

**SPRINGFIELD, OREGON
HISTORIC CONTEXT STATEMENT**

prepared for the City of Springfield, Oregon

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HISTORIC OVERVIEW: SPRINGFIELD, OREGON 1848-1940

THEME

The Springfield, Oregon, "Historic Overview" is a geographically oriented study that is organized in chronological periods outlined by the State Historic Preservation Office in the Handbook to Historic Preservation Planning in Oregon. For each period, significant activities, events and people are discussed within the context of the broad theme categories established by the National Park Service: Prehistory, Exploration and Fur Trade, Native American and Euro-American Relations, Settlement, Government, Commerce and Urban Development, Transportation and Communication, Industry and Manufacturing, Culture and Agriculture. Within these larger themes, are several sub-themes related to Oregon history: Prehistory, Exploration, Fur Trade, Missionary Initiative, Immigration, Farming, Stock Raising, Horticulture, Waterways, Land Travel, Commercial and Urban Development, Manufacturing, Industry, Federal and Local Government, 19th and 20th Century Architecture, Education, Fraternal Movements and Religion.

TEMPORAL BOUNDARIES

The time frame for the Springfield "Historic Overview" is 1848-1940; although a brief general discussion of pre-1848 settlement of the Willamette Valley by Native Americans and Euro-Americans is included for background. The year 1848 witnessed the arrival of the first Euro-American settlers in the Springfield area. The year 1940 corresponds to the end of the Motor Age as defined by the Oregon State Historic Preservation Office. It also corresponds with the 50-year criterion established by the National Park Service for eligibility for inclusion in the National Register of Historic Places.

SPATIAL BOUNDARIES

The boundaries of the project area encompass everything within the current urban growth boundary of the city of Springfield, Oregon (Figure 1). This includes the neighborhoods of Gateway, Thurston, Kelly Butte, North, East, Central, South and Downtown Springfield. The community of Natron is also included in the study area.

PHYSICAL SETTING

Springfield is located at the terminus of the upper Willamette Valley in the northcentral portion of Lane County, Oregon. It is sited on the east bank of the Willamette River, to the east of Eugene, the county seat (Figure 2).

The temperate climate of the area is influenced by mild, moist winds from the Pacific Ocean, which produce warm summers and cool winters; long periods of extremes in temperature are uncommon. During the summer, rainfall is light until mid-July, when precipitation ceases altogether. The near drought condition at summer's end often necessitates the use of irrigation for some agricultural crops. The average high temperature in summer is 80 degrees. Winter is a wet season which produces 40 to 50 inches of precipitation between October and March; ice and snow occur, but rarely. Occasionally heavy rainstorms blow in from the west or south, which result in flooding of the drainage systems. Severe floods were recorded for the Springfield area during the winters of

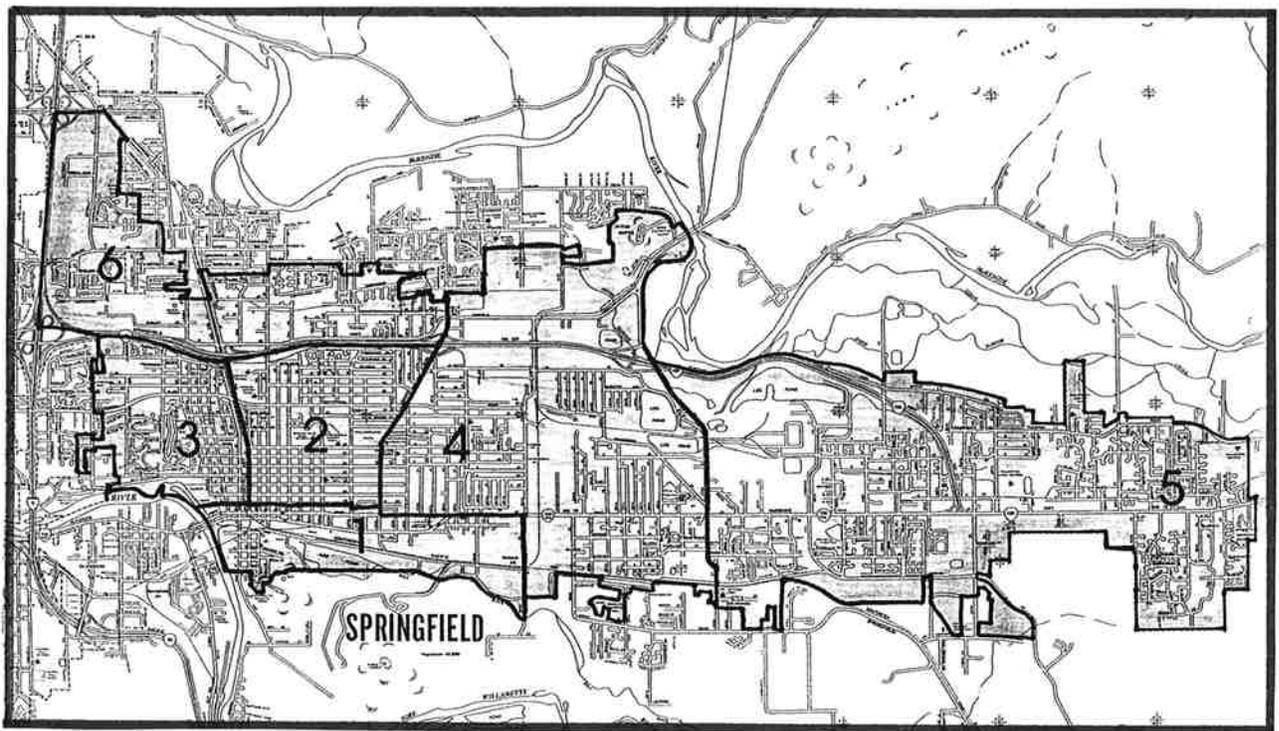


Figure 1. Boundaries of the Study Area

1851-52, 1861-62, 1881-82 and 1890. The average temperature in winter is 42 degrees (Loy & Mitchener 1972:2-3; Patching 1981:1-4).

Springfield occupies a floodplain formed by two major tributaries of the Willamette River which flow in a westerly direction out of the Cascade Mountains. The latter form the eastern boundary of the Willamette Valley (Figure 3). The McKenzie River borders the northernmost portions of the city, while the Middle Fork of the Willamette River roughly delineates the urban growth boundary on the south. The drainages are characterized by meandering channels that produce an interlaced network of secondary streams and sloughs. Typical of alluvial areas, the topography undulates along the rivers as a result of repeated channeling and flooding of the stream system over the centuries. A map of the township containing the Thurston area (northeast Springfield) charted during the first federal land survey in 1855 shows the landscape along the McKenzie River as low marshland crossed by numerous streams and sloughs (Figure 4). The surveyor's notes call the bottomland soil first rate and covered with dense undergrowth (Surveyor General's Office 1855). Portions of central and northwestern Springfield are relatively level except for several isolated buttes which rise from the floodplain. The first federal land survey map of this area, dated 1853, labels the area as gently rolling high prairie (Figure 5). Soils are termed either first rate or "gravelly" and second rate (Surveyor General's Office 1853a). Elevations in this area are modest, gradually increasing from approximately 435 to 528 feet from west to east. Kelly Butte, Willamette Heights, Vitus Butte, and four unnamed peaks, all measuring over 600 feet in elevation, are prominent geophysical features within the city's boundaries.

The southeastern sector of the city lies between the Middle Fork of the Willamette River and the foothills of the Cascade Mountains. Low undulating bottomland borders the river. To the north and east the landscape changes to gently rolling prairie, around Natron it becomes hilly. Like other parts of Springfield, elevations in this area gradually increase from west to east--from 458 to 600 feet. Surveyor's notes from the 1854 federal survey of this township state that the land of the Middle Fork:

is a very fertile and productive loamy soil with a gently rolling surface. There is a large quantity of bottom land which is generally very heavily timbered with fir, cedar, ash, maple, and Balm of Gilead. The upland grows oak and fir timber. In the northeast. . .part of the township the land is more broken with some good locations for farms, and a few extensive range for stock.

The early surveys of the 1850s describe the vegetation of the project area as being forested along the stream systems, primarily by cottonwood, ash, maple, fir, and oak trees; a heavy undergrowth that included vine maple is also noted. The prairie between the McKenzie and Middle Fork Rivers was a grassland, dotted with small groves of oak and fir and abutted by "oak and fir openings." The grassland was maintained by large-scale annual burnings by the Native American population which sought to improve the environment for food resources (Johannessen et al. 1970:288-292). The fires also engulfed the low-elevation buttes keeping them free of woodland. The Cascade foothills to the east were lightly forested to their peaks by oak openings and scattered stands of fir (Surveyor General's Office 1853a, 1853b, 1854, 1855).

A 1970 vegetation study concluded that the dominant prairies of the early period were greatly changed by agricultural, industrial and urban activities between 1854 and 1969 (Johannessen et al. 1970:299-302). The former grasslands either disappeared altogether or were modified by plant species introduced at a later date. Except for poorly drained areas, the bottomlands bordering the rivers were cleared of the forest, as the rich alluvial soils provided ideal agricultural land once flooding was brought under control. With the suppression of Native American burning practices the oak openings of the eastern foothills expanded into dense woodland that was later invaded by Douglas fir which became the dominant species. Only those areas either logged or used for

agricultural purposes remained open. In the absence of fire the isolated buttes were also invaded by woodland except where development kept them open.

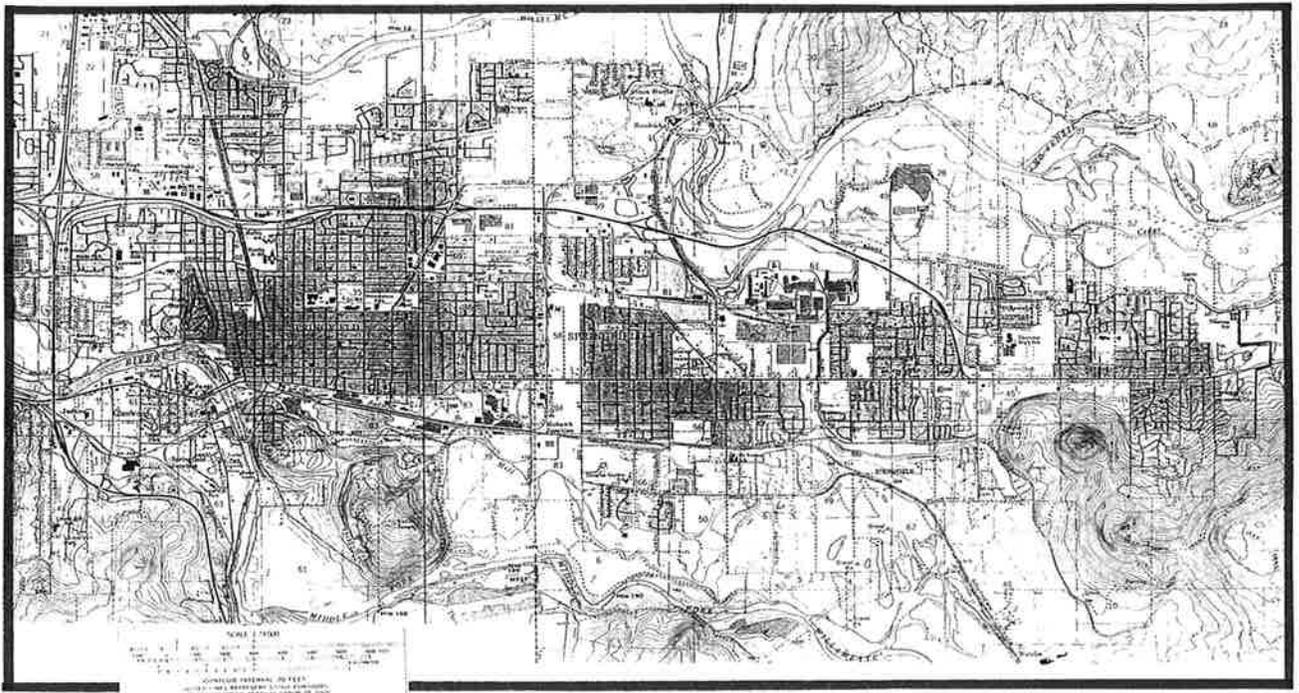


Figure 3. Physical setting of Springfield (U.S.G.S. 1967)

HISTORIC PERIODS

PREHISTORY AND NATIVE-AMERICAN/EURO-AMERICAN RELATIONS

When the first Euro-Americans arrived to explore and settle the Oregon Country, the Willamette Valley was inhabited by an aboriginal group called the Kalapuya. The Kalapuya were divided into twelve groups that spoke several dialects of the Kalapuyan language family. Each band occupied a defined territory within the valley that included a winter village site and peripheral resource areas. According to Beckham, Minor and Toepel (1981:51-58) three groups lived in the Springfield area--the Chafan at the confluence of the Willamette and McKenzie Rivers, the Mohawk on the Mohawk and Upper McKenzie Rivers, and the Winefelly along the Middle Fork of the Willamette River. The Indians practised a bi-seasonal settlement-subsistence pattern that was based upon the availability and location of food resources. Winter settlement was centered around permanent villages situated in high sheltered sites. Between spring and fall the groups became mobile, occupying temporary camps as they moved to different areas to harvest vegetal foods, fish and game (Beckham, Minor & Toepel 1981:63-69).

There is documentation of Kalapuya habitation in four archaeological sites in the study area. Preliminary surveys of these sites indicate they were temporary camps used for food gathering and processing and stone tool manufacture (Connolly and Baxter 1985:6-13).

Contact between the Kalapuya and Euro-Americans proved devastating to the aboriginal inhabitants whose population was virtually destroyed through epidemic diseases transmitted by the explorers and fur traders of the late seventeenth and early eighteenth centuries. By the time the first pioneers arrived in the Springfield area in 1848, there were few Kalapuya remaining and they offered little or no resistance to white settlement. In 1856, the remnant Kalapuya groups were removed to the Grand Ronde Reservation, following the signing of treaties that terminated their right to occupy their ancestral lands (Beckham, Minor & Toepel 1981:80-81).

EXPLORATION AND FUR TRADE: 1811-1846

Euro-American exploration of the Willamette Valley began in 1812, led by Donald McKenzie, a partner in the Pacific Fur Company located at Fort Astoria, at the mouth of the Columbia River. The company and the fort were sold in 1813 to the North West Fur Company, a British enterprise. In the quest for beaver other expeditions to the Willamette Valley soon followed McKenzie's initial visit. By 1814 both the North West Fur Company and Hudson's Bay Company regularly trapped the lower Columbia and Willamette Rivers. In 1821, the two fur companies merged under the Hudson's Bay name and four years later built the first permanent Euro-American settlement at the head of the Willamette Valley, calling it Fort Vancouver. The employees of the Hudson's Bay Company continued their fur trade activities in the region through 1830. They established a well-known north-south trade route called the Hudson's Bay pack trail and a number of retired employees became the first settler-farmers in the Willamette Valley. Portions of the Hudson's Bay pack trail became the West Side Territorial Road which was a major route through the valley during the pioneer period. The fur trade played an important role in stimulating public interest in settlement of the Oregon Country (Bowen 1978:7-8).

EURO-AMERICAN SETTLEMENT: 1830-1865

Initial settlement of the Willamette Valley began in the 1830s, when retired Hudson's Bay fur trappers established homes in the area known today as French Prairie. Together with their Native American wives, the French Canadians established productive farms, a thriving agricultural community, and the first Catholic church (1836) on the Oregon frontier (Bowen 1978:9-10). In the late 1830s, a settlement of American free-trappers from the rocky Mountain area was established on the Tualatin Plains north of the French-Canadians. They had emigrated with their Indian families to the Oregon Country after the collapse of the fur trade. Their agrarian settlement was called the "Rocky Mountain Retreat" (Bowen 1978:12).

The year 1834 marked the first of several attempts at settlement by missionary groups. The Methodists, headed by Jason Lee, founded a mission near present-day Salem for the purpose of civilizing and Christianizing the Native Americans. The mission was not a success for the Indians resisted and the organization increasingly became secular; Lee's mission was disbanded in 1844. Two other missions were founded in the Willamette Valley in 1840 and 1841 by the Congregationalists and Presbyterians, but these, too, failed. While the mission settlements were not successful as religious enterprises, the missionaries played an important role in encouraging settlement of the Oregon Territory by Americans (Bowen 1978:9-10).

By 1840, word of the agricultural and economic potential of the Willamette Valley had spread throughout the country by word-of-mouth, public lectures, and newspaper and journal articles. The best sources of information came from individuals, who having observed the amenities of the valley, returned to their homes in the East to persuade their families and friends to emigrate. Motivated by the promise of free land and economic gain or, for some, the desire to escape the disease-ridden lowlands and river valleys of Appalachia and the Mid-West, countless settlers began the trek across the Plains in search of a better life (Bowen 1978:17-42).

Further impetus to emigration was the establishment of a formal legal code regarding land acquisition, which began with the Provisional Government's Organic Code of 1843 and culminated in the passage of the first federal law governing land in Oregon, called the Donation Land Claim Act of 1850. Provisions of the act granted to the pre-1850 settler 640 acres (320 acres if unmarried) of free land, provided he lived on the claim for four successive years and cultivate and otherwise improve the land; the tract had to be surveyed and registered with the General Land Office in order to receive a patent. Those settlers arriving between 1850 and 1855 were subject to the same requirements; however, their claims totaled only 320 acres (160 if unmarried). Land was granted to both white settlers and "half-breed Indians" who were of legal age, and wives were given the right to hold half of the claim. An amendment to the original act provided for widows and orphans (Johansen 1957).

Although Euro-American emigration into the valley began in the mid-1830s, the initial overland trips were sporadic and brought relatively few settlers to the new frontier. In 1842, a wagon train under the leadership of Elijah White arrived in Oregon. Well organized and outfitted, the White train became the prototype for all the later caravans which made the overland trip. The "Great Migration" of 1843 brought 800 new settlers to the Willamette Valley, and each year after that the wagon trains delivered increasingly larger numbers of settlers. This swelled the frontier population and filled the valley proper with land claims far beyond the initial settlements (Bowen 1978:11-16).

Several emigration routes were traveled by most settlers on their journey across the wilderness to the Oregon Country. The primary route was the Oregon Trail, a 2000 mile wagon road that stretched from Independence, Missouri across the Plains to the Dalles on the mid-Columbia River. The Barlow Road, blazed in 1845, was the first wagon road to cross the Cascade Mountains. A southern route into the Willamette Valley was established in 1846; it branched off the Oregon Trail

at Fort Hall, traversed the Humboldt River and Klamath Basin, and entered the valley by way of the Umpque River Canyon; it was called the South Road or Applegate Trail (Corning 1956:21).

According to donation land claim records, the first settler to stake a claim in the Springfield locale was William M. Stevens, who filed on a 640 acre tract in 1848 (Genealogical Forum of Portland 1962). In 1847, he journeyed over the Oregon Trail and the Barlow Road, arriving in December of that year. Together with his three eldest sons Stevens

commenced the erection of a dwelling. The felling of the trees and sawing of lumber was entirely done by these four pioneers, and by Christmas day, 1847, they had a roof to shelter the rest of the family; the house was built of logs, sixteen by eighteen feet in dimensions, its bed being what is known as a puncheon floor. On that auspicious anniversary they entered into full possession, and, humble though the home, it bade defiance to the winter winds and rains, and lent a cheering impress to the solitary wilds around. Mr. Stevens and his family, however, did not permit time to hang heavily upon their hands; indeed there was plenty of work for them in occupations peculiar to the life of a frontiersman. In the fall of 1848 they broke forty acres of ground directly to the back of the homestead, using wooden plow with an iron share and six yoke of oxen attached thereto, which was sowed with wheat; in the spring of 1849 they planted corn and vegetables on fifteen acres, where they raised turnips that year . . . (Walling 1884:451).

