



Early View of Booth-Kelly Mill and Springfield  
(Photo courtesy of Springfield Museum)

# *Springfield*

HISTORIC CONTEXT STATEMENT

1999

# SPRINGFIELD, OREGON 1848-1955

HISTORIC CONTEXT STATEMENT  
(Revised Edition)

prepared for  
The City of Springfield, Oregon

by

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1999

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Notwithstanding the support received from these and other individuals, any errors of fact or judgment in this document are solely the responsibility of the authors.

Michelle L. Dennis  
Author, Revised Edition, 1999

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Overview of Springfield, Oregon, c.1940s

**INTRODUCTION**  
**&**  
**HISTORIC CONTEXT DEFINITION**

## INTRODUCTION

A historic context statement is a document used in planning for a community's historic resources. It identifies the broad patterns of historic development of the community and identifies historic property types, such as buildings, sites, structures, objects or districts, which may represent these patterns of development. In addition, a historic context statement provides direction for evaluating and protecting significant historic resources. As a planning document, it is intended to be a dynamic document, evolving as community needs and desires change.

The original historic context statement for the City of Springfield was completed in 1991 by Lynda Sekora of Koler/Morrison Planning Consultants. It included an overview of the history of Springfield and its historic resources from the city's beginnings through 1940, the year that corresponded with both the 50-year criterion established by the National Park Service for eligibility for inclusion in the National Register of Historic Places and the end of the "Motor Age" as defined by the Oregon State Historic Preservation Office.

The original document was updated and revised in 1999 by Michelle L. Dennis, Historic Preservation Consultant of Eugene, Oregon. This revised version has been formatted to meet the current Oregon State Historic Preservation Office standards for historic context documents. In addition, the revised version expands the original historic overview of Springfield to include the years between 1940 and 1955, which includes the World War II Era and a portion of the Post-War Era as defined by the State Historic Preservation Office (a further description of temporal boundaries can be found in the Historic Context Definition section).

Context-based planning, as developed by the National Park Service for organizing activities for preserving historic resources, is based on the following principles:

- Significant historic properties are unique and irreplaceable.
- Preservation must often go forward without complete information.
- Planning can be applied at any scale.
- History belongs to everyone.

Information in this document will aid in planning efforts and decision-making with regards to historic resources as the City of Springfield is faced with future development and expansion.

This project was financed in part with Federal funds from the National Park Service, a division of the U.S. Department of the Interior, and administered by the Oregon State Historic Preservation Office. All work was completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

## HISTORIC CONTEXT DEFINITION

An important step in understanding a historic context is determining *what* is to be studied. Three parameters are used to describe the boundaries of a historic context including *theme, time* and *place*. Each of these elements is described below.

### THEME

The Springfield, Oregon Historic Context Statement is a geographically based 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 Euro-American Relations, Settlement, Agriculture, Industry and Manufacturing, Transportation and Communication, Commerce, Government, and Culture (a category that includes residential architecture, education, religion, fraternal/social/humanitarian movements, and medicine). 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, 19<sup>th</sup> and 20<sup>th</sup> Century Architecture, Education, Fraternal Movements and Religion.

### TIME

The temporal boundaries, or time frame, for the original historic context statement were 1848 to 1940, with a brief general discussion of pre-1848 settlement of the Willamette Valley by Native Americans and Euro-Americans as 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 of resources included on the National Register of Historic Places.

This updated version of the document extends this original time period to include the years from 1941 to 1955, a period of tremendous growth for the city of Springfield. As a planning document, historic context statements are intended to undergo a periodic review and revision, adding additional historic information as appropriate and revising goals and strategies for preservation-related activities as needed. Although many of these documents end with a year corresponding to the 50-year criterion established by the National Park Service for the National Register of Historic Places, most communities cannot afford to update a document such as this on a yearly basis. It is, therefore, current standard practice to include a number of years beyond this “cut-off” to extend the “life” of the document. For the purposes of this document, the year 1955 was selected, not only to provide a cushion beyond the 50-year mark, but to correspond with the point at which the post-war growth “boom” began to level off.

## PLACE

The boundaries of the project area encompass everything within the 1999 urban growth boundary for the City of Springfield, Oregon (see 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, as well as the recent addition of Glenwood.

Springfield is located at the terminus of the upper Willamette Valley in the north central portion of Lane County, Oregon. It is sited on the east bank of the Willamette River, to the east of Eugene, the county seat.

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 that 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 both the 19<sup>th</sup> and 20<sup>th</sup> century. 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 eastern boundary of the Willamette Valley. 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. 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 that rise from the floodplain. The first federal land survey map of this area, dated 1853, labels the area as gently rolling high prairie. 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 additional 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 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.

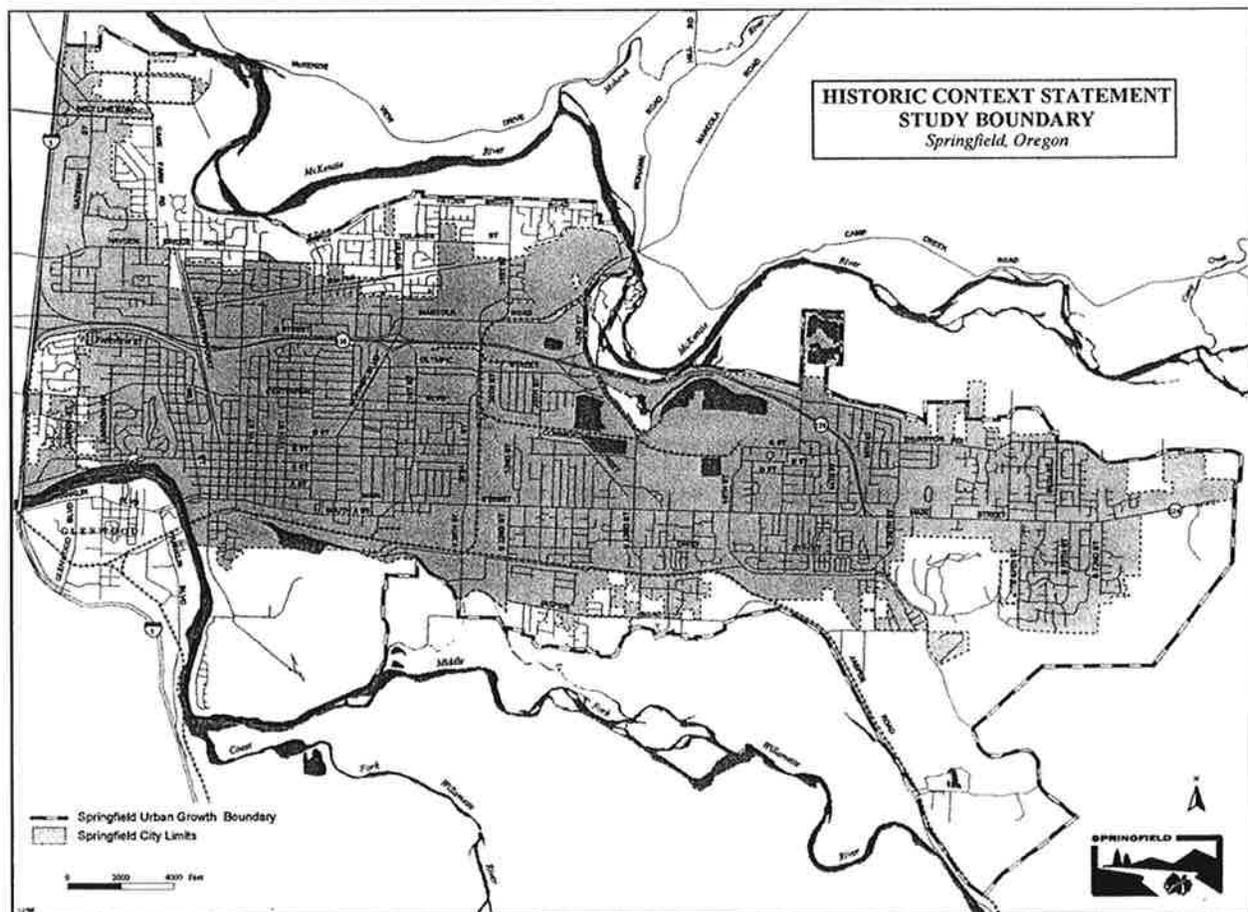


Figure 1. Historic Context Statement Study Boundary, Springfield, Oregon.



Washburne Historic District, Springfield, Oregon

## **HISTORIC OVERVIEW OF THE CITY OF SPRINGFIELD**

# **HISTORIC OVERVIEW OF THE CITY OF SPRINGFIELD**

## **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 the Upper McKenzie Rivers, and the Winefelly along the Middle Fork of the Willamette River. The Indians practiced 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 they 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 and 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 purposes 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 the 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 cultivated and otherwise improved 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 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 that 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 Umpqua 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 to 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 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 list their filing date on 640 acres as October 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 bubbled 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. 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 1978:59-64). 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 was 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 the 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 periods of high water. 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 1938:25). 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 (see Figure 2). 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



Figure 2. The Springfield millrace.  
(Photo courtesy of the Springfield Museum)

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 1938:10-27).

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 county 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 the 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, and 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 66<sup>th</sup> and Thurston Road (Jones 1958:32).

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 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 (see Figure 3). Though the town was oriented to the Willamette River, it developed along a standard grid system that was aligned to the four cardinal directions.

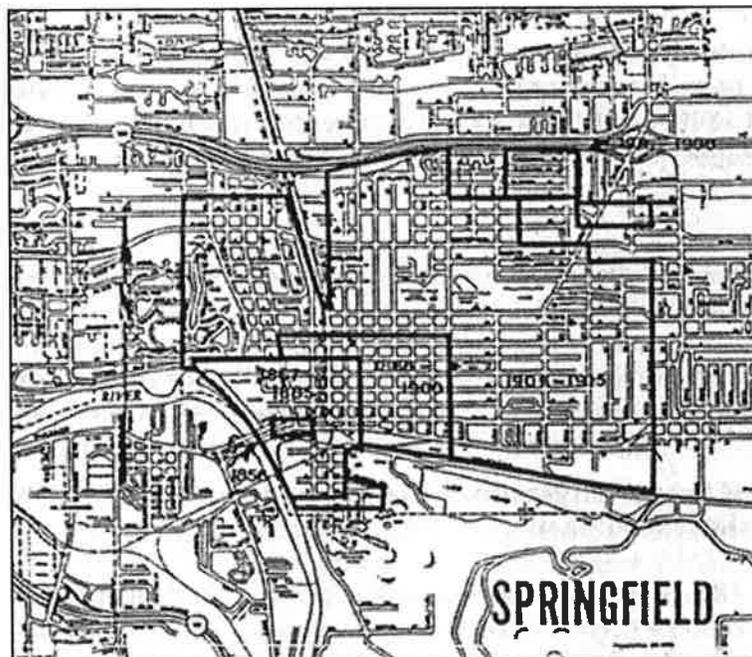


Figure 3. Map of Springfield’s early development.

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 goals 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 1000 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 that 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 and 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 that tripled the size of the city. 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 1958:33).

