

HISTORICAL RESOURCES INVENTORY

AND

PROTECTION PLAN

ASHLAND, OREGON

SISKIYOU - MARGARINE DISTRICT

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Ashland, Oregon

1988-1990

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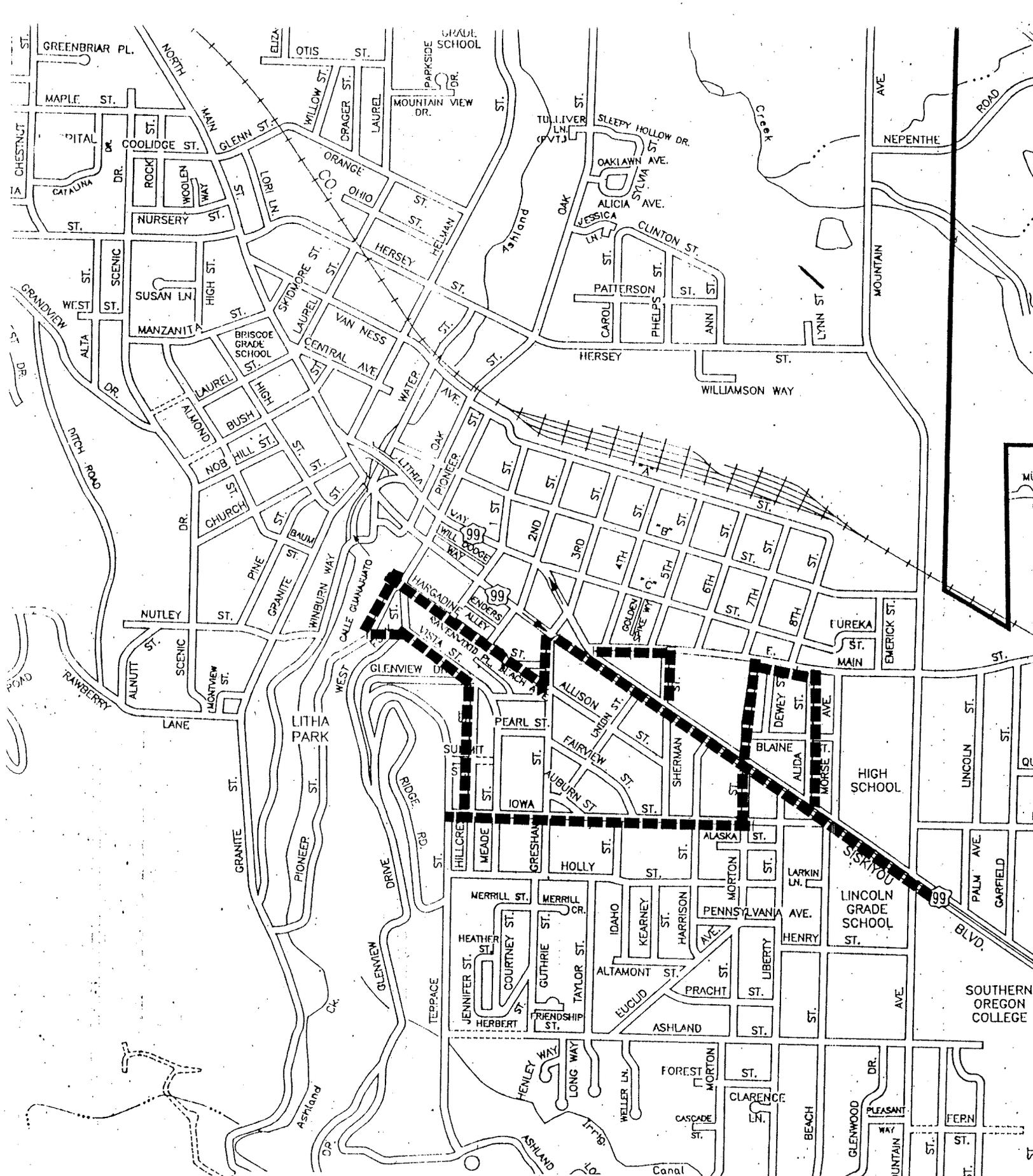
VOLUME I of the Inventory, Siskiyou-Hargadine District contains Forms Number 329 through 459.

Note: Volumes containing original forms are divided into three books instead of two and the numbering varies.

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K.A.



ASHLAND, OREGON 1990

Siskiyou-Hargadine District
Boundaries



INTRODUCTION

The Historic Resources Survey recently sponsored by the Ashland Department of Planning and Development and funded by the Oregon State Historic Preservation Office was begun in October, 1989 and completed in August, 1990. The information gathered during the course of the project will allow the City of Ashland to plan effective measures to protect significant resources within the community. The final document contains suggested methods to determine protective measures, to identify individual properties and districts for potential nomination to the National Register of Historic Places, and to develop a plan for historic resources protection in the future.

In addition to identifying resources for protection, the inventory provides the public with accessible information and serves as a foundation for continued study of Ashland's history and architecture. The inventory reveals the community's rich heritage expressed in its extant buildings and structures. This heritage is equally evident in the carved eave brackets of a Queen Anne Style home, a commercial building's brick corbeling, and in the details of a cast iron fountain.

This project was conducted in two parts by Katherine C. Atwood under contract to the City of Ashland. Phase I comprised a study of the Siskiyou-Hargadine District and Phase II, the Skidmore Academy District. A base map and inventory sheets were compiled for approximately 550 properties within the two interest areas. A narrative report or Historic Context Statement follows a format established by the Oregon State Historic Preservation Office, and described in the "Handbook to Historic Preservation Planning in Oregon."

The project constitutes the first intensive survey and inventory of cultural resources within the Siskiyou-Hargadine and Skidmore Academy areas. Previous inventories include the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976 for the Oregon State Historic Preservation Office. Field work for the present project was completed in 1984 by L. Scott Clay of Medford, Oregon. At that time, Mr. Clay and volunteers completed inventory forms for each property. The area boundaries were determined by Clay and the City of Ashland in preparation for a National Register of Historic Places eligibility study. Initial field work for both the Siskiyou-Hargadine and Skidmore Academy interest areas included only residential structures.

* The word "district" is a local designation and does not presently indicate official status.

The present project was conducted in several major phases: preparation of the historic context statement, determination of historical significance for each property, preparation of the inventory forms, preliminary evaluation of resources, and completion of the final document.

Four major segments appear in the following report. The Introduction is followed by Section I which contains an overview of Ashland, Oregon's historical development. The overview considers geographic setting, major events and patterns within the community's history, and provides a basis for identifying historical themes and potential resources to be discovered.

The second segment, Identification, defines the specific resources included in the inventory and considers their thematic associations. Discussion in the Identification section briefly reviews pertinent historical information and themes represented by the resources and summarizes the physical characteristics of architectural styles. Spatial distribution, density, resource numbers, and present condition are considered in this segment.

The third section contains the Evaluation component and describes the methodology used to determine historical and architectural significance of the resources. An advisory committee of representatives from the Ashland Historic Commission, the Southern Oregon Historical Society, Southern Oregon State College, and individual historians participated in the process. The segment assesses the character defining features of each represented architectural style and considers their condition and integrity. A list of properties currently included on the National Register of Places and appearing within the districts is included in this section, as is a list of properties ranking primary and suggested for particular protection. Because Ashland's historic interest areas suggest potential National Register of Historic Places districts, the City should consider protection of all primary and secondary properties within those areas. A list of those resources is included in the appendix.

The fourth section, Treatment, presents methods for protecting Ashland's significant cultural resources. The proposals are listed in order of priority. An attempt has been made to identify measures which may reasonably be achieved through community and state effort.

The City of Ashland's Historic Resources Inventory will continually evolve. Additional resources and new information may be discovered and should be included in the inventory. Because almost six years elapsed between the execution of field work and the completion of the project, it will be eventually necessary to review the present condition of properties in the field.

The materials produced during the execution of this project are the property of the City of Ashland and are preserved within the Ashland Department of Planning and Development Department offices.

ASHLAND, OREGON: THE HISTORICAL AND ARCHITECTURAL
DEVELOPMENT OF THE SISKIYOU-HARGADINE AND
SKIDMORE ACADEMY DISTRICTS, 1850-1940

HISTORIC CONTEXT

The following historic context is a geographically oriented study. The area boundaries comprise two locally designated historic interest areas, the Siskiyou-Hargadine District and the Skidmore Academy District in Ashland, Oregon.

Temporal Boundaries

Temporal boundaries of the study extend from the earliest Euro-American settlement in 1850 to 1940. Original field work executed in 1984 carried an ending date of 1935--to correspond with the 50-year standard for inclusion in the National Register of Historic Places. With the completion of this project six years later, the final date was extended to 1940. The period includes the following chronological periods established by the State Historic Preservation Office as a framework for thematic considerations, with dates adjusted to accommodate historic development in Southern Oregon:

1850-1880 Settlement to Railroad Beginnings

The period opens with the first Euro-American settlement in Southern Oregon and specifically in the Ashland area. Donation land claim settlement, agricultural development, the 1851-1856 Indian wars, the construction of a sawmill, flour mill and woolen mill, and official establishment of the city highlighted the thirty year period. By 1880 the approaching railroad was eagerly awaited, although the tracks from the north did not reach Ashland until 1884.

1884-1912 Railroads and the Progressive Era

The railroad's impact was felt dramatically with the arrival of the tracks in 1884. Ashland remained the end of the line until the rails were joined in December, 1887, completing a circle of tracks around the nation. Ashland flourished until the depression of the 1890's slowed activity. Renewed economic vitality after 1897 brought increased growth. Local industries flourished. The woolen mill, creamery and developing orchards, produced exports for the

Bear Creek Valley. The fruit industry thrived and Ashland's population expanded. A Chautauqua building and city park attract both local citizens and tourists.

