

**BUILDING
DESCHUTES COUNTY
AN ARCHITECTURAL HISTORY
1813 - 1950**

HPF 9619

**Historic and Cultural Resources Program
Deschutes County Community Development Department**

September 30, 1997

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Prepared for
Deschutes County, the Cities of Bend, Redmond and Sisters
and the State Historic Preservation Office

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September 30, 1997

Table of Contents

INTRODUCTION

Introduction:

Purpose and Scope of Project	1
Geographic Distribution	1
Historic Research Methodology	3
Endnotes	4

HISTORIC OVERVIEW

The Exploration Period: 1813-1876

Explorers	5
Millitary	5
Early Roads	6
Wagon Trains	6
Summary	7

The Pioneer Period: 1877-1910

Settlement.....	8
Subsistence, Agriculture and Industry.....	9
Transportation.....	10
Establishment of Bend.....	11
Establishment of Redmond	11
Education	12
Religion.....	13
Commercial and Residential Development	13
Culture, Society and Recreation	14
Cultural Groups	15
Summary	15

Railroads and Industrial Growth: 1911-1915

The Arrival of the Oregon Trunk Railroad.....	15
Agriculture	16
Industry and Manufacturing	16
Education and Religion	17
Residential Development.....	17
Commercial Development	18
Culture and Society.....	19
Summary	19

The Progressive Era: 1916-1924

Government	19
Lumber Industry.....	20
Commercial Development	21
Residential Growth	21
Education	22
Religion	24
Culture and Society	24
Industry and Manufacturing	24
Agriculture	25
Transportation	25
Summary	26

The Motor Age: 1925-1940

Industry and Manufacturing	26
Agriculture	26
Commerce and Urban Development	27
Residential Development	28
Transportation and Communication	28
Government	29
Education	30
Religion	30
Culture and Society	30
Summary	31

The War and Post War Era: 1941-1950

Industry and Manufacturing	31
Residential Development	32
Transportation and Communication	32
Agriculture	33
Commerce and Urban Development	33
Government	33
Education	34
Religion	34
Culture and Society	34
Summary	34

Endnotes	34
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IDENTIFICATION

Identification of Historic Resources: 1813-1950

Previous Surveys	37
Resource Distribution	37
The Exploration Period: 1813-1876	38

The Pioneer Period: 1877-1910	38
Railroads and Industrial Growth: 1911-1915	39
The Progressive Era: 1916-1924	39
The Motor Age: 1925-1940	40
The War and Post War Era: 1941-1950	40
Architectural Styles and Types	
Barns, Outbuildings and Agricultural Features	41
Early Shelter	41
Log	41
The "T" House	42
Queen Anne	42
Workingman's Foursquare	42
Western False Front	46
Richardsonian Romanesque	46
Chicago School	46
American Foursquare	47
Craftsman	47
Bungalow	47
Colonial Revival	48
Tudor Revival	52
Spanish Colonial	52
Art Deco and Streamline Moderne	53
Minimal Tract	56
Rambling Colonial	56
International	57
Kit Houses and Stock Plans	57
Building Materials and Suppliers	
Brick	58
Stone	59
Building Suppliers	59
Architects	60
Contractors and Trades People	60
Identification Summary	61
Significant Designers, Contractors and Trades People	62
EVALUATION	
Evaluation of Historic Resources .	
Evaluation Criteria	69
Evaluation Sheet	73
Oregon Inventory of Historic Properties Data Base	75

Data Dictionary	75
List of Sites	95
Goals and Strategies for Deschutes County Historic Preservation Program....	106
Suggestion for Future Studies	116
BIBLIOGRAPHY	117
APPENDIX	
I. Buildings constructed in Deschutes County by year.....	119
II. Buildings constructed in Bend by year	120
III. Buildings constructed in Redmond by year	121
IV. Buildings constructed in Sisters by year	122
V. Subdivision Index to 1950: Alphabetical	123
VI. Subdivision Index to 1950: By Date	125

Introduction

Purpose and Scope of Project

This document was prepared to describe and disseminate information about the art and craft of architecture and its place within the history of Deschutes County. It provides an initial broad overview of the history of Deschutes County and will act as an important tool in future preservation planning activities. The built environment, which this study focuses on, not only reflects the visions of the individual designers and builders, but serves to represent the values of the times in which they were built. The study of the built environment here in Deschutes County, may nurture a respect and appreciation for the past culture for which these buildings represent.

This study represents properties such as buildings, structures, objects and districts and discusses how the culture and economics of the region affected them. It further identifies significant patterns that those individual properties represent, and through identification, will help to form the cornerstone of future preservation planning in Deschutes County. Some of the key patterns of development that are addressed in this study include early settlement of the region, the coming of the railroad, the development of lumber mills, education, religion, agriculture, and residential and commercial endeavors.

Examples of buildings, structures and objects that remain from the time of Anglo American contact in 1813, to the years proceeding WWII will be discussed in a broad perspective. The history of each incorporated city within the county (Bend, Redmond, and Sisters) will also be discussed within the overall confines of the development of the County. Un-incorporated communities such as Tumalo, Terrebonne, LaPine and Alfalfa are also discussed.

Geographic Description

The geographic boundaries of the study area include the entire boundaries of Deschutes County, encompassing 3,055 sq. miles. The study area is indicated in Figure 1. Deschutes County lies within the heart of Oregon on the east side of the Cascade Mountain range. Most of the county is situated on the High Lava Plains Physiographic Province between the basin and range country to the south, the Columbia Plateau region to the north and the Blue Mountain range to the east.¹ On the western edge of the county lies the Cascade Mountain range where the Three Sisters, Mt. Bachelor and Mt. Jefferson frame dramatic skyline views. The topography of the county is characterized by gently sloping terrain and contains numerous lava flows, cinder cones and lava tubes. The 500 square mile Newberry volcano dominates much of the south central portion of the county and contains at least 20 obsidian flows within the caldera and on its flanks², many of which were used by prehistoric people for the manufacture of chipped stone tools.

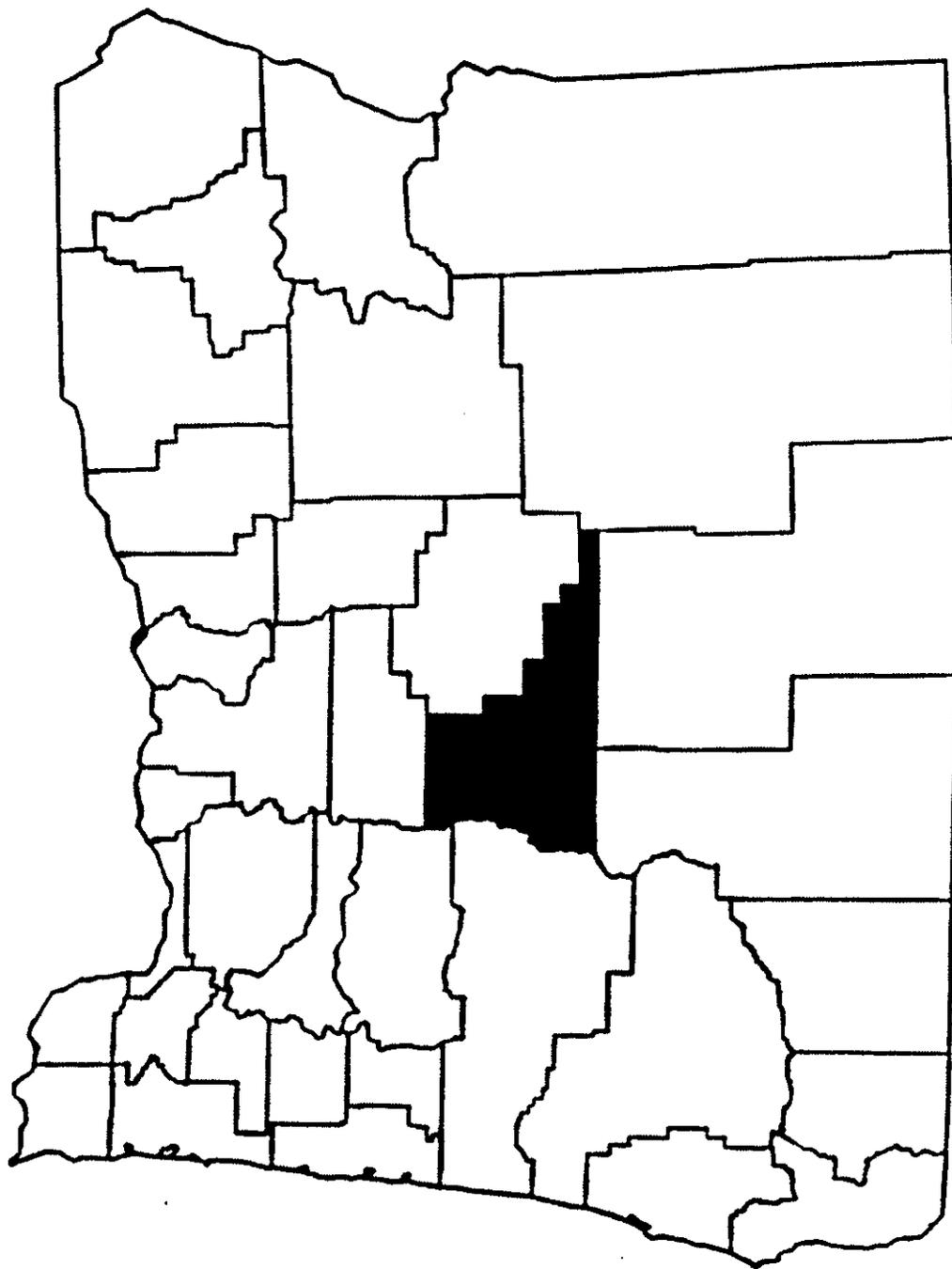


Figure 1. State of Oregon map showing the geographic location of Deschutes County.

The elevation in Deschutes County ranges from a low of 2,700 feet above sea level near Redmond, to a high of over 10,000 feet in the Three Sisters Wilderness Area. Land ownership in the county is composed of approximately 60% U.S. Forest Service land, 30% Bureau of Land Management land and 10% private land.³

Although seemingly dry, Deschutes County has a large number of water resources and features, many of which are hidden within the high mountains. The main waterway is the Deschutes River, which originates high in the lakes of the Cascade Mountains. Flowing north through the county and eventually spilling into the Columbia River, the Deschutes River is the main supply of water for fish and wildlife habitat. It was historically used to transport logs from the mountain timber stands into the lumber mills in Bend, however due to its rocky nature and shallow depth it was never used as a transportation route. The upper Deschutes River and a majority of its first order tributaries drain the east slopes of the Cascade Mountains. Among the first order tributaries are the Little Deschutes, Fall and Spring Rivers, and Paulina Creek. Only Paulina Creek, originating in the Newberry Caldera, begins to the east of the upper Deschutes River.

The weather in Deschutes County is typical of a high desert region, with moderate days and cool nights. Compared to western Oregon, it is dry and sunny, with an annual precipitation of 12.04 inches.⁴ Only 8 to 12 percent of the yearly total falls in June, July and August. An average of 10 days a year the temperature is above 90 degrees. The county typically averages about 130 clear days, 90 partly cloudy days and 145 cloudy days during the year.

Historic Research Methodology

The historic research methodology used to prepare this document involved numerous steps. Initial historical research for the project began over two years ago with the arrival of current Historic & Cultural Resource Program (HCRP) staff. Research through the local newspapers provided a wealth of information about the built environment that was previously undocumented. Articles provided building dates, architectural sketches and plans, historical photographs and original occupant's name. Previous information available at the HCRP office included only 205 files on local buildings. To date, over 1,000 files on buildings constructed in the county reside in these files. With this new information, a historical background for the study, relating directly to the built environment was established. Data obtained about individual sites was then entered into a database that allowed querying capabilities on individual fields such as building style, construction date and architects name. A further discussion on the data base can be found in the evaluation section of this study on page 71.

Archival research is still an ongoing process. Information gathered via a windshield survey of the City of Redmond supplemented the existing files and greatly contributed to the understanding of the overall built environment. A list of current resources in the Deschutes County data base has been provided (see pages 91-103).

Resources, which contained valuable information for this document, include the following:

Books, reports, theses, dissertations
Cemetery records
Census records
Church records
Deschutes County Assessors Office records
Deschutes County Community Development Department library and resource files
Deschutes County Library
City and County directories (Polk's and Woodbeck's)
Central Oregon Community College Library
County Deeds and records
Family histories
Deschutes County Historical Society collections
Maps (Sanborns and Metzgers)
Newspapers (The Bend Bulletin, Redmond Spokesman, The Sisters Nugget)
Census records
Periodicals
Photographs
Oral interviews

To better understand the growth pattern of the county, cursory field work and historical research was conducted. This consisted of touring various communities within the study area with local historians. During the field work, there was a review of existing historical resources noting the environmental and social factors that appeared to influence the resource. Field work also provided a clue as to what types and styles of historic resources were missing, and possible reasons for losses of those resources.

Endnotes

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- ¹ Baldwin, Ewart M. *Geology of Oregon*, Forth Addition. Kendall & Hunt Publishing. Dubuque, Iowa. 1991.
- ² Skinner, Craig E. *An Introduction to Obsidian and an Investigation of Selected Methods of Obsidian Characterization Utilizing Obsidian Collected at Prehistoric Quarry Sites in Oregon*. Unpublished master's thesis in Interdisciplinary Studies, University of Oregon, Eugene, Oregon. 1983:4.
- ³ Scott, Sara *An Archaeological Overview of Deschutes County, Oregon*. Report on file at the Deschutes county Planning department, Bend, Oregon. 1984: 2.
- ⁴ COEC *Central Oregon Business Factbook*. Published by Central Oregon Economic Development Council. August 1995: 4.

HISTORIC OVERVIEW

The Exploration Period: 1813 To 1876

Explorers

The first Anglo-Americans to come to Central Oregon were probably an expedition party from the Pacific Fur Company. These men, who came around the horn, arrived in Astoria in 1811. After exploring the Willamette Valley, a small party ventured over the Cascade Mountains. Led by Reed and Seton, their journals tell us that the party eventually came to Windigo Pass at Big Marsh Creek, a tributary of the Deschutes River.¹ While passing through the area, the party apparently left evidence of their journey. In 1978 a large boulder was found just south of Bend with the date "1813". Also on the rock were the initials of "R" and "S". This rock verifies that the Reed and Seton Party came through what is now Deschutes County and were perhaps the first white men to do so.

Other known Anglo-Americans who traveled through the region include Peter Skene Ogden, Nathaniel Wyeth and John C. Fremont. Ogden, a mountain man, had reportedly trapped in the area as early as 1825. Nathaniel Wyeth and his fur trapping party came as far south as Pringle Falls through the present site of Bend in 1834. Wyeth was traveling down the Columbia River when a group of his workers, suddenly turned up the Deschutes River and headed south. Wyeth and a few of his men started after them but lost track of the group near Pringle Falls.² In 1843, John C. Fremont and his party, which included such colorful figures as Kit Carson and Billy Chinook, also came through Deschutes County following the Deschutes River from The Dalles to California. Their trail, an old Indian trail, eventually became known as the Fremont Trail.

Military

A military presence in what was to later become Deschutes County was very limited during the Exploration Period. Their presence was spurred on by the ever increasing number of whites coming into Central Oregon. As a result the local Native Americans population was fearful that they would lose their sacred lands. In an attempt to drive away the whites a group of Snakes, under the leadership of Chief Paulina, started raiding settlements. Travel through the area became unsafe so the military set up posts along immigrant roads. Camp Polk, northeast of Sisters, was the only camp set up in present day Deschutes County. The Troop, 40 men from Company A, 1st Oregon Volunteer Infantry, was led by Captain Charles LaFollett. Tensions in the region settled very rapidly after Chief Paulina was shot in the back near Maupin and the camp only existed for 6 months over the winter of 1865-66.

Early Roads

Once the Indian uprisings had been calmed, settlers began to slowly move into the region. Investors who saw the potential of the region took large gambles by creating primitive roads over the Cascade Mountains. One such group of investors was from Linn County. They incorporated the Willamette Valley and Cascade Mountain Road in 1864. The investors, chiefly farmers and stock raisers, desired to open up a route over the Cascades to the vast rangeland of the high desert. The road did not officially open until 1872.

Another early road was developed at the request of J.W. Perit Huntington, Superintendent of Indian Affairs for Oregon. In 1867 he opened a supply route from Fort Dalles to Fort Klamath. This route, today known as the Huntington Road, passed directly through the present day site of Bend. Today a short section of the road is has been interpreted by efforts of the BLM and the Deschutes County Historical Society.

Wagon Trains

Fierce hardship and even death faced the first immigrants to cross the almost waterless expanse of the Central Oregon high desert. Over a period of eight years from 1845 to 1853, three different groups made the crossing. None of these immigrants however stopped to build new homes in the dry desert as they passed through. In later years though some would return to settle on lands along the Crooked River and Upper Deschutes, others would tell stories that prompted descendants to come.

The first immigrant parties to cross into the Central Oregon region were members of the Blue Bucket Mine Party in 1845. With some 800 men, women and children, the party had set out from the Mississippi River towards the Willamette Valley.³ The trip was largely uneventful until the party reached the Oregon County when leaders decided to leave the marked, dusty, trail and cut across through Central Oregon. Lead by Stephen Meek, the party got lost and wandered over hundreds of miles of barren lands moving from water hole to mountain spring. The rough barren lands caused many to parish on the journey. Some historians note that twenty-four persons died between Boise and Prineville.

Legend has it that during the agonizing trip the party discovered nuggets of gold. During the night several youngsters were asked to go to a nearby stream and fill several blue buckets with water. After the party was on their way the next day, several gold nuggets were found in the bottom of those buckets. Members of the party retraced their steps in hope of discovering more gold, however none was found. Over the years the story of the "gold in the blue bucket" has been expanded and changed and to this day no one has been able to locate where the gold came from.

In the Blue Bucket party were Solomon Tetherow, his wife and their son Andrew Jackson. Like many immigrants to the west, years later Andrew would return to the country he had past through on their way to the Willamette Valley. In 1873, Andrew

Jackson Thetherow moved to the shores of the Deschutes River and established a ferry crossing on the Deschutes River. Today Thetherow's home is the oldest standing structure in Deschutes County.

A second immigrant train to cross Central Oregon was the Clark Party. Made up of members of the Thomas Clark family the group set out in the fall of 1851 for the Willamette Valley along the Oregon Trail. The party ran into a small band of Indians on the Raft River near the confluence with the Snake River. The group was setting up camp when thirty Snake Indians attacked killing Hodgson Clark, his mother, and wounding Grace Clark who had been shot and partly scalped. After spending the night by the river and secretly burying their dead, the party continued westward. West of the Snake River Thomas Clark decided to branch from the Oregon Trail, hoping that they could reach their destination sooner and hence get help for his injured sister sooner. The route they took lead them directly into the present day site of Bend, apparently guided there by the site of a red volcanic cone, called Red Butte. This butte is now called Pilot Butte. The party stopped for several days and camped along the banks of the Deschutes in the present day site of Pioneer Park in Bend. The party eventually reached their destination as they crossed the Barlow Pass and then onto Cottage Grove.

In the early 1890's a Clark descendent, William P. Vandervert, the son of the wounded Grace Clark, returned to the region and homesteaded on the upper Deschutes River, just south of the present day Sunriver. Today the Vandervert Homestead is charmingly preserved.

The last party to roam through the region was the Elliott Cutoff Party. In 1853, one thousand twenty-seven persons, two hundred and fifty wagons and hundreds of stock ventured toward the Oregon County. When the group reached Harney County, leaders of the party differed on which route the group should follow. Elijah Elliott had heard of a new faster way to get to the Willamette Valley. Not convinced of this new way some wagons decided to head south along the lake fringe, others shifted north. Realizing their leaders were lost, young men from different wagon volunteered to ride ahead and find the best route. The party finally reached the Middle Fork Pass, just south of Diamond Peak. Weak, tired and unsure of the best route to take, the party sent a young schoolmaster, Martin Blanding for help. A few days later a rescue party hurried up the divide and help the Elliott party reach safety.

Summary

The Central Oregon Region was one of the last unexplored regions in the west. Truly a frontier, there are many stories of mountain men, covered with furs, spending months without talking or seeing another person. Stories of Indian attacks and tragic deaths. Oddly, during that same time, thousands of people had already settled in the Willamette Valley, some had lived there for more that 60 years. To most though, the high desert was an inhospitable and unfriendly place. Eventually attitude changed and a few brave soles began to see the possibilities of the region.

The Pioneer Period: 1877-1910

Settlement

Covered wagon trains had been pouring into the Willamette Valley for a quarter of a century before the first permanent settlers came into the Central Oregon Region in great numbers. Of these early settlers many were cattle and sheep ranchers looking for a fertile place to graze their stock.

The first recorded permanent settlers into what would later become Deschutes County, were Cort Allen and William Staats. In 1877, they paced off their adjoining homesteads on a bend in the Deschutes River just south of where the Clark party had camped some twenty-five years before. Allen and Staats eventually set up an extensive cattle ranching operation. The ruggedness and lack of a government presence in the region is characterized by a later government survey that found that both cabins were on Staats's homesteaded property. Allen then moved his stock up to Big Meadows, present day site of the Crosswater Development and Sunriver resort.⁴

Settlement of the region in large numbers however didn't occur for another twenty-five years. By 1900, the population of the Deschutes precinct in Crook County, an area of about eighteen by forty square miles, only equaled twenty-one people.⁵ That figure however would grow to 536 by the end of the Pioneer Period in 1910.

Spurred on by the Homestead Law of 1862, where a citizen of the United States could acquire 160 acres of the public lands providing he met certain requirements, settlers slowly began to visualize the possibilities of Central Oregon. Under the Homestead Act, a settler was required to live on his chosen land for 5 years, cultivate it, and pay a sixteen-dollar filing fee. A few brave souls did take advantage of the Act but for most people these simple demands proved too much for the settlement of the dry desert area.

In order to combat settlement of the harsh dry regions such as Central Oregon, the Federal government established the Desert Land Act of 1877. The Desert Act offered land to individuals for \$1.25 per acre. The only requirement being that you had to irrigate it within five years. The Act however had many loopholes. Instead of promoting settlement by individual families, it created numerous land monopolies and widespread corruption. Taking residence on the land was not required and large cattle companies used the Act to control hundreds of miles of grazing land next to streams and rivers.

In another attempt to settle the dry desert lands of the west, congress passed the Carey Act of 1894. Here the Federal government ceded up to a million acres of land to each of the 10 arid States once the State legislatures set up a system to irrigate, settle and cultivate the land. Here in the State of Oregon, the legislature arranged for the construction of dams and canals by contracting with private companies.

Between 1901 and 1906, seven irrigation projects in the Upper Deschutes River Basin were approved by the State. They covered a total of 194,138 acres of segregated lands.⁶ The Pilot Butte Development Company founded by A.M. Drake, alone planned reclamation of 84,707.74 acres. Drake's project was the second contract approved by the State on May 31, 1902.⁷

Large-scale colonization efforts were critical to the success of the irrigation projects. Prior to the construction of the canal systems, despite the numbers of people who had passed through the area, few homesteads had been filled. In an effort to get more people to move to the region well planned colonization campaigns were developed. Promotional literature produced by such companies such as the Deschutes Valley Land and Investment Company read,

“Free government lands are almost a thing of the past, and it will be but a short time until the chance to acquire a valuable farm from Uncle Sam's domain will have passed forever... when you make improvements, make them on your own land.”⁸

For many people such dialogue was hard to pass off and hundreds of people began to buy land, some sight unseen. Wealthier persons even paid land locators, who took them into the high desert by team and buggy to show them section corners of open land for filling. These land seekers were paid \$100 or more for this location effort.⁹

Life on the high desert, even with promised water, was a difficult task however. Most families were ill prepared to struggle with the grim realities and left just a few months after their arrival. Land fraud was rampant. Investors from the Midwest, and east coast bought large parcels of property planning to resell the land at an inflated price. They promoted images of fertile agricultural lands, where one had to do little to receive an ample harvest of crops. Unfortunately for many buyers these images were unfounded.

Eventually construction of the canals and talk of the coming of a railroad brought hope for settlement of the region and people began to move in. Typical of the post 1900 settlers were Frank and Josephine Redmond. Having studied the prospects of the area they chose land by a canal right-of-way and next to a proposed rail line. In 1904, the North Dakota natives pitched their homestead tent just outside of a town that would eventually bear their name. Being excited about their new homestead the Redmond's spread the word to family and friends. The following year the Ezra Family, the Eby family, McCaffery Family, Buckley Family, and the McClay Family joined the Redmond's.¹⁰

Subsistence, Agriculture and Industry

Central Oregon had been cattle country until Alexander Drake showed up with grand ideas of irrigating the dry land in 1900. Drake, a Minnesota capitalist nurtured the philosophy of development. After viewing the river, the timber, and the thousands of

acres of arid land, he set about laying the foundations of an ambitious enterprise. Drake knew about the Carey Act and its provisions for irrigation. Under the terms of the Act, the State stood to gain thousands of taxable acres, and Drake stood to gain a large wealth from selling water rights. On May 31, 1902 Drake's company entered into contact with the State of Oregon to reclaim almost 85,000 acres for settlement.

But before much of the construction of the water distribution system had occurred, Drake's company sold their contract and all its rights to the Deschutes Irrigation and Power Company on March 14, 1904. In July the Deschutes Irrigation Project began constructing on a large scale, canals, flumes, and dams, both to the north and east. The Central Oregon Canal ran northeast toward the west side of Powell Butte. The other canal, the Pilot Butte Canal, pointed north towards Redmond. The two canals were completed in 1907, and entered into contract with settlers to irrigate about 27,000 acres.¹¹

The optimism of the early years is reflected in agricultural experimentation as well. Various kinds of vegetables and grains were tested. The Oregon Agricultural College in Corvallis sent academic representatives to instruct local farmers in irrigation techniques, fertilizer applications, and orchard planting. Potatoes, alfalfa, wheat, barley and oats were all early crops. By the end of the Pioneer Period farming interests and philosophies underplayed the community growth in places like Redmond, Alfalfa, Terrebonne and Tumalo.

Industrial development during the Pioneer Period was slow. The only true factory operations were several small lumber mills. Among them were the Awbrey Butte Mill and the Bend Company Mill in Bend, the Masten Mill in LaPine and the Wilson Mill in Sisters. Canal construction was a common site. Hundreds of pounds of dynamite, thousands of board feet of lumber and the back breaking work hundreds of men created over 30 miles of canals by the end of the Pioneer Period.

Transportation

At the turn-of-the-century, roads into Central Oregon were merely dusty trails filled with numerous rocks, deep ruts, and tree stumps. In the spring, the deep muddy ruts created transportation problems. Stock had to be driven over the mountain passes prior to the snow season and travel by wagon was limited to the summer and fall. The mud and dust were such a problem in the newly platted town of Bend that one of the first priorities for Drake's Pilot Butte Development Company was to build wooden sidewalks in the downtown core, and water down the streets once a week.

Throughout most of the Pioneer Period the only source of transportation was horse and buggy or on foot. Due to this, early road locations were based on traveling from one watering hole to the next. One of the best known watering holes was Wetweather Springs, about eight miles south of Bend near Lava Butte.¹² In the winter, stagecoaches used the stop, located at the snowline, to change from wheels to sleds as they proceeded south. The site also acted as turn-around point for pleasure seekers from Bend.

The roads were so primitive during the Pioneer Period that when the first automobile arrived in 1907 from The Dalles, it reportedly was minus its fenders, which had been beaten off coming down the narrow and rough Cow Canyon Road.¹³ Few people could afford the luxury of an automobile and horses far outweighed them until the end of the Pioneer Period in 1910.

Establishment of Bend

The establishment of Bend is directly related to the creation of Deschutes County. In 1900, Alexander M. Drake and his wife came to the Bend area from Minnesota. On vacation, the Drakes were also looking for an ideal place to start a new town as developers. Enticed by the prospect of the Carey Act, Drake purchased land around a bend in the Deschutes River and immediately had it surveyed and platted for a townsite. Next he established the Pilot Butte Development Company to construct a canal system, and sell the new city lots. By 1904, only 40 acres had been irrigated, however Drake apparently had made his fortune and sold his irrigation rights. He and his wife then retired in Pasadena, California.

Before he left though the new town of Bend had been firmly established. On Monday December 19, 1904, 101 voters agreed that they needed a central government with a mayor, city councilmen, and a policeman. In January 1905, Bend became officially incorporated. Bend's first mayor was A.J. Goodwille, the son of a Wausau, Wisconsin lumber manufacturer and the vice president of the Central Oregon Bank. He had been elected eighty-six to twenty-eight.

Establishment of Redmond

The establishment of Redmond occurred just five years after Drake had arrived in Central Oregon with his promise of building hundreds of miles of canals. A planned irrigation canal and rail line immediately interested Portland investors who saw profit in establishment of another town. In 1905, the Redmond Townsite Company, with F.S. Stanley as president, hired D.F. Glover, a Eugene civil engineer, to plat the townsite of Redmond. The company had previously purchased the 320 acres from Benjamin S. Cook for one dollar. The townsite company was apparently a subsidiary of the Deschutes Irrigation and Power Company, the company that had previously purchased all of A.M. Drakes holdings.

By 1906 the proposed canal was operational and the company set up a tent on the corner of Sixth and E Streets to begin selling lots. The town grew quickly and by 1910, when Redmond became incorporated, the population had reached 216. Most of the settlers who came to Redmond were farmers. Located at the heart of Central Oregon, next to a proposed rail line, and surrounded by newly irrigated farmland, too many, Redmond looked like an ideal place to homestead or invest.

Education

During the Pioneer Period from 1877 to 1910 most children were educated in the one-room school house system. The Young School and Arnold School served pupils outside of the City of Bend. Other one-room schoolhouses included one at Lower Bridge, Sisters, Hampton, Millican, Rolyat, Imperial, Deschutes, Cloverdale, Alfalfa, La Pine, and Terrebonne, and two for the Laidlaw area.¹⁴

The establishment of an educational system in Deschutes County had its beginnings in a small log cabin on the banks of the Deschutes River back in 1881. Mrs. Electra O'Neil was the first schoolteacher. Volunteering her services she taught only five pupils that first year. Recognizing the need for a permanent school system in the area, the Bend School District, District #12, was formed on February 14, 1882. In one short year the enrollment had increased to 21 students. It wasn't however until 1899 that the first 12-week term was taught. With the increased educational demand came the first paid schoolteacher Miss Carrie Fee who received \$32.00 a month. By 1903, the number of students in the district had grown to 29.

Once the City of Bend became incorporated in 1905, the number of students and the demands on the educational system increased. Support for a strong school system was high during the Pioneer Period. Bend's first official schoolhouse was built with donated funds. It reportedly stood on the present day site of the Deschutes County Courthouse. Constructed in 1904, it replaced the log cabin on the Staats place after it had become too small. Almost at once the new one-room schoolhouse was overflowing when ten new students arrived to fill only six empty desks.¹⁵

During the Pioneer Period Bend taxpayers voted three times to build a new school, each time increasing the size and cost of the building. As enrollment increased from 47 to 103, the bond increased from \$3,500 to \$6,500. Seeing the need for a truly modern structure, the Central School was built in 1906. Three stories tall with three schoolrooms and three teachers, the hope was that the Central School would accommodate the needs of the growing community for years to come.¹⁶

In the newly platted town of Redmond citizens also recognized the importance of a good educational system. In fact, the Redmond Townsite Company erected the first school house as part of their development of a healthy, safe place to live. A teacher was hired and paid for however by the parents of the pupils. In 1907 an official school district, District #59, was formed to support the small school.

As more settlers came into the Redmond area, like Bend, the need for a larger school facility became apparent. In 1908 a new school building was constructed. However enrollment quickly rose to 168 students by 1911 and the new schoolhouse had outgrown its capacity. Later that year, six rooms were added to accommodate the enrollment. The first class to graduate from Redmond High School was in 1913.

Religion

It wasn't until 1900 that the first sermon was delivered in what was to become Deschutes County. Some historians note that Rev. B.F. Harper of Prineville, a Presbyterian, was the minister, while others claim it was a Reverend McDonald, a Methodist missionary. Regardless of who preached the first sermon, Rev. Harper apparently continued to come to Bend often and in 1902, he organized the first non-denominational Sunday School.

Various faiths then began to send missionaries to preach their version of the gospel. By the end of the Pioneer Period most of the mainstay religious organizations had been established. They included the First Presbyterian Church that had been organized in 1903. Rev Clarence H. Lake, an Episcopal minister from The Dalles started traveling to Bend as part of his circuit in 1904. Ahead of other congregations a Baptist Church had already been built in Bend's downtown core as early as 1904. Churches in the outlying areas had not yet been established.

Commercial and Residential Development

By 1903, two hundred and fifty people were listed in the Bend area and the building of a town had begun. Development in the downtown cores of Bend, Redmond and Sisters consisted of hotels, general stores, saloons, and real estate offices. Slow to start, development occurred rapidly once the canal system was operational.

Over a 10-day period in 1909, Hunter & Staats Realty reportedly sold over 50 lots in Deschutes Addition, selling 13 to one person alone.¹⁷ A typical residential lot sold from \$250 to \$500 a lot, while commercial lots went up to \$1,000 each. Investors from Seattle, Portland, Spokane, and as far away as Omaha, Nebraska began purchasing property. In 1910, a 160 homestead site, three quarters of a mile south of Bend sold for \$17,500.

The steady increase in prices was most likely spurred by land speculation. D.E. Hunter Realty Company of Dayton, Ohio sent representative to Bend in 1910 and began to purchase lots all over town. In 1910 they bought the Drake Homestead, comprising of all of Block 4 of the Bend Plat for \$30,000.¹⁸

Reports of the coming of a railroad spurred on even more new developments and speculation. Some investors set out plans to create new towns next to the proposed rail line. For example residents north of Bend were told a railroad terminal would be built in their area and they immediately platted the town of Lytle, naming it after the bearer of good news, Mr. Lytle, an official of the Columbia Southern Railroad. Meanwhile F.S. Stanley hoped that one of his new towns, Deschutes or Redmond, would be the ending terminus for the rail line.

Another town founded under hopes of a grand future was Laidlaw. The town was platted in 1904 by the Laidlaw Townsite Company. Town founder, A.W. Laidlaw of Portland,

and his investors believed that their new town would become the heart of Central Oregon. How could it not with the railroad coming north up the Deschutes River Canyon, which would undoubtedly follow the river into their newly platted town. And the proposed railroad to be built up the North Santiam River and across the mountains would surely seal the cities fate. Neither of the projects however came to fruition.

Like other towns land speculation in Laidlaw was rampant. At the time the Columbia Southern Railroad still ended in Shaniko, and the Corvallis & Eastern rails were still stalled in the foothills on the western side of the Cascades, where they had been for about 15 years. Still out of nearly 900 lots platted, a third were sold by 1907. In 1906 the town was larger than Bend, with its own voting precinct of 65 registered voters to Bend's 56 voters. By 1909 Laidlaw, being called Tumalo on occasion, still had hopes of being the junction of the two railroads, the "new metropolis" of Central Oregon. With the announcement that the railroad was coming to Bend not Laidlaw, Bend had moved ahead in population. Laidlaw's population decreased to only 250 people after hearing the news and many businesses immediately relocated to Bend.

When electrical lights were turned on in the downtown in Bend and Redmond, residents and businessmen were overjoyed. Within days businesses were entering into contracts for the lighting of their buildings. In Bend equipment was ordered for 10 arc lights to be placed in the downtown and plans were being outlined to extend the lights into the residential areas.¹⁹ With the coming of electricity Bend and Redmond had officially become a modern cities by the end of the Pioneer Period

Culture, Society and Recreation

Despite the small numbers of persons in the region one of the first cultural celebrations in the area was a Christmas party in 1901. W.H. Staats, Postmaster, and Levi David Wiest, invited the entire town, all seven households to the celebration.²⁰ Spirit among the settlers was high, as a hope for the future looked bright. During the Pioneer Period the towns were still small enough that most people knew everyone in town and as a result looked out for each other.

Recreation in region pre 1910 could easily be called a "sportsman's paradise." More than 100 lakes and 300 miles of rivers were found within a fifty-yard radius of Bend. Fishing on the Deschutes River was so good that in 1907 Oregon State law set a limit of 125 fish in one day. Wildlife was also abundant. A 1903 issue of the *Bend Bulletin* reported that "Coyotes walk down the middle of Wall Street, and badgers are easily trapped."

Another popular recreational event was to make an auto run from Bend to Burns on the new highway, which was a glorified dirt and rock road. The event, sponsored by the Bend Commercial Club, brought many of the early motorists together. Businessmen like E.A. Sather, A.M. Lara and bank president C.S. Hudson actually hired a driver to make the run.

Perhaps the most important social event of the day was the county fair. The fair actually started as the annual Redmond Potato Show in 1906. Fred Stanley, President of the Redmond Townsite Company and the Central Oregon Irrigation Company, devised the show as a way to advertise the region, touting particularly the fine quality of Netted Gem potatoes.²¹ The event became so popular that in latter years it was extended to included other products, a rodeo and carnival rides.

Cultural Groups

The existence of distinct cultural groups in the Central Oregon Region is not fully known. We do know that large quantities of Asians and African Americans never migrated to the region. Germans, Norwegians and Swedes did however as the timber industry began to take hold. Native Americans from the Warm Springs Reservation north of the County were confined to the reservation.

Regional and even individual town migrations are more apparent. Many of the early settlers came from the Midwest: the Dakotas, Wisconsin, Minnesota and Nebraska. Numerous documented cases find many settlers migrating from Bemidji, Minnesota for reasons unknown at this time.

Summary

During the Pioneer Period the roots of a new county had been established and the vision of a few important individuals changed the course of history. Times were tough, but ingenuity, experimentation and fortitude of the early settlers paid off. Bend, Redmond and Sisters had all been platted by the end of the Pioneer Period and were growing leaps and bounds as each day passed. The outlook for the future was bright as everyone anticipated the arrival of the train which would change again Bend and the Central Oregon Region forever.

Railroads and Industrial Growth: 1911-1915

The Arrival of the Oregon Trunk Railroad

By 1900, four different companies had tried unsuccessfully to penetrate the Central Oregon region with railroad tracts. The steep rocky terrain required numerous bridges, hundreds of miles of track and a large financial backing. Two companies, the Oregon Trunk and the Deschutes Railroad eventually took on the task. In the summer of 1909 each company began to build tracts on adjacent sides of the Deschutes River leading directly into Bend from the Columbia River.

Materials and supplies for the railroads flooded the local wagon trains with work. In the construction camps a rivalry among the men ran high. Dynamiting, sabotage and

occasional fights were common. Editor of *The Bend Bulletin*, George Palmer Putnam, who was covering the battle up the gorge for *The Oregonian* reported,

“ At one point the Hill forces established a camp reached only by a trail winding down from above, its only access through a ranch, and “no trespassing” signs, backed by the armed sons of Italy, cut off the communications of the enemy below”²²

By the end of the year, the craziness of the battle was obvious to most people. The companies, in an un-parralled display of good faith, worked out an agreement for a joint operation. In 1911 the tracks finally reached Bend and Redmond. Over 2,000 people gathered for the driving of the “Golden Spike” in each town. There were water sports, bucking contests, horse racing, foot races, a baby show, a parade, and dancing during the two-day celebration.

For most people the arrival of the train was a decidedly a happy ending to the frontier life and merely the beginning of an economic boom. For the railroad companies it marked a long and expensive investment in the future of Central Oregon. They had been planning it for years. James J. Hill, president of the Oregon Trunk, literally owned Bend. His Bend Company and Bend Park Company owned all of the real estate formally owned by A.M. Drake.

Agriculture

During the Railroad and Industrial Growth Period, many homesteaders were waging a war against an invasion of jackrabbits that were eating everything in their path. There were so many rabbits that instead of guns, homesteaders used clubs to stop the rabbits in their tracts. Townspeople even joined them in the battle, which for a short time became somewhat of a sport.²³

Despite the situation, agricultural endeavors did persist. Wheat, barley, potatoes, oats and alfalfa were the typical crops grown. During the period many homesteads and ranches were being founded. As a result rock walls, cisterns, wells, windmills, corrals, barns and ranch houses were constructed in large numbers.

