for many years (Lockley 1928: 316).

Wyeth built a temporary camp at Warrior Point on Wapato Island in 1832, but a wrecked supply ship prevented him from proceeding. Wyeth described the island as:

woodlands and prairie and on it there is considerable deer and those who could spare time to hunt might live well but a mortality has carried off many of its inhabitants and there is nothing to attest that they ever existed except their decaying houses, their graves and their unburied bones...(Carey 1922: 302).

After a trip east Wyeth came back in 1834 to establish a permanent trading fort on the island. A second supply ship met Wyeth at Warrior Point and he chose the former site of the Cath-la-nal-quia village to establish Fort William, his trading post (in Multnomah County). The epidemic killed most of the residents of that Indian village. Wyeth may have chosen the former village because it was near the end of the Logie Trail, the "great highway into the Willamette Valley" (Barry 1934: 6). Unable to successfully compete against the Hudson's Bay Company, Wyeth quit the trading business by the end of 1834 and sold Fort William to the Hudson's Bay Company. The company established a dairy there and named it after Laurent Sauve, one of the dairy's managers (Spencer 1950: 8). Later, under the land laws of the United States, Nathaniel Wyeth unsuccessfully attempted to claim ownership of Sauvie Island on the basis of establishing Fort William there (Carey 1971: 280).

The Missionaries

The American Board of Commissioners for Foreign Missions, originally a Congregational group that became interdenominational, was the first missionary organization interested in the Oregon Country. The Board sent Reverend Jonathan S. Green, a Congregational minister, to explore the possibility of a mission in 1829. Although bad weather prevented Green's ship from entering the Columbia River, Thomas McKay gave Green a list of 34 tribes that might be inclined to convert. Green recommended a mission on the Columbia River (Carey 1971: 282-285, 304).

The American Board of Commissioners for Foreign Missions sent out commissioners to make a final decision on a location. One of them was the Presbyterian minister Samuel Parker and another was Dr. Marcus Whitman. Whitman temporarily returned East after reaching the Nez Perce country, but Parker continued into the lower Columbia River Valley and reached Fort Vancouver in 1835. He made a trip down the river on Nathaniel Wyeth's brig and considered mission sites along the way. Reverend Parker visited Deer Island and thought it might be a good place to establish a mission. He saw the bounteous game there but noted that the 1829-1832 epidemic killed most of the Indians. Ultimately he decided against Deer Island and left to preach near the future site of the Walla Walla Mission, established in 1836 (Carey 1971: 305).

The Methodist Mission Board was the first to establish an outpost in the Oregon Country. It sent ordained ministers Jason Lee and his nephew, Daniel, with the 1834 Wyeth expedition for safety's sake. Their task was to convert the Indians and bring them into Christianity's fold. The missionaries, who arrived at Fort Vancouver on September 15, 1834, originally hoped to establish a mission among the Nez Percés. McLoughlin, wishing to keep them south of the Columbia River, suggested the Willamette Valley. Before setting off on the trail into the valley (the Logie Trail), Jason Lee and his party stopped at

Thomas McKay's farm at Scappoose Creek where McKay supplied the party with strings of horses (Carey 1971: 678).

Former French-Canadian Hudson's Bay Company employees who began farming in the 1830s in French Prairie in the Willamette Valley started another missionary effort. They asked for a Catholic mission but the company would not support their request. It worried that the British title to the area was uncertain south of the Columbia; company agents who were Protestants also wanted to keep the Catholics out of the Willamette Valley (Clark 1927: 245). Support for a Catholic mission came when the Hudson's Bay Company formed the Puget's Sound Agricultural Company and asked former employees in the Willamette Valley to move near the Cowlitz and Nisqually rivers. To entice them there the company subsidized the arrival of two Catholic priests.

Fathers Francis Norbert Blanchet and Modeste Demers accompanied the annual Montreal Brigade in 1838. Their first mission on the Cowlitz River was across the Columbia River from future Columbia County. Initially, Catholics who lived on the south side of the river had to seek the services of the priests on the north side. Both Thomas McKay and Dr. McLoughlin converted to Catholicism and Father Blanchet ministered to them.

The Hudson's Bay Company Influences Settlement

The rise and fall of the fur trade and the Hudson's Bay Company were sources of early settlement. The growth of the fur trade and the proximity of Fort Vancouver brought trappers and traders into the entire region, but by the 1830s the area was trapped out. These people needed to find a new occupation. Coupled with a declining industry, the Hudson's Bay Company's growing interest in selling agricultural products promoted settlement. That interest increased even more after the company established the Puget's Sound Agricultural Company in 1838 to expand its profits by producing butter and raising crops and livestock (Dodds 1986: 47).

Thomas McKay, the Hudson Bay Company's chief trader for the Columbia Department, was one of the first employees to settle and to sell crops to the company. Sometime before 1833 Dr. McLoughlin gave McKay permission to farm on Scappoose Plains. McKay's farm provided a good place to pasture horses and to raise the hay and livestock that the Hudson's Bay Company needed; it also served as a place to gather supplies and horses before taking the trail over the Scappoose Mountains. Charles Carey, an historian of early Oregon, wrote, "A favorite route for going from Vancouver to the west side of the Willamette valley and Tuality plains was by way of McKay's place, and a trail led from the farm through a pass in the hills" (Carey 1971: 678).

The end of the most profitable era in the fur trade and the Indian mission movement arrived in 1846. When the United States and Great Britain signed the 1846 treaty dividing the Oregon Country at the forty-ninth parallel, the area was trapped out and the Hudson's Bay Company lost its control south of the Columbia. Both the Methodist and the Catholic efforts proved less than fruitful. Jason Lee closed the Willamette Valley mission in 1844. The Catholic missions to the north also were not very successful in gaining new converts

among the Indians. By 1855 the priests devoted most of their time to ministering to the already faithful (Clark 1927: 245).

SETTLEMENT, STATEHOOD AND STEAMPOWER, 1847-1883

Sailors and Sea Captains

Because it bordered on the Columbia River and was so close to the sea, the area was one of the earliest parts of Oregon to be settled. Sailors and sea captains were some of the first to come. The first permanent settler was James M. Bates, an American sailor who deserted from the *Owyhee* or the *Convoy* while these trading ships sat in Scappoose Bay in 1829. Bates preferred to farm in Scappoose Plains than to return to sea (Bancroft 1888: 72; Barry 1934: 3). Ida Seggel, whose grandparents settled in Columbia County, reflected on why later settlers chose Scappoose Plains too, "The vast resources of the river, untold timber in the virgin forests and the natural deep soil with native hay seemed to be the answer to their fondest hopes" (Seggel 1969: 6).

River frontage attracted sea captains who saw the potential to develop port towns. Captain Henry M. Knighton strived to see his own town surpass Portland as the head of navigation. He came to the future site of Saint Helens in 1847 and took up the land claim of a man named Bartholomew White, who built a grist mill and sawmill. White may have operated the first sawmill in future Columbia County (Wilson 1996: 7).

Knighton hoped to be one of Oregon's leaders. He was elected marshall of the territorial legislature in 1849 and had big plans for his land claim (Carey 1971: 358). He originally called the town he platted in 1849 Knighton, but by 1850 its name was Saint Helen (now St. Helens; Wilson 1996: 7). Knighton hoped to capitalize on the price increase of wheat from \$1 to \$6 per bushel that the California Gold Rush brought. He wanted to build a railroad through Cornelius Pass into the Tualatin and Willamette valleys to take out the grain and ship it to California. Knighton arranged with the Pacific Mail Steamship Company to make St. Helens its terminus in 1852. This company, already carrying the mail between San Francisco and Portland after monthly service started, built docks and warehouses.

St. Helens was a serious contender for the head of navigation in 1850. The railroad was to go through Cornelius Pass to Lafayette, then the most important town in the Willamette Valley. Knighton believed that the line would cost \$500,000 and advertised 1000 shares for \$500 in the *Oregon Spectator*. He highlighted the line's river connection by noting that "the terminus of this road should be at a point that can be reached with safety by large class vessels...as the people of Oregon have already expressed their wishes upon this subject" (Carey 1922: 734-735).

The lack of laws for limited liability corporations, the size of the sum needed in proportion to the wealth of the area and Portland developers dashed Knighton's dreams of St. Helens' dominance. Portland founders such as Captain John Couch persisted in sailing

steamships past St. Helens to Portland. Developers completed the Canyon Toll Road into Tualatin Valley before St. Helens had an all-weather road over the Scappoose Mountains. St. Helens' potential boom busted. Knighton, burdened with debts, moved away. The mysterious burning of the docks made the Pacific Mail Steamship Company take its business to Portland and ended St. Helens' bid for power in 1852.

Seth Pope was another sea captain who saw a great future for St. Helens and chose it as a place to develop his shipping business. He also was one of the founders of Milton (Lockley 1928: 312). Captain Pope sailed his ship, the *Nonpareil*, and its cargo of finished lumber from San Francisco up the Columbia in 1850. He built St. Helens' first house made of finished lumber and used it as the office for his mercantile and shipping business until 1854 (CCH 1968: 3). Francis LeMont was another sea captain who stayed. LeMont was a ship's apprentice on the *Owyhee* in 1829 when he first visited the area. He later sailed into St. Helens in 1850 bringing his own ship, the *John Davis*, filled with lumber from Bath, Maine, his home town and also the major East Coast export center of finished lumber.

Sea captains Nathaniel Crosby and Drew, Pope, Menzies and Williams also hoped to establish a port city that dominated river traffic (Perry 1969: 32). Dissatisfied with Portland and the shipping business he started there in 1845, Crosby led this seafaring group. Before leaving Portland, Crosby built Portland's first frame house on the corner of Front and Washington streets. The captain shipped the finished lumber from Maine on his schooner the *Toulon* (Carey 1922: 776).

Crosby and his partners founded Milton in 1850 and supported Knighton's plans for a railroad. Crosby enticed settlers by offering two city lots free to married men and one lot to single men if they would build houses. Crosby bought an existing sawmill and entered into the shipping trade at Milton. He sent lumber to San Francisco on the *Toulon* and took the first shipload of locally cut spars from St. Helens to China (Becker 1966: 4-5). According to Fred Lockley, a newspaper reporter who wrote about early Oregon, Captain Crosby "planned to make Milton the terminus of a line of ships to China, and the Far East. He made several trading voyages to China and knew something of the profits to be made in Oriental trade" (Lockley 1928: 314). Milton washed away in a flood in the early 1850s because the founders built on the bottomland. Failing to take into account the severity of the annual spring freshets, they made the same mistake that the Winship expedition and some later settlers did.

The early sea captains competed in an era of intense town rivalry along the Columbia and Willamette rivers. The founders of St. Helens, Milton and Columbia City made bids for dominance based on their river locations, proximity to the wheat-producing valleys and the potential of shipping wood products. These sea captains entered the race with dreams centered on developing a shipping trade based on sailing ships; they envisioned the continuation of high-masted schooners dominating the waterways.



FIRST FRAME HOUSE IN PORTLAND, SHIPPED, KNOCKED DOWN,
FROM MAINE, VIA CAPE HORN, IN 1847

The dreams of the seafaring founders of St. Helens and Milton were not unreasonable. They knew the shipping trade and they thought they could overcome their distance from the granaries beyond the Scappoose Mountains. Portland surpassed them because it was closer to the most productive areas and because its developers outraced them in building transportation networks.

The sea captains were typical of one main group of early settlers who came to the region. These were settlers who had lived in towns and had commercial interests. They were usually single young men from New England or the Middle Atlantic states looking for opportunities in commerce and industry. They settled along the shoreline because the river provided transportation and it was close to the magnificent forests.

These men wanted to build towns and to get rich in business ventures. Those who knew nothing about boats often pursued their commercial interests by building sawmills. The architecture of their buildings reflected their urban background too. Accustomed to the architectural traditions of the East Coast, they quickly imported finished lumber to construct replicas of the buildings with which they were familiar.

Early Churches

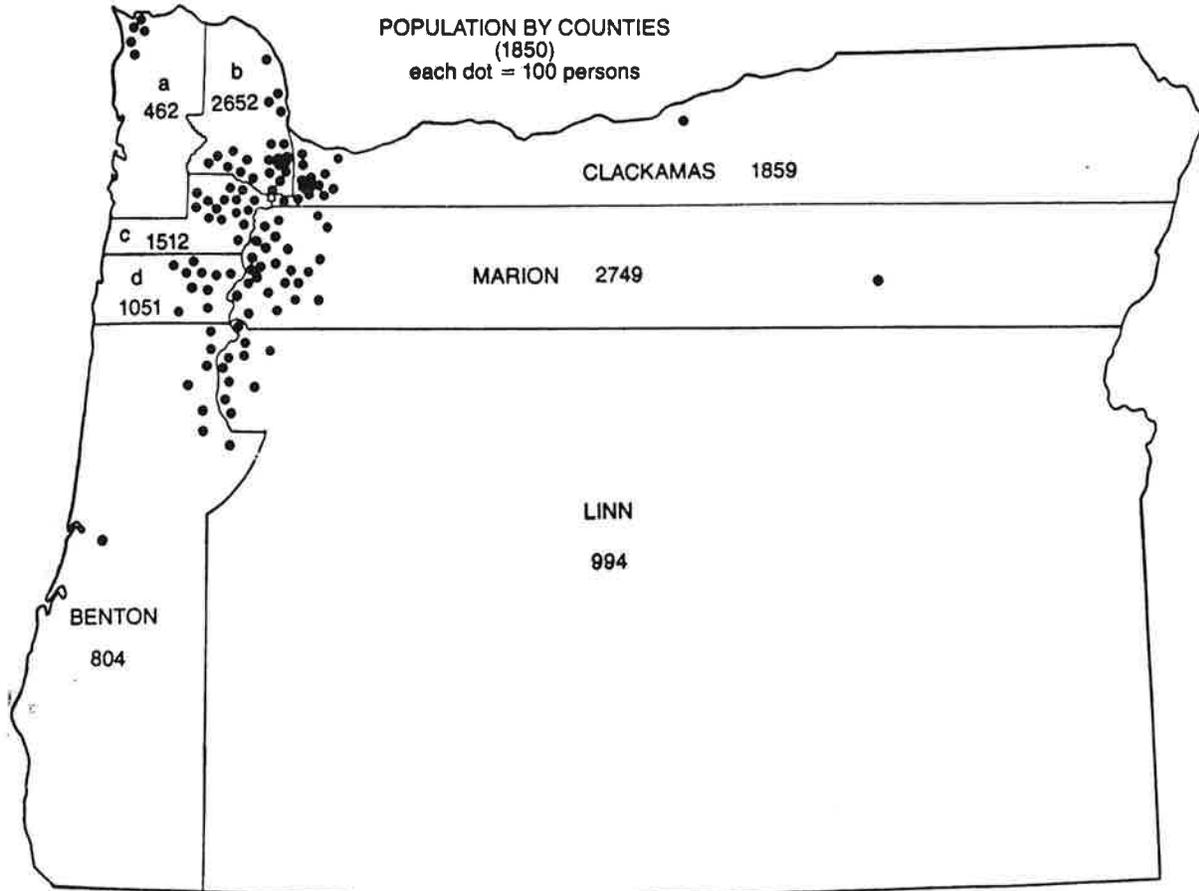
The first church in Columbia County looked like it should have been in a New England village. A beautiful church with a gable roof and tall gothic windows, Henry Knighton built it in 1852 on Nob Hill in St. Helens. Knowing how important a church was to the people of a town, Knighton wanted a community church for everyone's use. Dr. Thomas Condon, who later became a nationally known geologist, was the first minister. When the church burned down, the Methodists built another church on the same site sometime before 1875 (CCH 1967: 6-7).

Episcopalians, Methodists, Catholics and other denominations all used St. Helens as their base. From there they sent out circuit riders to preaching points. Initially the circuit riders preached in the homes of the faithful or in the community school. When enough church members gathered, the congregations raised funds to build a church. The 1880s and the 1890s were years of county church building. Clatskanie Methodist Episcopal Church, for example, built its church in 1889 after Reverend S. Lee included Clatskanie in his circuit in 1886. Church members built the Evangelical Church in Vernonia in 1890. Like St. Helens' first church, it was a community church that gave everyone a place to worship.

The American Influence

The Hudson's Bay Company brought some settlement to the area but other factors played more important roles: the 1841 Distribution-Pre-emption Act, the opening of the Oregon Trail, the treaty of 1846, the Donation Land Act of 1850 and the Homestead Act of 1862. The 1841 Distribution-Pre-emption Act acknowledged the legal claim of squatters. It allowed settlers to stake claims on most surveyed lands and to purchase up to 160 acres at the minimum price of \$1.25 per acre. Bartholomew White, Henry Knighton and many other settlers established pre-emption claims.

Population by Counties



Population by counties in 1850 (each dot represents 100 persons). The figures give the total population for each county, (a) Clatsop; (b) Washington; (c) Yamhill; (d) Polk. (Data from the U.S. Bureau of the Census, 1850)

The opening of the Oregon Trail in 1843 fueled the future county's later settlement. Although the vast majority first headed for the Willamette Valley's best land, the arrival of these settlers ultimately swelled the numbers of those who later sought opportunity here. When the 1846 treaty forced the Hudson's Bay Company to relinquish its control over the river's inviting south shore, many settlers took notice.

The Donation Land Act of 1850 (extended to 1855) provided another invitation. Between 1850 and 1855 settlers took up 61 donation land claims in future Columbia County. All of them bordered on the river because it was the best source of transportation. The settlers' claims clustered around five future communities: Scappoose, St. Helens, Deer Island, Rainier and Clatskanie (the earliest claims on Sauvie Island were in Multnomah County). The Homestead Act of 1862 offered additional encouragement. It gave any citizen or intended citizen over 21 and the head of a household 160 acres of surveyed public domain after five years of continuous residence and payment of a registration fee.