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, including wagon maker, 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 55x100 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 1883:453). 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 1878c). 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 20<sup>th</sup> 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, that Oregon became the leading producer of hops in the nation in the early 20<sup>th</sup> century (Corning 1956:188). 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 offenses which the City could not tolerate. Among those offenses 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 drawn 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 (see Figure 3).

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) (see Figure 4). 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) (see Figure 5).



Figure 4. Southern Pacific Railroad Depot, Springfield, c.1900.  
(Photo courtesy of the Springfield Museum)

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



Figure 5. Electric streetcar in downtown Springfield, c.1910.  
(Photo courtesy of the Springfield Museum)



Figure 6. Bridges over Willamette River: wagon road bridge (foreground), railroad bridge (middle), streetcar bridge (background) (Photo courtesy of the Springfield Museum)

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 the 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). (See Figure 6)

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. Fourth, Fifth, Sixth, Seventh and A 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 that appeared in the 1890s and early twentieth century. Between 1883 and 1893, the number of businesses tripled from thirteen 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). (See Figure 7)

The first bank in Springfield was opened in 1904 and named First Bank (Edmunds 1961:1). That 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 (see Figure 8).

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.



Figure 7. Businesses on Mill Street, c.1900.  
(Photo courtesy of the Springfield Museum)



Figure 8. Main Street, Springfield, c.1915.  
(Photo courtesy of the Springfield Museum)

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 66<sup>th</sup> Street (formerly called 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 (see Figure 9). 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).



Figure 9. The Thurston General Store and Post Office, c.1900.  
(Photo courtesy of the Springfield Museum)

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. In the 1920s, the railroad was extended to Klamath Falls and the route was referred to as the Natron Cut-Off. The community was named for the abundance of the mineral known as Natrolite, found in the vicinity.

The first development in Glenwood began when a plat for a subdivision to be called Glenwood Park was filed in 1888 and amended in 1890. Although the community never reached any substantial growth in population or development of housing stock, largely due to the annual flooding of the Willamette River, Glenwood functioned as a crossroads for the upper Willamette Valley and connected Eugene to Springfield, first in the form of the east-west county road, later as the Pacific Highway, and eventually as Franklin Boulevard-McVay Highway. An area of Glenwood known as Springfield Junction developed along the McVay Highway at the point that the original wagon road and railroad crossed into Springfield. Glenwood was sometimes referred to as West Springfield.

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 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) (see Figure 10).

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 1982:48-55).

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).



Figure 10. Booth-Kelly Mill, c.1910.  
(Photo courtesy of the Springfield Museum)

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 Alaska 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 20<sup>th</sup> century and noted on the 1907/1912 Sanborn maps area 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 1957:36).

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 he sold the paper to J.G. 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 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 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 the City Hall (Kraus 1970:29; Special Collections n.d.: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 to a high school (see Figure 11). Lincoln Elementary School was built in about 1910 to accommodate the increasing number of students in the city (Graham 1978a) (see Figure 12). Three schools outside the city limits were built during this period – Mt. Vernon on South 42<sup>nd</sup> Street (1880s and c.1905), Maple School at 26<sup>th</sup> and Main (c.1900), and Hayden Bridge School (c.1910). A high school in the community of Thurston was constructed in 1913 (Jones 1958:32). The Hayden Bridge and Mt. Vernon schools are extant.



Figure 11. Mill Street School, c.1905.  
(Photo courtesy of the Springfield Museum)



Figure 12. Lincoln School, c.1915.  
(Photo courtesy of the Springfield Museum)

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 1958:32).

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 1901, 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, eleven 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; International Order of the Odd Fellows (I.O.O.F.), 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 American, 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) (see Figure 13).



Figure 13. Laying the cornerstone for the new IOOF Hall.  
(Photo courtesy of the Springfield Museum)

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, theater, basketball games and public meetings. In 1936, the building became a grange hall; it is still used for public functions today (Jones 1958:34).

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) (see Figure 14).

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 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 just west of Springfield. 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 and Melnick 1987:7) (see Figure 15). The Rice family established filbert and walnut orchards in the area of State Game Farm 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 southern Willamette valley 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. By 1915, farm activities in Springfield had grown to include poultry raising and the cultivation of wheat, oats, hay and vegetables, in addition to dairying, fruit growing, and stock raising. 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. Quakenbush (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 practiced in the Thurston area at that time (Jones 1985:36).



Figure 14. Native American hops pickers, c.1900.  
(Photo courtesy of the Springfield Museum)

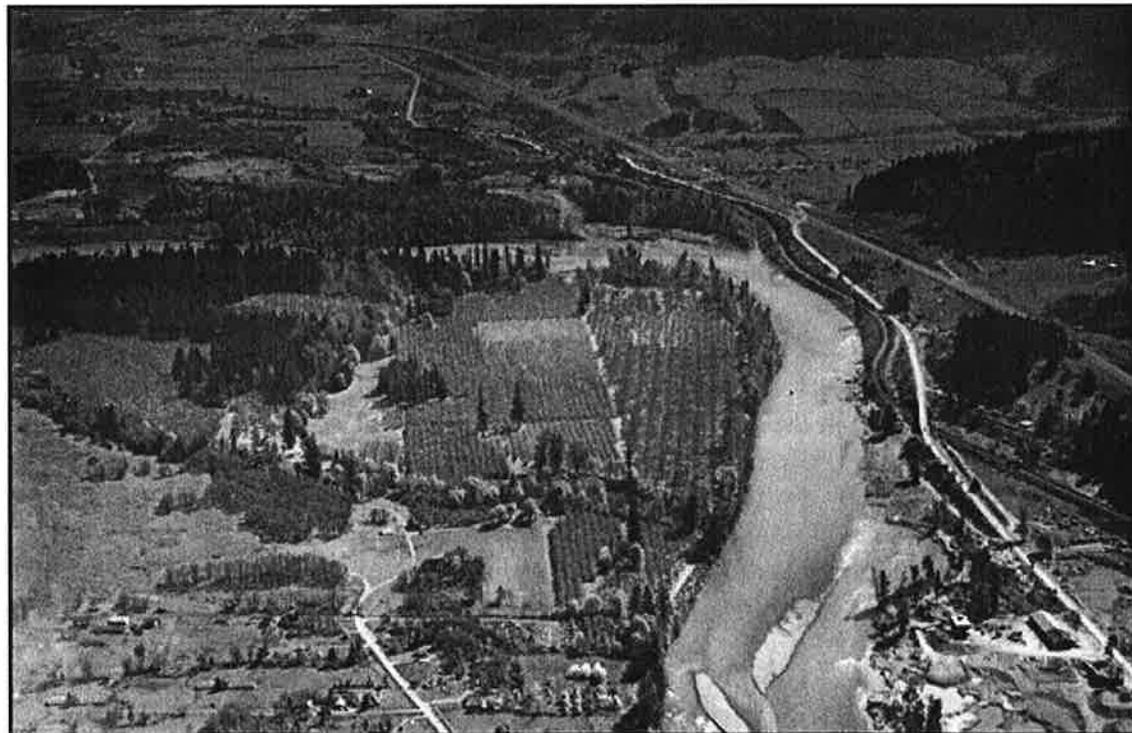


Figure 15. Dorris Ranch filbert orchards.  
(Photo courtesy of the Springfield Museum)

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. The number of businesses in the commercial district tripled and Main Street took on the appearance that it has today. The city hall 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 of 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 of 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) (see Figure 16).

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 1922-1923 (Corning 1956:161).

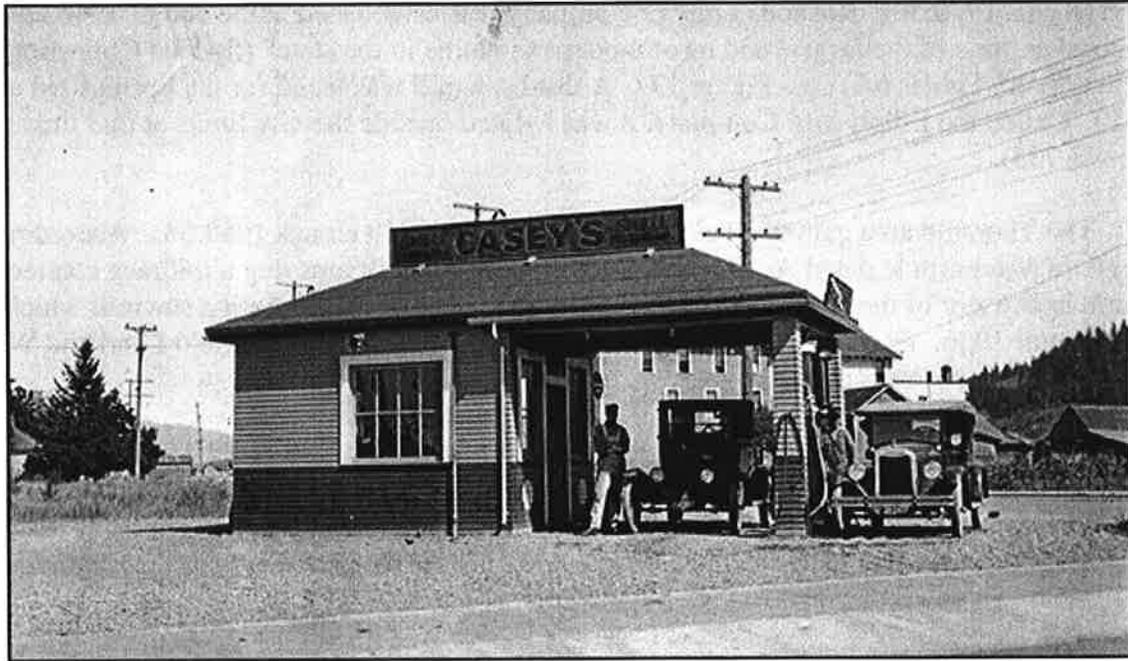


Figure 16. Casey's gas station, northeast corner of 7<sup>th</sup> and Main Streets.  
(Photo courtesy of the Springfield Museum)

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 of 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; 1935:347-358; 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 Washburner, and in 1926, a tannery and second meat packing 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) (see Figure 17). 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 1958:36). 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.