1913-1940 The Motor Age and the Depression

This period began with World War I, a new National Guard armory in the community, and all the emotional and economic support Ashland could muster. An expanded city park and wide promotion of mineral springs and lithia water, with slogans such as "Ashland Grows While Lithia Flows," brought tourists to Ashland. A modern highway system evolved with increased dependency on the automobile. The route of the Pacific Highway through Ashland further enhanced tourism. Construction of Granite City Hospital, Southern Oregon State Normal School, and the nine-story Lithia Hotel, mark the period. The community faltered when the Southern Pacific Railroad Company constructed the Natron cut-off and re-routed fast freight and the best passenger service through Klamath Falls. The Great Depression brought further decline -- and Ashland, like the rest of the country, struggled through the decade of the 1930's before the onset of the Second World War.

Spatial Boundaries

The geographic extent of the historic context area includes the Siskiyou-Hargadine and Skidmore Academy Districts. The former is bounded by Siskiyou Boulevard, Alida, Iowa, Hillcrest, and South Pioneer Streets. The latter is bounded approximately by Helman, Maple, Scenic, Nutley and Granite Streets.

The boundaries were established six years ago in preparation for a housing rehabilitation project funded by the Department of Housing and Urban Development Community Block Grants. The project coordinator requested an opinion from the Oregon State Historic Preservation Office regarding National Register eligibility for the districts. Potential district boundaries were determined by defining areas with the greatest density of intact structures at least fifty years of age, lying within Ashland city limits. On October 26, 1984 the City of Ashland received, by letter, a favorable opinion of National Register eligibility for the districts as described:

"Having reviewed the documentation, photographs and maps pertaining to these districts, we believe that the historic resources within each distinct area are of sufficient extent, density and cohesion to meet the criteria of the National Register of Historic Places."

Description of the Study Area/Ashland Background

Ashland, Oregon is situated at the southeastern end of the Bear Creek Valley between the Siskiyou Mountains to the south and the Cascade Range to the northeast. (1) Bear Creek, a tributary of the Rogue River, courses through valley which measures approximately two and one-fourth miles wide and twelve miles long. (2)

The ridges and hills that extend from the Siskiyou and Cascade Mountains form a natural boundary that sets Ashland apart in relative isolation. The Siskiyou Mountains extend westward to the Pacific coast, coincident with the 42nd Parallel and the Oregon-California border, about 23 miles south of Ashland. (3)

Jackson County, in which Ashland is located, lies in southwestern Oregon and is bordered by Josephine County to the west, Klamath County to the east, California on the south and Douglas County on the north.

The city encompasses both the lowlands and adjacent hill land that flank Ashland Creek and has a varied topographical setting characterized by conifer-forested mountains, open grasslands and mixed woodlands. (4) The climate is noted for mild winters, moderate rainfall -- 17-25 inches -- and warm summers. Precipitation can be erratic and unpredictable. (5)

Ashland Creek, a tributary of Bear Creek, is the city's primary natural water source. Originating in the national forest to the south, the stream flows south-north and cuts through the west part of Ashland before entering Bear Creek north of town. Several smaller streams that affect Ashland originate outside the corporate limits. (6)

The town covers an area four-and-a-half miles long and one-and two-thirds miles wide. A linear city, Ashland is oriented in a northwest - southeast direction. A modified grid street pattern clearly reveals the influence of landforms, stream courses, railroad location and main travel arteries. North Main Street - Siskiyou Boulevard forms the main arterial route and extends the length of the city. Highway 66 intersects Siskiyou Boulevard at Southern Oregon State College and leads to Interstate Five in the southeastern area of town. East Main, another arterial street, extends from the city center to Highway 66. (7)

The two areas with which this study is particularly concerned are the Siskiyou-Hargadine and Skidmore Academy districts -- both are residential neighborhoods. The former is approximately 130 acres in size and lies south and west of Ashland's commercial core. The latter is about 85 acres in size and lies in northwest Ashland. (A third historic interest area is the Railroad Addition, completed in survey 1988-1989. The town's Commercial District, also surveyed in 1988-1989, forms a fourth historic district.)

Historical Overview

Before 1850, small bands of Shasta Indians roamed the Bear Creek Valley and found this hospitable place abundantly supplied with fish, game and edible vegetation. Although explorers and trappers had passed through the area for several decades no permanent settlers arrived until the discovery of gold on a Jackson Creek tributary initiated a flood of miners into the area. At the same time the Donation Land Claim Act of 1850 encouraged potential settlers to head west in search of free, farmable land.

Jackson County was officially designated by the Oregon Territorial Legislature on January 12, 1852. Within a week several miners-turned-settlers including Abel Helman, Eber Emery, Robert Hargadine and Thomas Smith, crossed the Siskiyou Divide and stopped on the banks of what they soon called Mill Creek, now Ashland Creek. In January, 1852 Helman and Emery built a sawmill and went into business producing materials for miners and settlers. Two years later Helman and Emery, with E.K. Anderson, would construct a flour mill and establish an important new industry. The Oregon - California Trail passed near the flour mill and during the summer months an increasing number of wagons lurched over the ruts. Many travelers stayed to take up land claims on the rich farmland along Bear Creek. Soon this main north-south road looped permanently in front of the flour mill to accomodate farmers bringing wheat to trade for flour and a constant need for lumber to build their homes.

In 1853 when newcomer William Hoffman's wagon train reached the upper Bear Creek Valley, he noted his first impression of the little settlement in his journal:

We camped last night in the vicinity of a sawmill on Mill Creek. . . where there are many advantages for a settlement. The land is of good quality and nearly all claimed under the donation law of Congress.(8)

Travelers to the flour mill created a loop in the main road which circled in front of the mill before turning east again. Late in 1854 Eber Emery built a boarding house on the road within the loop and housed local residents as well as travelers. When the post office was established in 1855 the small community was officially named Ashland Mills and was comprised of a hotel, store, cabinet shop, livery, and blacksmith shop. The transcontinental telegraph line reached Ashland in 1863 and in 1864 the Methodist Episcopal Church was established. After intense competition with Jacksonville, promoters built the Ashland Woolen Mills in 1867 on the banks of Ashland Creek where B Street now intersects Water Street. (9) John M. McCall served as president of the stock company. Workers in the three-story building produced underwear, hosiery, shawls and blankets. (10)

Although the woolen mill, Orlando Coolidge's nursery and a Methodist College, established by J.H. Skidmore in 1872, increased the town's growth, Ashland's economy remained farm-based for the first thirty years of its existence. Wheat and oats, corn and hogs, sheep, hay, honey and potatoes made farming profitable and encouraged more people to settle. Apples, plums, peaches, pears flourished in family orchards.

Ashland's physical development pattern was determined with the town's founding on Abel Helman's Donation Land Claim No. 40. When severe financial pressures threatened him in 1855, Helman sold lots to prospective merchants and tradesmen. The commercial district developed gradually through the years -- the area where the first shops were constructed eventually became known as the "Plaza." Residential neighborhoods developed above the commercial district on Granite and Church Streets, as well as on Main, Pine (Helman), and Oak Streets. Ashland was incorporated October 13, 1874 with three hundred residents.

In the early morning of March 11, 1879 a devastating fire raged through the business district destroying or severely damaging most of the buildings along the west side of the Plaza. The buildings which replaced the ruined wood structures were constructed of brick. The I.O.O.F. Building was the first completed and bears the date 1879.

The town's population increased steadily. In 1860 the federal census counted 327 people in Ashland. No figures are available for 1870, but in 1880 officials tallied 842 residents. The railroad's arrival in 1884 caused a large influx of new citizens and by 1890 the population jumped to 1784--a 111% gain over 1880. (11)

The Oregon and California Railroad rail construction reached Roseburg on December 3, 1872. Although financial problems halted construction for ten years, Ashland knew that the railroad was on its way. In the early 1880's construction resumed under Henry Villard's leadership and the road finally reached Ashland on April 16, 1884.

Ashland's first boom period was underway. Land which had formerly comprised the Robert Hargadine land claim was sold for railroad addition development and soon dramatically enlarged the community. Although three years would pass before tracks from the north and south joined at Ashland, the immediate impact of the railroad's arrival was pronounced. (12)

Lindsay Applegate, who had purchased the Robert Hargadine Land Claim No. 42 in 1863, sold 156.75 acres to the railroad company for \$10,000. (13) On February 27, 1884 land title was transferred to the Oregon and Transcontinental Company of Portland, Oregon. Surveyors completed work on Ashland's new Railroad Addition, sent their notes to Portland for approval, and the plat was officially recorded on February 26, 1884. (14)

Lots in the Addition went up for sale in the summer of 1884. A

large advertisement in the Ashland Tidings announced that ". . . town property was for sale at greatly reduced prices and on easy terms." The article urged prospective buyers to contact either George H. Andrews, railroad land agent or local agent M.L. McCall. The new railroad land, the first large addition to Ashland, nearly doubled the size of the town. (15)

As the terminus of the line Ashland, realized an immediate influx of people and money. Businessmen reported that total sales doubled. On reviewing the city's growth during the year, the Ashland Tidings noted that 89 new houses and 33 "other" buildings had been constructed. The aggregate value of the improvements was listed at \$96,400: dwellings at \$56,000, business houses and other buildings at \$32,000, and schoolhouses and churches at \$6,000. (16) Lots sold at a steady pace between 1884 and 1888 and new homes sprang up regularly throughout Ashland. New commercial buildings appeared on Main Street and several brick-making companies opened near town to accomodate construction needs.