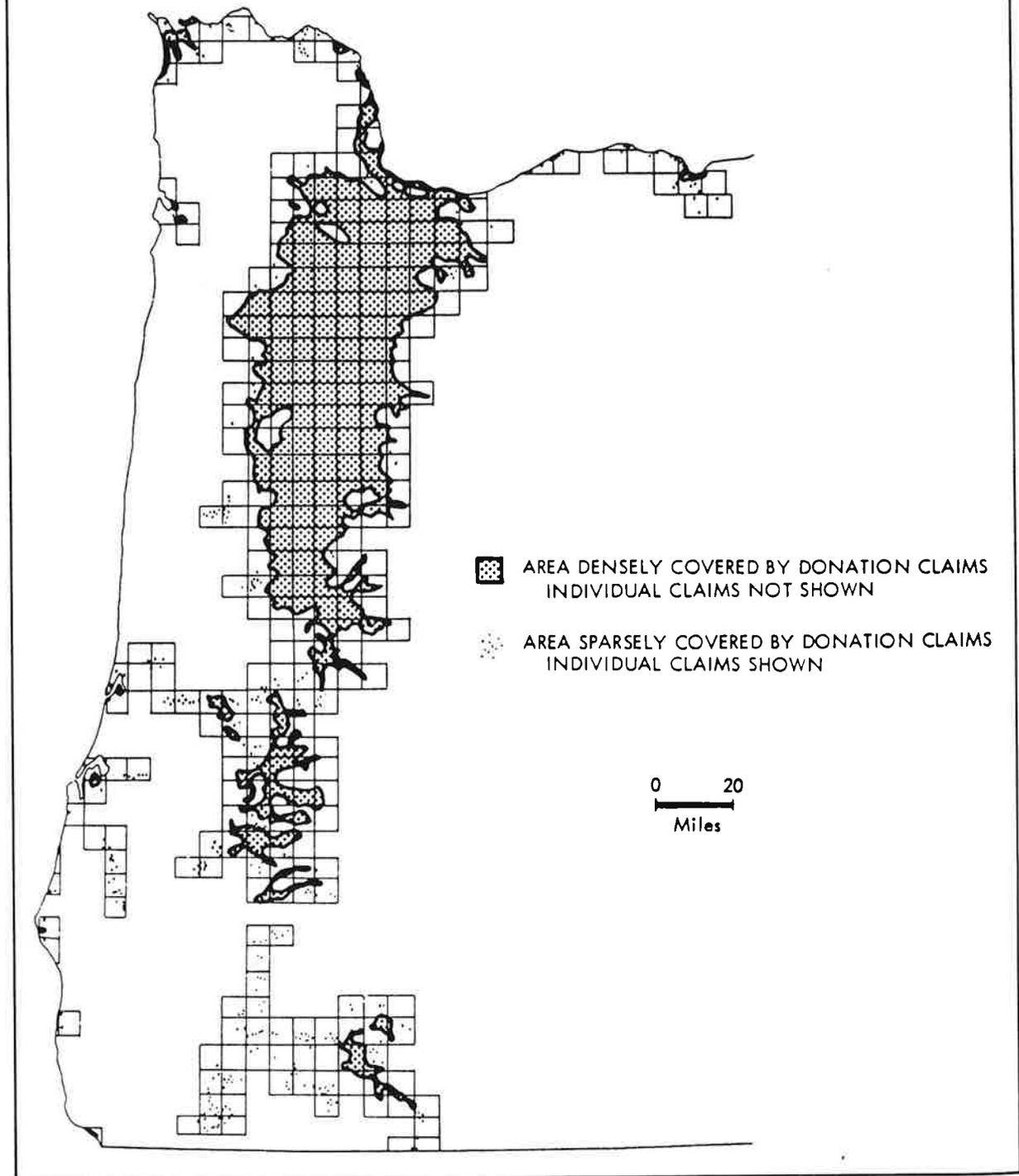
The rate of population increase by decade suggested the impact of the factors that promoted settlement. There were roughly 300 settlers living in the area in 1850. Because the population only rose to 532 by 1860 and to 863 by 1870, the Donation Land Act was not the main source of settlement (Spencer 1961: 44). Settlers claimed most of the land under the Distribution-Pre-emption Act, the Homestead Act and the later Timber and Stone Act of 1878. The arrival of the railroad and the opening of the interior in the 1870s and 1880s spurred growth even more dramatically.

The steps toward expanding settlement and establishing a government began before the United States acquired possession of the area in 1846. Those who lived here wanted to resolve Indians' and settlers' land claims as well as other questions of law and order. The slowly growing population took great interest in organizing a government. England's claim to the area was tentative so the Hudson's Bay Company's rule was temporary.

Most of the early settlers in the area were American citizens eager to join the Union. A handful of these people gathered to organize a provisional government in 1843. George Abernethy became the first governor. Columbia Lancaster, who later supported building a Scappoose blockhouse and lived in the county, was a member of the provisional government's legislature and its first Supreme Judge (Becker 1966: 47). The provisional government divided Oregon into four districts in 1843 and future Columbia County became part of Twality District. Following the government's designation of districts as counties in 1844, Twality County's name was changed to Washington County in 1849 (Dicken 1979: 78).

The provisional government provided temporary answers to the problem of governance. It was not able to resolve the conflicts between Indians and white settlers that was a major source of trouble. The government declared war on the Cayuse Indians after their participation in the Whitman Massacre of 1847 and Governor Abernethy recruited volunteer regiments for the Cayuse War. He appointed Thomas McKay captain of the

DISTRIBUTION OF DONATION CLAIMS



The Donation Land Claims of western Oregon. (From Harlow Head, "The Oregon Donation Land Claims and Their Patterns," 1971)

company of French Canadians who served in the war. McKay demonstrated his support for the provisional government by insisting that his French Canadian regiment show its allegiance to the American flag. He told his company, "This is the flag that you are expected to defend, and defend it you must" (Carey 1971: 547). Louis Le Bonte, a French Canadian who became the manager of McKay's farm in 1834, also wanted the United States to control the land south of the Columbia River (Carey 1971: 251, 268).

Because the provisional government needed the help of the Hudson's Bay Company to end the Cayuse War, the settlers' desire for the power territorial organization would bring intensified. Nothing could be done to settle land claims until Oregon became a territory on August 14, 1848. Territorial status opened the door to the government's distribution of the public domain that people clamored for, but that required dismissal of the Indians' title to the land.

The years of territorial status were years of conflict between Indians and white settlers. The treaties and the reservations angered the Indians. So few Clatskanies remained that only twelve or thirteen of them participated in an 1851 treaty that was never ratified (Hajda 1987: 3). Battles erupted between 1850 and 1856 in many parts of the Northwest, including the Yakima, Rogue and Umpqua River valleys. These conflicts touched the lives of white settlers in future Columbia County. Fearing for their safety during the Yakima War, they built blockhouses in Rainier and Scappoose (Abraham 1966: 27; Vawser 1970: 16). Columbia County historian Pearl Becker wrote that St. Helens residents built:

a blockhouse on the Strand, well equipped with provisions. This was for the protection of settlers in case of Indian attack, and the Lewis River refugees crossed the river and moved into the blockhouse. One account says that two families were massacred [during an attack near the Lewis River] but all others were saved (Becker 1966: 47).

A treaty ratified in 1855 sent the remaining Clatskanies and Chinookans to the Grand Ronde Reservation, established that year at the headwaters of the Yamhill River. By this time almost all the Clatskanies were gone. Many may have abandoned their homes in the interior, intermarried with the Chinookans and lived along the Columbia River. When the federal government forced the Indians on to the reservation, there were approximately 1,000 Chinookans and only a few Clatskanies left to uproot (Clark 1922: 68; Hajda 1987: 3).

Besides treaties and reservations, the years of territorial government produced further change. Prior to 1848, settlers in the area received their mail at Fort Vancouver. Congress established the first postal route to the Northwest in 1847, but schedules were irregular. After 1848 mail came by boat and often went first to Portland; it then returned downriver. A congressional act of 1850 established nine post roads in Oregon. One of the post roads traveled from Astoria to the mouth of the Umpqua River and Plymouth (later St. Helens) was the first stop after Astoria. Knighton, who applied for the first post office at Plymouth in 1850, became the first postmaster. Residents established the second post office in 1851 at Eminence (now Rainier). Regular delivery came only with the steamboats in the winter of 1850 or spring of 1851 (Carey 1922: 682).



fig. 5.11

An early log cabin. (OHS)

The Establishment of Columbia County

The territorial legislature established Columbia and other counties as a response to the great population growth following the opening of the Oregon Trail. Prior to Columbia County's creation, residents petitioned the territorial legislature to give it different boundaries. An 1854 petition called for a "new county from the western part of the present county of Washington and the eastern part of Clatsop county, to be called Nehalem county, with Rainier for its county seat..." (George 1971: 42). The boundaries established on January 16, 1854 by an act of the territorial legislature remained unchanged. Milton, about a mile south of St. Helens, was the original county seat. The first courthouse may have been in the home of Thomas H. Smith, who was the county clerk for several years (CCH 1964: 4).

The county seat moved to St. Helens when flooding in the 1850s destroyed Milton. The courthouse, located in the large wood-frame structure facing the river that Captain Seth Pope built, was at the site of the current courthouse (Becker 1966: 5). The county did not have a judge or sheriff until Oregon became a state in 1859; the first judge was Seth Pope and the first sheriff was James C. Gilbreath. An elected board of county commissioners formed the government and Phillip Laffer became the first chairman. Taxes assessed in 1854 included a \$1.00 poll tax and very low property taxes, but many people were delinquent (CCH 1962: 24). Residents of the county quickly put their new government to work to support their interests. At the first board of county commissioners' meeting in December 1854 they ordered a road opened between St. Helens and Clatskanie.

Agriculture

Before the land became part of the United States, the Hudson's Bay Company extended its dominion over early agriculture. For twenty years Chief Factor John McLoughlin controlled the farming that took place by limiting settlement. The only independent farmer who was not an employee of the company was the former sailor, James Bates, who jumped ship in 1829; Bates was the first American farmer (Barry 1934: 3). The two colonizers also made brief attempts at farming. The Winship expedition established a vegetable garden at Oak Point in 1810 and Nathaniel Wyeth briefly farmed, raised livestock and planted an orchard in 1834. Another American who later was a founder of St. Helens, Francis LeMont, brought the first peach trees on the *Owyhee* and gave them to Dr. McLoughlin to plant in 1829 (Carey 1971: 679-681).

Although most of the land was better suited to growing trees than crops, later settlers not interested in the timber or shipping industries wanted to farm. Attracted to Oregon by liberal land laws, most were rural people from the Ohio, Missouri and Mississippi valleys. The first wave of farmers naturally took up the best land and established their donation land claims along the lowlands by 1855. Few people, however, farmed exclusively; most also logged and worked in early sawmills. Trees, the land's primary resource, always dominated the economy.

Small in number, the acres good for farming were in the Nehalem and Columbia river valleys. Cool summers and rainy winters provided ideal conditions for hay and forage crops. Farmers tended to follow in the footsteps of Thomas McKay who raised hay on the first large farm in the area. George Nelson, an early county extension agent, remembered that "on some of the river bottom lands there were the wild grasses that were used for pasture and hay. Where land was cleared, timothy hay was grown" (Nelson 1961: 32). As agriculture developed, hay emerged as a leader. Hay was Columbia County farmers' largest crop in 1879 (Harper and Torgerson 1929: 4).

Forage crops perfectly supported the dairy farming that the valley land favored. Some of the most successful early products in the county came from dairy farms. As soon as farmers cleared their land many established small dairies. They sold their milk, butter and cream to the local creameries that developed and to the logging camps. They also shipped it to the Portland market by steamboat. Samuel Gosa, who settled in Scappoose Plains in 1852, established Gosa's Landing (later known as Scappoose Landing and Johnson's Landing) and operated one of the first dairies and stock farms in the area (CCH 1963-64: 17).

Following the long-standing Midwestern tradition, farmers tried to raise corn but found it did not get enough sun. Potatoes grew very well and they became one of the most successful early cash crops; Columbia County farmers grew 21,200 bushels of potatoes in 1879 (Harper and Torgerson 1929: 4). Rutabagas were a staple when potatoes failed. These vegetables with yellow roots, along with dog salmon and blackberries, were one of the local foods that lingered in settlers' memories.

Farmers also raised livestock for food and for work. The first cattle were the Spanish Longhorns that Ewing Young drove in from California in 1837. To improve these cattle, farmers crossed them with Durham or Shorthorn cattle. Farmers' preference for raising oxen revealed the nature of the land. As late as 1890 there were 3,353 head of oxen and only 924 horses in Columbia County. Farmers needed the sturdy oxen to perform the hard work of logging and clearing (Nelson 1961: 30).

The Steamboat Era

The county was organized just after the beginning of the steamboat era in 1850. Steamboats, including sternwheelers and boats using steam and propellers, provided a safer, more convenient and faster form of travel than the wagons and sleds that people used on land or the canoes, rowboats and ships that they used on water.

Chinookan canoes were the first mode of travel on the waterways and canoes retained their usefulness for many years. They were easy to portage and perfect for streams and small rivers. The explorers used canoes extensively; every Indian village had an available canoe and guide. The colonizers and settlers copied the Indians' great art of canoe building. Nathaniel Wyeth, for example, built a sixty-foot canoe for his trading business (Spencer 1950: 42). Even at the end of the nineteenth century, settlers relied on canoes in some areas. Maud Graham, who came with her family to The Burn in the Nehalem

Valley in 1883, remembered that “we crossed the Nehalem river in a log canoe” (Graham 1962: 30). Canoes required time and skill to produce so settlers also built rowboats. Sailing ships only provided transportation on the Columbia. The steamboat was most successful at negotiating the Columbia River in bad weather (Dicken 1979: 77).

The Hudson’s Bay Company, the greatest commercial power in the region, owned the *Beaver*, the first steamboat on the Columbia River. The company wanted to connect all its posts in the Oregon Country by steamboat. Samuel Parker, the Presbyterian missionary who scouted for an outpost, took a trip on the *Beaver* shortly after it arrived in 1836. Parker realized his voyage's significance, “The novelty of a steamboat on the Columbia, awakened a train of prospective reflections upon the probable changes which would take place in these remote regions, in a few years” (Clark 1927: 462).

During the 1850s, steamship navigation created a pattern of settlement and commerce in which towns and landings formed a string of development along the Columbia and smaller waterways. Steamboats were a quickening force for economic progress because these towns and landings vied for business. They provided the chief form of transportation until the railroads were built.

Steamboats played a key role in the region’s early growth because of its location on an inland waterway with an ocean connection. The principal traffic was between San Francisco and Portland. Local traffic was between Astoria and Portland, with some boats stopping at many landings along the way. Steamboats were essential to the county’s trading network. They brought in manufactured goods and mail and took out cordwood, lumber, dairy products, meat, potatoes and other cash crops. The *Minnie Hall*, owned by M. Saxon and Henry Larson of Warren, was a floating country store that was a great convenience for rural people far from local markets (CCH 1970: 34).

Oregon’s steamboat era began in 1850 when the *Columbia*, the first steamboat built in the state, began a regular route between Portland and Astoria. Soon many steamboats joined her. That same year St. Helens and Milton began to vie with Portland and other cities to become the main port on the inland waterways. Portland’s success permanently limited St. Helens’ and other Columbia County cities’ ability to develop as ports. From the 1850s onward Portland siphoned away the river trade (Brugo 1975: 2-10).

Many smaller settlements became steamboat landings. Landings developed on almost every waterway deep enough for a steamboat. Gosa’s Landing was one of the early ones. The road that ran from Gosa’s Landing to the high ground was the first public road in the area (now Johnson Road; CCH 1963: 17). Freeman’s Landing, which was five miles down the Clatskanie River at its junction with the head of the Westport Slough, was one of those that developed on rivers and sloughs with deep channels (Burriss 1963-64: 19).

These smaller landings typically started as family businesses and often offered more than just a dock. Many had stores and shipped the products that they raised. Jennie Shatto, a Scappoose resident, recalled the importance of the steamboats to all the landings:

Water Taxi on the Columbia. 1910



The steamer *America* is especially remembered as the river boat that stopped at Johnson's Landing to leave and take on passengers, freight, feed for the farmers, etc. It hauled out the products of Jackson Creek Creamery... It brought in the merchandise for the little store run in connection with the creamery (Shatto 1962: 32).

Steamboats provided economic, social and transportation links between communities. The Rinearson slough (also called the Perrine slough) linked Rainier to Hudson above it. Rainier resident Hilda Schreiber recalled:

People from Rainier or the Washington side of the river wishing to go to picnics...came down the slough in boats and walked up the hillside...the people of the Hudson community would come down a road that had been an old Indian trail in the past and hauled their supplies with oxen and sled...(Schreiber 1971: 19-21).

Steamboats were a vital part of the economy. Farmers brought their crops down to the landings and supplied cordwood to the Portland market and to the boats. Cordwood was a major business. Almost every family that had a wood lot sold cordwood. Steamboats also provided jobs; many young boys began their working life stoking a steamboat's fire. During the height of the steamboat era companies vied for business and boats stopped at the bigger cities three times a day. When trains increased the competition, rates fell dramatically. The one-way fare on the Columbia was \$25 from Astoria to Portland in 1850, but travelers could take the *Young America* from St. Helens to Portland for \$.25 in 1897 (CCH 1965: 18). Smaller boats also served as water taxis for short trips.

Steamboats wove themselves into the fabric of daily life. Taking the wagon or walking to the neighborhood landing was a daily event. Here people bought and sold goods, got their mail and greeted their visitors; the day's plans depended on the steamboats' schedules. Steamboats provided interest and variation to the people of Columbia County. Erma Burris remembered steamboats at Freeman's Landing:

The arrival of a steamer with the smoke billowing from her stack was always an occasion for excitement. The cargoes were often varied and curious, probably one of the most curious was a load consisting of five hogs, two Chinamen and three dogs. The Chinamen and dogs were later shipped across the Columbia to the Humes Cannery at Eagle Cliff (Burris 1963-64: 20).

Docked steamboats provided handy places for evening dances and everyone loved excursions to the beach by steamboat. Steamboats also announced important national events by blowing their horns and hanging up flags. Fitting a county where steamboats provided the main source of outside communication, the notice that Oregon had been admitted to the Union in 1859 arrived by steamboat.

The Early Timber Industry

The steamboat era encouraged the growth of Columbia County's timber industry. Steamboats needed cordwood for fuel and lots of it. By 1900 cordwood was the chief source of income in the county. The plentifulness of trees encouraged logging and lumbering to develop as an early industry. The Hudson's Bay Company operated the first sawmill in the area and established an export trade to the Hawaiian Islands by 1828; soon

it added a mill on Sauvie Island. After the fur trade ended, logs and lumber replaced furs as the area's chief product.

Many settlers that came to farm did not think that the region's main source of wealth grew in the trees that surrounded them. They were as eager to burn a tree down as to look at it. They wanted to clear the land to farm and proceeded to burn and blast the big trees away as fast as they could. Only some settlers saw the need for a sawmill to sell lumber to their neighbors. Bartholomew White, who may have built the first sawmill in 1843 in St. Helens, was one who saw that a local market might grow.

People needed lumber for the houses that replaced log cabins, for shipbuilding, for furniture and for packing boxes. Shingles for buildings and roofs were in high demand and soon combination saw and shingle mills dotted the area. J.R. and F.H. Watts established the first planing mill in the 1860s (CCH 1970: 40). Sawmill operators on the Columbia River began to develop a national and international trade too. Captain Williams took lumber to San Francisco on Captain Crosby's *Toulon* and Captain Nathaniel Crosby sold spars to China in the 1850s. Roy Perry described the business that Francis Perry, his grandfather, operated on the west bank of Milton Creek in the 1850s. Perry recalled that his grandfather "hired Sam Miles to haul the lumber by ox team down to Scappoose Bay or the Multnomah channel, where it was sold to ship captains for \$150 per thousand. It was loaded aboard and taken to far away markets" (Perry 1969: 32).

Mills were hand-powered at first, then water-powered and steam-powered. By 1870 there were 173 sawmills in Oregon, but only 41 were steam-operated (Dicken 1979: 94). Before steam engines arrived, mills had to be on waterways for power; later operators still used water to help solve the big problem of moving logs and lumber. Men built dams and flumes to move the logs over the creeks and rivers. Often they found their business held hostage by the weather. Too little rain made the water flow too slow to flush out the logs; too much rain made it hard for the animals to pull the logs down the skid roads. Before the era of railroad logging, skid roads traveled the distance from the forested hills to the rivers and streams all over Columbia County. Oxen pulled the logs down three skid roads between Warren and St. Helens (CCH 1963-64: 29).

Before 1900 the timber industry was small in scale, mostly unmechanized and family-owned and operated. It was the main source of income for Columbia County residents. Almost every man logged or worked in a sawmill for part of the year; women often kept the accounts and cooked and laundered for the crews of family-owned operations. It was a seasonal industry so no one worked steadily, but no one stayed idle for too long.

Typically a man set up a mill and then logged his own property. Like Dean Blanchard who started a sawmill in Rainier in 1869, mill operators relied on family members and neighbors to supply labor (CCH 1967: 11). Attracted to the county's new jobs in the timber industry, they left behind declining opportunities in states and countries where logging already exhausted the timber supply. Columbia County attracted men and families from places where logging was a way of life. Many came from Maine, Wisconsin, Michigan, Minnesota, Sweden, Norway and Finland.