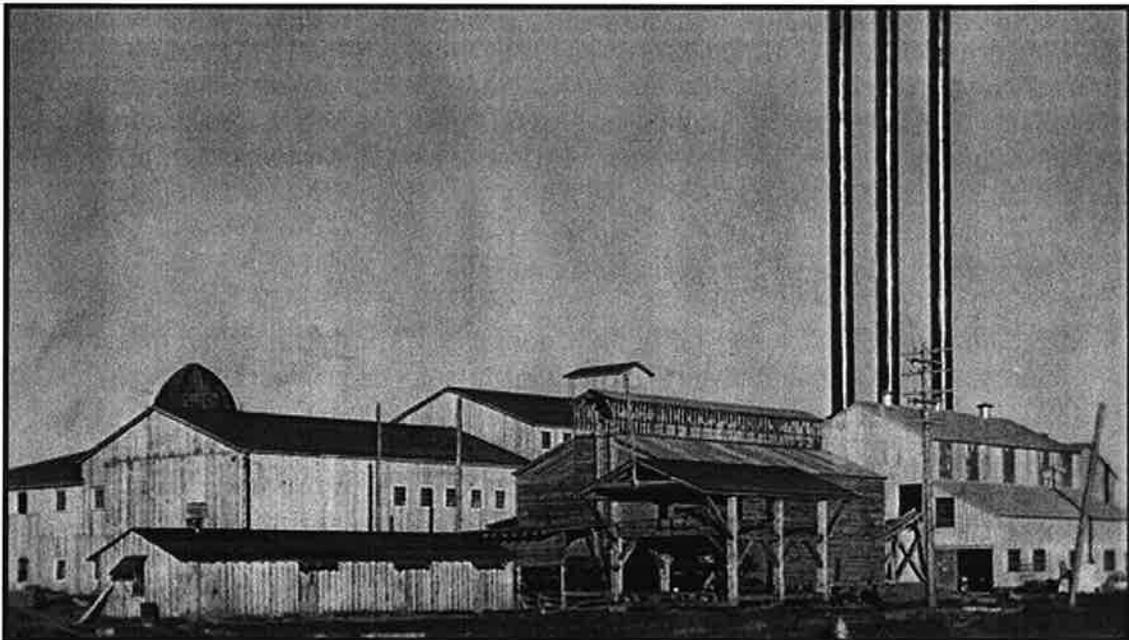


Figure 17. Rosboro Lumber Company, c.1940s.  
(Photo courtesy of the Springfield Museum)

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 (see Figures 18 and 19).



Figure 18. Springfield High School (Mill Street School), constructed in 1921.  
(Photo courtesy of the Springfield Museum)

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 occupied 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. & A.M., a Masonic organization, was organized in about 1925. The lodge hall is on Main Street and was originally the Woodsmen of the World building.

During the 1920s, a small group of Ukrainian 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 Ukrainian 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 Ukrainian Catholic Church in the city and remained a distinctive community throughout the modern period (Anheluk pers. com. 1990).

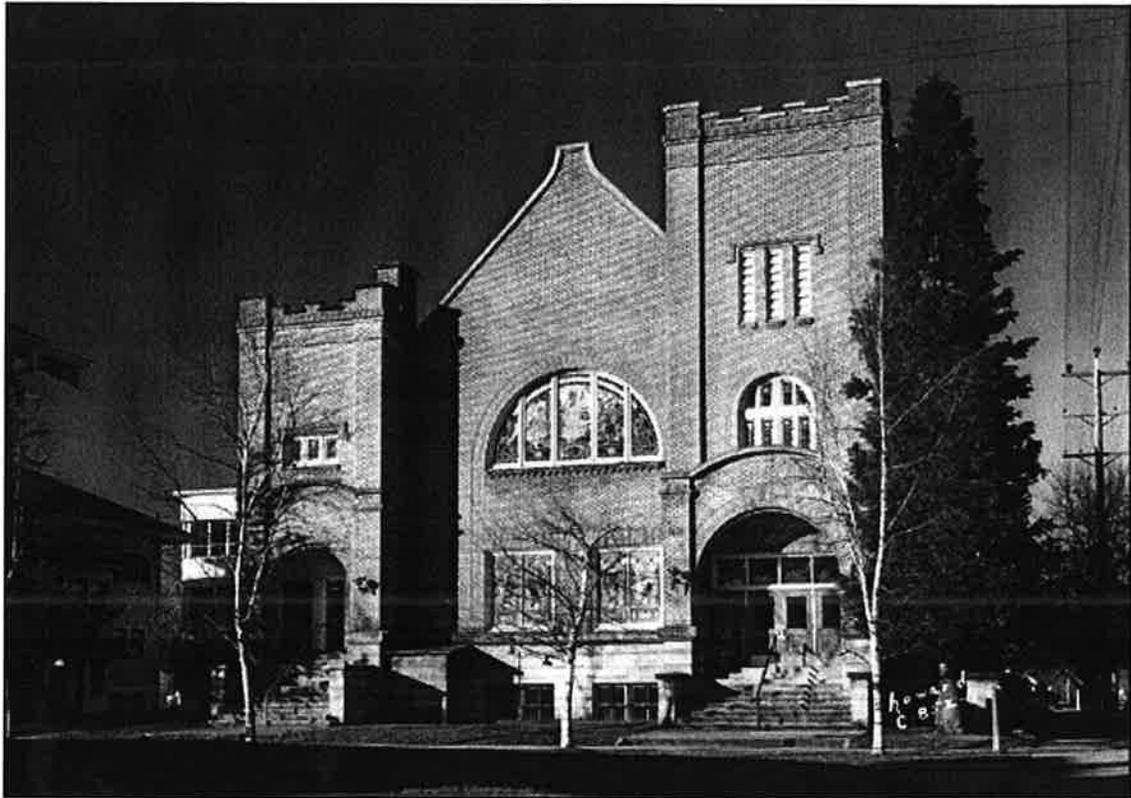


Figure 19. Ebbert Memorial United Methodist Church.  
(Photo courtesy of the Springfield Museum)

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 of 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 Producer’s 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 38 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 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). Dorris Ranch is currently operated as a living history park by the Willamalane Park District. 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, including 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 ambiance. The town was still laid out in the same pattern that was established in the 19<sup>th</sup> century. The wood products industry and agriculture, though changed over time, remained 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.

### **WORLD WAR II AND POST-WAR ERA: 1941-1955**

This was a period of tremendous growth for Springfield. The population nearly tripled between 1940 and 1950 when it jumped from 3,805 to 10,807 and nearly doubled again between 1950 and 1960 when it swelled to 19,616 (U.S. Census 1940, 1950, 1960). The small community stretched eastward and northward as it grew. The commercial district, which had been centered along Main Street near the Willamette River, expanded at first eastward along Main Street and the McKenzie Highway toward Thurston, and then northward along Mohawk Boulevard as new commercial centers were developed. The industrial area, located south of the downtown business center along the railroad, expanded primarily eastward along or near the railroad. Residential neighborhoods sprang up in various locations, also east and north of the existing community, as 56 new additions and subdivisions were developed between 1940 and 1955 (see appendices).

Permit records for the period illustrate the explosive growth. There were 43 permits (24 residential and 19 non-residential) issued in August 1941, when the building construction valuation hit the highest point of any month in Springfield's history (to that date). Although construction of new buildings was somewhat restricted during the war (the national "Stop Order" for building construction, which limited residential construction to homes under \$500, farm buildings to less than \$1000 and commercial, industrial and recreational structures to less than \$5000, was issued in April 1942), growth continued in large part in response to the war. Following the war, numbers increased dramatically. By 1955, the total number of permits issued for that year was 473 with a value of more than \$2,000,000. The peak year during this period was 1950, when permit values equaled \$2,617,136 (*Springfield News* 1941, 1942, 1950, 1955). Although the growth that began during the war continued beyond this period, the pace was slower and more even, having reached a high point in 1955.

Much of Springfield's growth between 1940 and 1955 was driven by industrial expansion. The timber industry, which remained the town's primary industry, grew substantially during this period at first in response to war-related needs, then in response to the building boom following the war. In 1940 Lane County had 78 active mills; by 1945, the number of mills increased to 124. In 1946, the number jumped to 204 and climbed to 225 by 1947. By 1955, the total number of mills had dropped to 99 as smaller mills closed, but overall production increased as a number of mills became larger and more diversified. Production increased from just over three million board-feet in 1940 to about a billion and a half in 1955 (USFS 1957: 33-34).

Springfield and Eugene were at the heart of this expansion, where growth was substantial.\* Perhaps one of the most significant additions to the timber industry in Springfield was the opening of the Weyerhaeuser facility. The company purchased a 450-acre site east of the city in 1946 and began construction on a 250,000 board-foot capacity sawmill and a 150-ton capacity pulp mill and container board plant in 1947. The plant began operations in 1949. In 1951, the facility was expanded to include a plywood manufacturing plant and the company began to produce a new insulation, known as Silva Wool, which they developed from Douglas fir fiber. By 1952, pulp production increased by 50 percent and an additional 200 jobs were created for the community. In 1953, another new material, known as Ply-Veneer, was developed and operations were expanded to include a box factory for containers using this material (*Springfield News* 1946, 1947, 1949, 1951, 1952, 1953). (See Figure 20)

A number of other industries existed or were developed in Springfield during this time period. In 1944, the Federal government secured a 50-acre site from the city and began construction on a large plant to manufacture wood alcohol as part of the war effort. When the war ended in August 1945, work on the nearly completed plant was halted, as were all war-related federal projects. Approval was given in October 1945 to complete construction, but by the time of its first run in the spring of 1947, some of the equipment was outdated and production was inefficient. The plant closed in July 1947 and was put up for sale or lease in 1948. Eighteen months later it was leased by the Hudson Brothers who originally hoped to produce molasses, but turned to pioneering a process for turning waste bark into a wax product. Their efforts had limited success, however, and the plant closed in 1952. In 1954, it was sold to a California company. Unable to find a suitable use for the plant, they eventually dismantled it and the equipment was auctioned off (*Springfield News* 1944, 1945, 1947, 1948, 1952, 1954). (See Figure 21)

A number of national corporations began operations in Springfield during this time period. In 1945, Borden's Casein Company of America built a chemical plant to manufacture

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\* In 1940, the Booth-Kelly, Delta, Sutherland, Elliott, and Rosoboro lumber companies, the Huntington Cedar Products Company, and Stephen's Planing Mill operated Springfield mills (Polk 1940). The 1941 business directory lists the Springfield Plywood Corporation, the Bennett Lumber Company, the Copeland Lumber Company, and the Holloway and Crabb Lumber Company in addition to those listed in 1940 (Polk 1941). The Elliott mill became the C.W. Guerrier Lumber Company in 1941. Western Oregon Lumber Company purchased land for future operations in 1943, but didn't build until 1945. The Pettibone Forest Products and W. Paul Clarke mills opened in 1944 (*Springfield News* 1941, 1943, 1944, 1945).

By 1945 the list also includes the Bradford Mill, M & W Woodworking Company of Portland, Clear Fir Lumber Products, Yellow Fir Lumber Company, J.W. Boeshans Lumber Company, Summerbell Roof Structures, Winlock Handle Company, McKenzie River Shingle Company, the Willamette Valley Wood Chemical Company, and the Oregon Pulp and Paper Company's logging operation unit. Logging companies listed that year included the South Fork, the Nash, the March, and the O.D. Upton logging companies (Salisbury 1945). In 1946, the M & E Lumber Company and J.R. Frey opened new sawmills and the Western Oregon Lumber Company expanded operation to include a sawmill. Mt. June Forest Products Company built a sawmill at Natron in 1947 and Booth-Kelly enlarged and modernized their mill operations in 1948. In 1949, Guerrier built a \$650,000 mill to replace their earlier plant lost in a fire (*Springfield News* 1946, 1947, 1948, 1949).