On December 17, 1887 the rails from the north and south joined at Ashland. At dusk on a freezing cold winter day, Charles Crocker, vice-president of the railroad (now the Southern Pacific Railroad Company) drove the connecting spike. Ashland would be the division point and working station for all passenger and freight trains through the area. The local paper explained:

Ashland is the end of divisions as it is the end of the regular trip or run from south and north of engines . . . and their crews, of freight and express trains, of messengers and of U.S. Mail clerks. It is the end of a mountain division which will always employ more men than an equal stretch of road in the valley. . . Ashland is the eating station for all passenger trains and a thirty minute stop is made here by every train. (17)

The Depot Hotel, a large two-story building, was completed early in the summer of 1888 and soon a new roundhouse, car repair shop, and other functional structures comprised the complex. The railroad brought seventy-five men and their families into Ashland that year. (18)

Ten new additions to Ashland (Pracht's, Miner's, Hunsaker's, Highland Park, Pracht's Alaska, Myer's, McCall's, Galey's, Saxman's and Summit Additions) were platted in 1888 including four newly acquired additional acres in the Railroad Addition. Real estate sales reached \$321,232. In 1888 the Ashland Electric Power and Light Company was established and Henry B. and Harriet Carter deeded land for a formal boulevard to be laid out from South Main Street. In September, 1888 the local paper stated, ". . . every tenatable dwelling in town is occupied, sometimes by two families. " Thirty-four new houses were constructed during 1889 and in September of that year new sidewalks were laid throughout the Railroad Addition. (19)

By 1890 lodging houses, saloons, restaurants, a few shops and some warehouses had created a separate commercial district in the Railroad Addition where passengers, railroad crews and residents could make purchases without walking six blocks to the town's business center. (20) A wooden dome constructed to house Chautauqua programs was raised just south of the central district in 1893.

By the end of that year the nation plunged into the deepest depression to date and it would be four years before the economy recovered. Failure of the Philadelphia and Reading Railroad in February, 1893 and the failure of the National Cordage Company in May of that year touched off a stock market panic. Between 1893 and 1896 one hundred and fifty-six railroads collapsed and dozens almost went bankrupt. It wasn't long before the country's problems were felt locally. In early September, 1894 the Southern Pacific greatly reduced the station force along the line. The Ashland station agent as well as the day and night operators covered for the many employees who lost their jobs. (21)

Dull times lasted four years. Finally, in November 1897 the local paper indicated that things might be improving: "Ashland is enjoying a fair-sized building boom at present, the first in a long time and new dwellings are springing up . . . the advent of good times." (22) By October, 1898 a severe housing shortage existed in Ashland despite substantial building activity. New vitality in the railroad system and another influx of employees increased the pressure. Home construction continued steadily through the end of 1899. (23)

Although the Ashland Woolen Mills was destroyed by fire in January, 1900, the town's economy continued to grow, supported in part by the flour mill, saw mill, a creamery, two planing mills, the Ashland Iron Works and the Southern Oregon State Normal School. (24) By February, 1900 a general boom was underway --the second since the bustling years of 1888-1890. The town was still crowded in July. Renters still searched for homes because many of the houses under construction were owner-occupied homes, not rentals. In March, 1901 the Ashland Tidings stated: "There is still a house famine, heightened by the Southern Pacific ordering additional trainmen to Ashland." By December of that year about 75 new dwellings had been constructed in Ashland. (25)

Between 1900 and 1915 the railroad contributed toward a growing local economy. Rail transportation assisted the fruit industry, the woolen mill, the creamery, local woodworking plants, and the Ashland Iron Works, as well as other commercial enterprises. The rails also boosted the tourist industry. Early in 1908 the local Elk's organization selected a site on the north side of East Main for their large new building. The following year, Henry Enders, prominent businessman, announced plans for a large commercial structure opposite the Elk's

solidified expansion of the commercial district along East Main Street.

During the summer of 1909, the flour mill, long an Ashland fixture, was dismantled to make way for the city park. At the same time, the Plaza and East Main Street were paved to accommodate motorized vehicular traffic. In 1910, with a population of 5020, Ashland flourished. (26) Through these years regional visitors took the passenger train to Ashland to spend time at the Natatorium (completed in 1908), to shop at Enders Department Store, and to visit the City Park and Chautauqua. (27)

Between 1911 and World War I, determined efforts were made to establish Ashland as a resort spa town. A "mineral springs" bond issue passed resoundingly on June 6, 1914, and provided \$175,000 to pipe Lithia water to fountains at the library, railroad depot and city park. John McLaren was retained to landscape Chautauqua Grove and its adjacent area -- work that initiated the gradual development of Lithia Park. (28)

Additional growth occurred as roads improved. The western Better Roads Movement in 1913 initiated construction of the Pacific Highway over the Siskiyou Mountains, a highway that would follow nearly the same route as the Siskiyou Mountain Wagon Road. East Main and North Main Streets through Ashland became part of this interstate route. The formal opening of the Pacific Highway from Ashland to Central Point was held late in 1914. (29)

Ashland, like the rest of the country worked to support the war effort when, in April, 1917, the United States declared war on Germany. Citizens contributed their money and their skills to support their young soldiers who left regularly on the troop trains. When the armistice was signed on November 11, 1918, Ashland counted fifteen of its own among the dead.

The years following World War I saw new growth in Ashland despite the failure of several old institutions, including the natatorium, the Chautauqua, and the long-held dream for a resort city. In 1923 a group of Ashland businessmen, determined to revive Ashland, planned construction of a nine-story hotel. The Lithia Springs Hotel, which opened in 1925, became an important part of the commercial district development. (30) It could not, however, offset the devastating affect of the Southern Pacific Railroad's Natron Cut-off constructed between Weed and Eugene in 1927. Railroad men left town with their families and houses were left vacant, landlords lost tenants and schools lost pupils. Economic conditions worsened with the stock market crash in October, 1929. Ashland, like the rest of the country, struggled through the next decade. (31) Not until World War II did Ashland experience renewed economic activity.

Two major mid-century road projects drastically affected Ashland's configuration. In 1942 Main Street, a part of the the Pacific Highway, was widened and re-directed. In April, of that year the city attempted to to have the work named a war

emergency project in order to receive federal aid funds. (32) Businesses moved and the razing of old buildings on the Plaza began. (33) Although the government declined to support the project, the town proceeded with its own plan to solve the problem. Buildings were cut back during the summer, the road expanded, and a "floating island" created in the middle of the Plaza. (34) In 1955 a one-way northbound avenue was introduced between Siskiyou Boulevard and Helman Streets, creating Lithia Way and widening C Street along its route. Once again, residences were moved or demolished to make way for a thoroughfare.

In 1959 the construction of the present outdoor Elizabethan Theatre resulted from the Oregon Shakespeare Festival's steady growth since its inception in 1935. In 1970 the Angus Bowmer Theatre opened adjacent to the outdoor theatre. In addition to artistic contributions, the theatres -- and the people and productions they house, have had a continued vital impact on Ashland's commercial district and economy.

Development of Study Area: The Siskiyou-Hargadine District

The Siskiyou-Hargadine District, consists in great part of ten additions platted in 1888, following the joining of rail lines at Ashland. Enterprising citizens acquired property, opened new residential areas, and offered ample work for local builders. Additional portions of the surveyed area include the Beach Tract and the Hargadine Tract, both established in 1884. Scattered residences throughout the study area predate the platting of the tracts or additions. Iowa, Allison and Gresham Streets in particular were locations of homes which preceded the building boom.

Siskiyou Boulevard developed gradually after 1888. Dwellings were already located along its route and most were replaced by newer structures after 1888. The south side of the Boulevard had a particularly lovely view and attracted potential residents easily. Eventually, the Dodge, Galey, Carter, Chappell, Mills and other prominent families lived along its length. The substantial Congregational Church was constructed in 1888 at the intersection of Siskiyou Boulevard and East Main Street. A large grammar school was located just east of this church along the Boulevard.

Railroad and laboring families settled across the Boulevard from the Railroad Addition on Allison, Union, Fairview, Gresham and Iowa Streets. Their location yielded proximity to their jobs and modest homes could be built or rented from ever-present real estate developers and landlords. As always, families who could afford the cost, constructed fine homes throughout the area. The H.B. Carters, Benjamin Reesers and Max Prachts, for example built commodious homes on Gresham Street. Only the Carter home remains extant. Major building periods occurred throughout the Siskiyou-Hargadine area, as in other parts of town, during peak economic times: 1884-1891; 1898-1905; and 1909-1912. Generally, development moved south from the town center along Siskiyou



ASHLAND, OREGON 1910

Siskiyou-Hargadine District and
Boudaries; Additions to Ashland



Boulevard, up Gresham, along Allison, Fairview and Iowa Streets, to Union, Sherman and Morton Streets.

Prominent Individuals

Among numerous men and women who contributed to Ashland's development since the town's inception, the following names suggest the scope of personal endeavor. Specific information regarding the lives of these Ashland citizens can be found on individual inventory sheets.

Anderson, E.K.: Prominent Anderson Creek area farmer, E.K. Anderson was very active in early Ashland business affairs. He was a partner in the Ashland Flour Mill and a founder of the Ashland Woolen Mill. His Ashland residence was demolished in 1970 for a commercial building.