Walling (1884:451) claims that Stevens kept the "Briggs Ferry" on the "South Fork" of the Willamette in 1849. He lashed together two canoes to ferry passengers. Wagons and freight were taken across in pieces, while stock was forced to swim to the opposite bank of the stream.

Three other settlers arrived before 1850. One of these was Captain Felix Scott who abandoned an earlier claim in Pleasant Hill to move to a site on the McKenzie River in 1849; here he dug an extensive mill race and established a sawmill in 1851-1852 on the south bank of the river. He hired Stevens to build a double log house for his family (Surveyor General's Office 1855; Walling 1884:451, 454). Scott's son, Felix Scott Jr., later blazed the wagon road that was the forerunner of the present-day McKenzie River Highway (Corning 1956:217-218).

The pioneers regarded as the first settlers of the original townsite of Springfield were Elias M. and Mary Briggs, who arrived in the winter of 1848 via the South Road. Donation land claim records lists their filing date on 640 acres as October of 1849 (Genealogical Forum of Portland 1957):

[Briggs] chose as the site of his dwelling a spot convenient to a spring of water that sent up its little bubbles with ceaseless energy. A portion of the prairie where stood this found in due time was fenced in the inclosure becoming known as the Spring-field--hence the name of the town. Here for two years dwelt the Briggs family, the father and his belongings removing at the end of that time to a farm about a mile and a half from their original location. The Briggs', father and son conducted the ferry where the fine bridge spans the Willamette . . . (Walling 1884:452).

Most of the initial claims in the Springfield locality have filing dates between 1851 and 1853. The earliest claims in the Thurston area date to 1851 (Genealogical Forum of Portland 1957, 1959, 1962). Because a majority of the claims post-dated 1850 and most claimants were married, the average size of a holding was 320 acres. The first federal survey maps show that the cabin sites were widely dispersed across the landscape, but consistently sited on the edges of the woodland where it abutted with the prairie (see Figures 4 and 5). The woodlands provided building material and fuel, while the open grassland was ready for immediate cultivation and ideal as pasturage. Settlement along the existing road system was important as was access to water (Surveyor General's Office 1853a, 1853b, 1855). Whenever possible high ground was chosen for building sites, as this was an active floodplain. These types of environmental considerations figured

prominently in the pioneers' selection and siting of their farmsteads (Bowen 1979:59-64). The early cabin sites established in the Springfield area conformed to a pattern common throughout the valley.

Bowen (1978:43-58) states that the emigrants traveled and resettled together as groups with strong kinship and neighborhood ties. The extended families and their friends with similar backgrounds recreated culturally distinct communities resembling those they had left behind in the east. It was not unusual for an interrelated group of family and friends to chose the same migration route, destination, and once arrived, select contiguous land claims within the same general area. Several pioneer families in the project area illustrate this tendency--the Briggs, Comegys, Looneys, Powers, Stevens and Whittakers.

Demographic information shows that the birthplace of a majority of Springfield's first settlers were the states of Kentucky, Missouri, Tennessee, New York, Ohio and Virginia. Four pioneers were foreign-born from Ireland and Germany. Most of the newcomers had lived in at least one other locale before crossing the Plains to Oregon, as they had married in a state other than their place of birth (Genealogical Forum of Portland 1957, 1959, 1962). They were experienced pioneers, with a pattern of migratory movement along the expanding frontier.

Transportation for the early period was dependent upon a primitive road system that connected the farmsteads with each other and with the "Road from Oregon City to the Mines," a trail that dated to 1847. It was called the East Side Territorial Road and originally ran from Oregon City to Brownsville. It was extended southward through the Springfield area in 1851, and by 1853, it connected with the Briggs Ferry on the Willamette River (Freeman 1979:58; Surveyor General's Office 1853a, 1853b, 1855; Special Collections n.d.:Box 66/20, Folder 7A/B). From 1852 to 1853, a road that became known as the McKenzie Highway was completed as far as Canyon City in Eastern Oregon. It crossed the Thurston area as it traveled from Springfield through the Cascade Range. It was originally called Scott's trail and operated as a toll road from 1872 to 1894. In 1894, the western portion of the route became a Lane County road (Corning 1956:161). Remnants of the pioneer road network survive today as Mill street, Game Farm Road, High Banks Road, Thurston Road and parts of Jasper Road and the McKenzie Highway.

Early records of the Lewis and Clark Chapter of Daughters of the American Revolution, show that the Briggs ferry was originally established in c.1849 by William Stevens and his neighbor, George H. Armitage. Another ferry service operated by Jacob Spores crossed the McKenzie River a few miles to the north. A dispute arose between the two competing interests as to which ferry would be granted the "official" license to operate in the area. When the case was taken to court in 1850 for resolution, only Spores showed up and subsequently was awarded the license. Ironically, Stevens and Armitage, who lived across the river from Eugene, were unable to make their court appearance, because the river had flooded rendering crossing extremely difficult (Lane County Historical Society 1968:30).

The Willamette River in this area was navigable for large vessels only during high water periods. The steamboat "Relief" did manage a single trip up the river from Eugene to Springfield in 1862 to deliver a load of freight. In 1869 the steamer "Echo" also stopped at Eugene and Springfield to take up freight (Yates 1959:7).

Springfield began its development as an urban center in the early 1850s. The earliest known business was the ferry operated by Stevens and Armitage. It is not known exactly when Elias Briggs took over the ferry enterprise, but he did receive an official license to operate in 1854 (Clarke 1983:25). According to an article in the Eugene Register dated July 4, 1891, the first store was opened in 1852 by James Huddleston on the east bank of the Willamette River. In 1853, a small trading post was kept by J. N. Donalds near the corner of present-day Mill and Main Streets (Walling 1884:452). Historically the city's commercial district developed along these two

thoroughfares. The 1860 census lists several professions that would indicate established businesses--shoemaker, wagonmaker, cabinet maker, four carpenters, two blacksmiths, physician and merchant (U.S. Census Office 1860). The Morning Oregonian reported in September 4, 1867 that Springfield had a general store and several "workshops." A cabinet maker named A. S. Powers had a shop in the town center at least until 1865 (Walling 1884:453).

The greatest impetus to town growth was the water-powered sawmill and grist mill built by Elias Briggs in 1853-1854. Walling (1884:306) claimed the Springfield townsite contained "one of the best water-powers in the country." Briggs and his brother, Isaac, completed the digging of a millrace during the latter part of 1852. In partnership with Jeremiah Driggs and Thomas Monteith, two Linn County millers who financed the enterprise, the brothers hired an experienced millwright from the East Coast to design and supervise construction of the mills. The grist mill was the first flouring mill in Lane County, and the sawmill, which featured a sash saw, had the distinction of supplying the lumber for building the first county courthouse. The Briggs brothers ran the mills smoothly until 1865, at which time they sold the operation to a local consortium of prominent businessmen, led by Byron J. Pengra; the enterprise was renamed the Springfield Manufacturing Company (Clarke 1983:10-27).

An attempt was made by another group of local investors to build a woolen factory at Springfield in 1865. It was to be called the Springfield Woolen Manufacturing Company. Although capital was raised and construction planned, the venture never went beyond setting up an eight-horsepower carding machine in a building once used as a cabinet shop. Farmers were invited by the owner, Charles Goodchild:

to inspect the new machinery and to patronize the proprietor for the sake of home industry and to save themselves the inconvenience of sending their wool out of the country to be carded (Lomax 1941:301-303).

The two-man operation lasted only a short time before being purchased by the Pengra brothers in 1873; the machinery was sold to Drury S. Stayton, who started a woolen mill in Stayton, Oregon (Walling 1884:453).

In 1854, Springfield School District No. 19 was formed, and the first teacher, Agnes Stewart, was appointed. A small schoolhouse was built near the corner of South Seventh and B. Streets; although considered to be a "crude building," the school served the community until the 1880s (Graham 1978a). Two schools dating to this early period reportedly operated in the Thurston area. The Davis School was a one room schoolhouse at the east end of Thurston on the Nelson Davis claim. It was not noted in 1855 on the first federal survey map of the region. Thurston Elementary was built in the 1860s on the northeast corner of 66th and Thurston Road (Jones 1985:32).

The first church to organize in the Springfield area was the McKenzie Forks Baptist Church, which met in the Bogart Schoolhouse. The congregation moved its meeting place to the city in 1869, and renamed itself the First Baptist Church; two years later they erected the first church building in Springfield. The church that was to become Ebbert Memorial United Methodist was organized in 1868, with John H. Adams as the first pastor. This group did not construct a church building until 1885. The 1860 census lists a "preacher" living in the Springfield precinct by the name of J. M. Dick of the "M-P" denomination (U.S. Census Office 1860). Springfield Christian Church also dates to the 1860s; it is affiliated with the Pioneer Cemetery which was formally established in 1866; even though a grave stone dated 1848 indicates the burial site may have been used much earlier.

Springfield was platted in 1856, at which time two blocks between South A, Main, Mill and Third Streets were laid out into eight lots each. The lots measured 66x120 feet, with streets 66 feet in

width and alleys 14 feet wide (Figure 6). Though the town was oriented to the Willamette River, it developed along a standard grid system that was aligned to the four cardinal directions.

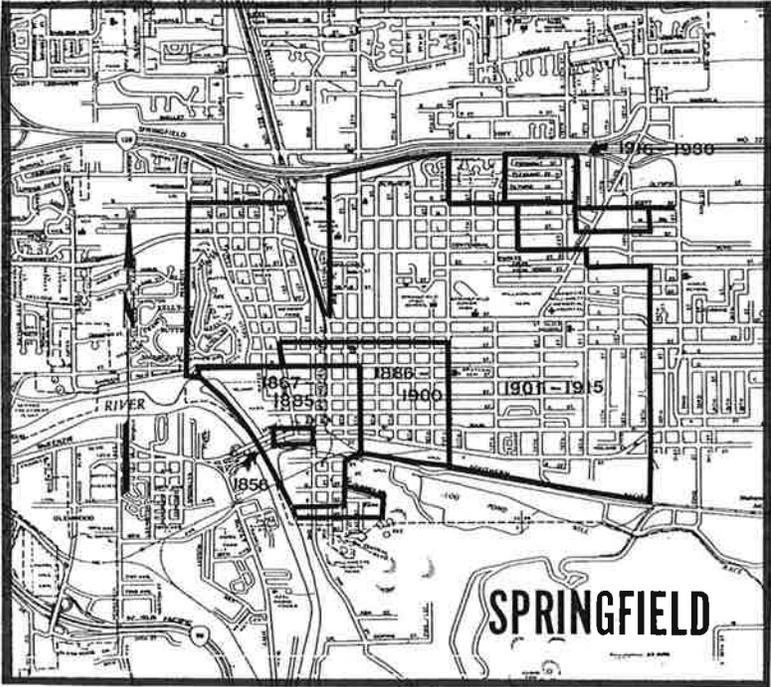


Figure 6. Growth of Springfield, 1856-1930

The population of the Springfield precinct in 1850 was listed under Linn County and included:

all the area lying between the Willamette and McKenzie Rivers and extending from the confluence of these streams eastward about fifteen miles, to a point where the McKenzie leaves the mountains and enters the valley, thence south to the Willamette (Walling 1884:306).

None of the settlers known to have arrived in the Springfield locale before 1850 are listed in the census of that year (U. S. Census Office 1850). It is known that Felix Scott went to the California Gold Fields in 1848, and then to Missouri in 1849, to bring back livestock for his ranch (Corning 1956:217-218). Perhaps the other pre-1850 settlers had gone to the gold rush or other areas during the time of the census. Lane County was formed by an act of the Territorial Legislature on January 28, 1851. In 1860, the county's population was recorded as 4,780; the Springfield precinct numbered 409 residents (U.S. Census Office 1850, 1860).

Although Springfield was established as a small industrial center, the census of 1850 and 1860 clearly shows that an overwhelming majority of the settlers in the area were engaged in agriculture (U.S. Census Office 1850, 1860). Even the Briggs brothers continued to farm, while maintaining their commercial enterprises. A study of agricultural development in the region by Richard Highsmith Jr. (1950:55-58) states that the foremost goal of the first farmers was to build up large herds of stock, so as to take advantage of the open prairies. Small fenced plots of 20 to 40 acres were cultivated for wheat, oats, and vegetables for private use. The agricultural census of 1854 confirms this conclusion, as most of the farmers listed in the Springfield area had some stock--cattle, oxen, horses, mules, sheep and hogs. Felix Scott reportedly made a trip back to Missouri in about 1849, to get livestock for his Oregon "ranch." In 1854 his herds numbered 76 cows, 53 young cattle, 37 horses, two stallions, and 18 hogs (Corning 1958:218-219; Stahl:n.d.).

The subsistence level of early farming was due to several conditions including poor transportation and a lack of readily accessible markets (Highsmith 1950:55-58). In addition, equipment was primitive and the labor force insufficient for large scale farming purposes. The California Gold Rush of 1849 provided the first major market for animal products and grain produced in the region. The cultivation of cereal grains, primarily wheat and oats, began to compete with stock raising for use of the land. Most farmers raised grain crops as well as stock for commercial purposes. In approximately 1853, about 1,000 acres were under cultivation in the Springfield area (Walling 1884:452).

By the end of the pioneer period, the settlers of Springfield had transformed the raw, frontier landscape. They had established productive farms, constructed a network of roads, and founded a well-planned townsite which supported fledgling commercial and industrial enterprises. The agricultural and industrial community looked forward to a future of growth which was promised by the building of a railroad system.

RAILROAD ERA: 1865-1883

The coming of the railroad that spurred the development of other communities throughout the Willamette Valley in the 1870s did not have a significant impact on Springfield. In 1871, the Oregon and California Railroad bypassed the city in favor of Eugene after a group of Eugene businessmen paid railroad financier Ben Holladay \$48,000 to reroute the line. While Eugene prospered, the city of Springfield stagnated without direct access to this important transportation resource (Graham 1978b:2-3).

The population of Lane County in 1870 was 6,426. Residents of the Springfield precinct totaled 649, with a majority of the citizens still listed as farmers. By 1880, the Lane County population had grown to 9,411; Springfield residents numbered 771, and a diversification of occupations

began to be evident (U.S. Census Office 1870, 1880). Two additions were platted in 1867 and 1872 respectively which tripled the size of the city (figure 6). The Springfield post office was established in 1868, with Albert G. Hovey as the first postmaster (McArthur 1944:487). Although not included within the city limits at the time, a post office at Thurston was established in 1877, with Thomas H. Hunsaker as postmaster (Jones 1985:33).

The Briggs Ferry continued operation until 1875, at which time a covered bridge was constructed across the Willamette River. The wooden span was 368 feet long and was built by public conscription and county funds (Walling 1884:453). The bridge was flooded out and replaced in 1881. The new structure featured a Smith truss bracing system and 220 foot span (Special Collections n.d.:Box 66-20, Folder 7A/B).

Business directories from this period indicate that a small number of commercial services were available in Springfield. During the decade of the 1870s, the city had a hotel, two blacksmiths, a general store, meat market, harness and saddlery shop, physician, druggist, four carpenters and a painter. A shoemaker, hardware store, boarding house and wagon and carriage store were added in the early 1880s (Pacific Coast Business Directory 1871:338; Murphy 1873:254-255; Gill 1881:651; McKenny 1883:1090-1091).

Industry in Springfield continued to be centered around the mills although small manufactories are listed in the business directories--wagonmaker, tannery, chair manufacturer and sash and door factory (Pacific Coast Business Directory 1871:338; Murphy 1873:254-255; Gill 1881:651; McKenny 1883:1090-1091). The 1870 census lists two workers in a cheese factory (U.S. Census Office 1870).

Shortly after expanding the flour mill, the corporation of the Springfield Manufacturing Company sold the mills and water power in 1872 to B. J. and William Pengra. It is speculated that the rerouting of the railroad line to Eugene influenced the shareholders' decision to sell. The Pengras operated the mills despite the lack of railroad access. In 1882 the sawmill was destroyed by fire.

The loss of the mill was considered "a serious catastrophe to the district, as it was the best sawmill in the county." The replacement mill was built immediately after the fire by a structure three stories in height and 55 x 100 feet in plan. The Pengras used all of the best and newest improvements in machinery, including the new steel circular saw blades available at that time (Clarke 1983:34).

A business directory dated 1873 reported that Springfield had three "church edifices" at that time--Methodist, Baptist and Christian (Murphy 1873:254). The first church to be erected in Springfield was Baptist, dedicated in 1871 (Walling 1884:453). Old church rolls of the Springfield Christian Church indicate that a congregation was formed sometime before 1872. In 1873 the denomination ran a school (Murphy 1873:254). The Christian Church was erected near the Pioneer Cemetery on Willamette Heights in 1880 (Graham 1978c). None of these early church buildings have survived.

The school district replaced the pioneer school building in the 1880s. The Mill Street School, as it was called, was only a one-story, two-room building, which the student population quickly outgrew. The school was the first of a series of schoolhouses to occupy the Mill and D Street site that now holds the present school administration building which was built in 1921 as a high school (Graham 1978a).

Springfield Grange No. 12 organized in 1873, with fourteen charter members. It was the first grange to form in Lane County. The Grange's main object at that time was to relieve Pacific Coast farmers from paying excessive prices for farm machinery and supplies, and to invite cooperative buying and selling. Improved river transportation, free of monopolistic rate controls, was a further vital objective (Corning 1956:102).

The Springfield Grange went inactive in 1880, then reorganized four years later. The organization was disbanded again in 1884. Because a grange hall was never built, the meetings were held in members' homes (Norman pers. com. 1990; Gray pers. com. 1990).

The Springfield Lodge No. 70 of the I.O.O.F. was chartered in 1881 with five founding members. The lodge hall was erected at the corner of A and Mill Streets (Walling 1884:453). The building later housed the fire department, jail and council chamber (Graham 1978b:3). The original hall was replaced in the early 20th century by the present I.O.O.F. building.

During the period of the 1870s, wheat became the principal agricultural crop cultivated in the region. The increased production was mainly due to improved farming technology, such as the mechanical thresher, as well as the developing railroad network that delivered the crops to distant markets (Highsmith 1950:55-58). In addition to wheat, a brochure on Lane County development dated 1880 (Eugene City Board of Trade 1880), listed a number of crops that were produced in the county--oats, barley/rye, hay, corn, flax seed, hops, potatoes, apples, dairy products, wool, horses, cattle, sheep and swine. Small fruits culture such as berry farming was noted in the area; the J. J. Poill Farm grew currants, goose berries, raspberries and strawberries. In the 1880s, hops became commercially important with the opening of breweries in Portland and Vancouver. The industry grew to such an extent through 1900, such that Oregon became the leading producer of hops in the nation in the early 20th century (Corning 1956:118). The Springfield area was the center of Lane County's hop culture.

Writing about agriculture in the Springfield region in 1884, Walling states that there were scores of splendid farms that produced vast quantities of grain, hay and fruit.

There is more wealth among the farmers of this district than can be found in any other portion of Lane County. The domains are usually well fenced, with either excellent rails or good boards and posts; few of them contain over 640 acres and not many have less than 160 acres. . . . there is not an acre of valley land in Springfield precinct unoccupied and little, if any, hill land, which has not been pre-empted. . . . Many excellent horses are raised in this portion of the valley, also many fine cattle and swine, while the ranches among the hills are stocked with a superior breed of sheep (Walling 1884:306).

According to Highsmith (1950:55-58), the average farm size in Lane County in 1880 was 301.5 acres. Fencing was common and ditching and draining of the wet prairie areas opened up more land for cultivation.

Despite the fact that the railroad bypassed Springfield in the 1870s, the city continued steady growth, especially in the areas of agriculture and the milling industry. These two endeavors were to remain the primary industries supporting the local economy. It was during this period that the commercial district expanded and became the center of town, around which the residential and industrial areas localized. The community also developed culturally by organizing and building several schools, churches, and fraternal organizations.