Deer Island School, 1910



Family and ethnic ties affected the pattern of settlement, creating communities of people from the same state or country. Yankton in the Milton Creek Valley started from the nucleus of Herb Howard's sawmill. Howard, born in Maine, came to the valley in 1879. Soon he needed a boarding house for his workers, many of whom were Maine friends and relatives. By the early 1890s people called the community "Yankeetown" or "Maineville." The United States Post Office would not approve "Maineville" so the settlement was called "Yankton" (CCH 1980:13). Alice Tarbell Brown, who came from Maine's Aroostook County, described it: "There are no wild beasts, no troublesome insects, no foreigners, and no thunder and lightning. Everything is as quiet and safe here as in any N.E. community; in fact, these are nearly all N.E. people" (Oliver 1980: 13). The first public building in these communities was usually a school.

Settlements of Finns, Norwegians, Swedes and other nationalities blossomed too. Swedetown, for example, grew southwest of Clatskanie. Here Swedes continued to speak their own language and keep their cultural traditions for some time. The Swede Line was the first telephone line in Vernonia in 1903; Swedish families who wanted to talk to each other installed it.

The development of the timber industry fueled the early shipbuilding industry. Shipbuilders at Fort Vancouver were the first in the area to produce small schooners in 1826. Intended specifically for the lumber trade, the schooners needed to be easy to load so efficient single-decked schooners developed. Later, steam schooners and four-masted barkentines for ocean travel and steamboats sent wood products out of Columbia County (Bancroft 1888: 726-729).

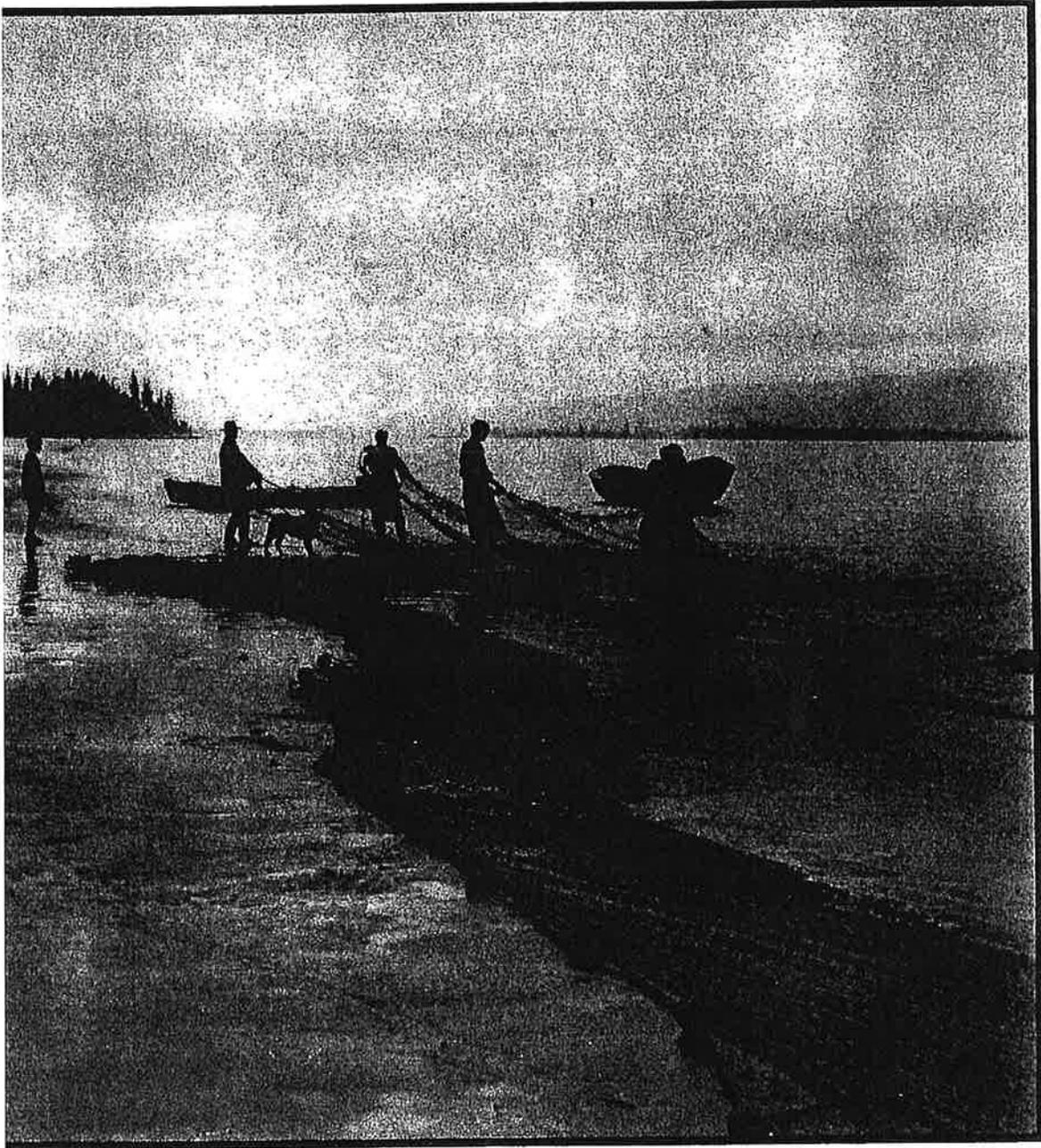
The Fishing Industry

The Indians introduced the salmon fishing and preserving industry to the white settlers of Columbia County. The explorers and settlers observed how expertly the Indians fished with spears, nets, traps and weirs and smoked and dried their catch. The Hudson's Bay Company started the export trade by taking salmon to the London market in the late 1820s. Captain Dominis sparked American development of the salmon fishing and packing industry when he brought his 50 hogsheads of salmon back to Boston in 1829.

The settlers relied on fish as part of their diet when they arrived. At first they fished primarily for themselves and bought from or traded for fish with the Indians. Soon they began to develop the early export industry. William Green, for example, established a barrel shop in 1863 at Green Point near Mayger. Fishermen salted and packed their fish in his barrels before shipping them out (Sliper 1970: 35).

The commercial industry developed when William Hume and a man named Hapwood started the first salmon canning factory in 1866. They were the first to use tin cans in their factory at Eagle Cliff, which was approximately two miles below another community called Oak Point on the north side of the river (CCH 1973: 52-53). Hume brought Chinese workers to pack the fish and Columbia County helped provide the Hume canneries with salmon. A few Chinese people, such as Ku Num and his son Sam Sing,

Seining for Salmon, ca. 1910



settled in Rainier in the 1880s. Ku Num and his son operated a laundry near the river in the early 1890s (CCH 1968: 28).

The packing industry expanded quickly. Workers packed 10,000 cases in 1869 and 450,000 cases in 1878. The number of factories near Eagle Cliff, Washington expanded and Columbia County fishermen caught 23 tons of fish in one week in 1897 (CCC IV: 18). Columbia County butchers bought the fish and delivered them to the Washington canneries. The industry grew rapidly until approximately 1910.

Most fishermen fished with gill nets. Erma Burris remembered the fishing ground that Will Graham and James Wallace operated on the Columbia River in the 1890s. They used gill nets and took their catch in sail boats across the river to the Hume Cannery (Burris 1963-64: 20). Others used set nets, traps, purse seines and drag seines pulled by horses. Thomas Hodgkins and L.W. Ball established H & B Seining Ground, the first and biggest seining ground in the county on Hodgkins' donation land claim one mile below Oak Point. They borrowed money from William Hume for their seining equipment and sold their catch to him in 1890 (Wood 1966: 40). Many of the fishermen at Clatskanie were Finns or Norwegians (Cole 1998: 1).

Mining

Beginning in the 1870s reports appeared that rich deposits of iron ore, coal and even gold and diamonds were hidden like buried treasure in the county. Sidney Dell wrote an article in the *Oregonian* in 1893 to spread the word that there were large deposits of iron and coal in the Nehalem Valley. Dell wrote enthusiastically:

In my opinion, the entire region herein described, from a few miles west of St. Helens to within a few miles of Greenville, and from the summit of the Coast range east to the south fork of Scappoose creek, an area of over 50 miles square, is one vast and continuous deposit of the best grades of iron and coal (Dell 1893: n.p.).

Some settlers took up mining claims hoping to get rich quick, but to no avail. The iron ore near Scappoose was some of the best in the state, but its phosphorous content was too high to be worth mining; later, paint and chemical industries mined the available limonite. The coal in the foothills was of a low grade and although some prospectors found gold and even some diamonds, nobody made a fortune (Wilson 1997: 18-19).

Settling the Interior

Columbia County's interior was still a frontier in the 1870s. Because no easily navigable rivers or roads traveled very far inland, the interior remained unsettled thirty years after the shoreline developed. One of the largest stands of old-growth forest in the Pacific Northwest and the meandering Nehalem River dominated this beautiful hill land. J. Neilson Barry described the Nehalem as "an extremely peculiar river which flows in almost a complete circle, flowing toward every direction of the compass. Starting near its later course, it... enters the ocean not far from where it rose" (CCH 1976: 13). Offering a water source and good land along its bed, the Nehalem River shaped the interior's pattern of settlement as communities grew along its banks.

Those who came to the interior were the county's second wave of settlers. Unlike the first, they often traveled to the county by more sophisticated means. Many took the immigrant trains that offered cheap rates from the Midwest to California and then transferred to sternwheelers. Walter Carl, an early Nehalem Valley resident, recalled that his parents left Minnesota on an immigrant train. They "came to San Francisco where the railroad ended" and from there took the steamer *Ajax* to Oregon (Carl 1976: 31).

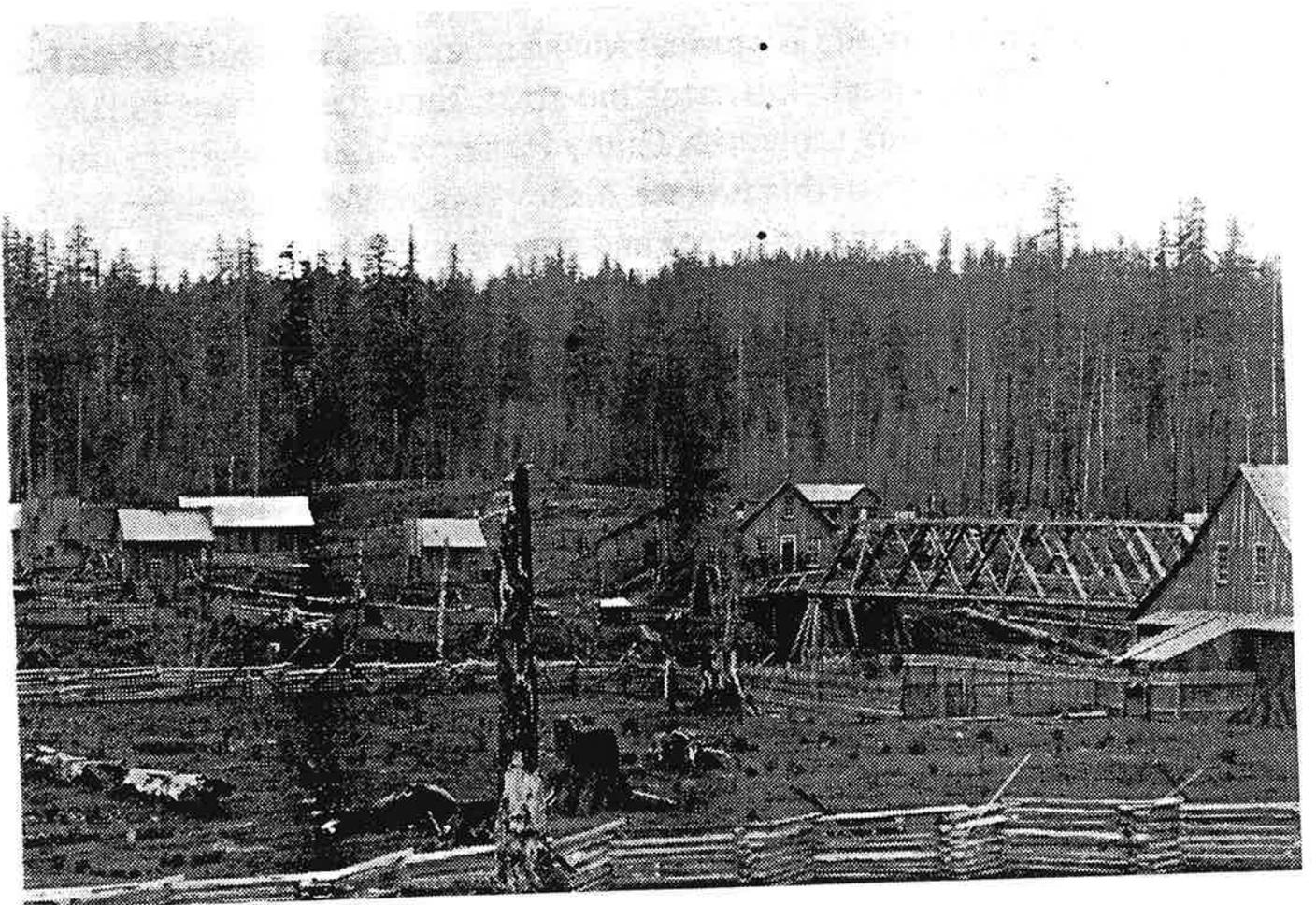
Some of the pioneers traveled Indian trails to get to the interior. They entered from both the northwest and the southeast. From the northwest they traveled the trail from Wood's Landing that the Clatskanies made to get from the Columbia to the Nehalem. Walter Carl remembered that settlers arrived in 1873 to live at the mouth of Fishhawk Creek and the future settlements of Birkenfeld and Mist. Pioneers entered the southeast through a little community called Meacham's Corner near Mountindale in Washington County. An account from an 1889 *Nehalem Journal* called their route "an Indian trail over the Pebble creek pass, now known as the Green Mountain road" (Fulton 1997: 12). Clark Parker and Joseph Van Blaricom settled what would become the future city of Vernonia by 1874.

The settlers thought that railroads soon would be built and this encouraged their settlement (Carl 1976: 30). Pre-emption claims, the 1862 Homestead Act and the 1864 Civil War veterans' homestead bonus also sparked interest. Rather than proving up a claim through five years of continuous residence, veterans with two years of service could prove up a claim with one year's residence. So many of those who came to the Nehalem Valley staked claims under the veterans' bonus that the Grand Army of the Republic (G.A.R.) became an important social institution. A fraternal organization for Union soldiers established in 1866, the G.A.R. held parades and social events for many years that drew residents throughout the Nehalem Valley.

Some came to log, others to farm and both started small communities. Pittsburg, one of the earlier communities, was typical of the interior towns that grew from the nucleus of a sawmill. The Brous family, the Kenkle family and Isaiah Detrick were neighbors and farmers from Nebraska. They came to the Nehalem River in 1878 to build a saw and planer mill and operate a buhr-stone grist mill. Peter Brous named the new community Pittsburg and it became a bustling center (Perry 1969: 36). Birkenfeld grew after John Lane built a sawmill in 1898 on property owned by the Birkenfeld family. The Birkenfelds immigrated from Germany to Pennsylvania in 1881 and then moved to Oregon in 1885. They took the trail from Wood's Landing into the valley and homesteaded on Deep Creek. At first they farmed and then logged (CCH 1968: 50).

While citizens in larger Oregon towns enjoyed the benefits of trains and a few good roads in the 1870s, the settlers of the Nehalem Valley endured the difficulties of those who came in the 1840s. They built log cabins and schools in the future communities of Mist, Birkenfeld, Vernonia and Pittsburg and struggled to get their goods to market in the 1870s and 1880s. Walter Carl remembered the transportation problem:

Early Photograph of Vernonia, ca. 1880s



It was 12 miles from our place to Wood's Landing...they would drive the team to Wood's Landing, get a skiff from Wood, row 4 miles to Westport and do their trading, row back to Wood's Landing that evening to get an early start for home the next morning (Carl 1976: 30).

Market roads were essential to the development of the interior. Settlers were very proud of the hard work they performed to get these roads built. They volunteered their time to construct the roads and all good citizens had to help. Built in 1877, one of the earliest roads the settlers finished was the Clatskanie sled road from Clatskanie to Mist. The Bunker Hill road connecting Pittsburg to St. Helens over Bunker Hill, was built in 1879 and in 1880 Vernonia residents cut a wagon road over the trail across Green Mountain and down Pebble Creek that they used to enter the valley. The calamitous windstorm of 1880 demolished this road so they replaced it with the Cape Horn road (Becker 1972: 28).

The many rivers and creeks also demanded that the settlers build bridges. Long suspension bridges for foot travel across the Nehalem River were common in the county's interior. Residents of Vernonia, Natal and other communities built these graceful bridges (CCH 1968: 7). They also constructed vehicular wood bridges that were sometimes covered. More than bridges or roads, valley residents wanted trains.

RAILROADS AND INDUSTRIAL GROWTH, 1884-1913

Railroad Building

The dream of railroads in Columbia County began with a survey. Congress passed an act on May 4, 1870 that allowed the donation of land for a railroad and telegraph line from Portland to Astoria. Portland railroad tycoon Ben Holladay completed a survey in the early 1870s that traced a route from Portland to Astoria by way of Forest Grove through the Nehalem Valley. This was the survey that enticed settlers into Columbia County's interior but they waited many years for trains.

Railroad construction in Columbia County started in the early 1880s. The large railroad corporations' main motivation was the vast amount of money they could make shipping timber. The Northern Pacific Railroad Company built the first railroad into Columbia County. Chinese laborers laid most of the track for the water level route along the river. They lived in camps along the right-of-way, such as the one in the Chimes Crest neighborhood of Rainier (CCH 1976: 9).

Building the railroad was difficult in some locations because the spurs of the Coast Range required tunnels. The Northern Pacific Railroad completed its line from Portland to Hunter's Landing two miles south of Goble in 1883. The railroad company's goal was to connect northwest Oregon to Tacoma, to transport Oregon's rich natural resources to national and international markets and to expand its export trade. The railroad through Columbia County was part of the company's mainline between Portland and Seattle; the county now was the location of a major railroad link.

The completion of this 40-mile water level route signaled Oregon's future connection with a transcontinental line. The line did not open immediately because the Northern Pacific-owned ferry, the *Tacoma*, was not finished. Shipped in pieces aboard a sailing vessel and reassembled at Kalama, the *Tacoma* began regular service on October 9, 1884. The *Tacoma* transported trains over the Columbia River at Hunter's Landing and connected them to the Northern Pacific's Kalama-Tacoma line. The company extended the line to Goble in 1890 and the *Tacoma* ferried the trains across the river from Goble until the railroad bridge was built in 1908.

Just like the steamboats, the tracks that were owned by the nation's biggest railroad tycoons changed Columbia County settlements. Often one mile inland, the railroad bypassed the oldest towns and landings that were products of the steamboat era. Cut off from the fastest means of transportation, these communities saw their growth patterns change; growth moved away from the edge of the river to be near the edge of the tracks. The railroad era created new communities and increased the rate of development of the towns it passed through. Ultimately, the steamboats could not compete with the faster transportation the railroads offered and trains replaced steamboats.