Industry and Manufacturing

The arrival of the train eventually brought investment into the area. Perhaps the most significant industry was the Bend Brick Yard. The Brick Yard had its beginnings in 1909 when three young men began making bricks in hand-made molds just west of Bend. Realizing the profits to be made by such an enterprise, in 1911 Walter Scott, Arthur Horn and R.C. Colver bought them out and started the Bend Brick and Lumber Company. By the spring of 1912, new automated brick-making machines had arrived by the rail and the company employed over 22 men. The first train to leave Bend also took out the first million-dollar order of lumber from the Brick & Lumber Company.

The Bend Brick Yard supplied most of the building material during the building boom that followed the arrival of the train. Numerous, commercial blocks and residences in and around Central Oregon were constructed of the “red” Bend brick. The clay deposits of the yard were so rich that the brick production by 1916 was 40,000 a day, resulting in a total yield of over 1.8 million bricks in a single year.

Numerous other small industries also existed. Among them were the Bend Flour Mill, over 10 blacksmith shops, the Bend Woolen Mill, the Bend Iron Works and several creameries.

Education and Religion

By the end of 1911, Bend alone had 384 school children, an increase of 86% over the 1910 figures and the greatest increase in any city in the United States according to *The Bend Bulletin*.²⁴ One room schools such Lower Bridge, Sisters, Hampton, Millican, Rolyat, Imperial, Deschutes, Cloverdale, Alfalfa, La Pine, and Terrebonne, still thrived.²⁵

The first truly modern school was Reid School. It opened in the fall of 1914 with 241 pupils enrolled. Mrs. Ruth Reid acted a principal. The school utilized state-of-the-art design techniques including a rock wall enclosed furnace room, fire escapes, hot air distribution system with electric fans, and electronically controlled clocks. Today the building is used as home to the Deschutes County Historical Society.

Spiritual growth in the region was also thriving. By 1913 six different churches were caring just for Bend’s spiritual growth. Four organizations even had permanent buildings. One of the most substainal was the First Presbyterian Church, which constructed a large stone sanctuary with ornate stain glass windows. Built at a cost of \$7,000, *The Bend Bulletin* reported that it was the “most handsome religious structure in Central Oregon.”²⁶ Their claim can hardly be disputed even today.

Residential Development

With the arrival of the railroad, real estate companies began to promote the Central Oregon Region heavily. The Bend Park Company, who had headquarters in Seattle, published numerous brochures and flyers about the great wealth to be found in Bend. They claimed that they owned all of the high-class residential property, while the Bend Company owned all of the actual business lots. Advertisements touted that nothing could prevent “Bend from becoming the second city of Oregon because she is the natural railroad center and metropolis of Eastern Oregon.”²⁷

Redmond promoters had high hopes as well. They claimed that Redmond was the “Hub” of Central Oregon not Bend and that its location was the true geographic center of the State and Central Oregon. Many comparisons for the future of each town were made to Spokane, Washington. As we know today those comparisons were quite grand.

Strangely the coming of the railroad brought only a trickle of settlers during the winter of 1911-12, not the great land rush everyone expected.

Twenty-five different subdivisions were platted though between 1911 and 1915. Among them were first and second additions to the original plats of Bend and Redmond. Expanded tracts included the Bend View Addition, Boulevard Addition, Kenwood and Riverside. These additions verified that many individuals still had hope for the future of Central Oregon even if things started out a little slow.

Commercial Development

Commercial development in both Bend and Redmond saw growth as well. By January 1911, Redmond had one garage, two banks, two doctors, one bakery, a brickyard, four lawyers, three saloons, two dentists, and a tailor shop. They also had a skating rink, two feed stores, a harness shop, two barber shops, three restaurants, one hand laundry, a city water plant, two lumber yards, one jewelry store, two photographers, one millinery store, two meat markets, one furniture store, two hardware stores, three blacksmith shops, two large general stores, five real estates agencies, four confectionery stores, two billiard halls, one public school and two hotels.²⁸

During the period, a hope of the future and the potential of destruction by fires, brought about a shift in building techniques. As a result many buildings were replaced with modern brick or stone. The first brick building in Bend was home to *The Bend Bulletin*, the local newspaper. In 1913, the desire to modernize was so great that within a 12-month period, 18 brick buildings were built replacing old wooden false fronts. They included the Sather Building, the Hudson-Coe Building, the Myers & Wilkey Building and the First National Bank.

New business adventures also typified the era. In Millican, twenty-six miles southeast of Bend, a rancher, George Millican, sold water to thirsty travelers for five cents a cupful and twenty-five cents for a tub full to water their livestock. Homesteaders in the area for years filled up their water barrels for a nickel. The ranch acted as the first stop for many high desert claims between 1910 and 1920.²⁹

Other adventures included hopes of discovering gold. In 1915 an explosion of excitement occurred when it was announced that gold had in fact been found in paying quantities among the black sands of the lower Deschutes River just outside of Redmond. Optimism about the discovery rose to record proportions. Redmond began calling itself the "heart of the new mining district- the largest ever seen." There were even comparisons to the great Grand Reef in South Africa which had an annual production of over \$250 million. A few months later the U.S. Department of Interior denounced such reports of great gold deposits and soon the fury of prospectors was over.³⁰ Some investors pressed on despite the news. At a high investment cost, two processing plants were in fact built, one below Lower Bridge the other above. The deposits however never yielded their potential and the plants were abandoned a few years later.

Culture and Society

Activities after the arrival of the railroad included Wildwest shows, Chatauqahs, lectures, and barn dances. Every once in a while even a circus came to town, complete with rides, sideshows and music. The events, now performed by professionals were very popular. In 1912 the railroad brought, the “101 Ranch Real Wild West Show” for a one-day performance. Nearly 3,000 people paid admission.³¹ Other activities included watching a baseball game at O’Donell Field, viewing a parade, having a picnic, or fishing in the Deschutes River.

Most social events of the time were organized around the promotion of the towns. Commercial clubs, service clubs and Masonic clubs devised clever schemes to attract new investors, while having a little fun on the side. Men from the Bend Commercial Club at one point dressed up like outlaws and greeted a group of Seattle businessmen in a mock train robbery as they arrived at the Bend Depot.

Summary

The arrival of the railroad in Central Oregon changed the future of the area once again. It brought investors, new businesses, workers, families, and professionals. Development of the built environment also changed. Building supplies, new materials, kit houses and exotic lumber could now all be sent via the railroad. James J. Hill’s speech on Railroad Day emphasized the importance of the arrival and its connection to the rest of the country. He said, “Go to work and build up the country because the cities would starve to death if it were not for the country and the nations that have neglected the cultivation of the soil have faded from the face of the earth.”

The Progressive Era: 1916-1924

Government

The Progressive Era is marked by the actual formation of Deschutes County, the last county formed in the State of Oregon. The county has its roots back to 1914 when a failed attempt was made to move the Crook County seat into Bend. At the time, Bend was billed as the “spot of the railroad, in the actual center of business, population, and taxable property in Crook County.” The vote failed by a bare margin of two and a half percent.

Backers of the proposed removal believed that if removal wasn’t possible then division into a separate county might be. As a result of their efforts, the November 1916 election showed an overwhelming vote for the formation of a new county, Deschutes.

Shortly after the election however, Crook County sent her latest child, Deschutes County a Christmas present, marked “do not open until Christmas.” The package was found to be a set of quo warranto proceedings against the members of Deschutes County’s new court,

questioning their right to conduct a separate county government. After a recount of ballots and adjustments in the votes, on December 13, 1916 Governor Withycombe proclaimed Deschutes County's official existence.

Some of the 1st officials were: William D. Barnes - Judge, A.L. Mackintosh and Lew Smith - County Commissioners, Harvey DeArmond - District Attorney, S.E. Roberts - Sheriff, Clyde McKay - Treasurer and Elmer Niswonger - Coroner. The first offices for the County were in the newly opened O'Kane Building. Later the offices moved across the street into the 1st National Bank Building, now the site of US Bank.

Lumber Industry

It was during the Progressive Era that the lumber industry was officially established in Deschutes County. Back in 1915 the Shevlin-Hixon Company announced that it would be building a sawmill west of the Deschutes River and that it would employ 500 men as soon as the mill was completed in 1916. A week later the Brooks-Scanlon Company announced that they too were also going to build a mill and that they would be hiring 500 men. With these two announcements the fate of Bend was sealed, and the town now a timber town, would remain on the map. The citizens of Bend were so excited they held an impromptu parade immediately upon hearing the news.

The selection of Bend as the location of the mills was not something that happened over night. There had been much long range planning. Huge stands of timber had been acquired and consolidated into logging unit's years before. M.J. Scanlon, of Brooks-Scanlon, had visited the region back in 1898. By the time the announcement did come the two companies owned thousands of acres. Shevlin-Hixon alone had more than two hundred thousand acres. Thomas McCann, manager of the Brooks-Scanlon Mill reported that they had enough timber holdings to insure the operation of their plant for at least 30 years. Timber stands at the time were reportedly the largest stands in the world, 50,236,842,000 board feet available.³²

Other advanced planning included a design for a logging pond. The survey was made back in 1907, when the Central Oregon Development Company had made its initial surveys. The pond, once constructed would hold five million board feet of lumber and cover 265 acres.

Hearing the official news about the coming of the mills, workers flocked to Bend by the thousands looking for jobs. Hundreds of tents went up beside the canals and the Deschutes River. So many people moved into the area that in 1916, Bend had the fastest increase in population of any place in the nation.

By March of 1916, both mills were fully operational and together over 750,000 board feet a day were being manufactured.³³ It was because of the two lumber mills, Bend's population grew whopping 910% between 1910 and 1920. The population soared again when in 1923; both companies added modern equipment and expanded production.

Commercial Development

Commercial and urban development during the period of 1916 to 1924 saw a steady increase. The October of 1916, headlines of *The Bend Bulletin* reported that “More than \$200,000 Goes Into New Bend Business Blocks.” The buildings consisted of banks, offices, hotels, meat markets and for the first time automobile garages.

Investment during the period was so high that by 1921 the Western Building & Loan Company reported that they alone had more than a quarter of a million dollars loaned on 152 different buildings in Bend.³⁴ That same year J.A. Eastes, a local representative for the Pacific Building & Loan Association, reported that more money was being loaned in Bend than in any other town in Oregon, Washington and Idaho.³⁵

Development didn't slow down in the years to follow. By 1923 building activity was at its highest point since 1920. Local architects and contractors estimated the cost of work just in June was \$110,000.³⁶ Back in March, the single day record for the issuance of building permits was broken. Seven permits had been taken out, totaling in value of \$32,600.³⁷ Even today this large building boom is reflective in the number of buildings remaining in the county (see Figure 2).

Local architect Hugh Thompson, reported that the increased building activity was due to an increase in payroll from the sawmills and the growing population. He noted that all of the commercial buildings under construction were already leased.³⁸

With the increase in commercial development and building activity, the desire for modern services also increased. Water connections in 1920 were only 1,426. But by 1924 they had almost doubled to 2,237. Telephone connections grew as well. In 1920 six hundred and sixty-five people had service but by 1924 the number also nearly doubled.

Residential Growth

Due to the influx of people, Bend and Redmond had a severe housing shortage by 1923. New families, arriving daily, were looking for houses to rent without success. All apartment houses were full, and the hotels were booked solid each night. The shortage was so noticeable that one house advertised for rent in *The Bend Bulletin*, received 22 inquires in one day.³⁹ To some individuals this lack of housing retarded the growth of the towns.

The situation in Redmond was just as bad. In 1922 citizens organized a “Build a House” campaign to locate individuals who were financially able to build houses. Once located the hope was that they could get each one to sign an agreement to immediately start building homes that could be rented out to individual families.⁴⁰

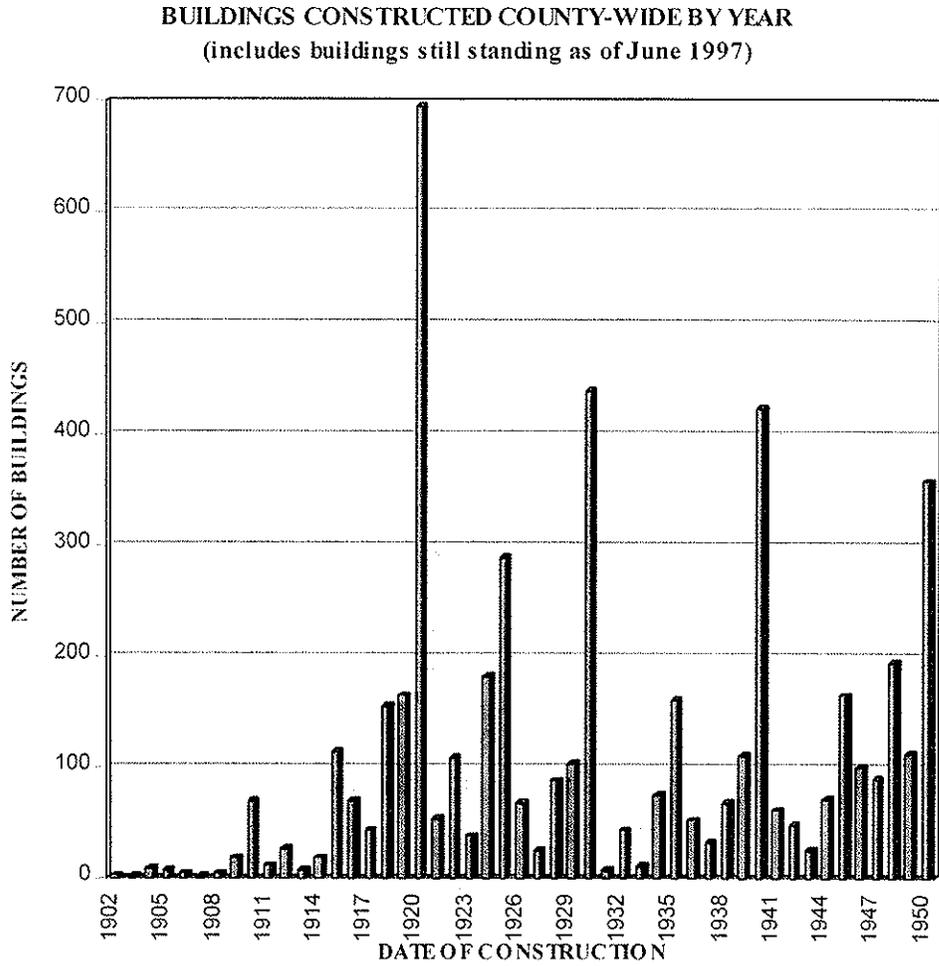


Figure 2. Buildings still standing in Deschutes County as of June 1997.
Source: Deschutes County Assessor.

The housing shortage prompted new investment. Between 1916 and 1924, thirty-two subdivisions were platted in Deschutes County. They included tracts in Bend, Redmond and Sisters. See Appendix V and VI for a complete list of subdivisions in Deschutes County.

Education

By the beginning of the Progressive Era, 1,930 students were accommodated in 33 different school districts throughout Deschutes County. Still the educational system was stretched beyond its limits. Temporary and makeshift classrooms were common. In Bend to accommodate the need for additional classrooms, three small one-room buildings were built on the high school grounds east of the Central School. In Redmond space was rented out in some of the upstairs rooms of downtown businesses.

Instead of building additional schools to accommodate the need, a fear of fires prompted the replacement of school buildings in Bend and Redmond. In Bend, a new brick Central School was built in 1917. Constructed with a \$25,000 bond, the new school was built adjacent to the old structure.⁴¹ The old Central School was condemned by the state firemarshal and torn down by August of 1920. In a progressive plan, the school district decided to use the old lumber to build five new modern bungalows on the site to be used as temporary classrooms. They were built on skids so that they could be removed for future development of the site.⁴² One hundred and seventeen students attended the new Central School the first year it was opened.

Even with a new school that accommodated more students, as early as December of 1920, the City of Bend's growth initiated a plea by Superintendent S.W. Moore, for another school. This one strictly designed and designated as a high school. It was the hope that a new "modern" high school could meet the present and future needs of the district for at least 20 years. Moore recommended "immediate and purposeful action in the matter of financing and building a new high school". His report stated that "there is a need for permanent buildings, as is shown by the construction, the use of twelve schoolroom shacks, the use of two rooms in a store building, and also two rooms in a cellar, making a total of sixteen rooms that are temporary makeshifts at best, and wholly inadequate in meeting the needs of a modern school". He further stated that "... the schools are overcrowded, while a material and immediate growth seem certain. We have reached a point in our economic development where... the demand will increase in geometrical ratio in the future".⁴³

By October of 1923, definitive steps had been taken toward the construction of the new high school building. One of the first steps was to accept the Bend Amateur Athletic Club building from the Bend Holding Company as a gift to the district. The building by that time was already being used for seventh and eighth grade classrooms and as a gymnasium under a lease agreement.

Next the superintendent called for the creation of the Union High School District. A petition was forwarded to the district boundary board to consolidate the Bend District No. 1 and the Brooks-Scanlon District No. 37. The new district was approved by a vote of 392 to 45 on January 4, 1924. Immediately proceeding that \$209,000 bond issue was floated to purchase grounds and construct the new school. Construction finally began in the fall of 1924.

In Redmond, the need for a permanent high school was evident as well. Construction of the high school facilities began in 1920. When the school was finished in 1921, the Redmond Union High School was the largest and most impressive structure in all of Redmond. In his dedication speech J.A. Churchill, State Superintendent of Public Instruction, proclaimed the school "a very great achievement..."⁴⁴

Once completed the school served a district of over 500 square miles. Students from small one-room schoolhouses in 14 districts in Deschutes, Jefferson and Crook Counties

now could come to one high school. Prior the construction of the high school a girls dormitory was built for high school females whose families lived a distance from town. Local businessmen financed it for \$10,000. The building held 25 girls and a matron, with rooms renting for \$6.00 a month.⁴⁵ It was reportedly the only high school dormitory in the country at the time of its construction in 1920.

As the Progressive Era came to an end the need for schools did not diminish. Kenwood School, completed in 1920 was too small just three years after it opened. A six-room addition was added in 1923.

Religion

By the beginning of the Progressive Era, practically every church organization was represented in Deschutes County. Among them were the Baptist Church, the Norwegian Lutheran Church, the Presbyterian Church, the Methodist Church, the Catholic Church, the Christian Science Church, Seventh Day Adventist and the Episcopal Church. In Bend, by 1917 all groups had their own church buildings except for the Episcopalians, the Seventh Day Adventists and the Christian Science Church.

Some churches were even upgrading to newer buildings. For instance in 1920, local contractor Fred Van Metre began construction of the basement walls of the First Methodist Church. That same year St. Francis of Assisi Catholic Church was completed. Both new brick structures replaced wooden chapels that dated from the Pioneer Period.

Culture and Society

One of the most popular social activities was to belong to a club or fraternal organization. By 1917 over 30 fraternal organizations existed in the County, all of which reportedly had a large membership. In the twenties, women's social clubs began to flourish. Clubs like the P.E.O., the Soroptomist and the Allied Arts groups help create many important civic institutions like the Deschutes County Library and Drake Park.

Other social events included attending one of the Chautauqua performances. Held in big tents, children learned songs, adults watched plays and the latest bands were heard. At places like the Bend Amateur Athletic Club and the Hippodrome, people could see a boxing match, attend an all night dance or hear the Shevlin-Hixon band play.

Industry and Manufacturing

Most of the industry and manufacturing development occurring during the Progressive Era was confined to lumber milling operations. Some other manufacturing plants, though small, did open. They included the Bend Flour Mill, the Bend Iron Works, the Bend Woolen Mill and numerous blacksmith shops.

Some investors had hoped that the region could become a prosperous mining area. In 1918, W.D. Cheney's book Central Oregon he pronounced that "the mineral resources in Central Oregon are practically untouched, awaiting transport. Reports of the State and Federal Government show that the country will produce: gold, silver, coal, silica, copper, cobalt, iron, nickel, sandstone, limestone, borax, nitre, potash, soda, infusorial earth, opals, gypsum, platinum, graphite, flint and granite." He also noted that there are "several natural gas wells, many hot mineral springs and plenty of indications of oil. Near Bend are large deposits of Aluminum and ceramic paints equal to the French product." Cheney's reports however were exaggerated and no true mining operations were established.

Agriculture

Agricultural production during the Progressive Period saw the refinement of crop production. By 1918, yields an acre were reported to be 20 bushels of wheat, 30 bushels of barley, 40 bushels of oats, and 300 bushels of potatoes. Alfalfa yielded 4 tons per acre, clover and hay 4 tons, and timothy hay over 2 tons and acre.⁴⁶ W.J. Kerr, President of the Oregon Agricultural College reported that

"in Central Oregon alone, the tillable uncultivated aggregated are nearly nine million acres. The relatively small numbers of farms, the large size of individual farms, and the enormous area of tillable land yet unplowed, all indicate the great prosperity that yet remains for the development of agriculture in Oregon. In east and central Oregon two systems of farming are followed: dry farming and irrigation. In these sections the principle crops are wheat, alfalfa, the hardier fruits and vegetables and livestock."⁴⁷

Transportation

Transportation during the Progressive Era saw the permanent establishment of the automobile and the associated feature that come with it. These include the construction of bridges, automobile garages, auto courts, gas stations and automobile dealerships. Travel was still difficult however. The only paved roads in the County were Wall and Bond Streets in downtown Bend. Paved in the summer of 1921, it would take another 25 years for all the residential streets to be paved.

During the Progressive Era another form of transportation began in Deschutes County, airplane flight. The year was 1924, when the Redmond Commercial Club and the Local American Legion post joined forces to buy 160 acres east of Redmond for an airport. With volunteer labor they moved rock, sagebrush and trees to construct a crud runway.⁴⁸ However they would have to wait for another 25 years to see commercial flights fly in and out of the newly established runway.

Summary

No longer second best to Crook County, the residents of Deschutes County took a firm hold of their future. The Lumber industry brought thousands of investment dollars and hundreds of people. Growth control was unheard of. The more people that could move into the area the better. Agricultural production thrived and new industrial operations were established.

The Motor Age: 1925-1940

Industry and Manufacturing

During the Motor Age, industry and manufacturing continued to center on the two lumber mills: Shevlin-Hixon and Brooks Scanlon. By 1925 combined they were shipping 13,500 carloads of lumber per year and had a combined payroll of over three million dollars. Smaller industries in town such as the Bend Woolen Mill, the Central Oregon Candy Company, and the American Bakery had a combined payroll of \$750,000.

Agriculture

By 1925 agricultural production in Deschutes County was a healthy and lucrative business. The Polk Directory reported that over 1,000 farms were in irrigation. Dairying, livestock raising, potato growing and alfalfa production were all ideally suited for the Central Oregon Region.

Alfalfa production was unsurpassed in quality, due to the cool growing season and semi-arid climate. Such conditions, which still exist today, produced alfalfa hay of such a high nutritional values that it brought in the top price of any alfalfa crop in the state. Yields of up to three to five tons per acre were reported.

Other crops included high quality potatoes. The Netted Gems and Burbank potatoes were so large and tasty that they were winning prizes in New York, Duluth, Chicago and Portland. Potatoes grown in Central Oregon during this time received the first perfect 100 score by the Potato Growers Association. Yields of 125 sacks per acre created large businesses for some. Fred Hoedecker in Redmond created a virtual empire around the famous Netted Gems in the late 1930s and early 1940s.

The raising of livestock was also very popular. Ranchmen, who owned an irrigated farm in the valley, could pool their stock with their neighbors and send them into the hundreds of acres of forest reserves for summer grazing. Sheep raising also did well. Reports of a vigorous breeding stock, where animal diseases were practically unknown, lead to the creation of hundreds of sheep operations.

Dairying was also a prosperous industry. Registered Holsteins, Ayreshires, Jerseys, and Guernsey cattle could be found on many ranches. The Oregon Cow Testing Association reported that Central Oregon ranches had the highest butterfat-producing herds anywhere in the state⁴⁹. Both Bend and Redmond had well equipped creameries during the Motor Age.

Commerce and Urban Development

During the Motor Age newspapers from around the State couldn't help but proclaim Central Oregon's prosperous development. The *Oregon Journal* ran a cover spread in May of 1925 that read "Bend Enters Second Development Era". Building activity was so high that in April of 1925, 89 permits valuing \$94,180 were on file in the Recorders Office⁵⁰ (See Figure 3 for building trends in Bend).

BUILDING VALUE TOTALS BY YEAR IN BEND		
YEAR	BUILDING DOLLAR EVALUATION	# OF PERMITS ISSUED
1924	\$ 323,900	400
1925	\$ 440,585	451
1926	\$ 335,546	269
1927	\$ 155,898	118
1928	\$ 143,611	67
1929	\$ 51,832	94
1930	\$ 120,100	91
1931	\$ 142,495	68
1932	\$ 132,820	26
1933	\$ 11,985	23
1934	\$ 41,600	33
1935	\$ 85,885	66
1936	\$ 105,847	103
1937	\$ 112,987	115
1938	\$ 148,074	83
1939	\$ 319,730	168
1940	\$ 344,319	236
1941	\$ 239,492	159
1942	\$ 38,575	51
1943	\$ 208,800	52
1944	\$ 35,735	35
1945	\$ 118,885	123
1946	\$ 795,480	382
1947	\$ 1,006,096	404
1948	\$ 1,087,248	347
1949	\$ 852,281	320

Figure 3. Building total evaluations by year in Bend including the number of permits issued.

During the depression era of the 1930s construction activity began to slow down. In 1933, the number of permits issued in Bend hit an all time low of 23 permits. The situation didn't last long however and things picked up rapidly. By 1936 building activity was its greatest in three years, with \$105,847 dollars invested. The increase most likely came about as a result of preparations being made for the inevitable entry into the War. Armories, Hospitals, airport facilities and government offices were built. By 1939 building permits had aggregated \$319, 730 are the highest numbers since 1926 (see Figure 3).

Residential Development

Residential development during the Motor Age was high as well. Fourteen different subdivisions were platted. Developers began to create entire blocks and neighborhoods of similarly designed houses. In the 1920s the Craftsman Bungalow style was popular for residential buildings. Falling out of disfavor by the 1930s, the Tudor Revival and the minimal tract house design took over. Hundreds of each of the styles can be found in Bend and Redmond.

Many apartment buildings and duplexes were also built during the Motor Age. In Bend they included the Davis Apartments, the Winslow Apartments, the Broadway Villa Apartments and the Winnifred Apartments. In Redmond, the Frederick Apartments, the O.C. Hart Duplex, the Quigley Apartments and the Dona Vista Court Apartments were all built.

Transportation and Communication

Transportation and communication during the Motor Age was developing at rapid speeds. Most of those roads however were gravel and dirt still making travel difficult. In Bend at the start of the Motor Age only 7.25 miles of roads had been paved, the number only reached to 15 miles by 1940. A trip over the Cascade Mountains was still a several day affair. Heavy snows in the winter often discouraged many people from making the trip and sometimes closed down the roads completely.

Despite the conditions, travel into Central Oregon increased. The McKenzie Pass was officially opened as a State Highway in 1925. The following year the Dalles California Highway was completed with the dedication of the high bridge over the Crooked River. By 1928, Bend was served by The Dalles-California Highway, McKenzie-Bend Highway, the Central Oregon Highway, and the Bend Lakeview Highway. All passed directly through Bend.

During this time Central Oregon began to reap the benefits of tourists, an industry which had been predicted several years before. Activity was so busy in the late 1920s that the auto camps in Bend reported crowding every night with 20 to 25 tourist parties.⁵¹

It was also during the Motor Age that an enterprising young man started a stage line service from Bend to Portland. The system started in 1929 when Myrl Hoover was on his way to Portland. He gave a ride to two disgruntled men who had missed their bus in Redmond. Beating the bus by one hour on a shorter route, the men persuaded Myrl to make regular trips to Portland. He agreed to do it every other day. His Mt. Hood Stages expanded to Pacific Trailways, and finally to regionally known Continental Trailways. Bend remained the company headquarters until Myrl sold his stock to William Niskanen in 1959.

In the spring of 1929 another mode of transportation came on line, an airport. Under the leadership of John Roy Roberts, the American Legion appointed an airport commission to construct two paved runways. Later WPA work crews, using city equipment, improved the airport site further. By 1933, there was expectation that the field would earn a government rating. In June of 1934, the city finally received a thousand-dollar grant for airport improvement from the federal government. That fall, 20 planes all privately owned flew into the new field. By 1935 the field was graded a class 5, and the first passenger service began out of Central Oregon with the Oregon Airways Inc. The airport was named Roberts Field in June 1941.

Government

A government presence, both federal and local, during the Motor Age was strong. During the 1930s several CCC Camps were established. One camp, located just outside Deschutes County boundaries was Camp Metolius. Established in 1933, workers from the camp built trails, campgrounds, fought forest fires, and removed dead timber. Under the command of First Lieutenant Wilton C. Shelton, 178 experienced timber troops from New York and New Jersey moved to the Sisters area and established Camp Sisters in 1935. As late as 1939 a CCC repair shop was being built in Bend to repair and maintain equipment from six counties in the region.

In Redmond a CCC Camp, was established on 40 acres just south of the downtown and east of the railroad tracks. The camp was designed to hold six hundred men and included twelve barracks, three mess halls, an infirmary, officers quarters, a central office, heating plant, an assembly hall, a supply depot, an educational buildings, a recreation hall and a commissary. By September 1938, forty-three buildings covered 22 acres and two miles of wooden sidewalks had been constructed. Work crews from the camp, under Capt. G.W. Sargent, begun construction of a twelve-mile stretch of the North Unit canal ditch in 1939. Then in 1941 work stopped due to the bombing of Pearl Harbor and the start of WWII. The crew was transferred to Camp Rainier in Washington. The US Reclamation Service finished the canal after the war in 1949.

Towards the end of the period the County and the cities within were on a building campaign. The County built the first official courthouse with the help of a \$67,000 PWA grant, \$17,000 worth of clearing and excavation costs by WPA and \$48,000 in tax levy money. Construction of the new County Courthouse began in February of 1940. Design

by Truman Phillips, of Tourtellotte & Phillips architects, the new County Courthouse was modeled after the Linn County Courthouse in Albany.

During the Motor Age the first official home of the Deschutes County Library was also completed. Fred Van Metre acted as general contractor and A.E. Doyle designed the library. The City of Bend built a new city hall and the City of Redmond added a second story to their facility.

Education

In 1925 at the start of the Motor Age, J. Thompson, Superintendent of County schools was pleased to report that 85% of all grade school students entered into high school. And that 121 teachers served all the schools in Deschutes County.⁵² Still however the system was once again in need of additional classrooms to accommodate the growth. In Bend alone over 2,000 pupils were in attendance in schools for the 1924-25 school year, an increase of more than 500 over the last years enrollment.

The Bend and Redmond School Districts set out on another building campaign. Young School (1928) and Allen School (1931) were built in Bend. Bend also completed their new High School. It opened September 7, 1925 with sixty-nine seniors graduating May 28, 1926. By 1930, the Bend School system was the second largest employer behind the lumber mills. Seventy-eight teachers and principles received \$112,668 in wages. Enrollment still continued on an upward trend.

In Redmond, the Jesse Hill School was built in 1929. Built with a 40,000 bond, the 10-classroom school was originally called the Redmond Grade School.⁵³ Further improvements in Redmond included the expansion of the high school athletic facilities

Religion

By the beginning of the Motor Age in 1925 the Baptist, Catholic, Christian, Christian Missionary Alliance, Christian Science, Episcopal, Lutheran, Methodist Episcopal, Nazarene, Presbyterian and Seventh Day Adventist all had been founded in Bend and Redmond.

The 1930s saw the organization of new churches and the building of permanent sanctuaries for many congregations. Some of the new churches included the True Gospel Church, the Jehovah's Witnesses Kingdom Hall, the Assembly of God and the Westminster Orthodox Presbyterian Church. The Catholic, Methodists and the Episcopalians all built new buildings, coincidentally within three blocks of each other.

Culture and Society

Many of the civic groups during the Motor Age were still focusing on the promotion of the region. The Bend Elks club was no exception. In 1925 they won third place in a float

competition in a Portland parade that featured reasons to come to Bend. As part of the festivities local Bend Architect, C. W. Jackson, constructed a nine-foot high and four-foot wide relief map of Central Oregon. The map hung in the lobby of the Imperial Hotel in Portland for several weeks and reportedly drew “crowds of people were about it every day and until late at night”.⁵⁴

One form of entertainment during the Motor Age was going to the theater. By the end of the period, Bend had four different theaters to Redmond two. B.A. Stover, owner of the Capitol Theater, brightened the Christmas season in 1929 for many people in Bend with a remarkable advertisement. It read “Sunday - Regular Prices: Monday - Tuesday *Pay What You Can*”⁵⁵ Such offers and promotional campaigns were the norm.

One of the most popular events during the period was the establishment of the Bend Water Pageant in 1933. Founded as a way to bring more visitors to region, a typical crowd included over 10,000 people. During the 4th of July event, floats would travel down the Deschutes River by Drake Park after traveling through a massive 40’ high arch.

Secret and benevolent societies were popular during the period. They included the Improved Order of Red Men, IOOF, Rebekahs, Knights of Columbus, Knights of Pythias, Loyal Order of Moose, American Legion, BPO Elks, and the Ku Klux Klan. Masonic organizations included the Order of De Molay, A.F. & A. Masons, the Royal Arch Masons, the Shriners, Order of the Eastern Star, the Modern Woodsmen of America, the Knights of Templar, and the Sons of Norway to name a few.

Summary

The Motor Age, like the preceding periods, is filled with stories of investment and expansion. The lumber industry would reach its highest production levels to date, building construction could hardly keep up with demand and the presence of the automobile changed the landscape. The boom and bust cycle, typical of most towns had not yet occurred, nor would it for another 10 years.

The War and Post War Era: 1941-1950

Industry and Manufacturing

By the start of the War Era, the manufacturing operations of Shevlin-Hixon and Brooks-Scanlon had a combined capacity of 700 million board feet per an eight-hour shift. Production, spurred on by the war, was at an all-time high. After the war however a shift occurred. The demand for rough-cut lumber was low and the mills began to manufacture the timber to a higher degree before shipping. Shevlin-Hixon converted 31% of its cut into boxes, while Brooks-Scanlon converted 10% of their business operations to boxes. Despite the shift, business slowed down for both of the mills. As a result both directors of the mills came to a joint decision that it would be most advantageous to harvest lumber

under one operation. After some negotiations Brooks-Scanlon purchased the Shevlin-Hixon plant and all of its holdings.

Once the war ended the need for lumber in great quantities diminished. Cut rates dropped dramatically. Compared to the 1929 peak, the plants were only operating at a 60% capacity. By 1950 the end of an era in Central Oregon came to a close, when Shevlin-Hixon had sawn its last log. Bend felt the loss of the Shevlin-Hixon payroll for several years after the closure.

In 1941 the population of the County had reached almost 22,000 people. Industries and manufacturing operations still only included the two large pine mills, several small wood manufacturing plants, a furniture factory, iron works, and pumice production plants. A shift in the economy to tourism was slowly beginning however.

Residential Development

Due to the war, residential development almost diminished. In 1941, only one new plat was filled in the County and only 159 building permits had been issued in Bend for the year. One of the reasons for the decline was that the Federal Government had issued a conservation plan restricting building activity. Citizens were allowed to build or remodel a building in town if the cost was under \$500. On farms, building was limited to under \$1,000⁵⁶. As a result by 1944, building activity was almost to stand still. Only 35 permits were issued in Bend for a little over \$35,000 (see Figure 2).

Once the war ended though, things changed and residential development began to occur again. Between 1946 and 1950, in just four short years, fourteen different plats were filled. By 1947, the million-dollar building investment mark had been broken for the first time. In that year 404 permits had been issued in Bend alone. The boom was spurred on the Better Housing Program, a plan put forth by the Federal Housing Administration. Made possible by the National Housing Act, the plan offered funding to families at low interest rates. Anyone could take advantage of the program as long as they had a good credit record, a regular income, and owned a lot that was free and clear of debt or equal to 20% of the appraised value of the property. Hundreds of families took advantage of the program. In Bend and Redmond entire neighborhoods were created around the loans. By the end of the 1940s seventy-five percent of Deschutes Counties residents owned their own homes.

Transportation

Transportation developments during the War Era were focus on the construction of the airport in Redmond. Wartime contractors built a training base a Roberts Field in 1941 and paved 7,000 feet of runway to accommodate B-17 bombers. P-38 fighters were also stationed at the base for a short time. The civil airport was moved to a small strip on the flat of Cline Falls. Termed CAP airport it provided for the tiny number of private planes during the wartime. After the war the City of Redmond purchased Roberts Field with its

trucks, tools, buildings, landing strips, parking aprons, roads, and water and sewer system for one dollar.⁵⁷

Agriculture

Agricultural conditions during the Post War Era were similar to the periods before. Farm product prices and quality were still of a high degree. By 1950, twenty thousand acres of alfalfa were under production, 10,000 acres of potatoes, and 3,600 acres of wheat. Clover seed also became a popular crop. Average yields were seven bushels an acre, with a record of 22 bushels. That yield was the highest ever recorded in the world.

Dairying operations were also still popular. About 6,000 high-grade dairy cows existed in the Bend area. Milk production during the past 18 years had increased over fifty percent. Five creameries served the regional market, three in Bend and two in Redmond. By 1950 in excess of 1,400,000 pounds of butterfat was being produced annually in Central Oregon.

The raising of sheep was also just as prosperous as it had been in previous eras. Thirty-five thousand sheep could be found in the Central Oregon Region by the end of the Post War Era. Turkey farming also became a popular industry. Some seasons during the Era produced more than 150,000 birds.

Commerce and Urban Development

Commerce and Urban Development were restricted during the War Era. Once the war was over however, prosperity returned. In Redmond many new commercial structures were built in the downtown core. They include the Redmond Post Office (1945), the Credit Bureau of Redmond (1947), the Stewart-Pendroy Clinic (1947) and the Redmond Bakery (1949). Prosperity in Bend saw the construction of numerous gas stations, warehouses, industrial complexes, and the beginning of tourist related buildings.

Government

Preparations for the war at the beginning of the era had some effect on Deschutes County. Camp Abbot, an army training base, was established just south of Bend. Although the camp only was operational from May 1943-June 1944 it was home to 75,000 members of the 153rd Engineers Corp, under the command of Colonel Frank S. Besson.⁵⁸ Today, little is left of the camp. The Sunriver Resort uses the officers club, called the Great Hall, as their convention facilities. Other structures or objects left by the camp include remnants of bridge building activities scattered throughout the forest and small military equipment left to rust.

That same year under the command of Major General Alexander M. Patch, more than 1,000 troops engaged in war games out on the high desert east of Bend. The games,

officially known as the Oregon Maneuver, left many military artifacts scattered through the Millican valley.

Education

During the 1940s the educational need to did not diminish. Bend, Redmond and Sisters school district were all expanding by building new schools. In Redmond they built the John Tuck Elementary School, the Brown School, and additions to the High School. In Bend the Marshall School, Thompson School, and the Yew School were built.

Religion

Spiritual growth during the period consisted of the construction of a few new chapels, however most churches remained in their sanctuaries. The Church of the Nazarene built a new concrete block sanctuary on Highway 97 in 1950. The Mormon church constructed a new ward off of Greenwood Avenue in Bend. Church activity in Redmond remained at a status quo.

Culture and Society

As things settled down after the war, and people returned to everyday life they started to enjoy their surroundings. In Redmond, the city built a community pool in Ray Johnson Park. In Bend they also built a pool. Local social activities included the annual Bend vs. Redmond football game and plays and concerts held at the Bend Amateur Athletic Club.