PROGRESSIVE ERA: 1884-1913

Springfield was incorporated as a city on February 25, 1885. The first officials were Mayor, Albert Walker, a blacksmith; Treasurer, Joseph W. Stewart, merchant; City Recorder, W. R. Walker, farmer; and Councilmen, T. O. Maxwell, owner of a livery stable, and W. B. Pengra, mill owner and county surveyor. The town council met in the Odd Fellows Hall, as a city hall was not built until 1895 (Graham 1978d; Special Collections 1990:Box 66/19, Folder 11B). The first ordinance passed by the officials in December of 1885 gave the City Council the power to "open, grade, pave, plank, or otherwise improve any of the streets of this city, the costs of which to be

paid by the owners of the property adjoining . . ." The next task was to define the duties of various city officials.

By early 1886 the Council was engaged in setting out city regulations governing the sale of "spiritous or malt liquors" and in listing offences which the City could not tolerate. Among those offences noted were disorderly conduct, splitting wood on the sidewalk, gambling, opium smoking, and keeping a bawdy house (Graham 1978d).

The population listed in the 1890 and 1900 census was 371 and 393, a definite decline in number since 1880 (Spicer n.d.:9). Rather than a drop in population, the lower figures probably indicate that the boundaries of the Springfield precinct were redrawn to conform with those of the city limits, thereby reducing the total area involved in the census. Growth of the city is illustrated by a 1907 ordinance that required all houses to be numbered (Graham 1978d). In 1910 Springfield's population was 1,838. The Lane County population in 1890 was 15,198; in 1900, 19,604; and in 1910, 33,780 (Spicer n.d.:9). The city's boundaries continued to expand with various additions annexed in 1889, 1890, 1897, 1905 and 1909-1915 (figure 6).

The arrival of the railroad in 1891 "ushered in the twentieth century for Springfield," ending its isolation, stimulating economic growth and acting as a catalyst for civic improvements (Graham 1978:3). In that year the Southern Pacific Railroad line was extended from Coburg to Springfield and Natron, which gave the area direct access to commercial markets. In 1900, the network was further expanded by adding an eastern track to Wendling (Scott 1919:156). A handsome depot was erected by Southern Pacific in the city center in 1891, on a tract of land donated by the Springfield Investment and Power Company (Graham 1978:4; Lomax 1935:245). Later in the 1890s, the Oregon and California Railroad Company built the Brownsville spur, another north-south line that connected the Woodburn route to the Springfield area. It was sold in 1927 to Southern Pacific (Neill 1990:2). By 1910 the Portland, Eugene and Eastern Railway Company, an interurban line, was completed between Eugene and Springfield. It was an electric railroad that gave the city access to Portland; its operation continued until 1926 (Mills 1943:391-392).

The first record of stage transportation appears in 1891, when stages regularly departed from Springfield bound for Eugene, Foley Springs, Lowell and Mabel (Polk 1891:577). By 1901 service had been extended into Thurston, WALTERVILLE and Leaburg (Polk 1901:377). Because Springfield was located on the East Side Territorial Road that connected with Oregon City, it is possible that stage service for the town started at an earlier date.

Stage coaches were put into service as soon as the roads permitted, some in the early 1850s. By 1857, one-day service was established between Salem and Portland via Oregon City. A weekly stage schedule was in force from Oregon City to Jacksonville by 1859, and a year later it had tied in with the stage to Sacramento . . . (Dicken 1979:99).

After the flood of 1890 washed out the old wooden wagon bridge, a steel bridge with a 400 foot span set on concrete piers was constructed across the Willamette River (Graham 1978e). An article dated May 18, 1969 Eugene Register-Guard, stated that the Hayden Bridge was erected on the McKenzie River in c.1899 by Southern Pacific Railroad. It was fabricated in 1869 at the Clark Reeves Phoenixville Bridge Works in Pennsylvania. The 228-foot iron structure was used in Corrine, Utah, before being dismantled and shipped to Springfield. Another steel railroad bridge for Southern Pacific was completed in 1906 across the Willamette. A third span was built across the river in 1910 by Lord Nelson (Nels) Roney for the electric streetcars of the Portland, Eugene and Eastern Railway. Roney used three 200 foot Howe trusses on concrete piers for the wooden bridge (Graham 1978e).

In 1907, an article in the Springfield News reported on the city's efforts to beautify the town. In response to a nation-wide program organized by the American Tree Association, the Springfield

Civic Club sponsored the planting of 400 trees within the city limits. A "tree planting army" of volunteers from all manner of social organizations participated in the movement.

In 1911, a city-sponsored organization known as "Permanent Improvement" was responsible for repairing the road network of the town. Many of the muddy, rutted streets were graded, and Main Street was macadamized from Mill to Tenth Streets (Graham 1978b:6). City records indicate that the year 1913 marks the beginning of a regular paving program for city streets: A Street, Fourth, Fifth, Sixth and Seventh Streets were paved that year with crushed rock from the town quarry.

Business directories show that in 1892, Springfield had a Western Union telegraph office and Wells Fargo Express Company (Obenauer 1892:161-169). In 1901, a local and long distance telephone service was listed (Polk 1901:377). By 1906 the city had 38 telephones on the exchange (Graham 1978b). The Springfield Electric Light Company appears in the 1892 city directory, although an electric light plant was not erected until 1907 (Clarke 1983:48-50; Polk 1892:168). In 1906, an ordinance granted the Willamette Valley Company a franchise to install a water system. Fifty cents a month was charged for faucet, bathtub and water closet facilities.

The growth of Springfield after 1891 is evident in the increased number and variety of commercial enterprises which appeared in the 1890s and early twentieth century. Between 1883 and 1893, the number of businesses tripled from 13 establishments to 35, and by 1915, the number had grown to 55 (McKenny 1883:1090-1091; Obenauer 1892:161-169; Polk 1915:419-420). In the 1890s, aside from the general stores and services that provided the necessities, Springfield boasted two hotels, two undertaking parlors, and two real estate-insurance businesses. There were two photographers, a travel agent, two druggists, and a physician (Obenauer 1892:161-169).

The first bank in Springfield was opened in 1904 and named First Bank (Edmunds 1961:1). That same year the city's Chamber of Commerce organized with 25 members. By 1907 there were 34 businesses in the area that included a jewelry shop, confectionery and cigar store (Polk 1907:163-177). A plumber is listed for the year 1907, and the 1912 Sanborn fire insurance maps show a plumbing and tinning shop (Polk 1907:163-177). The 1907 and 1912 Sanborn maps show the majority of Springfield's businesses on Main Street; except for the intersection of Mill and Main, Mill Street was no longer used as a commercial center.

In 1915 Polk's City Directory listed a number of enterprises indicative of Springfield's maturity as a business center. There was a general hospital, publishing association and a land and investment company. Professional services included an optician, two dentists, five doctors and three lawyers.

Springfield had the distinction of being the only "wet spot" between Salem and Oakland in the years between 1910 and 1912. There were nine saloons in the city and much ado was made over the fact that the streetcar would bring loads of people over from "dry" Eugene to visit these establishments. Prohibition did not come to Springfield until 1915 (Graham 1978b:7; Special Collections n.d.:Box 66/19, Folder 2B).

A small crossroads community called Thurston coalesced at the corner of Thurston Road and 66th Street (formerly Russell Road) during this period. The hamlet was named for George H. Thurston, a pioneer settler of the region (McArthur 1944:510). A general store owned by T. L. Rees was located on the southeast corner of the intersection in the 1890s. The store also housed the post office. Across from the store was a blacksmith shop run by Claude Yancey, Thurston's first blacksmith. It is not known when the general store was established (Jones 1985:33-34).

Early on, the general store was used as a stopping place for stages and freighters plying the route between Eugene and the mines and resorts to the east. Passengers would spend the night in rooms above the store, and horses were cared for at Charles Hastings' coach stop across the street from the elementary school. On occasion, Alma Hastings would rent rooms and serve dinners in the

house next to the coach stop. The general store served all the needs of the community: Groceries, dry goods, buggy whips and other notions and "remedies" were sold . . (Jones 1985:34).

The community of Natron had its beginnings during this period as the terminus of a branch line of the Southern Pacific railroad, which extended into the area in 1891. A year later a post office was opened in the hamlet; it operated until 1924.

With the coming of the railroad, Springfield's industrial activity turned around. In 1890 Charles W. Washburne, a Junction City banker, purchased the flour mill from William Pengra and set about enlarging the mill and refitting it with new high-speed machinery that increased flour production to 150 barrels a day. Washburne put his son, Byron A. Washburne, in charge of the operation which became extremely successful in producing a brand of flour called "Snowball XXX" (Clarke 1983:35-41).

In 1884 Byron Pengra sold the sawmill and millrace to Almon Wheeler, whose operation grew until the demand for finer grades of dressed lumber exceeded the capacity of the mill. Wheeler expanded the mill in 1891. It produced cut lumber of red and yellow fir, spruce, hemlock, and cedar in all grades including the finest moldings and finished lumber. Despite his success, Wheeler sold the mill to a group of Portland speculators. In 1901 the mill was owned by a law firm from Portland, which leased the operation to H. A. Skeels and Company (Clarke 1983:44-46).

The company that would make Springfield a major industrial center was the Booth-Kelly Lumber Company, which was incorporated in 1896 by Robert and Henry Booth and George and Tom Kelly. In August of 1901, the Booth-Kelly Corporation purchased the Springfield sawmill and several thousand acres of timberland in the region. The sawmill was dismantled in 1902, and a larger, more efficient mill with a capacity for greater production was constructed on the same site (Clarke 1983:46).

The sawmill was not directly powered by the Millrace. A steam plant was built adjacent to the Millrace to power the mill with the sawdust and refuse lumber. Since this fuel was in excess of the demands for operating the plant, and destroying it would be an expense to the company, a proposition was made to the Eugene Electric Light Company, to erect a light plant in Springfield with the fuel furnished by Booth-Kelly (Clarke 1983:46-48).

In addition to the steam plant, Booth-Kelly created a large mill pond to store logs on the western half of the millrace. In 1911, a brick steam plant replaced the original wooden building. In July of that year the Booth-Kelly sawmill was destroyed by fire. The company replaced the burned remains of the old mill with a modern electric-powered mill with several buildings in 1912 (Clarke 1983:48-55).

The importance of the Booth-Kelly Lumber Company to Springfield's economy is illustrated by the number of residents employed there. City directories of 1907 and 1911 clearly show that a majority of the population worked in some capacity for Booth-Kelly. In 1904, the company sold some of the controlling shares of stock to out-of-state businessmen, which brought new money into the community. Springfield became known as "Mill City," and as it grew and prospered, many new people arrived looking for work. In 1907, railroad rates sky-rocketed for lumber shipments, and Booth-Kelly faced a serious legal battle concerning land grant purchases. Despite its problems and the fact that no profit was made in 1911 by the Springfield mill, the company kept the operation going. The decision to replace the burned mill in 1912 was the result of improved regulation of railroad rates and a favorable decision by the U.S. Government in the case against Booth-Kelly (Clarke 1983:50-55).

Dominance in the lumber industry shifted southward from the state of Washington to western Oregon between 1900 and 1920 (Mbogho 1965:30-32). Coupled with the shift was an increased demand for timber generated by the Alaskan gold rush of 1900-1903, the 1906 San Francisco earthquake and the advent of the First World War. As a result, there was an abrupt growth in the size and number of Oregon sawmills. Many small portable or "gypo" mills appeared in the rural areas of Lane County. One such operation is listed for Springfield in 1910--the Bigelow and Porter Sawmill. The 1912 Sanborn map shows a lumber company called Fisher-Bally located in the Kelly Butte area.

A number of secondary industries related to the timber industry were active during this period. Listed in city directories from 1892 and into the 20th century and noted on the 1907/1912 Sanborn maps are a sash and door factory, planing mill, box factory, match factory and shingle mill. The Sanborn maps show the planing mill and sash and door factory as part of the sawmill complex.

In 1901, a foundry owned by E. M. Beebe was listed in the city directory (Polk 1901:377). It does not appear on the Sanborn maps, but an article in the Eugene Daily Guard dated 1913, noted that an iron foundry was located in Springfield. The business was not listed in the city directory of 1915 (Polk 1915:419-420).

There is evidence that a cheese factory was in operation on Mill Street until 1889, when the factory building was converted into a school (Graham 1978a). The year 1911 was the first listing in a city directory of a commercial creamery, which was called the Springfield Creamery, Inc. (Polk 1911).

The abundance of maple trees in the community of Thurston gave rise to the manufacture of kitchen implements from burls of the trees. The business was operated by William Jasper Billings in the 1890s. In 1912, the farm of Albert Weaver produced enough milk to support a wind-powered cheese factory (Jones 1985:36).

In addition to its commercial and industrial growth, Springfield progressed culturally as well. In 1892, a weekly newspaper called The Springfield Messenger was published for a year by W. F. and W. G. Gilstrap, who set and printed the local news on a hand press. John Kelly began publishing a newspaper called the Nonpareil in 1896. Two years later time he sold the paper to J. F. Woods, who changed the name of the publication to the Springfield News. Although ownership changed over the ensuing years, the News is still the principal newspaper in the Springfield area (Graham 1978f).

In the 1890s, the city had its own Cornet Band which gave regular performances in a bandstand on the southwest corner of Second and Main Streets. A baseball team was competing locally in 1892; occasionally the Springfield players challenged a team from Portland. An opera house was built in 1893, in which traveling shows as well as local musicians performed. The 1907 Sanborn map shows a skating rink on Main Street. It was later moved to a site on the river at south D Street. A public library was established in 1908. Prior to 1912 when a library building was constructed, the library was housed in City Hall and a local bank (Kraus 1970:29; Special Collections n.g.:Box 66/19, Folder 11B). By 1912, there was a moving pictures house owned by Joe Bryan in downtown Springfield; vaudeville entertainers appeared there in 1910 (Graham 1978b:5).

Springfield organized its first volunteer fire department in the 1890s. Called the "Hook, Ladder, and Bucket Brigade," it occupied the Odd Fellows Hall along with the city council. The first engines were hand-pumped hose carts drawn by the firemen. The fire department moved to F Street when city water was installed; this station appears on the 1912 Sanborn maps (Kraus 1970:27-29).

Mill Street School was forced to move its students in 1889 to a former cheese factory, which served as a school until circa 1910. A new schoolhouse was constructed at the old Mill Street

School site in 1890 (Kraus 1970:25). Between 1907 and 1912, this building was enlarged and converted into a high school. Lincoln Elementary School was built in about 1910 to accommodate the increasing number of students in the city (Graham 1978a). Two schools outside the city limits were built during this period--Mt. Vernon on South 42nd Street, 1880s and circa 1905, Maple School at 26th and Main, circa 1900, and Hayden Bridge School, circa 1910. A high school in the community of Thurston was constructed in 1913 (Jones 1985:32). The Hayden Bridge and Mt. Vernon schools are extant.

The only church organized during this period was the Thurston Church of Christ in 1890. The congregation built the first church building in about 1893 on land donated by Martin and Martha Rees (Jones 1985:32).

The Springfield Grange No. 378 was organized in 1908, with 95 charter members. Like the earlier grange, the group apparently never erected a grange hall. This grange went inactive in 1924 (Norman pers. com. 1990). In 1910, the Master Woodsmen's Lodge of Springfield was formed; shortly after that the group erected a lodge hall on Main Street that is extant today.

In 1911, 11 fraternal organizations were active in the Springfield community--Foresters of America, Court No. 78; Grand Army of the Republic, Iuka Post No. 48; Ladies of the G. A. R., Iuka Circle No. 28; I. O. Odd Fellows, Lodge No. 70; Rebekah Lodge, Juanita Lodge No. 85; Lincoln Annuity Union, Assembly No. 43; Modern Brotherhood of America, Lodge No. 1901; Modern Woodmen of America, Camp No. 10956; Royal Neighbors, Mistletoe Camp No. 4878; Women of Woodcraft, Pine Circle No. 45; and Woodmen of the World, Camp No. 247. A majority of the groups met in the Odd Fellows Hall (Polk 1911:417-493).

In 1912, the residents of Thurston built the Thurston Community Hall across from the general store on Thurston Road. It was one of the first buildings in Oregon to be constructed with curved laminated beams that form an arched ceiling and roof. The building was designed by Morris Brown, who had seen a tabernacle with an arched ceiling in Salem. The Community Hall served as the social center for Thurston and was used for classes, dances, theatre, basketball games and public meetings. In 1936, the building became a grange hall; it is still used for public functions today (Jones 1985:34).

Agriculture remained an important element of the Springfield economy. Continuing subdivision of the original land claims increased the number of overall farms, but decreased their size; the average farm by 1890 totaled 212.4 acres (Highsmith 1950:55-58).

At that time wheat was the principal crop followed by oats, hay, forage crops, and potatoes. Dairy cows had replaced beef cattle as the most important stock animal and grazing was now limited to the foothills (Highsmith 1950:55-58). The West Shore of 1890 (Vol.16:156) noted that Lane County produced 700,000 pounds of hops that year. Between the 1880s and 1890s, the agricultural locality known today as the Gateway area turned from wheat production and stock raising to cultivating hops, peppermint and flax (Neill 1990:2).

Beginning at the turn-of-the-century, agriculture in the region was characterized by a diversification of crops, and an increase in the number of farms with smaller acreages (Highsmith 1950:55-58). Large-scale specialty farming was also on the rise. By about 1893, Frank Chase, the originator of Chase Gardens, was growing commercial vegetable crops and had planted a fruit orchard of prune, apple and cherry trees. He began building greenhouses for some of his vegetables in 1895 (Chase 1964:12). In 1903, George A. Dorris established the first filbert orchard in Oregon by planting 50 filbert trees on his ranch just south of Springfield (Horvat & Melnick 1987:7). The Rice family established filbert and walnut orchards in the area of State Game Road (Duerr 1980:7,10). In addition a fruit grower named E. L. Blossom and the Golden Rule Dairy are listed in the 1911 Springfield city directory (Polk 1911).

In 1912 the Springfield area was recognized as a rich agricultural region which included dairying, fruit growing and stock raising (Oregon State Immigration Commission 1912:93-95). Many local newspaper articles from the period reported on the Angora goats raised for the mohair industry. In 1915 Springfield farm activities had grown to include not only dairying, fruit growing, poultry raising, and the cultivation of wheat, oats, hay, and vegetables. Hops were also grown on the rich alluvial soils (Special Collections n.d.:Box 66/20, Folder 7A/B).

Wheat and hay were the major crops in Thurston before 1900. Oats, clover, and corn was also grown. Around 1903, a filbert orchard was planted on High Banks Road by J. W. Quackenbush (Duerr 1980:10). Prior to 1910, livestock--pigs, cattle, goats and sheep--were raised for domestic use. In 1912, one farmer cultivated cherries, potatoes and alfalfa, while maintaining a small herd of dairy cows. Hop culture may also have been practised in the Thurston area at this time (Jones 1985:36).

The Progressive Era was clearly a period of vigorous growth for Springfield. The city became prominent in the region's timber industry, and it led the county in producing diversified agricultural crops. Its commercial district tripled the number of businesses and took on the Main Street appearance that it has today. The city literally exploded with cultural activities and organizations. With the installation of modern amenities such as electricity, a public water system and telephones Springfield entered the modern era.

THE MOTOR AGE: 1914-1940

Springfield remained a small town until World War II, and its population made only modest increases: 1,855 in 1920; 2,364 in 1930 and 3,805 in 1940. By comparison, its sister city Eugene had a population of 10,593 in 1920; 18,901 in 1930 and 20,838 in 1940 (Spicer n.d.). Springfield's boundaries changed little between the years 1915 and 1940; only a small neighborhood north of Willamane Park was added between 1931 and 1945. In 1940, the city covered an area of 1.5 square miles, with its commercial district still located on Main Street, close to the Willamette River. The residential neighborhoods expanded primarily north and east of the city center, while the industrial section remained in the Booth-Kelly area south of the Southern Pacific railroad tracks. Bordering the town on the west was the growing city of Eugene. Abutting all of the urbanized area was prime agricultural land that was still farmed. The communities of Thurston and Natron remained rural in nature.