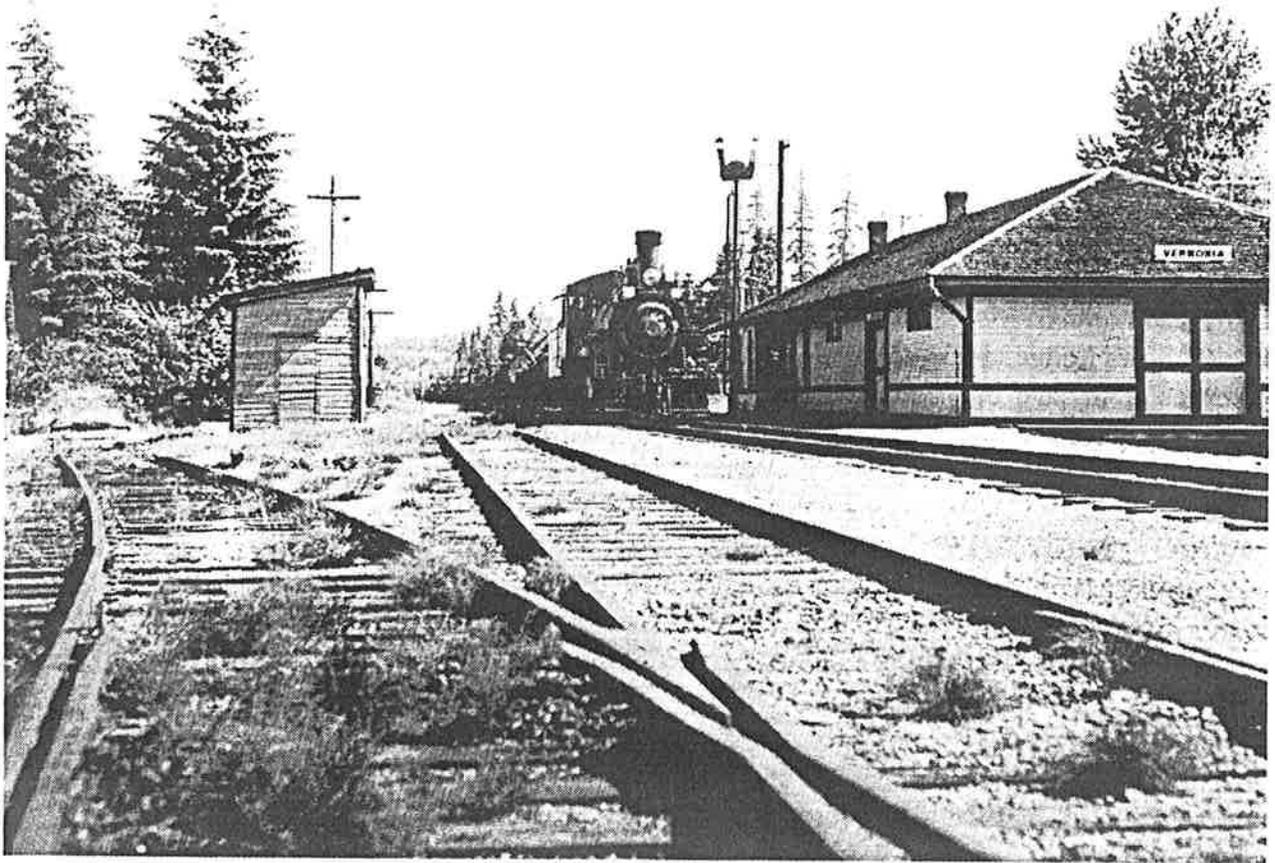
When the railroad bypassed Johnson's Landing (formerly Gosa's Landing), the community moved to get on the line. W.W. West donated several acres of land in 1886 and the stores and post office picked up stakes and became part of Scappoose (Becker 1965: 37). Scappoose resident Jennie Shatto remembered the importance of the railroad:

It is hard for us to realize, who have seen the importance of the Railroad through this area dwindling in recent years, but at that time this was the main line between Portland and Seattle. Trains were passing through Scappoose area every hour (Shatto 1962: 32).

The railroad also bypassed St. Helens and traveled through Milton Creek. After the original Milton flooded in the 1850s, a new town sprouted a mile away. The railroad brought growth to this community that served as St. Helens' depot. Unable to keep the name Milton because of the Milton in eastern Oregon, the town became Houlton when it applied for a post office in 1890 (Becker 1966: 5). The railroad came through Columbia City and made it grow too. Columbia City residents welcomed the railroad. Twenty years earlier the city founders tried to get the Columbia City & Hillsboro Railroad built to connect their town to the Tualatin Valley.

The Astoria and Columbia River Railroad, completed April 3, 1898, connected Goble to Astoria. Vacationers eagerly traveled from Portland to stay in the grand seaside hotels built for this new tourist trade. Ten thousand travelers per weekend sometimes crossed Columbia County and trains often made three round trips per day in the summer season. The Spokane, Portland, & Seattle (SP&S) Railroad, owned by the Northern Pacific and Great Northern railroads, bought the line in 1907. Railroad magnate James J. Hill built the SP&S along the north bank of the Columbia River in 1909 and later built a branch line to Vernonia.

Vernonia Train Depot, ca.1928



Trains greatly expanded the county's economic development. They increased the supply of manufactured goods from outside the region, including consumer goods, farm machinery and construction materials. They opened up the interior to development and intensified growth along the shore line. The railroads also played a key role in modernizing the county's greatest source of economic growth at the turn of the century-- logging and lumbering.

Railroads helped to increase the number of people in Columbia County. The largest population increase between 1860 and 1890 occurred between 1880 and 1890. The huge waves of immigrants coming to America and the expansion of the logging industry were the main causes of the county's growth, but railroads made it easier for them to get there. Railroad companies' publicity offices advertised vigorously and offered low fares to places where they had lines.

Trains and population expansion affected the cities of Columbia County. With Portland serving as the region's main commercial center, the county's towns did not turn into metropolises, but they grew. The period from 1884 to 1913 brought the county's first wave of incorporation. Rainier was the first to incorporate in 1885. Founded by Charles E. Fox in 1851, its first name was Eminence; later it became Fox's Landing and finally, Rainier. St. Helens incorporated in 1889 and Vernonia and Clatskanie both incorporated in 1891. St. Helens did not grow rapidly until the arrival of the McCormick plants and Vernonia waited until the 1920s. Clatskanie gained population after the Benson Logging Company became successful and employed 300 people at its peak. There were only 146 people in Clatskanie in 1880 but by 1900 it had a population of 1,200.

The Timber Industry

Until the steamboats and the growing city of Portland required cordwood, the timber industry did not expand rapidly. Much of the cordwood came from the land settlers wanted to clear for farming. Residents used timber for houses, barns and other structures too. Shingle making was an important industry. Mill owners sold shingles locally and shipped them to Portland (Nelson 1961: 33). During the next half-century Columbia County's timber industry reached its peak.

The timber industry changed dramatically in the last decades of the nineteenth century. Reshaped by the diminishing forests in the Great Lake states, mechanization, the influx of big companies and the growing diversity of wood products, the timber industry entered a new phase of expansion that lasted through the 1920s. Distant markets developed; more logs and lumber found buyers in Southern California, the East Coast, England, Europe and South Africa (Dodds 1986: 144).

The growth in the industry included a change from small, family-owned businesses to large corporate-owned enterprises. By 1900 the largest landowners and taxpayers in Columbia County were timber and railroad companies. The Pennsylvania-based Dubois Lumber Company, for example, purchased 29,000 acres and Michigan lumberman William Reid bought 7,000 acres along the Goble, Nehalem and Pacific Railway Company's tracks; the

Minnie Nickerson with Rolling Pin at Camp Benson, ca. 1906



Chapman Logging Company and the Nehalem Timber Company owned more than 11,000 acres near Vernonia and the Clark and Wilson Lumber Company held 10,000 acres near Goble (Fulton 1997: 54).

The decision of the Western Cooperage Company to build a plant in Houlton, now part of St. Helens, demonstrated the growing diversity of the wood products industry and the increase in corporate ownership. The Western Cooperage Company, with its head office in Portland, located its plant next to the railroad in 1904. The plant was the largest barrel factory on the West Coast and employed 175 people in 1905. Water diverted from Milton Creek carried the stave bolts to the factory and the company bought timber land to provide its own wood (Becker 1973: 47-48). This switch to corporate ownership of timber land and mills escalated in later years. Columbia County was unique because so much of its forested land was privately owned.

The introduction of railroad logging increased accessibility to the trees and expanded the market for railroad ties. Washington Territory had the first logging railroad in 1881; Columbia County's first logging railroad came in the 1890s. These railroads, built by logging companies for their own use, were short lines running from the Columbia River to the forested hills.

By 1900 many companies were railroad logging. The Kerry Logging Company built the Columbia and Nehalem Railroad, the first logging railroad into the Upper Nehalem Valley in 1913. This railroad took eighteen months to construct. It traveled from Wood's Landing on the Columbia River to Mist, connected with a railroad at Wood's Landing, and extended into the lower Nehalem Valley (Peterson et al 1971: 34). There were 2,000 miles of track for logging railroads in Oregon by 1922 (Carey 1922: 861).

Because railroad logging greatly increased productivity and expanded the number of workers needed, it encouraged the growth of large logging camps and mills. Between 1900 and 1930 logging camps mushroomed in the county's forests. Some were complete communities with turn-arounds for the trains, machine shops and sawmills. They had bunkhouses for single men and houses for families; grade schools and company stores were provided too. The loggers and their families also used the logging railroads to get to towns that provided the high schools, stores and other services that they needed. When the loggers cut all the trees down, the camps moved to a new location. The Chapman Logging Company camp, established in approximately 1906 six miles from Scappoose on the north fork of Scappoose Creek, was typical of the county's larger camps. During its peak it housed 400 people (Becker 1971: 32).

The increase in logging productivity sped the transition from small, family-operated mills to large operations. The sale of the Muckle family mill in St. Helens to Charles and Hamlin McCormick was characteristic of this change. The Muckle brothers were Wisconsin loggers before they came to St. Helens in 1874. They bought the Ladd Company Mill, employed eight to ten men, and saw their business grow until a 1904 fire burned the mill. Attracted to St. Helens because of its waterfront location and railroad

access, the McCormick brothers bought the Muckle mill site and built a large new mill. The St. Helens Lumber Company, established in 1911, produced 125,000 feet of lumber in a 10-hour shift by 1912. Like the other large companies that began to grow in Columbia County after the railroads arrived, the St. Helens Lumber Company helped towns to develop. The company was largely responsible for St. Helens' growth in population from 400 in 1909 to 1,500 in 1912 (Becker 1965: 33).

The era and the industry were ripe for innovation. People with endurance and ingenuity could make money logging in Columbia County. Those who quickly adopted the new technologies of donkey engines, cross-cut saws and double-bitted axes prospered most. Simon Benson was one of the successful ones. Benson came from Norway with his family in 1867. His first home in Oregon was a log cabin near Tide Creek that he built in 1879. By 1890 he started his own small logging outfit with a four-man crew. Benson introduced donkey engines to his operations and in 1906 developed ocean-going cigar-shaped log rafts. These rafts, stacked high and riding deep in the water, successfully survived their ocean trip to San Diego. The rafts moved much of the lumber that fueled the booming Southern California construction industry. When Benson sold his business in 1909, the Benson Logging Company was one of the largest and most profitable in Columbia County. It employed 300 people and was valued at \$6 million (Hyskell 1924).

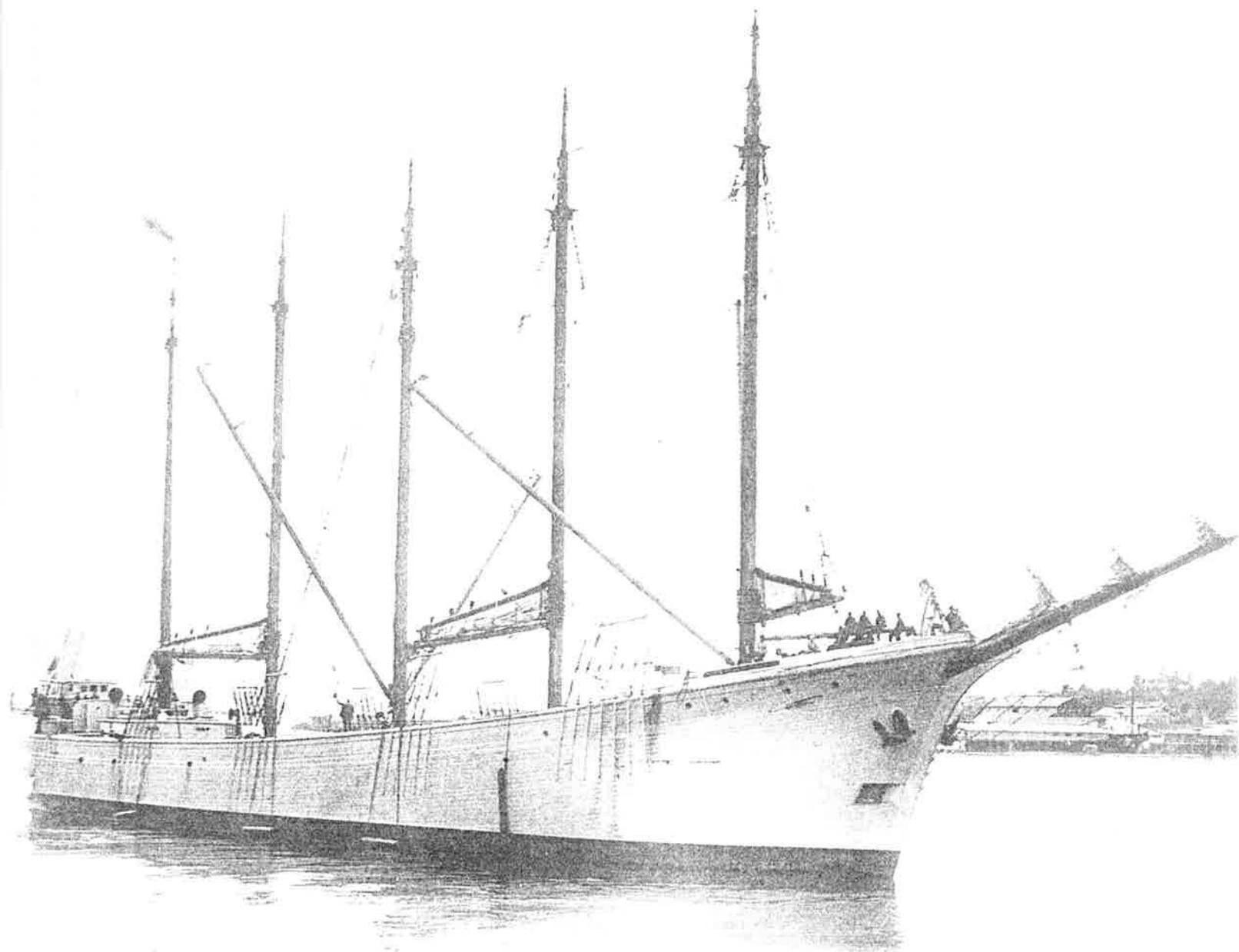
Expansion of the Shipbuilding Industry

Just as the early timber industry spurred shipbuilding in Columbia County in the 1850s, so did the expansion of the timber industry after the 1880s. Many of the ships were still made of wood but were steam-powered; their manufactured engines came from the East Coast. The difficulties of navigating Oregon's bars and currents also increased the shipbuilding business because wrecks were so common.

The success of the McCormick Mill in St. Helens produced the county's first major shipyard. Hamlin McCormick started the St. Helens Shipbuilding Company in 1912. The company built steam-powered ships to transport the company's lumber more efficiently than wind-powered schooners could. The business expanded quickly and the McCormicks built another shipyard on the north end of Sauvie Island in 1912.

The *Multnomah*, the first ship built in the county for the federal government, also was the first to come out of the new Sauvie Island shipyard in 1912. Construction of the *Multnomah* signaled the beginning of the St. Helens Shipbuilding Company as the best shipbuilding firm on the West Coast. The McCormick mill provided the lumber and a boat towed the huge ship to San Francisco to have its boilers and engine installed. The St. Helens Shipbuilding Company also built the steam schooners *Merced*, *Celilo*, *Wampama* and *Everett* and the motor ships *City of Portland*, *S.A. Allard* and *City of St. Helens* (Becker 1965: 33).

City of Portland, ca. 1914



St. Helens' Rock Industry

The crushed rock and Belgian block business were sources of St. Helens' prosperity and some of the biggest industries in the county between 1890 and 1915. Stonemasons easily split the rock into the shapes known as Belgian blocks from the cliffs along the Columbia River. The rock companies employed many men at high wages at the new quarries. Master stonecutters immigrated from England, Scotland, Italy and other countries to work in St. Helens.

Workers used small Belgian blocks, shipped to the big city by barge and rail, to pave Portland streets such as Front Avenue and First and Second streets. Workers in St. Helens built the courthouse, city hall and fine residences with large Belgian blocks. Construction was slow and dangerous with each wheelbarrow of stone cautiously raised to the necessary height with block and tackle. The peak of the industry occurred between 1908 and 1909; a local newspaper reported that the quarries employed approximately 300 men in 1909.

St. Helens' city fathers were glad to see the industry grow. The City Council granted the Columbia Contract Company the right to quarry rock from the east end of Walla Walla, Summit and Spring streets and also on River Street in 1909. St. Helens' Belgian block industry provided jobs and income to the city until the 1920s when asphalt paving reduced demand (Lain 1979: 35; CCH 1963-64: 43-44).

Agriculture Develops

Columbia County participated in the expansion of agriculture into new territory that occurred throughout Oregon between 1870 and 1900. The second wave of settlers took up the less desirable hill land and worked hard to make their homesteads productive. They slashed and burned their acreage and planted around stumps because there were too many to remove.

Farming became more commercial during these years. The arrival of trains to Columbia County made markets more accessible; farmers shipped more crops to other states and countries. The main source of development for the county's agriculture, however, remained the growth of Portland, and, to a lesser extent, local county markets.

Farmers further adjusted their crops to the climate and to local demands (Harper and Torgerson 1929: 4). Between 1879 and 1889 the acreage planted to all crops except wheat, corn and barley increased; wheat and corn did not grow well. Adjustments included more specialized and intensive farming, especially dairying and cattle raising.

Scappoose Plains was a perfect place for dairy farms and ranches. John C. Johnson operated Jackson Creek Creamery, one of the first of many creameries in the county in 1890. Dean Blanchard and John Dibblee started another creamery in Rainier in 1896; John Schunesen later bought them out and developed the business. Farmers from Rainier brought in cream and farmers from the Goble and the Mayger-Quincy district shipped their cream to Schunesen by train (Tolleshaug 1962: 37). Yankton, approximately four miles

west of St. Helens, developed first as a logging community and then as a farming community. The Tarbell family was one of the first to raise poultry, sheep and fruit successfully there.

Creameries encouraged the farmers to improve their herds. Scappoose Plains and Clatskanie, to a lesser extent, became dairy centers. Three breeders in Scappoose Plains were Harry West, who imported purebred Jerseys from the Jersey Isles, and P.A. Frakes and Albert Johnson, who bred Holsteins. Harry West started Sunny Bank Farm southwest of Scappoose in 1884. To house his growing herd he built a large barn for 80 head of cattle. When he died in 1933, a reporter in the *Jersey Bulletin* wrote:

Mr. West was a successful importer, showman and breeder...It is not too much to say that no other one man has accomplished anything like the results attained by him in giving to the Jersey cow the commanding position she holds in the three states of Oregon, Washington and Idaho (CCH 1973: 9).

Farmers also raised livestock on the land that was too hilly to farm. Many settlers in Columbia County called their homesteads ranches because their main occupation was raising cattle. Farmers continued to improve the breeds by crossing Longhorns with Durham and Shorthorn Cattle (Nelson 1961: 32).

The Granger movement flourished in the first two decades of the century. Granges came to Columbia County shortly after this farmers' organization was founded in 1867. Two granges on Sauvie Island and one in Scappoose organized in 1874, followed by the addition of granges in Columbia City, Clatskanie and Beaver Valley. Pearl Becker, the official Grange historian, reported that these early granges "did not last generally, for there was little supervision in those days of slow travel and great distances between settlements" (Becker 1965: 42). The leaders lent a hand to those who followed and flurries of grange organization occurred between 1901 and 1903, 1914 and 1915 and in the 1920s.

Becker called Yankton Grange the county's oldest grange because it was the first chartered in 1901 (Becker 1965: 2). Grange members organized the Columbia District Pomona (that included Clatsop County), later renamed Columbia County Pomona Grange, on September 11, 1902. The Pomona Grange was the umbrella organization for all the county granges and it supported all the members' projects. For many granges building a hall was one of the first major endeavors.