For entertainment, a trip to the movies was still very popular. By 1940 Redmond had two theaters and a Drive Inn. Bend also had two theaters, the Tower, the Capitol and a Drive Inn. Recreational winter sports on Mt. Bachelor were just beginning to take off at the end of the 1940s.

Summary

Further historical research needs to be conducted on the recent past in Deschutes County. As evidenced by the previous sections, trends and activities during the period are fuzzy. Like the proceeding periods however, growth seems to be an underlying factor. Expansion of industries, construction of hundreds of residences and the influence of the federal government was strong during the period.

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Identification of Historic Resources: 1813-1950

The purpose of this section is to identify the types of historic and cultural resources that might be found within the Historic Context study area prior to future survey work. Note that this identification is a compilation of the information gathered during the Historic Context project as well as the resources identified during a complete windshield survey of the City of Redmond. Previous spot survey work that has been completed in the rest of Deschutes County over the last ten years was also taken into account.

Previous Surveys

Systematic surveys of Deschutes County's historic and prehistoric resources have not occurred except in the City of Redmond. Locally designated Goal 5 resources (115 to date) were chosen on a piece meal basis by local historians as the most prominent and important resources they were aware of at the time. Stephen Dow Beckman completed a bulk of the properties now on the State inventory on his statewide survey of Oregon in the early 1980s.

An evaluation of taxable properties in Deschutes County shows that 5,035 structures were constructed prior to 1950 and 1,448 before 1920. If you assume only 20% still have historical integrity, the potential exists to survey an inventory at least an additional 875 properties.

As part of this study a comprehensive survey of the City of Redmond captured 450 historical resources that were added to the statewide inventory. Of those 450, thirty-one were identified as potential individual listings on the National Register of Historic Places while 199 could be listed as part of a multiple property nomination or National Register District.

Resource Distribution and Types

The following subsections identify resources associated with each of the chronological periods of development. Due to the short development periods, characteristics of each resource within the individual periods would be repetitive. Instead architectural styles will be discussed using examples from the county.

The distribution of built resources within Deschutes County has occurred in response to various influences overtime that includes population growth, land use, geography, and commercial and industrial enterprises. Heavier concentrations of buildings and resources will likely be found in Bend, Redmond and Sisters; the three incorporated cities within the county. Within the surrounding county lands, one will find farmsteads and associated outbuildings, irrigation canals, larger land parcels and open space.

A stylistic distribution of resource types has also partially occurred in the county. This is due to economic and social events. For instance a large number of Art Deco and Streamline Moderne structures are found in Redmond. This is a result of a large building boom that occurred in the late 1930s and early 1940s, coinciding with the Art Deco Movement. In Bend large numbers of Craftsman Style Bungalows can be found due to a building boom that coincided with the national Craftsman Style movement.

Within Bend and Redmond is a high degree of historic resource density, containing numerous resource types and various architectural styles. Compared to other cities around the State however, one will find a rather young built environment. No true Queen Anne or Italianate buildings exist, due simply to the fact that the region was not populated until those stylistic periods were well over with.

Like many smaller cities around the State, Bend and Redmond have not experienced a massive destruction, replacement and/or alteration of historic structures within their downtown cores. The downtown core of Sisters was unfortunately lost in successive fires that swept through town destroying most of the western false-front buildings that had remained for years.

Historic residential neighborhoods are adjacent to the downtown cores of Bend, Redmond, and Sisters. In Redmond and Sisters, a grid street system was maintained throughout the residential areas. While in Bend, softly curving residential streets are juxtaposed against the downtown commercial grid.

The Exploration Period: 1813-1876

During the Exploration Period, the establishment of the built environment was very limited. Some explorers may have left evidence of their travel by marking rocks and trees with their initials or dates, sort of a historic graffiti if you will. Most features have been lost due to lack of maintenance, overgrowth of brush. Exact locations of roads, trails and stopping points are not known.

The resource types associated with this period include

- Domestic (log cabins, frame houses, tent houses)
- Transportation (stage stops, bridges, wagon roads)
- Government (forts, survey markers)
- Funerary (cemeteries, markers)

The Pioneer Period: 1877-1910

During the Pioneer Period, from 1877-1910, agricultural activities were the primary endeavor. This resulted in a large number of farming and irrigation related features. Residential buildings were sparse in the outlying confines of the cities with a relatively heavy concentration in Bend, Redmond and Sisters. Few buildings from this initial

period of settlement remain. Many of these early structures have been lost due to deterioration and development.

The resource types associated with this period include

- Agricultural (livestock and hay barns, sheep barn, pumphouse, potato cellar, irrigation canals, and diversion dams)
- Domestic (log cabins, frame houses, tent houses, "I" Houses, Workingman's Foursquare)
- Industry (lumber mills, brickyards)
- Transportation (stage stops, bridges, wagon roads)
- Education and Religion (schools, churches)
- Government (offices)
- Commerce and Trade (specialty stores, warehouses, saloons, ice houses)
- Social (meeting halls, granges)
- Funerary (cemeteries, markers)

Railroads and Industrial Growth: 1911-1915

As time progressed, the number of different house and building types that may have been found in the County increased dramatically. This was due to the coming of the railroad in 1911 and to the promise of two large lumber mills. Commercial ventures created specialty buildings, and structures that were associated with a specific use. New resource types related to the railroad and the timber industry also began to appear. Residential and commercial structures began to exhibit greater stylistic details and were constructed of permanent materials such as brick and stone.

The resource types associated with this period include

- Domestic ("I" Houses, Workingman's Foursquare, Craftsman Bungalow, Colonial, Dutch Colonial, American Foursquare)
- Agriculture (livestock and hay barns, sheep barn, pumphouse, potato cellar, irrigation canals, and diversion dams)
- Industry (lumber mills, brickyards)
- Transportation (bridges, train stations, stage stops)
- Education (schools)
- Religion (churches)
- Commerce/Trade (business blocks, western false front)
- Social (fraternal halls, meeting halls, granges)
- Government (courthouse, city hall, jail, civic buildings such as firehouses, etc.)
- Funerary (cemeteries, markers)
- Recreation and Culture (Play houses, theaters, halls)

The Progressive Era: 1916-1924

The number and types of resources that appeared during the Progressive Era increased with the arrival of the automobile and the lumber mills. A large residential building boom to house the mill workers also occurred creating hundreds of simple Craftsman cottages within walking distance of the mills. The creation of new business types and styles also increased with the population expansion creating unique and unusual building types. New recreational facilities such as movie theaters also began to appear.

The resource types associated with this time period include:

- Government (City Hall, post office, jail)
- Commerce and Trade (business blocks, financial institutions, specialty stores, department stores; Neo-Classical, Colonial, Craftsman, Oregon Rustic, Jacobethian and Spanish Colonial)
- Agricultural (ranch, bran, dairy, creamery)
- Domestic (single-family and multi-family dwellings; Colonial Revival, Craftsman, American Renaissance, Bungalow, Dutch Colonial, Cap Cod, Tudor Revival, and Bungalow)

- Education (schools)
- Religion (churches)
- Funerary (funeral home, cemetery)
- Social (lodges and meeting halls)
- Recreation and Culture (theaters, auditorium, fairgrounds, dance hall)
- Health Care (hospitals, clinics)
- Defense (armory, memorials)
- Industry (mills, factories, dam, irrigation)

The Motor Age: 1925-1940

During the Motor Age, Deschutes County experienced growth in transportation systems, commerce and residential development. The automobile prompted the development of new resource types such as auto repair shops, gas stations, auto parks and garages. The automobile also allowed residential areas to expand beyond the core area, and residents were able to live further from the downtown core.

The resource types associated with this time period include:

- Transportation (railroad depots, auto garages/showrooms, gas stations, tourist camps, motor lodges, and airfields)
- Industry (mills, factories, waterworks, powerplants, warehouse, lumber resources)
- Agricultural (cannery, agricultural fields and orchards, horticultural facilities, granges)
- Commerce and Trade (business blocks, specialty stores, department stores, hotels)
- Government (reservoirs)
- Education and Religion (schools, churches)
- Social (lodges, meeting halls, community clubs)
- Recreation and Culture (theaters, auditoriums, stadium, outdoor recreation)
- Health Care (hospitals, clinics)
- Defense (training facilities, practice drill fields, barracks, monuments)
- Domestic (single-family and multi-family; Colonial Revival, Tudor/Jacobethian, Dutch Colonial, Georgian Revival, Spanish Colonial, Mediterranean, American Renaissance, Exotic Styles, Prairie School, Craftsman, Bungalow, National Park Style, Art Deco/Streamline Moderne, International, Stripped Classical/half modern, and Minimal Tract)

The War and the Post War Era: 1941-1950

While the Country concentrated on the war on two fronts, this was a time period of extremely slow growth. However once the war ended building activity increased. In Redmond a large number of buildings were built during the period, both residential and commercial.

The resource types associated with this time period include:

- Transportation (auto garages/showrooms, gas stations, motor lodges, and airfields)
- Industry (mills, factories, waterworks, powerplants, warehouse, lumber resources)
- Agricultural (cannery, agricultural fields and orchards, horticultural facilities)
- Commerce and Trade (business blocks, specialty stores, department stores, hotels)
- Government (City Halls, County Courthouses)
- Education and Religion (schools, churches)
- Social (lodges, meeting halls, community clubs)
- Recreation and Culture (theaters, auditoriums, stadium, outdoor recreation)
- Health Care (hospitals, clinics)
- Defense (training facilities, barracks, monuments)
- Domestic (single-family and multi-family; Colonial Revival, Tudor/Jacobethian, National Park Style, Art Deco/Streamline Moderne, International, Stripped Classical/half modern, International and Minimal Tract)

Architectural Styles and Types

Barns, Outbuildings and Agricultural Features

Barns and outbuildings play a secondary role in the built environment in Deschutes County. Despite the popularity of agricultural endeavors few agricultural buildings today exist. Reasons for this are unknown at this time. Perhaps most have been destroyed or they may have never been constructed.

The barns that do exist in Deschutes County include the English Barn, the Saddle Barn, the Continental Barn and the Gambrel Barn. Most of the barns are constructed with milled boards that were readily available from the numerous lumber mills. Exterior siding consisted of vertical board & batten or horizontal drop siding.

Typical outbuildings include implement sheds, outhouses, chicken coops, rabbit sheds, sheep sheds and potato sheds. Most of these structures have no stylistic features but rather were designed for utilitarian purposes. Agricultural features might include corals, rock fences, wells, barbwire fences, windmills and field rock piles. Some farmsteads may have a distinct appearance relative to their use. For instance the Wilson Homestead (1903) by Sisters has a small hay barn located far from the house next to the fields. A cow barn was located close to the house on the rangeland.

Agricultural buildings are likely to be found outside of the urban growth boundaries for the cities, however some do exist within the city boundaries of Bend, Redmond, and Sisters.

Early Shelter

For many of the early settlers in the Central Oregon region during the Pioneer Period, their first home was a simple tent or shack. The idea was to mark your claim on your property. Then once you established yourself, you could build a better home. Most of these early shacks were one-room structures with board & batten walls and simple fixed pane windows. To date very few early shelters have been identified. The Andrew Jackson Therrow House (1878) is the oldest existent structure in the county.

Log

If you had the knowledge, you could build a log cabin from the readily available timber stands in the area. The Ponderosa Pines and Douglas Fir trees were ideally suited for log construction, which needed tall straight logs. It appears though that most buildings constructed during the settlement period were frame buildings. Log structures exist deep in the forest where milled lumber was difficult to obtain. Some of the log structures included the William Vandervert Homestead (1892), the A.M. Drake Home (1901), and a small cabin associated with the Swamp Ranch (1904).

Log construction was also utilized later in the development of the region, especially during the 1930s when CCC Camps existed in Sisters, Redmond and Metolius. Buildings from this era include the Herbert Hoover Fishing Cabin (1936) and the Camp Abbot Officers Club (1942).

The “I” House

By the 1900s several small lumber mills had started production on the Deschutes River and milled lumber became readily available to build a “modern” house. Typical of the period is an “I” house. Its design is a two story rectangular box, covered with a side-facing gabled roof. Many have a full width front porch and an attached one-story wing to the side or rear called an “ell.” Wealthier families embellished the “I” house with filigree, wooden grillwork and perhaps a gabled dormer. Most “I” houses are going to be located outside of the city boundaries and represents the earliest type of frame houses that will most likely be found in rural areas of the county. Known “I” houses in Deschutes County include the demolished Redmond Homestead (1904), a homestead on Neff Road in Bend (circa 1908) and the Enoch Cyrus Homestead (1903).

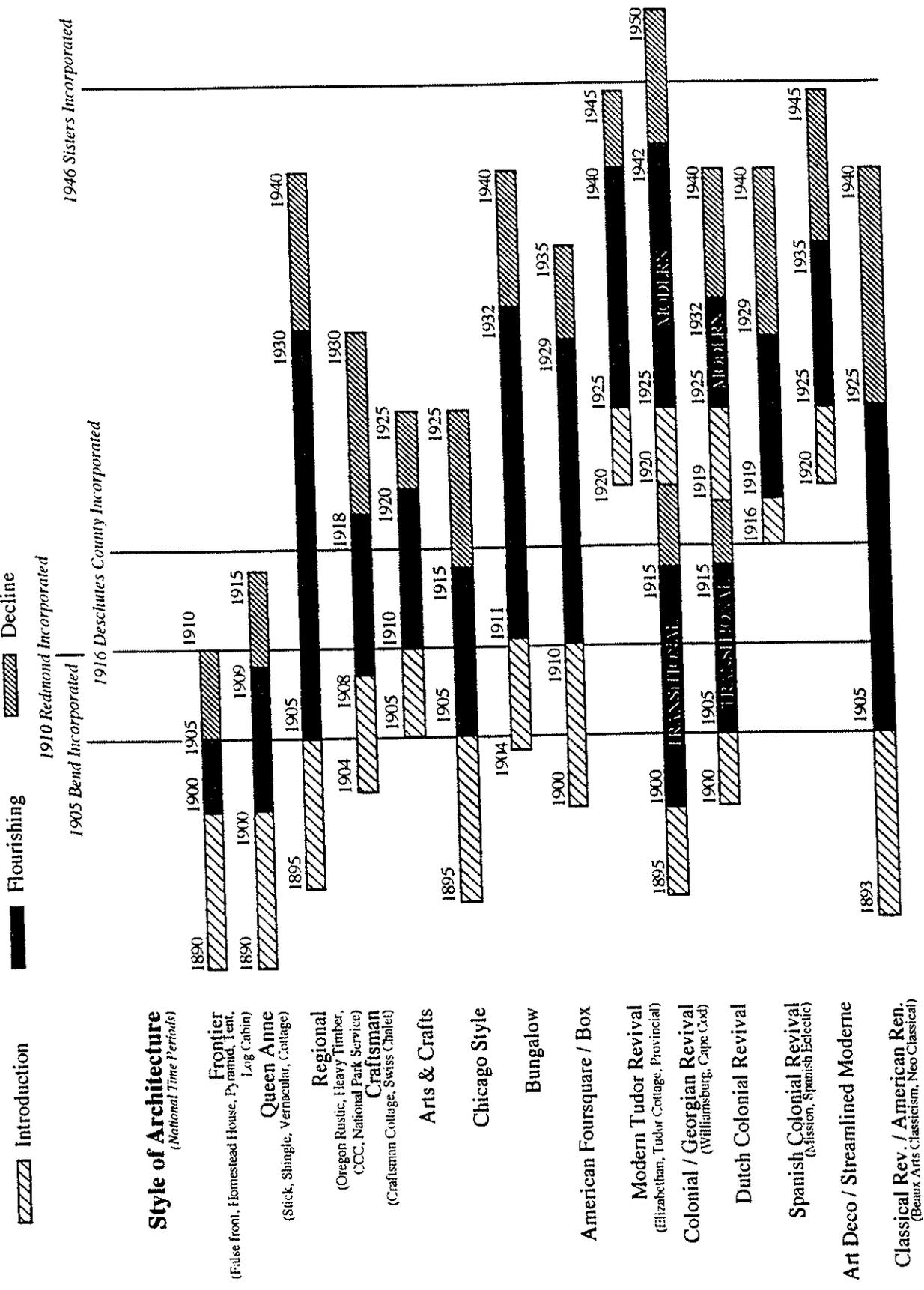
Queen Anne

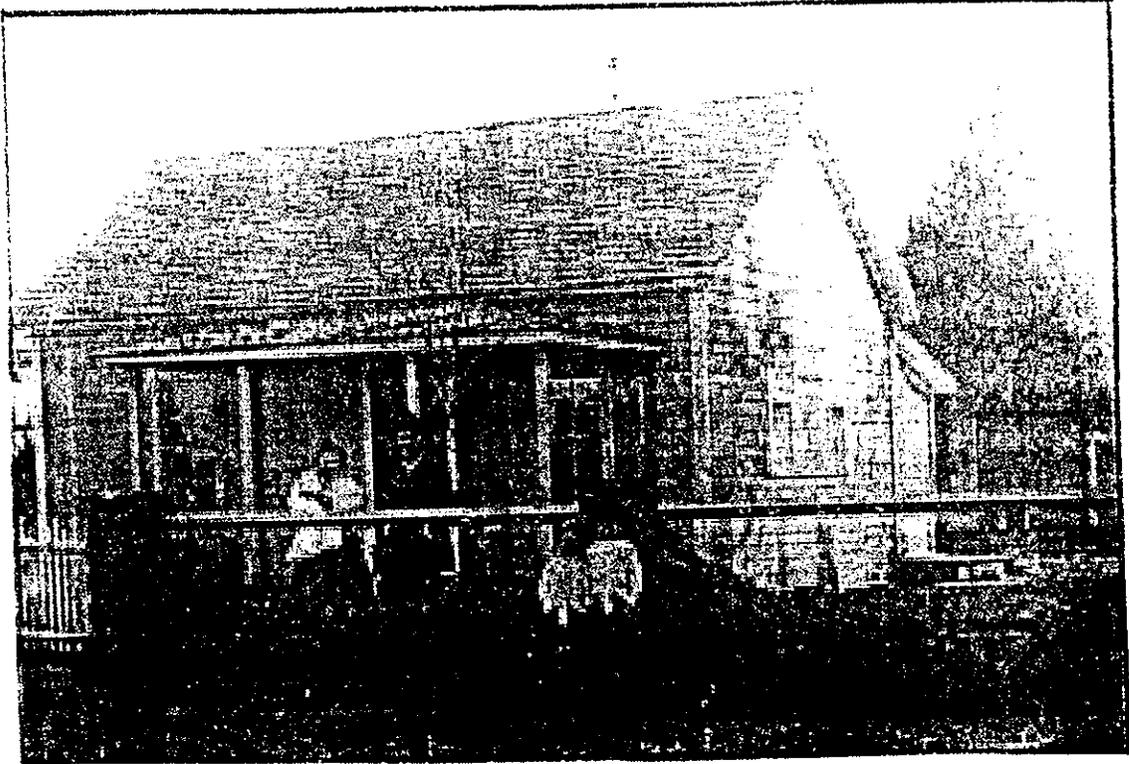
The Queen Anne Style never took hold in the County simply due to the fact that the style had lost its popularity when most of the settlers were moving into the region. A few structures do have subtle hints of the waning style. They including two structures on Franklin Street in Bend that sport the classic sunburst motif in the gable ends. Other structures around the County that have some elements of the style include the Judge Barnes House (1905), the Aunt Noll Nichols House (1904), and the Laidlaw Bank and Trust; all coincidentally in Tumalo. Hold over features from the Queen Anne Style include decorative bargeboards, fish scale shingles and gable ornamentation.

Workingman’s Foursquare

The counterpart to the typical American Foursquare is a small one-story version of the same form. Popular from the 1890 well in the 1910s, the style is characterized by a small squarish, one-floor building capped with a pyramidal roof. The design typically has a porch projecting from the main body of the house and may boast gabled or hipped dormers on one or more sides. The style was favored in many company towns across the country. Here in Deschutes County there were no company towns but we do find several homes in the style all within city boundaries. They include the Hardy Allen House (1908), the William Cox House (1910), and the Carl Shuholm House (1910). In Bend, Redmond and Sisters existence of this house type may be indicative of the oldest building in town.

1890-1950 Architectural Styles in Deschutes County





Early Shelter



Workingman's Foursquare



American Foursquare



Craftsman Bungalow

Western False Front

Some of the first commercial structures made their debut during the boomtown cycle of the Pioneer Period. The Western False Front was the most popular design. From about 1900 to 1910 hundreds of these buildings lined the streets of Bend, Redmond, Sisters, Tumalo, Terrebonne and LaPine.

The goal of the Western False Front design was to produce a building of visual quality that approximated the kinds of buildings being built of cast iron or brick in the more established cities. The “false front” facade typically masked a two story gable building, 25 feet across and 75 feet deep. Common of the design, a storeowner would have his business in the downstairs and live upstairs with his family. To attract business, the false facades were often used for signage. Large letters on the upper portion of the false front spelled boldly what the business was: “Drug Store,” “Hotel,” “Hardware Store.”

Most Western False Front buildings unfortunately have been lost in the downtown business cores due to fire or replacement. A few remaining examples however can be found tucked away in hidden corners around the County. Of those remaining include the Smith Hardware Store (1909), the Ottis Cobb Store (1904), and the Depot Hotel (1908). Additionally here in Deschutes County, oddly the style survived well into the 1920s. Documented building from this period include the Leithauser Store (1928) and the George Davis Building (1920).

Richardsonian Romanesque

The Richardsonian Romanesque style made a very late appearance in Deschutes County with the construction of two buildings, the Reid School in 1914 and the Wright Hotel in 1915. Both structures, constructed out of tuff stone, have the common oversized round arched opened that is characteristic of the style.

Further research is needed to discovery why the style made a late brief appearance in Deschutes County. Both buildings were designed by large architectural firms from outside the area. The style itself flourished during the 1890s and was popularized by Henry Hobson Richardson.

Chicago School

Although only one building was constructed in Deschutes County in the Chicago School Style, it is noteworthy. The O’Kane Building, completed in 1916, also has the distinction of being the first reinforced concrete structure built in Bend. The building’s style is noted by the design of the second story windows where large picture windows are flanked with double hung windows. This design was commonly found on many buildings constructed in Chicago during the teen and 1920s, hence the term “Chicago Style.”

American Foursquare

Called by a variety of names, including Edwardian, American Foursquare, Square, American Basic, and a Box House, the style was introduced just after the turn-of-the century. It is essentially what most people think of when they think of a Midwestern farmhouse. The American Foursquare is classified more as a type rather than a style since many styles can be fixed to the exterior façade including, Colonial, Craftsman, Mission and even Oriental.

Characteristics of the house are the footprint is square to rectangular, is at least two-stories, and is capped with a hipped roof. In Deschutes County the type was not constructed in great numbers. Examples include a Colonial version in Bend, the Shevlin-Hixon Executive House (1921), and a Craftsman version near Sisters, the W.T.E. Wilson Homestead (1904).

Craftsman

The rapid growth of Deschutes County at its incorporation in 1916, coincided with the peak of the Craftsman Style. And as a result gave the County a large number of these well crafted buildings. Structures in the Craftsman Style include houses, railroad depots, hotels, lodges, granges, and commercial buildings. The style was popular from about 1908 well into the 1930s.

The name “Craftsman” for a style of architecture comes from designs presented in the artistic and popular *Craftsman* magazine, published by Gustav Stickley from 1901 through 1916. Stickley, with his magazine and craftsman guild, popularized the style into a national movement that would eventually take hold for some 30 years.

The Craftsman Style building is simple in design, lacking almost all adornment, and above all they are very functional. Typical components of the Craftsman Style include low-pitched roofs and exposed rafter tails. Tapered porch columns of wood, stone, or brick, support a porch or pergola. Earth tone color schemes and the use of massive knee-type brackets on the eaves and porch are other common characteristics of the style. Examples of Craftsman buildings in Deschutes County include the Bend and Redmond Railroad Depots (1911), the Hotel Altamont (1911), the Eastern Star Grange (1916) and the IOOF Hall (1932), and the John P. Keys House (1912).

Bungalow

Popular literature has confused the general public about the term Bungalow. To be true to its historical background the term actually refers to any small house that was constructed during the teens and 1920s. With that in mind a Bungalow could be in any and every style of architecture- Colonial, Classical, Shingle, Craftsman and Spanish.

In Deschutes County were concerned with the “Craftsman Bungalow,” which is the most common house type found. The popularity of the style coincided with the building boom of 1916 and 1923, however the style appears as early as 1908 and doesn’t disappear until the 1930s.

Unlike other architectural styles, the Craftsman Bungalow was introduced on the West Coast of the United States. Its lines are low and simple, with wide projecting roofs. Exteriors are honest, and made of natural local materials. All Craftsman Bungalows have exposed rafter tails and A-Frame eave brackets. Visually it must be a one or one-and-a-half story house. The second floor, if any, is disguised by some device; such as a roofline breaking through it.

The most common theme of the Craftsman Bungalow though, is its large porch or verandah. The house is informal, simple and efficient, yet snug and comfortable. Interiors are simpler than the multi-parlored Queen Anne Style homes of just a few years earlier. Craftsman Style Bungalows in Deschutes County include the Chad Irvin House (1912), the George Conklin House (1919), the Thomas Carlon House (1923) and the Norman Gilbert House (1926).

Colonial Revival

The term “Colonial Revival” refers to the entire rebirth of interest in the early English and Dutch houses of the Atlantic seaboard. Faithfully and carefully rendered exterior reproductions of British, New England and Virginia originals from the 1600s and 1700s acted as the underlying theme for the upscale Colonial Revival house. This was encouraged by a wide dissemination of photographs, measured drawings and details in books and periodicals from 1900 to 1950.

The new style brought with it a change in the fundamental design of buildings. Americans had progressed from walking to driving to work in their new motorcars. As a result, wide front porches began to disappear or move to the side to make room for garages. The spacious front porches of the Craftsman period were virtually unknown in the new house designs of the Colonial Revival period. Garages became more numerous, detached in the Twenties, but increasingly attached in the Thirties. Lots became larger and Colonial landscaping for ordinary homes became a theme for articles in home magazines.

On the interior, a plethora of designated rooms appeared: telephone nooks, maid’s rooms, breakfast rooms, broom closets, radio rooms, and even spaces earmarked for refrigerators. For the first time one-and-a-half, two, and two-and-a-half baths were common even in middle class residences.

The Colonial Revival style remained so popular for so long that even today many new subdivisions in and around Deschutes County, still feature houses with Colonial style detailing. Detailing includes gable roofs, boxed overhanging eaves with cornice returns,

sidelights, fans, multi paned windows, decorative columns, and often a large brick chimney.

Within the movement several substyles can be found including the Dutch Colonial, the Cape Cod, and the Williamsburg. Each substyle has a historical precedent. The Dutch Colonial is a direct descendent of the early homes of New Amsterdam. The Cape Cod prototype is drawn from the shingled or clapboarded cottages of Massachusetts fishing villages. And the Williamsburg, of course, had its historical precedent house taken from Colonial Williamsburg in Virginia.

The Dutch Colonial house is readily identifiable by its gambrel or “barn-like” roof. Like a barn, this roof type allowed for more storage space, or headroom, in the second floor. Two periods of the style exist. During the early period, the entrance to the building is found on the gable or gambrel end. Examples of such buildings include the Methodist Church Manse (1912) and the Niswonger House (1910). Later entrances were moved to the long sides of the house. Examples include the Samuel Ray Peoples House (1925) and the Walter Peaks House (1927).

The Cape Cod is a simple one-and-a-half story rectangular box, capped with a side-gabled roof. It usually has a large central brick fireplace, and multi-paned windows. There is just a hand-full of these homes in Bend. No documented cases exist in Redmond. Among known examples include homes on State Street and First Street.

The Williamsburg style is very similar to a Cape Cod in design. The difference being that dormers are added to the roof. These dormers hark back to the early 17th century when the house style was developed. In Deschutes County commercial as well as residential examples of the style can be found. They include several homes on State Street in Bend, the Pine Tavern (1936) and the O.C. Hart Duplex (1942) in Redmond.

One distinguishing feature of all Colonial homes is the use of patterned cutout shutters. Evergreen trees, tulips, cloverleaf’s, moons and heart shapes grace the purely aesthetic shutters that flank many Colonial home windows in Deschutes County.

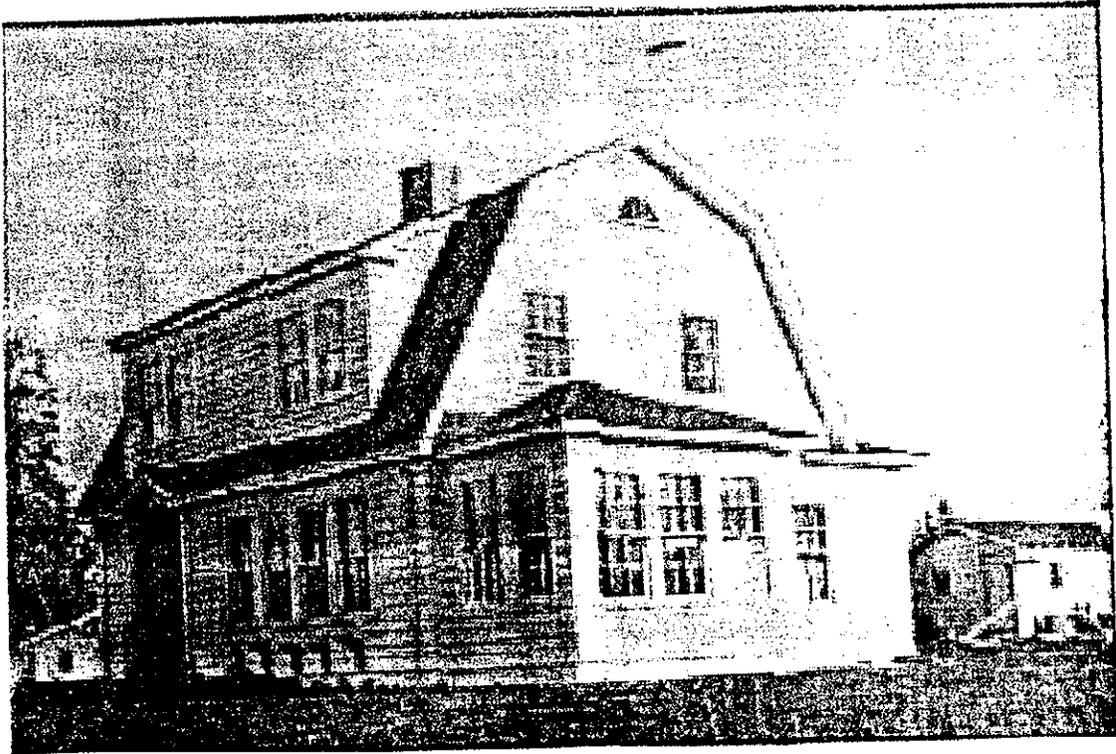
One of the more interesting characteristics of the Colonial movement was the replication of the Colonial style in all components of the home. Desks, chairs, tables, couches, and dishes were all exact reproductions of Colonial furniture from the 1700s. Businesses such as Sears and Wards suggested you could “*Return to 18th Century Charm*” if you purchased their version of a Colonial dinning room set. Dishes, towels, clothes, rugs, mirrors and radios all featured Colonial themes. Even architects and contractors offered plans to build additional landscape features such as gates, trellises and gazebos that would add an additional touch to the Colonial home.



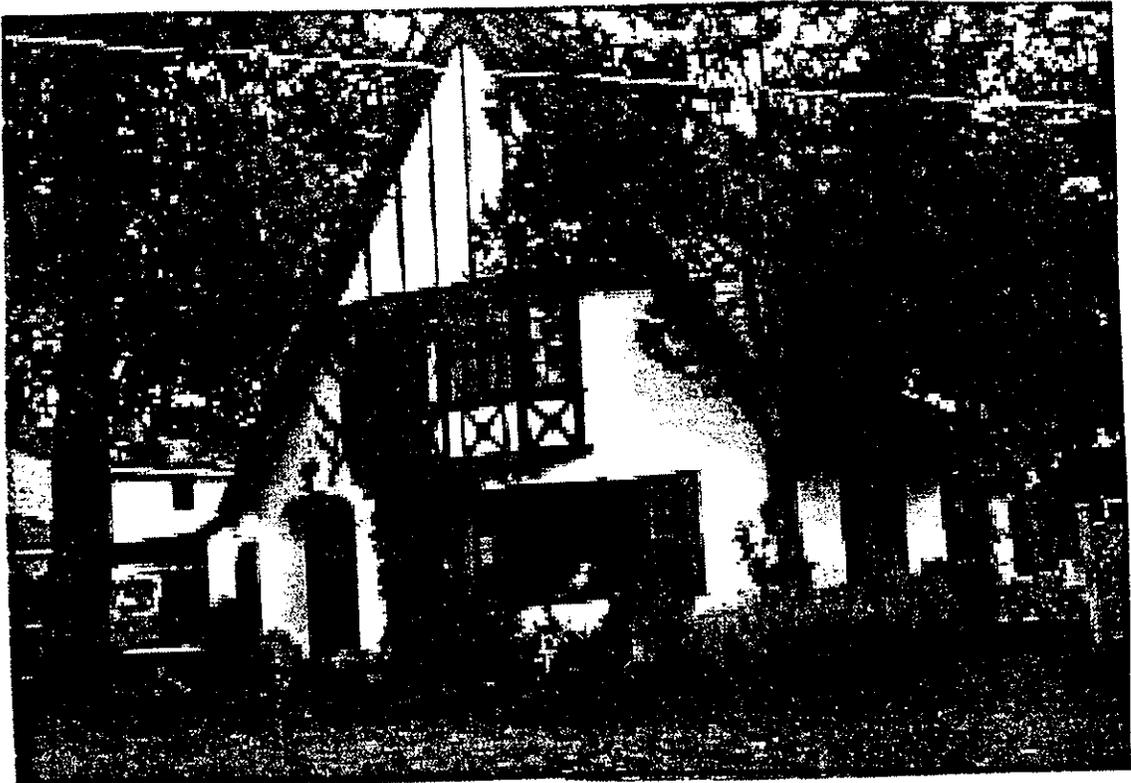
Williamsburg



Cape Cod



Dutch Colonial



Tudor Revival

The movement was originally fueled by the complete restoration of Colonial Williamsburg in the late 1920s by the John Rockefeller Foundation. Home to 88 original Colonial-period structures, buildings such as the Brush-Everard house and its furnishings became the inspiration and prototype for hundreds of reproductions throughout the 1930s, 40s and 50s. Local lumber companies such as Tum-A-Lum Lumber and CopeLand Lumber had a free plan service that offered many homes in Colonial designs, including a Cape Cod and a Williamsburg.

Tudor Revival

Designed to imitate the great Arts & Crafts English Country manors of the late 19th Century, the Tudor Revival Style is readily identifiable due to the faux heavy timbering on the gable ends. Even Gothic references appear in the wrought iron hinges on massive round-topped doors.

This style, designed typically by architects, represented modern architecture of the day, addressing the need for a new kind of housing style. Eventually the style even took on political significance after World War I, becoming an affirmation of the victorious English speaking nations. Many of the prosperous families who had been in the United States for generations saw their Anglo-American culture endangered. Building an English-style house was a symbolic way of asserting one's Anglo-Saxon roots.

For those who didn't have genuine British roots, the Tudor house became a symbol of aspirations. If you were newly arrived in the money class, and wanted to proclaim your cultivation and good taste, an English Tudor house provided an instant veneer of respectability. As a result many newly wealthy people built an English Tudor house during the boom times of the 1920s, coining the term "Stockbroker Tudor."

Examples of the style here in Deschutes County include the Butch Stover House (1927), the Dr. Howard Wells House (1930), the Fred Lieuallen House (1926) and the Carl Gallaway House (1928). The style was typically found on residential buildings however a few commercial structures used heavy timber embellishment. They include the First Methodist Church in Bend built in 1921.

Spanish Colonial

Not as prevalent as other types of Colonials, the Spanish Colonial style nonetheless does make an appearance in Deschutes County. The style is primarily located in the Southern and Western United States, and like the overall Colonial movement, was a reaction to the highly ornamented Queen Anne house of the late 19th Century. The style is unique because it was the first time architects and designers turned to the Spanish settlements of America for inspiration.

Commercial use of the style was prompted by Bertram Goodhue's use of Spanish elements in the fair buildings of the 1915 Panama California Exposition in San Diego.

Residential popularity of the style spread mainly because of heavy magazine and plan-book coverage in the 1920s.

The peak of popularity of the Spanish Colonial style was the 1920s, but it was built from the early years of the century into the late 1930s. Near the end of its popularity, examples could be found as far away as Michigan and Wisconsin. Here in Deschutes County, the style never really caught on. A few examples can be found however. The most prevalent of these is the Liberty Theater. Built in 1917, the theater was originally adorned with a stucco exterior, a red tile roof and arched windows. Other buildings in the style include the Broadway Villa Apartments (1928), the Rose Apartments (1925) and a small house on Georgia Street in Bend.

Typical elements of the Spanish Colonial style include: red clay tile roofs, stucco walls, shaped parapets and arches, low pitched roofs, decorative iron grillwork and arches above the doors and windows. Some architectural historians have broken the Spanish Colonial movement into several sub-styles: Mission, Mediterranean, Pueblo and Spanish Eclectic. In Deschutes County we have one example of the Mediterranean style, the Bend Clinic built in 1924.

Art Deco and Streamline Moderne

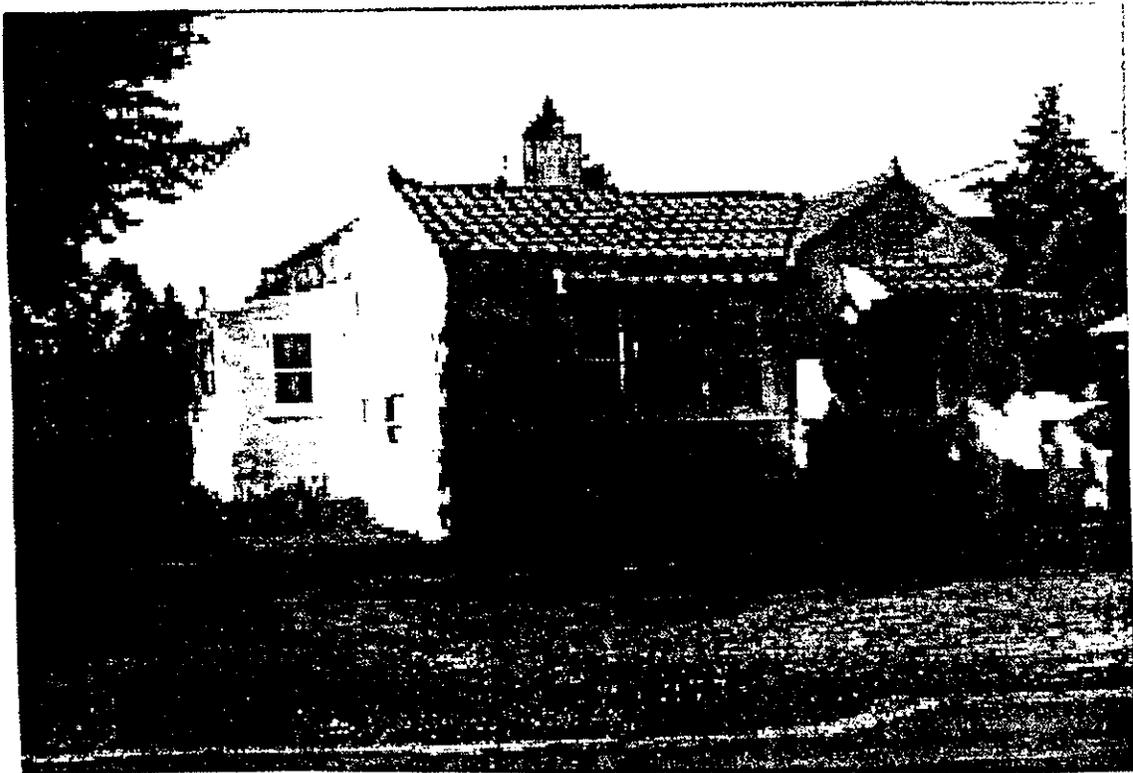
With the stock market crash in October of 1929, and the Depression that followed, the modern movement became firmly entrenched as the style that brought with it a forward-looking trend and a sense of hope for the future through the built environment. Here in Deschutes County several people embraced the style with open arms.