The first automobile arrived in the Eugene-Springfield area in 1907. Springfield had an automobile dealership in 1911 called Gittins and Bally and

over the next few years, local blacksmiths either adapted to the change by learning automobile repair along with horseshoeing and carriage guilding, or went out of business. But the streetcar, so modern in 1911, was outdated in the 1920s. The automobile, by then, cheap, practical and efficient with the improved roads, was the modern mode of transportation. The City Council decided in 1926 to allow Portland, Eugene and Electric Company, owned by Southern Pacific, to discontinue streetcar service. Bus service was instituted (Graham 1978b:7).

A garage, presumably for auto repair, is listed in the city directory for 1915, and the first service station was opened in the 1920s by Ernest Black (Polk 1915:420). A service station in Thurston is listed for 1928 (Polk 1928:484). Clear evidence of the increased use of the automobile in Springfield by the 1920s was the replacement of the streetcar bridge across the Willamette River by a span of concrete and steel for vehicle use in 1929 (Graham 1978:7). By 1928, there were two automobile dealers in the city, three service stations, and a taxicab service (Polk 1928:439-461).

In 1913, the state legislature created and funded the state Highway Commission to develop and build a statewide network of highways (Corning 1956:113). The enormous task took years to complete, and it was not until 1921 that the present-day McKenzie Highway became part of the state system; modernization of the road followed in 1922-23 (Corning 1956:161).

Between 1907 and 1921, the number of businesses in Springfield grew from 34 to 96, and the latter figure remained fairly stable until 1940. All the modern amenities of an urban center were available in the city center. There were several banks and hotels, a publishing house, and a variety of shops and services, including specialty stores such as a watchmaker, tailor, and floral shop (Polk 1921:241-253; 1925:347-358; 1929:439-461; 1934:463-484; 1936:469-493).

The 1921 city directory for Springfield states that

large lumber manufacturing mills, sash, door and planing mill, a flour mill, barrel stave factory, shingle mill and lesser industrial manufactories provide a large payroll (Polk 1921:241).

That same year, a factory for making portable houses and garages was opened in an old planing mill building (Special Collections n.d.:Box 66/19, Folder 11B). In 1925, 1928 and 1936, the same manufactories listed above were still in operation, as well as a wood-preserving plant (Polk 1925:347, 1928:439, 1936:469). A meat packing plant for hog products was opened in 1920 by Swartz and Washburne, and in 1926, a tannery and second meat plant were operating (Special Collections n.d.:Box 66/19, Folder 11B). By 1936, a state-owned Fibre Flax Plant was located at Springfield, as well as candy and pencil factories (Polk 1936:469).

Timber remained the primary industry in the area. The region's sawmill industry continued to grow between 1925 and 1949 despite periodic "downturns" in production (Mbogho 1965:34). Booth-Kelly was still the principal lumber company in Springfield. The company enlarged and modernized its mill in 1948; ten years later the operation was sold to Georgia Pacific (Kraus 1970:30). Rosboro Lumber Company was established at the end of 1940 and was publicized as "one of the largest and most modern sawmills in the state" (Special Collections n.d.:Box 66/20, Folder 6A). A third sawmill was listed for the Springfield area in 1940. Called the Elliott Mill Company, it was located outside the city limits at that time (Polk 1940:698-735).

The Thurston area gained its only sawmill in about 1919 (Jones 1985:36). According to a Springfield News article dated April 9, 1986, owner, George Williams, dug a millrace connecting a natural backwater of the McKenzie River with Cedar Flat Creek and built a sawmill which he operated until 1936. At that time he sold his millsite to the Eugene-Springfield Land and Water Company. The new owners

decided that money could be made by supplying irrigation water to the fertile fields in north Springfield. The company installed a headgate near the old millsite and constructed a 40-foot-wide canal that at one time ran from near the intersection of Thurston Road and the McKenzie Highway west to farms in what is now the Gateway area (Springfield News 1986).

When the scheme did not pay off, the company shut down the operation and went out of business in 1940.

The fortunes of the Springfield Flour Mill began to change in 1915 with the death of owner, C. W. Washburne. After that the mill was sold several times until 1919, when George Bushman and Sons purchased the operation, renaming it the Springfield Mill and Grain Company. Fire destroyed the building and the business in 1930. A flouring mill was never rebuilt (Clarke 1983:41).

Two schools were erected during this period--the new Springfield High School in 1921 and Brattain Elementary in 1925. Ebbert Memorial United Methodist Church built a splendid brick church in 1916. Both the high school and church buildings are extant today.

Two granges were chartered in the Springfield area at this time--the Mohawk-McKenzie Grange No. 747 in 1930 and the Thurston Grange No. 853 in 1936. Both organizations had grange halls; the Thurston Grange occupies the Community Center erected by the local residents in about 1913 (Cramer pers. com. 1990; Jones 1985:34-35).

Liberty Lodge No. 171 A.F. and A.M., a Masonic organization, were organized in about 1925; the lodge hall is on Main Street and was originally the Woodmen of the World building.

During the 1920s, a small group of Ukranian families emigrated to the rural areas of Springfield from southwestern North Dakota. Most of the people were farmers who had lost their Dakota homesteads in the early years of the Depression; their move to Oregon was to be a new beginning. Similar to the pioneers who settled the Willamette Valley, the Ukranian emigrants encouraged further movement of their relatives left behind in North Dakota, such that even larger parties arrived in Springfield in the 1950s and 1960s. The cohesive group established a Ukranian Catholic Church in the city and remained a distinctive community through the modern period (Anheluk pers. com. 1990).

Springfield at this time was called "a splendid area of rich farming and fruit country." Farm crops that were consistently produced and marketed between the years 1921 and 1936 included livestock, wool, wheat, oats, hay, fruit and hops. By 1920, 39 dairies were located in the Springfield locality, and in 1936, there were 86 poultry breeders (Polk 1921:241, 1925:347, 1928:439, 1936:469). Dairies were operating as early as 1912, and the Oregon Almanac first lists poultry farming for Springfield in 1915 (Oregon State Immigration Commission 1912:28). Besides chickens and turkeys, pheasants were raised near the Eugene Game Farm at Gateway from the 1930s through the mid-1940s. The game farm's program stocked hunting areas with birds and provided eggs to 4-H clubs (Neill 1990:4-5).

In 1916, a September 21 Springfield News article called Springfield the "center of Lane County's hop harvesting," with over 600 acres planted in hops. Despite Prohibition and the Food Stimulation Act that prohibited the use of grain or cereal in beer brewing, Oregon hop growers found a ready market for their crop in war-torn Europe. By 1929, 55 percent of the hops exported abroad by the United States came from Oregon. In the 1930s, however, a disease called the "downey mildew" dealt a death blow to the industry, and by 1937, the production of hops was no longer tenable anywhere in the state.

Aside from improved transportation to markets provided by the railroad system, two important agricultural institutions were established in the region that encouraged the development of commercial fruit orchards in the Springfield area. The Lane County Fruit and Vegetable Growers Association, later called the Eugene Fruit Growers Association, was created in 1908 as a farmer-owned operation that gave the growers control over the processing and marketing of locally grown fruit. In 1915, the Producers' Market in Eugene, also managed by farmers, secured the local market for fresh produce and provided a sound economic base for the growers (Forster 1983:14).

Commercial fruit orchards were established in Springfield in about 1918, and grew in number until thirty-eight fruit growers were operating in 1934 (Polk 1934). The variety of fruits grown in the vicinity at that time is uncertain; however, the fruits produced in Lane County in general were listed as being cherries, berries, apples, peaches, and pears (Eugene Chamber of Commerce 1922). Filbert and walnut orchards were also productive in the region, particularly those of the Dorris Ranch, that had expanded and developed from 1905 to 1936 to become one of the leading

producers of filberts in the Pacific Northwest (Horvat and Melnick 1987:17-22). Remnant walnut orchards dating to this period can still be seen along Hayden Bridge Road adjacent to the McKenzie River. The Game Farm Road locality likewise was an area of filbert and walnut orchards established by the Rice, Quackenbush and Haxby families (Neill 1990:6).

The cultivation of bulbs and flowers began during this period. Flowering bulbs were raised in the Gateway area, and Chase Gardens was producing flowers by 1925. Prior to the Depression, the Chase operation grew potted plants, carnations, roses, and orchids (Chase 1964:13; Neill 1990:6).

Walnuts were grown in the Thurston district, beginning in about 1928 through 1941. Poultry breeders, dairies, fruit growers, and livestock breeders also date from 1928 in this area (Polk 1928, 1934, 1938, 1941). The fruit growers raised apples and prunes. The area even had its own prune drying plant. With the advent of large-scale irrigation systems in the 1930s, many farmers began cultivating cannery crops--corn, beans, carrots, and beets (Jones 1985:36). In 1940, Thurston had a bulb grower and nurseryman by the name of O. N. Ostenberg (Polk 1940:736).

During the Motor Age, Springfield became a thoroughly modern city; although it retained its modest size and small town ambience. The town was still laid out in the same pattern that was established in the 19th century. The wood products industry and agriculture, though changed over time, had remained as the primary economic pursuits for the area. A new surge of growth for Springfield was to come after World War II, when the city experienced industrial expansion and residential and commercial development well beyond the confines of the historic city limits, into former agricultural areas. The face of the city changed from a small, compact townsite surrounded by farms, to a sprawling urban setting of widely dispersed shopping centers and sawmill sites, set amidst dense housing development.

PROMINENT INDIVIDUALS

Berg Family

Ernest (1893-1964), Morris (1895-1960), and Telmer (1900-1964) operated one of the largest, most successful dairies in the Thurston area from 1930 to 1960.

Booth, Henry (n.d.-1906)

Brother of Robert A. Booth and co-owner of Booth-Kelly Lumber Company, which operated from 1896 to 1959.

Booth, Robert A. (1858-1944)

Banker and co-owner of Booth-Kelly Lumber Company. Booth served as a State senator 1900-1908, State Highway Commission 1918-1923, State Park Commission, and trustee of Willamette University. He was an active Republican and member of the Methodist-Episcopal Church.

Brattain, Paul (1801-1883)

Pioneer Settler, who served as a Lane County clerk, auditor, and Justice-of-the-Peace. He was born in North Carolina and emigrated to Oregon in 1852.

Briggs, Elias M. (1823-1896)

Founder of the Springfield townsite together with his wife, Mary. Briggs operated the "Briggs Ferry" across the Willamette River and built the first sawmill and grist mill in the area, 1853-1854. He was born in Kentucky and emigrated to Oregon in 1849.

Briggs, Isaac (1802-1890)

Brother of Elias Briggs and co-builder of Springfield's first saw and grist mills. He was a farmer as well as the general manager of the mills. He was born in Virginia and emigrated to Oregon in 1847.

Chase, Frank Berry (1868-1941)

Originator of Chase Gardens, which began as a vegetable farm in 1889. Chase established a fruit orchard in 1893 and began using greenhouses for horticultural purposes in 1895. By 1925, he was growing flowers. He was one of the first farmers in the area to use irrigation and was co-founder of the Eugene fruit Growers Association.

Edmiston, Perry R. (1843-n.d.)

Pioneer farmer-settler of the Thurston area, who established a successful farm in 1883, part of which is still in the Edmiston family.

Donalds, J. N.

Owner of the earliest trading post in Springfield.

Dorris, George A. (1858-1936)

Well-known orchardist, who established the first filbert orchard in the Springfield area in 1903. Dorris made significant contributions to the development of the filbert industry in the Pacific Northwest and was a founding member of the Eugene Fruit Growers Association.

Gilstrap, Frank W.

Co-publisher of Springfield's first newspaper called The Messenger in 1892. Gilstrap and his brother, William, purchased the Eugene Morning Register in 1899.

Gilstrap, William G. (1865-n.d.)

Co-publisher of The Messenger and the Eugene Morning Register. Gillstrap was also in the business of real estate, insurance, and loans.

Gray, Frederick Lutanner

Pioneer farmer-settler in the Thurston area. He established the present-day Gray Century Farm. His son, Ira D. Gray, became a successful poultry farmer, who served as Director of the Thurston School Board for six years.

Harlow, Mahlon H. (1811-1896)

Pioneer settler of 1851, who constructed early schools in the Springfield locale, the 1854 Lane County courthouse, and Columbia College in 1856. In 1865, Harlow helped to build the military wagon road up the Middle Fork of the Willamette River. He was a founding member of the Willamette Forks Baptist Church in 1852. That same year Harlow was elected Lane County clerk, and in 1864, he served as the County Assessor. In 1866 he was elected sheriff.

Huddleston, James (1824-1890)

Owner of the first commercial enterprise in the Springfield locale. Huddelston maintained a store until 1854, at which time he changed to farming.

Kelly, George H.

Co-owner of the Booth-Kelly Lumber Company, which operated from 1896 to 1959. Born and raised in Springfield, Kelly was the superintendent of the operation. He was the brother of Tom Kelly, one of his business partners.

Kelly, John. (1818-n.d.)

Namesake of Kelly Butte in the Springfield locale, where he first settled in 1866. He became interested in the milling industry of the city and ferry across the Willamette River. Kelly entered into the business of lumber contracting, which he pursued until 1869. A restless, enterprising man, Kelly then served eight years as the Land Registerer in Roseburg, as a Collector of Customs in Portland 1876-1880, and was a Commissioner of Northern Pacific Railroad for a time in Montana. He was the father of George and Tom Kelly, co-owners of the Booth-Kelly Lumber Company.

Kelly, Tom

Co-owner of Booth-Kelly Lumber Company. Born and raised in Springfield, Kelly was a vice president of the operation.

McMahon John A. (1841-1910)

Prominent Thurston agriculturalist, who was elected to one term as a Lane County commissioner in 1880 and served for five years on the board of regents of the Eugene Bible University.

Pengra, Byron J. (1823-1903)

Leading businessman and entrepreneur, Pengra became in 1865, the second owner of the Springfield Manufacturing Company (saw and grist mills). That same year he also purchased the Springfield townsite from Elias Briggs. An active Republican, Pengra established the first Republican newspaper in Oregon in 1858, and called it the People's

Press. He was appointed Surveyor General of Oregon in 1862. He initiated the building of a military wagon road up the Middle Fork of the Willamette River.

Pengra, William B. (1834-1895)

Brother of Byron Pengra and as of 1872, co-owner of the Springfield Manufacturing Company. A prominent businessman of the city, Pengra later became the sole owner of the flour mill from 1884 to 1890.

Petteplace, Carl H. (1902-1982)

Prominent Eugene-Springfield surgeon, who together with his wife, Edith, established the Children's Hospital School in Eugene in 1933.

Powers Family

Pioneer craftsmen of Springfield 1850s-1870s: Albert S. Powers, furniture maker and sash and door manufacturer; A. W. Powers, tanner; B B. Powers, chair manufacturer; Benjamin F. Powers, cabinet maker and builder; Edwin P. Powers, carpenter; John G. Powers, blacksmith.

Quackenbush, Arthur R. (1881-1970)

Co-owner of the Quackenbush hardware store that was opened in Eugene by his father, J. W. Quackenbush, in 1903. In that same year Arthur established the Quackenbush Ranch on High Banks Road, where he planted a filbert orchard. He was a former officer of the Oregon-Washington Nut Society, member of the Filbert Commission, and long time director of the Eugene Fruit Growers Association.

Rees, T. L.

First store owner in Thurston area.

Russell, B. F. (1875-1940)

Country doctor, whose home and clinic later became the County Poor Farm. Russell established the first post office in Thurston in 1877. The present-day 66th Street was once called Russell Road.

Scott, Felix (1788-1858)

Earliest settler on the McKenzie River in 1848. Virginia-born Scott operated the first sawmill in the Springfield locale in 1851, and established a large successful cattle ranch on his donation land claim. He participated in the Rogue River Indian Wars and was killed by the Modoc Indians in 1858.

Scott, Felix Jr. (1829-1879)

Son of Felix Scott, who engaged in stock raising and the freighting business. Scott's greatest contribution to area history was the blazing of a wagon road from Eugene-Springfield up the McKenzie River, across the Cascade Range to Central Oregon. He was born in Missouri and arrived in Oregon in 1845.

Smith, Jesse H. (1815-1917)

Pioneer Natron settler of 1851, active in getting roads and railroads to that community. Kentucky-born Smith was a general farmer and stock raiser, with a special interest in dairying. He helped to build the 1854 Pioneer Courthouse of Lane County. He was a Republican and member of the Christian Church.

Stevens, William (1805-1860)

First settler to arrive in the Springfield locale in 1847. With his brother-in-law, George H. Armitage, Stevens operated an early ferry across the Willamette River in 1849. Born in North Carolina, he was a farmer and builder of log cabins and hewn-log houses.

Stewart, Agnes (1832-1905)

First school teacher of Springfield and daughter of Eugene pioneer, John Stewart.

Stewart, John W. (1835-n.d.)

Prominent Springfield businessman and general store owner for thirty-eight years.

Stewart, H. W.

Associated with First Bank, the initial banking house of Springfield dated 1904.

Taylor, Frank E. (1871-n.d.)

Prominent Thurston farmer, who was elected Lane County sheriff in 1924. He was active in political and educational affairs and served in the Oregon National Guard for 19 years.

Thurston, George H. (1846-n.d.)

Early Springfield rancher for whom the community of Thurston was named. He was the son of Samuel R. Thurston, Oregon's first territorial delegate to Congress. Thurston was a land surveyor in Oregon and participated in locating the Oregon Central Military Wagon Road.

Walker, Albert S. (1846-1915)

Springfield's first mayor in 1885. Walker owned a blacksmith shop.

Washburne, Byron A. (1865-1955)

Son of C. W. Washburne, who managed the Springfield Roller Mills. He was a co-organizer in 1906 of the First National Bank of Springfield, for which he served as a director. Washburne owned extensive property in several Oregon counties. He was a Republican and active member of numerous fraternal organizations. Washburne was born in Junction City.

Washburne, Charles Wesley (1824-1919)

Prominent Junction City banker and mill owner. Washburne purchased the Springfield Roller Mill in 1890 and operated it to 1915.

Williams, George

Thurston's only sawmill owner-operator.

Woods, John F.

Owner of the Nonpareil in 1896, the forerunner of the Springfield News.

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IDENTIFICATION

METHODOLOGY

This project consisted of two major phases: 1) development of a historic context statement for the City of Springfield and its environs, and 2) an intensive level survey and inventory of the Thurston neighborhood.

This document consists of three sections: 1) Historic Overview, 2) Identification, and 3) Evaluation. The "Overview" covers the period 1848 to 1940. Research for Phase I, the "Historic Overview," was conducted in all known local repositories including the University of Oregon library and Lane County Historical Museum. Interviews with knowledgeable informants supplemented the archival and documentary information. Following completion of the "Overview" an outline of anticipated property types that were expected to exist in the study area was prepared. Projections were made based on information in the "Historic Overview" and on the number and types of properties identified in a windshield survey of the city's historic resources conducted in 1979. The characteristics and distribution of anticipated property types resulted in a predictive model for use in Phase II of this project and in future identification of historic resources throughout the Springfield area.

The Phase II inventory and evaluation of properties in the Thurston neighborhood was conducted following completion of the predictive model. Included in the inventory were seven properties that were previously surveyed in 1979 and listed in 1980 on the Statewide Inventory of Historic Sites and Structures. Important field data and historical information was missing for those resources; hence the decision to record them again.

Phase II of the project consisted of completing the 1979 survey for the Thurston neighborhood. Aided by the Historic Context Statement and Lane County tax assessor records, all properties pre-dating 1940 in the Thurston area were identified and evaluated for inclusion in the inventory. Following a determination of physical integrity, the properties were documented on individual field forms which included locational data, physical descriptions of both buildings and setting, and site plans; photographs were also taken. Whenever possible, knowledgeable persons were interviewed regarding a property's history, and basic research was conducted on past owners and their activities.