The 1952 business directory shows the addition of the Hillis, Lawton, Mt. Vernon, H.R. Stafford & Sons, and Westlane Mill lumber companies (Johnson 1952). In 1954, the name of the Guerrier operations was changed to Springfield Mills. Mill operations at Natron expanded that year when Natron Mills, Inc. built a new shed and drying kiln and expanded again in 1955 when a new plywood plant was constructed (*Springfield News* 1954, 1955). Although the total number of mills was dropping county-wide, the 1955 Springfield directory indicates the addition of a number of new timber-related operations, including the Hal Andrus, Armstrong, Clements, Cusstom, Diamond, Square-Deal, Swanson, Transit, and Walden lumber companies (Johnson 1955).

glue for plywood. They expanded their facilities in 1949. Reichold Chemicals, Inc. opened a resin plant in 1952. In 1953, an aluminum reduction plant opened, run by National Metallurgical Corporation of Delaware, a subsidiary of Apex (*Springfield News* 1945, 1949, 1952, 1953).

A small number of existing industries continued or expanded operations during this time period. The Springfield Creamery, a commercial creamery started in the 1910s, built a new cheese factory in 1941. The state-owned Fibre Flax Plant, constructed in the 1930s, continued operation until the late 1940s (*Springfield News* 1941, 1952). A candy factory, pencil factory, and cereal manufacturing plant were listed in city directories during the early 1940s. In 1946, Springfield Sand and Gravel constructed a new rock-crushing plant, and in 1947, Eugene Sand and Gravel opened a ready-mix plant in Springfield. New industries during this time period included the Nalley's potato chip plant, opened in 1950 and expanded in 1953, and the Pierce Farm Irrigation Systems assembly plant, opened in 1952 (*Springfield News* 1946, 1947, 1950, 1952, 1953).

Commercial development during this period also increased substantially. Main Street near the Willamette River continued to be the retail center until after the war. In 1940, Springfield was still a small town with one variety store, one dry goods store, two hardware stores, a second-hand store, one jeweler, two butcher shops, three barbers, two beauty shops, half a dozen small grocery stores, one hotel, a handful of restaurants and beer parlors, two druggists, three physicians, two blacksmiths, a Ford auto dealer, and a small number of service stations (Polk 1940).

Thurston and Glenwood were also small villages with a limited number of commercial ventures. The general store was still in operation in Thurston. Glenwood, in part due to its location between Eugene and Springfield and in part to its location on the Pacific Highway, had a few more businesses. In the early 1940s, these included a clothes cleaner, a hardware store, three service stations, a furniture shop, a tavern, a donut shop, two cafes, and a number of tourist courts (*Springfield News* 1941, Polk 1945).

Commercial expansion was somewhat slow during the war, but included the addition of three hardware stores, an auto supply store, a new auto sales and service business, and a home supply store to the downtown area. Signaling the development that was to come along Main Street eastward toward Thurston, the Paramount Market opened its new "supermarket" at the corner of Main and 21<sup>st</sup> Street in March 1945 launching what would become the Paramount commercial district (*Springfield News* 1943, 1945) (see Figure 22).

After the end of the war, commercial growth took off. In August 1945, the Bank of Oregon purchased an existing building on Main Street for its future home, a two-story mercantile building was constructed on Main between 6<sup>th</sup> and 7<sup>th</sup> Streets, three older wooden storefronts were replaced with modern buildings on Main between 5<sup>th</sup> and 6<sup>th</sup> Streets, and work was begun on the new McKenzie Theater. The Ben Franklin store announced its arrival in October 1945 (*Springfield News* 1945). (See Figure 23)

Several new businesses opened in 1946. Among them were a new "drive-in" style restaurant, two furniture stores, a plumbing shop, a women's store, a florist, a sporting goods



Figure 20. Weyerhaeuser mill facility.  
(Photo courtesy of the Springfield Museum)

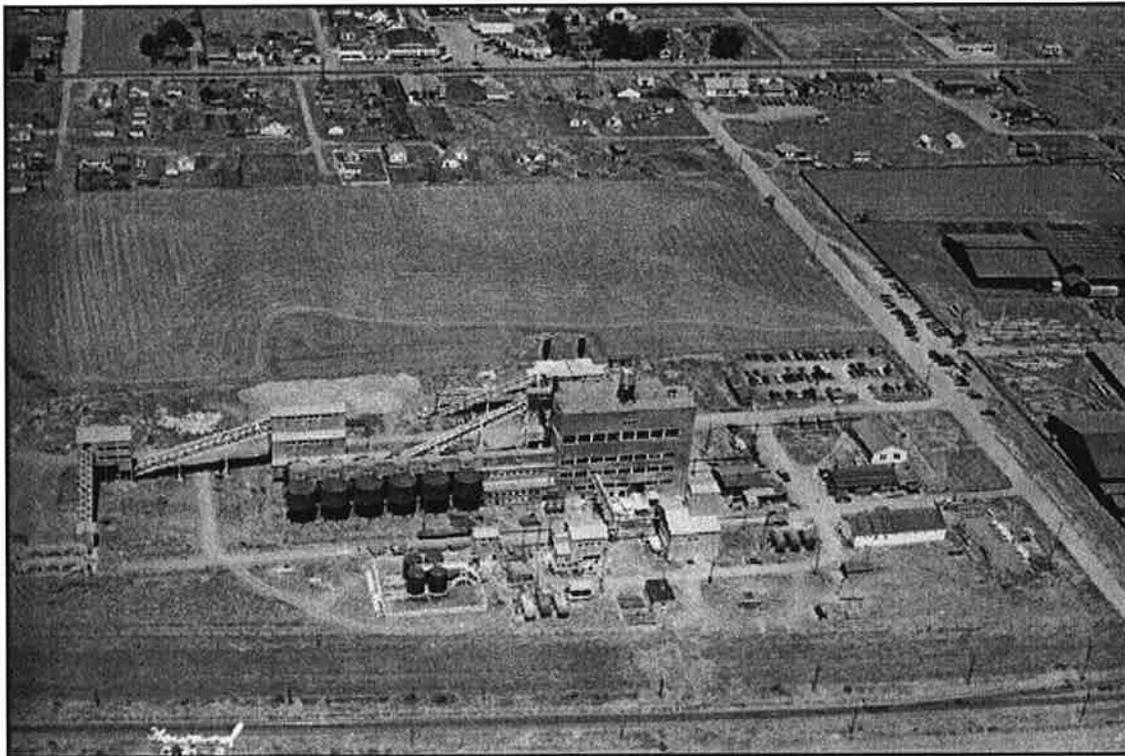


Figure 21. The Alcohol Plant, c.1947.  
(Photo courtesy of the Springfield Museum)



Figure 22. The new Paramount shopping center, c.1945.  
(Photo courtesy of the Springfield Museum)

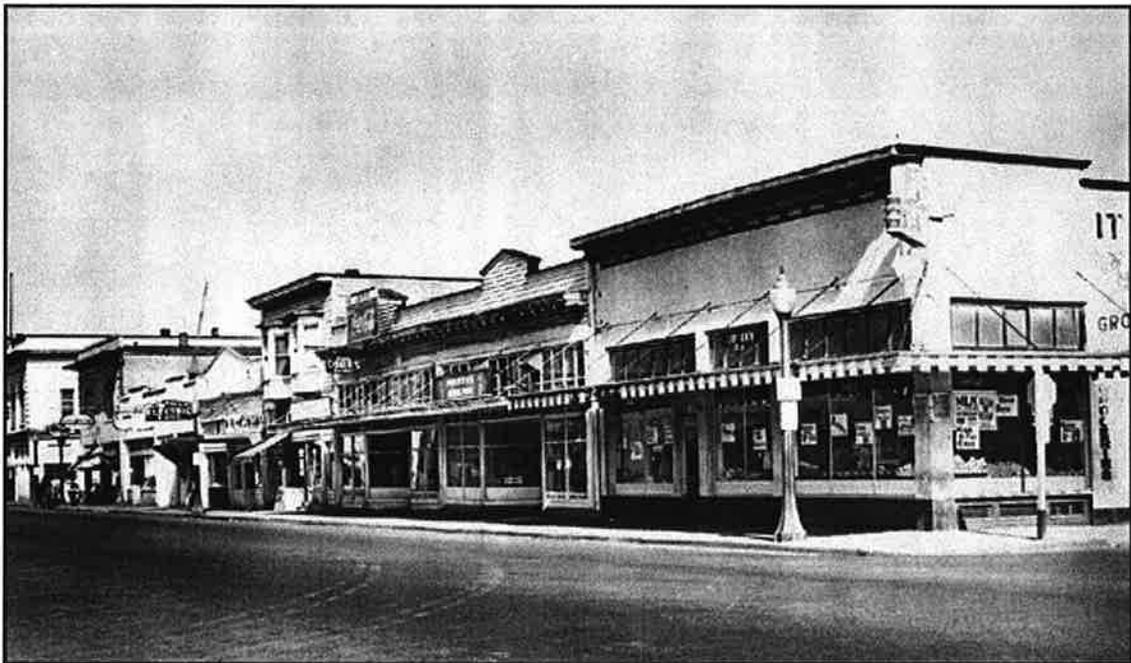


Figure 23. Springfield's Main Street, c. 1946.  
(Photo courtesy of the Springfield Museum)

store, a tire store, and two auto repair shops. New businesses also appeared in Glenwood that year, including the Maurie Jacobs Furniture Store at the Springfield Junction. In December 1946, Glenwood formed a Business Men's Association (*Springfield News* 1946).

Growth continued through the rest of the decade with several new business ventures. In 1947, a number of small specialty shops opened, as did a new grocery store, the Varsity Theater, two new restaurants, and a 15-unit motor court known as the Springfield Car-Tel. The Blue Cross Veterinary Hospital and a war surplus store opened in Glenwood that year. In 1948, the U.S. National Bank opened a branch office, Springfield Motors (the Buick dealership) built a showroom and garage (see Figure 24), a Safeway grocery opened, and the new Pay 'N Takit shopping center (renamed Pay 'N Save in 1952) opened at 44<sup>th</sup> and Main. When it opened this shopping center included a grocery, barber shop, beauty shop, clothing store, jewelry store, and hardware store. An appliance store joined the Pay 'N Takit and Springfield's first Dairy Queen opened at 19<sup>th</sup> and Main in 1949 (a new Dairy Queen opened on Main between 8<sup>th</sup> and 9<sup>th</sup> Streets in 1951) (*Springfield News* 1947, 1948, 1949, 1951).