The Art Deco style itself started as a result of an international exposition of industrial design held in Paris in 1925, the *Exposition des Arts Decoratifs*. Much like a world's fair of today, each country was asked to share its latest technologies with the world. United States representation at the exposition however was lacking due to President Hoover's decision that the U.S. did not have any new technology to offer.

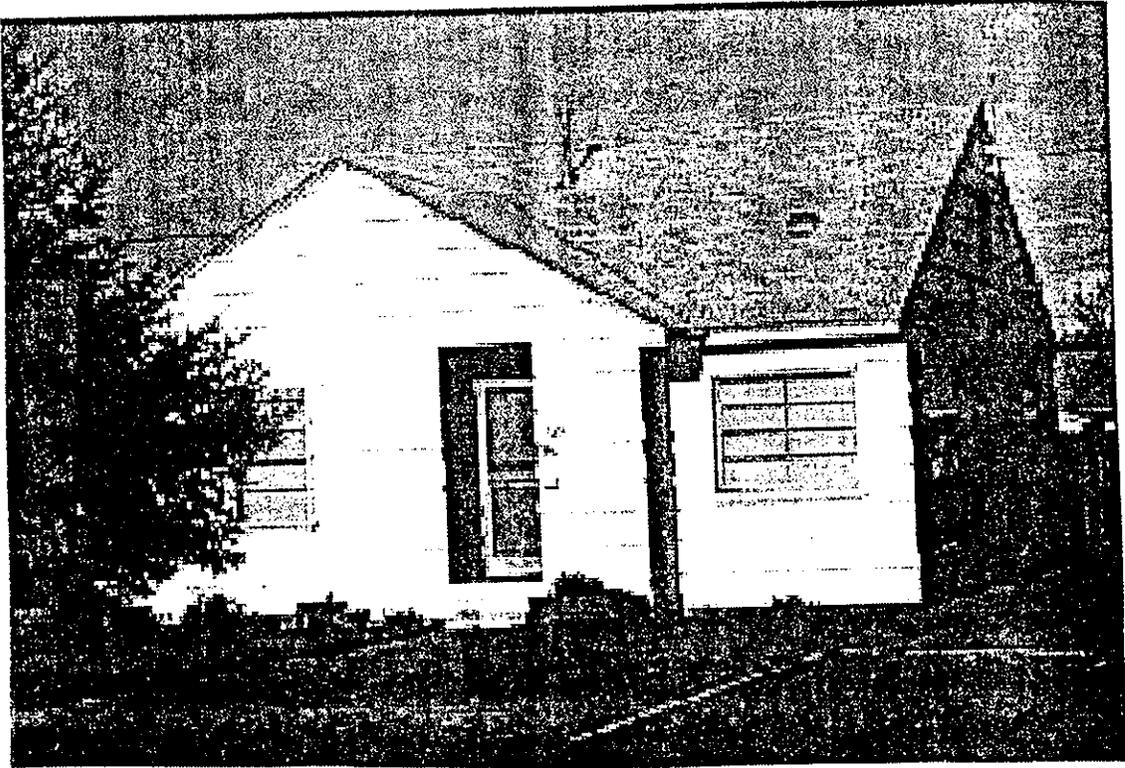
The exposition focused attention on a new design aesthetic that featured elements of Egyptian, Aztec, and Myan art, all geometric designs. Art Deco combined these designs in new ways, and use machine age materials to create a new, fresh, "modern" look that had no historical precedent. The new look eventually caught on in the United States during the 1930s and 40s. However, the style never went mainstream. It was mainly used as a commercial style of architecture. In Deschutes County the best examples are the Deschutes County Courthouse (1940), the Redmond Safeway Store (1940), the Meda Butler building (1938) and the demolished Walter Lantz Building in Redmond (1940).



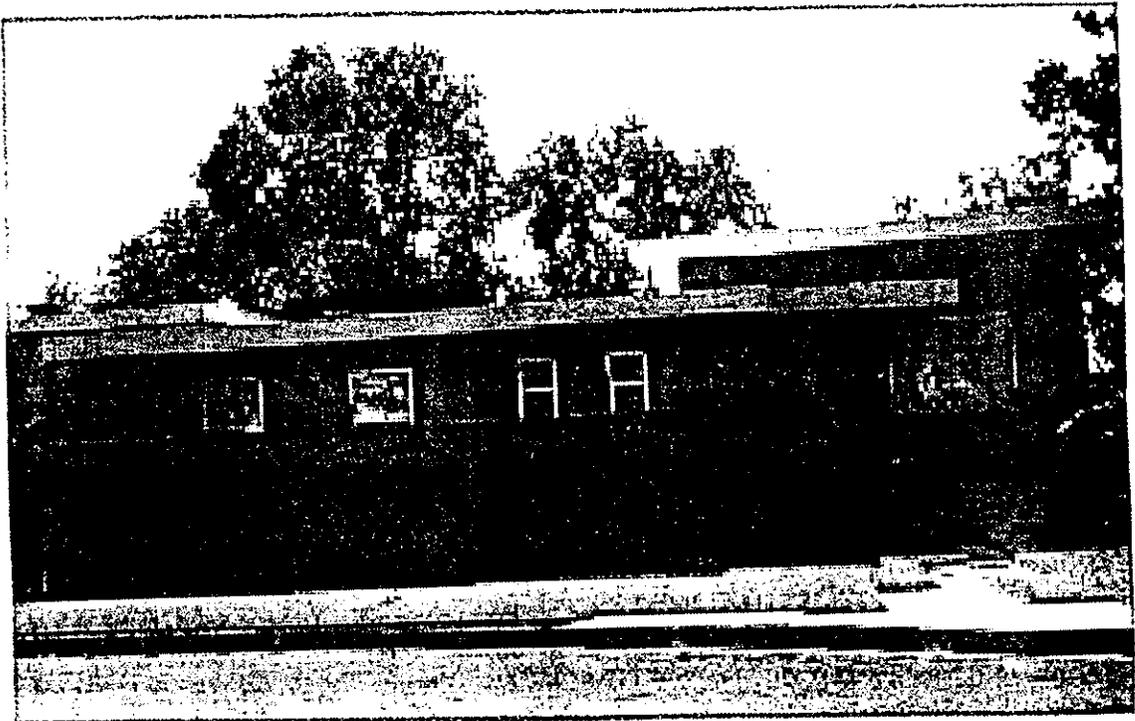
Streamline Moderne



Spanish Colonial



Rambling Colonial



International

As the depression decade of the 1930s progressed, Americans saw a new aspect of the Art Deco Style emerge in the marketplace: Streamlining. The Streamlining concept was first created by industrial designers who stripped Art Deco design of its fauna and flora in favor of the aerodynamic pure-line concept of motion and speed developed from scientific thinking. As a result an array of designers quickly ultra-modernized and streamlined the designs of everyday objects. Manufacturers of clocks, radios, telephones, cars, furniture and numerous other household appliances embraced the concept with open arms.

Soon beauty parlors, corner soda fountains, offices, diners and movie theater owners were all enthusiastic about gaining more business through modernizing their premises in the new industrial style. Materials of chromium steel, colored Vitrolite glass, stucco, tubular neon, glass block, tinted mirrors and recessed lighting were all used to convey the image of speed. Americans quickly flocked to these sleek, shiny, emporiums of modernity and by the middle of the 1930s, and the machine aesthetic (the merging of art and industry) had insinuated itself into American culture. Deschutes County, particularly in Redmond, has many examples of the style. They include the Milton Odem House (1937) a rare residential example, the Medical Dental Building (1941), the Tower Theater (1940), the M.P. Cashman Building (1939) and the Redmond Spokesman Building (1939).

Minimal Tract

The make believe world of period revivals and space age creations was jolted back to a harsh reality by the start of WWII. Houses became very simple in design by comparison. Most are one-story and have little to no ornamentation. What little decoration there is on a Minimal Tract house is typically an imitation of some earlier, more established style. Window shutters are meant to suggest colonial architecture, glass block harks back to the Art Deco period and porch brackets are reflective of the Craftsman style.

Windows can be one-over-one double hung or two-over-two double hung. The Minimal Tract home usually has a gable roof and eaves are cut very close to the wall plan. Exterior sheathing can be wood, brick, stone or stucco. In Deschutes County hundreds of these building were constructed from 1930 to 1950. The understanding of this style is very limited and more research needs to be completed. Additionally within the overall style it appears that many substyles could be developed.

Rambling Colonial

Not all buildings fit nicely into categories that architectural historians devise. One of these, along with the Minimal Tract house, is the Rambling Colonial. It's a style that has not yet been fully study or defined, yet it exists and can not be ignored. Its characteristics, although hard to define, include an irregular floor plan, multi-gabled roofs, clapboards and brick exterior walls, and above all simplified Colonial style detailing. These may include cornice returns that have little to no depth, decorative shutters, herringbone-patterned trellises and Doric columns. Unlike homes of the

previous era, Rambling Colonials most likely have attached garages and large picture windows.

In Deschutes County many of these homes were built. Often entire blocks and neighborhoods were built in the style. Developers often-used three to four different designs, adding or moving detail, and sometimes reversing floor plan layouts.

International

The International Style makes a subtle appearance in Deschutes County. The buildings are not pure textbook examples but rather use the overlying concepts of the style. Some historians note that this may be called the Contemporary Style. Distinctive characteristics include a banding of windows, wide boxed over-hanging eaves, flat roofs, metal casement windows and stuccoed exterior walls.

The style grew from the work of Le Corbusier of France, and Walter Gropius and Mies van der Rohe from German. They were all working without historical precedent to design new buildings that utilized the latest technology of the day. During the 1930s their ideas were eventually introduced to the United States where they caught on to a slight degree. The style never went mainstream, and most true International Style buildings were constructed for wealthy clients by famous architects in major cities.

Some avant-garde individuals did embrace the new style as late as the 1950s. They used the over-lying concepts to create new simpler forms. A few building in Deschutes County utilize these ideas. They include the Redmond Airport Administration Building (1950), the Oregon National Guard Building (1955) and several homes in Redmond built during the late 1940s.

Kit Houses and Stock Plans

A discussion of the built environment in Deschutes County is not complete without talking about Kit Houses. Although no houses to date have been verified as a kit house, companies such as Sears & Roebuck, Montgomery Wards, Ready Built Houses, Lewis and the Rice-Penne Company advertised kit houses for sale in Deschutes County. In fact at one point during the 1940s, Sears and Wards actually had mail order house offices on Bond Street in Bend. Other companies that could have entered the market were Gordon-Van Tine, Aladdin, and Fenner Manufacturing Company out of Portland.

These companies offered complete houses for sale through the mail. Sent by rail, the mail order house arrived in two boxcars ready for assembly by the owner or a hired contractor. The lumber for the house came pre-cut and numbered. Shingles, moldings, sinks, windows, paint, and door hardware all came labeled with a complete set of plans and instructions.

Kit houses were enormously popular around the country, from 1908 to 1940. Sears alone sold 10,000 homes of all styles nationwide. Residents of Deschutes County inevitably constructed some of these houses but they are yet to be identified.

Another way to acquire a “dream house” at low cost was to send away for plans. Many architects and lumber companies offered plan services. Some plans were free others cost \$2.00 to \$5.00. Locally the Miller Lumber Company, Copeland Lumber, and Tum-A-Lum Lumber offered hundreds of designs and types plans. Craftsman Bungalows, Cape Cod and even Streamline Moderne designs were available. You could also acquire plans for barns, sheds, silos and outhouses. Only one plan service house to date has been verified. The Peter Byberg House, built in 1916, is a Sears & Roebuck House model #240

Building Materials and Suppliers

Brick

One of the most significant building materials to the Central Oregon Region was brick. Bend and Redmond had brick yards. Information about the Redmond yard is limited to references in newspaper articles, which unfortunately tell us little.

The Bend Brick Yard is a different story. It had its beginnings in 1909 when three young men, Fred Van Matre, Fred Hunnell and Art Gertson began making bricks in hand-made molds on the Barney Lewis homestead just west of Bend. Realizing the profits to be made by such an enterprise, in 1911 Walter Scott, Arthur Horn and R.C. Colver purchased the land from the three men and started the Bend Brick and Lumber Company. By the spring of 1912, new automated brick-making machines had arrived by rail and the company employed over 22 men.

The Bend Brick Yard supplied most of the building materials during the building boom in Bend in the late teens and early twenties. As a result numerous, commercial blocks and residences in and around Central Oregon were constructed of the “red” Bend Brick. The clay deposits of the yard were so rich that the brick production in 1916 was 40,000 a day, resulting in a total yield of over 1.8 million bricks in a single year. The brick sold for as little as \$18.00 per one thousand and at the time was billed as the cheapest price anywhere in the West.

Examples of building built with Bend brick include the Redmond Union High School (1922), the First National Bank (1912), and the Cozy Hotel (1917). The Brick Yard was located on Shevlin Park Market Road in the large flat area to the south, just before you drop down into the canyon to go to Shevlin Park.

Stone

One of the more unusual building materials used in Deschutes County is stone. Tuff, lava rock, and basalt were used to build foundations, chimneys, porch supports and walls on hundreds of commercial and residential properties. Examples include the A.L. French House (1912), the Wright Hotel (1911) and the Peter Byberg House (1916).

The most unusual of the three types of stone is tuff. Only found in Eastern Oregon, Eastern Washington and Southern Idaho, volcanic “tuff” stone was used to construct numerous buildings around the County including Reid School (1914), the Bend and Redmond Depots (1911), and the Irvin Furniture Store (1911) in Redmond. When first quarried, tuff is easily workable with saws and chisels. Once exposed to the air, the tuff hardens, creating a durable building material. Tuff can be pink, tan or black in color. Tuff quarries were located in the present day Columbia Park and at the base of Awbrey Butte in Bend. The Bend Stone Company was the only company in town who offered tuff stone for sale.

In the late 1930s, Tuff made a return in Redmond. Several homes have pink Tuff walls, and even more used pink Tuff for chimneys. The stone was likely quarried northeast of Madras.

Lava rock, a porous-like material, was used for many foundations and rock walls around the county. The Bend Amateur Athletic Club (1918) and the old Bend High School (1925) both use lava rock as foundation material along with hundreds of residential buildings. Lava rock was never cut into sized pieces and as a result was laid in a rubble manner.

Basalt rock, the hardest of the three types of stone, was mainly used as a foundation and chimney material. Irregular in shape, basalt rock is typical black in color or dark brown and has a smooth surface.

The use of tuff rock apparently fell out of disfavor when the brick yard opened in Bend. Competition among the companies led to discussion over which material was more durable. We know today that it is brick. Lava rock as a building material is still being used today as a veneer material. Basalt stone fell out of favor about the same time as tuff stone.

Building Suppliers

Numerous lumber companies, hardware stores, plumbing shops, and electrical stores over the years have provided the necessary building supplies to construct buildings in Deschutes County. See listing of Significant Architects and Contractors on page 62.

Many of the early companies are still in existence today including, Miller Lumber Company, Tum-A-Lum Lumber Company, and Copeland Lumber. The Bend Hardware

Store was bought out in the 1940s, at which time the name was changed to Masterson-St. Clair Hardware.

Architects

From early 1900 to the 1950s Deschutes County acted as home to very few architects. Architects from Portland, Seattle and Spokane designed most of the prominent buildings. They include the O’Kane Building (1916), which was designed by the Beezer Brothers from Seattle, the Reid School (1914) designed by Sweatt, Levesque & Co from Spokane and the McCann House (1916) designed by David Lewis from Portland. For a complete list of significant architects turn to page 62.

Perhaps the most notable architects are Lee A. Thomas and Hugh Thompson. Thomas designed the Bend Amateur Athletic Club, the Lew Franks Building and St. Francis Catholic Church. Thompson designed the demolished Capitol Theater, the New Redmond Hotel, the old Bend High School, the Butch Stover House and the 1927 addition to Pilot Butte Inn.

In later years the two became a powerful architectural force. As partners they designed the O.C. Henkle Building (where Claypool Furniture now is located), Kenwood School, the Central Oregon Bank (now home to Wells Fargo Bank) and the Vandeventer & Whittington Garage (better known as Eddie’s Garage).

Contractors and Trades People

The built environment in Deschutes County was actually constructed by hundreds of talented and dedicated individuals. For a complete list of significant contractor and trades people turn to page 62.

The first effort in Central Oregon to improve local building conditions and foster cooperation among builders came in 1918 with the organization of the *Builders Exchange*, forerunner of the Central Oregon Builders Association. With 27 charter members, the purpose of the organization was to “join all contractors, manufacturers, and dealers of good repute, whose business connects them with the industry...” Membership in the *Builders Exchange* was purely voluntary and the organization did not propose to foster any particular interests, nor oppose labor in any way.

Much like modern day Deschutes County the building industry had a boom and bust cycle during the first part of the 20th Century. The construction industry was good for painters, stone masons, contractors, plumbers and electricians in 1916, when more than \$200,000 was invested into the Bend downtown. By 1925, the value of building activity had reached an all time high of \$440,000. In 1933 however, the building activity dropped to just \$11,985; most likely the result of the Depression. A typical wage for a bricklayer

in the 1920s was \$9.00 a day. A carpenter earned \$7.00 a day, while a painter made \$5.50 a day.

Identification Summary

For purposes of architectural study of the recent past, Deschutes County couldn't be a better example. All of the significant styles, from the Craftsman Bungalow to the Streamlined Moderne, can be found scattered throughout the community. Building booms, distinctive construction materials and construction methods have created a unique building environment worthy of preservation and protection.

For a complete listing of all inventoried properties in Deschutes County as of the time of this study see pages 94 through 106.

Significant Designers, Contractors & Trades People

The following is a list of building trades people who were responsible for the construction of the built environment in Deschutes County. The list includes architects, contractors, plumbers, plasterers, electricians, and lumber yard and hardware storeowners. The list was developed from city directories, newspaper articles and advertisements, and personal interviews with local historians. Although every attempt was made to include all building trades people from 1900-1950, the list is not necessarily comprehensive. Dates included are approximations.

<u>Name</u>	<u>Contribution</u>
Abegg, George	Plumber in the 1940s in Redmond.
Albright, Joe tore	Building contractor in Bend in the teens and 1920s. He down the old Central School building and built five bungalows as temporary classrooms.
Aldermann, Onnie	Painter and decorator in the 1940s.
Allgood, Roy K.	Painter in the teens in Bend.
Allison, R.L.	Building contractor in the 1920s.
Andrews, Wilber	Painter and decorator in the 1940s.
Arnold, Lew K.	Architect in Bend in the 1920s. Designed the Noonchester Apartments.
Baird, L.B.	Manager of Bend Brick Yard.
Barbour, Chet	Painting contractor in Redmond in the 1940s.
Barclay, Lester L.	Plumber in the 1940s in Bend.
Barr, George Paul	Painter and decorator in the 1930s and 40s.
Barr, Robert J	Painter and decorator in the 1930s.
Beaver, W.A.	Owner of the Bend Stone Company.
Beezer Brothers	Seattle architecture firm that designed the Sather Building, the O'Kane Building, and the now demolished 1st National Bank Building in Bend.
Bevard, J.M.	Architect and contractor in Redmond in the early teens.
Bookman, C.E.	Painter and decorator in the 1920s.
Bookman, H.J.	Painter and decorator in the 1920s
Bowden, H. Stanley	Painter and decorator in the 1940s.
Brandon, Harry	Stone mason in the 1940s in Bend.
Brooks, Ralph C.	Plumber in the 1940s in Redmond.
Brosterhous, Edward P.	Building contractor in the teens and 1920s. Responsible for the construction of Bend High School, Reid School, an addition to Kenwood School, the Spheir Building, the Samuel Peoples House and St. Francis Catholic Church.
Brosterhous, George	Building contractor in the teens in Bend. Died during the construction of Reid School.
Brown, F.A.	Architect from Portland who designed the Shevlin-Hixon Mill.

Brubaker, Oriel G.	Building contractor and architect in the teens and 1920s. Designed the D.H. Spheir Building.
Buckman, Harrison Caler, H.	Painter and decorator in the 1940s. Excavation and stone contractor. Worked on the Sather House and the Wiest House.
Campbell, Fred L.	Stone mason in the 1940s in Redmond.
Carlson, Oscar	Plumber in the 1940s. Co-owner of Carlson & Lyons Plumbing Store.
Carlson & Lyons	Plumbing store in Bend in the teens and 20s.
Chamness, Guy	Painter and decorator in the 1940s in Redmond.
Chandler, Brainard R.	Painter and decorator in the 1930s.
Childs, George J.	Co-owner of Bend Hardware Company.
Christiansen, Hans L.	Building contractor in Bend in the early teens.
Clark, Cleon	Architect of Skyliners Lodge.
Clarno, Francis	Plaster contractor in Redmond in the 1940s.
Collins, C.E.	Building contractor in the teens in Bend.
Colver, R.C.	Part owner of the Bend Brick Yard.
Cork, Norman	Excavating contractor in Redmond in the 1940s.
Cottengim, J. Arthur	Electrical contractor in the 1930s in Redmond.
Coyner, Craig	Building Contractor in Bend in the 1920s. Built the Bend Apartments.
Critcher, James W.	Painter and decorator in the 1930s in Redmond.
Cunningham, John J.	Building contractor in the teens and 1920s. Responsible for the construction of the Erickson-Pringle-Cashman Block and the Central Oregon Bank.
Cyrus, Melvin	General contractor in the 1940s in Redmond. Built the Redmond Clinic, the Deschutes Valley Potato Co. Warehouse and Mae's Tavern.
Daily, L.	Plaster contractor in Redmond in the early teens.
Daum, Walter E.	Building contractor in the 1930s and 40s in Bend.
Davis, Chas L.	Building contractor in the 1940s in Bend.
Davis, W.J.	Painter and decorator in the teens and 1920s in Redmond.
DeGree, John G.	Building contractor in the 1940s in Bend.
DeMent, Floyd	Co-owner of Bend Hardware Company.
Dennis, John	Built the Sisters Hotel.
Dion & Horskotte	General contractors of the Shevlin-Hixon Mill.
Douglas-Hammond Co.	General contractors for the Deschutes County Courthouse.
Doyle, A.E.	Prominent Portland Architect. Drew the preliminary design for the Deschutes County Library.
Dubuis, John	Engineer in Bend in the teens and 1920s. Engineered the North Unit canal system, the sprinkler system for Bend High School and was the engineer inspector for the Tumalo Irrigation Project.
Dugan, C.J.	Co-owner of the Huffs Schmidt & Dugan Foundry.
Eastman, Edwin	Excavation contractor in the 1940s in Bend.

Edwards, A.E.	Painter and decorator in the teens in Bend.
Engerbretson, J.E.	Plumbing contractor in the teens and 1920s.
Erickson, Elmer Partners	Building contractor in Redmond in the early teens. with Ole K. Olson.
Fissel, Harry J.	Lath contractor in the 1940s.
Field, Joe C.	Cement contractor in the 1940s in Bend.
Finnegan Brothers	Heating contractors in Bend in the teens and 1920s.
Friberg, E.A.	Building contractor in the teens and 1920s.
Frodeson, Fred	Building contractor in the teens and 1920s. Built the O'Kane Building.
Gant, H.W.	Building contractor in the teens in Bend.
Gardner, Blaine	Building contractor in the teens and 1920s.
Gardner, Earl J.	Insulation contractor in the 1940s in Bend.
Gerking, Grover G.	Painter and decorator in the 1930s.
Gertson, Arthur B.	Building contractor in the 1930s in Bend.
Goodrich, J. B.	Building contractor in the teens. Built the New Taggart Hotel.
Gotter, Ben	Building contractor in Redmond in the teens.
Golden, W.P.	Carpenter in Bend in the teens and 1920s. Worked on the A.L. French House.
Gould, Robert	Engineer for the City of Bend in the teens and 1920s. Elected Deschutes County Surveyor in 1919 and subsequently worked for the State Highway Department.
Grant, H.W.	General contractor in the teens and 1920s.
Gray, Harrison	Building contractor in the 1930s in Redmond.
Groggans, Andrew J.	Painter and decorator in the teens and 1920s.
Hansen, Alfred W.	Painter and decorator in the 1940s.
Hart, O.C.	General contractor in Redmond in the 1930s and 40s. Built the Meda-Butler Building, the Piggly Wiggly Store, the Walter Franks Building, the Lew Franks Building, and the Moty & Van Dyke Building in Bend.
Haughton, Jack	Brick layer in Redmond in the 1930s. Built the Fritz Landaker House.
Hazuka, J.A.	Building contractor in Bend in the early teens.
Hedstrom, William	Building contractor in Bend in the 1920s. Built the Mutzig Block.
Henderson, William H.	Painter and decorator in the 1930s in Bend.
Hillstrom, George A.	Heating and venting contractor in the teens in Bend.
Holman, Laurence	Plumber in the 1940s.
Holmes, Roy R. Built	Building contractor in the 1930s and 40s in Redmond. the Drugless Clinic and Hogan's Men's Furnishings.
Homberg, A.F.	Plaster contractor in Bend in the early teens.
Hope, Ralph A.	Owner of Hope Electric Shop in Bend.
Horn, A.H.	Owner of Bend Brick Yard.
Horn, Weldon V.	Electrical contractor in the 1940s in Redmond.

Immele, R.C.	Owner of lumber yard in Redmond in the teens.
Irvin, Chad H.	Owner of furniture store in Redmond in the teens and 1920s.
Ingemann, George	Building contractor in the teens in Bend.
Isted, Elwood J.	Bend Architect who designed the Square Deal Furniture Store in 1935, and the Kenwood School Gymnasium in 1939.
Jackson, Joseph H.	Owner of hardware store in Redmond in the early teens.
Jacobs, W.A.	Building contractor in Bend in the 1920s.
Janney, N.D.	Building contractor in the teens and 1920s in Bend.
Jones, H.E.	Painter in Bend in the early teens.
Jones & Marsh	Portland Architectural firm which designed John Tuck Elementary School in Redmond.
Keane, Edward H.	Architect who designed the Liberty Theater in 1917.
Kendal, B.A.	Owner of hardware store in Redmond in the teens.
Kirby, W.D.	Building contractor in the teens and 1920s in Bend. Built the O.C. Henkle Building.
Kohl, George	Painter in the teens in Redmond.
Kottwick, Fred	Brick maker at the Bend Brickyard in the 1920s.
Ladd, Delmer F.	Plaster contractor in Redmond in the 1920s.
Lamb, James K.	Painter and decorator in the 1930s in Bend.
Lantz, Fred	Building contractor in the 1930s. Built the Fredrick Apartments in Redmond.
Lantz, Walter	Owner of Redmond Electric.
Laurgaard, Olaf	Structural engineer for the Tumalo Project of 1914.
Lawrence, Holford & Allyn	Portland architectural firm. Designed Trinity Episcopal Church and the Hammond Ranch House.
Lewis, Austin D.	Painter and decorator in the 1930s and 40s.
Lewis, Arnold K.	Architect of the Noonchester Apartments.
Lewis, Barney	Sign painter in Bend in the early 1900s.
Lewis, David C.	Prominent Portland architect. Designed the Thomas McCann House in Bend.
Loop, R.H.	Building contractor in the teens and 1920s.
Lynch, George	Plumber in the 1940s.
MacCloskey, J.A.	Tinning and furnace contractor in the teens in Bend.
Manchester, A.W.	Building contractor for Julious Construction Company of Portland. Built the Redmond Union High School Gym in 1945.
Masterson, Jack	Co-owner of Masterson-St.Clair Hardware Store. Masterson and his partner bought out Bend Hardware Company in the 1940s.
Mayne, Alexander	Building contractor in the teens in Bend. Built the Mayne Maternity Home on Third Street.
McCoy, E.F.	Finish contractor in Redmond in the 1940s. Completed the interior work on Mae's Tavern.

McLennan, Edward S.	Plumber in the 1940s.
McQueson, George reportedly	Building contractor in Bend during the teens who built most of the houses on St. Helens Street.
Mefferd, John O.	Plaster contractor in the 1930s in Bend.
Miller, Ham	Started Miller Lumber Company in 1911.
Miller, Woodrow E.	Building contractor in the 1940s in Bend.
Minger, T.J.	Plumber in the 1920s in Redmond.
Minster, Walter B.	Painter and decorator in the 1940s.
Mirich, Dan W.	Cement contractor in the 1930s in Bend.
Modjeski, Ralph	Architectural engineer for the Crooked River High Bridge.
Montgomery, William M.	Plumber in the 1940s.
Muntz, Alfred	Owner of Muntz Hardware in Redmond.
Neff, Floyd O.	Building contractor in the 1940s in Bend.
Nelson, Henry C.	Building contractor in the 1930s and 40s in Bend. Built Trinity Episcopal Church, the Butch Stover House, the Irving Apartments, the Pine Tavern, the Central Oregon Garage, the Pilot Butte Pharmacy, and the Leon Fuikes Building.
Olson, Ole K.	Building contractor in Central Oregon from the teens through the 1930s. Built the Milton Odem House, Redmond Union High School, Redmond 1st National the Burdick Building, and the Bend Clinic. In partnership with Elmer Erickson, built the New Redmond Hotel and the Davidson Meat Market.
Bank,	
Osborne, I.L.	Building contractor in the teens in Redmond.
Palmer, M.A.	Building contractor in Bend in the early teens.
Pamlund, Martin T.	Stone contractor in Bend in the teens and 1920s. Built Reid School, the Pilot Butte Inn and Kenwood School.
Perry, Frank L.	General contractor in the 1930s in Bend.
Phillips, Truman E.	Architect of the Deschutes County Courthouse.
Plank, Orrin H.	House mover in Bend in the teens.
Polley, Joe	Building contractor in the 1930s in Sisters.
Powell, A.G.	Building contractor in the teens in Bend.
Priteca & Herzog	Portland architectural firm. Designed the Tower Theater.
Raycraft, George W.	Building contractor in the 1930s in Bend.
Reberman, V.D.	General contractor in Redmond in the 1940s. Built John Tuck Elementary School.
Rederer, J.H.	Finish carpenter in Redmond in the early teens.
Repnock, Adam	Plaster contractor in the 1940s in Bend.
Richardson, W.A.	Decorator in the teens and 1920s.
Renfro, W.D.	Building contractor in Bend in the 1920s. Built the Davis and Noonchester Apartments.
Roald & Schneider	Portland architectural firm. Designed the Redmond Spokesman Building and the Bend Bulletin Building.
Rock, Joe	Excavation contractor in the teens in Bend.

Ross, Jos L.	General contractor in the 1940s in Bend.
Royal, Orr	Building contractor in the 1930s and 40s in Redmond.
Rutledge, Chas E.	Building contractor in the 1940s in Bend.
Ryan, J.J.	Plumbing contractor in the teens in Bend. May have installed the plumbing in the Thomas McCann House.
Sage, Evert A.	General contractor in the 1940s in Redmond.
Scott, Clarence L.	General contractor from the 1920s to the 40s in Redmond.
Scott, Walter	Part owner of the Bend Brick Yard.
Shuholm, Carl	Owner of Advanced Construction Company in Redmond. They had a brick yard.
Slocum, G.M.	Builder of the B.H. McMickle House in Redmond.
Smith, Homer	Electrician in Bend in the early teens. Wired Reid School, and during retirement helped wire lights for the Bend Water Pageants.
Smith, Nichols P.	Owner of N.P. Smith Pioneer Hardware Store in Bend. Built the Drake Homestead and the first wooden sidewalks in Bend.
Smith, Lew	Manager of Tum-A-Lum Lumber Co. in Redmond.
Smith, Russell H.	Painter and decorator in the 1930s.
Smith, W.P.	Architect of the Evan Sather House.
Spencer, William C.	House mover in the 1940s.
St. Clair, Hugh	Co-owner of Masterson-St.Clair Hardware Store.
Stanton, Charles R.	Painter and decorator in the 1930s in Bend.
Straughn, Burel C.	Drilling and blasting contractor in the 1940s.
Sutherland, F.T.	Building contractor in the teens in Bend.
Sweatt, Levesque & Co.	Prominent Spokane architectural firm. Designed Reid School in 1914 and Bend High School in 1925.
Syverson, Raymond P.	General contractor in the 1940s in Bend. Built Deschutes Motor Company Building.
Tanzey, Jack	Building contractor and Brick Layer in the teens in Bend. Built the O'Donnel Building.
Taylor, A.B.	Excavation contractor in the teens and 1920s.
Thomas, Lee A.	Architect in Bend in the teens. Designed the Lew Franks Building, St. Francis Catholic Church, the Bend Amateur Athletic Club and the new Central School.
Thompson, Hugh M.	Architect in Bend in the teens. Designed the Capitol Theater, the New Redmond Hotel, Bend High School, the Butch Stover House and an addition to the Pilot Butte Inn. In partnership with Lee Thomas they designed the O.C. Henkle Building, the 1923 Kenwood School addition, the Central Oregon Bank and the Vandever & Whittington Garage. (AIA # 191)
Todd, John	Building contractor in the teens in Bend.
Tourtellotte & Hummell	Prominent architectural firm from Boise. Designed the Pilot Butte Inn in 1917.

Trent, Dorris E.	Painter and decorator in the 1930s and 40s.
Tucker, A.J.	Stone mason in Bend in the early teens.
Warner, Edwin	Plumber in the 1940s.
Washburn, Tom	Painter and decorator in the 1940s.
Wentmore, J.A.	Architect for the U.S. Treasury. Designed the Bend U.S. Post Office.
Werandy & Fox	Stone and brick masons in Bend in the 1920s. Built Bend High School and Reid School.
Wheeler, W.J.	Owner of plumbing and tinning store in Redmond in the teens.
White, J.P.	General contractor in the teens in Bend.
Whitehouse & Church	Architectural firm that carried out the final design of the Deschutes County Library.
William, Ira	Brick maker at the Bend Brickyard in the 1920s.
Wilson, Guy H.	Building contractor in the teens in Bend. Built the Bend Amateur Athletic Club in 1918.
Wilson, Leo L.	Painter and decorator in the 1940s.
Wright, Albert U.	Building contractor in the 1930s in Bend.
VanMatre, Fred N.	General contractor in the 1930s & 40s in Central Oregon. Built Sillery Motors, the Houk Motor Co. Building, Dowsett Bowling Alley, Silvertown Service Station, Vandevent & Whittington Garage, the 1939 Bend Fire Hall addition, the Bulletin Building, the Tower Theater, the Deschutes County Library, the M.P. Cashman Building, Beck Bakery, Jesse Hill School, the New Redmond Hotel and the Redmond Spokesman Building. Along with Fred Hunnell and Art Gertsen, started the first brick yard in Bend, later sold to A.H. Horn.

Evaluation of Historic Resources

Evaluation is the process by which identified property types are compared to their character defining components and ranked according to integrity and condition criteria. Evaluation Criteria are derived from National Register standards, as the “best to minimum” example model, and associative cultural value. The evaluation process is extremely important for the development of treatment strategies.¹

The Deschutes County Landmarks Commission uses an evaluation sheet to assess historic properties for protection under the State of Oregon Goal 5 rule. The current evaluation sheet uses the National Register criteria for evaluation. However, each criterion has a multiplying factor which gives more weight to certain criteria. For instance, interpretation potential is worth more than rarity of architectural style.

Proposed changes to the form simplify the process of evaluation and logically rank properties as to their historical and cultural significance. The new evaluation process considers the integrity and significance of a resource through a ranking process that identifies the resource as either Level 1, Level 2 or Level 3. Due to the latest changes in the Goal 5 rule that make historical designation optional, the ranking criteria are designed to protect those structures eligible for listing in the National Register, while identifying sites that are of local importance as structures that contribute to the quality and character of life in a particular community within the county. See Figure 5 for the proposed evaluation sheet.

Evaluation Criteria

Integrity and Condition

Integrity refers to the authenticity of a property’s historic identity as evidenced by the survival of physical characteristics that existed during the property’s historic period. The historic integrity is composed of location, design, setting, materials, workmanship, feeling and association. The proposed new County Landmarks Commission form will recognize three levels of integrity.

High Integrity (Virtually Intact): The resource essentially remains in its original or historically significant setting with little or no visible modifications that overtly diminish the ability to relate its historical association. The resource should retain the following original or historically significant elements:

- Massing
- Architectural Detail

- Surface Treatment
- Windows and Doors

Medium Integrity (Minor Modifications): Over time the resource has had minor, reversible modifications, or has had minor modifications that may be compatible with its historic character. These may include:

- New siding over original siding (reversible)
- Addition to rear of building, not visible from the street and is compatible in design and massing to the original portion of the building.
- Compatible and/or reversible enclosure of a front porch
- Reversible, removable or replacement sashes.

Low Integrity (Major Modifications): The resource has experienced a high degree of alteration that resulted in changes to the historic form and materials. In addition historic elements have been substantially altered, removed and/or irreversibly obscured so that the resource no longer conveys its significant historical associations. For example:

- Removal or replacement of entire window opening.
- Replacement of original siding.
- Removal of character defining features (such as brackets, sculptural relief).
- Incompatible additions or remodeling which obscures or removes features or elements.

Note that some resources experience changes over time as intrinsic characteristics of that resource, such as in a landscape feature or an agricultural or industrial facility. This should be factored into the evaluation of the resource. Changes that have occurred to a property overtime may also be considered historic in their own right. For instance, you could find a Spanish Colonial Theater that has had an Art Deco marquee/sign applied. This change would be an important historic component that tells the story of the property. Hence, despite major changes to the historic appearance of the property, it may still have a high degree of integrity.

The *condition* of the resource may also be assessed, although a resource in poor condition can still have a high degree of integrity if a majority of its historic material, design and workmanship remains intact.

Historic Significance

The significance of each resource should be evaluated using National Register criteria. No criterion should receive more importance than an other. Properties are ranked on a scale of 0 to 5, with 5 being high. The criteria are:

1. Associative Significance Does the landmark or district have historical significance or contribute to the historical resources of the community. This includes properties:
 - (a) Associated with past trends, events, or values that have made a significant contribution to the economic, cultural, social and/or political history of the City County, state, region or nation.
 - (b) Associated with the life of or activities of a person, group, organization, or institution that has made a significant contribution to the city, county, state, region or nation.

2. Architectural Significance Does the proposed landmark or district have architectural significance because it:
 - (a) embodies the distinctive architectural characteristics of a type, period, style, or method of construction; or
 - (b) represents the work of a designer, engineer, architect or master builder who influenced the development and appearance of the city, county, state, region or nation; or
 - (c) possesses high artistic value and/or is the only remaining, or one of the few remaining, resources of a particular style, building type, design, material, or method of construction.

3. Information Potential Has the property yielded, or is it likely to yield information that is important to the prehistory or history of the city, county, state, region or nation.

4. Other Criteria In conjunction with the above listed criteria, is the proposed landmark or district
 - (a) less than fifty years old and is of exemplary architectural or historical significance; or does it
 - (b) contribute to the continuity and/or historic character of a street, neighborhood, and/or community.

Ranking

The overall ranking of properties combines the integrity and significance numerical ratings of the resource using a standard matrix system. Note that properties are primarily to be ranked on their potential to qualify for the National Register. In Deschutes County, many properties may not rank high on an individual basis, but when considered as a whole, such as part of a potential National Register district, they may be more than significant. In other situations properties may become significant at the local level as contributions to the quality of the overall built environment of a community. These structures may not qualify for the National Register program, but are integral to the fabric of communities as a whole to provide a historical context and quality of life.

The ranking process is also to be used in the field during windshield survey work as a quick determination as to whether to conduct further historical research. In the field a level will be determined, however this level will later be re-evaluated after further research is conducted on the property.