During the course of the field work, the physical integrity of a number of buildings was found to be seriously compromised by inappropriate alterations. Also, some of the properties listed in tax records as pre-dating 1940 were actually built after 1940. In addition, the research conducted for the "Historic Context" document of the area indicated that none of these buildings had significance through historical association. Despite the fact that the no integrity/non-historic properties would not be recommended for inclusion on the inventory, an effort was made to record the resources. Photographs were taken of each building and an address list of the properties was compiled (Appendix B) in order to help establish what types of alterations rendered the properties ineligible for the inventory.

At the completion of field work, final inventory forms were prepared, including the data collected in the field and a statement of the property's significance based on historic research, physical integrity, and architectural significance.

Evaluation of the Thurston area properties was based on nine criteria established by the Springfield Historical Commission, following those standards outlined by the National Park Service for the National Register of Historic Places. The Springfield criteria for evaluating historic resources are listed in the "Evaluation" section. The Thurston properties recommended for inclusion on the Statewide Inventory were presented to the Springfield Historical Commission, which is responsible for final evaluation of the inventoried resources.

Recommendations for future research and survey needs, and treatment strategies for protection of resources were prepared following Phase II.

The following chapter on "Identification" contains two distinct parts: 1) a predictive model to aid in the future identification and evaluation of historic resources in the remaining areas of Springfield, and 2) the identification of historic resources specific to the Thurston neighborhood.

PREVIOUS SURVEYS

There have been three previous historic surveys of the project area: the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976, the Springfield Historic Resources Survey conducted by the City in 1979, and a survey and inventory of the Gateway area conducted by the City in 1989-1990. The 1976 study identified and listed eight resources on the Statewide Inventory. In 1979, 482 historic properties were identified within the city limits, and 47 of those resources were listed on the Statewide Inventory of Historic Sites and Buildings in 1980. Neither of these studies was comprehensive in scope. The Gateway survey of 1989 identified 13 historic properties, but no further action was taken until 1990, when 44 buildings and landscape features, including the previously identified 13 resources of 1989, were inventoried in the Gateway area. As yet no action has been taken to evaluate and list the Gateway resources in the Statewide Inventory.

The Beckham survey of 1976 concentrated on recording only those resources with the most obvious architectural and historic significance. It was a windshield survey with minimal documentation. The survey is outdated as it excludes properties constructed after 1926 which may be eligible for inclusion on the inventory.

The 1979 study consisted of a windshield survey with even less documentation than the Beckham study. A field form was completed for each property which included only an abbreviated checklist for architectural description, locational data and a 1.5 x 1 inch photograph. Information regarding physical condition, date built, setting and so forth was not included. Agricultural resources were not documented in a comprehensive manner and a few of the commercial and industrial buildings appear to date to the modern era rather than pre-1940.

Evaluation of the 482 resources identified in 1979 was carried out by staff members assigned to the City Manager's Office who made recommendations to the Springfield Historical Commission. Evaluation was based on criteria established by the Commission which followed guidelines of the National Park Service for the National Register of Historic Places. Initially 120 properties were evaluated as having architectural and historical significance. This number was further reduced to 47 resources deemed eligible for inclusion on the Statewide Inventory.

Documentation for the Gateway Inventory included individual field forms for each resource, site plans, photographs, physical descriptions and locational data. Evaluation of the resources was carried out by staff with recommendations reviewed by the Springfield Planning Commission. The inventory and evaluation of the Gateway resources was conducted as part of the Springfield Refinement Plan.

This project is the first intensive-level inventory of cultural resources in the Thurston area of Springfield.

PREDICTIVE MODEL

Resource Types

All resources identified in previous surveys, along with anticipated property types identified in the predictive model, are categorized for analysis into seven Broad Theme groups:

Agriculture*	Industry*
Commerce*	Settlement
Culture*	Transportation*
Government	

The characteristics and distribution patterns specific to resources associated with each broad theme are described. The discussion focuses primarily on the historic function of the building and the physical/architectural elements believed to be representative of the type. This approach provides the context for evaluation of relative integrity and significance of individual properties.

Agriculture

Farmsteads are described in three ways: by function, date and number of buildings; and for the purposes of analysis are divided into the following categories as defined in Oregon's Agricultural Development: A Historic Context, prepared by the Oregon State Historic Preservation Office:

- 1) Basic Farm: house and one outbuilding, usually a barn;
- 2) Multi-Unit Farm: basic farm with the addition of other outbuilding(s);
- 3) Isolated Agricultural Buildings: only one remnant farm building from the original ensemble, such as a single barn or residence.

The "Agricultural Context Statement" further categorizes farm ensembles into historic periods (as outlined in the "Historic Overview"): 1812-1846, 1847-1865, 1866-1883, 1884-1913, and 1914-1940. The temporal division of a farm operation does not take into consideration the fact that most agricultural building groups evolve over a long period of time, as does the type of farming activity. This evolutionary-general farm type usually spans more than one historical period, generally produces a variety of changing crops, and includes buildings constructed in different years or adapted for varying uses over time. This type of farm may date from the pioneer period of settlement in 1848 to the present.

There may be, however, specialty farms identified by function, which date to a specific agricultural period. In the study area, specialty farms appeared during the Progressive Era and became more common after 1914. These included dairies, poultry farms, hop yards, vegetable farms and fruit and nut orchards. Berry farming dates to the Railroad Era.

Following are the anticipated characteristics of the individual farm types, with a focus on the outbuildings common to each. It is likely that some types of outbuildings will be found on all types of farm operations. Although an integral part of farmsteads, farmhouses are discussed elsewhere in this section (see Culture: Domestic Buildings).

* These themes were selected for in-depth analysis as they are likely to represent the bulk of the area's known resources.

A. Evolutionary-general

This is a farm operation that spanned more than one historical period and produced different crops in response to market demands. The resulting complex will exhibit a wide variety of functional outbuildings that were either built for a specific purpose or adapted over time for different uses. Many of the outbuildings associated with the evolutionary farm will occur regularly with other farm types. Farmsteads may be divided into two distinct groups--house-related outbuildings clustered in close proximity to the rear or side of the main farmhouse and farm-related outbuildings located in the area of the barn, which historically was the center of operations. House-related outbuildings may include:

The garages, either free-standing or attached to the house, will probably be small, rectangular wood-framed buildings with roof forms and architectural styles that may sometimes mirror those of the house. Occasionally the buildings will be constructed of masonry. With end-opening doors, some may have space for one or two automobiles. Some may also have windows, lean-tos, or a shop area. Large farmsteads might have more than one garage.

Cool houses may be even smaller rectangular, one-story buildings. They are also called fruit cellars, fruit rooms, or cool rooms. They most often will be constructed of hollow clay tile, but wood framing can occur. Roofs may be gabled and sometimes may have cupolas or vents for air circulation. The buildings can be entered by a single door and may have one or more windows. Cool houses are above-ground root cellars, used before the advent of refrigeration.

Woodsheds may be small to medium-sized buildings, that are either free-standing or attached to the rear of the dwelling. Like examples throughout Western Oregon they may be one-story, rectangular, wood-framed buildings, often constructed to compliment the house in appearance. Roofs may be gabled, and there may be at least one entry door.

Pumphouses may be small, one-story, rectangular buildings that mark the site of a well. They may be a regular feature of farmsteads and can usually be identified by an electric power pole and line connected to one elevation. Pumphouses may be either wood-framed or of masonry construction. They may have gable roofs, no windows, and one entry door. Pumphouses may sometimes double as a coolroom.

Chicken houses may be small, rectangular, wood-framed buildings with gable roofs. They are intended to house a small flock of chickens raised for family use. Chicken coops may have a pen attached to it, and a side elevation containing small low doors for the fowl to pass in and out of the building. Windows and entry doors may also be present.

Smokehouses may also exist in the study area. Tall and wood-framed, the buildings may have gable roofs and no openings except an entrance. Occasionally they may have a cupola or vent on the roof ridge.

Privies may be small one-story buildings with a form similar to the smokehouse. They may be wood-framed and shed or gable-roofed, while one elevation may be completely taken up by the entry door.

Water towers, once common in Western Oregon around 1900, may be multi-story buildings that will be either free-standing or connected directly to the farmhouse. They will soar in height over the dwelling and originally contained a windmill and water storage tank at the top. The hip-roofed, wood-framed buildings may be nearly square in plan, and each

ascending level may be smaller than the one below. Water towers can be plain in appearance or enhanced by wall dormers, balconies, and decorative siding.

Second dwelling(s) may be included in the farmstead complex. They were usually built to accommodate a family member or hired hand(s). These houses may assume the style of architecture popular during the time of construction and normally would have outbuildings of their own. The appearance and mode of building may vary, but if they exist, they probably were constructed much later than the main farmhouse.

Migrant housing was a 20th century phenomena; although lodging for hired help was not uncommon on early farms in Western Oregon. These dwellings were built to house seasonal farm workers. Their minimal design may reflect the temporary nature of migrant labor. The rectangular wood-framed buildings may occur in groups. They may have gable roofs, one or two entry doors, and small windows along one or more elevations. Chimneys will give evidence of some type of heating facility.

Farm-related outbuildings may be generally arranged in one of two ways in relation to the main barn: 1) around a common work area or courtyard that is or was anchored by the barn, and 2) in a linear pattern along a major service road that leads to or from the barn. Fencing systems connecting the building group and encompassing the fields and pastures may still be extant. Following are the farm-related outbuildings which are anticipated in the study area:

Barns may be the most prominent of the farm outbuildings; they may be large, two-story, rectangular, wood-framed buildings. According to Dole (Dole 1974a:86-95), the earliest barns (c.1840-1870) in Western Oregon have hewn-framing systems, low-pitched roofs, and simple utilitarian appearances. They rest on fieldstone foundations and may have lean-tos. The windowless barns are both end-opening and side-opening. Although relatively tall buildings, early barns did not have a floored second story. Functionally their use was multi-purpose, providing space for stock, feed storage and threshing.

By the 1870s, in response to a series of technological innovation, barns throughout Western Oregon gained a higher profile, rising in height and steepening in roof pitch. The structural framing was of sawn timbers; although some hewn-framing prevailed to about 1900. By 1890 barns featured a full second story, hayfork lift assemblage, and exterior hay hood, all to accommodate the mechanical loading and storing of loose hay. Sliding doors replaced the earlier hinged variety, and concrete floors and foundations were introduced (Dole 1974b:210-214). While retaining features of the earlier vernacular building, the Western barn had come into being. Though still multi-purpose, barns were now being built for specialized uses such as a dairy, hay, or stock barn. Large-scale farm operations often had more than one barn.

The majority of barns in Western Oregon dating from around 1900 into the early 20th century may have wood siding--either horizontal/vertical boards or vertical board and batten. Some may be shingled. The early barns may have gabled roofs, followed by gambrels which became common about 1910. Beginning in the 1920s and 1930s, round barn roofs became popular. Most of the buildings may have one or more lean-tos, either attached to the lower elevations or built within the main structural system. The long side of the barn was the favored position for a lean-to. Small windows may be common, especially in dairy barns. An equal number of barns may have end-opening sliding doors as opposed to side-opening. Some barns may have hay hoods, and some may feature a vented cupola or sheetmetal ventilator atop the roof ridge. An unusual barn type that can occur is called a bank barn. These barns differ from the other types in that they will be built into a hillside or sloping embankment, thereby giving the structure a full three stories.

Granaries may be rectangular, one-story, wood-framed buildings that vary in size. Some may have barn-like proportions, while others may be much smaller. Roof forms will most likely be gable. Because ventilation was important for keeping the grain dry, the buildings may be constructed high off the ground. Some may feature vented cupolas or metal ventilators atop the roof ridge. Granaries may be windowless except for a small sash high in the gable end for light. A lean-to, once used as a wagon drive for unloading grain, may be present on a side elevation. The long side may also be the favored location for doors.

Machine sheds may be the most common of the major farm outbuildings. They may be long, rectangular, wood-framed buildings, with gabled roofs and one open elevation divided into two to four parking bays for farm equipment. There will probably be no doors or windows. Some, however, may contain a shop area that requires the enclosure of one or more bays as well as an opening for entry and light.

Shop buildings may also be free-standing outbuildings. They may be medium-sized, rectangular, wood-framed buildings with gable roofs. Buildings used for the repair of farm equipment were common on Western Oregon farms historically. Many of them contained a blacksmithy.

Fuel sheds are 20th century outbuildings and may be small and almost square in plan, with gable roofs. Wood-framed or of masonry, they may be entered by a single door and have no windows.

Hog shed/barns may be medium to large-sized, rectangular, gable-roofed, wood-framed outbuildings. Small versions of the type may be windowless and may have single entrance doors. The larger hog barns may have windows and one or more entries. Both may have small square doorways positioned low for the swine to pass in and out of the building. Attached pens may be associated with these buildings.

Multi-purpose outbuildings on a farm complex may have served several functions that changed over time. Some may be equipment storage sheds or stock shelters. The buildings may be rectangular and single-story with shed or gable roofs. The size of the outbuildings may vary from quite small to barn-like proportions. Most may be wood-framed, but masonry buildings can occur. A few may be windowed, and all may have either a doorway or an entrance similar to that on a garage.

B. Dairy

Springfield has a history of cheese factories and creameries which were probably supplied by the area's dairies. This type of farm was established during the Progressive Era (1884-1913) and reached its peak in about 1928, when 39 dairies were in operation in Springfield. Following are the outbuildings that are typically associated with a dairy and which may still be extant in the study area:

Dairy barns may be distinguished by banks of low windows that line at least two elevations. The rectangular barns may be either wood-framed with board and batten/vertical wood siding or a combination of wood-framing over a hollow clay tile base. Gable and gambrel roof forms may prevail, while cupolas or sheetmetal ventilators may crown the central roof ridge. The large buildings may feature hay hoods and may be two-story, with the upper level devoted to hay storage. Both endwall and sidewall sliding doors may be present.

Milkhouses, sometimes called dairies, may either be built into or positioned near the dairy barns. Used for separating the cream and cooling the milk, the medium-sized buildings

may be constructed with a hollow clay tile base topped by wood-framing. Some may be all wood. Like the dairy barns, they may use windows and a ventilator or cupola atop gabled roofs.

Silage pits may be large open pits heaped with silage used for dairy cattle feed. Most pits will have concrete retaining walls on three sides. Silage pits, an older form of ensilage storage, are also called horizontal silos (Noble 1984:79-80).

Tower silos may be tall, free-standing, cylindrical structures, often occurring in groups of two or three. They may be banded by metal belts that secure the cement or wooden staves of the sidewalls. Domed roofs may be covered with shingles or sheetmetal. Circular silos constructed with wooden staves are an older form dating to c.1894. Cement-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced in their construction, especially during the 1920s (Noble 1984:73-79).

Stock sheds may be medium to large, rambling, wood-framed buildings with vertical siding and gable roofs. Some may be open on two or more elevations, and contain pens and feeding facilities. These buildings may be specifically designated as barns for bulls, heifers, dry cows or calves.

C. Poultry Farm

Large-scale poultry farming in the project area began during the Motor Age in the 1920s and reached its greatest extent in about 1934, when 86 poultry dealers were listed in the Springfield area. Chickens were raised for their eggs and turkeys for their meat. The poultry farm has three outbuildings generally associated with its operation. It is likely that some of these survive in the study area.

Poultry houses may be much larger and more efficient than common chicken coops. They may be elongated, rectangular, single-story buildings with low-pitched gable roofs. Constructed either of wood or hollow clay tile, the buildings may have rooftop ventilators and banks of low windows that line the long elevations. Although a general farm may have a single, large, poultry house among its outbuildings, the poultry breeder may have two or more of the type in the complex.

Incubators and brooder houses may be small, single-story rectangular outbuildings. They may be constructed of either hollow tile or wood and may have gable roofs. The incubator was used to hatch fertilized eggs, and the brooder house sheltered the newborn chicks.

D. Hop Culture

Hop farming in the study area dates from the 1880s to 1937. Despite a fluctuating "boom or bust" market, Springfield remained competitive and the primary producer of hops for Lane County. Historic photographs of selected hop yards in the study area are available for use in descriptive analysis. Following are the characteristic outbuildings found on a hop operation:

Hop dryers were specialized buildings used in the drying and processing of hops. The large distinctive outbuildings were also called hop houses or kilns. The dryers may be two-story, wood-framed, rectangular buildings, with vertical board or board and batten siding. Roofs may be either gabled or hipped, and cupolas and dormers may be present. Beginning in the 1930s, fans were mounted in the cupolas to facilitate the upward movement of heated air; some of these may have survived. The dryers will probably have no windows and may have at least one large loading door on the lower level. The smaller

hop houses may have an ell off one elevation that served as a cooling and bailing shed. The bailer itself may survive. The large kilns may contain the cooling/bailing room under the same roof as the drying rooms. Bigger hop operations constructed kilns as an interconnected group of paired dryers, that may be separated by a long hallway containing the cooling and drying facilities.

Hop pickers' shacks were buildings used by the laborers as sheltered resting places. They may be single-story, rectangular, wood-framed buildings with gable roofs. Windows may be minimal, and there may be only a single entry.

Dancehall and stores were often found on large-scale hop operations. According to tradition, the hop pickers came from distant places to pick hops, so they stayed in "tent cities" at the yard until the end of the season. The local grower would provide facilities to accommodate his guest workers; hence a wood-framed dancehall and store were built.

E. Berry and Vegetable Farms

Berry farming in the study area dates to the Railroad Era (1865-1883) and continues to the present. Among the first fruits to be cultivated were raspberries, currants, goose berries and strawberries. Vegetables such as corn, beans, carrots and beets were grown as cannery crops.

This type of farm had no outbuildings specific to the production of small fruits and row crop vegetables. Equipment sheds for farm machinery and storage sheds that hold the harvested crops until they are shipped to the packers and canneries were common; however the buildings were no different in appearance from those found on a general farm. Barns were not necessary to berry or vegetable production; although farmers may have had stock that needed shelter. For instance, before the advent of motorized farm equipment, most farms in the study area probably had a horse barn to house the field horses. Families commonly had a multi-purpose barn for horses, feed storage and milk cows (Brunner pers. com. 1990).

F. Fruit and Nut Orchards

Fruit and nut orchards in the study area began production around the turn-of-the-century during the Progressive Era (1884-1913), and the industry continues to the present day. Prunes, apples, cherries, filberts and walnuts were among the first orchard products to be raised on a large-scale, commercial basis.

Fruit and nut dryers were not a common outbuilding in a commercial orchard of the early 20th century. Rather the orchardist took his crop to a large commercial dryer that was located in an area central to fruit and nut production. The prune dryer pre-dated the walnut and filbert dryer in the study area (J. Brunner pers. comm. 1990).

The early dryers may be elongated rectangular, wood-frame, two-story buildings that were called "tunnel dryers." They may have gable roofs, no windows, and except for the drying tunnels, may be open on all sides. Cleaning of the fruit and nuts was accomplished out in the open but near the dryers. Several long, narrow, hollow tile drying tunnels, running side-by-side, may be positioned above iron wood-burning furnaces. Stacked trays of fruit or nuts, loaded on small rail cars, were placed within the kiln to be dried by heated circulating air. Nut dryers may be vented at the roof ridge, but fruit dryers will probably be completely enclosed (Brunner pers. com. 1990).

By the decade of the 1930s the dryers were enlarged to include the cleaning equipment and wooden storage bins under the main roof to the side of the drying tunnels. The rectangular, wood-frame, gable roof building forms may prevail; however, the tunnels may

be at ground level, with the furnaces directly underneath. Oil and natural gas replaced wood as fuel, and a fan system facilitated the horizontal movement of heated air (Brunner pers. com. 1990).

Kilns, called bin dryers, came into use with the rise of the filbert industry. They may be two-story, rectangular, wood-frame, gable roofed buildings with the heating and fan systems possibly located to the side of the drying bins. The inclined wire drying racks may be positioned on the second level of the building, above individual wooden bins that were used to store the dried nuts until they were sacked. The buildings may have no windows and may be vented at the roof ridge. The nut cleaning equipment may be included under the main roof, near the drying bins (Brunner pers. com. 1990).