Applegate, Lindsay: Prominent early Oregon settler, who, with his brothers and others, established the Applegate Trail, moved to Ashland and purchased Robert Hargadine's land claim No. 42 in 1863. On October 30, 1882 Applegate sold 156.75 acres to the Oregon and California Railroad Company for \$10,000. The new Railroad claimed much of this parcel.

Atkinson, E.K.: A native of England, Atkinson came to Ashland in 1874 and purchased one-third share in the Ashland Flour Mill, entering a partnership with J.M. McCall. In 1879 he became a partner and business manager of the Ashland Woolen Manufacturing Company, and also one of the organizers of the Bank of Ashland. After the prominent merchant's death, his widow, Eugenia Atkinson, paid \$800 to construct the Atkinson Memorial Bridge over Ashland Creek in Lithia Park.

Beach, Baldwin: Prominent Ashland builder who constructed many of the community's late 19th and early 20th century commercial buildings and private residences. He platted the Beach Tract in 1884 and constructed several houses. His early Ashland home is listed on the National Register of Historic Places.

Carter, Ernest Victor: With his father, Henry B. Carter, established the Bank of Ashland in 1884. Carter was an important local businessman and entered the House of Representatives in 1898 and was elected Speaker of the House. In 1902 he was elected to the State Senate. His 1886 residence, and 1909 Craftsman Style House stand on Siskiyou Boulevard.

Carter, Henry B.: With his sons, E.V. and F.H. Carter moved to Ashland from Iowa and established the Bank of Ashland -- an institution that constituted the sole banking interest in the community until 1909. Carter platted a large addition to Ashland, owned several orchard tracts, and was very active in local real estate. His home on Gresham Street is included in the inventory and on the National Register of Historic Places.

Clark, Frank: Prominent Rogue Valley architect Frank Chamberlain Clark was born in New York in 1872 and trained at the Cooper Union. He served in the architectural offices of Robert Williams Gibson and in Stanford White's office. Establishing an office in Ashland in 1903, Clark's first project was the design of a new building for the State Normal School. With the exception of brief absences, Clark practiced in Ashland until 1911 when he moved his office to Medford. Among other Ashland buildings, Clark was responsible for the Elks Building, the Clark-Taverner House, the Carter-Fortmiller House, the Humboldt Pracht House and the Evans-Mattern House.

Coolidge, Orlando: Early nurseryman who came to Ashland to stay in 1862 and purchased a large farm. In 1869 at this location, he planted the first commercial fruit nursery in Jackson County. Coolidge was active in real estate on his holdings, and his fine large home is included in the inventory. Coolidge Street is named for him.

Dodge, John Page: Dodge was born in 1850 in New Hampshire. He moved to Ashland in 1883 and opened a mercantile business. During subsequent years he and his sons operated a furniture store. Dodge was an incorporator of the Citizen's Bank and Trust Company, and was elected president in 1919. He served as city councilman in 1892-1893 and as mayor from 1896 to 1898. He died in Ashland on October 11, 1928.

Dunn, Patrick: Early area land claimant east of Ashland, Dunn participated in the Indian wars, served in the state legislature, was was active in local business affairs. With his wife, Mary Hill Dunn, he established one of Ashland's important early families. Dunn died in Ashland, July 29, 1901.

Emery, Eber: An early settler in the Ashland area. Emery was a skilled carpenter and millwright and responsible for the construction of many important early Ashland buildings, especially the first sawmill, the Ashland Flour Mill, and two early boarding houses.

Hargadine, Robert: Early donation land claimant on whose property part of Ashland is located. He was one of Ashland's earliest merchants, and operated a store on the present site of the Elk's Lodge. In 1859 he opened a mercantile store in the area now known as the Plaza. Hargadine was active in early school affairs and political activities. Although his untimely death in 1877 cut short his influence, he had a significant role in early Ashland.

Helman, Abel: A very early settler at Ashland who established a cabin and sawmill on the banks of Mill Creek in January 1852. Helman was also instrumental in construction of the Ashland flour mill and other early structures. The town of Ashland developed on his donation land claim, and he served as the town's first and long-time postmaster. His residence lies outside the survey area.

Hill, Isaac: One of the Ashland area's earliest settlers, Hill located a large land claim east of the city. He participated in the Indian wars, raised a large family, and eventually donated land for one of the area's burial grounds. Hill Creek, located southeast of Ashland is named for him.

John McCall: McCall was an investor in Ashland's flour mill and founder of the woolen mill in 1867. He was the town's first treasurer and served as mayor in 1886. In 1876 and 1881 he was elected as a representative to the Oregon Legislature. He died November 7, 1895 at Ashland.

Perozzi, Domingo: Perozzi was born in 1871 in Switzerland. In the autumn of 1896 he established a creamery in Ashland located near the city park. By 1905 the operation was distributing milk, butter and other products to a large area over southern Oregon and Northern California. He and his wife donated three lots to the park and with another local citizen purchased an Italian marble fountain from the World's Fair grounds in 1916 and relocated it in the city park. The Perozzis also donated a large land parcel to the local normal school. Their 40 acre gift was a determining factor in the permanent location of the college on its present site.

Russell, James/Ann Hill Russell: James Russell was born in 1823 in Tennessee. He arrived in the Ashland area in December, 1851 and soon took a land claim southeast of town. He perfected the marble carving trade and among other products, excelled in producing gravestones. When illness cut short his work, his wife, Ann Hill Russell, took over the marble business and continued to support their family at that trade for many years. Their home is included in the inventory.

Smith, Thomas: Early Ashland area resident and donation land claimant. Smith participated in the Indian Wars and was known as "Captain " Smith. He represented constituents in the territorial legislature from 1855-1856 and in 1868 was elected to the State Legislature. In 1880 he was chosen again to serve in that body. His large home, previously owned by Isaac Woolen, is included in the inventory.

Swedenburg, F.G.: Dr. Swedenburg, a native of Sweden, moved to Ashland in 1907. Trained at Rush Medical college, he was active in the local medical community and a promoter of Granite City Hospital on Siskiyou Boulevard. After a distinguished local career, Francis Swedenburg died suddenly in 1937. His widow and family continued to occupy their large home until 1965.

Jesse Winburn: In February, 1920 Jesse Winburn visited Ashland from New York, and made immediate plans to settle permanently here. He lived here only two years but during that period gave the city a hospital, a civic club house and memorable social occasions. Winburn Way, a prominent route through Ashland is named for him.Ω

Woolen, Isaac: Woolen came to Ashland area in 1860 and farmed in the area north of Ashland. Owner of a large tract of land in town, he constructed a substantial house on North Main Street in 1876. His home, remodelled in 1880, is included in the inventory.

Related Study Units

The preceding historic context statement consists of a general overview of Ashland's history, including the two specific study areas included in this project's scope. The context suggests briefly the Broad Theme categories established for development of context statements. Pertinent Broad Themes here include: Settlement, Agriculture, Transportation and Communication, Commerce, Industry and Manufacturing, Government and Culture. Within these larger themes are numerous sub-themes identified by the State office of Historic Preservation.

As indicated earlier in this document, only domestic dwellings were included in the 1984 fieldwork phase of the project. The thematic associations revealed by resources within this inventory are derived from the contributions of the buildings' major owner/occupants, rather than from the use for which the resource was intended. Given the focus of this project, certain Oregon themes bear stronger relevance than others. These include Land Travel (Transportation); Commercial development (Commerce); Local and State government (Government); and Education, Medicine, and Religion (Culture). *

The relationship between documented resources and theme categories is discussed more fully in Part III, Identification.

*Archaeological resource were not included in the inventory.

NOTES

- (1) Ashland Comprehensive Plan, City of Ashland: Adopted by the City Council, November 2, 1982.
- (2) Backes, G. Bryon. "The Ashland Area and Its Environs." Thesis. University of Oregon, M.S. Degree, June, 1959.
- (3) Farnham, Wallace D. RELIGION AS AN INFLUENCE IN LIFE AND THOUGHT; JACKSON COUNTY, OREGON 1860-1880. Ph.D. Dissertation, University of Oregon, 1955.
- (4) Hickman, Eugene. "Potential Native Original Vegetation of the Ashland, Oregon Area." Medford, Ore.: U.S. Department of Agriculture, Soil Conservation Service, 1975.
- (5) Backes, G. Bryon. "The Ashland Area and Its Environs," p. 23.
- (6) Ibid., p. 12.
- (7) Ashland Comprehensive Plan; Backes, G. Bryon. "The Ashland Area and Its Environs," pp. 7, 16.
- (8) Kay Atwood, MILL CREEK JOURNAL: ASHLAND, OREGON, 1850-1860. Ashland, Oregon: Kay Atwood, 1987, p. 39.
- (9) Farnham, Wallace. "RELIGION AS AN INFLUENCE," p. 40.
- (10) Marjorie O'Harra, ASHLAND: THE FIRST 130 YEARS, Jacksonville, Oregon: Southern Oregon Historical Society, 1981, p. 17.
- (11) U.S. Bureau of Census, Census of Population, 1860; 1880; 1890. Ashland's population during later decades was: 2634 in 1900; 5020 in 1910; 4283 in 1920; 4544 in 1930; and 7740 in 1940. (U.S. Bureau of Census, Census of Population, 1900; 1910; 1920; 1930 and 1940).
- (12) Ashland Tidings, January 2, 1885.
- (13) Jackson County Deed Records, Volume 10, Page 531.
- (14) Jackson County Deed Records, Volume 11, Page 177; Ashland Tidings, January 25, 1884; Jackson County Deed Records, Volume 16, Page 2. Railroad Addition, Original Plat, surveyed February 16, 1884; Ashland Tidings, December 7, 1888, 3:2.
- (15) George Andrews, an Englishman, came to the United States in 1860. After working with Ben Holladay in the steamboat business, Andrews continued with Holladay in the Oregon and California Railway Company. He served many years as land

agent and as vice-president of the company in Portland. Andrews died January 20, 1909. (Joseph Gaston, PORTLAND OREGON: ITS HISTORY AND BUILDERS Volume II, Chicago, Portland: S.J. Clarke Publishing Company, 1911 pp. 467-468.