After determining the integrity and significance of a property through the numerical ranking of National Register criteria, and overall ranking level for the property can be determined. Three levels of significance for a property have been determined. Properties that are a Level 2 and above with a medium to high degree of historical integrity are eligible for listing as a locally designated landmark. The levels are as follows:

1. **Level 1:** Level 1 properties may have high to medium degree of historical integrity and logically fit into one of the four areas of significance. These sites have a potential stand alone as an individual listing in the National Register of Historic Places.
2. **Level 2:** Level 2 properties may have high, medium or low degree of historical integrity but do not have a high degree of historical significance in order to stand alone as a single National Register property listing. These properties are significant in relation to other surrounding properties or like types. These sites could potentially qualify as a National Register District or Multiple Property nomination.
3. **Level 3:** Level 3 properties have historical significance at the local level as structures that add to the quality and/or character of the local built environment. These structures have medium to high levels of integrity but do not fall within a potential historic district or can not stand alone as an individual National Register property. Their importance lies to the fact that they contribute to the quality and character of the environment in a particular community.

Resource Ranking Matrix

	High Integrity	Medium Integrity	Low Integrity
<u>Level 1</u>	30-25	25-20	N/A
<u>Level 2</u>	24-20	19-15	14-10
<i>Properties which ranking # falls within this box are eligible for Landmark status.</i>			
<u>Level 3</u>	19-15	14-8	9-5

Endnotes

¹ Hamrick, James and Lou Ann Speulda. "Handbook To Historic Preservation Planning In Oregon". Oregon State Historic Preservation Office, Salem, OR: 14.

DESCHUTES COUNTY LANDMARK EVALUATION SHEET

Site Name: _____

Site Address: _____

Tax Lot Number: _____ Inventory Number: _____

CRITERIA **RANK**

Level of Integrity High, Medium, or Low _____

Please rank properties using a numerical ranking of 0-5.

0= No known criterion; 1= Low merit under this criterion; 2= Some merit under this criterion;

3= Average merit under this criterion; 4= Strong merit under this criterion; 5= Very strong merit under this criteria.

Historical Significance is the property:

(a) Associated with past trends, events, or values that have made a significant contribution to the economic, cultural, social and/or political history of the city, county, state, region or Nation. _____

(b) Associated with the life of or activities of a person, group, organization, or institution that has made a significant contribution to the city, county, state, region or nation. _____

Architectural Significance does the property:

(a) embody the distinctive architectural characteristics of a type, period, style, or method of construction; or _____

(b) represent the work of a designer, engineer, architect or master builder who influenced the development and appearance of the city, county, state, region or nation; or _____

(c) possess high artistic value and/or is the only remaining, or one of the few remaining, resources of a particular style, building type, design, material, or method of construction. _____

Information Potential Has the property yielded, or is it likely to yield information that is important to the prehistory or history of the city, county, state, region or nation. _____

RANKING TOTAL (30 Points Possible) _____

---BONUS POINTS---

Other Criteria In conjunction with the above listed criteria, is the proposed landmark or district

(a) less than fifty years old and is of exemplary architectural or historical significance; or does it _____

(b) contributes to the continuity and/or historic character of a street, neighborhood, and/or community. _____

TOTAL RANKING W/ BONUS
LEVEL OF SIGNIFICANCE _____

Evaluator: _____ Date: _____

Comments: _____

Integrity

Integrity refers to the authenticity of a property’s historic identity as evidenced by the survival of physical characteristics that existed during the property’s historic period. The historic integrity is composed of location, design, setting, materials, workmanship, feeling and association. The integrity of a property should be classified into one of the following categories:

- High Integrity (Virtually Intact): The resource essentially remains in its original or historically significant setting with little or no visible modifications that overtly diminish the ability to relate its historical association.
- Medium Integrity (Minor Modifications): Over time the resource has had minor, reversible modifications, or has had minor modifications that may be compatible with its historic character.
- Low Integrity (Major Modifications): The resource has experienced a high degree of alteration that resulted in changes to the historic form and materials. In addition historic elements have been substantially altered, removed and/or irreversibly obscured so that the resource no longer conveys its significant historical associations.

Ranking

The ranking of properties combines the integrity and significance numerical ratings of the resource. After determining the integrity level of the property and factoring the significance per National Register criteria, a ranking level can be determined via the matrix below. Three levels of significance for a property have been determined. They are as follows:

- **Level 1:** Level 1 property may have high to medium degree of historical integrity and logically fit into one of the four areas of significance. These sites have a potential stand alone as an individual listing in the National Register of Historic Places.
- **Level 2:** Level 2 property may have high, medium or low degree of historical integrity but do not have a high degree of historical significance in order to stand alone as a single National Register property listing. These properties are significant in relation to other surrounding properties or like types. These sites could potentially qualify as a National Register District or Multiple Property nomination.
- **Level 3:** Level 3 property have historical significance at the local level as structures that add to the quality and/or character of the local built environment. These structures have medium to high levels of integrity but do not fall within a potential historic district or can not stand alone as an individual National Register property. Their importance lies to the fact that they contribute to the quality and character of the environment in a particular community.

Resource Ranking Matrix

	High Integrity	Medium Integrity	Low Integrity
<u>Level 1</u>	30-25	25-20	N/A
<u>Level 2</u>	24-20	19-15	14-10
<i>Properties which ranking number falls within this box are eligible for Landmark status.</i>			
<u>Level 3</u>	19-10	14-8	9-5

Oregon Inventory of Historic Properties Data Base

Background

In conjunction with this context statement, a database for historic site information was developed. It was designed to record and store all major information about a resource including: the resource name, address, ownership information, mapping information, architectural description, site characteristics and inventory information. The recorded information in this form uses categories from the State form and adds numerous others. These additions allow for a large number of querying capabilities and comparative analysis to other sites. For instance, one could find the number of Craftsman bungalows built in 1922 that have double hung windows with a four-over-one sash arrangement. Or they could find how many resources are located in the county that fall within the historical period of "The Motor Age" that are of the Art Deco style. The possibilities are endless.

The database was designed for ease of use, in entering data and retrieving it. Using the tax lot number, the database can be tied in with a Geographic Information System (GIS) to plot maps showing the location of sites. This of course can be tied with any of the fields to create a map that shows all the surveyed resources built in 1935 for example.

Data Dictionary

The following data dictionary was established as a quick reference guide for individuals entering data into the database. Each field is described as to what type and what format of data should be entered.

Descriptions for Each Field

1) HISTORIC NAME

This field holds the historic name of the surveyed resource. Usually this is the first owner or occupant of the resource. If no name is known, enter the historic function of the property. This title should be given until further research can be conducted. Note the format of the historic name should follow National Register standards.

2) COMMON NAME

This field holds the common name of the surveyed resource. For instance if a church was built as the First Baptist Church, but was home to St. Luke's Catholic Church for 30+ years, St. Luke's Catholic Church would be its common name.

3) STREET

This field holds the street address of the resource. If this is unknown, enter the nearest known street. The address must be specific as possible, i.e. street and house number. A PO Box number or the "corner of X and Y roads" is not appropriate. An entry is required in this field.

4) CITY

This field holds the name of the city or community that the resource is located in. An entry is required in this field. Use the pull down menu with the options below to pick the nearest city to the resource.

CODE	DESCRIPTION
ALF	ALFALFA
BLB	BLACKBUTTE
BND	BEND
LAP	LAPINE
MIL	MILICAN
NDA	NO DATA

NOT	NOT IN CITY
OTH	OTHER
RED	REDMOND
SIS	SISTERS
SUN	SUNRIVER
TER	TERREBONNE
TUM	TUMALO

5) COUNTY

An entry is not required in this field. "Deschutes" will be entered by default by the computer.

6) HISTORICAL USE

An entry is required in this field to describe the historical use of the resource if known. Use the pull down menu to pick a three-digit code. An entry is required in this field. If the use is not known enter "00" for no data.

CODE	DESCRIPTION
000	NO DATA
001	AG OUTBLDG/BARN
002	AG OUTBLDG/BARN/COW
003	AG OUTBLDG/BARN/HAY
004	AG OUTBLDG/BARN/HOP
005	AG OUTBLDG/BARN/HORSE
006	AG OUTBLDG/BARN/SHEEP
007	AG OUTBLDG/CHICKEN COOP
008	AG OUTBLDG/CORRAL
009	AG OUTBLDG/EQUIPMENT SHED
010	AG OUTBLDG/POTATO SHED
011	AG OUTBLDG/PRIVY
012	AG OUTBLDG/RABBIT SHED
013	AG OUTBLDG/SUMMER KITCHEN
014	AG OUTBLDG/WELL
020	AGRICULTURAL/FARM SITE
021	AGRICULTURAL/FARMHOUSE
023	AGRICULTURAL/FIELDS
024	AGRICULTURAL/GRANGE
025	AGRICULTURAL/RANCH
028	CHURCH
029	CHURCH/RESIDENCE(PARSONAGE)
030	CHURCH/SCHOOL
035	COLLEGE/ADMINISTRATIVE

036	COLLEGE/CLASSROOMS
037	COLLEGE/FRATERNITY
038	COLLEGE/HOUSING
039	COLLEGE/RESEARCH
040	COLLEGE/SORORITY
045	COMMERCIAL
046	COMMERCIAL/BAKERY
047	COMMERCIAL/BANK
048	COMMERCIAL/BAR
049	COMMERCIAL/CLOTHING STORE
050	COMMERCIAL/COFFEE HOUSE
051	COMMERCIAL/DEPARTMENT STORE
052	COMMERCIAL/GROCERY STORE
053	COMMERCIAL/LAUNDRY
054	COMMERCIAL/MEAT MARKET
055	COMMERCIAL/MIX-USE
056	COMMERCIAL/REAL ESTATE OFFICE
057	COMMERCIAL/RESTAURANT
058	COMMERCIAL/SIGN
059	COMMERCIAL/SPORTING GOODS STORE
060	COMMERCIAL/STORE
061	COMMERCIAL/HARDWARE STORE
062	COMMERCIAL/CREAMERY
070	ENTERTAINMENT
071	ENTERTAINMENT/AUDITORIUM

072	ENTERTAINMENT/CLUB	157	MILITARY/BATTLE SITE
073	ENTERTAINMENT/COMMUNITY CENTER	158	MILITARY/COAST GUARD
074	ENTERTAINMENT/COUNTRY CLUB	159	MILITARY/FORT
075	ENTERTAINMENT/DANCE HALL	160	MILITARY/LOOKOUT
076	ENTERTAINMENT/FAIR GROUNDS	161	MILITARY/POST
078	ENTERTAINMENT/IOOF HALL	162	MILITARY/ROAD
079	ENTERTAINMENT/MEETING HALL	165	MILL
080	ENTERTAINMENT/MUSEUM	166	MILL RELATED
081	ENTERTAINMENT/MUSIC FACILITY	167	MILL/FLOUR
082	ENTERTAINMENT/NEWSPAPER	168	MILL/LUMBER
083	ENTERTAINMENT/OPERA HOUSE	169	MILL/LUMBER/LOGGING CAMP
084	ENTERTAINMENT/RADIO STATION	170	MILL/PAPER
085	ENTERTAINMENT/TELEVISION STATION	171	MILL/TEXTILE
086	ENTERTAINMENT/THEATER	180	OFFICE
087	ENTERTAINMENT/BOWLING ALLEY	181	OFFICE/ACCOUNTING
090	FUNERARY/CEMETERY	182	OFFICE/LAW
091	FUNERARY/FUNERAL HOME	190	RAIL RELATED
092	FUNERARY/GRAVE	191	RAIL/FREIGHT TERMINAL
093	FUNERARY/MAUSOLEUM	192	RAIL/RAILROAD DEPOT
094	FUNERARY/MORTUARY	200	RESIDENCE
100	GOVERNMENTAL	201	RESIDENCE/APARTMENT
101	GOVERNMENTAL/CAPITOL	202	RESIDENCE/CABIN
102	GOVERNMENTAL/CCC CAMP	203	RESIDENCE/DUPLEX
103	GOVERNMENTAL/CITY HALL	204	RESIDENCE/FOUR-PLEX
104	GOVERNMENTAL/CORRECTIONAL	205	RESIDENCE/HOMESTEAD
105	GOVERNMENTAL/COURTHOUSE	206	RESIDENCE/ROOMING HOUSE
106	GOVERNMENTAL/CUSTOMS	207	RESIDENCE/TRI-PLEX
107	GOVERNMENTAL/DIPLOMATIC	208	RESIDENCE/WORKERS HOUSING
108	GOVERNMENTAL/FIRE HALL	215	SCHOOL
109	GOVERNMENTAL/INSTITUTIONAL	216	SCHOOL/DORMITORY
110	GOVERNMENTAL/JAIL	217	SCHOOL/ELEMENTARY
111	GOVERNMENTAL/LIBRARY	218	SCHOOL/GYMNASIUM
112	GOVERNMENTAL/POST OFFICE	219	SCHOOL/HIGH SCHOOL
113	GOVERNMENTAL/PRISON	220	SCHOOL/JR. HIGH
114	GOVERNMENTAL/PUBLIC WORKS	221	SCHOOL/PAROCHIAL
115	GOVERNMENTAL/RANGER STATION	224	SITE
120	INDUSTRIAL	225	SITE/MONUMENT/MARKER
121	INDUSTRIAL/BAKERY	226	SITE/PLAZA/SQUARE
123	INDUSTRIAL/BLACKSMITH SHOP	227	SITE/TOWN
124	INDUSTRIAL/BREWERY	228	SITE/CAMP
125	INDUSTRIAL/ELECTRIC SUBSTATION	233	SPORTS FACILITY
126	INDUSTRIAL/FACTORY	234	SPORTS FACILITY/BALL PARK
127	INDUSTRIAL/FACTORY/BRICK	235	SPORTS FACILITY/GYMNASIUM
128	INDUSTRIAL/FACTORY/CONCRETE	236	SPORTS FACILITY/SKATING RINK
129	INDUSTRIAL/FOOD PROCESSING	237	SPORTS FACILITY/TRACK
130	INDUSTRIAL/HYDROELECTRIC PLANT	243	TOURIST
131	INDUSTRIAL/IRON WORKS	244	TOURIST/AMUSEMENT PARK
132	INDUSTRIAL/MACHINE SHOP	245	TOURIST/CAMPSITE
133	INDUSTRIAL/MINE	246	TOURIST/HOTEL
134	INDUSTRIAL/WAREHOUSE	247	TOURIST/INN
140	LANDSCAPE/GARDEN	248	TOURIST/LODGE
141	LANDSCAPE/NATURAL FEATURE	249	TOURIST/RESORT
142	LANDSCAPE/ORCHARD	250	TOURIST/SHOP
143	LANDSCAPE/PARK	251	TOURIST/SPA
144	LANDSCAPE/TREE	259	TRANSPORTATION/AUTOMOBILE
148	MEDICAL/CLINIC	260	TRANSPORTATION/BRIDGE
149	MEDICAL/HOSPITAL	261	TRANSPORTATION/BUS STATION
150	MEDICAL/MATERNITY WARD	262	TRANSPORTATION/FERRY
151	MEDICAL/NURSING HOME	263	TRANSPORTATION/GARAGE
155	MILITARY/ARMORY	264	TRANSPORTATION/GAS STATION
156	MILITARY/BASE	265	TRANSPORTATION/HIGHWAY

266	TRANSPORTATION/HUNINGTON ROAD
267	TRANSPORTATION/MEEK CUT-OFF
268	TRANSPORTATION/OREGON TRAIL
269	TRANSPORTATION/PEDESTRIAN TRAIL
270	TRANSPORTATION/ROAD
271	TRANSPORTATION/TRAIL
272	TRANSPORTATION/TUNNEL
273	TRANSPORTATION/WAGON ROAD
274	TRANSPORTATION/AIRPORT
277	VACANT

278	WATER
279	WATER/WELL/CISTERN
280	WATER/DAM
281	WATER/DITCH/ IRRIGATION CANAL
282	WATER/FISH HATCHERY
283	WATER/FLUME/PIPE
284	WATER/IRRIGATION PROJECT
285	WATER/LIGHTHOUSE
286	WATER/PIER
999	OTHER

7) CURRENT USE

An entry is required in this field to describe the current use of the surveyed resource. Use the pull down menu to pick a three-digit code. Note that the current use list is the same as the historical use list.

8) OWNER

This field holds ownership information. You must choose one of the provided three letter codes in the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
CNT	COUNTY
CTY	CITY
FED	FEDERAL
NDA	NO DATA
NON	NONE
OTH	OTHER
PRK	PARKS & RECREATION
PRV	PRIVATE
SCH	SCHOOL DISTRICT
STA	STATE

9) OWNER NAME

This field holds the name of the owner of the surveyed resource. An entry is not required in this field, however all efforts should be made to find out this information.

10) OWNER ADDRESS

This field holds the owner's street address. This is important as a guide to conduct further research about the history of the resource. An entry is not required in this field, however all efforts should be made to find out this information.

11) OWNER CITY / STATE/ ZIP

This field holds the city, state and zip code of the owner of the resource. An entry is not required in this field, however all efforts should be made to find out this information.

12) OREGON THEME 1

This field holds the overall theme that the resource falls under. Choose one of the following themes from the pull down menu. The list of themes has been developed by the SHPO and a detailed description of each theme can be found in the SHPO

document *Preservation Planning in Oregon*. Note there is a relationship between theme and function or use. An entry is required in this field.

CODE	DESCRIPTION
CNF	CONFLICTS
COM	COMMUNICATION
CON	CONSERVATION
CTP	CITY PLANNING
CUP	COMMERCIAL UPBUILDING
ECN	ECONOMICS/PHILOSOPHY
EDU	EDUCATION
EIM	ETHNIC IMMIGRATIONS
ENG	ENGINEERING
EXP	EXPLORATION
FAA	FINE & APPLIED ARTS
FAR	FARMING
FAT	FRATERNAL MOVEMENTS
FDP	FEDERAL POLICY
FED	FEDERAL
FUR	FUR TRADE
HRT	HORTICULTURE
IMM	IMMIGRATION
IND	INDUSTRY
LAW	LAW
LIT	LITERATURE
LND	LANDSCAPE ARCHITECTURE
LOC	LOCAL
LOG	LOGGING
MAR	MARITIME

MED	MEDICINE
MIL	MILITARY
MIS	MISSIONARY ACTIVITIES
MNF	MANUFACTURING/PROCESSING
MON	MONUMENTS
MUS	MUSIC
NCA	19TH C ARCH
NON	NO DATA
OTH	OTHER
PAT	PERFORMING ARTS
PRE	PREHISTORY
PRO	PROVISIONAL
REC	RECREATION
REL	RELIGION
RST	REGIONAL SETTLEMENT
SCI	SCIENCE
SOC	SOCIAL/HUMANITARIAN MOVEMENTS
STA	STATE
STK	STOCK RAISING
TCA	20TH C ARCH
TER	TERRITORIAL
TRV	LAND/AIR TRAVEL (TRANSPORTATION)
URB	URBAN DEVELOPMENT
WAT	WATERWAYS

13) OREGON THEME 2

This field holds the secondary Oregon theme of the resource. Choose an additional theme if it appropriately describes the resource. An entry is required in this field.

14) OREGON THEME 3

This field holds an additional Oregon theme that the resource may fit into. Choose an additional theme if it is appropriate to describe the resource. An entry is not required in this field.

15) HISTORICAL PERIOD

This field holds the historical period that the surveyed resource falls into. There is a direct correlation between the historical period and the date of construction for the resource. For instance a 1937 Streamlined Moderne house will fall into the Motor Age Period: 1925-1940. Choose one of the 2 digit codes from the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
01	EXPLORATION: 1543-1811
02	FUR TRADE & MISSION TO THE INDIANS: 1812-1869
03	SETTLEMENT, STATEHOOD, & STEAMPOWER: 1870-1898
04	INDUSTRIAL GROWTH & DEVELOPMENT: 1900-1910
05	RAILROADS & REFORM MOVEMENTS: 1911-1924
06	THE MOTOR AGE: 1925-1940

07	WORLD WAR & THE POST-WAR ERA: 1941-1967
08	CONTEMPORARY ERA: 1968-PRESENT
09	UNKNOWN
10	OTHER/MULTIPLE

16) RESOURCE TYPE

This field holds the resource type. Choose one of the following three letter codes to describe what type of resource is being surveyed. A site is assumed to be a place where no evidence of the resource remains. An object is a site where no physical resources remain, however there is a marker on the ground describing the missing resource. A structure might be a bridge, a dam, an irrigation flume, a grain elevator, etc. An entry is required in this field.

CODE	DESCRIPTION
BDG	BUILDING
NDA	NO DATA
OBJ	OBJECT
SIT	SITE
STR	STRUCTURE

17) CONDITION

This field holds the current condition of the resource. Choose one of the two digit codes from the pull-down menu to describe the condition of the resource. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
02	POOR
03	FAIR
04	GOOD
99	OTHER

18) INTEGRITY

This field holds the integrity status of the resource, i.e. the level of retention of original features. Note that a resource could be in poor condition and yet have a high degree of integrity. Choose one of the two digit codes from the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
DSD	DESTROYED/DEMOLISHE
HGH	HIGH
LOW	LOW
MED	MEDIUM
MOV	MOVED
NDA	NO DATA

19) NUMBER OF FEATURES

This field holds the number of features a surveyed resource has. For instance if you have a house and a garage enter "2". An entry is required in this field.

20) LOCAL RANK

This field holds the local rank of the resource. A Level One resource is a property that could be listed on the National Register of Historic Places as an individual property. A Level Two resource is one that could be listed on the National Register but would most likely be nominated as part of a district or multiple property nomination. A Level

Three resource is one that has significance at the local level as contributing to the historic character of a place. These properties most likely could not become National Register Properties. Note that the local rank of a resource can change as more information becomes available about the significance of that resource. Choose one of the three letter codes from the pull down menu.

CODE	RANK
NOR	NOT RANKED
ONE	LEVEL ONE
THR	LEVEL THREE
TWO	LEVEL TWO

21) ARCHITECT

This field holds the name of the architect/designer of the resource. This could be a firm or an individual. The designer of an engineering work or a monument would be listed here if appropriate. An entry is not required in this field.

22) BUILDER

This field holds the name of the builder/sculptor of the surveyed resource. This could be a firm or an individual. If you know the names of sub-contractors, enter their names in the statement of significance field. An entry is not required in this field.

23) ADDITION NAME

This field holds the name of the addition or subdivision that a resource is located in, i.e. Park Addition, Redmond Townsite. An entry is not required in this field.

24) LOT NUMBER

This field holds the lot number of the property where the resource is located. This number is typically found on a property that is within a subdivided area. A resource that is located in the county, outside of the UGB will probably not have a lot number. An entry is not required in this field.

25) BLOCK NUMBER

This field holds the block number of the property where the resource is located. If you know the lot number, you should know the block number. An entry is not required in this field.

26) MAP PAGE

This field holds additional mapping information needed to find a resource on a map. The map page number corresponds to a one or two letter code found within the

overall location number given to a property by the County Assessor. For example if a site has 151214AB00200 for a tax lot number, the AB within the number would be the map page number. An entry is not required in this field.

27) TAX LOT #

This field holds the actual tax lot number of the property where the resource is located. All resources surveyed must have a tax lot number for purposes of mapping through the GIS system. The tax lot number must always be entered as a five digit number, i.e. "00903".

28) LOCATION

This field holds additional mapping information used to locate a site. One must enter a letter for this field. "R" means the site is in a rural area, outside of an unincorporated community or urban area. "U" means the site is located in a town or city within an urban setting or environment. An entry is required in this field.

29) TOWNSHIP

This field holds the township number where the resource is located. The format for this field must follow ##L, i.e. "15S". An entry is not required in this field.

30) RANGE

This field holds the range number where the resource is located. The format for this field must follow ##L, i.e. "09E". An entry is not required in this field.

31) SECTION

This field holds the section number where the resource is located within the township and range. The format for this field must follow ##, i.e. "12". An entry is not required in this field.

32) QUADRANGLE

This field holds the name of the quadrangle, often referred to as the USGS, where the resource is located in. An entry is not required in this field.

33) LONGITUDE

The longitude and latitude fields are used to provide mapping and locational information for the UTM system of calculation. This information can also be used when locating a site using a GPS (Global Positioning System) system. An entry is not required in this field.

34) LATITUDE

This field holds the latitudinal information used to provide mapping and locational information for the UTM system of calculation. An entry is not required in this field.

35) ARCHITECTURAL STYLE

This field holds the architectural style of the resource. It was developed in conjunction with the "Oregon Architectural Style List," prepared by SHPO. Some additional style types have been added in order to classify vernacular properties into specific categories. Note that the styles are listed by date in which they developed starting with the log cabin period and ending with the postmodern period. Choose the best style description from the pull down menu that represents the resource. Note a resource may have one or more styles, choose the most dominant one. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	LOG: 1840-1900
02	GEORGIAN: 1840-1870
03	COLONIAL: 1840-1870
04	FEDERAL: 1840-1870
05	CLASSICAL REVIVAL: 1840-1865
06	ROMANESQUE REVIVAL: 1850-1895
07	GOTHIC REVIVAL: 1850-1895
08	CASTELLATED: 1850-1895
09	ITALIANATE: 1855-1890
10	WESTERN FALSE FRONT: 1855-1910
15	ITALIAN VILLA: 1855-1890
16	EGYPTIAN REVIVAL: 1855-1890
17	SECOND EMPIRE: 1855-1890
18	STICK/EASTLAKE: 1870-1905
19	QUEEN ANNE: 1870-1905
21	SHINGLE: 1870-1905
22	CHATEAUESQUE: 1870-1905
23	RICHARDSONIAN ROMNSQ: 1885-1915
24	COMMERCIAL: 1885-1925
25	CHICAGO SCHOOL: 1885-1915
26	COLONIAL REVIVAL: 1890-1915
27	BEAUX ARTS CLASSICISM: 1890-1915
28	AMERICAN RENAISSANCE: 1890-1915
29	ARTS & CRAFTS: 1890-1925
30	PRAIRIE SCHOOL: 1890-1925
35	BUNGALOW: 1904-1930
36	CRAFTSMAN: 1890-1930
37	ADIRONDACK RUSTIC: 1890-1925
38	ENGLISH COTTAGE: 1910-1940
39	TUDOR: 1910-1940
40	JACOBETHAN: 1910-1935
41	COLONIAL REVIVAL: 1910-1950
42	CAPE COD: 1910-1935
43	DUTCH COLONIAL: 1910-1935
44	WILLAIMSBURG: 1910-1935
45	GEORGIAN REVIVAL: 1910-1935
50	SPANISH COLONIAL: 1910-1935
51	MEDITERRANEAN: 1910-1935
52	CALIFORNIA MISSION: 1910-1935
53	PUEBLO: 1910-1935
54	ITALIAN RENAISSANCE: 1910-1935
55	FRENCH RENAISSANCE: 1910-1935
56	NORMAN FARMHOUSE: 1910-1935
57	CLASSICAL (GREEK & ROMAN): 1910-193
58	ROMANESQUE: 1910-1935
59	GOTHIC: 1910-1935
60	EGYPTIAN: 1910-1935
65	EXOTIC (MOORISH, FAR EASTERN): 1910-1935
66	ART DECO: 1925-1940
67	STREAMLINED MODERNE: 1925-1940
68	STRIPPED CLASSICAL: 1925-1940
69	NATIONAL PARK: 1925-1940
70	OREGON RUSTIC: 1925-1940
71	EARLY MODERN: 1925-1950
72	MODERN COMMERCIAL: 1930-1995
73	NORTHWEST REGIONAL: 1930-1996
74	WRIGHTIAN: 1930-1996
75	MINIMAL TRACT: 1930-1996
76	RANCH HOUSE: 1930-1996
77	RAMBLING COLONIAL: 1930-1950
78	INTERNATIONAL: 1930-1996
79	NEW FORMALISM: 1930-1996
80	NEO-EXPRESSIONISM: 1930-1996
81	BRUTALISM: 1930-1996
82	POST MODERN: 1930-1996
83	HIGHWAY COM (STRIP DEVPMNT): 1930-1997
84	HALL AND PARLOR
85	GABLE FRONTER
86	GABLED ELL
87	CROSS GABLE
88	SIDE GABLE
89	UTILITARIAN
90	INDUSTRIAL
91	AGRICULTURAL
92	OCTAGONAL/ROUND
93	"I" HOUSE
94	AMERICAN FOURSQUARE
95	WORKINGMAN'S FOURSQRE (PYRAMIDAL)
96	VERNACULAR
97	ROADSIDE ARCHITECTURE
98	NONE
99	OTHER

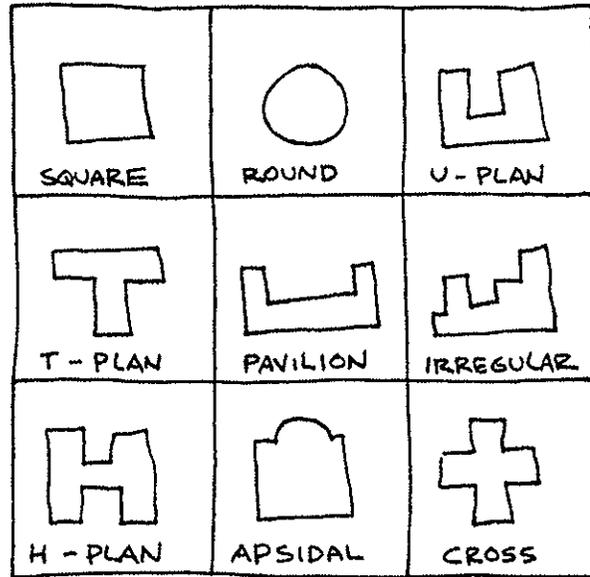
36) DATE OF CONSTRUCTION

This field holds information about when the surveyed resource was constructed. Use the format "1923". This date should be the ending date of construction or the date when the resource was completed in its original form. For properties that have been altered with additions, these dates will go in the altered date field. If the exact date of construction is not known, make an educated guess using the knowledge you have about the architectural style of the resource. An entry is required in this field.

37) PLAN SHAPE

This field holds information relating to the shape of the plan for the resource. If you were to view the resource from the air, what shape would it have? Choose one of the two digit codes from the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	SQUARE
02	ROUND
03	RECTANGULAR
04	RECTANGULAR W/CENTER SPACE
05	U-PLAN
06	T-PLAN
07	L-PLAN
08	H-PLAN
09	CROSS
10	CRUCIFORM
11	PAVILION
12	CIRCULAR
13	IRREGULAR
14	POLYGONAL
15	APSIDAL
98	NONE
99	OTHER



38) NUMBER OF STORIES

This field holds the number of stories or levels a resource has. Note that the number of stories can be indicated in a half-of-a-story if that story or level is located under the roofline. Do not include basement spaces in your calculation of the number of stories. For sites where no resources remain on the ground enter "98" for none. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	1
02	1.5
03	2
04	2.5
05	3
06	4

07	6
08	7
09	8
10	9
11	10
98	NONE
99	OTHER

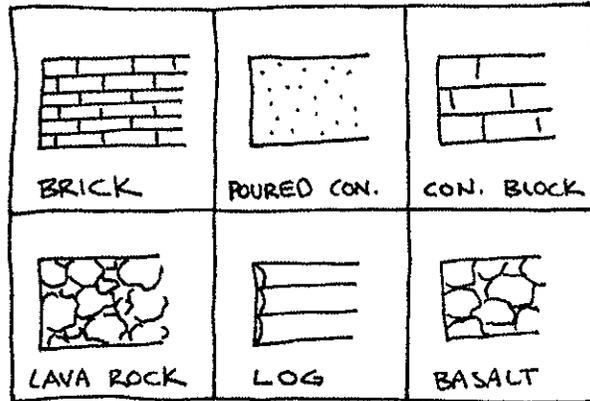
39) BASEMENT

This field holds information about whether the resource has a basement. Enter YES or NO. An entry is required in this field.

40) FOUNDATION MATERIAL

This field describes the type of foundation a resource has. Choose one of the two digit codes from the pull down menu. An entry is required in this field.

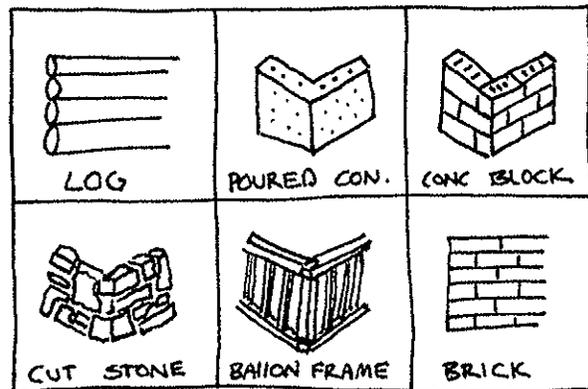
CODE	DESCRIPTION
00	NO DATA
01	CONCRETE BLOCK
02	POURED CONCRETE
03	LAVA ROCK
04	BASALT
05	WOOD
07	STONE
08	LOG
09	BRICK
10	NON VISIBLE
98	NONE
99	OTHER



41) STRUCTURAL FRAMING

This field describes the method of structural framing used to build the resource. Most historic resources in Deschutes County were built using standard balloon frame construction. Choose one of the two digit codes that are provided in the pull down menu. An entry is required in this field.

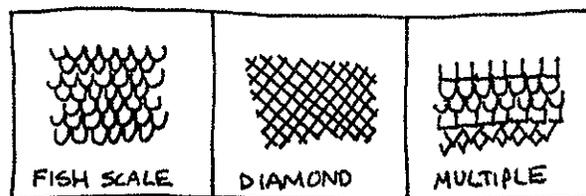
CODE	DESCRIPTION
00	NO DATA
01	LOG
02	POST & BEAM
03	BALLOON FRAMING
04	SOD
05	ADOBE
06	BRICK
07	CLAY TILE
08	CONCRETE BLOCK
09	POURED CONCRETE
10	EARTH
11	CUT STONE
12	RUSTICATED STONE
13	STEEL
99	OTHER



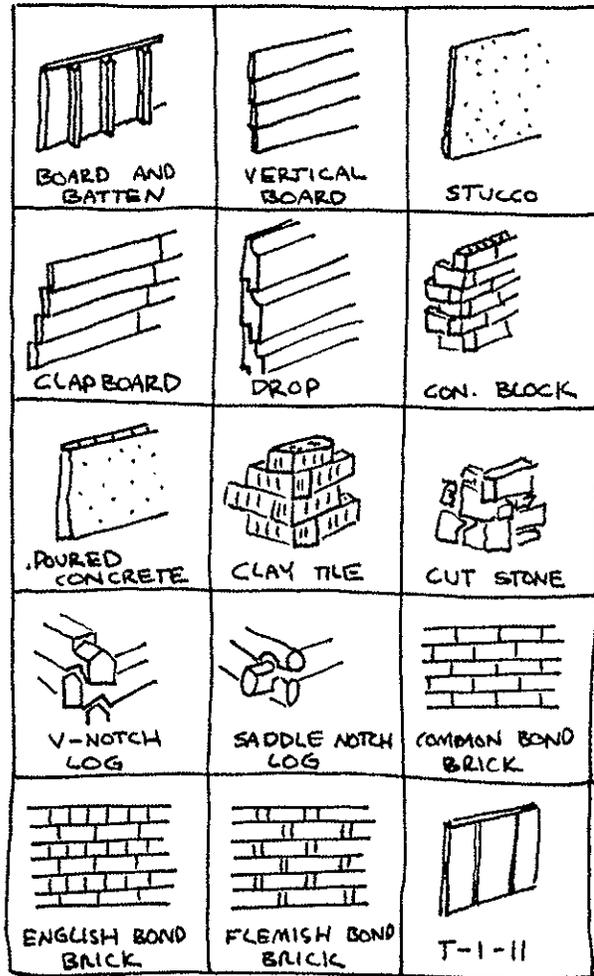
42) PRIMARY EXTERIOR SURFACE MATERIAL

This field holds the description of the primary exterior surface material. Try to be as specific as possible in choosing a two digit code from the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	VINYL/ALUMINUM SIDING
02	SHINGLE/MULTIPLE
03	SHINGLE/FISH SCALE
04	SHINGLE/CHISEL
05	SHINGLE/DIAMOND
06	SHINGLE/SAWTOOTH



07	SHINGLE/COURSED
08	SHINGLE/STAGGERED
09	BOARD AND BATTEN
10	VERTICAL BOARD
11	HORIZONTAL BOARD
12	STUCCO
13	CONCRETE/CAST
14	CONCRETE/POURED
15	CONCRETE BLOCK
17	CLAY TILE BLOCK
18	TERRA COTTA
19	ASBESTOS/ASPHALT SHINGLE
20	CLAPBOARD
21	SHIPLAP
22	DROP
23	SOD
24	ADOBE
25	STONE/COURSED RUBBLE
26	STONE/CUT
27	STONE/RUSTICATED
28	STONE/VENEER
30	LOG/DECORATIVE HALF
31	LOG/HALF DOVETAIL NOTCH
32	LOG/FULL DOVETAIL NOTCH
33	LOG/V-NOTCH
34	LOG/SADDLE NOTCH
35	LOG/SQUARE NOTCH
40	BRICK/STRETCHER BOND
41	BRICK/COMMON BOND
42	BRICK/HEADER BOND
43	BRICK/ENGLISH BOND
44	BRICK/FLEMISH BOND
45	BRICK/GARDEN BOND
46	T-1-11 SIDING
47	PLYWOOD
48	CORRUGATED METAL
98	NONE
99	OTHER



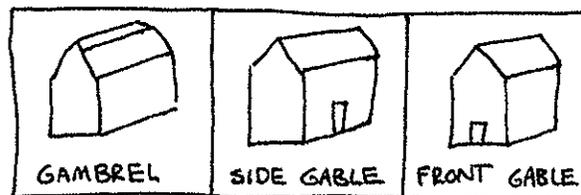
43) SECONDARY EXTERIOR SURFACE MATERIAL

This field holds the description of the secondary exterior surface material. Choose one of the two digit codes from the pull down menu. Your choices will be the same as the primary exterior surface material list. An entry is required in this field.

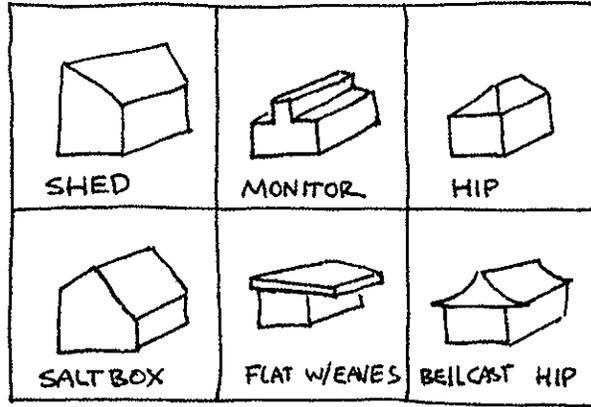
44) ROOF FORM

This field holds the code for the roof form of the resource. Enter one of the three digit codes from the pull-down menu. A data entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	GAMBREL
02	GABLE
03	SIDE GABLE
04	CLIPPED GABLE
05	CROSS GABLE
06	FRONT GABLE
07	BELLCAST GABLE



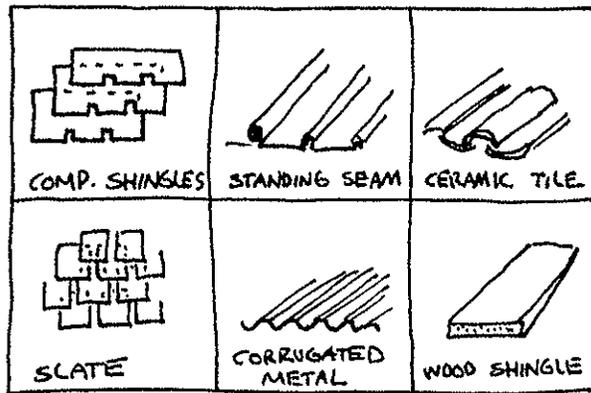
08	GABLE-ON-HIP
09	FLAT W/PARAPET
10	FLAT W/EAVES
11	HIP
12	HIP-ON-GABLE
13	BELLCAST HIP
14	MONITOR
15	PENT
16	PYRAMIDAL
17	SALTBOX
18	SHED
19	MANSARD
20	VAULT
21	CONICAL
98	NONE
99	OTHER



45) ROOF MATERIAL

This field holds information relating to the type of roof material that can be found on the resource. Choose one of the provided two digit codes from the pull down menu. An entry is required in this field.