The 1950s saw continued commercial growth. In 1950, the First National Bank opened in Springfield, the Paramount shopping center continued to expand, and a Chevrolet dealership opened. New types of commercial ventures arrived that year, when Springfield got its first "automated" car wash, one of the first of its kind in Oregon, and two drive-in movie theaters (the Motor Vu and the Cascade) opened (a third, the Drive-In-Ette, opened in 1953). A Nash auto sales and showroom opened in 1951. In 1952, the Paramount shopping center was enlarged again and plans were made for a new shopping center to be located on Mohawk Boulevard at K Street. Known as the Northgate Shopping Center, opened in 1954 and was expanded in 1955, it signaled the beginning of commercial development northward from the city center. The F.W. Woolworth store opened on Main Street and an A&W Drive-In restaurant opened at 41<sup>st</sup> and Main, both in 1954 (*Springfield News* 1950, 1951, 1952, 1954, 1955). (See Figure 25)

As the community grew, the need for improved transportation increased. Automobiles were firmly established as the primary method of transport and efforts to improve streets and roadways through widening and paving was constant throughout this time period. The increase in traffic through downtown Springfield sparked discussions about making Main and A streets one-way thoroughfares in 1946. This debate continued until a plan was approved in 1950 to create a one-way street south of Main Street, known as the South A by-pass, to eliminate some of the heavy truck traffic through the center of downtown. Traffic on the new by-pass would head east and Main Street would become one-way, heading west. Work on the project, however, did not begin until early 1953; South A officially opened in November that year. At that time, a decision was made that a second vehicle bridge across the Willamette River would coincide with the South A by-pass route (*Springfield News* 1946, 1950, 1953). The city asked for state assistance to widen the McKenzie Highway from two to four lanes from 19<sup>th</sup> to 42<sup>nd</sup> streets in 1952 (*Springfield News* 1952).

As air transport became a viable alternative, a small airport was opened on Emery Road, east of the city limits in 1946 (*Springfield News* 1946) (see Figure 26). The airfield was granted approval as a Class 1 airport and McKenzie Flying Service was chartered to operate commercial transportation, student instruction, charter flights, and sales and service. Runways, hangars, fuel



Figure 24. Springfield Motors Buick Dealership, constructed in 1948.  
(Photo by M. Dennis, 1999)



Figure 25. Downtown Springfield, c.1950s.  
(Photo courtesy of the Springfield Museum)

facilities and an office building were constructed during this time period (*Springfield News* 1946). Rail transport, though becoming less popular for passenger service, continued during this time period. In 1948, the Southern Pacific Railroad began using new 6000 horse-powered diesel-electric locomotives on the “Shasta Route” passenger line through Springfield (*Springfield*

*News* 1948). Rail transport for freight purposes continued to be important throughout this time period.

Communication systems also experienced some change during this period. The *Springfield News* was the community's primary newspaper, continuing its weekly format until it changed to a twice-a-week format in 1953. H.E. Maxey, the editor and publisher of the paper since 1923 sold the paper in 1954 to a group of men from Coos Bay (*Springfield News* 1953, 1954). Springfield's first radio station got its start in 1948 when KORE (Eugene's oldest station) opened a studio in Springfield (*Springfield News* 1948). Perhaps one of the greatest changes in communications, however, was the telephone system. An improved system was required to handle the demand for an increasing number of customers as the population grew. In June 1946, the system was upgraded to handle an additional 700 customers. Within a few months, however, the demand required further expansion to accommodate another 1700 customers. In 1949, the phone numbers in Springfield and surrounding areas were changed to implement the uniform five-digit number system and dial service was established for the first time (*Springfield News* 1946, 1949).



Figure 26. Springfield's airport, constructed in 1946.  
(Photo courtesy of the Springfield Museum)

The explosive growth also taxed local utilities. The need for a new sewage plant was identified in 1941, but not realized until 1955 even though all new developments during this period were required to install sewer lines. Demand for water was also great and several new

water mains were installed as the community expanded. A new 50,000-gallon reservoir was constructed on Emerald Heights in 1944 and a large water filtration plant was constructed at Hayden Bridge in 1946-1947. New electric substations were constructed to meet the increasing need for power, including substations in the Paramount area and at K Street and the railroad tracks. The Springfield Utility Board was established in 1950 (*Springfield News* 1941, 1944, 1946, 1947, 1949, 1950).

In 1941 the city divided into six wards and the city council increased to six members. The council passed an ordinance in 1942 governing blackout procedures during the war, organized an air warden system and acquired an air raid whistle. In 1944, discussions about a new city hall began. A bond issue to fund the new facility was not passed until 1948, but in December 1949, city offices were moved to their new facility at 4<sup>th</sup> and A Streets (*Springfield News* 1941, 1942, 1944, 1948, 1949). New fire trucks were purchased in 1945 and 1949 and fire hydrants installed throughout new neighborhoods. Parking meters were installed for the first time in 1950 (*Springfield News* 1945, 1949, 1950).

Postal service also expanded during this period. In 1944, mail delivery was extended to areas surrounding town. Springfield sought a new post office in 1947, but was not approved for a new facility until 1949, when a new concrete building was constructed on Main at 6<sup>th</sup> for the new office. Branch offices and substations opened in Glenwood (1948), Paramount (1949), and at 5<sup>th</sup> and Q Streets (1952) (*Springfield News* 1944, 1947, 1948, 1949, 1952).

Civic improvements during this period included numerous tree planting campaigns and the creation of the Willamalane Park District (1944) and subsequent recreational facilities. The park district's recreation programs were very popular and in 1946, the park district purchased a 12-acre site (between G and I and 12<sup>th</sup> and 14<sup>th</sup> streets) and began plans for construction of the Willamalane Park picnic area, pool, and courts. Booth-Kelly donated \$25,000 for grounds improvements (sewer, grading, and fencing) and a wading pool in 1947. Construction on the swimming pool and bathhouse began in October 1950 and the pool opened for the first time in July 1951 (*Springfield News* 1944, 1946, 1947, 1950, 1951). In 1950, the Veteran's Memorial Building (partially completed) was deeded to the park district, who completed construction and dedicated it as a community center in 1951 (*Springfield News* 1950, 1951). The park district also developed a park in Glenwood (now known as James Park) in 1949 (*Springfield News* 1949).

The community also came together to raise funds for a new community hospital. Although Springfield had a hospital until 1928, medical facilities after that time were limited and centered in Eugene. In 1940, there were only three physicians in town. This number improved slightly in 1941 when a physician/surgeon and a dentist opened offices. A fifth physician opened an office in 1945. In 1946, a health clinic was planned and discussions about obtaining a new hospital began. In 1947, E.H. Peterson, the owner of Mohawk Addition, donated a site for the new hospital south of I Street between 16<sup>th</sup> and Mohawk Blvd. The McKenzie-Willamette Association formed in 1949 to secure funding for a new 75-bed hospital. After a successful campaign, construction began in 1954 and the doors were opened in May 1955. A new medical center, with office space for five physicians and two dentists, opened near the hospital later in 1955 (*Springfield News* 1955).

Community involvement was evident in other ways as well. A number of new organizations and associations opened chapters during this time period. The Veterans of Foreign Wars (VFW) dedicated a hall in 1947 and the American Legion Post No. 40 dedicated their new building in 1949 (see Figure 27). Two new women's service organizations started local chapters – the Business and Professional Women (BPW) in 1948 and the Altrusa Club in 1953. The Lions and the Toastmasters also organized Springfield clubs during this period, both in 1950 (*Springfield News* 1947, 1948, 1949, 1950, 1953).

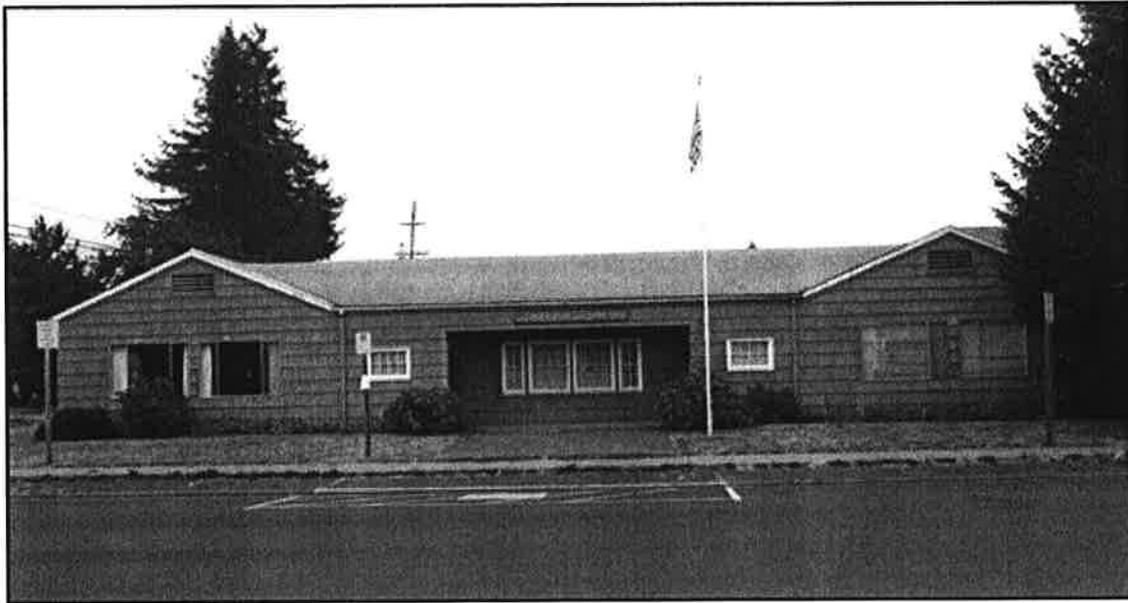


Figure 27. The American Legion Post 40, constructed in 1949.  
(Photo by M. Dennis, 1999)

The population boom brought with it a need for additional schools and churches. Growth was so fast that the school district struggled to keep up with the increased demand. In 1940, the schools in the area included Brattain (grades 1-4), Lincoln (grades 5-8), Maple, Thurston, Hayden Bridge, Mohawk, and Glenwood. The Springfield High School was still located in the 1921 Mill Street building although a new high school was under construction. Two new schools were constructed in 1941 – Mr. Vernon (dedicated December 1941) and Maple (dedicated January 1942) – to replace older, small schools. The new high school was also completed in early 1942. In 1943, Thurston High School voted to consolidate with Springfield and the grounds and old school buildings were sold (Dr. Carl Phetteplace used the gym building on his farm and demolished the classroom building). In 1944, the Springfield school district began searching for a site for a new grade school and purchased a site for a future junior high school (*Springfield News* 1941, 1942, 1943, 1944).

In the spring of 1945, the school district applied for federal assistance to construct a junior high school and an addition to the senior high school; the grants were rescinded when all federal grants were canceled at the end of the war. The Maple, Hayden Bridge, and Mt. Vernon

school districts voted to consolidate with the Springfield district. Glenwood, which had been part of the district at one time but later split off, also began discussions about rejoining the Springfield district. By the fall of 1945, over 1,900 students crowded the existing classrooms (*Springfield News* 1945).

In early 1946, construction of an addition to the high school was started and a bus garage was built. Crowding continued that fall and grade school students attended classes in shifts because classroom space was insufficient to accommodate the increase of more than 300 students over previous enrollments (*Springfield News* 1946). In 1947, a \$250,000 bond was set for new school facilities, which was to include the construction of additional classrooms to existing buildings and the construction of new schools. Construction of a new Maple School, at 21<sup>st</sup> and E Streets, was begun and the area surrounding the new school was annexed into Springfield (the old Maple School on east Main Street became known as the Gorrie School and was sold in 1948) (*Springfield News* 1947).