The Yankton Grange led the way. It requested the state's agricultural extension service to help farmers fight pests and to teach them improved methods of farming in 1915. Mr. Flippin became the first county agricultural agent in 1917 (Becker 1965: 17). The Yankton Grange also played a leading role in starting the county fair. Shortly after the 1902 organization of Pomona Grange, farmers discussed having a county fair to display what they raised. When the Yankton Grange decided to hold a fair in 1908, residents called it the first county fair (Becker 1965: 38). The site of the fair moved to Washington Square (later the site of the high school built in 1925) in St. Helens in 1913. The Pomona Grange initiated a petition for a one mill tax to enable the county to buy a permanent fair

site in 1923. The county bought the Appleton farm in Deer Island and construction of fair buildings began in 1924.

The granges supported many community improvement projects. Pushing the county to improve roads, requesting widows' pensions, building a creamery in the Nehalem Valley and helping needy families were only a few of them. Farm families bettered their own lives and improved their communities through the granges.

THE MOTOR AGE, 1914-1930

World War I's Impact

World War I, the expansion of the timber industry and agriculture and the increase in cars and trucks produced a national economic boom. The period of prosperity that lasted through most of the 1920s helped to modernize the county. The population also doubled during this affluent era. Columbia County had 10,580 people in 1910 and 20,047 in 1930.

The Allies' clamor for more manufactured and agricultural products expanded foreign markets in 1914 while America's entry into the war in 1917 added domestic demand. Shipbuilding was an early requirement because Germany so successfully destroyed ocean commerce with its submarines. The need for ships created a boom throughout the Northwest in merchant shipbuilding. This became the first modern manufacturing industry in the county (Dodds 1986: 201).

Twenty-eight shipyards in the Pacific Northwest built wood schooners and nine built steel ships during the war. Between America's entry and the war's end in 1918, the Oregon district led the way in producing the greatest number of vessels. Oregon shipyards built a total of 116 wood ships and 96 steel ships. The desire for wood ships remained strong even though steel ships were more durable. Historian Charles Carey observed, "The need of ship tonnage of every description revived interest in the building of ships of wood, the prime material for marine construction of an earlier time" (Carey 1922: 886). With its established shipbuilding industry and the necessary natural resources, Columbia County was prepared to build ships.

The St. Helens Shipbuilding Company made a significant contribution to the war effort by building two Ferris-type vessels for the federal government. The shipyard built sailing ships for other firms and barges, launches and two ferries for the Long Bell Company, a timber firm. The McCormicks' Sauvie Island shipyard, employing 160 workers, was a beehive of activity. When steel ships replaced wood ships after World War I, the Sauvie Island shipyard concentrated on repair work and small boats; by the 1930s it closed (Becker 1965: 33-34). The Sommarstrom Shipyard in Columbia City was another important company. This shipyard built large troop carrier ships for the government during World War I (Wilson 1997: 22).

Shipbuilding at St. Helens, ca. 1912



Columbia County farmers' success in livestock raising also contributed to the war effort and brought prosperity to many farmers. Prices for beef, sheep and hogs rose throughout World War I. Apple growing, a relatively new industry in the county, experienced gains in the domestic market. The fishing and fish canning industries benefited from the war because the federal government bought most of the canned fish (Dodds 1986: 202).

World War I increased the amount of land logged and the number of sawmills. The war expanded the need for all types of lumber and prices for it rose. The conflict created a special need for Sitka Spruce as well as fir and cedar for airplane construction. Although Sitka Spruce, valued for its strength and lightness, was most accessible on the western slope of the Coast Range, loggers also cut this tree in the county. The Spruce Production Division, under the direction of the federal government, established 234 camps to produce lumber during the war. Oregon's production of lumber for airplane construction expanded from less than three million board feet to more than 19 million board feet per month between 1917 and 1918 (Carey 1922: 886).

When World War I ended in 1918, the county's economy readjusted as prices fell and the international market diminished. Industries changed to meet the new postwar circumstances. Those, like shipbuilding, whose market was very dependent on war, suffered the most; others found new markets.

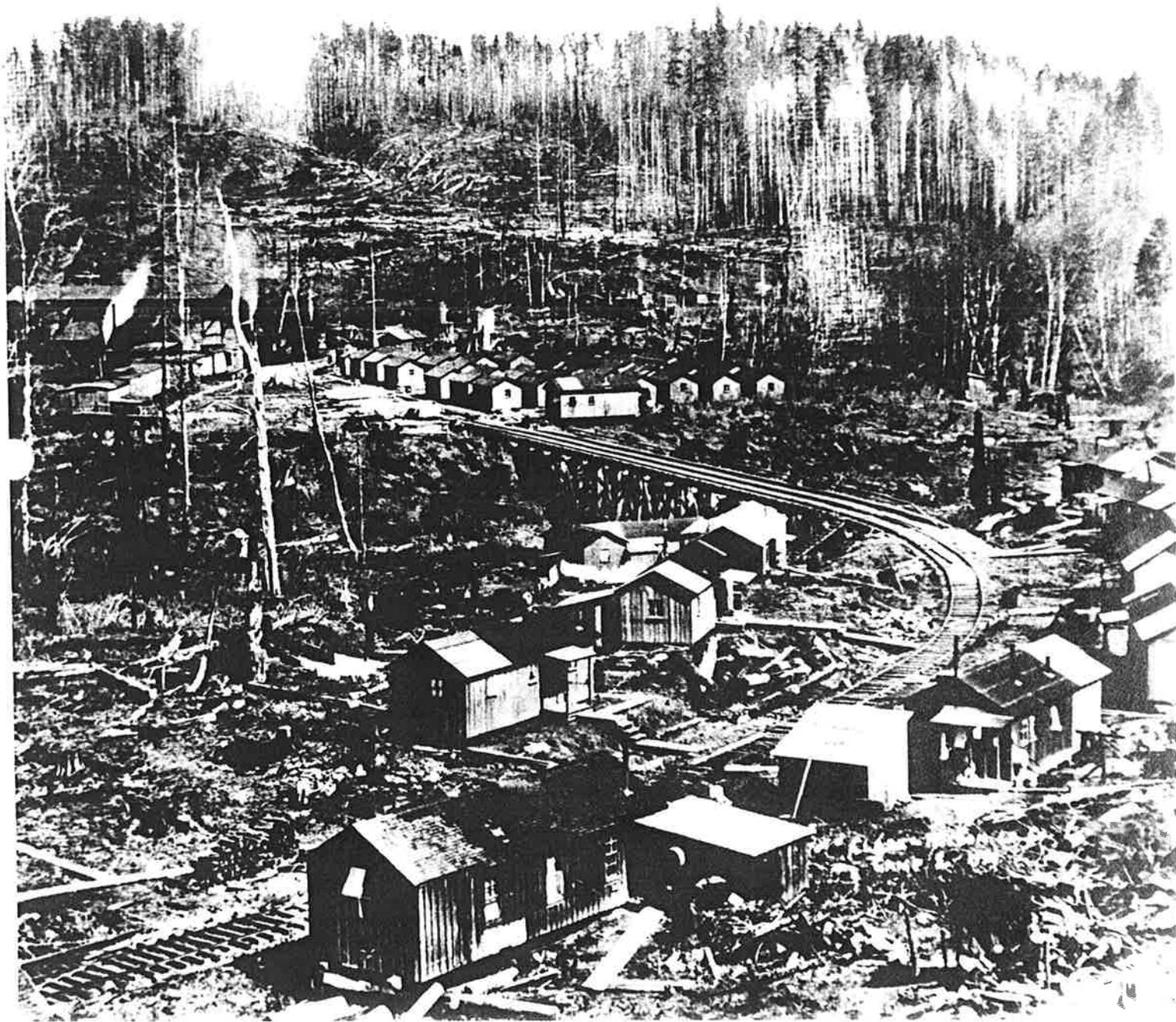
The Rise and Fall of the Timber Industry

An economic boom continued in the timber industry until the end of the 1920s. Industry changes that began in the 1880s produced further expansion. Most important was the growth in railroad logging that increased accessibility. Prior to 1900, loggers cut down the forests near the county's shorelines and only second-growth trees were available there. The interior, however, hardly had been touched in 1900. Southern Pacific Railroad Company magnate James J. Hill's decision to build a branch line to get to those trees brought a huge timber boom to the interior after World War I. Small logging companies built their own lines too. Expansion of the use of new logging technology pushed production levels higher.

The exhaustion of the timber supply in southern states and the Upper Midwest continued to pull big timber interests west. Large companies such as Southern Pacific owned 22.4% of the standing timber in Oregon by 1913 (Dicken 1979: 154). Columbia County was a magnet for companies such as the Kansas City-based Central Coal & Coke Company with mining and timber interests in many states (Fulton 1996: 54-55).

Corporate bargaining between two industry giants produced one of the biggest and most modern electric mills in the United States in Vernonia. The Southern Pacific Railroad Company agreed to build a branch line into the interior if Central Coal & Coke Company would build a giant mill. Workers completed the branch line that connected to the SP&S in 1922; this line, part of the United Railways track (owned by Southern Pacific), traveled from Wilkesboro, near Banks, via Buxton to Vernonia.

Clark and Wilson Lumber Company's Camp 8, ca.1917



The Oregon-American Lumber Company, a subsidiary of Central Coal & Coke Company, started building one part of its big operation by constructing a logging camp 16 miles up Rock Creek. Camp McGregor provided the mill's first logs and employed as many as 175 people by 1922. The company bought 210 acres east of Vernonia's city limits for the mill; when completed the mill and storage area occupied 110 acres. The company built Millview, its own 30-acre housing complex, next to the mill. A Kansas City landscape architect carefully planned this neighborhood of company houses. Millview contained 62 well-designed bungalows ranging from grand to simple, all perfectly suited to their forest environment of Douglas firs and maples (Fulton 1996: 63-65).

When completed in 1924, construction of the Oregon-American mill was a landmark event not only for Columbia County but for the entire Pacific Northwest timber industry. It was the first electric sawmill in the region built of concrete and steel rather than wood and one of the first to kiln-dry common lumber to make it lighter for shipping. The largest modern electric sawmill in the country, it generated millions of dollars of income to out-of-state owners and cut down thousands of old-growth trees.

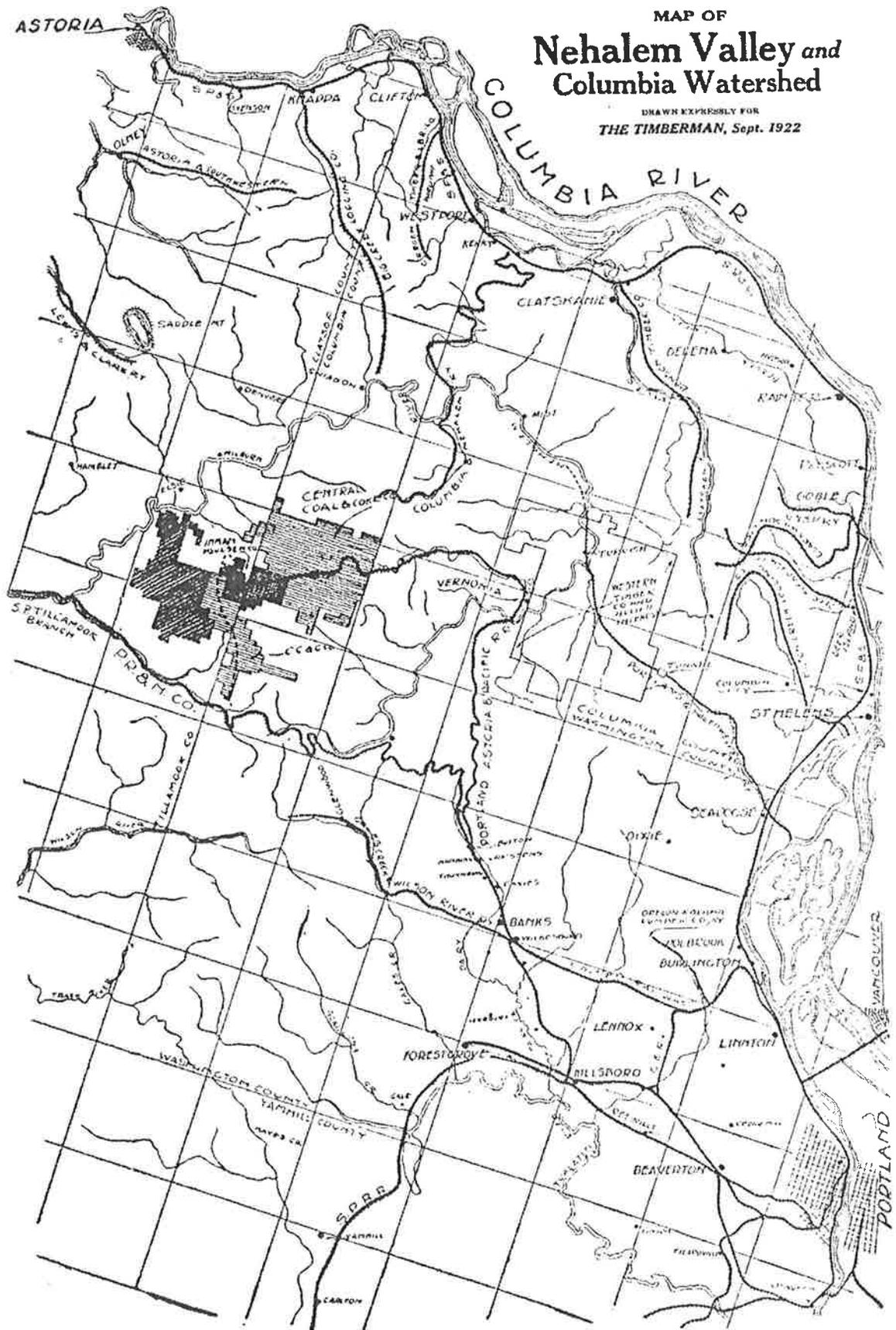
Just as the arrival of railroads changed the county, the arrival of big timber interests changed its landscapes and towns. Timber companies removed the original forests, built camps and made towns bigger. Mills changed the face of established downtowns by adding businesses and they created new neighborhoods, some with more expensive and sophisticated housing.

The timber industry transformed Vernonia and St. Helens into "Payroll Cities" in which one company's payroll supported the entire town. When Arthur Sullivan, the editor of the Automobile section of the *Oregonian*, took a scenic drive through Vernonia in 1927, he reported: "Throngs of mill workers and their families crowd the main street of the pretty little town on a Sunday afternoon... Vernonia, with its great mill running, is one of the busiest and most prosperous towns of Oregon" (Sullivan 1927: 6). Construction of the big mill in Vernonia changed the nature and appearance of this Upper Nehalem Valley hamlet. From a little town in the county's interior with a population of approximately 350 in 1920, it became a bustling city with a population of approximately 1,500 in 1926.

The growth of the McCormick timber interests also developed St. Helens. They created St. Helens Timber Company after buying the C.C. Masten Logging Company and its timber. When Hamlin McCormick learned that the government wanted to modernize the railroads before turning them back to private ownership after World War I, he decided to make and creosote railroad ties; the St. Helens Creosoting Company was Oregon's largest creosoting business. Eager not to waste any wood, Hamlin McCormick established St. Helens Wood Products in 1923. This plant produced broom and mop handles and lath from wood wastes (Becker 1965: 34-35). The addition of these plants produced St. Helens' growth spurt, new businesses and neighborhoods.

While the arrival of large new mills and wood products plants brought modernization and income, they destroyed the county's magnificent forests. Between 1900 and 1930 loggers

Logging Railroads in the Nehalem Valley and Columbia River Watershed



cut down the vast majority of old-growth trees. Some companies advertised their stump land as good land for farms and ranches; others just abandoned the land after it was logged. Columbia County historian Pearl Becker observed: "It seems to have been the policy of the logging companies to 'cut out and get out,' leaving the county in poor financial condition and the farmers and city dwellers to foot the bills of organized government" (Becker 1971: 40).

Columbia County, like all other Oregon counties, acquired a larger amount of tax-foreclosed land between 1920 and 1940 than it had in any previous decades. The county regained many hilly acres, really only suitable for raising trees. Later the county sold this land to people who thought they might be able to run productive farms there, but usually they had little success. Many families, often with no experience farming or ranching, came into the county in the late 1920s and especially the 1930s to try to eke out a living on stump land. Most of them gave up and moved away.

The combination of efficient railroad logging and high prices for timber brought huge scars to the land. While Arthur Sullivan of the *Oregonian* waxed poetic over Columbia County's beauty, he did not hesitate to give his opinion of the logged-off land. Sullivan reflected, "For miles and miles the road courses through these ruined forests, barren areas of stumps and scrub brush. Here and there are to be seen abandoned logging roads..." (Sullivan 1927: 1). For many years some residents regretted that loggers cut so many trees and destroyed so much beauty. Pearl Becker thought in 1962 that the county realized too late what had happened. She lamented, "Columbia County profited least of all, having as a result many thousand acres of stumps and waste land" (CCH 1962: 21). Reforestation was still a plan in the future.

After 1928 the cutting of all the big trees and falling timber prices drove logging companies and mills out of the county. Little communities once bustling because of a local mill now quieted. Kathleen Jolma, a resident of Quincy, remembered:

After the timber companies had logged off the timber it left our area pretty much without work, and we settled down to a very slow and resourceless time, farming the small farms. The women and children stayed at home while the men sought work farther away, only getting home on weekends (CCH 1969: 24).

After the logging boom was over, Columbia County also had some ghost towns that once flourished as centers of logging. They remained in the woods, often with few signs of the busy activity that had taken place there.

More Specialized and Intensified Agriculture

Agriculture continued to develop between 1914 and 1930, but it never produced the great income that the timber industry did. There were 813 farms in the county whose average size in 1910 was 112 acres; in 1930 there were 1,667 farms whose average size was 71.1 acres. 21.6% of county land was farmed in 1910 and 28% was farmed in 1930 (Harder and Torgerson 1929: 9). World War I produced rapid but temporary agricultural growth

because of increased demand and higher prices; after the war growth returned to its gradual rate. Development of specialized and intensive farming, well adapted to market and climatic conditions, characterized the years following World War I. Dairying, livestock raising and hay and forage crops continued as dominant agricultural enterprises. Horticulture, production of small fruits and poultry raising were growing activities.

As was true throughout Oregon between 1900 and 1930, dairying produced a greater total income than any other branch of farming. Dairy farms continued to grow along the Columbia River because of the fine pasture land there. Farms near Scappoose became important producers in the county's dairy industry and dairying flourished from Vernonia to Birkenfeld.

Many farmers kept small herds and continued to improve their stock. Dairy farming naturally increased the number of large commercial creameries in the county; farmers began exporting butter and cheese to California and other out-of-states markets in 1921 (Harper and Torgerson 1929: 5; Dicken 1979: 156). Because of the limited amount of land suitable for dairying, however, the county was not one of the top ten milk producers in the state.

Sheep and goat raising also increased, with the number of sheep far exceeding goats. The expansion of this type of livestock reflected the increased amount of logged off hill land. The number of sheep and goats doubled in 1929 alone as people searched for productive ways to use the cutover acres. The county's climate, conducive to producing high-quality eggs, helped the poultry and egg industry to grow (Harper and Torgerson 1929: 6).

Throughout the county's history, regular flooding affected farming just as it did many other aspects of life. Before residents made any effort to control them, two types of floods plagued the land. Winter brought intense rainfalls that produced the sharp-crested, short-lived flooding of interior rivers. Snow melts during the spring and early summer brought an annual spring freshet to the Columbia in May or June; this flooding of longer duration immersed the land along the Columbia River. Before flood controls, the spring freshets caused the most damage. Erma Burris vividly described how flooding changed life at Freeman's Landing, located on a piece of land the residents called the Island:

the dock and warehouse as well as the home and other buildings were built upon pilings... even the wooden walks connecting all the buildings had to be on pilings... The tidelands flooded... All the livestock had to swim from the Island to pastures on the Graham farm until the water receded, then the family and livestock would return (CCH 1963-64: 19).