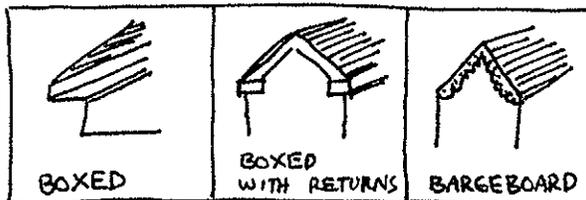
CODE	DESCRIPTION
00	NO DATA
01	COMPOSITION SHINGLES
02	WOOD SHINGLES
03	WOOD SHAKE
04	STANDING SEAM TIN
05	ROLLED PAPER
06	BUILT-UP ROOF/ TAR
07	GALVANIZED METAL
08	CORRUGATED METAL
09	CERAMIC TILE
10	BOARDS
11	SLATE
98	NONE
99	OTHER



46) ROOF RAKING TYPE

This field describes the type of raking detail that a roofline may have. The raking type is the design of the end of a gabled roof or parapet. Most will be plain. Colonial homes usually have a boxed cornice with returns. Choose the two-digit code that best describes the raking type on the roof of the resource. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	PLAIN
02	BOXED CORNICE
03	BOXED CORNICE W/ RETURNS
04	BOXED PEDIMENTED
05	BARGEBOARD
06	PLAIN PARAPET
07	STEPPED PARAPET
08	SHAPED PARAPET
09	PLAIN W/ A-FRAME BRACKETS

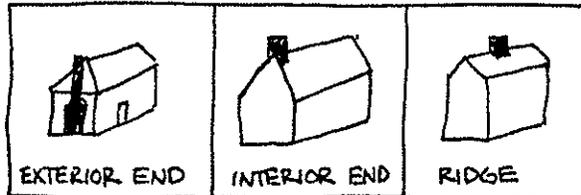


98	NONE
99	OTHER

47) CHIMNEY LOCATION

This field describes the location of the chimney on the resource. If the resource has no chimney enter "NON" for none. An entry is required in this field.

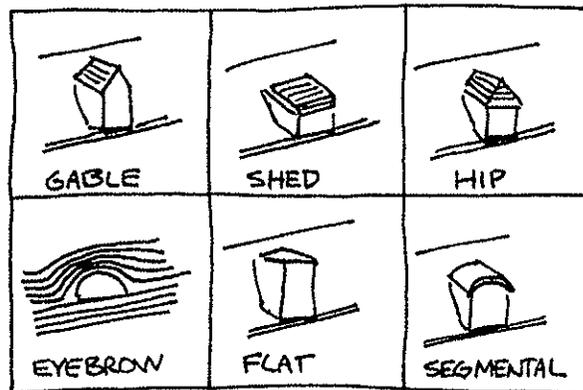
CODE	CHIMNEY
EXS	EXTERIOR SIDE
EXT	EXTERIOR END
INT	INTERIOR END
NDA	NO DATA
NON	NONE
OTH	OTHER
RDG	RIDGE
SLF	SLOPE: FRONT
SLR	SLOPE: REAR
SLS	SLOPE: SIDE



48) DORMER TYPE

This field describes the type of dormer the resource has, i.e. shed, gable, hip. An entry is required in this field. If the resource does not have a dormer enter "98" for none.

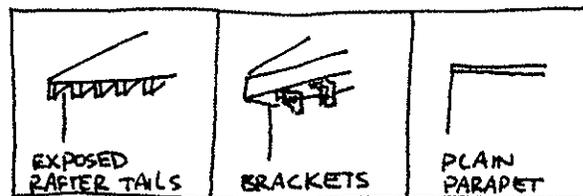
CODE	DESCRIPTION
00	NO DATA
01	GABLE
02	SHED
03	HIP
04	DECK
05	FLAT
06	EYEBROW/SWEPT
07	SEGMENTAL/ARCHED
08	OVAL/ROUND
98	NONE
99	OTHER



49) EAVE TYPE

This field describes the type and/or style of roof trim the resource has at the eave line. Most resources in Deschutes County, like the craftsman bungalow, will have plain exposed rafter tails. Choose the best two-digit code that describes the eave detail of the surveyed resource. An entry is required in this field.

COD	DESCRIPTION
00	NO DATA
01	PLAIN EAVES
02	EXPOSED RAFTER TAILS
03	SHAPED RAFTER TAILS
04	BARGEBOARD
05	BRACKETS
06	PLAIN PARAPET
07	CRENELLATED PARAPET
08	BOXED
09	ROOF-LINE BALUSTRADE

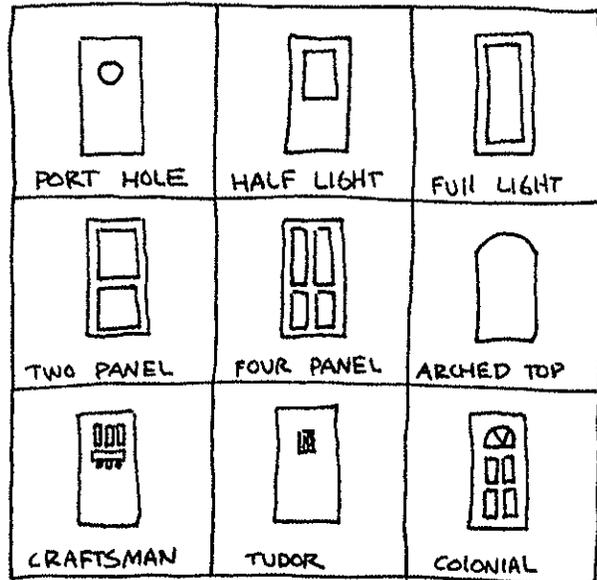


10	MODILLIONS
11	DECORATIVE CORNICE
98	NONE
99	OTHER

50) DOOR TYPE 1

This field describes the main or primary design of the front door to the resource. Choose one of the two digit codes from the provided pull down menu to best describe the design of the door. An entry is required in this field.

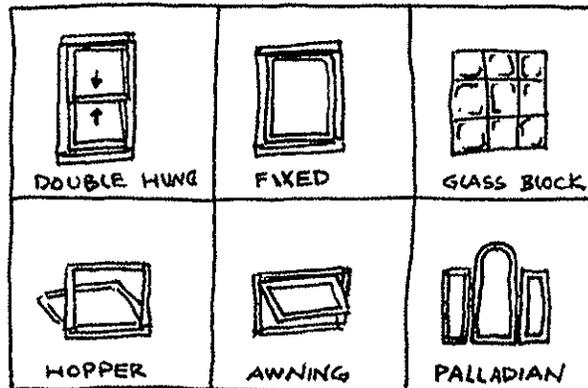
CODE	DESCRIPTION
00	NO DATA
01	FLUSH/SOLID
02	BATTEN
03	PORT HOLE
04	ARCHED TOP
05	METAL W/GLASS
06	STAINED GLASS
07	BEVELED GLASS
08	FULL-LIGHT
09	HALF-LIGHT
10	FOUR-LIGHT
11	MULTI-LIGHT
12	TWO-PANEL
13	THREE-PANEL
14	FOUR-PANEL
15	SIX-PANEL
16	EIGHT PANEL
17	MULTI-PANEL
18	CRAFTSMAN
19	TUDOR
20	COLONIAL
98	NONE
99	OTHER



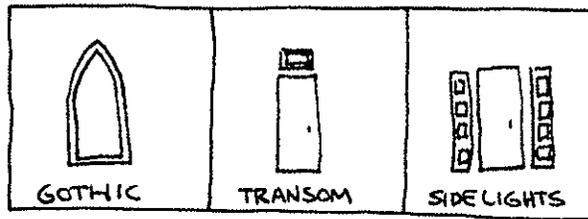
51) PRIMARY WINDOW TYPE

This field holds the primary window type and/or design that the resource has. Choose one of the two digit codes from the pull down menu. An entry is required in this field. If the resource has no windows enter "98" for none.

CODE	DESCRIPTION
00	NO DATA
01	DOUBLE-HUNG
02	SINGLE-HUNG
03	CASEMENT
04	FIXED
05	GLASS BLOCK
06	STAINED GLASS
07	HOPPER
08	SLIDING
09	AWNING
10	LOUVER
11	PALLADIAN
12	ORIEL
13	BAY WINDOW
14	FREIZE



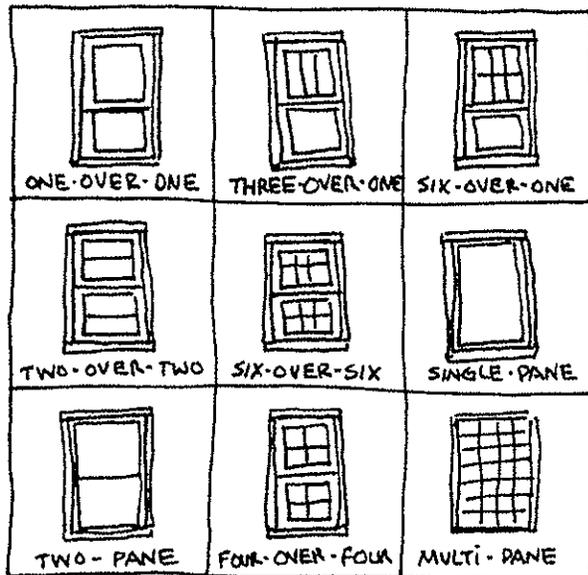
15	BOW WINDOW
16	CLERESTORY
17	GOTHIC
18	TRANSOM
19	FANLIGHT
20	SIDELIGHT(S)
21	OCULUS
22	STOREFRONT DISPLAY
23	LANCET
24	ROUND HEADED
98	NONE
99	OTHER



52) PRIMARY SASH ARRANGEMENT

This field holds the primary sash arrangement code. This is the specific style of window design, specifically the muntin arrangement. Choose one of the two digit codes from the pull down menu. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	ONE-OVER-ONE
02	TWO-OVER-ONE
03	THREE-OVER-ONE
04	FOUR-OVER-ONE
05	FIVE-OVER-ONE
06	SIX-OVER-ONE
07	EIGHT-OVER-ONE
08	TEN-OVER-ONE
09	TWELVE-OVER-ONE
10	TWO-OVER-TWO
12	FOUR-OVER-FOUR
13	SIX-OVER-SIX
14	EIGHT-OVER-EIGHT
15	TEN-OVER-TEN
16	TWELVE-OVER-TWELVE
17	MULTI-PANE
18	SINGLE PANE
19	TWO PANE
20	THREE PANE
21	FOUR PANE
22	SIX PANE
23	EIGHT PANE
98	NONE
99	OTHER



53) SECONDARY WINDOW TYPE

This field holds the secondary window type and/or design that the resource has. Choose one of the two digit codes from the pull down menu. An entry is not required in this field.

54) SECONDARY SASH ARRANGEMENT

This field holds the secondary sash arrangement for the secondary window type. Choose one of the two digit codes from the pull down menu. An entry is not required in this field.

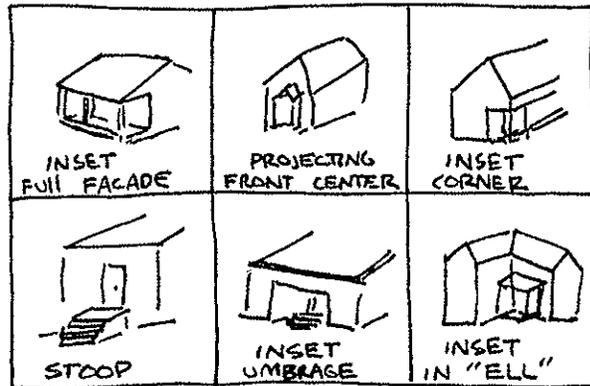
55) PORCH

This field asks if the surveyed resource has a porch. Enter YES or NO.

56) PORCH LOCATION

This field holds the location of the porch if the resource has one. Choose one of the provided two digit codes from the pull down menu. An entry is required in this field. If you entered "NO" in the proceeding field, enter "98" for none in this field.

CODE	DESCRIPTION
00	NO DATA
01	PROJ. FRONT CENTER
02	PROJ. FRONT LEFT
03	PROJ. FRONT RIGHT
04	PROJ. SIDE LEFT
05	PROJ. SIDE RIGHT
06	INSET: FULL FACADE
07	INSET: CORNER
08	INSET: UMBRAGE
09	WRAP AROUND
10	PARTIAL: INSET IN "ELL"
11	STOOP
12	PORTE COCHERE
98	NONE
99	OTHER



57) NOTEWORTHY DECORATIVE FEATURES

This is a memo field allowing the surveyor to type in a description about the decorative features a resource may have. For instance one might describe gingerbread details, curved corners, or sculptural reliefs.

58) ALTERATIONS

This field asks if resource been altered. Enter YES or NO.

59) EXTENT OF ALTERATIONS

This field describes the extent of alterations to the resource. Choose one of the provided two digit codes from the pull down menu. If the resource has not been altered choose "01". An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	NO ALTERATIONS
02	MINOR
03	MODERATE
04	MAJOR

60) ALTERATION DATE

This field holds the date and/or dates that the resource was altered. Use the format "1956". An entry is not required in this field.

61) ALTERATION DESCRIPTION

This is a memo field allows the surveyor to describe any alterations that have occurred to the resource. An entry is not required in this field.

62) STATEMENT OF SIGNIFICANCE

This is a memo field that allows the surveyor to describe the historical and/or architectural importance of the resource. One can include important dates, events, persons, and or relationships to an overall context. An entry is required in this field.

63) KNOWN ARCHAEOLOGICAL FEATURES

This is a memo field that allows the surveyor to describe known archaeological features on the site being surveyed. If features are known, describe them in further detail using the archaeological inventory database. Refer comments in this field to the archaeological site number. If there are no known features enter "NONE".

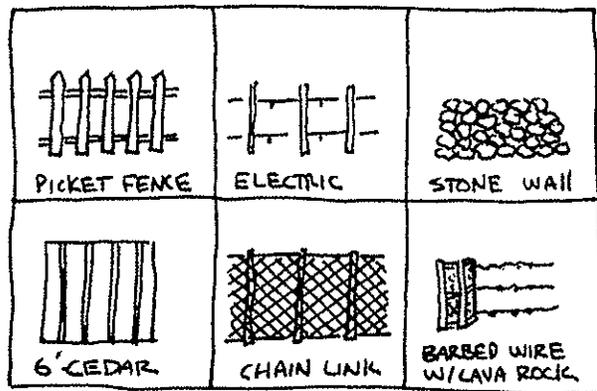
64) NOTEWORTHY LANDSCAPE FEATURES

This is a memo field that allows the surveyor to describe noteworthy landscape features found on the surveyed site. This includes objects such as gardens, ponds, orchards, geography, and tree lines. If there are no known features type "NONE".

65) FENCE TYPE

This field holds specific information about what type and/or style of fence is found on the surveyed site. An entry is required in this field.

CODE	DESCRIPTION
00	NO DATA
01	PICKET FENCE
02	POST & RAIL
03	SNAKE FENCE
04	NEW ENGLAND CROSS &
05	CHAIN LINK
06	ORNAMENTAL CAST IRON
07	ELECTRIC FENCE
08	STONE WALL
09	BARBED WIRE
10	6' CEDAR
11	BARBED WIRE W/LAVA ROCK
98	NONE
99	OTHER



66) RECORDED BY

This field holds the name of the original surveyor of the resource. An entry is required in this field.

67) DATE RECORDED

This field holds the date of the original survey for this resource. Use the format "03/30/97". An entry is required in this field.

68) OLD LOCAL INVENTORY NUMBER

This field holds the old inventory number of the resource. Eventually this field will be eliminated due to this database assigning new permanent site numbers to the resource. All sites with old inventory number have been added to the database. Do not enter a number.

69) SHPO INVENTORY NUMBER

This field holds the SHPO inventory number of the resource. Do not enter data into this field during survey work. SHPO will assign a permanent site number to the resource once the survey form is forwarded to them.

70) NATIONAL REGISTER STATUS

This field asks if the resource been listed on the National Register of Historic Places. Enter YES or NO.

71) DATE RECORDED

If the resource has been listed on the National Register, this field allows the surveyor to enter the date the property was listed. Use the format "12/25/78". An entry is not required in this field.

72) NATIONAL REGISTER DISTRICT NAME

This field holds the name of the National Register district that the property is located in. This allows for query on sites within a district. An entry is not required in this field.

73) NRHP RANK

If the resource is located within a district it will have a rank. Choose one of the provided three letter codes to describe what the rank of the property is. An entry is not required in this field.

CODE	DESCRIPTION
CON	CONTRIBUTING
NOC	NON CONTRIBUTING
NOD	NO DATA
NOR	NOT RANKED
PRI	PRIMARY
SEC	SECONDARY

74) INVENTORY NUMBER

This field holds the master inventory number for the resource. This number is assigned by the computer and cannot be changed.

75) LOCAL DESIGNATION

This field asks if the site has been locally designated as a historical landmark. Enter YES or NO. An entry is required in this field.

76) ROLL NUMBER

This field holds the roll number of the film the surveyor used to take the inventory photos of the resource. This allows the surveyor to locate the pictures of the resource after they return to the office. An entry is required in this field during survey work.

77) NEGATIVE NUMBER

This field holds the individual negative number the surveyor used to take the inventory photos of the resource. This allows the surveyor to locate the pictures of the resource after they return to the office. Since numerous resources may have the same number from 1 to 36, a new master number will be assigned later to the negative. An entry is required in this field during survey work.

78) MASTER NEGATIVE NUMBER

This field holds the master negative number(s) for photographs taken of the resource. Once the survey has occurred, the negative will be deposited in a master negative file and assigned a four-digit number. Don't forget to list those numbers here once they are established.

79) LAST DATE OF ENTRY

This field holds the date of the last entry or the date of changes the surveyor has made to the site form within this database. Use the format "10/17/97". An entry is required in this field each time you alter the site form.

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
1870 ROCK			NOT	89
AITKEN DRUG STORE		158 SW CASCADE ST.	SIS	190
ALFALFA GRANGE		26160 WILLARD ROAD	ALF	184
ALFALFA GRAVE TREE		FROM COI DITCH RIDER RD	ALF	182
ALFALFA PIONEER GRAVE MARKER		FROM COI DITCH RIDER RD	ALF	186
ALFALFA STORE AND POST OFFICE SITES		CROSS RD FRM POWELL BUTTE	NOT	185
ALLEN RANCH CEMETERY		56485 S. CENTURY DR.	SUN	212
ALLEN SCHOOL SITE		3RD STREET	BND	343
ALLEN, FRANCES McCORMACK HOUSE	SHORT, WADE HOUSE	655 SW 7TH STREET	RED	366
ALLEN, H. E. HOUSE		875 NW BROOKS STREET	BND	116
ALLEN, HARDY HOUSE		310 E. MAIN	SIS	188
AMERICAN BAKERY		NEWPORT AVE.	BND	342
ANDERSON-WING MOTOR COMPANY	FORD GARAGE	61 OREGON AVE.	BND	340
APARTMENTS		811 SW 13TH STREET	RED	649
APARTMENTS		905 W. BIRCH	RED	732
ATKINSON GARAGE	GALLOWAY'S GARAGE	6TH STREET	RED	368
ATKINSON, FRED G. BUILDING	MAYFAIR THEATER	535-537 SW 6TH STREET	RED	63
ATKINSON, FRED G. HOUSE	BROWN, EDWIN HOUSE	707 SW 9TH STREET	RED	493
AUDRAIN HOUSE		1501 S HIGHLAND	RED	424
AWBREY BUTTE SAWMILL	FORBES MILL		BND	345
BABLER WAREHOUSE	GREEN AND ADAMS MANUFACTURING		RED	369
BAGGOTT, CHAS. H. BARN	HEIM, CHARLES BARN	325 SW DESCHUTES AVENUE	RED	486
BALL, ALFREDO HOUSE	JOHNSON FOUNDATION OFFICE	441 S CANYON DRIVE	RED	602
BARN		1116 SW OBSIDIAN AVENUE	RED	675
BARN		1331 NW 19TH STREET	RED	669
BARN		17TH STREET	RED	658
BARN		2005 NW 19TH STREET	RED	666
BARN		345 NW 19TH STREET	RED	655
BARN		578 KINGWAY	RED	616
BARNES, JUDGE W. D. HOUSE		64780 COOK AVE.	TUM	160
BATES-AYRES BLACKSMITH SHOP	OLD BLACKSMITH SHOP	308 SW EVERGREEN AVENUE	RED	87
BATES/CREIGTON HOUSE		1446 NW HILL STREET	RED	242
BEAN, J.H. BUILDING		855 WALL STREET	BND	243
BECK BAKERY		813 WALL STREET	BND	244
BEND AMATEUR ATHLETIC CLUB GYMNASIUM		520 NW WALL ST.	BND	44
BEND APARTMENTS		WALL & GEORGIA	BND	245
BEND BRICK YARD SITE		SHEVLIN PARK ROAD	NOT	134
BEND CLINIC	OLD BEND CLINIC	754 NW BROADWAY STREET	BND	98
BEND COMPANY MILL SITE		N OF COLUMBIA PARK	BND	127
BEND FIRE HALL		5 NW MINNESOTA AVE.	BND	246
BEND FLOUR MILL SITE		VERMONT	BND	130
BEND HARDWARE BUILDING		856 NW BOND STREET	BND	332
BEND HIGH SCHOOL	OLD BEND HIGH SCHOOL	645 NW BOND ST.	BND	247
BEND IRON WORKS		300 SCOTT STREET	BND	99
BEND SCHOOL LANDMARK		DRAKE PARK	BND	22
BEND WATER LIGHT & POWER COMPANY POWER HOUSE,		DESCHUTES RIVER	BND	18
BEND WOOLEN MILL		1854 NW DIVISION ST.	BND	25
BENHAM FALLS PIER		DESCHUTES NATIONAL FOREST	NOT	217
BEOUGHNER, THERON J. COTTAGE		422 SW 13TH STREET	RED	370
BIG FALLS & FISH LADDER			NOT	144
BINGHAM, CY. PINE TREE			NOT	209
BLACK BUTTE LAND & LIVESTOCK CO EQUIPMENT SHED	LONG HOLLOW RANCH	71105 HOLMS RD.	NOT	38
BLACK BUTTE LAND & LIVESTOCK CO FOREMAN'S HOUSE	LONG HOLLOW RANCH	71105 HOLMS RD.	NOT	35
BLACK BUTTE LAND & LIVESTOCK COMPANY BARN	LONG HOLLOW RANCH	71105 HOLMS RD.	NOT	37
BLACK BUTTE LAND & LIVESTOCK COMPANY BUNKHOUSE	LONG HOLLOW RANCH	71105 HOLMS RD.	NOT	36
BLACK BUTTE LAND & LIVESTOCK COMPANY COMMISSARY	LONG HOLLOW RANCH	71105 HOLMS RD.	NOT	34
BONE, GLADIS HOUSE		234 SW 9TH STREET	RED	640
BOYD, CHARLES, HOMESTEAD		20410 BEND RIVER MALL AVE.	BND	124
BROADWAY VILLA APARTMENTS		630 BROADWAY ST.	BND	248
BROOKINGS STATION SITE			NOT	143
BROOKS, THOMAS F. HOUSE		516 NW DRAKE RD.	BND	323
BROOKS-SCANLON CRANE SHED		721 SW INDUSTRIAL WAY	BND	17
BROOKS-SCANLON MILL "A"		805 SW INDUSTRIAL WAY	BND	249
BROTHERS SCHOOL		34396 HWY 20	MIL	141
BUCKLEY STAGE STOP	HOUSE	515 W ANTLER AVENUE	RED	507
BUIDLING		1065 CANAL BLVD.	RED	662
BUILDING		1065 CANAL BLVD	RED	663
BUILDING		125 NE EVERGREEN AVENUE	RED	660
BUILDING		331 SW 7TH STREET	RED	568
BUILDING		427-425 SW 6TH STREET	RED	635
BUILDING		444 SW 6TH STREET	RED	562

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
BUILDING		445 SW 6TH STREET	RED	636
BUILDING		448 SW 6TH STREET	RED	561
BUILDING		530, 536, 542 SW 6TH STREET	RED	544
BUILDING	\$ MANIA AND CENTRAL AUTO REPAIR	6TH STREET	RED	701
BUILDING	BETTY'S SEWING SHOPPE	627 DESCHUTES AVENUE	RED	548
BUILDING	CARPET HUT	1037 NW 6TH STREET	RED	574
BUILDING	EAGLE CREST UNIVERSITY	847 SW 6TH STREET	RED	793
BUILDING	LITTLE, RICHARD W. BUILDING	642 SW FOREST AVENUE	RED	488
BUILDING	REDMOND SIGN COMPANY	124 S RAILROAD AVENUE	RED	659
BULL CREEK DAM		SISEMORE ROAD	NOT	170
BULL CREEK FORD LANDMARK	INDIAN FORD LANDMARK	HWY 20	SIS	197
BULLARD GARAGE		CLINE FALLS ROAD	TUM	156
BULLETIN BUILDING		740 NW WALL STREET	BND	250
BULLETIN BUILDING		642 NW FRANKLIN AVE.	BND	96
BURDICK BUILDING		357 SW 6TH STREET	RED	72
BUTLER HARDWARE		432 SW 6TH STREET	RED	564
BUTLER, J.D. BUILDING	LIPPOLD DRUG	453 SW 6TH STREET	RED	226
BUTLER, J.D. HOUSE		208 8TH STREET	RED	578
BUTLER, MEDA BUILDING		435-439 SW 6TH STREET	RED	328
BYBERG, PETER HOUSE		153 NW JEFFERSON PL.	BND	251
BYRON McDONALD HOUSE		1632 NW HARMON BLVD.	BND	361
CALDWELL, H.G. HOUSE		87 NW SHASTA PLACE	BND	252
CAMP ABBOT OFFICER'S CLUB	SUNRIVER GREAT HALL	57081 MEADOW RD.	SUN	1
CAMP POLK CEMETERY		CEMETERY ROAD	SIS	194
CAMP POLK MILITARY SITE		CAMP POLK CEMETERY RD	NOT	195
CAMP REDMOND CCC BASE		E RAILROAD & GOLF COURSE	RED	45
CANAL DIVERSION		17TH STREET	RED	657
CAPITOL THEATER		1023 NW WALL STREET	BND	326
CARLON, THOMAS W. HOUSE		24 NW KANSAS AVE.	BND	347
CARPENTER HOUSE		342 N CANYON DRIVE	RED	372
CASHMAN, M.P. BUILDING		224 OREGON AVENUE	BND	253
CENT-WISE DRUG STORE		498 SW 6 TH STREET	RED	227
CENTRAL OREGON BANK		960 NW WALL STREET	BND	112
CENTRAL OREGON CO-OPERATIVE CREAMERY	ACE HARDWARE	640 SW EVERGREEN AVENUE	RED	490
CENTRAL OREGON GARAGE		167 NW GREENWOOD AVE.	BND	254
CENTRAL OREGON GRANGE SUPPLY		218 ANTLER AVENUE	RED	673
CENTRAL OREGON IRRIGATION CANAL			NOT	91
CENTRAL OREGON PIONEERS LANDMARK		PIONEER PARK	BND	24
CHADWICK BUILDING		354 SW 7TH STREET	RED	73
CHAMNESS GLASS AND PAINT SUPPLY		445 SW EVERGREEN AVE.	RED	374
CHASE, WAYNE HOUSE		937 W ANTLER AVE.	RED	721
CLARK, ROLAND HOUSE		245 NW 7TH STREET	RED	740
CLARK, W. D. HOUSE		FIRST ST.	TUM	164
CLARK, W.D. HOUSE CISTERN		BLAKELY ROAD	TUM	169
CLINE FALLS BRIDGE SITE		CLINE FALLS	NOT	301
CLINE FALLS FISHERY			NOT	163
CLINE FALLS POWER PLANT		EAGLE RD.	NOT	155
CLINE FALLS TOWNSITE		N HWY 20 ON FLATS	NOT	154
CLOVERDALE SCHOOLHOUSE		68515 GEORGE CYRUS RD.	NOT	198
COBB, OTIS STORE	ENOCH CYRUS HOMESTEAD	JORDAN RD.	NOT	302
COE, MONTELLE G. HOUSE		654 SW 7TH STREET	RED	56
COLEMAN, NORMAN HOUSE		105 NW DRAKE ROAD	BND	256
COMMUNITY PRESBYTERIAN CHURCH		641 CASCADE AVENUE	RED	28
CONGRESS FOOD MARKET	CONGRESS THRIFTWAY	210 CONGRESS STREET	BND	338
CONKLIN, GEORGE HOUSE		348 NW STATE STREET	BND	257
CONSUMERS' GAS CORP BUILDING SITE		SE SULLIVAN PLACE.	BND	255
COPENHAVER, LARKIN & BRYANT BUILDING	BRYANT, EMERSON, & FITCH BUILDING	888 SW EVERGREEN AVENUE	RED	492
CORNELIUS, HOUSE		4911 SW ELKHORN AVENUE	RED	375
COUSINEAU, DR. G.L. HOUSE		290 NW THURSTON AVENUE	BND	258
COX, WILLIAM G. HOUSE		839 SW FOREST AVENUE	RED	376
COZY HOTEL		327 NW GREENWOOD AVE.	BND	133
CRATER CREEK DITCH			NOT	168
CREDIT BUREAU OF REDMOND	WARD & ELLIS BUILDING	427 SW 7TH STREET	RED	567
CROOKED RIVER HIGH BRIDGE		HWY 26	TER	309
CUNNING AND BREWSTER LAW OFFICE SITE		355 SW 6TH STREET	RED	53
CUNNING, MAX A. HOUSE		215 SW 7TH STREET	RED	228
DAVIDSON MEAT MARKET	JONES MEAT MARKET	412 SW 6TH STREET	RED	306
DAVIS APARTMENTS		HILL STREET	BND	317
DELAWARE GROCERY		845 NW DELAWARE AVENUE	BND	101
DEPOT HOTEL		78 NW KEARNEY AVE.	BND	259
DESCHUTES COUNTY COURTHOUSE		1164 NW BOND STREET	BND	335

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
DESCHUTES COUNTY FAIRGROUNDS OFFICE		912, 1918, 928 HIGHLAND	RED	791
DESCHUTES COUNTY LIBRARY		507 NW WALL ST.	BND	260
DESCHUTES FARMERS CO-OP		106 SE EVERGREEN AVENUE	RED	532
DESCHUTES FARMERS CO-OP		402 N CANAL BLVD.	RED	483
DESCHUTES GRAIN & FEED		106 E EVERGREEN AVENUE	RED	88
DESCHUTES JUNCTION TOWNSITE		E OF RAILROAD TRACK	NOT	136
DESCHUTES MOTOR & IMPLEMENT COMPANY	BATES-MEYERS TRACTORS INC.	302 E EVERGREEN AVENUE	RED	377
DESCHUTES VALLEY POTATO COMPANY WAREHOUSE		1438 SWHWY 97	RED	378
DOBSON, GUY E. HOUSE		1408 SW EVERGREEN AVENUE	RED	65
DOLIVER HOTEL ANNEX		646 SW 6TH STREET	RED	543
DOLLIVER HOTEL		652 SW 6TH STREET	RED	542
DOWNING HOTEL		1033 NW BOND STREET	BND	118
DOWSETT BOWLING ALLEY		1031 NE 5TH STREET	BND	318
DR CHRISTIANSEN HOUSE		353 SW 9TH STREET	RED	624
DR. EDWARDS HOUSE	BERNING, JOHN HOUSE	525 SW 8TH STREET	RED	546
DRAKE, A. M. HOUSE SITE		DRAKE PARK	BND	126
DUPLEX		1443-1451 SW 11TH STREET	RED	765
DUPLEX		1563 SW HIGHLAND AVENUE #3.4	RED	446
DUPLEX		306 SW 11TH STREET, 1036 W. CASCA	RED	582
DUPLEX		353-355 SW 10TH STREET	RED	726
DUPLEX		737-733 SW 7TH STREET	RED	537
DYNAMITE STORAGE SHED		2161 FIRST STREET	RED	671
EASTERN STAR GRANGE		62855 POWELL BUTTE RD.	NOT	100
EBERHART HOUSE	EBERHARD HOUSE	518 SW 13TH STREET	RED	442
EDWIN BROWN SCHOOL	EDWIN BROWN SCHOOL	805 W. ANTLER AVENUE	RED	717
EHRET BROTHERS STORE		251 SW 6TH STREET	RED	71
ELLIOT, GEORGE FARMSTEAD		3210 HWY 97	RED	665
ELLIOTT WAGON TRAIN ROUTE		HUNTINGTON RD.	NOT	203
ERICKSON'S STATIONERY		1011 BROOKS STREET	BND	339
ERICKSON-PRINGLE-CASHMAN BUILDING		1001 NW WALL STREET	BND	106
FALL RIVER FISH HATCHERY & ICE HOUSE		15055 S CENTURY DRIVE	NOT	304
FAREWELL BEND RANCH SITE		SHEVLIN CENTER	BND	132
FARMSTEAD		1310 19TH STREET	RED	668
FARMSTEAD		1335 NW 19TH STREET	RED	664
FARMSTEAD		2067 N HWY 97	RED	784
FARMSTEAD		2425 SW YEW AVENUE	RED	684
FINLEY BUTTE CAMP	SHEVLIN-HIXON TOWNSITE	DESCHUTES NATIONAL FOREST	NOT	344
FIRST BAPTIST CHURCH		9TH & CEDAR AVENUE	RED	723
FIRST METHODIST CHURCH		680 NW BOND ST.	BND	261
FIRST NATIONAL BANK	LUMBERMANS NATIONAL BANK	1003 BOND STREET	BND	360
FIRST NATIONAL BANK OF REDMOND		404 SW 6TH STREET	RED	57
FIRST PRESBYTERIAN CHURCH		157 NW FRANKLIN AVENUE	BND	20
FOLEY, TERRENCE H. LANDMARK		PILOT BUTTE STATE PARK	BND	39
FRANKS, LEW BUILDING		EVERGREEN AVE.	RED	231
FRANKS, WALTER BUILDING		502 SW EVERGREEN AVENUE	RED	230
FREDERICK APARTMENTS	BLACK BUTTE APARTMENTS	707 SW BLACK BUTTE BLVD	RED	229
FREMONT MEADOW/ JOHN FREMONT CAMP		SHEVLIN PARK ROAD	BND	262
FRENCH, A. L. HOUSE		429 GEORGIA AVENUE	BND	113
FUIKS, LEON BUILDING		WALL STREET	BND	346
GALLAWAY, CARL HOUSE	POVEY, RANDY HOUSE	553 SW 15TH STREET	RED	431
GARAGE		N CANYON DRIVE	RED	601
GILBERT & LINDH GROCERY STORE		850 NW WALL STREET	BND	265
GILBERT, NORMAN E. HOUSE		265 NW JEFFERSON PL.	BND	264
GILBERT, RUSSEL J. HOUSE		224 NW JEFFERSON PL.	BND	263
GIST POST OFFICE SITE		HARRINGTON LOOP RD.	NOT	200
GLODTS FURNITURE		1695 NW 6TH STREET	RED	781
GONZALES, G. N. HOUSE		310 WARSAW STREET	RED	634
HAMMOND, ROSS B. RANCH HOUSE		15619 SISTERS VIEW DR.	SIS	220
HAMPTON BUTTE TOWNSITE AREA		HWY 20	NOT	139
HARPER SCHOOL		56160 SCHOOL HOUSE DR.	SUN	2
HART, O. C. DUPLEX		232-234 N CANYON DRIVE	RED	600
HARTLEY HOUSE		320 N CANYON DRIVE	RED	598
HEIM, CHARLES HOUSE		935 SW DESCHUTES AVENUE	RED	591
HENKLE, O. C. BUILDING		809- 811 NW WALL STREET	BND	266
HIGHTOWER-SMITH MILL SITE		OFF BULL FLATS	NOT	178
HINDMAN, SAMUEL, BARN SITE		FRM CAMP POLK CEMETERY RD.	NOT	193
HOEDECKER, FRED HOUSE		1447 SW FOREST AVENUE	RED	380
HOEDECKER POTATO STORAGE SHED		FRANKLIN STREET	RED	576
HOEDECKER PROCESSING PLANT		RAILROAD BLVD.	RED	764
HOEDECKER STORAGE SHED	DRY CANYON FORGE	128 E. ANTLER AVENUE	RED	651
HOGAN'S MENS FURNISHINGS		339 SW 6TH STREET	RED	381

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
HOLMS, ROY HOUSE		349 SW 12TH STREET	RED	590
HOMESTEAD	HOMESTEAD NURSERY	2036 NW CANAL BLVD	RED	654
HOOVER UNIVERSAL GARAGE		124-128 NW GREENWOOD AVENUE	BND	267
HOOVER, HERBERT, FISHING CABIN			NOT	210
HORNER, G.W. BUILDING		704 NW GEORGIA AVE.	BND	331
HOSCH, DR. JACOB F, HOUSE		511 SW 12TH STREET	RED	29
HOTEL ALTAMONT		734 BROADWAY STREET	BND	241
HOUK MOTOR CO. BUILDING		920 NW BOND STREET	BND	268
HOUSE		101 SE FOREST AVENUE	RED	470
HOUSE		1017 CANAL BLVD	RED	796
HOUSE		1017 SW 7TH STREET	RED	650
HOUSE		1034 W ANTLER AVENUE	RED	785
HOUSE		1035 NW 11TH STREET	RED	572
HOUSE		1048 W. BIRCH	RED	730
HOUSE		105 SE JACKSON STREET	RED	629
HOUSE		105 SW 12TH STREET	RED	798
HOUSE		109 S 1ST STREET	RED	766
HOUSE		1099 N. CANAL BLVD	RED	621
HOUSE		1105 SW DESCHUTES AVENUE	RED	575
HOUSE		1106 W INDIAN AVENUE	RED	768
HOUSE		1108 W ANTLER AVENUE	RED	786
HOUSE		111 NW DOGWOOD BLVD.	RED	464
HOUSE		1111 W INDIAN AVENUE	RED	767
HOUSE		1112 W. BIRCH	RED	729
HOUSE		1113 SW EVERGREEN	RED	438
HOUSE		1114 SW EVERGREEN	RED	439
HOUSE		1127 SW CASCADE AVENUE	RED	583
HOUSE		1136 SW DESCHUTES AVENUE	RED	595
HOUSE		1138 S CASCADE AVENUE	RED	593
HOUSE		1208 SW CASCADE AVENUE	RED	587
HOUSE		1218 W BLACK BUTTE	RED	609
HOUSE		1229 SW DESCHUTES AVENUE	RED	596
HOUSE		123 SE JACKSON STREET	RED	630
HOUSE		124 SW 8TH STREET	RED	746
HOUSE		126 NW KINGWAY	RED	615
HOUSE		127 NW 12TH STREET	RED	790
HOUSE		130 NW 2ND STREET	RED	472
HOUSE		1307 EVERGREEN AVENUE	RED	448
HOUSE		133 3RD STREET	RED	515
HOUSE		135 4TH STREET	RED	517
HOUSE		135 N CANAL BLVD.	RED	482
HOUSE		135 SW 6TH STREET	RED	559
HOUSE		1359 ANTLER AVENUE	RED	734
HOUSE		136 S 2ND STREET	RED	526
HOUSE		136 S 3RD STREET	RED	524
HOUSE		137 ANTLER AVENUE	RED	501
HOUSE		141 NW 2ND STREET	RED	471
HOUSE		1427 S HIGHLAND	RED	423
HOUSE		1436 SW FOREST AVENUE	RED	433
HOUSE		1449 SW GLACIER AVENUE	RED	435
HOUSE		145 SW 6TH STREET	RED	560
HOUSE		147 NW 12TH STREET	RED	789
HOUSE		147 NW 2ND STREET	RED	474
HOUSE		147 NW 9TH STREET	RED	745
HOUSE		147 NW CANYON DRIVE	RED	788
HOUSE		147 NW CEDAR AVENUE	RED	475
HOUSE		148 NW 8TH STREET	RED	741
HOUSE		149 N CANAL BLVD.	RED	481
HOUSE		149 NW 8TH STREET	RED	742
HOUSE		152 N CANYON DRIVE	RED	787
HOUSE		153 3RD STREET	RED	514
HOUSE		153 SW 10TH STREET	RED	725
HOUSE		154 S 2ND STREET	RED	525
HOUSE		1611 W ANTLER AVENUE	RED	749
HOUSE		1611 W ANTLER AVENUE	RED	750
HOUSE		170 SW 17TH STREET	RED	762
HOUSE		1730 W ANTLER AVENUE	RED	777
HOUSE		1731 17TH STREET	RED	676
HOUSE		1921 NW 6TH STREET	RED	783
HOUSE		202 S 3RD STREET	RED	523
HOUSE		203 SW 8TH STREET	RED	643