School enrollments in 1948 continued to swell with an estimated 2600 in the grade schools and another 1000 students in the high school. Despite the recent additions to existing schools and a new addition under construction at the Thurston grade school, the district identified the need for at least two new schools to accommodate the growth (*Springfield News* 1948). In 1949, the high school received two major additions – a boiler room/gymnasium and an agriculture shop and home economics building. A new building also was constructed at the Camp Creek school. A number of smaller school districts consolidated with the Springfield district in 1949, including Natron, Cedar Flats, Walerville, Leaburg, Camp Creek (upper and lower), and Goshen and fall enrollment that year neared 4000 (*Springfield News* 1949; Springfield Public Schools 1980).

Although the district added 82 new classrooms in the 1940s, a need for an additional 43 existed by 1950. A new wing was added to the new Maple school, a site purchased for a new Walerville School, land purchased for and construction begun on a new grade school in Springfield known as Westside (the name was changed to Moffitt in 1955), and construction finally began on the new junior high school (*Springfield News* 1950) (see Figures 28 and 29). In 1951, the south end of the Glenwood district consolidated with Springfield, relieving some of the crowding in the Glenwood school. Another addition was planned for the new Maple School, which was to include a new cafeteria and gymnasium building. A two-room addition was constructed at the Thurston School and work was completed on the new Westside and Springfield Junior High school buildings (*Springfield News* 1951).

In 1952, school bonds were approved to build additions to the Springfield High School, Mt. Vernon School and Thurston School. The school board also purchased a 32-acre site on the north side of the Old Thurston Road for the Thurston Junior High School and athletic fields near the Springfield High School and Junior High were improved and expanded. By fall 1952, enrollments in the district climbed to over 5,100. In addition to the various expansions in the public school system, St. Alice Catholic Church also announced plans for a grade school, which was dedicated in 1953 (*Springfield News* 1952).

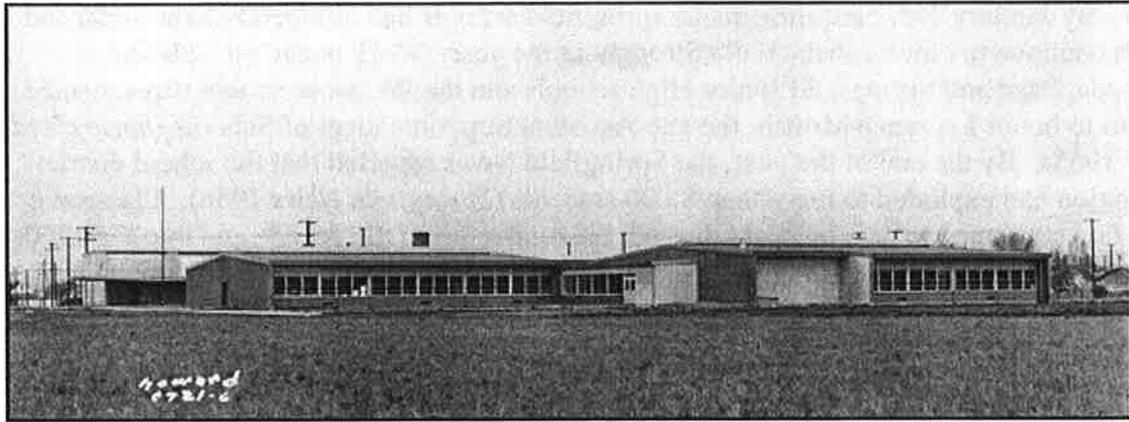


Figure 28. Westside (Moffit) School, c.1950.  
(Photo courtesy of the Springfield Museum)

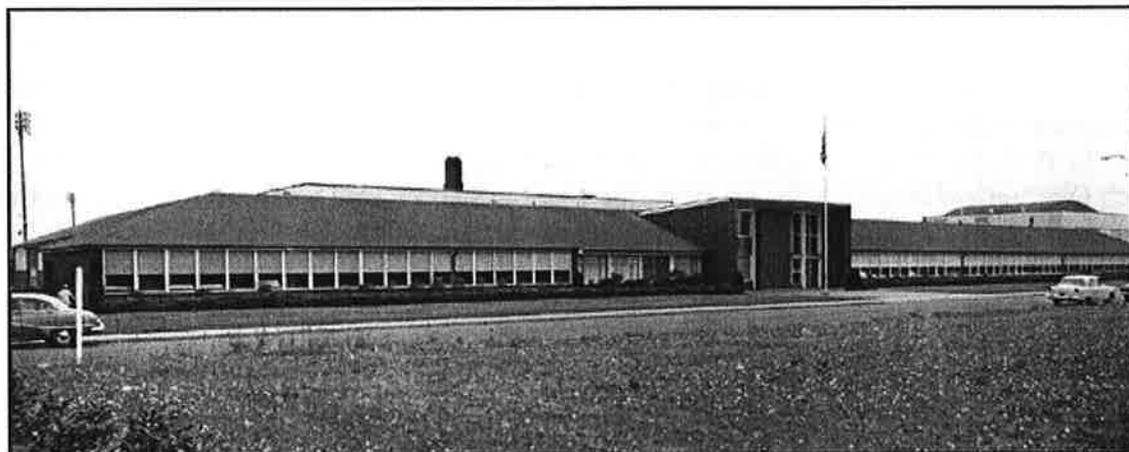


Figure 29. Springfield Junior High, c.1950s.  
(Photo courtesy of the Springfield Museum)

In 1953, the Springfield school district purchased a 10-acre site on Hayden Bridge Road for the new Elizabeth C. Page grade school, to duplicate the recent Westside School. Ten classrooms were added to the Westside School and the school board ordered yet more classrooms. The enrollment that fall reached 5,498 (*Springfield News* 1953). Page School opened for students in March 1954, as did the new addition at Westside. Within months, new additions were planned for both Page and Westside Schools, and plans were being made for another new grade school (Hamlin School, built in 1957). The new Thurston Junior High opened in the fall of 1954. St. Alice School, also with growing enrollments, constructed a two-room addition (*Springfield News* 1954).

By January 1955, enrollments in Springfield schools had climbed to over 5,550 and would continue to climb substantially throughout the year. Work began on additions to Westside, Page and Springfield Junior High schools and the Westside School was renamed Moffitt to honor Laurence Moffitt, the late Assistant Superintendent of Schools (*Springfield News* 1955). By the end of the year, the *Springfield News* reported that the school district population had exploded to more than 8,000 students (*Springfield News* 1956). Classroom crowding continued to be a problem through the remainder of the decade and into the 1960s until several new schools opened, including Guy Lee in 1961 and Centennial, Douglas Gardens, Yolanda, and Briggs in 1963.

Several churches were organized and buildings constructed or enlarged during this time period. The 1940 business directory indicates that there were five churches in Springfield and one in Thurston at that time. These included the First Baptist, First Christian (one in Springfield, one in Thurston), Free Methodist, Methodist, and Assembly of God churches (Polk 1940). Trinity Baptist and Foursquare Gospel were additions to the 1942 business directory (Polk 1942). A new Seventh Day Adventist Church was constructed in 1944, and in 1945, the First Christian Church (built in 1924) was destroyed by fire and the new Church of God was dedicated (*Springfield News* 1944, 1945).

The Church of the Brethren opened in the Nicholas Gardens area and the Springfield congregation of the Evangelical Lutheran Church was organized in 1946 (*Springfield News* 1946). In 1947, construction began on the new building for the recently destroyed First Christian Church (*Springfield News* 1947). In 1948, the Catholics purchased a surplus chapel from Camp White in Medford and relocated it for use as the St. Alice Catholic Church in Springfield. Hope Lutheran Church was organized that year, as was the local Church of Jesus Christ of Latter Day Saints. The Camp Creek Church, constructed in 1943, was destroyed by fire in 1948 (*Springfield News* 1948).

In 1950, Calvary Temple (Open Bible Standard) was built, Hope Lutheran completed construction, a sizable addition made to Ebbert Memorial Church, and construction on a new Camp Creek church began (*Springfield News* 1950). St. Andrews Episcopal Church and Parish House was constructed in 1951 (*Springfield News* 1951). In 1952, the Church of the Nazarene appeared in the business directory (Johnson 1952). Two new churches were organized in 1953 – the Bethel Assembly of God and the Greek Orthodox Church – and a new tabernacle was under construction for the Seventh Day Adventist (*Springfield News* 1953). In 1954, the First Presbyterian Church purchased the old Seventh Day Adventist building for their services. In addition, the 1954 business directory lists the Church of Christ, the Conservative Baptist Church, the Free Will Baptist Church, the Mt. Vernon Church of Christ, and the United Pentecostal Church as those in the Springfield area. A Baptist Church and the Church of Christ were listed in Glenwood (Johnson 1954).

Agriculture remained an element of the Springfield economy. The number of farms in Lane County was 5,232 in 1945 with an average size of 97.9 acres (U.S. Census 1945). Fruit, nut and cannery crops continued to be primary crops, with overall acreage expanding through 1947, the peak year. Filberts, walnuts, cherries, apples, pears, peaches, and plums/prunes were common orchard crops (Duerr 1980: 72). Beans, potatoes, carrots and corn were common truck

crops. Flax also continued to be an important crop as it was used for the war effort to make linen thread for parachutes, fire hoses, and to sew leather shoes. After the war, however, its importance dwindled and crop failures in 1948 resulted in the closing of the state-owned Fibre Flax Plant in Springfield (*Springfield News* 1948). Hops made a small comeback in the late 1940s and early 1950s, although it would never reach the volume it had in the 1920s and 1930s. Bulb growers, nurseries and greenhouses were found in the Thurston area, and dairies and livestock dotted the landscape throughout the county.

By 1950, the farm markets in Lane County included dairy products, livestock, eggs and poultry, truck crops, tree fruits and nuts, and forage crop seeds (grass seed) (Johnson 1954). In 1951, the poultry industry skyrocketed in the county when egg and broiler values neared \$4,000,000. The value of dairy products was also on the rise, had doubled since 1949 and had reached \$3.5 million (*Springfield News* 1951). The first mention of blueberries being planted up the McKenzie River was in 1954 (*Springfield News* 1954).

Perhaps nowhere was the amount of growth in Springfield during this period more visible than in the area of residential development. Fifty-six new additions and subdivisions were platted between 1940 and 1955 and hundreds of new homes were constructed as the town stretched outward into a city (see Appendices).

The beginnings of the growth period had begun when in August 1941, the valuation of building permits hit an all-time high (up to that point in time) when 43 permits were issued for construction. Of those, 24 were for new houses with an average cost of just over \$1000 (*Springfield News* 1941). Construction of houses, however, came to a near standstill after the nationwide “Stop Order” was issued in April 1942. This federal mandate restricted communities to “allotments” of houses which could be constructed during the war and further restricted those that were built to a value of \$500 or less (*Springfield News* 1942).