Before diking, floods swept away whole towns. The great flood of 1894 forced Finns to move their community out of the tidelands near Clatskanie where they first settled. Clatskanie residents warned them against building houses there. Each year they raised up the houses they built on stilts, but the 1894 flood was so severe that many Finns abandoned their homes (CCH 1970: 24). The 1894 flood also prevented Northern Pacific trains from reaching Goble or Kalama; instead they went to Kelso and the *Tacoma* took them to Portland.

Flooding at Milton, 1894



By the second decade of the 20th century residents organized to fight the floods. Following the example of Warrenton residents who built the first levee on the lower Columbia in 1899, Richard Magruder organized the Columbia Agricultural Company in 1904 to develop a drainage district (CCH 1963-64: 21). The Magruder district, approximately 2 1/2 miles west of Clatskanie, was constructed in 1911 and included a levee, pumping station, tideboxes and interior drains to prevent damage from the annual spring freshets. Between 1911 and 1940 residents established 12 drainage districts; 10 were entirely in Columbia County and two spanned Columbia and Multnomah counties.

Residents established ten districts between 1911 and 1922. Started by local interests, the drainage districts were non-profit public entities established by the state government. Ranging in size from small to large, their purpose was to control flooding and drain the land for productive use. Scappoose had a large district and drainage districts clustered north of Clatskanie because of the bottom land there. The districts turned land that only could be used intermittently for pasture into prime land perfect for intensified and specialized farming. The drainage districts also increased the number of farmers. The creation of these districts was one of the important steps towards modernization that Columbia County took during the first two decades of the century.

Cars, Trucks and Highways

N. A. Perry registered the county's first automobile on August 12, 1909. The county had 70 registered cars by 1914 and even more unregistered ones (Fulton 1997: 50). The popularity of cars increased the long-standing public interest in building roads. Road construction always was difficult. Wet, hilly and forested terrain in the interior made road building extremely arduous while the Coast Range created a barrier for east-west construction.

The Lower Columbia River Highway was the most important addition to the road system between 1914 and 1930. Prior to its construction, the Portland Road (now called the Old Portland Road), built before 1905, went from Portland to St. Helens. Scappoose resident Jennie Shatto remembered it as "just a dirt road and very dusty" (CCH 1962: 32). Steamboats and trains were much more important forms of transportation than the wagons, buggies and early cars that traveled over the winding, bumpy Portland Road.

The State Highway Department started planning and surveying for the Lower Columbia River Highway in 1914. Construction began in 1917 and the road was near completion in 1922. It straightened out the path of the Portland Road and followed the railroad tracks. The 1929 completion of the Lewis and Clark Bridge that connected the Oregon and Washington sides of the Columbia River was a key addition to the highway system.

The Lower Columbia River Highway sped up business and communication. It quickly put steamboats out of work and took away the railroads' passenger business while it more gradually eroded their freight business. L.C. Hall established one of the early trucking lines. Hall bought out an earlier wagon-haul business in 1920. At first Hall's line covered St. Helens, Deer Island and Goble, but soon it expanded to include transfer service to lines

throughout the nation. Farny Truck Service started in Scappoose in 1917 when Mr. Farny purchased a local milk haul. Farny Truck Service was one of the early trucking companies that edged railroads out of the log hauling business. The company started to cover northwest Oregon and southwest Washington and hauled logs for the Nehalem Timber and Logging Company (CCH 1968: 15-16). By the end of the 1920s companies abandoned many of the logging railroads and truck logging began to dominate the timber industry.

Completion of the Lower Columbia River Highway also brought new businesses to the side of the road. Farmers lined the highway with produce stands where they sold apples, grapes, pumpkins, potatoes, cider and flowers; auto courts flourished and so did restaurants. Gas stations were another form of business that grew rapidly; at a busy crossroads one or two gas stations always sprouted.

Like the rest of Oregon, Columbia County experienced its first major growth spurt in its tourism and recreation industry during the 1920s (Dicken 1979: 144). The land's beauty and abundance of fish and wildlife always had attracted Indians, trappers, settlers and recreationists. Freeman's Landing, for example, was a favorite place for Portland hunters in the 1890s and Sauvie Island was another (CCH 1963-64: 20). During the 1880s and 1890s families often pitched tents for a week in scenic spots such as Bunker Hill. Here they picked blackberries, hiked and appreciated nature during long summer days.

The tremendous leap in car ownership and the completion of the new highway in the 1920s greatly increased the growth of tourism and recreation. Arthur Sullivan advised readers of the *Oregonian* that the Vernonia Loop, which started in Portland and traveled through Vernonia, Timber and Forest Grove, was the perfect Sunday drive: "For the Portland motorist, a more pleasant Sunday trip of four or five hours' duration could scarcely be imagined" (Sullivan 1927: 1).

The Pomona Grange also played a role in developing tourism and recreation. A Mr. Schoonover requested a resolution to ask the County Court to provide public parks and campgrounds along the public highways in 1903. Later, J. B. Godfrey, an early member of Pomona Grange, sold for a nominal sum a parcel of land in St. Helens to be used as a city park (Becker 1965: 34). Grangers traveling by car to their meetings saw the destruction left by clear-cutting and wanted to preserve some of the county's forested beauty. Pearl Becker remembered:

When first we drove to the Nehalem valley over the winding road from St. Helens though Yankton, Happy Hollow and other scenic spots, it was in 1923, and the road was so shaded by the dense timber that the sun was hidden from view...A year later, much of the timber had been cut, with nothing scenic remaining (Becker 1967: 47).

Pomona Grange secretary Maud Mills suggested in 1924 that the members try to buy a park on the Nehalem River. She wanted to save some of the magnificent forests so out-of-town automobile tourists and local people could enjoy their grandeur. Pomona Grange bargained with the Fir Tree Lumber Company for a 10-acre park site at Big Eddy on the

Nehalem River and a five-acre parcel next to the Natal Grange. The grange purchased the 10-acre site in 1927 and later the merged Fir Tree and Clark and Wilson companies donated the five-acre parcel after logging it. Pomona Grange provided tourists and recreationists with a wonderful park in the heart of the Nehalem Valley and began holding annual picnics at Big Eddy park in 1931 (Becker 1967: 47).

Between 1914 and 1930 population growth, World War I, a boom in the timber industry and a dramatic increase in the number of cars changed the appearance and nature of Columbia County. Loggers cut down old-growth forests and towns such as Vernonia and St. Helens grew from small communities to sizable cities. The county experienced its biggest economic boom at the beginning of the period only to enter the Great Depression at the end of it. Through it all the county modernized and looked forward to further change.

HISTORIC PROPERTIES LIKELY TO BE FOUND

Prior to the 1998 survey and inventory that accompanies this Historic Context Statement, no historic resources survey and inventory work had been conducted in the unincorporated areas of Columbia County. Sites identified as historically important in 1969 by the State Park Historian were: Thomas McKay's Grave site, Warrior Rock, Caples House, Coffin Rock, Deer Island, Winship Settlement and the Knighton House. These sites are included in the Statewide Inventory of Historic Properties.

The Columbia County Comprehensive Plan, acknowledged in 1984, included the historic resources on the Statewide Inventory and added seven historic resources: Natal Grange, Natal School, Mist General Store, Mist Community Church, Nehalem Divide Railroad Tunnel, Wilark Site and Neverstill Roundhouse.

As part of a 1998 Periodic Review for the Columbia County Comprehensive Plan, the seven incorporated cities of Columbia County were asked to list identified and undetermined historic resources (See Appendix A).

Columbia County has seven listings on the National Register for Historic Places: the Flippin House, Moeck House, Cox-Williams House, Watts House, St. Helens Downtown Historic District, Longview Bridge and the Portland & Southwest Railroad Tunnel.

Archaeological sites have been found in Columbia County and it is extremely likely that more will be found.

Resource Types

The main themes in the historical development of Columbia County are: Prehistory/Archaeology (outside the scope of this study), Exploration & Fur Trade, Native American & Euro-American Relations, Settlement, Agriculture, Transportation & Communication, Commerce & Urban Development, Industry & Manufacturing and

Culture. Only sites remain that are related to the themes of Exploration & Fur Trade and Native American & European-American Relations. Buildings, sites, structures, objects and districts are related to the remaining themes.

The Historic Context Themes presented in this study are characterized by the following specific resource types:

Airport	Industrial/mining/quarries
Agricultural outbuilding	Natural feature/point, rock, etc.
Agricultural outbuilding/barn	Rail related/right-of-way
Agricultural outbuilding/barn/cow	Rail related/bridge
Arms storage	Rail related/tunnel
Bank	Rail related/trestle
Bridge	Rail related/passenger station
Camp meeting sites (religious site)	Road
Cemetery	Rock wall
Church	Saloon
Church/residence	School/elementary
Courthouse	School/high school
Ditch/drainage	Service Station
Fair site	Site/archaeological
Farmhouse	Multiple/single grave site
Farm site	Store/general merchandise
Ferry/landing	Telephone exchange
Fort/blockhouse	Trail sites/Indian and Pioneer
Highway	
Homestead	
Hudson's Bay Company/farm site	
Industrial/food processing/canning site	
Lewis and Clark expedition/campsite	
Lighthouse	
Meeting hall/Grange	
Mill/flour	
Mill/lumber	
Mill/paper	
Mill related/wigwam burner	
Mill related/flume	
Mill related/logging camp	

The many late nineteenth century and early twentieth century farmhouses, houses, and commercial and public buildings that comprise the majority of remaining historic buildings reflect the county's building trends. The main architectural styles are Queen Anne, Bungalow, Commercial and Vernacular. Wood-frame construction predominates. A small number of buildings in the vicinity of St. Helens are constructed of stones quarried in that area.

Resource types are discussed as they relate to the historic themes identified during research and development of the Historic Overview. Resources often are related to more than one historic theme but here only the theme that they most directly reflect is discussed.

Resources related to the theme of Prehistory and Archaeology are outside the scope of this study but very important. These resources include archaeological sites associated with Indian tribes. Prior to the arrival of permanent white settlers in the 1840s, future Columbia County was an area with a long and rich history of Indian use; it was the location of early trading and cultural exchanges between Indian tribes and non-Indian explorers, fur traders and trappers.

Resources related to the theme of Exploration & Fur Trade include the many natural features that were named by explorers, such as Warrior Point and Coffin Rock, the Lewis & Clark expedition campsites and stopping places, the Hudson's Bay Company farm site of Thomas McKay and the grave sites of Thomas McKay and his first wife, Tomee. The theme of Exploration & Fur Trade also was important to the development of the future county because it laid the groundwork for later settlement. The fur trade brought traders and trappers; the Hudson's Bay Company, with its need to sustain itself by developing agriculture and industry, fueled later settlement. Further research into the exact location of the McKay farm site and the history of that site also would provide information regarding the role of the Hudson's Bay Company in the development of the area.

Resources related to the theme of Native American & Euro-American Relations are the sites of the blockhouses in St. Helens and Rainier. This theme is a rich one that needs more research; there may be additional sites that would reveal the history of the many cultural and economic relationships that developed between Indians and non-Indians following the Exploration & Fur Trade era.

Columbia County has many historic resources related to the theme of Settlement. Resources include homesteads, residences, cemeteries and grave sites. There are few remaining resources related to the earliest white settlement in the newly minted towns along the river. More research and examination of land near the shoreline in Columbia City, St. Helens and the Milton town site might reveal more historic resources. The few historic buildings that remain are examples of domestic architecture popular in the mid-nineteenth century. Domestic architecture related to later settlement represents architectural styles such as Queen Anne, Craftsman, Bungalow and Vernacular.

Resources related to Agriculture include agricultural outbuildings, farmhouses, farm sites, granges, the county fair grounds site and drainage districts. These resources are typically outside city limits and are easily identifiable. The development of agriculture in Columbia County produced the construction of many remaining farmhouses designed in the vernacular tradition. The county also is rich in the number of historic barns that remain. Of wood-frame construction, these barns are typically two-story buildings.

Resources associated with the theme of Transportation & Communication include the sites of Indian and pioneer trails, wagon roads, ferry landings and a lighthouse. Resources related to mainline railroads are right-of-ways, passenger stations, bridges, tunnels and trestles. Resources related to automobile transportation include highways, roads and service stations. Buildings and residences that housed the first telephone exchanges and airports are additional resources.

The resources associated with Transportation & Communication played a major role in county development. Resources such as trails, steamboat landings and the mainline railroad created, moved and developed communities. Steamboats, for example, brought a string of settlements along the Columbia River in the mid-nineteenth century. Resources related to Commerce & Urban Development are stores, saloons and banks. The earliest commercial and urban development was concentrated along the shore of the Columbia River. Commercial buildings in the nineteenth and early twentieth century were predominately wood-frame building; some buildings were made of poured concrete, hollow-tile masonry or stone.

Resources related to Industry & Manufacturing include flour, lumber, and paper mills, wigwam burners, flumes, logging railroads (and their bridges, tunnels and trestles), logging camps, quarries, rock walls and food processing and canning plants. Logging was the industry that brought the greatest amount of economic prosperity to the county. Because of the development of railroad logging, communities such as Vernonia changed from small towns to growing cities with expanded commercial districts. Resources related to Culture include schools, churches and church residences.

Historic Resource Distribution

The location of additional historic resources can be predicted using the Historic Overview. Field testing of the location of resources was accomplished by the 1998 survey and inventory work. The archaeological, burial and ceremonial sites related to the theme of Prehistory and Archaeology will be found near or in the Columbia River for the Chinooks. Villages tended to be near the Columbia River. One likely location for sites is the Scappoose area. J. Neilson Barry noted in 1934 that “there would be villages in that vicinity...where there was a great trading mart” (Barry 1934: 1). Sites for the Clatskanies will be found in the Nehalem Valley and at places along the Columbia River, such as Oak Point.

Resources related to Exploration & Fur Trade and Native American & Euro-American Relations will be found primarily along the shoreline of the Columbia River. The Lewis & Clark expedition campsites and stopping places also are located on islands in or along the river. Likely sites of the Indian trails also used later by fur trappers and settlers are the hilly ridges and interior waterways. The farm site of Thomas McKay and the grave sites of McKay and his first wife are located in Scappoose.

Resources related to Settlement will be found throughout the county. Homesteads and residences related to early settlement (ca. 1844-1865) are located near the Columbia River;

those related to later settlement (ca. 1866-1883) also will be found in the interior near water sources. Some indicators of homestead sites, if no structures remain, are open grassy clearings often near creeks or springs, domesticated plants, fruit trees, household discards and wagon trails or roads. Grave sites and family cemeteries are often near homesteads; many of their locations have been recorded (See Appendix B; Genealogical Forum of Oregon 1996: iv-v). Houses of some of the county's earliest settlers are found in St. Helens and Columbia City.

Resources related to Agriculture such as farm sites, farmhouses, agricultural buildings and granges are distributed throughout the county. The site of the county fair grounds, developed in the 1920s, is in Deer Island and the drainage districts that increased the amount of productive farm land are located along or near the Columbia River. Resources related to "Transportation & Communication" also are distributed throughout the county. They include the Indian and pioneer trails and wagon roads that typically traveled along ridges and waterways into the interior; further research will provide more information on their location. The pilings of a covered wood bridge over the Nehalem River near Vernonia remain. Ferry landings were located all along the Columbia River shoreline and on smaller rivers and sloughs.

Resources related to the mainline railroad, completed in 1883, are located near the shoreline of the Columbia River; they include the right-of-way, railroad bridges, passenger stations and tunnels. Historic resources related to the Portland Road and the original Lower Columbia River Highway (Highway 30) include sections of the road, highway and bridges. The Portland Road traveled from Portland to St. Helens and sections of its roadbed are marked with signs. The Lower Columbia River Highway traveled from Portland to Astoria; sections of the old road remain. The location of the first telephone exchange is known in Scappoose; further research will establish the location of other exchanges. The original Scappoose and Vernonia airports are important historic resources.

Resources related to "Commerce & Urban Development" are located in small communities and incorporated cities. Almost every small settlement had a general store; the original stores in some communities such as Mist and Birkenfeld, are still in operation. Some cities contain many structures built during their boom eras; Vernonia is an example of a city whose 1920s commercial district has many historic structures. Saloon sites remain; further research is needed to document them.

Resources related to Industry & Manufacturing are spread throughout the county. The site of the first flour mill in the interior of the county is in Pittsburg; further research is needed to determine the exact location. The county has many resources related to the timber industry. Logging camp sites are located in the hilly ridge near the Columbia River and in the interior; sawmills existed on many waterways. The sites of tracks, bridges and trestles related to railroad logging can be found in the same locations; with further research, remnants of flumes may be found on hills above waterways. A wigwam burner is located near Clatskanie. Sites of large lumber and paper mills are located in Vernonia

and St. Helens. The stone quarries and the rock walls made from the stones are located in and near St. Helens. Sites of some large food processing plants are located near the railroad in larger cities.

The schools, churches and church residences associated with the theme of Culture are spread throughout the county in both the small settlements and bigger towns. There are many one-room country schools; two that retain much of their integrity are Delena School and Bachelor Flat School. Many of the churches were built between 1885 and 1930 and retain their integrity. Camp meeting sites are another resource related to culture. These typically are located in tree groves near the rivers and streams that were used for baptisms. There is a camp meeting site along Rock Creek in Vernonia and further research will establish the location of sites near Clatskanie and other communities.

Quantity of Historic Resources

The quantity of historic resources and their commonness in historic periods provides information regarding their rate of disappearance. This information helps establish preservation priorities. Historic resources related to the theme of Exploration & Fur Trade that were rare in the past are the natural features named by explorers, the campsites and stopping places of the Lewis & Clark expedition, and the Thomas McKay farm site and grave site. These resources, of course, remain rare. Resources related to Native American & Euro-American Relations are the blockhouses; these rare resources were destroyed many years ago.

Resources related to Settlement that were common but now are rare are homesteads, residences built before 1900 and grave sites. Cemeteries were common and they continue to be preserved. Resources related to Agriculture that were common include agricultural buildings, farmhouses and farm sites. Columbia County is particularly rich in the number of barns, other agricultural buildings, farmhouses and farm sites that remain. These resources are diminishing in suburbanizing areas. Granges, county fair grounds and drainage districts continue to be rare. The Deer Island county fair grounds is currently under consideration as a site for industrial development. The drainage districts are not threatened.

Pioneer trails and wagon roads were common but now are rare. Ferry landings were common but now only pilings remain. Airports and the first telephone exchanges continue to be rare. Historic resources associated with the mainline railroad such as the right-of-way, bridges, passenger stations and tunnels continue to be rare; some of the passenger stations have been demolished and remaining stations need preservation strategies. Historic highways such as the Lower Columbia River Highway continue to be rare.

The commercial buildings associated with the theme of "Commerce & Urban Development" were common. Most of the buildings built before 1920 are rare; many of the buildings built after 1920 remain. Flour mills were rare and none remain. Lumber mills, shingle mills, paper mills, flumes, wigwam burners and logging camps were common but now are rare. Schools built before 1920 were common but now are rare; remaining

schools need preservation strategies. Churches built between 1885 and 1930 continue to be a rare resource; Columbia County is fortunate in having these churches. Although many of the churches in larger communities have been preserved and maintained through the activities of local people, some of the churches in smaller communities, such as Mist and Birkenfeld, need immediate support for preservation.

In general, many of the historic resource types are rare. Those that are common are agricultural outbuildings, farm houses, residences and commercial buildings built after 1920.

Columbia County has many types of historic resources that need preservation as economic development progresses. The county now has a population of 44,723. Projections prepared by Portland State University Center for Population Research and Census and the Oregon Office of Economic Analysis estimate that the county will have a population of 45,000 to 50,000 by 2010. Although this growth rate does not indicate intense development pressure, it is critical that the county plans now for preservation. The immediate focus for historic preservation efforts should be on resources in or near growing cities and their suburbs, but more long-range planning for resources outside developing areas also is needed now.