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
HOUSE		205 BIRCH AVENUE	RED	473
HOUSE		205 SW 11TH STREET	RED	585
HOUSE		205 SW 9TH STREET	RED	639
HOUSE		207 N. CANYON DRIVE	RED	610
HOUSE		207 SW 12TH STREET	RED	597
HOUSE		208 NW 4TH STREET	RED	504
HOUSE		2116 S HIGHWAY 126	RED	670
HOUSE		213 SW 11TH STREET	RED	584
HOUSE		215 SW ANTLER AVENUE	RED	489
HOUSE		217 BIRCH AVENUE	RED	476
HOUSE		217 SW 8TH STREET	RED	644
HOUSE		222 SW 10TH STREET	RED	586
HOUSE		222 SW 8TH STREET	RED	642
HOUSE		224 NW 3RD STREET	RED	479
HOUSE		224 SW 7TH STREET	RED	641
HOUSE		2249 UMATILLA AVENUE	RED	733
HOUSE		225 SE JACKSON STREET	RED	628
HOUSE		226 S 3RD STREET	RED	522
HOUSE		227 SW 2ND STREET	RED	529
HOUSE		227 SW 3RD STREET	RED	513
HOUSE		2290 UMATILLA AVENUE	RED	682
HOUSE		235 4TH STREET	RED	518
HOUSE		236 S 2ND STREET	RED	528
HOUSE		237 9TH STREET	RED	686
HOUSE		238 SW 10TH STREET	RED	588
HOUSE		239 NW 4TH STREET	RED	506
HOUSE		240 NW BIRCH AVENUE	RED	477
HOUSE		244 NW 8TH STREET	RED	739
HOUSE		244 NW 9TH STREET	RED	738
HOUSE		249 NW 3RD STREET	RED	480
HOUSE		250 S 2ND STREET	RED	527
HOUSE		250 SW 12TH STREET	RED	592
HOUSE		253 SW 2ND STREET	RED	530
HOUSE		253 SW 8TH STREET	RED	646
HOUSE		290 SW 17TH STREET	RED	776
HOUSE		292 HAMLOCK AVENUE	RED	618
HOUSE		2920 SW 27TH STREET	RED	683
HOUSE		2995 SW 23RD STREET	RED	674
HOUSE		300 SE JACKSON STREET	RED	631
HOUSE		303 NW BIRCH AVENUE	RED	478
HOUSE		305 SW 11TH STREET	RED	579
HOUSE		305 SW 9TH STREET	RED	605
HOUSE		306 NW ANTLER AVENUE	RED	502
HOUSE		307 NE 2ND STREET	RED	468
HOUSE		307 SW 7TH STREET	RED	761
HOUSE		308 NW 8TH STREET	RED	736
HOUSE		309 NW 8TH STREET	RED	735
HOUSE		311 NE EVERGREEN AVENUE	RED	571
HOUSE		312 N CANYON DRIVE	RED	599
HOUSE		312 S 3RD STREET	RED	511
HOUSE		314 FRANKLIN STREET	RED	569
HOUSE		315 NE ELM STREET	RED	465
HOUSE		315 NW CEDAR AVENUE	RED	463
HOUSE		315 SE JACKSON STREET	RED	627
HOUSE		317 N CANYON DRIVE	RED	511
HOUSE		321 NW ANTLER AVENUE	RED	503
HOUSE		323 N. CANYON DRIVE	RED	612
HOUSE		323 SE JACKSON STREET	RED	626
HOUSE		324 FRANKLIN STREET	RED	570
HOUSE		324 SW 11TH STREET	RED	581
HOUSE		324 SW 12TH STREET	RED	594
HOUSE		326 SW 7TH STREET	RED	638
HOUSE		328 SW 10TH STREET	RED	608
HOUSE		333 SW 9TH STREET	RED	623
HOUSE		334 SW 10TH STREET	RED	727
HOUSE		335 SE JACKSON STREET	RED	625
HOUSE		335 SW 12TH STREET	RED	589
HOUSE		340 NW FIR AVENUE	RED	619
HOUSE		340 SW 17TH STREET	RED	775
HOUSE		341 W. BLACK BUTTE AVENUE	RED	508
HOUSE		342 W. ANTLER AVENUE	RED	509

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
HOUSE		345 NW 19TH STREET	RED	666
HOUSE		347 SE JACKSON STREET	RED	632
HOUSE		374 SW 17TH STREET	RED	774
HOUSE		3RD STREET	RED	512
HOUSE		406 SW 9TH STREET	RED	550
HOUSE		406 W. ANTLER AVENUE	RED	516
HOUSE		411 EVERGREEN AVENUE	RED	633
HOUSE		414 SW 9TH STREET	RED	561
HOUSE		423 NW 12TH STREET	RED	769
HOUSE		428 SW 9TH STREET	RED	552
HOUSE		432 HEMLOCK AVENUE	RED	617
HOUSE		433 LARCH AVENUE	RED	613
HOUSE		433 SW 8TH STREET	RED	555
HOUSE		434 N 8TH STREET	RED	755
HOUSE		435 N 8TH STREET	RED	756
HOUSE		436 ANTLER AVENUE	RED	510
HOUSE		446 SW 9TH STREET	RED	553
HOUSE		447-451 N 12TH STREET	RED	779
HOUSE		521 SW 13TH STREET	RED	414
HOUSE		622 N 8TH STREET	RED	753
HOUSE		623 N 8TH STREET	RED	757
HOUSE		524 SW CANYON DRIVE	RED	432
HOUSE		525 SW 10TH STREET	RED	500
HOUSE		528 19TH STREET	RED	667
HOUSE		529 N CANAL BLVD.	RED	573
HOUSE		533 SW 12TH STREET	RED	440
HOUSE		533 SW 9TH STREET	RED	469
HOUSE		534 N 8TH STREET	RED	751
HOUSE		535 N 8TH STREET	RED	758
HOUSE		535 SW 10TH STREET	RED	499
HOUSE		543 NW BROADWAY ST.	BND	348
HOUSE		545 SW 11TH STREET	RED	460
HOUSE		546 N 8TH STREET	RED	752
HOUSE		601 SW 15TH STREET	RED	430
HOUSE		605 NW 10TH STREET	RED	728
HOUSE		606 SW 13TH STREET	RED	436
HOUSE		607 NW 7TH STREET	RED	771
HOUSE		607 SW 1TH STREET	RED	466
HOUSE		611 SW 14TH STREET	RED	417
HOUSE		617 SW 10TH STREET	RED	496
HOUSE		620 SW 15TH STREET	RED	434
HOUSE		624 N CANYON DRIVE	RED	780
HOUSE		624 NW 4TH STREET	RED	620
HOUSE		630 NW 10TH STREET	RED	545
HOUSE		635 SW 12TH STREET	RED	406
HOUSE		641 SW 14TH STREET	RED	419
HOUSE		645 SW 10TH STREET	RED	495
HOUSE		646 SW 11TH STREET	RED	452
HOUSE		655 SW 11TH STREET	RED	453
HOUSE		655 SW 12TH STREET	RED	408
HOUSE		663 SW 15TH STREET	RED	427
HOUSE		703 SW 7TH STREET	RED	535
HOUSE		704 15TH STREET	RED	444
HOUSE		707 SW 12TH STREET	RED	409
HOUSE		708 SW 11TH STREET	RED	459
HOUSE		715 SW 8TH STREET	RED	538
HOUSE		717 SW 11TH STREET	RED	455
HOUSE		719 W ANTLER AVENUE	RED	747
HOUSE		721 SW 14TH STREET	RED	421
HOUSE		723 N CANAL BLVD.	RED	614
HOUSE		725 SW 11TH STREET	RED	456
HOUSE		727 SW 7TH STREET	RED	462
HOUSE		730 SW 11TH STREET	RED	458
HOUSE		731 SW 10TH STREET	RED	494
HOUSE		736 10TH STREET	RED	467
HOUSE		737 FIR AVENUE	RED	770
HOUSE		737 W ANTLER AVENUE	RED	748
HOUSE		737 W ELM AVENUE	RED	754
HOUSE		738 JUNIPER	RED	797
HOUSE		747 SW 15TH STREET	RED	425
HOUSE		759 SW 14TH STREET	RED	422

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
HOUSE		787 NW 7TH STREET	RED	622
HOUSE		806 FIR AVENUE	RED	759
HOUSE		828 FIR AVENUE	RED	772
HOUSE		828 W BIRCH AVENUE	RED	743
HOUSE		837 ELM STREET	RED	773
HOUSE		838 W BIRCH AVENUE	RED	744
HOUSE		839 NW CEDAR AVENUE	RED	737
HOUSE		839 W DESCHUTES AVENUE	RED	549
HOUSE		916 SW 12TH STREET	RED	688
HOUSE		916 SW 17TH STREET	RED	801
HOUSE		934 W CASCADE AVENUE	RED	607
HOUSE		936 W ANTLER AVENUE	RED	722
HOUSE		936 W BIRCH	RED	731
HOUSE		939 W CASCADE AVENUE	RED	606
HOUSE		945 SW 13TH STREET	RED	689
HOUSE		946 SW 15TH STREET	RED	802
HOUSE		956 SW 15TH STREET	RED	799
HOUSE		959 SW 7TH STREET	RED	800
HOUSE	ABEGG, GEORGE HOUSE	435 SW 7TH STREET	RED	566
HOUSE	ADAMS, W.R. HOUSE	715 SW 7TH STREET	RED	536
HOUSE	ALLEN, DELL HOUSE	557 SW 10TH STREET	RED	498
HOUSE	ALLEN, PETE HOUSE	705 SW 15TH STREET	RED	426
HOUSE	ANDREWS, DAVIS HOUSE	646 SW 3RD STREET	RED	531
HOUSE	AUDRAIN, BILL HOUSE	224 NW 4TH STREET	RED	505
HOUSE	BAKER, R. D. HOUSE	535 SW 11 STREET	RED	437
HOUSE	BARR, LEONARD HOUSE	605 SW 10TH STREET	RED	497
HOUSE	BLAIR, ROBERT M. HOUSE	657 SW 14TH STREET	RED	420
HOUSE	BROWNING, H. W. HOUSE	705 SW 11TH STREET	RED	454
HOUSE	BYLAND, A. C. HOUSE	721 SW 12TH STREET	RED	411
HOUSE	COMMUNITY CHURCH MANSE	623 W ANTLER AVENUE	RED	577
HOUSE	CYRUS, WARREN HOUSE	629 SW BLACK BUTTE BLVD.	RED	557
HOUSE	CYRUS, WAYNE HOUSE	555 SW 13TH STREET	RED	412
HOUSE	DANIEL, BENNIE HOUSE	715 SW 12TH STREET	RED	410
HOUSE	DENTON HOUSE	124 SW 7TH STREET	RED	558
HOUSE	EDGAR, JESS HOUSE	531 SW 13TH STREET	RED	413
HOUSE	FERGUSON, GLENN H. HOUSE	554 SW 11TH STREET	RED	450
HOUSE	FISK, WAYNE HOUSE	315 SW 9TH STREET	RED	521
HOUSE	FLOYD, CECIL HOUSE	619 SW 15TH STREET	RED	429
HOUSE	HASSLER, JERRY HOUSE	534 SW 11TH STREET	RED	451
HOUSE	HOUSE	107 10TH STREET	RED	719
HOUSE	HOUSE	108 SW 9TH STREET	RED	715
HOUSE	HOUSE	115 SW 9TH STREET	RED	718
HOUSE	HOUSE	156 8TH STREET	RED	693
HOUSE	HOUSE	235 NW 8TH STREET	RED	691
HOUSE	HOUSE	306 N. 7TH STREET	RED	713
HOUSE	HOUSE	323 6TH STREET	RED	702
HOUSE	HOUSE	332 NW 9TH STREET	RED	708
HOUSE	HOUSE	335 N. 8TH STREET	RED	707
HOUSE	HOUSE	336 N. 7TH STREET	RED	704
HOUSE	HOUSE	337 SW 6TH STREET	RED	703
HOUSE	HOUSE	343 NW 9TH STREET	RED	709
HOUSE	HOUSE	348 NW 7TH STREET	RED	714
HOUSE	HOUSE	349 NW 8TH STREET	RED	692
HOUSE	HOUSE	437 NW 7TH STREET	RED	698
HOUSE	HOUSE	507 7TH STREET	RED	697
HOUSE	HOUSE	509 6TH STREET	RED	700
HOUSE	HOUSE	547 NW 7TH STREET	RED	696
HOUSE	HOUSE	636 N. 6TH STREET	RED	695
HOUSE	HOUSE	735 DOGWOOD AVENUE	RED	706
HOUSE	HOUSE	839 W. BIRCH AVENUE	RED	711
HOUSE	HOUSE	919 W. CEDAR AVENUE	RED	694
HOUSE	HOUSE	920 NW DOGWOOD AVENUE	RED	710
HOUSE	HOUSTON, CHARLES HOUSE	627 SW 14TH STREET	RED	418
HOUSE	HUBBELL, GEORGE HOUSE	725 SW 8TH STREET	RED	533
HOUSE	JONES, DR. RAYMOND HOUSE	735 SW 11TH STREET	RED	457
HOUSE	KERR, OLIVER & BROCK OFFICE	755 SW 6TH STREET	RED	541
HOUSE	McCREA, CLELL HOUSE	639 SW 15TH STREET	RED	428
HOUSE	QUINN, LLOYD HOUSE	415 BLACK BUTTE BLVD	RED	519
HOUSE	RENNOLDS, MABEL HOUSE	555 SW 14TH STREET	RED	416
HOUSE	TUCKFIELD, JOE HOUSE	647 SW 12TH STREET	RED	407
HOUSE	VAN BUSKIRK, C. W. HOUSE	405 SW 8TH STREET	RED	554

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
STOCKTON'S CAFE		522 SW 6TH STREET	RED	520
STORAGE SHED		SISTERS AVENUE	RED	680
STOVER, BUTCH A. HOUSE		1 NW ROCKLYN ROAD	BND	294
SWALLEY DITCH			BND	222
SWAMP RANCH		HAWKS BEARD RD.	BLB	312
SWEDE RIDGE CAMP SITE		DESCHUTES NATIONAL FOREST	BND	218
SWEDE RIDGE CAMP SITE		DESCHUTES NATIONAL FOREST	BND	219
TEMPLETON, ARTHUR HOUSE		E ADAMS	SIS	192
TERREBONNE GRANGE		11TH STREET	TER	298
TERREBONNE LADIES PIONEER CLUB		8334 11TH. STREET	TER	151
TETHEROW CROSSING		HEMHOLTZ RD	NOT	49
TETHEROW, ANDREW J. HOUSE		HEMHOLTZ RD	NOT	48
TETHEROW, JESS HOUSE		1235 SW EVERGREEN AVENUE	RED	449
THATCHER, IVAN HOUSE	ERICKSON, CARL HOUSE	80 NW DRAKE ROAD	BND	402
THE FAIR STORE		422 SW 6TH STREET	RED	565
THIRD ST. UNDERPASS		HWY 97	BND	295
THOMPSON BUILDING		831 NW WALL STREET	BND	296
TOEV'S, DR. SAMUAL HOUSE		2265 HIGHWAY 126	RED	672
TOWER THEATER		837 NW WALL STREET	BND	299
TRAIL CROSSING			NOT	137
TRAPPER CABIN		FROM USFS RD 1534	NOT	189
TRINITY EPISCOPAL CHURCH		469 NW WALL ST.	BND	120
TUCK, ART HOUSE		231 9TH STREET	RED	687
TUCK, JOHN HOUSE		255 9TH STREET	RED	685
TUCKER, A.J. BUILDING	PIONEER MUSEM BUILDING	200-202 NW GREENWOOD AVE	BND	13
TUM-A-LUM LUMBER	TUM-A-LUM LUMBER	339 SW EVERGREEN AVENUE	RED	487
TUM-A-LUM LUMBER WAREHOUSE	TUM-A-LUM LUMBER WAREHOUSE	EVERGREEN AVENUE AND 4TH STREET	RED	484
TUMALO CANAL SIPHON			NOT	175
TUMALO COMMUNITY CHURCH		64671 BRUCE AVE.	TUM	31
TUMALO CREEK FEED CANAL DIVERSION DAM & HEADGATE		SHEVLIN PARK	NOT	313
TUMALO CREEK FISH HATCHERY		SHEVLIN PARK	NOT	7
TUMALO CREEK FISH HATCHERY KEEPER'S HOUSE		SHEVLIN PARK	BND	8
TUMALO CREEK HATCHERY GARAGE		SHEVLIN PARK	BND	9
TUMALO PROJECT BARN & WAREHOUSE		COOK & CLINE FALLS ROAD	TUM	158
TUMALO PROJECT DAM		TUMALO RESERVOIR ROAD	TUM	171
TUMALO PROJECT DAM CONTROL HOUSE		SIEMORE ROAD	NOT	172
TUMALO SCHOOL		SECOND STREET	TUM	163
TURNER, H. D. HOUSE	WHISENAND HOUSE	961 NW BROOKS STREET	BND	324
US POST OFFICE		777 NW WALL STREET	BND	93
V.G. PATRICK & SONS BUILDING		502 SW EVERGREEN AVENUE	RED	540
VANDERVERT, WILLIAM P. HOUSE		VANDERVERT RD & S CENTURY DRIVE	SUN	3
VANDEVERT & WHITTINGTON GARAGE	EDDIES SALES & SERVICE	390 NW GREENWOOD AVENUE	BND	321
WAGON ROAD EXIT-ENTRANCE TO TETHEROW BRIDGE		OFF TETHEROW BRIDGE ROAD	NOT	47
WALTER G. PEAKS HOUSE		637 NW DRAKE ROAD	BND	363
WANOGA BUTTE CAMP SITE			NOT	208
WANOGA BUTTE LOOKOUT TOWER		BEND RANGER DISTRICT	NOT	221
WARD, ELIZABETH HOUSE		614 SW 12TH STREET	RED	441
WAREHOUSE		1348 S. HIGHWAY 97	RED	681
WAREHOUSE		216 SE RAILROAD BLVD	RED	661
WAREHOUSE		450 SE RAILROAD BLVD.	RED	763
WAREHOUSE		847 SW 6TH STREET	RED	794
WAREHOUSE		SISTERS AVENUE	RED	678
WAREHOUSE	CITY OF REOMOND PUBLIC WORKS SHED	SISTERS AVENUE	RED	679
WEIST HOMESITE		1315 NE 3RD STREET	BND	90
WEIST HOMESTEAD CABIN		1352 NE 2ND STREET	BND	225
WELLS, DR. HOWARD HOUSE	ALBRICH, HAROLD HOUSE	1345 SW EVERGREEN AVENUE	RED	447
WELLS, F.W. HOUSE		2580 NE DAGGETT LANE	BND	297
WEST SIDE SERVICE STATION	CENTRAL OREGON HEATING AND COOLING	1535 HIGHLAND AVENUE	RED	445
WEST, JOHN I. BUILDING		130 NW GREENWOOD AVENUE	BND	12
WESTMINSTER HALL		240 SW 7TH STREET	RED	580
WILCOX, JOSEPH A. HOUSE		636 NW CEDAR AVENUE	RED	51
WILSON, WILLIAM T. E. HOMESTEAD	THOMPSON HOMESTEAD	CAMP POLK ROAD	SIS	362
WISE, RAY HOUSE		722 W. DOGWOOD AVENUE	RED	705
WITTVER, HERMAN HOUSE		1644 NW 3RD STREET	BND	405
WORLD WAR II HANGAR		SISTERS AVENUE	RED	648
YOUNG SCHOOL		22025 BUTLER MARKET RD.	BND	131
ZION LUTHERN CHURCH		152 SW 12TH STREET	RED	400

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
REDMOND CABINS		732 SW 6TH STREET	RED	84
REDMOND CITY POOL		5TH STREET (SAM JOHNSON PARK)	RED	393
REDMOND CLINIC	DR. RAYMOND JONES BUILDING	739 SW EVERGREEN AVENUE	RED	394
REDMOND FIRE HALL		455 SW 7TH STREET AND 717 EVERGR	RED	236
REDMOND FREIGHT DEPOT		FIRST & CASCADE	RED	77
REDMOND GRANGE #812		1065 SW CANAL BLVD	RED	238
REDMOND HIGH SCHOOL DORMITORY SITE		S NINTH & EVERGREEN AVE.	RED	82
REDMOND HOSPITAL		446 SW 9TH STREET	RED	60
REDMOND LOCKERS & CUSTOM MEATS		353 SE. RAILROAD BLVD.	RED	652
REDMOND MOTOR COMPANY		585 6TH STREET	RED	398
REDMOND POST OFFICE		8TH STREET	RED	397
REDMOND POST OFFICE	REDMOND POST OFFICE	507 SW 8TH STREET	RED	491
REDMOND SCHOOL HOUSE		1429 NW ANTLER AVENUE	RED	83
REDMOND SPOKESMAN BUILDING		321 SW 6TH STREET	RED	237
REDMOND STEAM LAUNDRY		4TH STREET	RED	485
REDMOND STEAM LAUNDRY	REDMOND LAUNDRY & DRY CLEANERS	321 SW 4TH STREET	RED	75
REDMOND TOWNSEND HALL		S 5TH STREET SE CORNER OF C	RED	395
REDMOND UNION HIGH SCHOOL	EVERGREEN ELEMENTRY SCHOOL	437 SW 9TH STREET	RED	58
REDMOND'S FIRST WELL SITE		W DESCHUTES & SEVENTH	RED	52
REDMOND, FRANK HOUSE		680 NW CANAL BLVD.	RED	50
REED, JAMES E. HOUSE		45 NW GREELEY AVENUE	BND	102
REID SCHOOL	DECSHUTES COUNTY HISTORICAL SOC	129 IDAHO AVENUE	BND	21
RHOADS, TAYLOR HOUSE		1103 NW COLUMBIA STREET	BND	290
RICHFIELD SERVICE STATION	REDMOND RADIATOR & MUFFLER	2057 S HWY 97	RED	760
ROBERTS FIELD, WW II FLIGHT TRAINING BASE		ROBERT FIELDS	RED	46
ROBERTS, JOHN ROY HOUSE		111 NW 8TH STREET	RED	239
ROBERTS, MAURICE HOUSE	HOUSE	209 8TH STREET	RED	712
ROCK O' THE RANGE BRIDGE		BOWERY LANE	NOT	310
ROCK, HOECH, SCHOOL SITE		FROM ARNOLD OR ALFALFA RD.	NOT	183
ROCKWELL, KATE HOUSE		231 NW FRANKLIN AVENUE	BND	105
ROOS, CHARLES A. HOUSE		1006 NW DELAWARE AVENUE	BND	336
ROSLAND TOWNSITE			NOT	201
RUNGE, JOHN HOUSE		513 NW NEWPORT AVE.	BND	365
RYAN RANCH SITE			NOT	213
SAFeway STORE	REDMOND CITY HALL	716 SW EVERGREEN AVENUE	RED	399
SAMUEL RAY PEOPLES HOUSE		708 NW RIVERSIDE BLVD.	BND	364
SATHER BUILDING		918 WALL STREET	BND	117
SATHER, EVAN A. HOUSE		7 NW TUMALO AVE.	BND	103
SAWYER PARK APPLE TREE		OB RILEY ROAD	BND	92
SAWYER, ROBERT W. HOUSE		434 DRAKE ROAD	BND	110
SAYLER, H.D. AUTO SERVICE SHOP		GREENWOOD AVE.	BND	341
SCOTT, CLARENCE HOUSE		139 SW 9TH STREET	RED	240
SCOTT, WILLIAM HOUSE		137 SW 10TH STREET	RED	724
SHED		19TH STREET	RED	653
SHEVLIN PARK LANDMARK		SHEVLIN PARK, TUMALO RIVER	BND	6
SHEVLIN TOWNSITE			NOT	207
SHEVLIN TOWNSITE			NOT	214
SHEVLIN-HIXON CAMP SITE			NOT	204
SHEVLIN-HIXON CAMP SITE, WANOGA BUTTE			NOT	311
SHEVLIN-HIXON EXECUTIVE HOUSE		545 NW CONGRESS ST.	BND	291
SHEVLIN-HIXON MILL SITE		COLORADO, SIMPSON, COLUMB	BND	16
SHUHOLM, CARL HOUSE		523 SW 4TH STREET	RED	371
SILLERY MOTORS		202 GREENWOOD AVE.	BND	319
SILVAS, CHARLES HOUSE		1776 NE 8TH ST.	BND	292
SILVERTOWN SERVICE STATION		BOND STREET	BND	320
SISTERS HOTEL		105 W CASCADE STREET	SIS	191
SISTERS PRESBYTERIAN CHURCH		MAIN ST.	SIS	316
SISTERS RANGER STATION		ELM & WASHINGTON	SIS	315
SKYLINERS LODGE		SKYLINERS ROAD	NOT	95
SMITH CASTLE		SMITH CANYON ROAD	NOT	140
SMITH, LEW E. HOUSE		1329 SW EVERGREEN AVENUE	RED	74
SMITH, R.M. HOUSE		499 NW BROADWAY ST.	BND	330
SPHEIR BUILDING		901 NW BOND STREET	BND	122
ST FRANCIS CATHOLIC CHURCH		494 NW LAVA RD.	BND	135
ST. CHARLES HOSPITAL		FRANKLIN & LAVA	BND	333
ST. THOMAS CATHOLIC CHURCH	ST. THOMAS CATHOLIC CHURCH	12 TH STREET & FOREST	RED	443
STAATS, SYLVESTER HOUSE		354 NW FLORIDA AVE.	BND	293
STEARNS RANCH		51985 PENGRA-HUNTINGTON	LAP	215
STEIDL & REED MILL		FIRST	BND	128
STEIDL & TWEET DAM		N DIVISION	BND	125
STEWART-PENDROY CLINIC	DRUGLESS CLINIC	200 SW 7TH STREET	RED	382

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
MINER, J. B. BUILDING		932 WALL STREET	BND	322
MITCHELL, MARY HOUSE	"MA" MITCHEL HOUSE	421 SW 11TH STREET	RED	54
MONTGOMERY, CHARLES, CABIN		HWY 205, FALL RIVER	NOT	4
MORRIS-NELSON CO. BUILDING		204 6TH STREET	RED	389
MOTY & VAN DYKE BUILDING		824 BOND STREET	BND	337
MOUNTIAN VIEW MAYNE HOSPITAL		515 NW KANSAS AVE	BND	276
MUNZ HARDWARE BUILDING		517 W. EVERGREEN AVE	RED	80
MUNZ, ALFRED HOUSE		404 SW FOREST AVENUE	RED	67
MUTZIG, R.B. BLOCK		1011 NW WALL STREET	BND	277
MYERS & WILKEY BUILDING		1045 NW BOND STREET	BND	278
N. P. SMITH PIONEER HARDWARE		935-937 NW WALL STREET	BND	123
NATIONAL GUARD ARMORY		204 NW KANSAS AVE.	BND	279
NELSON, AUGUST BUILDING		838 NW BOND STREET	BND	280
NEW REDMOND HOTEL		521 SW 6TH STREET	RED	42
NEW TAGGART HOTEL	WRIGHT HOTEL	215 NW GREENWOOD AVENUE	BND	14
NEWTON PUMP		1921 NW 6TH STREET	RED	782
NICHOLS, AUNT NOLL, HOUSE		64767 COOK AVE.	TUM	159
NISWONGER HOUSE		44 NW IRVING AVENUE	BND	281
NOONCHESTER APARTMENTS		GEORGIA AVE.	BND	282
NORTH CANAL			BND	223
O'DONNELL BUILDING		921-933 WALL STREET	BND	107
O'DONNELL FIELD		NE FIRST & GREENWOOD AVE.	BND	129
O'KANE, HUGH, BUILDING		115 NW OREGON AVENUE	BND	19
ODEM THEATER		349 SW 6TH STREET	RED	392
ODEM, MILTON HOUSE		623 SW 12TH ST.	RED	234
ODOT BUILDING		HWY 97	BND	283
OLD BEND-PRINEVILLE ROUTE		FRM BEND-POWELL BUTTE HWY	NOT	180
OLD CATHOLIC CHURCH SITE: A&W RESTAURANT		BLACK BUTTE & SE 5TH	RED	59
OLD COUNTY ROAD SYSTEM		LOWER BRIDGE N	NOT	150
OLD FEED BARN		W EVERGREEN & CANAL BLVD.	RED	61
OLD PARISH HALL		1725 NEWPORT AVE.	BND	94
OLD PILOT BUTTE CANAL			BND	224
OLD PINE TREE MILL		OFF FS 139	NOT	179
OLD SISTERS RANGER STATION SITE		ELM & WASHINGTON	SIS	187
OREGON DEPARTMENT OF TRANSPORTATION OFFICE	EAGLE CREST OFFICE	847 SW 6TH STREET	RED	795
OREGON NATIONAL GUARD		822 HIGHLAND	RED	792
OREGON TRUNK FREIGHT WAREHOUSE SITE		NE GREENWOOD AVE.	BND	11
OREGON TRUNK RAILROAD BRIDGE		PETER SKENE OGDEN WAYSIDE	NOT	138
OREGON TRUNK RAILROAD DEPOT	BEND RR DEPOT	1160 NW DIVISION STREET	BND	10
OREGON TRUNK RAILROAD DEPOT	REDMOND RR DEPOT	330 E. 1ST STREET	RED	26
OREGON TRUNK RAILROAD DEPOT	TERREBONNE RR DEPOT		TER	152
OREMITE (DICALITE) MINE		LOWER BRIDGE RD.	TER	33
OVERTURF, HARLEY JONES HOUSE		540 NW CONGRESS ST.	BND	329
PARKER, E.C. DRUG STORE	DAHL'S DRUGS	447 SW 6TH STREET	RED	235
PARKER, E.C. HOUSE		302 SW CASCADE AVENUE	RED	645
PATTISON, WILL HOUSE		287 NW JEFFERSON PL.	BND	284
PAULINA LAKE IOOF ORGANIZATION SITE		DESCHUTES NATIONAL FOREST	NOT	216
PAULINA LAKE PIPELINE			NOT	206
PAULSON, BJARNE HOUSE		455 NW DELAWARE AVE.	BND	285
PERRIN, OSCAR HOUSE		97 NW SHASTA PLACE	BND	286
PETERSEN, RASMUS, ROCK GARDENS		8182 SW 77TH STREET	NOT	32
PETERSON, BERT, MILL		OFF THREE CREEKS ROAD	SIS	196
PICKETT'S ISLAND		O.B.RILEY ROAD	NOT	165
PIERSON, PETE BLACKSMITH SHOP		211 NW GREEN WOOD AVENUE	BND	111
PIGGLY WIGGLY STORE		332 SW 6TH STREET	RED	396
PIGGLY-WIGGLY STORE		514 NW FRANKLIN AVE.	BND	287
PILOT BUTTE INN SITE		1133 NW WALL STREET	BND	288
PILOT BUTTE PHARMACY		911 NW WALL STREET	BND	327
PINE FOREST GRANGE		1180 S HWY 97	BND	289
PINE TAVERN		967 NW BROOKS STREET	BND	108
PINEHURST SCHOOL SITE		COUCH MARKET & PINEHURST	NOT	176
PLAINVIEW GRANGE SITE		HWY 20, S ML FROM SISTERS	NOT	166
PLAINVIEW SCHOOL SITE		SISEMORE ROAD	NOT	167
PLEASANT RIDGE GRANGE		OLD BEND & REDMOND HWY	NOT	104
PONDEROSA MOULDINGS INC.		243 E ANTLER AVENUE	RED	81
PUTNAM, GEORGE P. HOUSE		606 NW CONGRESS ST.	BND	121
QUINN, BILLY, GRAVE			NOT	202
RAINEY BUILDING		512-518 SW 6TH STREET	RED	547
REASE CEMETERY		PAULINA LAKE ROAD	NOT	300
REDMOND AIRPORT ADMINISTRATION BUILDING		SISTERS AVENUE	RED	647
REDMOND BAKERY		436 SW 6TH STREET	RED	563

DESCHUTES COUNTY INVENTORY OF HISTORIC AND CULTURAL RESOURCES

HISTORIC NAME	COMMON NAME	STREET	CITY	ID #
HOUSE	VAN MATRE, EVERETT HOUSE	639 BLACK BUTTE BLVD.	RED	556
HOUSE	WIDDOWS, A. B. HOUSE	838 SW GLACIER AVENUE	RED	534
HUDSON-COE BUILDING		858 NW WALL STREET	BND	114
IMPERIAL TOWNSITE			NOT	142
IMPROVED ORDER OF REDMEN CEMETERY	LAPINE CEMETERY	REED RD.	LAP	205
INDIAN TRAIL / FREMONT ROAD		BLAKELY ROAD	NOT	199
INDIAN TRAILS LANDMARK		McKENZIE HWY.	NOT	41
IOOF HALL		285 NW FRANKLIN AVE.	BND	97
IRVIN FURNITURE STORE	COAST TO COAST HARDWARE	421 SW 6TH STREET	RED	69
IRVIN, BECKWITH-ATKINSON BUILDING	REDMOND DAIRY	526 SW 6TH STREET	RED	404
IRVIN, CHAD HOUSE	BECK, BORDEN HOUSE	417 NW 7TH STREET	RED	232
IRVING APARTMENTS		160 NW IRVING AVE.	BND	325
JENSEN HOUSE		314 SW 7TH STREET	RED	637
JESSIE HILL SCHOOL	DESCHUTES COUNTY LIBRARY	827 SW DESCHUTES AVENUE	RED	383
JOHN TUCK ELEMENTARY SCHOOL		209 NW 10TH STREET	RED	384
JOHNS, FRANK T. LANDMARK		DRAKE PARK	BND	23
JOHNSON, SAMUEL HOUSE		416 S. CANYON DRIVE	RED	603
JONES, SIMPSON HOUSE		1535 NW AWBREY RD.	BND	349
K CHEESE FACTORY		EVERGREEN AVENUE	RED	385
KENDALL BARN	RED BARN	905 NW 7TH STREET	RED	386
KENDALL HARDWARE		348 SW 6TH ST.	RED	68
KENWOOD SCHOOL		701 NW NEWPORT AVE.	BND	109
KEYS, JOHN PEASE HOUSE		912 RIVERSIDE BLVD.	BND	269
KING'S MOTOR	TEXACO STATION	308 6TH STREET	RED	391
LA PINE WHITE SCHOOL		51580 MORSON ST.	LAP	162
LAIDLAW BANK & TRUST	TUMALO CANAL OFFICE	64697 COOK AVE.	TUM	30
LAIDLAW MEAT MARKET		CLINE FALLS ROAD	TUM	161
LANCE, FRED HOUSE	JUNIPER CHAPEL	537 SW 7TH STREET	RED	539
LANDAKER, FRITZ BUILDING	PASTIME TAVERN	457 SW SIXTH STREET	RED	62
LANDAKER, FRITZ HOUSE	BREWSTER, CASEY HOUSE	1332 SW EVERGREEN AVENUE	RED	78
LANTZ, WALTER BUILDING	REDMOND ELECTRIC BLDG.	527 SW SEVENTH STREET	RED	233
LAPINE COMMERCIAL CLUB		51518 MORSON ST.	LAP	211
LARA, A.M. HOUSE		640 NW CONGRESS ST.	BND	270
LEITHAUSER STORE		120 E. CASCADE STREET	SIS	314
LIBERTY THEATER		849-851 NW WALL STREET	BND	119
LIEUALLEN, FRED HOUSE		944 NW RIVERSIDE BLVD.	BND	403
LOGAN, RAY HOUSE		344 NW FLORIDA AVENUE	BND	271
LOWER BRIDGE		LOWER BRIDGE RD.	NOT	147
LOWER BRIDGE POST OFFICE SITE		HOLMES RD.	NOT	145
LOWER BRIDGE SCHOOL		HOLMES RD.	NOT	148
LOWER BRIDGE SCHOOL BUILDING		AT WILLIAMS, DON RANCH	NOT	149
LUCAS HOUSE		42 NW HAWTHORNE	BND	115
LUMBERMAN'S HOSPITAL	BROOKS- SCANLON OFFICE BUILDING	15 SW COLORADO	BND	15
LYNCH & ROBERTS STORE		403-403 SW 6TH STREET	RED	70
LYNCH & ROBERTS STORE ADVERTISEMENT		LOWER BRIDGE RD.	NOT	146
LYNCH, M.A. HOUSE		359 S. CANYON DRIVE	RED	604
MAE'S TAVERN	TUMBLE INN	631 SW 6TH STREET	RED	401
MARGARET MULLIGAN CABIN		LAPINE RECREATION AREA	NOT	5
MASTEN CEMETERY		WAGON TRAIL ROAD	LAP	305
MAXWELL, OSCAR HOUSE	ENOCH CYRUS HOMESTEAD	JORDAN RD.	NOT	303
MCCAFFERY BUILDING	TUMBLE INN	343 NW 6TH STREET	RED	390
MCCAFFERY, FRANK HOUSE		DESCHUTES CO FAIRGROUNDS	RED	27
MCCAFFERY, FRANK, HOUSE		552 SE FOURTH STREET	RED	66
MCCANN, THOMAS HOUSE		440 NW CONGRESS ST.	BND	272
MCCAULEY-DAVIDSON MILL SITE		FROM BULL SPRINGS	NOT	177
MCCUISTON APARTMENTS		202-208 NW JEFFERSON PL.	BND	274
MCCUISTON, W.C. HOUSE		234 NW JEFFERSON PLACE	BND	273
McKENZIE HIGHWAY LANDMARK		HWY 242	SIS	40
McMICKLE, B.H. HOUSE		614 NW CEDAR AVENUE	RED	79
MEANS, EDGAR HOUSE	CLARK, KEITH HOUSE	541 SW 14TH STREET	RED	415
MEDICAL-DENTAL BUILDING		708 SW DESCHUTES AVENUE	RED	387
MEEK TREE MARKER		OLD BEND-PRINEVILLE ROAD	NOT	181
MELVIN RANCH MILL SITE			NOT	173
MELVIN SPRING		FROM USFS RD 1934	NOT	174
METHODIST CHURCH MANSE		122 SW 10TH STREET	RED	388
MEYERS & WILKEY BUILDING		1045 NW BOND STREET	BND	334
MID-OREGON FARMERS WAREHOUSE		110 NE GREENWOOD AVENUE	BND	275
MIKEL'S MILL SITE		BULL FLATS ROAD	NOT	157
MILLER LUMBER		2800 HWY 97	RED	778
MILLICAN RANCH & WELL SITE		HWY 20	MIL	307
MILLICAN TOWNSITE		HWY 20	MIL	308

Goals and Strategies for Deschutes County's Historic & Cultural Resources Program

Introduction

Over the past two years the Deschutes County Landmarks Commission members and staff have developed a list of goals for the HCRP. These goals, priorities, and strategies established in this section are for the protection of historic resources only. For goals relating to prehistoric sites see Deschutes County: A Prehistoric Context Statement completed in 1996.