A nut cleaning shed is a one-story rectangular wood frame shed roof building that contains equipment for cleaning the newly picked nuts. The shed is open on one or more elevations and may include the parking space for wheeled equipment. There are no doors or windows.

Commerce

Springfield's early commercial development was located in the vicinity of Mill and Main Streets near the Willamette River. The town was initially established at this site because of its proximity to water power, which was needed to operate the mills.

The earliest photographs of Springfield's commercial buildings date to circa 1900 and show the shops and stores to be typical of those found in communities throughout Western Oregon during this period. The false-front building type survived along Main Street at least into the 1920s, and was used for the general store in the crossroad community of Thurston. The buildings, if they have survived, may be all wood-framed with board and batten or horizontal drop siding. They may be one to two stories in height, with gabled roofs, and false front facades. Stores may have recessed entries flanked by large windows. Most buildings will probably be modest in size; however larger buildings could be present. The former Springfield Hotel appeared to have been one of the largest commercial buildings in town. The false-fronted, wood-frame commercial building, if it has survived in the study area, could be dated from about the 1850s to 1905.

Records indicate that the former First National Bank of Springfield in 1906 was the first commercial building to be constructed of masonry in the city. Historic photographs and extant buildings dating between about 1906 and the 1930s show that brick, stuccoed wood and brick, and concrete block was used for these buildings. They were all large-sized, rectangular, and one to two stories in height. The facades were straight forward, and most featured large windows on all levels. The architectural styles of many buildings could be termed vernacular, for they were plain in appearance and without distinctive stylistic elements. A few, however, were constructed to reflect the styles popular at the time. Restrained versions of the following architectural styles were noted.

The Chicago School building style, popular in Oregon between 1890 and 1915, evolved in tandem with the development of American industry and commerce. Chicago School design was rational and utilitarian. The philosophy of the style sought to combine both shopping and office spaces in a concentrated business area. The overriding design guideline of the school was the idea that form follows function. One of the proponents of this idea was American architect, Louis Sullivan, who was considered a pioneer in the development of modern architecture (Clark 1983:105).

Characteristics of the Chicago style may include steel-frame construction, flat roofs with wide projecting eaves, rectangular shapes with vertical emphasis, large areas of glass, sometimes

three-part windows, and horizontal or vertical decorative facade elements such as spandrels and piers sheathed in masonry. Sullivan's office buildings (Sullivan-esque) were composed of three distinctive components and featured stylized foliate ornament or classical elements (Clark 1983:105).

The Mission style was influenced by the colonial adobe buildings of the California mission period. The style was popular in Oregon between 1910 and 1935. It may be characterized by wood-frame or brick construction with stucco walls, low-pitched roofs with curved parapets rising above the roof line, and decorative Spanish-inspired details such as projecting roof beams, round-arched openings, and wrought-iron trim (Clark 1983:165).

Art Deco was in fashion in Oregon between 1915 and 1940. The geometric style looked to the future for its inspiration rather than the past. It was influenced by cubism and celebrated the machine age. Characteristic elements may include rounded corners, windows, and decorative features; asymmetrical compositions; polychrome surfaces covering steel or concrete frames; and geometric ornaments in low relief (Clark 1983:195).

Culture: Architecture

The property types associated with this theme are divided into two categories: Domestic Buildings and Public and Social Buildings. Commercial Buildings are discussed above under the Commercial theme and transportation buildings under the Transportation theme below. The industrial buildings located in the project area are not constructed in any particular architectural style; therefore they are discussed only once under the theme of Industry.

A. Domestic Buildings

The first dwellings in the project area were the log cabins or hewn-log houses of the pioneers. The cabins were often crude, hastily constructed dwellings with earthen floors, no windows, and stick and clay chimneys. For many of the settlers it was a temporary shelter until a more substantial home could be built. Hewn-log houses were an improvement over the cabin. Log houses were constructed of squared logs and had amenities such as puncheon floors, brick chimneys and glass-paned windows. It was not unusual for these dwellings to be two-stories and have a kitchen wing. Some were clad in milled wood siding and so took on the appearance of a lumber house.

The Vernacular architectural style was one of the most common in Oregon and one that spanned the broadest time period. Houses of this style in the study area would date from the 1848 to 1940. Distinguished by their simplicity and lack of distinctive stylistic features, Vernacular buildings do not fit any stylistic category; however, some may have borrowed the qualities or decorative features from other popular styles of the day.

Vernacular-style houses may be characterized as one-and-one-half to two-story, wood-framed buildings, composed of one or more rectangular volumes, often arranged in a T or L plan. Roofs may be gabled and windows double-hung sashes. Ornamentation may be found on the front porch, gable ends or window caps. It was not uncommon for these dwellings to evolve over time, with various additions built onto the side or rear elevations. The Vernacular was a conservative house form which, except for decorative features, changed little over time.

Historic photographs indicate that the Classic Revival style was represented by at least two houses in the project area--the 1851 William Stevens Farmhouse and a circa 1850s urban dwelling later called the Clarks Hotel. Popular in Oregon between 1840 and 1865, the style is characterized by low-pitched gable roofs with eave returns or pedimented gables, complete entablatures, bilateral symmetry, weatherboard siding, six over six double-hung sashes and

colonnaded porches. The style copied both Greek and Roman modes of expression, and the buildings fell into four categories: Classic, experimental Classic, conservative Classic, and vernacular Classic (Clark 1983:35).

The Gothic Revival style was introduced to Oregon in the 1850s through the publications of Andrew Jackson Downing; the style remained popular for dwellings to 1900. Three variations of the form prevailed in Oregon: Early Gothic, Carpenter Gothic, and Vernacular or Rural Gothic (Clark 1983:46).

Characteristic elements of the Gothic style include steeply pitched gable roofs, prominent central gables and wall dormers, and wood-framed rectangular volumes that sometimes form asymmetrical compositions. Pointed arched windows and doors may be present. Detailing may be simple and straightforward or decorative with jigsaw bargeboards, brackets and trim (Clark 1983:46).

Another house form that may be present in the study area is the Italianate, which was found in Oregon from 1855 to 1890. This romantic style copied the appearance of Italian Renaissance palaces and villas and was popularized by pattern books. Characteristic elements may be low-pitched hipped, gabled or flat roofs; overhanging bracketed eaves; asymmetrical massing; wood, brick or stone construction; tall arched windows; and ornamentation simulating quoins, keystones or columns (Clark 1983:59).

From the late 1880s through the early 1900s, the Queen Anne style was popular for residential building in Oregon. Numerous pattern books illustrating designs inspired by the English manor houses of architect Richard Norman Shaw led the way toward more imaginative architectural forms (Clark 1983:85). The elaborate wood detailing, characteristic of the Queen Anne, was made accessible through the expansion of the railroad system, which carried woodworking machinery and supplies of pre-cut ornament to communities across the nation (McAlester and McAlester 1984:310).

Although the Oregon and California Railroad line was completed as far as Eugene in 1871, it was not until 1891 that a railroad line was extended to Springfield. Historians have claimed that the economic growth of the city was impeded until direct access to the railroad was established. Nevertheless the community still had railroad service at an early date that could have provided "mail order" ornament. Springfield also had a sash and door factory as early as 1871, which may have produced locally made decoration.

The predominant characteristic of the Queen Anne is variety of shapes and ornamentation. The house form may have either two or more stories or may be a one-and-a-half story Queen Anne Cottage. The plan and massing may be made irregular by complex roof forms, towers, porches, bays and dormers. Varied window shapes may occur, frequently in combination and accented by small panes of colored glass. The wood-framed Queen Anne may feature banded and contrasted wall surfaces using shingles, horizontal siding and paneling (Clark 1983:85). Porch and gable detailing may be enriched with spindlework, bracketing and jigsaw verge boards.

A more restrained version of the Queen Anne developed between 1900 and 1910. Noticeably lacking was the excessive ornamentation and irregularity of form. Partial return eaves, pedimented gables and simple porch detailing were the primary decorative elements of the later Queen Anne style.

The coming of the railroad in 1891 and establishment of the Booth-Kelly sawmill at the turn-of-the-century stimulated the economic and cultural growth of Springfield. The city was prosperous and progressive, and one would expect that houses in the Queen Anne style would

be built to reflect this growth. However, because a majority of the Springfield population were employed as millworkers, one would expect the smaller Queen Anne Cottage to be more numerous than the high style Queen Anne.

The Colonial Revival style was popular for residences in Oregon between 1890 and 1915; a variant of the form was called Dutch Colonial Revival, which featured gambrel roof forms. The style sought to establish an indigenous American building form based upon Colonial antecedents, with strict interpretation of the ideals of Greek, Roman and Renaissance architecture (Clark 1983:114).

Characteristic elements include wood-framed rectangular volumes with low-pitched gable, gambrel or hipped roofs. Bilateral symmetry and a classical entablature may accent the elevations. Ornamentation may follow classical forms, i.e. lunettes, dentil moldings and ordered columns on the porches. Doors may be framed with transoms and sidelights; windows may be double-hung sashes (Clark 1983:114).

The Bungalow-Craftsman style was popular in Oregon from 1900 through 1940. The Bungalow was a truly indigenous style that developed with impetus from the English Arts and Crafts movement, the Prairie houses of Frank Lloyd Wright, and the Craftsman Bungalows designed by Charles and Henry Greene. The basic philosophy of Bungalow design stressed reliance on the use of hand-crafted construction techniques and natural building materials (Clark 1983:135). Bungalow interiors with open, flowing spatial arrangements and built-in furniture was designed to fulfill the ideal of a comfortable, informal lifestyle.

Bungalow-Craftsman residences may be one to two story, rectangular, wood-framed buildings. Low-pitched hip or gable roofs may have wide overhanging eaves with exposed rafters and bracketed purlins. Prominent porches and one or more dormers were characteristic features. Decorative elements may include distinctive porch details, eave ornaments, multi-paned double-hung windows and contrasting natural materials (Clark 1983:145; McAlester and McAlester 1984:439-463).

By the 1920s, the Bungalow design had been given extensive publicity in numerous publications and pattern books. Some companies offered mail-order, pre-cut packages of building materials and plans to be assembled in any locality. The Builder Bungalow became the most popular, inexpensive, small house in the country (McAlester and McAlester 1984:454).

Although this type of Bungalow had most of the Craftsman elements, it presented a more crisp, compact appearance that could be attributed to the pre-packaged format. The wood-frame buildings may be smaller, being one to one and a half story. Roofs may be gabled, with slightly overhanging eaves, exposed rafters, bracketed purlins, and dormers. Porches may still be prominent, and the double-hung windows may have small panes in the upper sashes. Although natural materials may be used on chimneys and porch posts, wall surfaces will probably be horizontal wood siding. The closer a building dated to 1940, the more simple became its Bungalow detailing.

One would expect the Bungalow to be a popular style for residences in the study area. Inexpensive to build and designed for efficiency, the modest dwelling would have been ideal for milltown housing. Bungalows were enormously popular throughout Oregon, and it is anticipated that Springfield contains many.

The English Cottage style was a Historic Period Revival style that appeared between World Wars I and II. Period styles came in part from the Beaux Arts academic tradition that stressed correct interpretations of historic European styles. Such houses were designed for wealthy

clients, but advances in building technology made a Period style dwelling accessible to the masses. Inexpensive techniques for adding brick or stone veneer to the exterior of wood-framed buildings replaced the earlier solid masonry construction. Romanticized interpretations of Period fashions drew upon a broad range of historic styles used in European and American housing (Clark 1983:153; McAlester and McAlester 1984:319). The English Cottage building form was one of the more popular Period styles in Oregon.

The English Cottage style may be characterized by steeply pitched, cross-gable roofs, asymmetrical plans and decorative details that evoke the medieval house form: half-timbering, false-thatched roofs, prominent chimneys, gable ornamentation and oriel or grouped windows with small panes. Masonry, stucco, wood shingles or clapboard may be used for exterior cladding, often in combination (McAlester and McAlester 1984:355).

8. Public and Social Buildings

Photographs of Springfield's first schools show a building type that was common all over Oregon in the late nineteenth and early twentieth centuries. The schools were rectangular, wood-frame, one-story buildings. A gabled roof frequently was surmounted by a belfry, and windows lined the long elevations of the building. The first Mill Street School, circa 1880s; Thurston Elementary, circa 1888; Maple School, circa 1900; and Mt. Vernon School, 1895, illustrate the type.

After the turn-of-the-century schoolhouses were built to reflect the architectural style that was popular at the time of construction. Structural and cladding materials changed from wood to masonry or a combination of the two. Springfield's first high school was an older wooden building remodeled in the Bungalow mode. The Lincoln School, circa 1910, Hayden Bridge School, circa 1910, and the Thurston High School, 1913, were in the Bungalow style. Early photographs show that the Colonial Revival and English Cottage styles were also popular for school buildings in the study area. The second Mt. Vernon School was built in the Colonial Revival style in about 1905-1910, and Brattain Elementary was constructed in 1925 in the English Cottage mode.

Historical records noted that Springfield High School was built in 1921 in the Half Modern style. Public buildings in Oregon were constructed in that style between 1915 and 1940. As the name implied, the style of architecture gave the building a half traditional and half modern appearance. Characteristic elements may include a stepped or flat roof, balanced spatial composition, rectangular windows, steel-frame or cement construction with brick, stucco, or marble facing and classic forms generally lacking ornament (Clark 1983:202).

Historic photographs show that the first church buildings in Springfield were built of wood in the Gothic Revival style--First Baptist in 1871, Christian in 1880, and United Methodist in 1885. The style was popular for religious edifices across the country in the nineteenth century. Gothic continued as a favored mode for church buildings in the early twentieth century; however, other contemporary styles were used, and masonry construction replaced wood for some of the larger churches. Photographs indicate that the Mission style was used for the Christian Church rebuilt in 1928, and Ebbert Memorial United Methodist church was reconstructed in 1916 in the Tudor-Jacobethan style.

The Tudor-Jacobethan style was another Historic Period style popular in Oregon from 1910 to 1935. Characteristic features may be steeply pitched gable roofs with ornamental parapets; rectangular shapes with vertical projections such as towers; brick construction, sometimes in combination with stucco; arched openings; and medieval decorative motifs (Clark 1983:156).

Historical records indicate that the earliest fraternal building erected in Springfield was the Odd Fellows Hall built in 1881. No photographs, drawings or descriptions of the building survive; however, it is known to have been a wooden building large enough to house the lodge rooms, fire department and city council chambers.

Photographs of two later fraternal buildings--an early 20th century I.O.O.F Lodge and the 1913 Thurston Grange--indicate that the organizations tended to construct their meeting halls in whatever style was popular at the time, or as was the case for Thurston Grange, simply moved into a building formerly used for other purposes. The Mohawk-McKenzie Grange built a Vernacular style grange hall in 1930. Historical records indicate that a majority of Springfield's fraternal societies met in private homes or borrowed the facilities of other organizations for their meetings.

The previously noted Odd Fellows Hall was a restrained version of the American Renaissance style, which was popular in Oregon between 1890 and 1915. Characteristic elements of the style reflected in the hall's architecture was the flat roof with decorative parapet, rectangular windows with voussoirs, smooth exterior masonry walls, and Classical ornament such as of corner quoins (Clark 1983:126).

The Thurston Grange was built in 1913 as a community hall; it became a grange in 1936. The round roof building was designed by Morris Brown, who was inspired by a tabernacle with an arched ceiling in Salem. Built of timber logged from nearby "Tater Hill," the wood-frame grange had drop siding and curved laminated beams in the ceiling.

Industry

Industry in the study area primarily centered around a saw and grist mill complex that was established in the early 1850s. According to historical records, the oldest surviving resource related to that industry was the millrace that was hand-dug by the Briggs brothers in 1852. Although alterations to the millrace occurred over the years, the original channel remained intact.

The grist mill was built in 1853 and survived relatively intact until 1920, when it burned. An engraving executed in 1884 of the Springfield grist mill illustrates a two-and-one-half story, rectangular, wood-frame building with a cross-gable roof. It featured several six-over-six double-hung sash windows and low wooden loading ramps along two elevations. The 1907 and 1912 Sanborn maps indicate that the large building was divided into a gearing room for the waterwheel, milling room, three separate grain bins and an office. Later photographs of the flour mill show that the building changed little over the years of operation. The grist mill was never replace.

The first sawmill in Springfield was built in 1852 and rebuilt in 1866, 1882, 1902 and 1911. With each reconstruction, the complex was enlarged and modernized. No photographs or descriptions are available of the early sawmills that operated between 1852 and 1902. It has been suggested that the early sawmills in the study area were similar to other mills operating in the region at the time:

Sawmills, in general, were open on both ends and often on a third side as well, while the enclosed side was where the waterwheel was placed. The other two or three sides were used to roll logs and lumber into and out of the mill. The long open facade faced the road where a simple inclined plane or ramp was used to roll the logs into the mill. The early mill buildings were frames held together with mortise joints. The building's frame was covered with vertical boards and occasionally clapboard was used, but this was probably not necessary at the Springfield mill. It was usually a single gabled structure and the overhang on the roof protected the sides from rain and snow. There was no heating system for fear of fire and lack of any enclosed space to heat.

Basically, the sawmill would have been a rough structure put together only to protect the machinery (Clarke 1983:20).

Historic photographs dating to 1904 indicate that the Springfield sawmill, then owned by Booth-Kelly, was a collection of large, rectangular, wood-framed buildings with gable roofs. One building, probably the planing mill, featured a "sawtooth" roof form. Blowpipes and suction fans were also associated with this building. Although some mill buildings were enclosed, other were open on one or more elevations. The 1907 Sanborn map shows the Booth-Kelly mill complex to include the sawmill, planing mill, lumber sheds, log pond, sawdust bin, dry kiln, machine shop, power plant and sash and door factory.

Much of what remains on the Booth-Kelly sawmill site today reportedly dates to about 1912. At that time the operation consisted of the sawmill and "green-chain," planing mill, lumber sheds and 1911 brick steam plant. A blacksmithy, machine shop, dry kilns and a "wigwam burner" were once part of the operation (Bagley pers. com. 1990).

In general a sawmill complex in the study area had no specific pattern of arrangement, but buildings were placed according to their related functions and were normally interconnected. In addition certain manufactories were associated with a sawmill complex and were commonly found occupying the same general industrial site (Bagley pers. com. 1990). For instance, throughout the history of Springfield it was not unusual to find small factories for sashes and doors, barrel staves, shingles, chairs, and matches operating in proximity and in association with the sawmill business.

Following is a list of buildings and structures specific to a Springfield sawmill dating between about 1900 and 1940; although the general characteristics would probably describe other sawmills of that era throughout the region. It is doubtful that any wooden mill buildings of the 19th century have survived, as sawmill complexes have a history of destruction by fire.

Sawmill buildings may be wood-framed, elongated rectangles, several stories in height and open on one or more sides. At one end may be an area called "green chain." Windows were not common, and although the buildings today may be covered with tin, in the past they were sided with wood. Roof forms may vary--gable, round, and gable-off-gambrel (Bagley pers. com. 1990).

Planing mills may be wood-framed, elongated rectangular buildings, several stories in height and open on one or more sides. They typically may have "sawtooth" roofs; although other roof forms may occur. Positioned on top of the roof may be suction fans in large sheetmetal casings; running between the fans may be long, cylindrical "blowpipes" that conveyed sawdust from the planer shed to a wigwam burner (Bagley pers. com. 1990).

Wigwam burners were large, conical, metal structures designed to burn wood wastes such as sawdust. Small end pieces of lumber, called planer ends, were stored in elevated, wooden bins for later use by other manufactories (Bagley pers. com. 1990).

Machine sheds may be simple, rectangular, wood-frame buildings that housed the machinery which ran the mill (Bagley pers. com. 1990).

Blacksmithies may be additional utilitarian wood-frame buildings (Bagley pers. com. 1990).

Lumber sheds may be large, open, rectangular buildings that were used to store finished lumber. They may be wood-framed and gable roofed (Bagley pers. com. 1990).

While wood was the primary building material for a majority of sawmill buildings, brick was also used. Dry kilns were brick structures that were used to dry out green lumber before it was sent to the planing mill for finishing (Bagley pers. com. 1990).