- (16) Ashland Tidings, January 2, 1885.
- (17) Ashland Tidings, January 4, 1889.
- (18) Egger-Gould, Leslie. "The Railroad's Impact On Ashland's Economy: An Introduction, n.p. June 4, 1986.
- (19) Ashland Tidings, November 25, 1889, 3:4; January 3, 1890, 3:3.
- (20) Egger--Gould, Leslie. "The Railroad's Impact On Ashland's Economy: An Introduction, n.p. June 4, 1986.
- (21) Dodds, Gordon B., THE AMERICAN NORTHWEST: A HISTORY OF OREGON AND CALIFORNIA, ARLINGTON HEIGHTS, Illinois: The Forum Press, 1986, p. 139 ff.; Groner, Alex. THE AMERICAN HERITAGE HISTORY OF AMERICAN BUSINESS AND INDUSTRY, New York: American Heritage Publishing Co., Inc. 1972 p. 200; Ashland Tidings, September 3, 1894, 3:3.
- (22) Ashland Tidings, November 22, 1897, 3:2.
- (23) Ashland Tidings, October 6, 1898, 3:2.
- (24) Leslie Egger-Gould, "The Railroad's Impact on Ashland's Economy: An Introduction," n.p. June 4, 1986; Ashland Tidings, January 21, 1900; "Population."
- (25) Ashland Tidings, February 8, 1900 3:2; July 30, 1900, 3:1; March 25, 1901, 2:3; December 28, 1903, 3:3.
- (26) Ashland Tidings, 1:4, 1:6; "Population."
- (27) Leslie Egger-Gould. "The Railroad's Impact on Ashland's Economy: An Introduction, n.p. June 4, 1986.
- (28) Marjorie O'Harra, ASHLAND, p.88.
- (29) IBID., p. 96. The Pacific Highway was widened in 1920 from eight to sixteen feet.
- (30) IBID., p. 117.
- (31) Egger-Gould. "The Railroad's Impact on Ashland's Economy."
- (32) Ashland Daily Tidings, April 1, 1942, 1.
- (33) Ibid., April 7, 1942, p.1
- (34) Ibid., April 10, 1942; May 7, 1942; September 4, 1942.

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IDENTIFICATION

Introduction

This portion of the document identifies historic themes, considers temporal and spatial distribution patterns, and resource architectural styles. The initial section, Methodology outlines the processes employed in the project.

Methodology

As described in the introduction, field work for the project was executed in 1984. Photographs were taken, negatives catalogued and initial data sheets prepared. Survey area boundaries were established by identifying areas yielding concentrated enclaves of historic resources and only private residences were surveyed during the field work phase of the project. Extensive research to determine historical significance was not executed at that time. Work on the current project was begun in October, 1989 and ended in August, 1990.

The project evolved in five major phases: literature search and preparation of historic context statement; research to establish historic significance of properties; preparation of new inventory forms, evaluation of resources, and completion of the final document.

During Phase I the forms prepared during the 1984 field survey were reviewed, research conducted in area libraries and the historical society, and development of the historic context statement begun. Themes pertinent to Ashland were identified. The context statement and 1984 field forms provided information for an outline of anticipated property types and styles.

In Phase II, research was completed for each property in the historic interest area. Research sources consulted included Jackson County Title Company, Sanborn Fire Insurance maps, newspapers, city business directories, nineteenth century Ashland maps and photographs. A computer check of the properties produced updated owner and address information for the new forms. Changes in condition or location of resources were noted, when possible, at this time.

During the third phase properties were evaluated according to approved criteria and scored on an individual sheet. Final preparation of forms and the completed document occurred in Phase IV. The Project Advisory Committee will review the final document and review recommendations for future city policy. A base map of Ashland, keyed to site numbers in the inventory, provides an over-all view of Ashland resources.

Symbols on the map are coded as follows: Squares indicate buildings; circles indicate sites. Triangles indicate structures and diamonds indicate objects. A solid symbol

indicates a primary resource, a half-filled symbol represents a secondary resource, and an open symbol indicates a compatible resource. Inventory sheets are filed in volumes in order of township, range, section and tax lot number and cross-referenced by name, site number, resource type, and address.

During the 1988-89 project year, in which one-half of the survey work was completed, property owners of resources within historic interest areas were notified by mail of their inclusion in the survey district. Citizens were additionally informed of the project through local newspaper articles and two community meetings during which they were encouraged to comment. Due to sudden and intense pressure on historic properties within the interest areas, the City of Ashland initiated a delay on demolition of properties within the historic interest areas until this project was completed.

Previous Surveys

This project, incorporating the fieldwork executed in 1984, constitutes the first intensive survey and inventory of historic resources in the Siskiyou-Hargadine and Skidmore Academy districts in Ashland. Previous inventories include the Statewide Inventory of Historic Sites and Buildings, conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office. A review of the Statewide Inventory and a list of properties on the National Register of Historic Places determined those resources already noted in previous study. There were no Statewide Inventory forms for properties within the Siskiyou-Hargadine area. Forms pertinent to the Skidmore Academy area are included in an appendix. Ten properties within the Siskiyou-Hargadine area are listed on the National Register of Historic Places.

SISKIYOU HARGADINE DISTRICT

Resource Types

As noted earlier, the 260 resources identified in the Siskiyou-Hargadine District are all residences. Commercial and institutional buildings, structures, sites and objects were not included in the 1984 fieldwork phase of the project. The historic overview indicates that a comprehensive inventory might reveal several additional resources, such as churches, schools, barns, and meeting halls.

The resources in the Siskiyou-Hargadine District constitute a significant collection of late 19th and early 20th century dwellings occupied by laborers as well as by professional citizens and their families. Although Siskiyou Boulevard exhibits a concentration of homes occupied by prominent Ashland citizens, the greatest majority of dwellings are modest cottages.

1. Thematic Associations

The 209 primary and secondary resources have been organized into six Broad Theme groups listed including : Commerce, Culture, Government, Industry, Settlement, and Transportation. Because only residences in the Siskiyou-Hargadine area were inventoried, the thematic contexts are established primarily by the building's associations with the original owner, or primary resident during the period of historic significance, rather than by intended use of the resource. Most of the dwellings are associated with the themes of Commerce and Transportation, and these themes are discussed in greatest detail. One hundred and sixty-one dwellings are associated with Commerce, approximately nine with Culture (including seven with medicine, one with law, and one with architecture), three residences are associated with the theme of Government, one with Social/Educational, one with religion, and thirty-six with Transportation.

a. Commerce

One hundred and sixty-one residences are associated with the theme of Commerce. Homes whose original or primary occupant worked in the trades or in a profession are grouped under this theme. Dwellings which were constructed chiefly as rental investments by Ashland residents are also associated with Commerce for reflecting the economic evolution of the area. Speculation was common then as now. Prospective landlords built houses quickly and usually experienced a high turnover rate and many landlords owned multiple properties. A 1910 Polk's directory indicates that workers in the trades lived in substantial numbers in the Siskiyou-Hargadine district -- primarily on Allison, Fairview, Iowa, Alida, Blaine, Dewey, and Morton, including carpenters, railroad employees laborers, blacksmiths, mechanics, grocers, and barbers. Other participants in the field of commerce included bankers, merchants and clerks. Several houses in the Siskiyou-Hargadine area bear no clear associations with any theme -- these are primarily residences of widows and retired people.

Resources carrying strong associations to the theme of commerce through their occupancy by prominent citizens include: The Eddings-Provost House, the Humboldt Pracht House, the Evans Mattern House, the H.B. Carter House, the Watts-Dodge House, the Carter Fortmiller House, the Hunsaker-Shepherd House, the Hildreth-Beaver House, the Amos Nininger Houses, and the August Biegel, Wilmer Poley, R.A. Minkler, Will Dodge, W.C. Sanderson, Henry Galey, E.V. Carter, George Taverner and Carter-Fortmiller Houses. The majority, however, were occupied by less prominent citizens who, none the less, contributed to Ashland's character. These include the Howard Rose House, Jackson Agee House, Laseter-Shaver House, Amos Keller House, Archibald Bomar House and others. Residents owning two or more properties included Alexander McLeod, Dr. and Mrs J.K. Reader; Otto Winter, Amos Keller, and Walter Powell.

Several Ashland carpenters and contractors constructed their own homes and occupied them for several years. These include C.H. Veghte, Baldwin Beach, Henry J. Clark, George Smith, W.J. Schmidt, and Thomas J. Downing. The Baldwin Beach House, 1884, is the finest and best preserved of these dwellings.

b. Transportation

The 1910 Ashland directory lists 204 railroad employees in town. That busy year just over half -- 109 of them -- lived in the Railroad Addition. The others resided on streets throughout the city, but notably on Allison, Fairview, Gresham, Union and Iowa. Among them were brakemen, engineers, firemen, conductors, machinists, switchmen, baggagemen, blacksmiths, car repairers and clerks.