CRITERIA FOR EVALUATING HISTORIC PROPERTIES

Evaluation is the process of determining the significance of historic resources. This section of the Context Description sets the standards for evaluating the resources associated with the historic context. The evaluation criteria in this study follows the criteria used by the National Park Service for the National Register of Historic Places and endorsed by the State Historic Preservation Office. Resources are evaluated according to their significance, integrity, condition, and association with the historic context of Columbia County.

Significance

Historical significance is the primary consideration in determining which resources to preserve. The National Register criteria finds historic resources significant if they have one or more of the following characteristics:

- A) are associated with events that have made a significant contribution to the broad patterns of our history
- B) are associated with the lives of persons significant in our past
- C) embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction

- D) have yielded, or may be likely to yield, information important in prehistory or history

Resources are not given a numerical rating on their significance. They are either significant under one or more of the four categories or not significant.

Integrity

The criteria assesses historic resources' integrity. Integrity is defined as a state of unaltered completeness. The National Register criteria examines integrity of "design, setting, materials, workmanship, feeling, and association." An appropriate degree of integrity is required for a resource to be evaluated as historically significant. Resources with a high percentage of original elements and materials receive a high rating. Altered resources are evaluated according to the compatibility of alterations with the resource's original state. Historic alterations often are compatible because similar or the same materials are used; contemporary alterations may not be because dissimilar materials are used.

Resources are given a numerical rating on their integrity. A resource with good integrity receives a "3," a resource with fair integrity receives a "2" and a resource with poor integrity receives a "1."

Condition

The condition or state of repair of an historic resource is another criteria. Resources in deteriorated condition may receive a lower evaluation for practical reasons. Preservation efforts and funding might not be well spent on resources in extremely poor condition.

Resources are given a numerical rating on their condition. A resource in good condition receives a "3," a resource in fair condition receives a "2" and a resource in poor condition receives a "1."

Resources also are evaluated on the basis of their clear association with the themes of historical development outlined in this Historic Overview. This criteria overlaps the criteria of significance. A resource that is associated with an important local event that made a significant contribution to broad patterns of our history also would have a clear association with the themes of historical development in the Historic Overview. Together, significance, integrity, condition and association with the themes of historical development determine the ranking of resources. The process of surveying and inventorying is continual and resources' ranking may change over time. As resources reach 50 years of age they should be surveyed, ranked and added to the Columbia County Inventory of Historic Resources and SHPO's Statewide Inventory of Historic Properties.

SECTION III

GOALS AND PRIORITIES

Historic significance should be the primary consideration in determining which historic resources to preserve, but other considerations also play a role. By setting goals and priorities and developing preservation strategies, context-based planning tries to balance the importance of resources with the other factors affecting them, such as public support for preservation, availability of funds and staff and threats to preservation.

IDENTIFYING OTHER CONSIDERATIONS

A key reason for preparing an Historic Context Statement is to create a plan for preserving the significant resources that are documented. This part of the Historic Context Statement identifies the positive and negative factors affecting preservation in Columbia County and offers plans for directing them.

An initial step is to develop a list of stakeholders. Through public meetings, residents of Columbia County have identified the following groups that play a role in preservation:

Columbia County Board of Commissioners
Columbia County Courthouse
St. Helens, OR 97051
503-397-4322

Columbia-Pacific Economic Development District
P.O. Box 598
St. Helens, OR 97051
503-397-2888

Columbia County Department of Forest, Parks & Recreation
Columbia County Courthouse
St. Helens, OR 97051
503-397-2353

Columbia County Department of Land Development Services
Columbia County Courthouse
St. Helens, OR 97051
503-397-1501

Confederated Tribes of Warm Springs
9615 Grand Ronde Rd.
Grand Ronde, OR 97347
503-879-5211

Columbia County Historical Society
P.O. Box 837
St. Helens, OR 97051
503-397-9780

Mist-Birkenfeld Historical Society
Melis Ranch, Hwy. 202
Mist, OR 97016
503-755-9628

Scappoose Historical Society
P.O. Box 294
Scappoose, OR 97056
503-543-2173

Daughters of the American Revolution
P.O. Box 1033
Scappoose, OR 97056
503-543-7476

Nehalem Valley Pioneer Association
Melis Ranch, Hwy. 202
Mist, OR 97016
503-755-9628

Columbia County Historical Museum
511 E. Bridge St.
Vernonia, OR 97064
503-429-3713

School Administrators
Northwest Regional Columbia Service Center
800 Port Ave.
St. Helens, OR 97051
503-397-0028

Clatskanie Library District
P.O. Box 577
Clatskanie, OR 97016
503-728-3732

Scappoose Library District
P.O. Box 400
Scappoose, OR 97056
503-543-7123

St. Helens Public Library
375 S. 18th St.
St. Helens, OR 97051
503-397-4544

Rainier City Library
P.O. Box 100
Rainier, OR 97048
503-556-7301

Vernonia Public Library
919 Bridge St.
Vernonia, OR 97064
503-439-1818

St. Helens-Scappoose Chamber of Commerce
P.O. Box 1036
St. Helens, OR 97051
503-397-0685

Vernonia Pride
1410 Roseview Heights Ave.
Vernonia, OR 97064
503-429-1204

Columbia County Senior Citizens
32946 Bell Crest Rd.
Scappoose, OR 97056
503-543-6853

Scappoose Senior Center
53723 Ringering Rd.
Scappoose, OR 97056
503-543-2944

St. Helens Senior Center
354 N. 5th
St. Helens, OR 97051
503-397-3720

Rainier Senior Center
544 5th St. East
Rainier, OR 97048
503-556-3588

Clatskanie Senior Center
75515 Price Rd.
Rainier, OR 97048
503-556-3734

Vernonia Senior Center
340 Bridge St.
Vernonia, OR 97064
503-429-2581

Washington County Historical Society & Museum
17677 NW Springville Rd.
Portland, OR 97229
503-645-5353

Historic Preservation League of Oregon
P.O. Box 40053
Portland, OR 97240
503-243-1923

Oregon History Center
1200 SW Park Ave.
Portland, OR 97205
503-222-1741

State Historic Preservation Office
1115 Commercial St., NE
Salem, OR 97310
503-378-5001

Residents

Property Owners

Business Owners

Bankers

Realtors

Land Developers

Tourists, Visitors, Recreationists

Church Administrators

Cemetery Overseers

Civic Clubs (Lions Club, Kiwanis, etc.)

Local Newspapers

Columbia County is fortunate in having many groups that support historic preservation. Key leaders are the historical societies, local museums and the Daughters of the American Revolution. Many of these groups have already accomplished some of their goals of preserving barns, houses, objects and documents. Their dedicated members have been and will continue to be the nucleus of preservation activities. They can be counted on to start programs and to get others involved.

Columbia-Pacific Economic Development District has been instrumental in supporting historic preservation. It can play an important role in fostering projects that further the interests of preservation and economic development. Columbia County Department of Forests, Parks & Recreation played a very important role in initiating the project of preparing an Historic Context Statement and a Survey and Inventory. Columbia County Department of Land Development Services also has been supportive and has gathered information on historical resources to be included in its comprehensive planning. All of the groups listed may provide support for historic preservation. With local political backing and public and private funds, Columbia County's past can be preserved.

The greatest potential support base for preservation is the residents of Columbia County. Many of the residents have deep family roots in the county. Newcomers too express a strong interest in the county's history and pride of place. It is residents' interest and pride in the county's history that is the greatest preservation resource.

To make that support base grow, it is critical that community education programs are offered throughout the county. These programs must focus on the benefits of preservation. Most people are not aware of the positive aspects of preservation, such as the Special Assessment Program, increased property values, greater tourism and business opportunities. Community education programs presented by people knowledgeable about these benefits should be a first priority and they should be held in many locations.

GOALS AND OBJECTIVES

The following goals and objectives are designed to accomplish the mission of protecting and preserving significant historic resources. These goals and objectives were developed during public meetings held in St. Helens in 1998. The goals describe a desired future condition and the objectives are the steps needed to achieve those goals.

Goal: Use the Columbia County Preservation Committee as a county-wide resource center for information on preservation. This committee was established by the group of Columbia County residents that attended the 1998 public meetings associated with the preparation of the Historic Context Statement and the Survey and Inventory.

Objective: Notify groups and individuals interested in preservation of the biannual meeting of the Columbia County Preservation Committee. The Columbia County Historical Society will publish meeting notices in its newsletter.

Objective: Provide current information on historic preservation resources and history and preservation projects in the county. The Columbia County Historical Society will provide this information.

Objective: Keep the inventory of Columbia County's historic resources updated.

Goal: Hold community education programs on historic preservation and preserving community history.

Objective: The Columbia County Preservation Committee or an historical society could arrange a preservation and contact local groups such as granges, churches and schools and ask them if they would host a program on preservation or community history. This would allow other groups to learn more about preservation.

Goal: Nominate selected resources to the National Register of Historic Places.

Objective: At meetings of the Columbia County Preservation Committee, historical society meetings, or other meetings, decide on resources to nominate and prepare the nominations.

Goal: Find funding for county preservation and local history activities.

Objective: Find granting agencies and private foundations that fund preservation and history programs and write the grant applications.

Objective: Request funding from the list of stakeholders.

Goal: Establish more school programs on community history.

Objective: Build on established school programs that bring local history into K-12 classrooms. Find individuals willing to offer local history programs in the schools and help them gather and organize historical material.

STRATEGIES

The State Historic Preservation Office has recognized particular strategies that have been successful in realizing a community's goals in historic preservation. The State Historic Preservation Office's list of strategies can be used and adapted to best serve the county's interests:

Networking: A community member attends preservation and local history conferences to share, to learn and to meet individuals with similar interests. This strategy is highly recommended because it would help people outside the county learn about the county's historic resources and it would bring information back into the county. Individuals would find much to offer and to learn by attending the annual Governor's Conference on Historic Preservation, the annual National Trust for Historic Preservation conference, or the Oregon History Center's workshops on oral history.

Partnerships: Groups or individuals such as civic groups, business owners and historical societies work together to identify and to nominate properties to the National Register of Historic Places. Partnerships should be created whenever possible because it shows different interest groups how everyone can benefit from preservation.

Piggybacking: An organization distributes or requests information through another organization's publications. The newsletters of the county's local historical societies and libraries can provide information on how to get historic preservation and local history publications from the State Historic Preservation Office, the National Trust for Historic Preservation and the Historic Preservation League of Oregon. The new Columbia County Preservation Committee will use this strategy by publicizing information in the Columbia County Historical Society's newsletter.

Volunteers/

Interns: Preservation and community history projects are conducted by volunteers and interns. This strategy has been successfully used for some time in the county. Expansion of the strategy could include using more volunteers to work on collecting historical documents and to be involved in specific projects. Interns who are history and historic preservation students from the University of Oregon and Oregon State University also might be used on specific projects.

- Grants: Finding potential grants, writing grant applications and using county clerical and staff time to fulfill "match" requirements. Members of the Columbia County Preservation Committee should form a grant-writing committee and focus on securing grants as soon as possible.
- Repackaging: Republishing the Historic Overview from the Historic Context Statement as a fundraising tool.
- Coalitions: Preservation groups combine their efforts with wildlife habitat advocates to preserve an historic rural landscape.
- Leveraging: Local businesses and citizens lend time and/or money to support the preservation activities of others. Leveraging also can be accomplished by using matching grants. Emphasis should be placed on this strategy. There are many businesses and citizens in Columbia County that would be willing to support preservation if shown how to help. The people that have been successful in gathering preservation support can work with others to find more interested businesses and people.
- Mentoring: Preservation groups and historical societies connect owners of historic homes with individuals who have already rehabilitated or restored homes. Emphasis should be placed on this strategy. Owners of historic homes can present a talk or slide show at a community education program.
- Modeling: Placing key historic properties on the National Register, rehabilitating them and using them as models in a neighborhood. Emphasis also should be placed on this strategy. The county needs more examples of the benefits that placement on the National Register can bring.

PRIORITIES

The following preservation activities should be given priority in Columbia County:

1. Select historic resources to nominate to the National Register of Historic Places and complete the nomination process. A beginning list of properties to nominate includes: Anlicker Homestead, Oregon-American Lumber Company Office (now the Columbia County Historical Museum), Thomas McKay Grave site, P.A. Frakes Barn and Goble (historic district).
2. Find potential grants, write grant applications and solicit local donations for preservation.
3. Focus time and energy on informing officials, groups and individuals about the benefits of preservation. Conduct community education programs on the

positive aspects of preservation, including placement on the National Register, the Special Assessment Program and the attraction of historic areas to businesses and visitors.

4. Develop the newly created Columbia County Preservation Committee so that it gathers many representatives from all areas of the county. This committee should be a place to share ideas and to gather support and information for preservation activities. Establish regular biannual meetings for this group and have all groups call their members and explain the importance of participation.
5. Build the local history school program in grades K-12. Continue the grade school programs that have been successful in cities such as Scappoose and Vernonia and expand them. Find high school teachers that support studying local history and develop programs with them.

SECTION IV

INTEGRATION

CONNECTIONS TO OTHER PLANS

This section of the Historic Context Statement discusses planning efforts established by other government agencies and community organizations. Knowledge of other planning activities avoids duplication of effort and encourages support for preservation.

In Columbia County, the Army Corps of Engineers, the Bureau of Land Management, the Oregon Department of Forestry, the Oregon Department of Transportation and Columbia County Department of Land Development Services are the government agencies and departments that supervise sizable amounts of land and historic resources.

The Army Corps of Engineers has oversight over the twelve drainage districts in Columbia County. These drainage districts are non-profit entities incorporated with the State of Oregon. The Army Corps of Engineers can contract work to be done in these districts. Prior to any work, the Army Corps of Engineers conducts a cultural resources study to determine if any historic resources will be affected. It contacts the State Historic Preservation Office to verify the existence of historic resources in the work area and to discuss possible impact on them.

The Bureau of Land Management (BLM) supervises land in its Columbia Planning Unit, located primarily in the hill region between Vernonia and St. Helens on the north and the Tualatin Plains to the south. The BLM has conducted a survey and prepared a cultural resource inventory and evaluation of historic resources. The purpose of evaluation is to classify cultural resources in terms of potential alternative use. Evaluation is the starting point for planning and decision making. Cultural resource specialists suggest appropriate classifications for each resource. The classifications are to conform with any applicable land use plan and to be consistent with the State Historic Preservation Office plan (see Appendix C).

The Oregon Department of Forestry (ODF) has oversight over approximately 5,021 acres in Columbia County. These lands are part of the Clatsop State Forest and are owned by the Board of Forestry and managed out of the Forest Grove District. The Oregon Department of Forestry has established management goals and preservation strategies for the lands it supervises.

ODF management goals are to preserve and protect archaeological sites or objects in accordance with state law, to conserve historic artifacts and real property of historic significance in accordance with state law and in consultation with the Secretary of State and the State Historic Preservation Office, to protect additional cultural resource sites that

are determined by the Department of Forestry to have special educational or interpretive value, and to maintain compatibility with Oregon's Statewide Land-Use Planning Goal 5.

ODF management strategies include completing an inventory and assessment of cultural resource sites and conducting a prehistoric and historic cultural resource review, developing a cultural resource database for tracking and planning purposes, and developing a procedure for integrating site protection into forest activity plans by providing practical guidelines for recognizing, assessing, recording and protecting sites (See Appendix D).

The Oregon Department of Transportation (ODOT) has conducted a survey and inventory of historic resources. Resources include original sections of the Lower Columbia River Highway, such as the section from Alston to Rainier (10 miles) and the Beaver Falls Road (13 miles) and historic bridges. If work is needed that would affect an historically significant resource, ODOT consults with the State Historic Preservation Office before beginning the project.

Columbia County Department of Land Development Services has begun the process of preservation planning. This Historic Context Statement, the Inventory of Historic Resources and 60 Intensive Site Surveys will help inform Columbia County's Comprehensive Plan. Cultural resources are treated under Statewide Land-Use Planning Goal 5. Revisions to the Administrative Rule Governing Goal 5 (OAR 660-023) encourage communities to plan for cultural resources using the historic context-based model created by the National Park Service.

State law (ORS 358/653) requires that state agencies and political subdivisions such as counties create programs to preserve significant historic resources that they own or for which they are responsible. Columbia County Department of Land Development Services has included Section 1130, the Historic Overlay District, in the Columbia County Zoning Ordinance. The Historic Overlay District is designed to protect historic values by mitigating conflicting uses.

Section 1130 of the Columbia County Zoning Ordinance has three parts: Sections 1131, 1132 and 1133. Section 1131 requires a public hearing before any change of use or external modification of an historic structure or site takes place. This allows the county to notify the State Historic Preservation Office and local historical societies of the proposed change and to request their comments. The Planning Commission then determines if the proposed change of use or external modification destroys the historic value of the structure or site.

Section 1132 allows the Planning Commission to attach conditions on a proposed request to change or alter an historic structure or site. Section 1132 protects the historic value while meeting the applicant's needs. Section 1133 installs a 90-day waiting period before the demolition of an historic structure or site. This allows the County to send notice to interested parties and to investigate methods of saving the structure or site. This typically

involves purchasing the structure or site or moving the structure. If a plan to save the structure or site is not developed, the demolition permit is issued (See Appendix E).

Some of the other important groups that should be included in preservation planning are school districts, churches and granges.

CONNECTIONS WITH OTHER CONTEXTS

This Historic Context Statement is the first that has been prepared for Columbia County. Lou Ann Speulda's *Oregon's Agricultural Development: A Historic Context 1811-1940 (1989)* identified survey and research needs, preservation activities, and goals and priorities for the statewide treatment of agricultural historic resources; this document contains helpful information. Historic Context Statements for similar counties will provide useful information too.

FUTURE RELATED STUDIES

The Historic Overview in this Historic Context Statement is a general overview of the history of Columbia County that identifies significant eras, events and historic resources. To fully describe their significance, more intensive research in specific areas is needed. Recommended subjects are:

The history of the Indian tribes beginning with their first settlement through the early 20th century. Research topics include identification of the tribes, their relationships with each other, the development of cultural and economic relationships with white explorers, fur trappers and traders and settlers, the Indian Wars of the mid-nineteenth century, the impact of removal to reservations and the related historic resources. This study is needed because Indian tribes made a major contribution to the history of the county. Information regarding many historic resources is available through archaeological digs and historical documents.

The passage of the Lewis & Clark expedition through the area. Research topics include further identification of the expedition's campsites and stopping places, study of the expedition's observation of and relationships with the Indian tribes and descriptions of the wildlife, land and waterways. This study would contribute to Columbia County's preparation for the Bicentennial of the Lewis and Clark expedition.

The history of settlement by sailors and sea captains, their ideas about town planning and their architectural and building traditions. Some of the early town founders built houses and stores that were made of finished lumber shipped to the area in the mid-nineteenth century. Research topics include: the nature of town planning principles and the building materials and the styles used, the development of the eastern market for finished lumber and the involvement of Columbia County town founders in that market. This study would

contribute to an understanding of early town planning and building and architectural traditions.

The study of early church organization and the historic resources related to it. Church organization began with meetings held in members' homes and schoolhouses; later members built churches and parsonages. Circuit riders established preaching points in small settlements, new members were baptized in streams and rivers and camp meetings were held for many years at established camp grounds. The study of the growth of church organization and the many historic sites and structures that reflect that growth is necessary because it played a central role in the social history of the county.

Mapping of pioneer trails. Pioneer accounts of early settlement typically discuss the importance of early trails and the difficulty of building and traveling them. Examples are the trail from Wood's Landing and the trail into Vernonia. Documentation of the exact location of the trails and their history is necessary because it would contribute to the understanding of settlement and transportation patterns.