The earliest sawmills were powered by water until 1902, when the Booth-Kelly Lumber Company converted to steam. The power plant was housed in a wood-frame building until a brick steam plant was built in 1911; the plant was converted to electricity in 1912. Historic records indicate that the building was one-story and rectangular, with an eaveless gable roof. It featured windows with multiple panes and corbel courses along the upper edge of the exterior walls. It was sited on the millrace across from the railroad track.

Log ponds were small bodies of impounded water used to store logs before they were processed by the mill (Bagley pers. com. 1990).

Transportation

Transportation resources in the study area would include bridges, Southern Pacific Railroad lines and depot, and remnants of the pioneer road system that serviced the Springfield locale.

According to historical records none of the covered bridges in the study area have survived, as they were replaced by newer spans around 1900. Other bridges, such as the circa 1890 steel bridge and 1910 streetcar bridge, both of which spanned the Willamette River, have also been replaced. Surviving bridges appear to include the 1869 Hayden Bridge reassembled and erected across the McKenzie River in 1899 by Southern Pacific Railroad. The iron span featured a truss structural system and measured 228 feet in length. Also remaining may be two spans across the Willamette River--the 1907 steel railroad bridge and the 1929 steel and concrete auto bridge.

Three railroad lines in the study area date to the period between 1891 and 1900: the route leading from Coburg to Springfield and Natron, the Brownsville spur and the Wendling line. Historical records indicate that the Brownsville spur is now an abandoned railroad bed, and present-day maps indicate that the Wendling route has been expanded since its construction in 1900. The Coburg to Springfield and Natron has remained a functional line.

Historical records and photographs indicate that the only known building related to the theme of Transportation was the Southern Pacific Railroad Depot constructed in 1891 adjacent to the railroad tracks just south of the town center.

The wood-frame depot had the characteristic features of the Stick style which included multiple gable roofs; drop siding combined with "stickwork" and shingling; vertical composition; and Eastlake decorative elements such as spindles, cutouts and bracketing. The Stick style was popular in Oregon between 1870 and 1900. Inspired by Downing's publications, proponents of the style considered wood as a building medium in its own right rather than a substitute for stone. Local carpenters and builders were encouraged to freely express their interpretation of a building's unseen structural frame, which resulted in the creative exterior stickwork (Clark 1983:78).

By comparing the present road network in the study area with that shown on the first federal survey maps, the following roads, or parts thereof, date to about 1853-1855: Mill Street, Game Farm Road, Thurston Road, McKenzie Highway, and Jasper Road. Springfield's grided street system within the 1940 city limits may also be considered historic, having developed over the years from the first town platting in 1856.

Resource Distribution Patterns

The following section describes the distribution patterns of resources in the Springfield area and is based on the Historical Overview.

Agriculture

Agricultural resources are expected to be generally located in the perimeter areas north, east and south of the city center. Historical records reveal that the Gateway and Thurston areas supported dairies, poultry farms, small fruit and vegetables farms, fruit and nut orchards, hop culture, horticulture and general farming. Filbert orchards were located due south of the city near the Middle Fork of the Willamette River. Stock operations were located in the foothills of the Natron locality.

Commerce

Commercial resources were historically centralized on Mill and Main Streets, with the majority sited along a seven block section of Main near the Willamette River. The buildings would probably date between about 1905 to the 1930s. This is the city's original business district.

Culture: Architecture

Domestic Buildings: Except for commercial and industrial areas, domestic buildings, which include farmhouses, will probably be found throughout the study area. The highest concentrations of historic residences are expected to be located in the neighborhoods just east and north of the original city center, from Mill Street to about 10th Street and from North A to about Centennial Boulevard.

Four schools are known to be extant in the project area--Hayden Bridge School, circa 1910, at 3835 Marcola Road, Mt. Vernon School, circa 1910, at 725 South 42nd Street, Springfield High School, 1921, at 525 Mill Street, and Brattain Elementary, 1925, at 425 North Tenth Street.

According to available records, only one historic church remains in Springfield--the Ebbert Memorial United Methodist Church, 1916, at 530 C. Street.

Surviving fraternal buildings are expected to be the Odd Fellows Hall, circa 1910, and Master Woodsman's Lodge, circa 1910, located on Main Street, the Thurston Grange, 1913, at 66th and Thurston Road, and the Mohawk-McKenzie Grange, 1930, on Hill Road.

Industry

Industrial resources are expected to be clustered on the south side of South A. Street in the vicinity of the millrace and Southern Pacific Railroad tracks. The buildings and structures that are expected to remain would most likely belong to the former Booth-Kelly sawmill. This was the city's original industrial district.

Transportation

It is anticipated that only one building related to transportation has survived to the present. The Southern Pacific Railroad Depot, constructed in 1891, was recently moved to a site between South A. Street and the railroad tracks, just east of the Willamette River. The new location is not far from the original site.

Remnants of the early roads and railroad routes are located primarily in the western and eastern sectors of the city. Hayden Bridge spans the McKenzie River at Marcola Road, and the 1907 railroad bridge and 1929 auto bridge over the Willamette River are west of the city.

THURSTON IDENTIFICATION

Resource Types

Resources identified in the Phase II intensive level inventory are categorized for analysis into two broad theme groups: Agriculture and Culture.

The characteristics of resource types and their distribution patterns specific to each Broad Theme are described below. The discussion focuses primarily on the historic function of the building and the physical/architectural elements believed to be representative of the type. This approach provides the context for evaluation of relative integrity and significance of individual properties.

Agriculture

Agricultural resources, with 12 entries, represent 75 percent of the resources inventoried in the Thurston study area.

In Thurston there are three basic farms, nine multi-units, and one isolated agricultural building. (See preceding chapter for definitions of farm types) There are only six farmsteads remaining, out of eleven, which retain the house, barn and outbuildings. Most surviving farm-related resources consist of remnant buildings of the original complex.

As noted in the previous chapter the "Agricultural Context Statement" categorizes farm ensembles into historic periods (also outlined in the "Historic Overview"): 1812-1846, 1847-1865, 1866-1883, 1884-1913, and 1914-1940. The temporal division of a farm operation does not take into consideration the fact that most agricultural building groups evolve over a long period of time, as does the type of farming activity. This evolutionary-general farm type usually spans more than one historical period, generally produces a variety of changing crops, and includes buildings constructed in different years or adapted for varying uses over time. The general farm dates from the pioneer period of settlement to the present and was the most common type of farm operation in Thurston. The most intact examples of evolutionary-general farms are the Seever-Baugh Farm, 1889-1970s, at 6022 Thurston Road and the Frank E. Taylor Farm, 1923-1991, at 1458 N. 66th Street.

Specialty farms appeared in the Thurston area during the Progressive Era, and became more common after 1914. These included dairies, poultry farms, berry and vegetable farms and fruit and nut orchards. The Berg Dairy at 5500 High Banks Road is the best example of a former dairy, while the Arthur R. Quackenbush Farm at 4810 High Banks Road exemplifies an orchard operation. None of the former poultry farms or berry and vegetable farms have survived.

Following are the characteristics of the individual farm types remaining in the Thurston area, with a focus on the outbuildings common to each. Although an integral part of farmsteads, farmhouses are discussed elsewhere in this section (see Culture: Domestic Buildings).

A. Evolutionary-general

This is a farm operation that spanned more than one historical period and produced different crops in response to market demands. The resulting complex exhibits a wide variety of functional outbuildings that were either built for a specific purpose or adapted over time for reuse according to need. Many of the outbuildings associated with the evolutionary farm occur regularly with other farm types. Farmsteads are divided into two distinct groups--house-related outbuildings clustered in close proximity to the rear or side of the main farmhouse and farm-related outbuildings built in the area of the barn, which historically was the center of operations. House-related outbuildings include:

The garages, either free-standing or attached to the house, are small, rectangular wood-framed buildings with roof forms and architectural styles that mirror the house. Occasionally the buildings are constructed of masonry. With end-opening doors, some have space for one or two automobiles. Some also have windows, lean-tos, or a shop area. Large farmsteads often have more than one garage. The Berg House at 5580 High Banks Road has two excellent examples of a garage built to compliment the house.

Cool houses are even smaller rectangular, one-story buildings. They are also called fruit/root cellars, fruit rooms, or cool rooms. They most often are constructed of hollow clay tile or cement, but wood framing can occur. Roofs are gabled and sometimes have cupolas or vents for air circulation. The buildings are entered by a single door and have one or more windows. Cool houses are above-ground root cellars before refrigeration became commonplace. Root cellars, usually of masonry structure, are built deep in the ground. The Seever-Baugh Farm at 6022 Thurston Road and the Ira D. Gray House at 5435 High Banks Road have the best examples of a cool house. The Baugh Farm also had a root cellar.

Woodsheds are small to medium-sized buildings, that are either free-standing or attached to the rear of the dwelling. They are one-story, rectangular, wood-framed buildings, often constructed to compliment the house in appearance. Roofs are gabled, and there is at least one entry door. The Tucker-Barnet House at 980 N. 58th Street has a good example of an attached woodshed.

Pumphouses are small, one-story, rectangular buildings that mark the site of a well. They are a regular feature of farmsteads and can usually be identified by an electric power pole and line connected to one elevation. Pumphouses are either wood-framed or of masonry construction. They have gable roofs, no windows and one entry door. Pumphouses sometimes double as a coolroom. The Lawrence B. Cook House at 6315 Main Street has a good example of a pump house.

In the Thurston area, there are no examples of the following outbuildings: chicken houses, smokehouses, privies, water towers, second dwellings and migrant housing.

Farm-related outbuildings are generally arranged in one of two ways in relation to the main barn: 1) around a common work area or courtyard that is or was anchored by the barn and 2) in a linear pattern along a major service road that leads to or from the barn. Fencing systems connecting the building group and encompassing the fields and pastures are included in the arrangement. Following are the farm-related outbuildings which are based on the historic context of the study area:

The majority of barns in the Thurston area date to the early 20th century and have wood siding--either horizontal/vertical boards or vertical board and batten. Some are shingled. The early barns have gabled roofs, followed by gambrels which became common in circa 1910. Beginning in the 1920s and 1930s, round barn roofs were popular. Most of the buildings have one or more lean-tos, either attached to the lower elevations or built within the main structural system. The long side of the barn is the favored position for a lean-to. Small windows are common, especially in dairy barns. An equal number of barns may have end-opening sliding doors as opposed to side-opening. Some barns have hay hoods, and some feature a vented cupola or sheetmetal ventilator atop the roof ridge.

There are seven historic barns remaining in the Thurston study area, all dating to the first half of the 20th century. They are all gambrel-roof barns. The most intact and best preserved are--the Quackenbush Barn, 1930s, at 4810 High Banks Road, the Phetteplace

Barn, 1941, at 5794 High Banks Road, and the Edmiston Barn, 1932, at 7085 Thurston Road. The Phetteplace Barn is also the best example of a dairy barn. The huge Berg Dairy Barn at 5500 High Banks Road is the oldest known barn in the area, dating to about 1902; the Berg family converted it to dairy use in the 1930s.

Shop buildings may also be free-standing outbuildings. They are medium-sized, rectangular, wood-framed buildings with gable roofs. Buildings used for the repair of farm equipment were common on a Western Oregon farm historically. Many of them contained a blacksmithy. The Quackenbush Farm at 4810 High Banks Road has the best example of a free-standing shop.

Fuel sheds are 20th century outbuildings and are small and almost square in plan, with gable roofs. Wood-framed or of masonry, they are entered by a single door and have no windows. The Quackenbush Farm at 4810 High Banks Road has the best example of a fuel shed.

A mint still is a tall, wood-frame, gable roof building with a square plan, vertical wood siding, and no windows. It was used to extract oil from the harvested mint. The Taylor Farm at 1458 N. 66th Street has the only example of a mint still in the study area; the date of the building is uncertain.

Multi-purpose outbuildings on a farm complex served several functions that changed over time. Some were equipment storage sheds or stock shelters. The buildings are rectangular and single-story with shed or gable roofs. The size of the outbuildings vary from quite small to barn-like proportions. Most are wood-framed, but masonry buildings can occur. A few are windowed, and all have either a doorway or an entrance similar to that on a garage. Each of the remaining farmsteads in the Thurston area has "outbuildings," none of which are outstanding, intact examples of the type.

There are no examples of graneries, machine sheds or hog shed/barns in the Thurston area.

B. Dairy

This type of farm was established in the Thurston area during the Motor Age (1914-1940) and reached its peak during the 1920s, through 1940. Following are the outbuildings that are typically associated with a dairy:

Dairy barns are distinguished by banks of low windows that line at least two elevations. The rectangular barns are either wood-framed with board and batten/vertical wood siding or a combination of wood-framing over a hollow clay tile base. Gable and gambrel roof forms prevail, while cupolas or sheetmetal ventilators may crown the central roof ridge. The large buildings feature hay hoods and are two-story, with the upper level devoted to hay storage. Both endwall and sidewall sliding doors are present. The Carl H. Phetteplace Barn at 5794 High Banks Road is the best-preserved example of a dairy barn in Thurston.

Milkhouses, sometimes called dairies, are built into or positioned near the dairy barns. Used for separating the cream and cooling the milk, the medium-sized buildings are often constructed with a hollow clay tile base topped by wood-framing. Some are built entirely of wood. Like the dairy barns, they have windows, and a ventilator or cupola atop gabled roofs. The best example of a milkhouse in the study area is located at 5500 High Banks Road and belongs to the former Berg Dairy.

Tower silos are tall, free-standing, cylindrical structures, often occurring in groups of two or three. They are banded by metal belts that secure the cement or wooden staves of the

sidewalls. Domed roofs are covered with shingles or sheetmetal. Circular silos constructed with wooden staves are an older form dating to c.1894. Cement-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced, especially during the 1920s (Noble 1984:73-79). There is one historic tower silo remaining in the study area; it is associated with the Phetteplace Barn, located at 5500 High Banks Road.

There are no silage pits in the study area.

C. Fruit and Nut Orchards

Fruit and nut orchards in the Thurston area began production in the Progressive Era. Prunes, walnuts and filberts were the principal crops raised on a large scale basis. Today, only filbert orchards remain in a small area north of High Banks Road.

A commercial prune dryer once serviced the growers of the Thurston area; however, it is not known where it was located or when it operated.

Nut cleaning sheds are one-story, rectangular wood frame shed roof buildings that contain equipment for cleaning newly picked nuts. They are open on one or more elevations and have no doors or windows. The nut cleaning shed on the Arthur R. Quackenbush farm at 4810 High Banks Road is the only example of the building type in the Thurston study area.

Culture: Architecture

A. Domestic Buildings.

Single-family dwellings, with 13 entries, represent 81.25% of the inventoried resources in the Thurston study area. Although all of these are included under the theme of architecture, a majority are farm houses and represent an integral part of the agricultural theme.

Vernacular-style houses in the Thurston area are one-and-one-half to two-story, wood-framed buildings, composed of one or more rectangular volumes, arranged in a T or L plan. Roofs are gabled and windows double-hung sashes. Ornamentation is found on the front porch, gable ends or window caps.

There are excellent, well-preserved examples of the vernacular style in the Thurston area. The John A. McMahon house, circa 1880, at 4971 High Banks Road, is the oldest dwelling, followed by the Seever-Baugh house, circa 1889, at 6022 Thurston Road. The T-shaped plan of the vernacular style is exemplified by the M.V. Rees house, circa 1890, located at 953 North 66th Street, and the L-shaped layout is represented by the Tucker-Barnet house, circa 1900, at 980 North 58th Street.

There is one example of the Italianate style in the Thurston study area. The Nice-Donaldson house, circa 1900, at 6742 Thurston Road, is a modest example of the Italianate style. It has a characteristic low-pitched hipped roof, asymmetrical massing, wood construction, tall double-hung sash windows and is without ornamentation.

The majority of the Thurston area bungalows are examples of the simplified Builder Bungalow. These wood-frame buildings are small, one and one half story, with gabled roofs and slightly overhanging eaves, exposed rafters, bracketed purlins, and dormers. Porches are common as are double-hung windows with small panes in the upper sashes. Natural materials are used on chimneys and porch posts, and the wall surfaces are generally horizontal wood siding. Often, the closer a building dates to 1940, the simpler its Bungalow detailing.

The Builder Bungalow style is best represented by three well-preserved dwellings in the Thurston study area. The most intact is the Walter W. Edmiston house, 1932, located at 7085 Thurston Road, followed by the Ira D. Gray house, 1922, at 5435 High Banks Road. The most outstanding Bungalow facade is the Albert B. Mathews house, 1922, at 500 North 58th Street; the front elevation exemplifies Colonial Revival detailing.

The best intact examples of the later Bungalow style in the study area are the Berg house, 1940, at 5580 High Banks Road and the Lawrence B. Cook house, 1936, at 6315 Main Street.

B. Public/Social Buildings

Public and social buildings, with one entry, represent 6.25% of the resources in the Thurston study area.

Distribution of Resources

Agriculture

Farm-related resources are located along the following thoroughfares: High Banks Road (seven properties), Thurston Road (three properties), North 66th Street (one property), North 58th Street (two properties), and Main Street (one property).

High Banks Road and Thurston Road are two roadways that date to the 1850s; they were connected historically and served as the major route from Springfield eastward to the Cascade Range. The roads were the principal thoroughfares within the Thurston community, and the corner of Thurston Road and North 66th Street was the community center.

The vicinity of High Banks Road, Thurston Road, North 58th Street, and North 66th Street, is located on the floodplain of the McKenzie River, which lies to the north. The fertile land along these roads is ideal for agriculture and retains the highest number of farm-related properties. This area was also one of the first to be settled and thus contains the oldest cultural resources. Despite the presence of commercial filbert orchards in the High Banks-Thurston Road areas, contemporary residential development is in progress and rapidly replacing former agricultural lands. A Weyerhaeuser industrial site is also on the west. Particularly noticeable is the lack of maintenance on the farm properties rendered obsolete; several are used as rentals.

The Main Street (also called the McKenzie Highway) locale was originally a farming district before the highway was constructed in 1921. The roadway opened up the area to commercial and residential development, which began during World War II and continues to the present. All traces of the earliest farmsteads are gone and only remnants remain of those complexes dating to the 1920s and 1930s. Only one farmstead located on Main Street, survives in the study area.

Culture: Architecture

A. Domestic Buildings

Single family dwellings, 14 of which are farmhouses, are located on the following thoroughfares: High Banks Road (six houses), Thurston Road (four houses), North 66th Street (two houses), North 58th Street (two houses) and Main Street (one house). The farm-related status of one residence is unknown.

Given its history, the High Banks-Thurston Road area, which includes North 58th and North 60th Streets, has the highest concentration of historic domestic buildings, as well as residences

that date to the 19th century. With the exception of one unknown dwelling, all the houses are farm-related.

The dwellings of the High Banks-Thurston Road locale are constructed in the Vernacular style (four houses), Italianate style (one house) and Bungalow styles (nine houses). Not surprisingly, the vernacular buildings are generally the older homes. The vicinity is rapidly undergoing residential development, such that historic homes are scattered amidst a sea of contemporary housing. Some are not well maintained.

B. Public and Social Buildings

There is only one historic public/social building in the study area. It is the Thurston Community Hall/Grange No. 853 and is located on the northwest corner of Thurston Road and North 66th Street. This cross road was historically the center of the Thurston community. As far as known, the hall is the only building of its type ever constructed in the Thurston area.