The thirty-six homes classified under the theme Transportation were either built by railroad employees or had a substantial occupancy period by railroad families. Since Southern Pacific employees moved frequently, their often brief tenure in a rented house did not effectively contribute to the residence's association with the Transportation theme. Residences associated with the theme include, for example, the Amos Keller House, the Frank G. Dean House, Poor-Murray House, Louis Hilty House, Walter Everton House, Charles Brady House, Archibald Bowmar House, Albert Marske House and Allard-King House; .

b. Culture

Residents in the Siskiyou-Hargadine district also worked as clergy, teachers, and lawyers. Nine properties in the area are associated with the theme of Culture. Seven of these are with medicine, one with law and one with architecture. The Plaisted-Swedenburg and the Chappell-Swedenburg Houses best represent the field of medicine. The C.B. Watson House is associated with the area of law, and the Clark-Taverner House with the area of architecture.

c. Government

The Frank Grisez House on First Street is associated with the area of government.

d. Social/Education

The Blanche Hicks House on Vista Street, associated with a long-time Ashland city librarian represents this theme.

e. Religion

The Hiram Autrey House is the sole dwelling associated with the theme of religion.

2. Architectural Characteristics

The dwellings in the Siskiyou-Hargadine district range in date of construction from 1884 to 1931. Twenty-one were built between 1884 and 1890; twenty-eight between 1891 and 1900; 122 between 1901 and 1910; twenty-five between 1911 and 1920; twelve between 1921 and 1930 and two between 1931 and 1940. The oldest dwellings were constructed between 1884 and 1890 for Ashland residents who arrived with the railroad. Building construction in 1890's was affected by the depression and fewer buildings were erected. The period of greatest growth occurred in Ashland between 1901 and 1910 -- both in the commerical district and in residential neighborhoods. After 1912 development in Ashland slowed. In spite of steady economic growth in the early 1920's, Ashland's population and building energy declined with the re-routing of the Southern Pacific main line through Klamath Falls. The Depression brought further decline.

Style

The Vernacular, Queen Anne and Bungalow/Craftsman Styles are most frequently represented in the inventory. One hundred-fifteen buildings are vernacular expressions -- some of these exhibit distinct Queen Anne or Italianate details. Fourteen residences represent the Queen Anne or Eastlake Style. Seventy-seven dwellings are in the Craftsman/Bungalow Style and two are Colonial Revival in style.

The largest number of residences in the Siskiyou-Hargadine area are in the Vernacular Style and were constructed between 1884 and 1905. Simply built of available materials and interpreted by local craftsman, these dwellings are generally rectangular or T-shaped and have gable or hipped roofs. Plain clapboard or shiplap siding sheathe the structures. The houses are generally relatively small, have one or one-and-a-half stories, one-over-one light double hung windows, a centered front door, frieze boards, corner boards, scrollwork, turned porch posts, and plain window and door trim. Particularly well preserved examples of the Vernacular Style include the J.P. Sayle House (1889); Veghte-Ellis House, Frederica Walter House, Charles Bush House, Martyn-Dickey House, and the Judd Miller House;

Vernacular residences with prominent Queen Anne or Italianate details are exemplified by the H.C. Galey House, Otto Winter Rental House I, the G.W. Cole House, G.W. Smith House, Frank Merrill House, E.V. Mills House, and H.J. Clark House.

The Queen Anne Style, with hipped or steeply gabled roof, (often in combination), irregular plan, wood-frame construction, varying wall surfaces shiplap siding, and decorative elements including molded trim, brackets, spindlework, sunbursts, and stick panelling, is represented by the Baldwin Beach House, the

Carter-Beebe House, the H.B. Carter House, the Eddings-Provost House, the Countryman-Fox House, E.V. Carter House, Plaisted-Swedenburg House and Hildreth-Beaver House.

Eclectic dwellings which include elements of several styles, particularly the Queen Anne and Craftsman Styles, include the Clark-Taverner House, the Evans-Mattern House and the Wilmer Poley House. All three were designed by Frank Chamberlain Clark.

The Italianate Style, with characteristic one or two-stories, low pitched hipped or gable roofs, carved brackets, regular fenestration with tall windows, and projecting eaves and bays, and decorative eave brackets, is most clearly represented in the well preserved and distinctive Watts-Dodge and Hunsaker-Shepherd Houses. These one-story dwellings, each associated with prominent Ashland residents, are located near each other on Siskiyou Boulevard. Of particular note on both are the projecting bays, and panelling.

The Craftsman/ Bungalow Style, with one or one-and-a-half stories, low-pitched gable or hipped roof, wide overhanging eaves and exposed rafters, rectangular composition, wood frame construction, wide porches, and rustic exterior materials, is best represented by the Humboldt Pracht, Carter-Formiller, Boslough-Claycomb, Amos and Vera Nininger, R.A. Minkler, Burnett-Neil and S.A. Carlton Houses. Many bungalows of more modest proportions can be found in the Siskiyou-Hargadine area. Examples include, in part, the Howard Rose House, Nels Thompson Rental House, Roy Walker House, J.N. Dennis House, Walter Everton House, Charles Brady and C.H. Veghte Houses.

The Colonial Revival Style is represented by two buildings. Architectural characteristics of the style include low pitched gambrel, pitched or hipped roofs, rectangular form, bilateral symmetry, central prominent entrance, one-over-one, double hung sash windows, dormers, sidelights, bays, and wood frame construction. The Chappell-Swedenburg House on Siskiyou Boulevard represents the finest example of the style, exhibiting a modillioned cornice, balustade, Palladian windows, Tuscan and fluted Ionic columns. Another fine example of the style is the W.C. Sanderson House, also located on Siskiyou Boulevard.

Several residences retain substantial architectural character but have suffered a loss of integrity through alteration or deterioration. These include, for example, the Countryman-Fox, J.W. Hatcher, J.Downing, William and Mary Hevener and Pamela Webster Houses.

3. Distribution Pattern of Resource Types

The distribution pattern of resources is based on actual locational data established during the course of the project. The discussion is organized into geographic areas, further identified as specific additions to Ashland. The Siskiyou-Hargadine survey area lies above Siskiyou Boulevard and

below Iowa Street. Properties in two small additions lying north of Siskiyou Boulevard are also included. Ten additions and two tracts comprise the area. (Please see maps included with the document.)

The Beach Tract and the Hargadine Tract were developed by owners of the land within the tracts. Baldwin Beach, Ashland builder, platted the Beach Tract, and the pioneer Hargadine family had long owned property comprising the Hargadine Tract. Each tract was laid out in 1884, and, with the Railroad Addition, constitute the oldest residential neighborhoods formally established outside the boundaries of the original town. The Beach and Hargadine Tracts lie on the sloping hillside above East Main Street. Both areas contain some of the oldest extant dwellings in Ashland. Fourteen dwellings in the inventory lie within the Beach Tract and most were constructed by Baldwin Beach or his son-in-law, C.H. Veghte. Seventeen properties from the Hargadine Tract are included in the project.

Pracht's, Summit, Pracht's Alaska, Highland Park, Deuvals West Virginia, and the H.B. Carter Additions lie above and south of Siskiyou Boulevard on the sloping hillside. Views of the Cascade foothills are accessible from all the additions. With the exception of Deuval's West Virginia Addition, formalized in 1903, all were developed in 1888 when the railroad's completion brought a sudden demand for housing for workers and their families.

The Summit has eighteen dwellings included in the inventory. Pracht's Addition contains 45 residences, Highland Park Addition has twenty-five. The inventory is also comprised of two dwellings in the H.B. Carter Addition, five from Deuval's Addition and five from Pracht's Alaska Addition. Hunsaker's Addition, a small parcel incorporating lots on both sides of Siskiyou Boulevard near the center of the survey area, has nineteen inventory resources. McCall's Addition, located on the north side of Siskiyou Boulevard is represented by four dwellings. White's and Miner's Additions lie north of the Boulevard. Miner's Addition has twenty-three dwellings in the inventory, White's Addition has nine. Twenty-two properties are not located in additions. These dwellings stand primarily along Iowa Street and along some intersecting streets.

During the years 1884 and 1888 when the tracts and additions were created, Ashland clustered around the area now known as the plaza. The majority of residences lay within the boundaries of the original town. The Railroad Addition, and Beach and Hargadine Tracts of 1884 brought extensive expansion to the community. Speculators and wealthy businessmen rapidly acquired property and planned their additions. H.B. Carter, wealthy banker, was responsible for the Summit and H.B. Carter Additions. Benjamin Reeser renamed his tract the Highland Park Addition. Alexander Pracht an orchardist with extensive holdings, laid out Pracht's and Pracht's Alaska Additions. E.E. Miner and H.L. White, prominent businessmen, developed their additions below the

Boulevard. E.B. Hunsaker, successful local merchant, platted Hunsaker's Addition and constructed a commodious dwelling within its boundaries.

Ashland's long, narrow configuration, bounded by the railroad and Bear Creek on the north, and by steeply wooded hills on the south, has long encouraged development in an elongated pattern along the north-south road. The additions are laid out in a grid pattern within their individual confines, but vary in their directional orientation. Properties above Siskiyou Boulevard are typically 50 feet (or multiples of that dimension) in width and generally rectangular in shape. On Iowa Street, outside of addition boundaries, several properties vary in size and shape.

All the additions are residential in character, with most of the oldest resources lying within the Summit, Pracht, and Highland Park Additions. Old landscapes lie within the inventory area, and several lots, notably in the Pracht, H.B. Carter Additions and in the Hargadine tract contain living remnants of old fruit and nut orchards.

Hunsaker's, White's, Miner's, and McCall's Additions lie along Siskiyou Boulevard. With the exception of a few resources situated in Hunsaker's Addition above the Boulevard, dwellings in these additions are modest worker cottages.