This restriction, coupled with Springfield’s growing population, resulted in an acute housing shortage by October 1943, when the city identified 86 families without adequate housing (*Springfield News* 1943). In November, the city made a request for new housing priorities, and in January 1944 the National Housing Administration approved the construction of twenty new houses. These houses, however, were restricted to “essential industry” workers, where only those employed in the lumber, plywood, flax or other classified essential industry were eligible to build or rent (*Springfield News* 1944). In June 1944, another priority was requested and Springfield was granted an allotment of 75 houses in October (*Springfield News* 1944). Through continued requests to accommodate the swelling population, a total of 100 priority allotments were available by the end of the war.

The period following the war brought the advent of the developer-built suburban neighborhoods to Springfield. Outside of occasional clusters of worker cottages constructed by mills, most houses constructed prior to the war were built by individuals for their families, some employing builders and/or architects to assist them. After the war, houses were constructed primarily by developers who would build a number of similar houses in an area (often a newly created addition or subdivision) and sell them to families looking to buy ready-built houses (see Figure 30). In some cases, developments included as few as five houses or seven houses, but

others included between 20 and 40 houses, and still others over 100 houses. Construction on this scale was made possible in part by new technologies, mass production of various building parts, improved design features, and an abundance of workers returning from the war looking for employment.



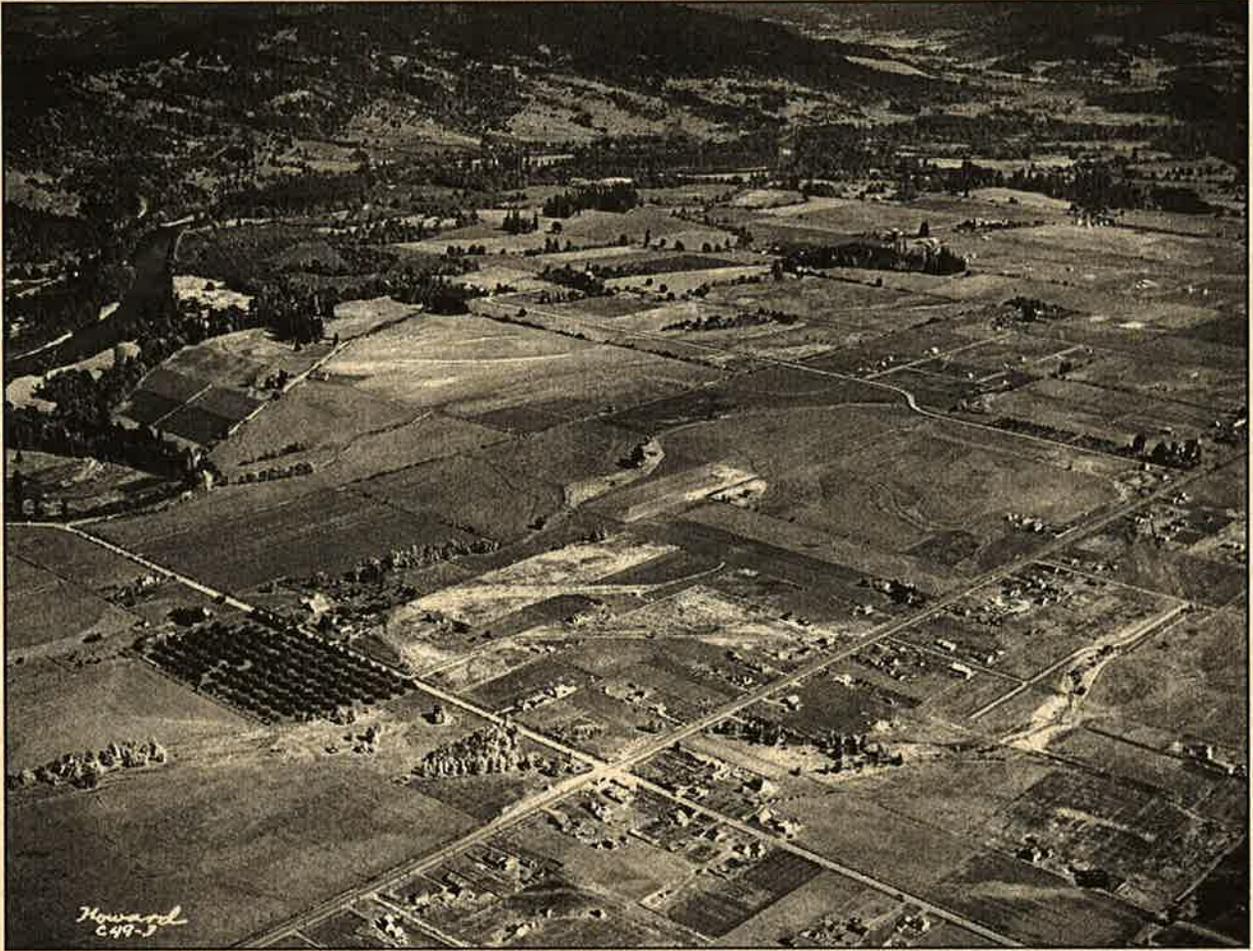
Figure 30. Example of 1940s subdivision development.  
(Photo by M. Dennis, 1999)

A number of developers and builders contributed to Springfield's changing residential landscape between 1940 and 1955. Among those mentioned in the *Springfield News* were A.M. Gilbert, Mel Kern, Todd Construction, Roscoe Perkins, Bauer & Edmunds, H.R. Ketell, Ralph Nicholas, and C.F. Huser (Springfield News 1944-1950). Some of the neighborhoods built by these developers were substantial in size, including Nicholas Gardens (over 40 houses), Marylhurst (136 houses), Mohawk Addition (84 houses), Grovedale (96 houses), and Northgate Addition (352 houses) (*Springfield News*).

Houses in Nicholas Gardens ranged in price from \$3,500 to \$7,500 in 1945, while houses in the Marylhurst subdivision ranged from \$7,800 to \$8,400 in 1948. Most houses were built as either two or three-bedroom homes, although some developers offered four-bedroom homes as well (*Springfield News* 1945, 1948). Styles were relatively simple, generally either a suburban ranch style or a Minimal Traditional. New materials that appeared in residential construction during this time period included concrete tile, pumice block (touted as a "lightweight alternative to concrete block"), Chapco Board (a pressed wood fiber board developed in Corvallis), Alumalock shingles, Jewel-Tone household tile, and Silva Wool insulation (developed by Weyerhaeuser in Springfield) (*Springfield News*).

Springfield emerged from this period as a changed community. From a small, compact town surrounded by farms, it grew to a sprawling urban community of widely dispersed shopping centers and industrial sites, set amidst dense housing developments. This immense change was not without its challenges, but Springfield came through the development boom with a renewed vigor. The growth of the community continued after 1955, but at a less explosive rate giving Springfield the opportunity to catch its breath and set its sights for the rest of the 20<sup>th</sup> century.





Overview of Northeast Springfield and Mohawk Valley Farmland, c. 1940s

## HISTORIC RESOURCE IDENTIFICATION

# **HISTORIC RESOURCE IDENTIFICATION**

## **PREVIOUS SURVEYS**

To date, resources within the Springfield area have been included in four previous surveys. These include the 1976 Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham, the Springfield Historic Resources Survey conducted by the City of Springfield in 1979, the Gateway area survey conducted in 1989-1990, and a survey of Thurston historic resources, conducted by Lynda Sekora in 1991 as part of the original historic context project. As a result of these surveys, a total of 449 resources have been surveyed and recorded.

Six individual resources have been designated to the National Register of Historic Places. Included are the Brattain-Hadley House, the Robert E. Campbell House, Dorris Ranch, the Oregon Power Company Springfield Substation, the Southern Pacific Railroad Passenger Station, and the Springfield General Hospital. In addition, the Washburne Historic District, which includes 246 contributing resources, was designated a National Historic District in 1987.

## **HISTORIC RESOURCE TYPES: DESCRIPTIONS AND DISTRIBUTION PATTERNS**

A “resource type” indicates a generic class of related historic properties. Based in part on resources identified in previous surveys and in part on a predictive model of resources likely to be found within the Springfield area, resource types in Springfield can be grouped on the basis of thematic association correlating to the thematic categories identified and discussed in the Historic Overview. These broad themes are Settlement, Agriculture, Industry & Manufacturing, Transportation & Communication, Commerce, Government, and Culture (a category that includes residential architecture, education, religion, funerary, fraternal/social/humanitarian movements, and medicine).

The location and distribution pattern of possible historic resources can be predicted based on these themes. The quantity and type of existing historic resources within each thematic grouping can be identified through historic site surveys. Although some examples of these resource types have been identified through previous surveys, further study is needed to record and evaluate the quantity and quality of remaining historic resources in Springfield.

Specific resources associated with each broad theme and their distribution patterns are described on the following pages. To provide a context for evaluation of relative integrity and significance of individual resources, the discussion focuses on the historic function of the resources as well as the physical and/or architectural elements believed to be representative of the type. Those resource types that are more likely to still exist have been described in greater detail than those resource types that are less likely to be found extant.

## ***SETTLEMENT***

### ***DESCRIPTION***

Resources associated with settlement in the Springfield area overlap with those found in the categories of Agriculture, Industry and Manufacturing, and Culture. They may include agricultural outbuildings, farmhouses, patterns of agricultural fields and/or orchards, farm sites, early mill sites, millraces, other mill-related resources, early residences, trails and early roads, and cemeteries and grave markers. Most of these resources are described in the sections below.

### ***DISTRIBUTION PATTERN***

Because resources associated with Settlement in the Springfield area overlap with resources found in the categories of Agriculture, Industry and Manufacturing, and Culture, the distribution of these resources is likely to be in relate to the location of resources identified in these categories.

## ***AGRICULTURE***

### ***DESCRIPTION***

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 section of this document): 1812-1846, 1847-1865, 1866-1883, 1884-1913, 1914-1940, and 1941-1967. 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).

### *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 purposes 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:

Garages are 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 will be constructed of masonry; end-opening doors with space for one or two automobiles; may have windows, lean-tos, or shop areas. Large farmsteads may have more than one garage.

Cool houses are generally smaller than garages; rectangular, one-story buildings; also called fruit cellars, fruit rooms, or cool rooms; most often constructed of hollow clay tile, but may be wood-framed; roofs may be gable or hipped and sometimes may have cupolas or vents for air circulation; usually a single door; 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 pole and line connected to one elevation. Pumphouses may be either wood-framed or of masonry construction. They may hbe gabled 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 for 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, soaring in height over the dwelling. They originally contained a windmill and water storage tank at the top. The hipped-roof, 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, a 20<sup>th</sup> century phenomena, 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: (a) around a common work area or courtyard that is or was anchored by the barn, or (b) 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. Farm-related outbuildings may include:

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 innovations, 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 life 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 20<sup>th</sup> century may have wood siding – either horizontal boards or vertical board and batten. Some may be shingled. The early barns may have gabled roofs; gambrel roofs 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 20<sup>th</sup> 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 sheds/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 doorway positions low for the swine to pass in and out of the building. Attached pens may be associated with these buildings.

Mint stills are tall, wood-framed, gable roof buildings with a square plan, vertical wood siding, and no windows. They were used to extract oil from the harvested mint.

Multi-purpose buildings 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.