REGISTRATION OF RESOURCES

Resources Currently Designated

1. National Register of Historic Places
Washburne Historic District

2. State Inventory of Historic Sites and Structures

A. Agricultural Resources

5431 High Banks Road	Berg Dairy, 1930s
58th and High Banks Road	Barnet Dairy, 1941
443 42nd Street	No Name, 1900
1108 Fourth Street	No Name, 1890
1410 North Fifth Street	No Name, 1900
4971 High Banks Road	Quackenbush House, 1900
980 58th Street	No Name, 1900
6022 Thurston Road	Baugh House, 1880
6742 Thurston Road	Donaldson House, 1900

B. Archaeological Resources

Potato Hill	
Archaeological Sites	18-02-03, TL 300

C. Commercial Resources

212-216 Main Street	Bell Theatre, 1910
307 Main Street	Fry & Rankin Building, 1911
650 Main Street	Offley Building, 1934
500 Main Street	Sutton's Place, 1909

D. Culture-Architectural Resources

228 Main Street	Master Woodsman's Lodge, 1910
326 Main Street	Springfield Armory, 1921
1790 Main Street	Scott House, 1890
233 South C. Street	No Name, 1900
South C. Street	Pioneer Cemetery, 1848
320 South D. Street	No Name, 1900

237 South E. Street	No Name, 1910
308 South Fourth Street	No Name, 1904
309 South Fourth Street	Tomseth House, 1910
407 South Fourth Street	No Name, 1910
421 South Fourth Street	Machen House, 1910
942 F. Street	No Name, 1915
856 L. Street	No Name, 1900
406 Broadway	No Name, 1900
941 Fifth Street	No Name, 1880
1143 Seventh Street	No Name, 1900
136 B. Street	Fullerton House, 1887
130 F. Street	No Name, 1870
346 Mill Street	Adkins House, 1897
1130 Mill Street	No Name, 1929
1065 Prescott	No Name, 1903
6545 Thurston Road	No Name, 1911
3210 Main Street	No Name, 1900
525 Mill Street	Springfield High, 1921
306 West D. Street	Fisher House, 1920
235 West E. Street	No Name, 1895

E. Industrial Resources	
South 2nd and South B.	Warehouse Building, 1895
590 Main Street	Pac. Power & Light Bldg., 1907
South Seventh	Pac. Power & Light Bldg., 1911

F. Transportation Resources	
Marcola & Mohawk Roads	Hayden Bridge, 1899

3. Locally Designated Properties	
South C. Street	Pioneer Cemetery, 1848
330 Main Street	Stevens & Perkins Bldg., 1911
346 Main Street	I.O.O.F. Building, 1909
590 Main Street	Pacific, Power, Light, 1907
South A. Street	So. Pacific Depot, 1891
1260 Main Street	Brattain-Hadley House, 1884
214 North Second Street	Stewart House, 1906
961 South 32nd Street	Douglas House, n.d.
66th & Thurston Road	Thurston Grange, 1913

4. Recommended Properties for Designation (See Figure 7)*

A. Agricultural Resources (includes farmhouses)	
4810 High Banks Road	Quackenbush Farm, 1930s
Primary Ranking	
4971 High Banks Road	McMahon House, 1880
Primary Ranking	
5435 High Banks Road	Gray House, 1922
Primary Ranking	
5500 High Banks Road	Berg Dairy, 1930s
Primary Ranking	

* Already listed on the Statewide Inventory of Sites and Structures.

5580 High Banks Road Primary Ranking	Berg House, 1940
5794 High Banks Road Primary Ranking	Phetteplace Barn, 1941
980 N. 58th Street Primary Ranking	Tucker-Barnet House, 1900
500 N. 58th Street Primary Ranking	Mathews House, 1922
6022 Thurston Road Primary Ranking	Seever-Baugh Farm, 1889
6742 Thurston Road Primary Ranking	Nice-Donaldson Farm, 1900
7085 Thurston Road Primary Ranking	Edmiston Farm, 1932
1458 N. 66th Street Primary Ranking	Taylor Farm, 1920s
6315 Main Street Secondary Ranking	Cook House, 1936

B. Culture: Architecture Resources

6545 Thurston Road Contributing Ranking	Firth House, 1905
6590 Thurston Road Primary Ranking	Grange Hall No. 853, 1913

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

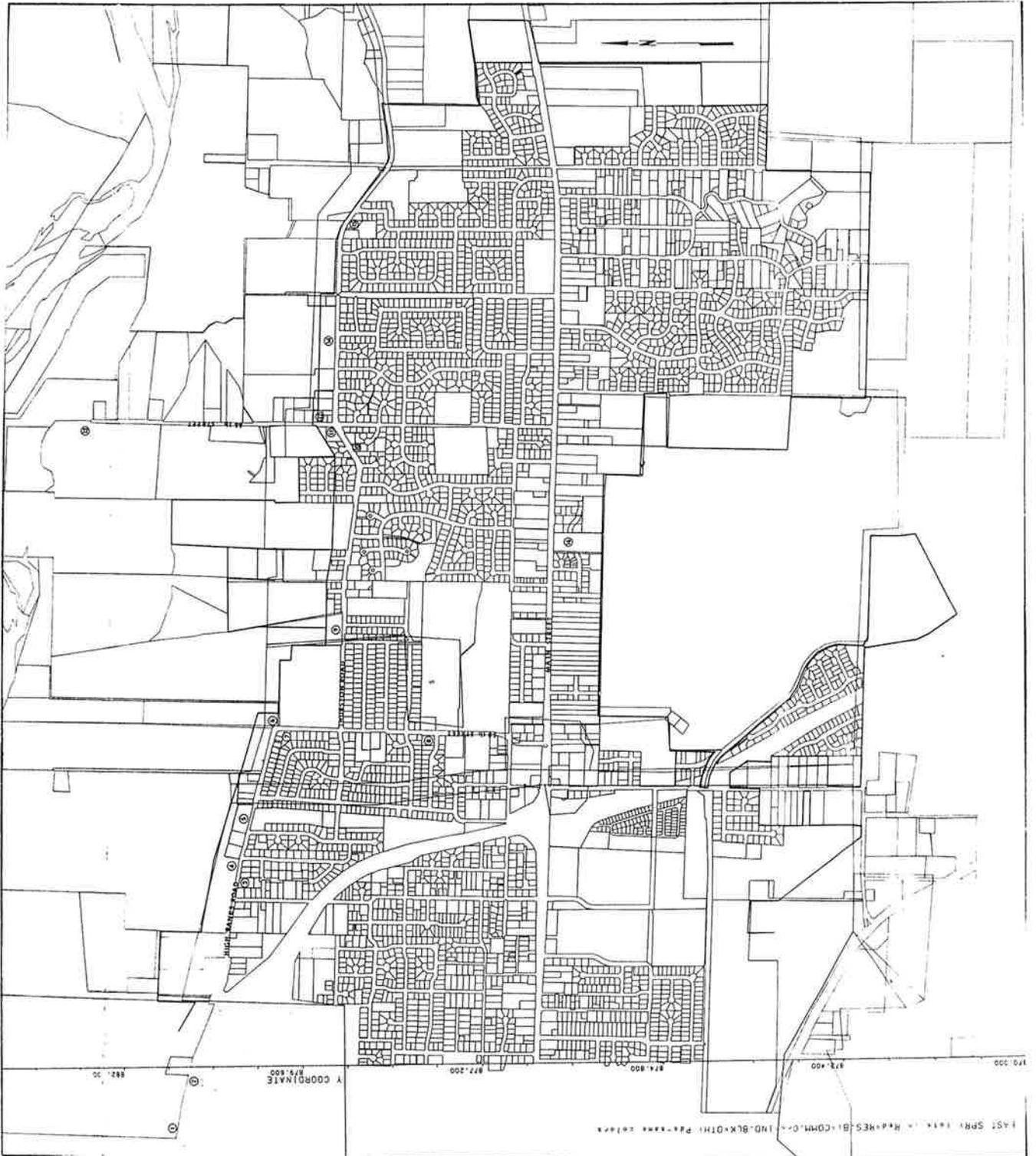
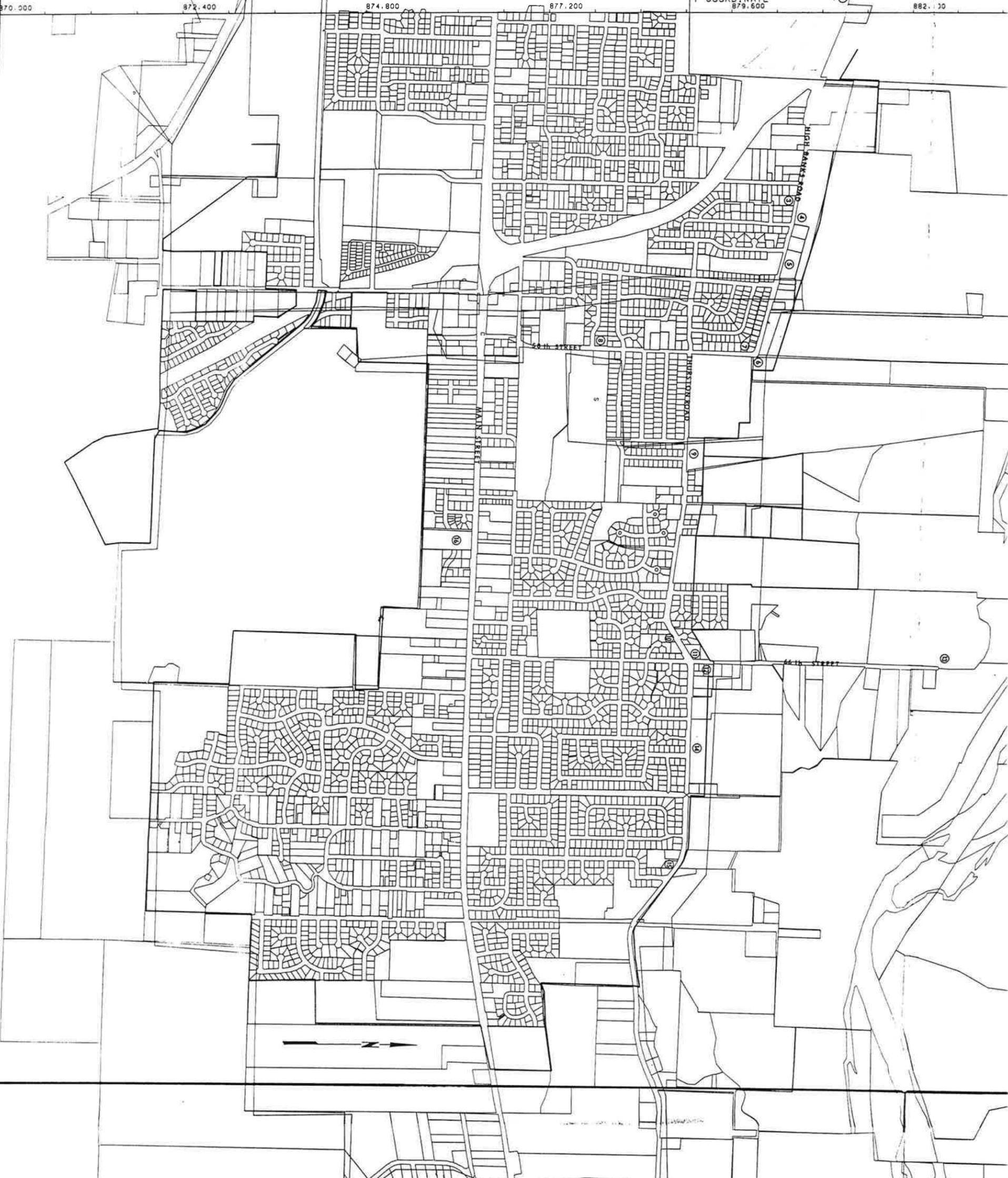


Figure 7. Properties recommended for local designation.

EAST SPR: lots in Red=RES,BI=COMM,Cr=IND,BLK=OTH: Pds=same colors

1,358,000
1,350,400
1,342,800
1,335,200
1,327,600
1,320,000
1,312,400

Y COORDINATE
879,600
882,100



09/17/90 SCALE = 1 INCH TO 600 FEET X COORDINATE

TREATMENT

SURVEY AND RESEARCH NEEDS

1. Complete survey level of inventory of all areas within the present urban growth boundary not covered in the 1979 survey.
2. Determine if any survey properties no longer have physical integrity or have been demolished since 1979. This insures that protection strategies are based upon the current condition of the resources.
3. Complete intensive level inventory of all areas within the present urban growth boundary, excepting Gateway and Thurston which were completed in 1990-1991. The task can be accomplished by examining small neighborhood areas at any given time, re-evaluating the physical integrity of the resources, recording the architecture and setting features in detail, and researching for historical associations.
4. Conduct intensive level survey and inventory of rural historic landscapes within the present urban growth boundary.
5. Complete survey and inventory of pre-historic and historical archaeological resources within the present urban growth boundary.
6. In-depth research for the following themes: Agriculture, Transportation and Communication, Commerce and Urban Development, Industry and Manufacturing, and Culture.
7. Initiate oral history program. This is to facilitate the collection of historical information pertaining to the present-day cultural resources, as well as those buildings and sites that are no longer extant.

GOALS AND PRIORITIES

1. Develop interim protection strategies within the local ordinance to allow time for architectural and historical evaluation of a historic property before it is adversely impacted or demolished.
2. Continue to solicit grant monies to carry out survey and inventory work, to complete historic context statements for specific themes, to implement educational and interpretive programs, and to assist in designation of resources.
3. Update survey information on a regular basis by systematically reviewing inventory data with field checks on the status of resources. Such information will assist in analyzing changes in condition between initial documentation and subsequent updates, and will assist in refining strategies for protection.
4. Incorporate all new or updated information into a computerized data base file. Consistency with SHPO system will expedite review and compliance procedures.

mandated by state and federal law, as well as National Register of Historic Places nomination review.

5. Support the use of federal tax credits for rehabilitation of income producing National Register properties.
6. Encourage property owners of National Register listed buildings to consider making application for the Oregon Special Assessment Program which allows owners to freeze property taxes for a fifteen year period.
7. Investigate tax abatement or other financial incentives to encourage and assist property owners to preserve and protect their buildings.
8. Distribute information on incentives/benefits of preservation to all property owners of inventoried properties on an annual basis.
9. Develop linkage with schools, churches, and other organizations with an interest in preserving cultural heritage.
10. Conduct workshops for owners of historic properties, with instruction focused on appropriate restoration/rehabilitation materials, techniques, and design.
11. Maintain a reference file of craftspersons and building suppliers who have demonstrated an interest in Historic Preservation.

APPENDICES

APPENDIX A: PROPERTIES REMOVED FROM INVENTORY

Properties Lacking Physical Integrity

1. 5640 High Banks Road--new vinyl siding.
2. 5700 High Banks Road--window/porch change; added bay.
3. 855 N. 54th Street--addition.
4. 945 N. 54th Street--windows/siding; rear addition.
5. 980 N. 54th Street--windows/siding; addition; porch.
6. 1015 N. 54th Street--siding/windows/doors; porch change.
7. 1174 N. 55th Street--garage addition on facade.
8. 210 N. 57th Street--windows; garage addition.
9. 595 N. 58th Street--windows/siding; facade chimney added.
10. 415 N. 52nd Street--extreme alteration.
11. 386 N. 52nd Place--extreme alteration.
12. 5211 F. Street--extreme alteration.
13. 350 N. 54th Street--windows; addition.
14. 5241 Main Street--rear additions.
15. 5875 Main Street--windows; rear addition.
16. 5895 Main Street--porch missing.
17. 6149 Main Street--site integrity.
18. 6304 Main Street--extreme alteration.
19. 6345 Main Street--windows/siding; rear addition.
20. 6380 Main Street--porch enclosure; addition.
21. 6455 1/2 Main Street--extreme alteration.
22. 6484 Main Street--siding/window surrounds.
23. 6495 Main Street--deteriorated.
24. 6535 Main Street--windows/siding; addition.
25. 6585 Main Street--severe rear addition.
26. 6685 Main Street--windows/siding; addition.
27. 6745 Main Street--rear addition; porch missing.
28. 6893 Main Street--extreme alteration.
29. 7043 Main Street--extreme alteration.
20. 7076 Main Street--windows; porch.
21. 270 S. 52nd Street--porch alteration; metal roof.
22. 340 S. 52nd Street--extreme alteration.
23. 420 S. 52nd Place--siding/windows.
24. 486 S. 52nd Place--extreme alteration.
25. 824 S. 70th Street--additions; lean-tos.
26. 890 S. 70th Street--rear addition; siding.
27. 950 S. 70th Street--extreme alteration.
28. 292 S. 71st Street--severe facade alteration.
29. 472 S. 71st Street--windows/siding.
30. 350 N. 66th Street--extreme alteration.
31. 793 N. 66th Place--windows.
32. 855 N. 66th Street--windows; addition.
33. 987 N. 66th Street--windows; porch alteration.

34. 1100 N. 66th Street--extreme alteration.
35. 1344 N. 66th Street--extreme alteration.
36. 1351 N. 66th Street--windows/siding; addition; porch.
37. 790 N. 69th Street--windows/siding; porch alteration.
38. 6183 Thurston Road--extreme alteration.
39. 6895 Thurston Road--extreme alteration.
40. 6898 Thurston Road--extreme alteration.
41. 7037 Thurston Road--extreme alteration.

Non-Historic Resources

42. 5271 High Banks Road
43. 192 Chapman Lane
44. 225 Chapman Lane
45. 210 N. 58th Street
46. 6025 Main Street
47. 193 S. 52nd Street

APPENDIX B: PUBLIC AND SOCIAL RESOURCES

Following is a partial listing of schools, churches, and fraternal organizations that were established in Springfield. Of particular interest is the year of organization and the date that the first building was erected. This information was collected through a letter of inquiry sent to all present-day educational, religious, and fraternal groups in the city. Historical records contributed to the data base as well. The list is not complete as some organizations did not respond or the early records were incomplete.

Schools

Name	Established	Building
Brattain Ele.	1925	1925
Briggs Ele.	1963	1963
Centennial Ele.	1963	1963
Davis School, Thurston	c.1850s	c.1850s
Douglas Gardens Ele.	1964	1963
Guy Lee Ele.	1961	1961
Hamlin Ele.	1957	1957
Lincoln School	1910	1910
Maple School	1895	c.1895
Mill Street School	1854	c.1850s
Moffitt Ele.	1954	1954
Hayden Bridge	c.1910	c.1910
Mt. Vernon Ele.	c.1900	c.1900
Page Ele.	1953	1953
Ridgeview Ele.	1981	1981
Springfield Junior High	c.1942	1950
Springfield High	1898	1898
Thurston Ele.	c.1860s	c.1860s
Thurston Junior High	1953	1953
Thurston High	1913	1913
Yolanda Ele.	1964	1963

Churches

Name	Established	Building
Ebbert Memorial United Methodist	1868	1885
Calvary Baptist	1950	1950
Faith Presbyterian	1952	c.1952
First Baptist	1865	1871
First Christian	c.1866	1880
Hope Lutheran	1946	1949
Mt. Vernon Church of Christ	1905	1950
Nativity Ukranian Catholic	1979	1989
No. Springfield Church of Christ	1946	1947
Northwood Church of Christ	1962	1964
Resurrection Lutheran	1968	1968
Saint Alice Catholic	1920	1948
Saint Paul Center	1965	1967
Springfield Faith Center	1981	1985
Thurston Church of Christ	1890	1893
Trinity Baptist	1940	1942
Twin Rivers Baptist	1950	1959

Fraternal Organizations

Name	Established	Building
Elk's Lodge No. 2145	1959	
Foresters of America No. 78		
Grand Army of the Republic No. 48		
Ladies of the GAR No. 28		
Liberty Lodge No. 171 A.F. & A.M.	1925	c.1925
Lincoln Annuity Union No. 43		
Modern Brotherhood of America No.1901		
Modern Woodmen of America No.10956		
Mohawk-McKenzie Grange No.747	1930	1930
Moose Lodge No. 1726	1956	c.1960s
Odd Fellows Lodge No. 70	1881	1881
Rebekah Lodge No. 85		
Royal Neighbors No. 4878		
Springfield Grange No. 12	1873	none
Springfield Grange No. 378	1908	none
Thurston Grange No. 853	1936	1936
VFW Post No. 3945	1947	1946
Women of Woodcraft No.247		
Woodsmen of the World Camp No. 247		