Although no predictive resource model was employed in conducting an analysis of the survey area, the survey forms from the 1984 phase of the project were studied carefully. The historic overview suggested that some properties might logically be found within the survey area. In addition to the expected late 19th and early 20th century dwellings, the preliminary study indicated that remaining farmhouses and associated outbuildings, neighborhood churches, rectories and schools, as well as substantial gardens might be found. Although some dwellings were apparently once part of small farms, almost all agricultural outbuildings have disappeared. The East Side School, located on the north side of Siskiyou Boulevard was torn down mid-20th century for a supermarket. Another prominent school lies just outside the survey area. Two churches, the former Congregational Church and the Temple of Truth have been demolished. No other churches are known to have existed within the area.

There are several reasons for property loss or deterioration over time. Older dwellings were torn down, often early in the century, to be replaced by newer structures. Bungalows often replaced earlier Queen Anne or Vernacular Style residences. New civic buildings and institutions, schools and the library, contributed to the loss of older residences along part of East Main Street and the north side of Siskiyou Boulevard. The successful development of Southern Oregon College and an expanding commercial district has led businesses out Siskiyou Boulevard. Motels, grocery stores institutions and office buildings have slowly progressed along its length, replacing older homes, churches, and schools along the way. After World

War II an influx of students at the college encouraged rental development in White's, Miner's and McCall's Additions and in some cases resulted in transitory care of older dwellings or construction of new, more profitable structures.

Fire has contributed to loss of some individual buildings, but not as extensively in the Siskiyou-Hargadine area as in others Ashland neighborhoods.

Ashland's development after World War II resulted in the remodelling of some older dwellings into apartment house. Further growth during the 1950's and 1960's resulted in the construction of duplexes and modern apartment houses. These structures are scattered throughout the pertinent survey area. More recently, an influx of prosperous newcomers and enterprising residents has increased the development of bed-and-breakfast inns. While occasionally executed with sensitivity, the transition from family residence to traveler accomodation, has often compromised historic dwellings. Destruction in the form of dramatic and inappropriate alteration constantly threatens significant buildings.

EVALUATION

This section of the document consists of three parts: evaluation methodology, current condition and integrity of resources, and historic landmark designation.

Methodology

An effort has been made in this inventory to evaluate Ashland, Oregon resources on the basis of clear, objective criteria and to arrive at results which can be widely accepted as valid. Objective criteria are especially helpful when a project will be reviewed and adjusted by a varying number of individuals, or considered by committees.

The Ashland, Oregon Historic Resources Inventory evaluation was based on the system used in San Francisco and conducted by Charles Hall Page and Associates, Inc., for the Foundation for San Francisco's Architectural Heritage (published in Splendid Survivors, 1979). This system was also used in the Portland Historic Resource Inventory coordinated by Virginia Guest Ferriday, Portland Bureau of Planning (1981 to 1982).

Stylistic classifications assigned to pertinent buildings were based on a determination of architectural styles developed by Marion Dean Ross, Professor Emeritus, University of Oregon, and Elisabeth Walton Potter, Oregon State Historic Preservation Office, in collaboration with Rosalind Clark, author of the book, Architecture Oregon Style (1983), a guide to architectural styles in Oregon, produced for the city of Albany with assistance from the Oregon Historic Preservation Fund.

All resources reviewed in the evaluation process were rated using pre-established criteria. The criteria were designed to fit the needs of this project; however, they are based on those of the National Register of Historic Places and the weighted factor rating system used by the Oregon State Advisory Committee on Historic Preservation in determining eligibility of resources for National Register nominations. The criteria are divided into three broad categories; architectural significance, environmental significance, and historical significance, and are arranged in a form that is patterned after the San Francisco inventory and evaluation. Each of the three broad categories of significance is broken into several criteria which are considered separately.

Each of the criteria in the three categories of architectural, environmental and historical significance, was rated on a four-level scale: Excellent (E) Very Good (VG) Good (G) or Fair/Poor (F/P). An explanation of each rating is given on the accompanying pages. A progression of numerical values was assigned to each four level scale of rating for each separate criteria. While the rating of Excellent, Very good, Good, Fair and Poor stayed the same for each criteria, the numerical values changed. A higher

numerical value was given, for example to the area of Historical Significance, 44 possible points. Environment had 21 possible points and Architecture, 35 possible points. This was done primarily because of the lack of buildings of definite style, and the high incidence of structures with historical significance. Numerical scores were not assigned to each criteria or total scores tallied until all buildings had been rated (E, VG G. F/P) to avoid prejudice in the process itself. It is only possible to assume that buildings within a higher range are more significant than those within a lower range.

The pertinent resources were evaluated using the above criteria and ranking method, with the guidance of the Project Advisory Committee. An evaluation worksheet was completed for each property. Properties identified as compatible structures during the inventory's fieldwork phase were grouped separately as were the properties considered non-contributing. As described earlier, six Ashland citizens with interest and expertise in architecture, local history, and preservation served as members of the Project Advisory Committee. Their participation in and review of the evaluation process was significant. Additional consultation frequently occurred with the Ashland Historic Commission, an official city body formed to oversee local preservation issues.

Individual ranking records on each inventory site have been retained on file at the Ashland Department of Community Development. The criteria and sample ranking sheet follow the Evaluation segment of this document.

Condition of Resources

All resources in the Siskiyou-Hargadine survey area are domestic buildings. The stylistic mixture is comprised of Vernacular, Queen Anne, Italianate, Colonia Revival and Craftsman/Bungalow Styles. The architectural condition and integrity of the resources varies considerably. The resources exhibiting substantial integrity have been maintained in original condition with intact massing, configuration and exterior materials. Dwellings with less integrity have received changes to their overall massing, as well as alterations to their rooflines, windows and sheathing.

The majority of resources in the Siskiyou-Hargadine interest area are of wood frame construction and employ wood on their exterior elevations. The residences have historically been vulnerable to fire, inappropriate replacement of exterior materials, particularly with asbestos or wood shingles, and metal or plastic siding. Although a reasonably high number of residences has survived, they are particularly vulnerable now to development pressures and to extensive remodelling for bed-and-breakfast inn purposes.

Historic Landmark Designation

The most significant dwellings within the survey area were built between 1884 and 1920. They retain sufficient architectural integrity to evoke the period of their construction and they are good examples of their style. They retain their association with nearby properties, and their historic association with their primary owner or occupant.

The Siskiyou-Hargadine survey area contains some houses of considerable architectural and historical significance. Some, for example, the dwellings lining Siskiyou Boulevard's south side, might conceivably constitute a small historic district. Primarily, however, the survey area is composed of clusters of modest, worker cottages. These dwellings, arranged within important streetscapes, are significant for their mass representation of typical 19th and early 20th century working-class neighborhoods.

The Siskiyou-Hargadine area contains no locally designated historic landmarks at present. This inventory, which identifies primary and secondary properties, will determine the local landmarks list. Please refer to the index at the beginning of the inventory for a list of those properties.

Twenty-one of the 260 properties ranked primary, 188 ranked secondary. Fifty-one were listed as compatible. Three properties, included as potential secondary properties during field work, scored low during evaluation and might logically be changed to compatible resources. They are the Elber Farlow House at 200 Morton Street, the Henry Mayberry House at 140 Alida Street and the Peter Fitzwater House at 83 Dewey Street. Other residences, for example, 606 Iowa Street and 115 Sherman Street, were significantly altered as this document was being completed.

1. National Register Listings (all ranked primary):

HISTORIC NAME	ADDRESS
Boslough-Claycomb House	1 Hillcrest Street
Humboldt Pracht House	234 Vista Street
E.V. Carter House	505 Siskiyou Boulevard
Carter-Fortmiller House	514 Siskiyou Boulevard
H.B. Carter House	91 Gresham Street
Baldwin Beach House	348 Hargadine Street
Amos and Vera Nininger House	80 Hargadine Street
Clark-Taverner House	912 Siskiyou Boulevard
Eddings-Provost House	364 Vista Street
Chappell-Swedenburg House	990 Siskiyou Boulevard

2. Additional properties suggested for primary ranking include:

D.R. Minkler House	614 Siskiyou Boulevard
Evans-Mattern House	208 Hargadine Street
W.C. Sanderson House	486 Siskiyou Boulevard
Watts-Dodge House	590 Siskiyou Boulevard
Hunsaker-Shepherd House	658 Siskiyou Boulevard
S.A. Carlton House	99 Union Street
Wilmer Poley House	64 Gresham Street
Carter-Beebe House	470 Siskiyou Boulevard
E.V. Mills House	478 Siskiyou Boulevard
Burnett-Neil House	502 Siskiyou Boulevard
Poor-Murray House	872 Iowa Street

Determinations of Eligibility and National Historic Sites or Landmarks (to be added by SHPO)

Criteria

Architecture
(35 possible points)

- A. Style: Significance as an example of a particular architectural style, building type, or convention.
- E - Especially fine or extremely early example if many survive; excellent example if few survive.
 - VG - Excellent or very early example if many survive; good example if few survive.
 - G - Mediocre example if many survive; good if few survive.
 - F/P - Of little particular interest.
- B. Design/Artistic Quality: Significance because of quality of composition, detailing and craftsmanship.
- E - Excellent
 - VG - Very Good
 - G - Good
 - F/P - Fair or Poor
- C. Materials/Construction: Significance as an example of a particular material or method of construction.
- E - Especially fine or extremely early example if many survive; good example if few survive.
 - VG - Excellent or very early example if many survive; good example if few survive.
 - G - Good example
 - F/P - Of little particular interest
- D. Integrity: Significance because it retains its original design features, materials and character.
- E - No changes or very minor changes.
 - VG - Minor changes which do not destroy the overall character.
 - G - Major changes to portions of the site, building, structure or object with remainder intact, or overall character changed but recoverable through restoration.
 - F/P - Altered substantially (includes extreme deterioration).
- E. Rarity: Significance as the only remaining or one of few remaining properties of a particular style, building type, design, material or method of construction.
- E - One of a kind.
 - VG - One of a few remaining.
 - G - One of several.
 - F/P - One of many.