The Commission recognizes that the goals, priorities, and strategies identified here are not definitive. Their implementation will be based on a variety of factors such as funding and staff time, the available information, political support for or opposition of the project, potential threats to individual resources, and priorities established by the Bend, Redmond, Sisters and County planning departments. In addition, it is inevitable that new goals and strategies will be developed and that existing goals and strategies may be altered.

The individual goals described in this section are not prioritized. The Landmarks Commission and staff felt that each goal was of equal importance. Rather the strategies identified to achieve those goals were ranked high, medium or low.

The main goals of the Historic & Cultural Resources Program are:

- To complete a comprehensive survey of the entire County.
- To foster preservation education, involvement and heritage tourism.
- To increase support for the Historic & Cultural Resources Program.
- To complete National Register nominations.
- To streamline regulatory measures.
- To create preservation incentives.
- To continue historical research.
- To effectively engage in preservation planning.

In order to ensure the continued success of the HCRP a list of important stakeholders has been developed. The individuals and organizations that are vital to the health and well being of the program include:

Abstract & Title Companies
Appraisers
Archaeological Society of Central Oregon
Architectural & Interior Design Firms
Bend Chamber of Commerce
Bend Community Trees
Bend Downtowners Association
Bend Metro Park & Recreation District
Building Suppliers/ Hardware Stores

Bureau of Land Management
Central Oregon Builders Association
Central Oregon Board of Realtors
Central Oregon Community College
Central Oregon Visitors Association
City of Bend
City of Redmond
City of Sisters
Confederated Tribes of Warm Springs

Contractors & Builders
 Department of Fish & Wildlife
 Deschutes County Historical Society
 Deschutes County Library
 Developers
 Discover Bend
 High Desert Museum
 High Schools & Grade Schools
 Historic Preservation League of Oregon
 KTZV 21 & local Radio Stations
 Lumber Companies
 Oregon Department of Transportation

Property Managers
 Regional Arts Council of Central Oregon
 Redmond Chamber of Commerce
 Redmond Downtowners Association
 Redmond Historical Commission
 Sisters Chamber of Commerce
 State Department of Forestry
 State Historic Preservation Office
 The Bend Bulletin
 The Redmond Spokesman
 The Sisters Nugget
 US Forest Service

Goal 1: Comprehensive Survey of the County

Background

In the past, local historians have completed survey work in Deschutes County on a piecemeal basis. Unfortunately the local historians tended to focus on prominent buildings and as a result overlooked many buildings from the 1930s and 40s. Important Art Deco buildings, such as the Tower Theater, were not even surveyed. Over the last 15 years only 249 properties have been listed in the Oregon Inventory of Historic Resources. In conjunction with this study an additional 450 resources have been added as a result of a windshield survey of the City of Redmond.

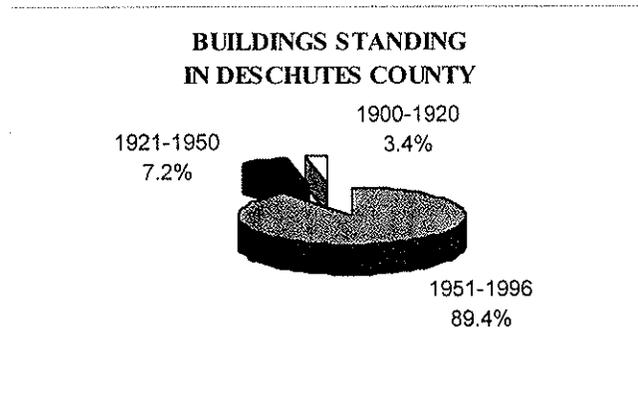


Figure 6. Percentage of buildings standing in Deschutes County by year as of December 1996. Source: Deschutes County Assessor.

In the mid-1980s, Stephen Dow Beckman did survey Deschutes County during a statewide project, but his unfamiliarity with the area caused him to leave out many important sites. An analysis of the County Assessor's records indicates that 5,035 buildings are still standing that predate 1950. This accounts for 10.6% of the built environment (see Figure 6). While building dates in Assessor's records are often accurate, it does give us a rough idea of how many more historic resources could be surveyed. Assuming that only 20% of the 4,300 structures that pre-date 1950 still have

integrity, an 860 structures could potentially be added to the Oregon Inventory of Historic Resources. See Appendix I, II, III and IV for a breakdown of existing resources by year.

Recommended Strategies

- 1A) Continue to conduct a survey of the County starting with the incorporated cities.
(High Priority)

- 1B) Continue historical research to determine dates, architects, builders, etc. for structures in the County.
(Medium Priority)

Goal 2: Foster Preservation Education, Involvement and Heritage Tourism

Background

Deschutes County is one of the fastest growing counties in the State of Oregon. Due to this rapid increase in population there is a continuous need to educate the public and promote the importance of historic preservation. Unfortunately the young age of the built environment in the County has resulted in many citizens believing that Deschutes County doesn't have any historic buildings. This, of course, is far from the truth.

Over the past two years the HCRP staff has conducted numerous programs and events designed to encourage public involvement and education. Among these are numerous activities planned for the celebration of National Preservation Week. Events have included a lecture series, walking tours, a drafting competition, exhibits and open houses.

Staff is also available at any time to conduct lectures and walking tours. Groups taking advantage of such services include local high schools and grade schools, service organizations such as Rotary and the Elks Club, and neighborhood organizations. Over 500 people in the last two years have enjoyed these services. In addition, staff is available for one-on-one consultation with historic property owners who wish to discuss specific preservation, restoration and/or rehabilitation concerns.

Part of a preservation educational plan is heritage tourism. In Deschutes County heritage tourism is not a high priority for the local governments or chamber of commerce offices. Promoters focus on the recreational aspects of the region, pointing out the numerous lakes and hiking trails that are available in the summer, and world class downhill skiing that is available in the winter. Experiencing historical resources as a recreational opportunity is often overlooked as a result.

There are opportunities for coordination between various tourist organizations. Chamber offices, destination resorts, and numerous hotels have not previously been asked to

promote historic sites in the County. Coordination between the Deschutes County Historical Society, the nationally known High Desert Museum and the Deschutes County Landmarks Commission is on the rise, however. A recent exhibit at the Deschutes County Historical Society for National Preservation Week called “Building Deschutes County: An Architectural History” was guest curated by the HCRP staff. Staff also acted as guest curator for an exhibit at the High Desert Museum. This cooperation has opened many eyes to the possibilities of joint program sponsorship, development and implementation.

The dissemination of educational information has begun through a quarterly newsletter that is sent to all historic property owners, interested persons, and government officials. A web page on the Internet is also being developed. The site includes a historical biography of each designated historic property in the County, a photo, building name, address, built date, architect, style and description. Coordination between the local library and HCRP staff has increased the number of preservation-related books available to local citizens by the placement of HCRP materials in the reference section. Additionally the HCRP keeps its own preservation library, which is also open for public use.

Recommended Strategies

- 2A) Distribute walking tour brochures to local hotel and destination resorts to inform visitors about the numerous historic sites in the County.
(Low Priority)
- 2B) Write a weekly or monthly column in the local newspaper about historic preservation related topics.
(Low Priority)
- 2C) Offer more guided tours and open houses so the public can see first hand the history that surrounds them and the benefits of historic preservation.
(Low Priority)
- 2D) Create partnerships to increase the communication and the sharing of information between Heritage Organizations such as the Deschutes County Historical Society, the High Desert Museum, the Bowman Museum and the Archaeological Society of Central Oregon (ASCO).
(Medium Priority)
- 2E) Continue to distribute a monthly newsletter to inform historic property owners, local governmental agencies, and interested persons about the benefits of historic preservation.
(High Priority)

- 2F) Continue development of a web page on the Internet to highlight historic structures in Deschutes County.
(Medium Priority)

Goal 3: Increase Support for HCRP

Background

Deschutes County's provision of a Historic & Cultural Resource Program (HCRP) to the incorporated cities within the County is unique to the State of Oregon. Administered through the County, via an intergovernmental agreement, the Landmark Commission and staff provide service to the three incorporated cities within the County. As a result, Deschutes County is the Certified Local Government (CLG) and each city in the County contract services with the Landmarks Commission and staff.

A majority of the funding to administer the program comes through the County Community Development Department. The program is currently not fee supported and due to its nature, most likely never will be. The City of Bend currently provides a \$3,000 yearly stipend that supports the work conducted by the program for Bend. Redmond and Sisters do not currently provide financial support for the program. The County, with its strong financial support has made a conscious effort to promote the importance of historic preservation for the county as a whole.

Over the last 15 years since Deschutes County became a Certified Local Government, it has successfully obtained numerous federal grants through the State Historic Preservation Office. Projects have included historic survey work, multiple-property nominations to the National Register, an archaeological context statement, and numerous educational activities. The County has also received grants to help stabilize the foundation, walls and roof of the Jesse Tetherow House, and to conduct feasibility studies to move historic structures such as the Bend Railroad Depot.

Business and citizen support for the program is difficult to measure. The increased number of preservation projects around the county is a good quantifier. Projects like the restoration of the Allen House, the current rehabilitation of the Bend Amateur Athletic Club and the current fundraising effort to restore the Tower Theater are good indicators that the public is well behind the protection and preservation of the built environment. Generally historic preservation seems to be more of a concern in Bend than in Redmond or Sisters. However, this is slowly changing. For example the City of Redmond has recently removed a mansard roof on the new City Hall and replaced it with an awning that is historically compatible to the design of the building, a former Safeway Store built in 1940.

Recommended Strategies

- 3A) Continue to seek financial grant assistance through a variety of local, state, and federal resources.
(High Priority)
- 3B) Establish a network of local businesses and organizations that provide services and/or goods that are important to owners of historic properties. I.e. home improvement and construction related companies, COBA, COBR, ASCO.
(Low Priority)
- 3C) Solicit increased support and funding for the Historic & Cultural Resources Program from the cities of Bend, Redmond and Sisters.
(High Priority)
- 3D) Create a focused group of citizen volunteers who can support the HCRP goals and who can assist with implementation of those goals.
(Low Priority)
- 3E) Evaluate city and county owned properties for inclusion as locally designated landmarks. With this, public organizations can lead by example, demonstrating to the public how important it is to protect historical resources.
(High Priority)

Goal 4: Complete National Register Nominations

Background

To date, Deschutes County has twenty properties listed on the National Register of Historic Places. Two properties, the Pilot Butte Inn and the Shevlin-Hixon Mill, have been removed due to demolition. Although no National Register Districts have been formed, SHPO and the Deschutes County Landmarks Commission have identified several potential districts within Bend. Fifteen of the twenty properties have been individually listed. In 1993, a Multiple Property Nomination, “The Historic Development of the Bend Company”, captured five buildings and left the door open to add numerous more. The thematic potential for additional multiple property nominations does exist. Potential topics include Art Deco and Streamlined Moderne Buildings of Redmond, “Tuff” Buildings of Deschutes County, and Craftsman Bungalows of Central Oregon.

Since 1990, only seven properties have been added to the National Register in Deschutes County, three within the last two years. The increased number within the last two years is due to the active role the HCRP has taken. The staff is now completing National Register Nominations at no cost to the applicant. A property owner pays for materials

and supplies that have a cost between \$100 to \$150. Numerous property owners have approached staff and there is currently a waiting list to have a nomination written.

Recommended Strategies

- 4A) Continue to offer National Register Nomination assistance at no charge.
(High Priority)
- 4B) Establish at least one National Register District in Bend before the turn-of-the-century.
(High Priority)
- 4C) Complete National Register Multiple Property nominations. Potential topics include Art Deco buildings of Redmond, “Tuff” buildings in Deschutes County or Craftsman Bungalows in Central Oregon.
(Medium Priority)

Goal 5: Streamline Regulatory Measures

Background

Regulatory agencies, such as local planning departments and building officials, along with federal and local legislation, such as American with Disabilities Act (ADA) requirements and the Uniform Building Code (UBC), can create conflicts with preserving historic resources. These regulatory measures can either create incentives for preservation or actually deter appropriate rehabilitation of historical resources. Here in Deschutes County, it is a lack of understanding of how these policies and codes affect historic structures that has created some conflicts. Local building officials seem to forget that there are often exceptions for historic structures, and require many owners to bring a building up to code at the expense of losing historic fabric.

The Historic Preservation ordinances for the various jurisdictions within the County are cumbersome and difficult to understand and use by the public. Each jurisdiction also has a slightly different code, creating interpretation problems for the Historical Landmarks Commission and staff. The County ordinance creating the Landmarks Commission was passed in 1980. Subsequent revisions in 1988, 1992 and 1994 have not been comprehensive. The HCRP staff is currently working with the State Historic Preservation Office (SHPO) to review the ordinance.

Recommended Strategies

- 5A) Review and update Historic Preservation Ordinance to make it user friendly. Encourage Bend, Redmond and Sisters to adopt the re-written County Ordinance.
(High Priority)

- 5B) Conduct workshops with local planners and building officials to educate them about the importance of preservation and to review the regulatory measures that are specifically designed to protect historical resources.
(Low Priority)

Goal 6: Create Preservation Incentives

Background

Preservation incentives in Deschutes County are inadequate at best. The HCRP offers no low-interest loans, tax deferrals, fee waivers, or code waivers. In the 1980s, the City of Redmond did offer a low-interest loan program for facade rehabilitation but the program was canceled due to lack of use by business owners.

Recently the fee structure for reviewing alterations to historical resources was increased to the actual cost of service. Minor alterations and sign permits \$100.00, and major alterations, and master sign plans \$200.00. A waiver of such fees was established if a property owner receives prior approval of planned work from the Landmarks Commission. The previous flat \$35.00 fee was certainly not a lot of money. However it did act as a barrier disincentive to voluntary landmark designation when an owner not only had to ask for approval of potential work, but also had to pay a review fee. Fees for list removal (\$550), demolition (\$880) and moving a historic structure (\$220) were not waived.

Recommended Strategies

- 6A) Actively support State Legislation that will provide incentives for property owners while also supporting broader historic preservation goals and objectives.
(Low Priority)
- 6B) Establish a low-interest loan program for property owners to use for appropriate restoration, rehabilitation, or preservation.
(Low Priority)

Goal 7: Continue Historical Research

Background

Historical research has been a top priority for the last two years. A complete reorganization of the office files with the arrival of the current HCRP staff yielded little historical information on designated local landmarks and no additional information on potential sites. Now each month approximately ten percent of staff time is dedicated to historical research such as reviewing old newspapers, interviewing local historians and

conducting specific research on sites in the county. Site files in the HCRP office now total over one thousand.

Staff has also organized over two hundred maps at the Deschutes County Historical Society into flat files, making it easier to conduct further research about the location of buildings, towns, structures, objects and sites.

Recommended Strategies

- 7A) Continue historical research in local newspapers and interviews with local historians.
(High Priority)

Goal 8: Effectively Engage in Preservation Planning

Background

The County and the cities within all have a comprehensive plan that provides for the overall vision for their community's growth and development. These visions address the current size of the community, the form and density of current development, locate areas for future expansion, describe how services will be provided in the future, design the street and pedestrian systems, plan the pattern of parks and open space as well as numerous other developmental factors. Within each of those documents also lies a section on the enhancement and preservation of historic and cultural resources as required by the Department of Land Conservation and Development.

Currently the cities of Bend, Redmond and Sisters are in the process of updating these plans. With the advice and consultation of HCRP staff each city will update the language and polices that specifically effect historical resources. Within the County, numerous unincorporated communities, such as LaPine, Terrebonne and Tumalo have recently revisited policies affecting the development of these areas. A historic preservation component was added to those polices.

Recommended Strategies

- 8A) Prepare "Technical Leaflets" for residential and commercial properties that highlight correct and appropriate rehabilitation.
(Medium Priority)
- 8B) Prepare agreements to clarify the Deschutes County Landmarks Commission's role in managing the historic resources of Bend, Redmond and Sisters.
(Low Priority)

- 8C) Encourage the integration of historic preservation components into neighborhood and community plans that include pro-active mechanisms that will foster historic preservation through incentives, public education, or regulation.
(Medium Priority)
- 8D) Encourage the use of stronger archaeological protection laws. Refer to language that was developed in the Prehistoric Context Statement for Deschutes County.
(High Priority)
- 8E) Update locational descriptions (Tax Lot Numbers) in the Deschutes County Comprehensive Plan for all County designated historical landmarks.
(Low Priority)

Suggested Future Studies

Exploration of the built environment in Deschutes County has just begun and many aspects are yet to be explored. The following is a list of suggested future context study projects.

1. Craftsman Bungalows of Deschutes County
2. Tuff Stone Construction
3. Art Deco and the Streamline Moderne in Redmond
4. The Timber Industry
5. Potato Sheds and Warehouses
6. Kit Houses and Spec. Plans
7. Building Suppliers
8. The CCC Camps of Deschutes County
9. WWII and its effect on Deschutes County
10. The Bend Brick Yard
11. The Deschutes Irrigation Company
12. The Development of Sisters
13. Agricultural Production on the High Desert
14. Architects and Contractors from 1900 to 1950
15. Winter Sports Facilities in Central Oregon

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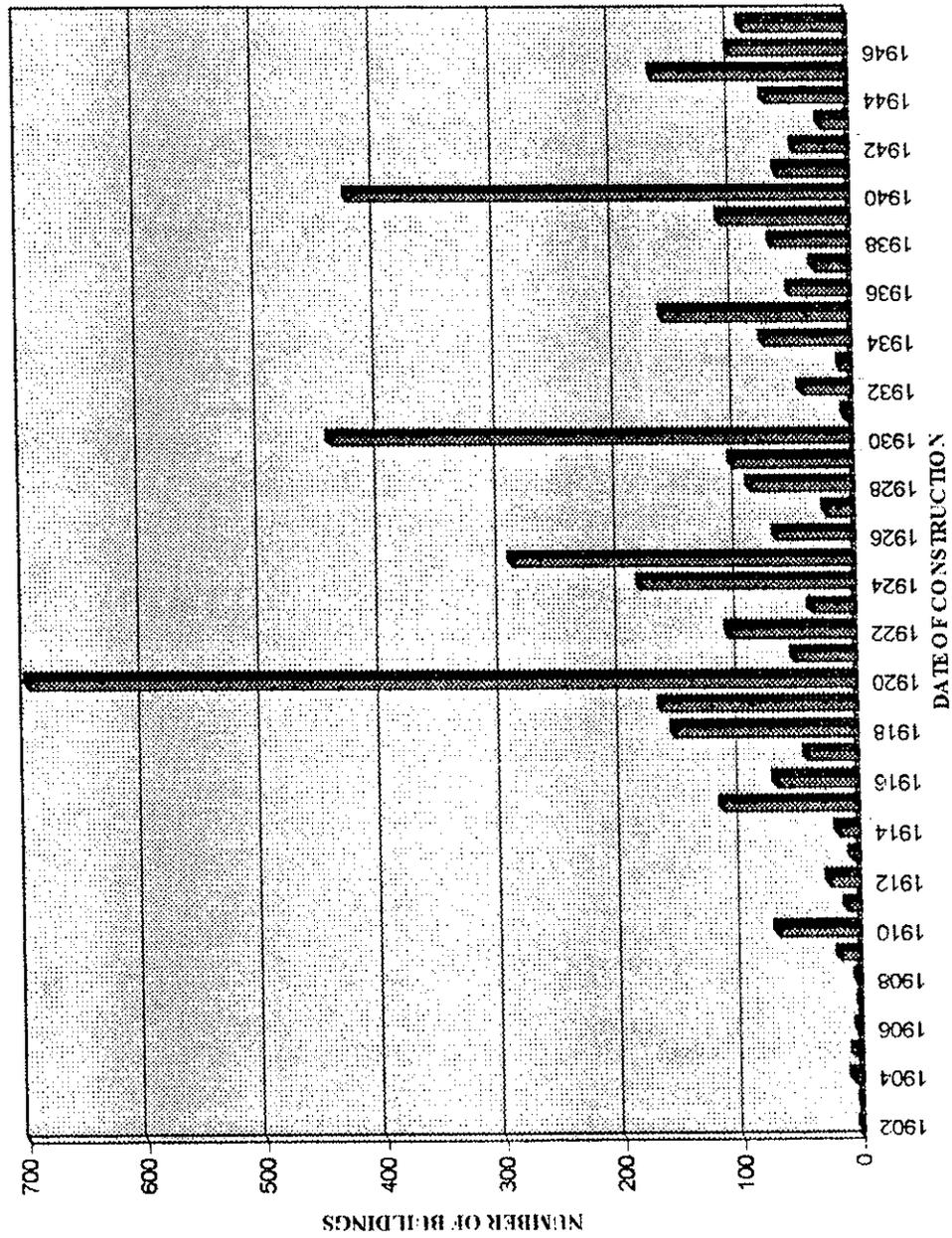
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APPENDIX I

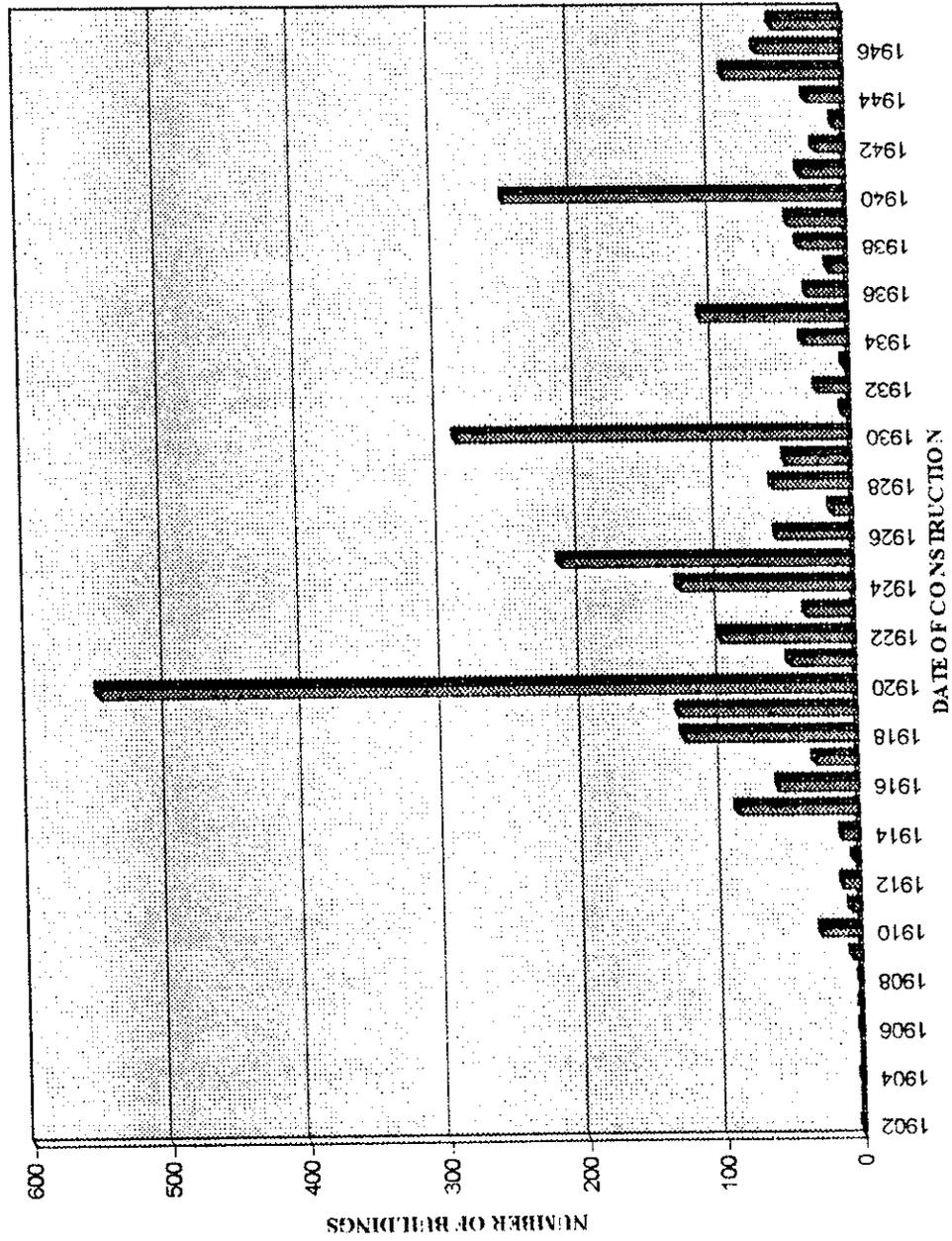
BUILDINGS CONSTRUCTED COUNTY-WIDE BY YEAR
 (includes building still standing as of June 1997)



SOURCE: DESCHUTES COUNTY ASSESSOR

APPENDIX II

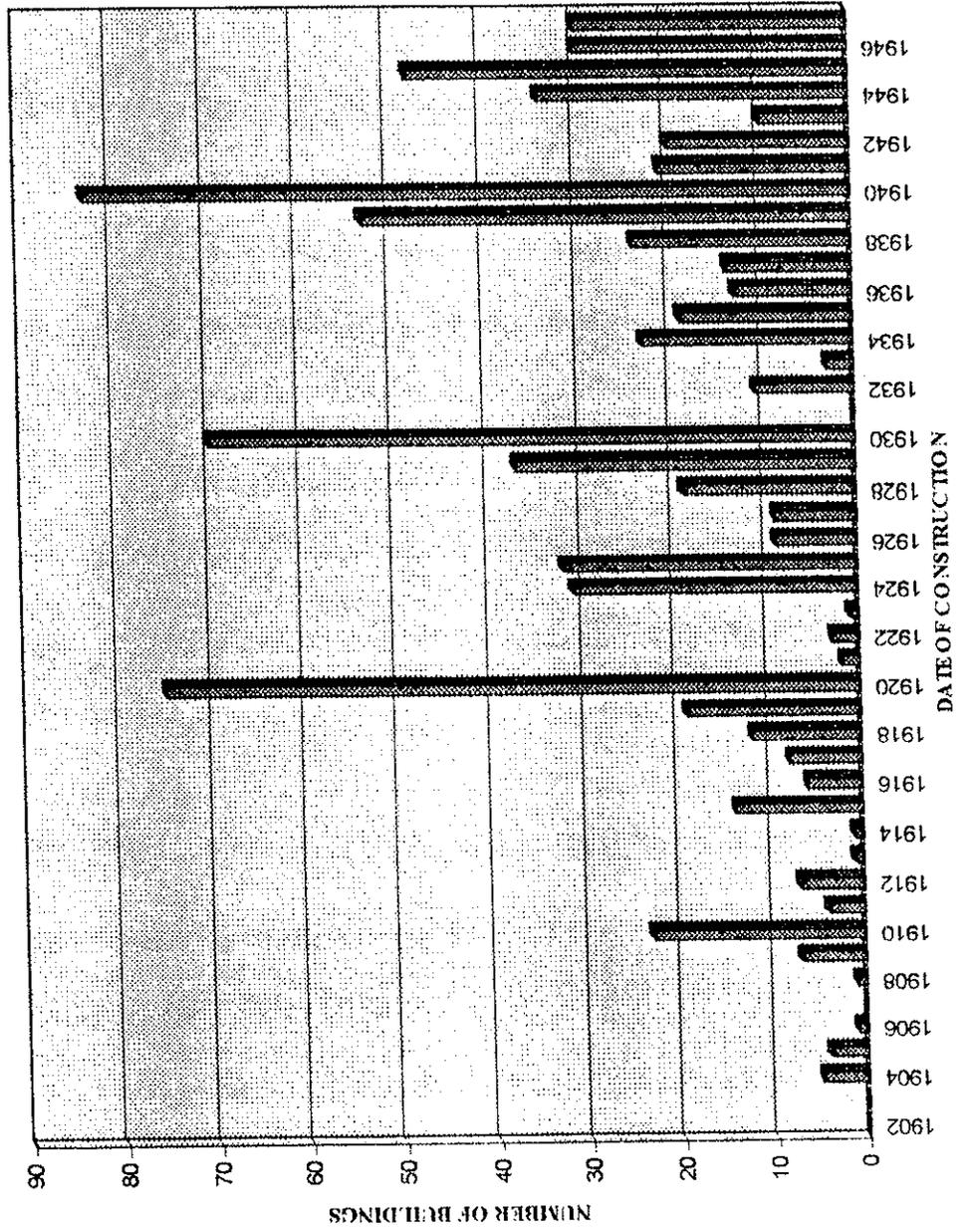
BUILDINGS CONSTRUCTED IN BEND BY YEAR
 (Includes building still standing as of June 1997)



SOURCE: DESCHUTES COUNTY ASSESSOR

APPENDIX III

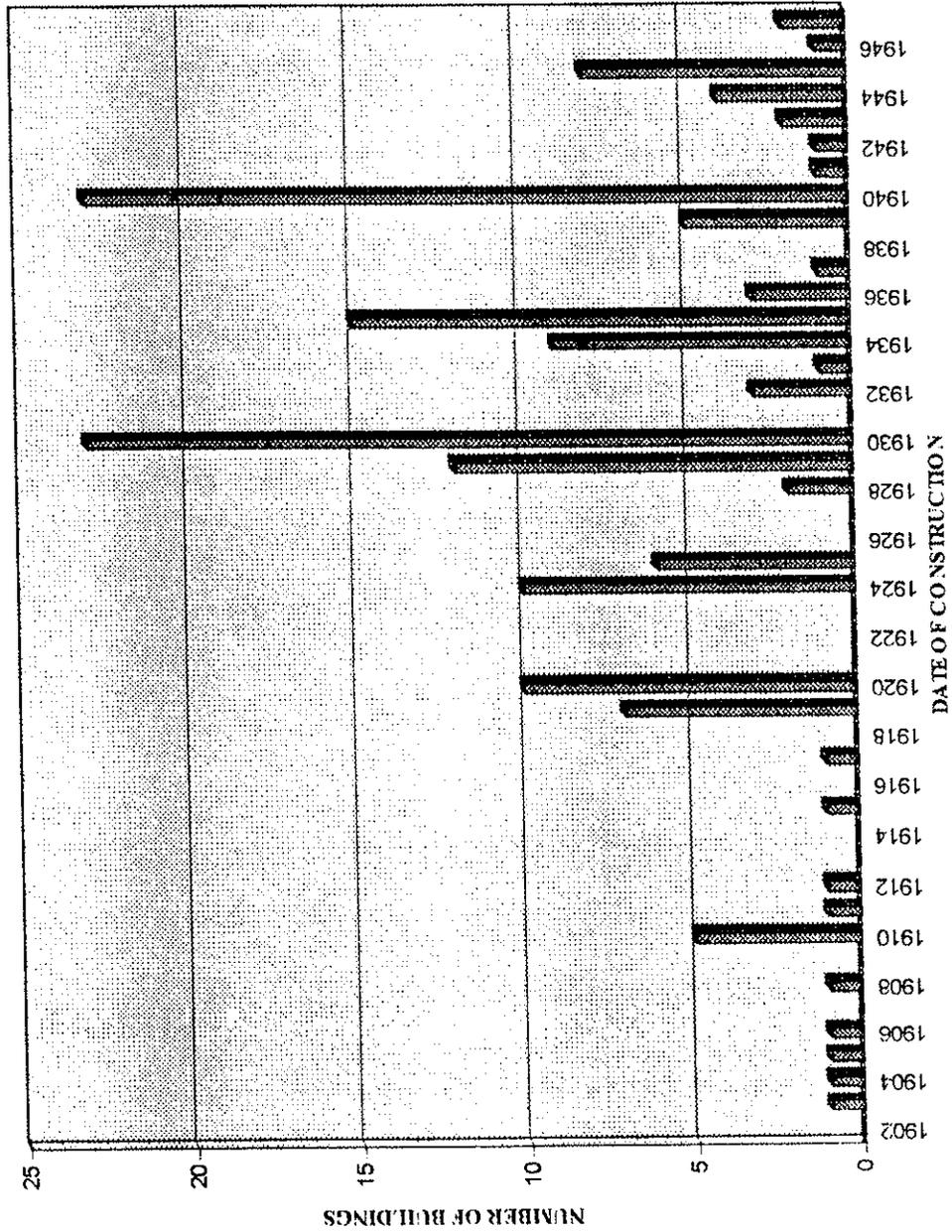
BUILDINGS CONSTRUCTED IN REDMOND BY YEAR
 (includes buildings still standing as of June 1997)



SOURCE: DESCHUTES COUNTY ASSESSOR

APPENDIX IV

BUILDINGS CONSTRUCTED IN SISTERS BY YEAR
 (includes building still standing as of June 1997)



SOURCE: DESCHUTES COUNTY ASSESSOR

APPENDIX V

Subdivision Index to 1950

(Alphabetical)

Plat Date:	Subdivision Name		
		1916	Hastings Addition
		1916	Highland Addition
1910	Aubrey Heights	1941	Hillcrest
1916	First Addition to Aubrey Heights	1918	Hillman
1946	Bartel Addition	1914	Townsite of Hillman
1904	Bend	1917	Hub Addition
1914	Bend Park	1910	Hunnell-Niswonger
1918	First Addition to Bend Park	1918	Imperial
1918	Second Addition to Bend Park	1946	Jefferson View Allotment
1915	Third Addition to Bend Park	1950	Juniper Vista
1912	Bend View Addition	1910	Kenwood
1950	Bernis Subdivision	1912	First Addition to Kenwood
1922	Blakley Heights	1914	Kenwood Gardens
1925	Bonne Home Addition	1918	Kenyon's Acreage
1912	Boulevard Addition to Bend	1921	Keystone Terrace
1914	Boyds Acre Tracts	1904	Townsite of Laidlaw
1939	Boyds Acreage	1910	LaPine
1918	Bradcomb	1912	First Addition to LaPine
1935	Brosterhous Terminal Tracts	1913	Larch Addition
1919	Carroll Acres	1910	Lava Road Addition to Bend
1913	Cascade Addition	1903	Lytle
1940	Cascade View Allotment	1908	Lytle Acres Tracts
1910	Center Addition	1917	Manchester
1918	Centralo	1920	Manchester Division No 2
1918	City of Cline Falls	1917	Manaznita
1911	The Collins Addition	1910	McCaffery's First Addition to the Townsite of Sisters
1950	Dana-Butler	1918	Melrose Park Addition
1918	Davidsons Addition to Sisters	1911	Merrill-Wilkinson
1903	Deschutes	1948	Metts Subdivision
1925	Deschutes Park	1915	Mill Addition
1918	Dobson Slocum Acreage	1911	Mountain View Addition
1910	Ehrets First Addition to the Townsite of Redmond	1918	Myers Acreage
1910	Ellingers Addition	1910	North Addition to Bend
1940	Ellis Subdivision	1912	Northwest Townsite Company's First Addition: Bend
1912	Fair Acres Addition	1912	Northwest Townsite Company's First Addition: Redmond
1930	Glen Vista	1911	Northwest Townsite Company's Redmond Acres Addition
1911	Grandview Addition		
1918	Hampton Butte		
1949	Harold's Addition		
1918	Harper		

1912	Northwest Townsite Company's Second Addition to Bend	1910	Riverside
1935	Norwood Section No 1	1912	First Addition to Riverside
1938	Norwood Section No 2	1915	River Terrace
1910	Oregon Trunk Addition to Redmond	1918	Rosland
1913	Orokla	1901	Sisters
1910	Park Addition to Bend	1939	Sothman's Addition to the City of Redmond
1910	Pilot Butte Heights	1918	South Bend
1913	Pinelyn Park	1918	South End Acreage
1939	Planerville	1939	South Moreland Acres
1916	Pringle Falls	1915	Staats Addition
1947	Railway Addition	1925	State Highway Addition
1905	Townsite of Redmond	1947	Taylor's Addition
1911	Redmond Acres	1915	Terminal Addition
1948	Redmond Heights	1921	Tomes Addition to LaPine
1911	The Redmond Townsite Company's 1st Addition to Redmond	1928	Van Metres Subdivision of Tract 24 Reed Highway Acreage Section 2
1910	The Redmond Townsite Company's 2nd Addition to Redmond	1949	View Acres
1920	Reed Highway Acreage	1922	Virginia Park
1920	Reed Highway Acreage Section 2	1925	Wall Street Addition to Bend
1949	Rennolds Acres Subdivision	1911	Waterway Addition to Redmond
1948	Rimrock Acres	1936	Wells Tracts
1950	Roberts Addition	1910	Wiestoria

APPENDIX VI

Subdivision Index to 1950

(By Date)

Plat Date:	Subdivision Name		
		1912	Bend View Addition
		1912	Boulevard Addition to Bend
1901	Sisters	1912	Fair Acres Addition
1903	Deschutes	1912	First Addition to Kenwood
1903	Lytle	1912	First Addition to LaPine
1904	Bend	1912	First Addition to Riverside
1904	Townsite of Laidlaw	1912	Northwest Townsite Company's First Addition: Bend
1905	Townsite of Redmond	1912	Northwest Townsite Company's Second Addition to Bend
1908	Lytle Acres Tracts	1912	Northwest Townsite Company's First Addition: Redmond
1910	Aubrey Heights	1913	Cascade Addition
1910	Center Addition	1913	Larch Addition
1910	Ehrets First Addition to the Townsite of Redmond	1913	Orokla
1910	Ellingers Addition	1913	Pinelyn Park
1910	Hunnell-Niswonger	1914	Bend Park
1910	Kenwood	1914	Boyds Acre Tracts
1910	LaPine	1914	Kenwood Gardens
1910	Lava Road Addition to Bend	1914	Townsite of Hillman
1910	McCaffery's First Addition to the Townsite of Sisters	1915	Mill Addition
1910	North Addition to Bend	1915	River Terrace
1910	Oregon Trunk Addition to Redmond	1915	Staats Addition
1910	Park Addition to Bend	1915	Terminal Addition
1910	Pilot Butte Heights	1915	Third Addition to Bend Park
1910	Riverside	1916	First Addition to Aubrey Heights
1910	The Redmond Townsite Company's 2nd Addition to Redmond	1916	Hastings Addition
1910	Wiestoria	1916	Highland Addition
1911	Grandview Addition	1916	Pringle Falls
1911	Merrill-Wilkinson	1917	Hub Addition
1911	Mountain View Addition	1917	Manchester
1911	Northwest Townsite Company's Redmond Acres Addition	1917	Manzanita
1911	Redmond Acres	1918	Bradcomb
1911	The Collins Addition	1918	City of Cline Falls
1911	The Redmond Townsite Company's 1st Addition to Redmond	1918	Centralo
1911	Waterway Addition to Redmond	1918	Davidsons Addition to Sisters
		1918	Dobson Slocum Acreage
		1918	First Addition to Bend Park
		1918	Hampton Butte
		1918	Harper
		1918	Hillman

1918	Imperial		
1918	Kenyon's Acreage		
1918	Melrose Park Addition	1936	Wells Tracts
1918	Myers Acreage	1938	Norwood Section No 2
1918	Rosland	1939	Boyds Acreage
1918	Second Addition to Bend Park	1939	Planerville
1918	South Bend	1939	Sothman's Addition to the City of Redmond
1918	South End Acreage	1939	South Moreland Acres
1919	Carroll Acres	1940	Cascade View Allotment
1920	Manchester Division No 2	1940	Ellis Subdivision
1920	Reed Highway Acreage	1941	Hillcrest
1920	Reed Highway Acreage Section 2	1946	Bartel Addition
1921	Keystone Terrace	1946	Jefferson View Allotment
1921	Tomes Addition to LaPine	1947	Railway Addition
1922	Blakley Heights	1947	Taylor's Addition
1922	Virginia Park	1948	Metts Subdivision
1925	Bonne Home Addition	1948	Redmond Heights
1925	Deschutes Park	1948	Rimrock Acres
1925	State Highway Addition	1949	Harold's Addition
1925	Wall Street Addition to Bend	1949	Rennolds Acres Subdivision
1928	Van Metres Subdivision of Tract 24 Reed Highway Acreage Section 2	1949	View Acres
1930	Glen Vista	1950	Roberts Addition
1935	Brosterhous Terminal Tracts	1950	Bernis Subdivision
1935	Norwood Section No 1	1950	Dana-Butler
		1950	Juniper Vista

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