A study of the Thomas McKay farm site (which was a Hudson's Bay Company farm site). Research topics include McKay's significance as an historical figure, the location of the McKay farm site and its relationship to the Hudson's Bay Company. This study would reveal the importance of the Hudson's Bay Company to the later development of the county.

A study of the steamboat landings and the communities that grew up around them. The steamboat era created a string of communities with associated historic sites and structures along or near the Columbia River. Visual remains are not easily identifiable so the existence of these landings and the historic resources related to them could be forgotten.

A study of the growth of the timber industry and the historic resources related to it from the mid-nineteenth century to 1930. For many years the county's economy revolved around the timber industry and the logging camps, sawmills and loads of logs made this economic reality very visible. The historic resources related to the timber industry are rapidly diminishing. This study is needed to document the importance of the industry and the location and appearance of the many camps and mills that dotted the county.

A study of the Scandinavian (including Finnish) immigrants and the historic resources related to their settlement. Because of economic opportunities associated with the timber and fishing industries, Columbia County attracted many immigrants from Scandinavia. A study of the houses, stores and industries associated with them is needed because these immigrants played such an important role in county development. A special case study should focus on Simon Benson, whose logging operations were very important in the county.

A study of dairy farming and its historic resources. This study could focus on the Scappoose area, where dairy farming thrived for many years. Research topics include

mapping the location of dairy farms and creameries and the connections to steamboat landings and the railroad. This study is needed because it would provide historic context for the many remaining related resources (barns and farmhouses) that exist.

A study of the shipbuilding industry and the historic sites associated with it. Columbia County made an important contribution to this industry in the early twentieth century by building commercial and government ships. This study is needed to document that contribution and the sites where ships were built.

A study of the local rock industry. Research topics include documenting the location of the quarries, the workers and craftsmen involved and the style of construction of the buildings and walls. This study is needed to provide historic context for the many stone buildings and walls located in or near St. Helens.

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HISTORIC RESOURCES INVENTORY

I. Columbia County Listings in the National Historic Register

1. Thomas J. Flippin House (City of Clatskanie)
620 Tichenor
Clatskanie, Oregon 97016
(1900)
2. George F. Moeck House (City of Rainier)
713 B St. W.
Rainier, Oregon 97048
(1888)
3. Cox-Williams House (City of St. Helens)
280 S. First St.
St. Helens, Oregon 97051
(1890)
4. James Grant Watts House (City of Scappoose)
206 SE First St.
Scappoose, Oregon 97056
(1902)
5. St. Helens Downtown Historic District (City of St. Helens)
Courthouse, Plaza, and City Hall
St. Helens, Oregon 97051
(1851 - 1934)
6. Longview Bridge (County)
Columbia River
Rainier
(1929 - 1930)
7. Portland & Southwest Railroad Tunnel (County)
Scappoose Vicinity, Oregon 97056
(1910 - 1920)

DRAFT

II. Columbia County Comprehensive Plan

1. Thomas McKay's Gravesite near Scappoose (1C)
2. Warrior Rock on Sauvie island (1C)
3. Caples house at Columbia City (City)
4. Coffin Rock near Prescott (1C)
5. Deer Island (1B)
6. Winshop Settlement near Clatskanie (1B)
7. Knighton house in St. Helens (City)
8. Natal Grange (1C)
9. Natal School (1C)
10. Mist General Store (1C)
11. Mist Community Church (1C)
12. Nehalem Divide Railroad Tunnel (1C)
13. The Wilark Site (1A)
14. The Neverstill Roundhouse in Birkenfeld, 1917 (1A)

III. OAR 660-16-000 Requirements and Application Procedures for Complying with Statewide Goal 5

A = Do Not Include on Inventory: Based on information that is available on location, quality and quantity.

B = Delay Goal 5 Process: Pending further information regarding the existence of a Resource site. Current information is not adequate

C = Include on Plan Inventory: Site determined to be significant or important as a result of the analysis process.

IV. Oregon Parks and Recreation Department
State Historic Preservation Office

Sites accepted by Park Historia in 1969:

1. Thomas McKays' Gravesite near Scappoose
2. Warrior Rock on Sauvie Island
3. Caple's House at Columbia City
4. Coffin Rock near Prescott
5. Deer Island
6. Winshop Settlement near Clatskanie
7. Knighton House in St. Helens

V. City of Columbia City

Identified Historic Structures:

1. The Caples House
2. The McVey House

Recognized Area:

3. The Lewis and Clark Trail

VI. City of Clatskanie

Identified Historic Site:

1. (1890) The Flippin House

VII. City of Rainier

Identified Historic Structure:

1. The Moeck House

Undetermined Historic Sites

2. The Blanchard House
3. The Dibblee House
4. The Clark House

VIII. City of Vernonia

Undetermined Historic Site

1. Columbia County Historical Museum

IX. City of Scappoose

Primary Historical Significance:

1. (1908) The Peterson School Bell
2. (1881) Fairview Cemetery
3. (1902) The Watts House
4. (1910) The Scappoose Bank Building

5. (1930) The Frakes Building
6. (1905) The Schultz House
7. (Late 1800's) The E.G. Wickstrom House
8. (1890) The Jobin House
9. (1919) The Jorgenson Home
10. (Early 1900's) The Kessi Home
11. (Early 1900's) The Uhlman Dairy Farm House

City of Scappoose

Secondary Historical Significance

12. Watts Family Gravesite
13. West Lane Road
14. 729 SE 6th, First structure in the entire Scappoose area
15. State Historic Marker on Hwy. 30
16. Possible Pioneer Cabins
17. House at corner of SW 1st and J.P. West Road
18. (Early 1900's) Congregational Church Parsonage
19. Three houses near SW Maple and 4th
20. Farm House near J.P. West Road and Scappoose Creek
21. House at Columbia and W 1st
22. House at NE 1st and Williams
23. Two houses near NE 2nd and Prarie
24. House at NE 2nd and Laurel
25. House at NE 2nd and Williams
26. House at 3rd and Watts
27. House at 3rd and Laurel
28. House on west side of NE 3rd between Laurel and Williams
29. House on NE 3rd north of Williams
30. Four houses on West 1st between Laurel and J.P. West Road
31. Thomas McKay Gravesite
32. Lamberson Gravesite

X. City of St. Helens

Primary Historical Significance:

1. (1850) The Knighton House
2. (1912) The Amy George House
3. (1891) The Williams House
4. (1906) The Columbia County Courthouse
5. The Courthouse Plaza
6. (1908) The City Hall Building
7. (1897) The Episcopal Church on the Courthouse Plaza
8. (1908) The Morgus Building

9. (1911) The "Captain House"
10. (Early 1900's) A row of significant house on South First and the Hawkins House on South Second.
11. (1905) The Hopkins House
12. (1926) The Stucco House at 115 South First
13. (1905) The Carver House
14. (1886) The Building at 175 South First
15. (1919) John Gumm School

City of St. Helens

Primary Historical Significance Continued:

16. (1910) The Methodist Church on Columbia Blvd. and Sixth
17. The stone wall along Columbia Blvd.
18. (1930's) Basalt rock house at 255 North 14th
19. (1930's) Basalt rock house at 205 Dubois Lane
20. (1923) The Burlington-Northern office
21. (1932) The Piano Home
22. (1906) The White House
23. (Mid 1880's) The Wikstrom House
24. (1900-1910) The Von Smith Barn

Other sites that have since been recognized as having historical importance:

8. Columbia County Courthouse, St. Helens
9. Columbia County Historical Museum, Vernonia
10. Diblee House, Rainier SP DIBBLEE
11. St. Helens City hall, St. Helens
12. Wilark Site near Trenholm
13. George F. Moeck House, 713 B. St. W. , Rainier

Other potential sites include:

14. Paul and Roberta Kirkland House, Clatskanie
15. Dr. Lemont's House

Other Sites of historic interest include the following:

1. The Lewis and Clark Trail, the route traveled by Lewis and Clark along 52 miles of the Columbia River.
2. Sauvie Island, once the center of a great Indian Culture.
3. The City of Vernonia, an old logging town.
4. The Columbia River Estuary as a whole, known for its early exploration and its Indian artifacts.
5. Benson Log Boom near Clatskanie, one of the first commercial logging operations.
6. Mayger, a historic old commercial fishing center.
7. The Columbia River Railroad Ferry Crossing at Goble, an old railroad ferry between Goble, Oregon and Kalama, Washington.
8. The Kerry Log Dump Site, the beginning point of the old Kerry Railroad Line, running from the Columbia River to the Nehalem Valley.
9. Seining Grounds - the drift where the seining grounds worked north of Clatskanie and still offers one of the best gillnetting drifts along the Columbia River.
10. Prescott is a pioneer lumber mill town.
11. The Nehalem Divide railroad Tunnel 1,700 feet in length located between Chapman and Pittsburg.

Fossil Sites:

1. Two East Fork Nehalem Sites
2. Mist Fossil Site
3. Pittsburg Bluff Fossil Site

Appendix B

<p>Birkenfeld Area Cemeteries</p> <ul style="list-style-type: none"> Fishhawk Whittig <p>Chapman Area Cemeteries</p> <ul style="list-style-type: none"> Herwick Grave Pisgah Home <p>Clatskanie Area Cemeteries</p> <ul style="list-style-type: none"> Bryant Maplewood Marshland Murray Hill Palm <p>Deer Island Area Cemeteries</p> <ul style="list-style-type: none"> Gore Kinder Merrill <p>Mist Area Cemeteries</p> <ul style="list-style-type: none"> Mist United Brethren <p>Rainier Area Cemeteries</p> <ul style="list-style-type: none"> Apiary Beaver Valley Obituaries Dibblee House Gilbreath-Moeck Girgenson Green Mountain - North Green Mountain - South Hudson (1964) Indian Burial Sites Kentucky Flat Knights of Pythias Kobel Mayger-Downing Mountain View Neer City - Lower Neer City - Upper 	<p>Rainier Area Cemeteries (continued)</p> <ul style="list-style-type: none"> Potter's Field Schoolmaster's Grave Shiloh Basin Stewart Creek Welter Woodbine <p>Scappoose Area Cemeteries</p> <ul style="list-style-type: none"> Columbia Memorial Gardens Fairview Hall Grave Lacey Grave Lamberson McKay Grave McPherson Grave Merriman Grave & Watts Grav St. Wenceslaus Catholic <p>St Helens Area Cemeteries</p> <ul style="list-style-type: none"> Masonic McNulty <p>Trenholm Area Cemeteries</p> <ul style="list-style-type: none"> Schieve Grave St. Joseph Polish Catholic <p>Vernonia Area Cemeteries</p> <ul style="list-style-type: none"> Hall-Tipton Keasey North Owen Grave Selders Grave Vernonia Memorial Vernonia Pioneer <p>Warren Area Cemeteries</p> <ul style="list-style-type: none"> Bayview (IOOF) Bethany (Lutheran) Indian Burial Site <p>Yankton Area Cemeteries</p> <ul style="list-style-type: none"> Hillcrest Union
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Appendix C

8111 - CULTURAL RESOURCE INVENTORY AND EVALUATION

.2 Evaluation.

→ .21 Cultural Resource Use Categories. The purpose of evaluation is to classify cultural resources in terms of potential alternative use(s). This final step of the identification process is the starting point for planning and decisionmaking. Properly qualified cultural resource specialists (see .5 below) analyze inventory records, apply professional judgment to assess characteristics that contribute to possible uses for recorded cultural resources (considered individually or in collective groupings of similar resources), and suggest appropriate use(s) for each resource or grouping. Classifications should be in conformance with any applicable land use plan and should be consistent with the State historic preservation plan prepared by the SHPO. All public land cultural resources known or anticipated to occur within a BLM administrative unit are classified according to the following categories. Classifications may change as new data become available. ←

A. Scientific Use. This category applies to any cultural property determined to be suitable for consideration as the subject of scientific or historical study utilizing currently available research techniques, including study that would result in its physical alteration. Inclusion in this category signifies that the property need not be conserved in the face of an appropriate research or data recovery (mitigation) proposal.

B. Conservation for Future Use. This category is reserved for any unusual cultural resource which, because of scarcity, a research potential that surpasses the current state of the art, singular historic importance, cultural importance, or architectural interest, or comparable reasons, is not currently appropriate for consideration as the subject of scientific or historical study that would result in its physical alteration. A cultural property or location included in this category is considered worthy of segregation from all other land or resource uses, including cultural resource uses, that would threaten the maintenance of its present condition or setting, as pertinent, and it will remain in this use category until specified provisions are met in the future.

C. Management Use. This category may be applied to any cultural property considered most useful for controlled experimental study that would result in its physical alteration, to be conducted by the BLM or other entities concerned with the management of cultural properties. Expenditure of cultural properties or data may be justified for purposes of obtaining specific information that would ultimately aid in the management of other cultural properties. Experimental study may be aimed toward a better understanding of kinds and rates of natural or human-caused deterioration, effectiveness of protection measures, and similar lines of inquiry.

Agriculture and Grazing

1. Permit agriculture and grazing, to the extent that they are compatible with other resource goals.

Air Quality

1. Contribute to meeting National Ambient Air Quality Standards (NAAQS) and Prevention of Significant Deterioration standards (PSDs) established under the federal Clean Air Act (42 USC 7401 et seq).
2. Manage prescribed fire to comply with the Oregon Smoke Management Plan.
3. Maintain compatibility with Oregon's Statewide Planning Goal 6 (Air, Water, and Land Resources Quality) direction to maintain and improve the air resource of the state.

Cultural Resources

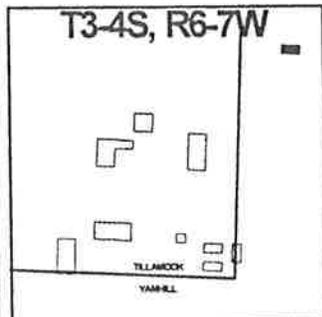
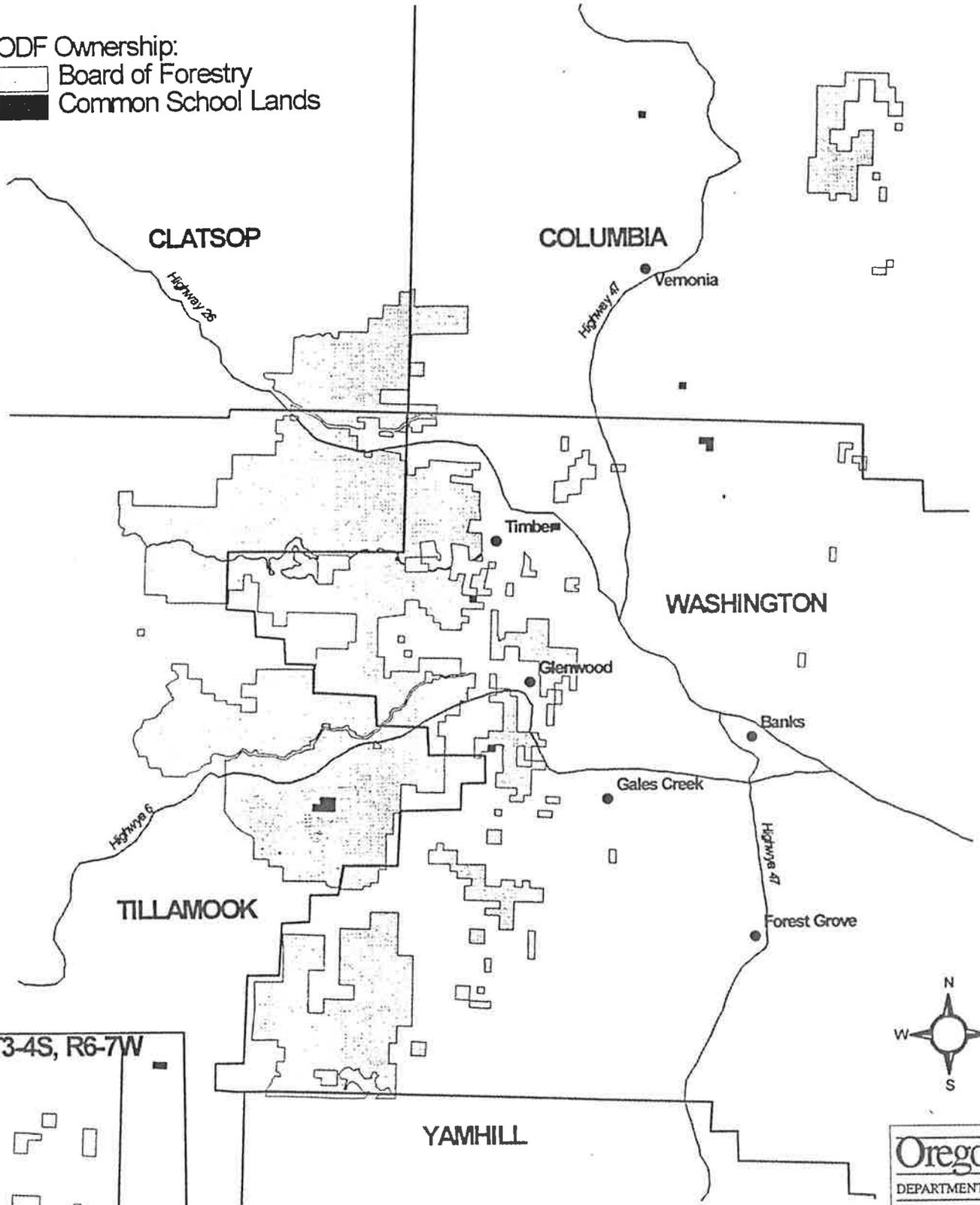
1. Preserve and protect archaeological sites or archaeological objects in accordance with state law (ORS 97.740 to 97.760; 358.905 to 358.955; and 390.235).
2. Conserve historic artifacts and real property of historic significance in accordance with state law, in consultation with the Secretary of State and the State Historic Preservation Office (ORS 358.640 and 358.653).
3. Protect additional cultural resource sites that are determined by the Department of Forestry to have special educational or interpretive value.
4. Maintain compatibility with Oregon's Statewide Planning Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources).



Forest Grove District



ODF Ownership:
 □ Board of Forestry
 ■ Common School Lands



Oregon
 DEPARTMENT OF
 FORESTRY
 2600 State Street
 Salem, Oregon 97310

Section 1130

HISTORIC OVERLAY DISTRICT

HO

- 1131 Use and External Modification of a Historic Structure: The Historic designation is a district which is intended to allow opportunities to preserve sites of historical significance within the County. This district is an overlay district and may be used in any land use designation listed in the Columbia County Comprehensive Plan. Any use which is established in this designation will continue as it is. Any change of use or external modification of a structure may be permitted by the Design Review Board or Planning Commission following a public hearing. The Design Review Board or Planning Commission may allow a change in use or modification of a structure when:
- .1 The change in use will not alter the structure or site in such a way as to destroy the historic value of the structure or the site.
 - .2 Input may be requested from the state agency which administers the Historic Sites Program.
- 1132 Conditions attached to a change of use of a historic structure or site:
- .1 The Design Review Board or Planning Commission may attach conditions to any change of use in the Historic District, such as setbacks, screening, off-street parking and unloading, construction standards and maintenance, and landscaping, which may be deemed necessary to protect the historic character of the structure or site, the public health, safety, and welfare of the adjoining property owners, and the public interest.
- 1133 Demolition of a Historic Structure: If a permit to demolish a historic structure is requested, there will be a 90 day waiting period before the demolition permit can be issued. During this time, the County and/or any interested civic groups will investigate possible methods to purchase and save the historic site or structure. If some appropriate plan to save the site is developed, the demolition permit will not be issued until this plan has been perused by all the parties involved. In no case will a permit be withheld for more than one year.
- .1 If no program to save the structure is developed within 90 days, the demolition permit will be issued.