Environment
(21 possible points)

A. Landmark: Significance as a visual landmark.

E - A site, building structure, or object which may be taken as a symbol for the community or region as a whole.

VG - A conspicuous and well-known structure, site, building or object in the context of the Community or the County.

G - A conspicuous and well-known site, building, structure or object in the context of the neighborhood.

F/P - Not particularly conspicuous or well-known.

B. Setting: Significance because the current land-use surrounding the property contributes to the integrity of the pertinent historic period.

E - Excellent

VG - Very Good

G - Good

F/P - Fair to Poor

C. Continuity: Significance because the property contributes to the continuity or character of the road, neighborhood or area.

E - Of particular importance in establishing the character of an area.

VG - Of importance in establishing or maintaining the character of an area.

G - Compatible to the dominant character of the area.

F/P - Incompatible with the dominant character of the area.

History
(44 possible points)

- A. Person: Associated with the life or activities of a person, group, organization, or institution that has made a significant contribution to the Community, State, or nation.

E - Has particularly strong associations with the life of a person, group, organization, or institution of significant contribution.

VG - Has strong associations with the life of a person, group, organization, or institution of significant contribution.

G - Has association with the life of a person, group, organization, or institution of significant contribution.

F/P - Has no notable association with the life of a person, group, organization, or institution of significant contribution.

- B. Event: Associated with an event that has made a significant contribution to the Community, State or nation.

E - Has a particularly significant contribution to the Community, State or nation.

VG - Has a strong association with an event that has made a significant contribution to the Community, State or nation.

G - Has some association with an event that has made a significant contribution to the Community, State or nation.

F/P - Has no notable association with an event that has made a significant contribution to the Community, State or nation.

- C. Patterns: Associated with, and effectively illustrative of, broad patterns of cultural, social, political, economic, or industrial history in the Community, State or nation.

E - Has particularly strong association with broad patterns of cultural, social, political, economic, or industrial history in the Community, State or nation.

VG - Has strong association with broad patterns of cultural, social, political, economic, or industrial history in the Community, State or nation.

G - Has some association with broad patterns of cultural, social, political, economic, or industrial history in the Community, State or nation.

F/P - Has no notable association with the broad patterns of cultural, social, political,

economic, or industrial history in the Community, State or nation.

D. Information: Resource has yielded, or may be likely to yield, information important in prehistory or history.

E.- Has yielded, or may be likely to yield, information that is extremely important in prehistory or history.

VG- Has yielded, or may be likely to yield, information that is important in prehistory or history.

G - Has yielded, or may be likely to yield, some information important in prehistory or history.

F/P - Is unlikely to yield any important information regarding prehistory or history.

Final Evaluation

Based on total cumulative points for each site, building, structure, or object evaluated for architectural, environmental, and historical significance in the Community and County, they will be placed in the following summary categories:

Primary Importance - Individually the most important sites, buildings, structures, or objects or sites in Ashland, Oregon, distinguished by outstanding qualities of architecture, relationship to the environment and historical associations.

Secondary Importance - Sites, buildings, structures, and objects which are not of outstanding distinctiveness or rarity architecturally, may have experienced some loss of environmental integrity, but have sufficient historical significance to make them worthy of preservation.

Compatible Importance - Sites, buildings, structures and objects which are less significant examples of architectural, structural and environmental context, and have less historical relation to the Community. Loss of architectural or environmental integrity may have detracted from the historical significance of the resource. Compatible resources may also be newer than the period of historical significance but contribute to the overall feeling and appearance of the street or neighborhood.

ASHLAND CULTURAL RESOURCE INVENTORY

Evaluation/Rating Sheet

Architecture
(35 possible points)

A. Style

E _____
VG _____
G _____
F/P _____

B. Design/Artistic Quality

E _____
VG _____
G _____
F/P _____

C. Materials/Construction

E _____
VG _____
G _____
F/P _____

D. Integrity

E _____
VG _____
G _____
F/P _____

E. Rarity

E _____
VG _____
G _____
F/P _____

Environment
(21 possible points)

A. Landmark

E _____
VG _____
G _____
F/P _____

B. Setting

E _____
VG _____
G _____
F/P _____

C. Continuity

E _____
VG _____
G _____
F/P _____

SITE NUMBER _____

ADDRESS _____

FINAL SCORE _____

RANK _____

History
(44 possible points)

A. Person

E _____
VG _____
G _____
F/P _____

B. Event

E _____
VG _____
G _____
F/P _____

C. Patterns

E _____
VG _____
G _____
F/P _____

D. Information

E _____
VG _____
G _____
F/P _____

TREATMENT

Future Survey/Inventory Priorities.

The conduct of the present inventory suggest logical future survey/research projects. Present survey boundaries should be extended to include at the minimum, Holly Street, additional Morton properties, Liberty and Beach Streets. Individual properties throughout the city, and particularly within the southern section of the survey area, deserve recognition and protection. Examples include the A.H. Pracht House on Pracht Street and Lincoln School.

Field work completed in the 1984 survey did not include outbuildings and associated structures. Barns, sheds and significant landscapes suggest additional survey work. Non-residential resources, structures, and objects have not been surveyed within the city and might logically be included in future study.

The Siskiyou-Hargadine survey area constitutes a potential historic district. Additional study of the resources identified in this inventory will be necessary to prepare for formal district designation. Siskiyou Boulevard suggests a possible linear historic district. Further analysis of the properties along its length could result in successful designation for that prominent thoroughfare.

It is apparent that the resources included in the Ashland Historic Resources Inventory contribute significantly to the sense of place and character of the community. The following section of the document presents strategies necessary to effectively protect our important cultural resources.

Protective Strategies

As soon as possible the City of Ashland must institute measures to protect and preserve its historic resources. Pressure on older structures has risen intensely with the demand for real estate in the community. Older buildings, whose appraised value is often much less than the land on which they stand, are frequently threatened with demolition or relocation for new construction. A recent and notable example is the Daniel and Ella Applegate House at 94 Granite Street, a ca. 1880 structure moved to make way for a modern pseudo-Victorian dwelling.

Of equal concern is the loss of integrity to both commercial and residential historic buildings from extensive new construction and insensitive remodeling. The ever-increasing number of bed-and-breakfast inns in Ashland presents a continual threat to historic structures. Developers intent on achieving the maximum

number of units in a structure, frequently inappropriately remodel both the interior and exterior of previously intact residences. The long-defined narrow configuration of Ashland's historic commercial district has encouraged some to consider adding second or third stories to one-story 19th century buildings. The existing scale and styles of commercial buildings on the Plaza and on Main Street should be respected and their integrity protected.

Recommendations

Specific recommendations for protective strategies follow, arranged in order of priority. The City of Ashland should:

1. Strengthen existing ordinances and create regulatory measures to designate and protect historic resources. Following adoption of this inventory, demolition or relocation should require review and approval by the City Council following the procedures outlined in the present ordinance regarding demolition of historic sites. The city should also impose design review guidelines to protect the architectural integrity of significant resources.
2. Upon completion of the inventory project the document should be officially recognized and accepted by the City and formal designation granted to significant properties.
3. Education of Ashland residents regarding appropriate rehabilitation techniques should be encouraged through written material and workshops. Contact property owners within the historic interest areas to inform them of their building's importance to the community and keep them informed of preservation goals and activities. Enclose a copy of the inventory data sheet for their property. This procedure should be repeated periodically because property changes hands frequently.
4. Continue to apply for grant funds to carry out survey and inventory work (including archaeological resources) and to implement district nominations to the National Register of Historic Places within Ashland. Potential districts include each of the four interest areas covered in the two-year inventory. These consist of the Commercial District, the Railroad Addition, the Siskiyou-Hargadine District, and the Skidmore Academy District. Potential smaller districts are located within these areas, particularly the Plaza, Main Street, and Siskiyou Boulevard.
5. Expand budget and staff to conduct City preservation programs. Consider retaining a one-half time employee to coordinate education efforts, inventory maintenance, historic commission activities, continue inventory and nomination preparation, and to serve as a liaison with other official City bodies.

6. Consider application for Certified Local Government (CLG) status if staffing is made available. The CLG program is administered by the State Historic Preservation Office and makes funds available for financing basic preservation projects such as survey and inventory work, as well as special projects.

7. The inventory must be kept up-to-date by consistent review on a regular basis, including field checks and addition or deletion of pertinent material. Re-checking inventoried properties in the field is particularly important because a six-year gap occurred between execution of the field work in 1984 and completion of this document in 1990. Resources have been altered, improved, moved and demolished in the period since the original field work occurred. Complete documentation of properties should be established if they must be deleted from the inventory.

8. In-depth historical research should be completed, where necessary, on those individual primary resources distinguished by their architecture, environment and history. Property owners should be encouraged to apply for the National Register of Historic Places and for the Oregon Special Assessment Program.

9. Encourage use of federal tax credits for rehabilitation of eligible income producing properties, and financial incentives to assist property owners in the protection and preservation of their buildings.