## *Dairy*

Springfield has a history of cheese factories and creameries that 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.

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 concrete 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. Concrete-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced into 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.

### *Poultry Farm*

Large-scale poultry farming in the Springfield 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 farm 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.

### *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. Historical 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 large 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 of 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 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.

Dancehalls 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.

### *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 not 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).

### *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. The following are outbuildings associated with fruit and nut orchards:

Fruit and nut dryers were not a common outbuilding in an orchard of the early 20<sup>th</sup> 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. com. 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).

Nut cleaning sheds are one-story, rectangular, wood-frame, shed roof buildings that contain 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.

### *DISTRIBUTION PATTERNS*

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 vegetable 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 and in the Glenwood area. Stock operations were located in the foothills of the Natron locality.

## ***INDUSTRY & MANUFACTURING***

### ***DESCRIPTION***

Resources associated with industry and manufacturing may include resources such as mills and factories (such as grist mills, sawmills, sash and door factories), mill-related resources (such as millraces, tailraces, log ponds), machine shops, energy-related resources (such as dams and hydropower systems), and agricultural industry facilities (such as canneries, creameries, and cheese factories).

Resources associated with the timber industry include:

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. Most buildings were sided with wood, although the use of tin (either as original siding or replacement siding) began in the 1940s. Roof forms may vary, including 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 that 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).

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).

Power plants were housed in wood-frame or brick buildings; the earliest were steam-powered and were later replaced with electricity. The buildings may be one-story, rectangular structures with gable roofs and a number of windows.

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

As industry grew and diversified, a number of additional building types may have been constructed for specialized use. In the 1940s and 1950s, concrete became a popular material for the construction of some buildings and structures, although the availability of lumber resulted in continued use of wood-frame buildings as well.

### *DISTRIBUTION PATTERN*

Industrial resources are expected to be clustered on the south side of South A Street in the vicinity of the millrace and railroad tracks. This area represents the city's original industrial district. Secondary areas which may include industrial resources are east of this original industrial district, an area which developed as the lumber industry grew following WWII. With the exception of the millrace, there are no remaining industrial resources for Springfield's earliest history.

### *TRANSPORTATION & COMMUNICATION*

#### *DESCRIPTION*

Resource types associated with transportation and communication may include trails, ferry crossings, wagon roads, stage routes, highways, railroads, depots, bridges, and radio stations and transmission towers.

Trails, ferry crossings, wagon roads, stage routes are likely to be remnant paths if they are still visible. A number of them were further developed as transportation routes and were first widened, then graded, and eventually paved, altering the historic path except possibly for its route. Any extant unaltered historic trails, wagon roads or stage routes are likely to appear as simply trails or wagon ruts through forested land. Early ferry crossings were generally replaced with bridges over time, often destroying evidence of the ferry crossing site.

Highways are also likely to have been altered over time, with widening and new paving as conditions warranted. Early highways were generally graded dirt roads. These were eventually macadamized and later paved with concrete or asphalt.

Railroad related resources may include steel rails and wooden ties on raised rail beds, railroad bridges and trestles, crossings and switches, storage sheds, water towers, rail yards. Bridges may be steel truss or steel deck girder; trestles may be wooden or log. Storage sheds may be small wood framed buildings with a shed or gable roof and will likely have one door and no windows. Water towers may be wooden or metal.

Depots may be small to medium-sized, wood frame or masonry buildings, consisting of one to stories or a combination thereof. The space usually includes a passenger waiting area and ticketing booth in one portion and a freight storage area in another portion. Loading docks are located along the side of the building adjacent to the rails. Freight doors may be large sliding doors on casters. Depots may be of various architectural stylistic distinctions.

Bridges may be of a variety of types, including truss systems and deck girder systems. Materials may be steel or concrete or a combination of both. Occasionally, a steel truss bridge will have a wooden deck.

Radio stations and transmission towers may be small buildings, often constructed of masonry. Roofs may be hipped, gable or flat. Windows may be minimal in number. The towers, constructed of steel, are near or adjacent to the building and highly visible above the building. The earliest radio stations were often located on the upper floors of downtown commercial buildings; later stations were individual buildings often located away from the center of town.

### *DISTRIBUTION PATTERN*

Remnants of early roads and railroad routes are located primarily in the western and eastern sectors of the city. By comparing the present road network in the study area with that 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 1955 city limits may also be considered historic, having developed over the years from the first town platting in 1856.

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.

The Southern Pacific Railroad Depot, constructed in 1891 and recently moved to a site between South A Street and the railroad tracks, is the only identified remaining resource associated with early rail transportation. The depot's new location is not far from its original site. The wood-frame depot has the characteristic features of the Stick architectural style, which includes 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 from about 1870 to 1900 and is a style often found used for railroad depots.

Historic records indicated that none of the covered bridges in the study area have survived, as they were replaced by newer spans around 1900. Surviving bridges include the Hayden Bridge, which spans the McKenzie river at Marcola Road, and the 1907 railroad bridge

and 1929 auto bridge over the Willamette River west of the city. Footings from the early wagon bridge and the streetcar bridge are extant on the banks on the Willamette River.

## **COMMERCE**

### **DESCRIPTION**

Resources types associated with commercial development may include stores (such as general, grocery, clothing, and hardware), warehouses, automobile dealers and garages, gas stations, bakeries, banks, hotels, cafes and restaurants, saloons and taverns, laundries, offices (such as law, newspaper and accounting), opera houses and movie theaters.

The earliest of the commercial buildings, dated from about the 1850s to 1900, would be wood-frame with board and batten or horizontal board siding. They may be one or two stories in height, modest in size, with gabled roofs and possibly false-front facades. Buildings constructed after 1900 were usually masonry, including brick, stuccoed wood and brick, hollow clay tile, and concrete (either block or poured). Occasionally they were adorned with decorative materials such as specialty glass, stone, terra cotta, and enameled tiles. These buildings generally were larger in size, often two stories, and rectangular in shape. The facades were generally straight forward, and most featured large windows on all levels. Stores may have recessed entries flanked by large display windows. Warehouses and garages may have large open spaces accessed by large bays with roll-top or sliding doors. Gas stations may have awnings or canopies extending from the building over the gas pumps. Often these buildings were of mixed used; for example a street level store may have professional offices on the upper floor or auto dealers and gas stations may have service/repair garages as part of the structure.

A variety of architectural styles were used for commercial buildings. Among the most common, however, was the vernacular style, plain in appearance and without distinctive stylistic elements. In Springfield, some buildings included restrained versions of the following architectural styles.

Commercial Italianate, a style overlapping the late 19<sup>th</sup> century Italianate style and the early 20<sup>th</sup> century vernacular commercial style, elements include elongated two-over-two or four-over-four double hung sash windows in the upper story sometimes with segmental arches or straight heads capped with decorative “keystone” type elements. The emphasis is on verticality and decorative elements may include metal cornices, decorative friezes, or brackets below the cornice or overhanging eave.

The Chicago School building style, popular in Oregon between 1890 and 1915, was a simple, more linear, rational design with reduction and eventual abandonment of ornamentation. The philosophy sought to combine spaces, such as shopping and office space, in a concentrated business area. Characteristics of the style may include steel-frame construction, flat roofs with wide projecting eaves, rectangular shapes with vertical

emphasis, large areas of glass including three-part windows, and horizontal or vertical decorative facade elements such as spandrels (Clark 1983:105)

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).

### *DISTRIBUTION PATTERN*

Commercial resources were historically centralized on Mill and Main streets, with the majority sites along a seven-block section of Main Street near the Willamette River. Historic buildings in this original business district would probably date from about 1900 to the 1950s.

As the city expanded to the east, additional commercial districts developed, many of which would now be considered historic. The area known as Paramount, along East Main at about 21<sup>st</sup> Street, is one such area. Other areas may exist along East Main Street or along the Mohawk Blvd. commercial corridor between about K and M streets.

## **GOVERNMENT**

### *DESCRIPTION*

The resources associated with government may include city halls, city jails, post offices, city parks, fire stations, libraries, public utilities and public works, and homes of important politicians.

Not unlike early commercial buildings, early governmental buildings were often small wood-frame buildings, sometimes with false front facades. As more permanent buildings were constructed, this building type often was influenced by popular styles of the period. Those built in the early 20<sup>th</sup> century were often influenced by the Beaux Arts classicism of the American Renaissance. Those built in the 1930s and early 1940s, especially projects associated with the federal New Deal programs, often used Art Deco or Art Moderne styles. More modernistic influences are seen in governmental buildings constructed after World War II.

### *DISTRIBUTION PATTERN*

Springfield's earliest governmental buildings are no longer standing. There are examples, however, of government-related resources constructed after 1900. The Oregon Power Company Substation building in downtown Springfield displays elements of a restrained

classicism. The 1948 City Hall clearly illustrated the more modernistic influences of the period. And although they have no stylistic features, the Willamalane Park (at G and 14<sup>th</sup> Street) and James Park in Glenwood are examples of publicly developed parks during the 1940s. Most government-related resources may be located near the city's central business district, although some resources, such as public utilities, may have peripheral locations. Parks were often developed in residential neighborhoods.

## ***CULTURE***

### **DESCRIPTION**

“Culture” includes a wide variety of resources, including those associated with education, religion, fraternal/social/humanitarian movements, recreation, medicine, and residential architecture.

#### *Education*

Early schools, especially in rural areas, were modest one-room, rectangular wood-frame buildings, usually with gable roofs and rows of windows along the two long sides. As need dedicated, larger schools were also constructed. These were often two-story, wood-frame buildings with four to eight classrooms. Eventually wood-frame buildings were replaced with masonry buildings and modern philosophy dictated windows along one wall of a classroom for light and ventilation. Large, boxy, two-story buildings were replaced with modern, one-story buildings where classrooms extended along wings projecting from a central core of offices, cafeterias, auditoriums and/or gymnasiums. Stylistically, schools are primarily of the vernacular tradition, although some may display modest stylistic elements in the decoration. (See Figures 31 and 32)

#### *Religion*

The architecture of a typical church of the late 19<sup>th</sup> and early 20<sup>th</sup> century has been called a “vernacular basilica plan.” A church of this form consists of a small, rectangular shaped building with a gable roof and windows along each side, which may be stained glass. In some cases, a small three or five-sided apse may project from one end of the structure. Occasionally the buildings will include transepts. Main entrances may be located either at the end opposite the apse (usually altar end) or along the side of the building. The main entrance may be marked by a bell tower or steeple. Decorative ornamentation was usually Gothic in style and often articulated in the shape of the windows and/or doors, faux buttressing along the sides of the building, and possibly in crenelation at the top of a bell tower. This style continued to be popular, although often in a more “modernistic” version that may minimize the ornamentation, through the 1940s and 1950s. Occasionally other stylistic approaches are found on a basilica plan church.

A less common architectural style is called the “Akron plan.” This form is essentially square, with the entrance and/or bell tower or steeple located at the corner of the building. Again, Gothic elements were the most common stylistic feature.



Figure 31. Mt. Vernon School, c.1880s.  
(Photo courtesy of the Springfield Museum)

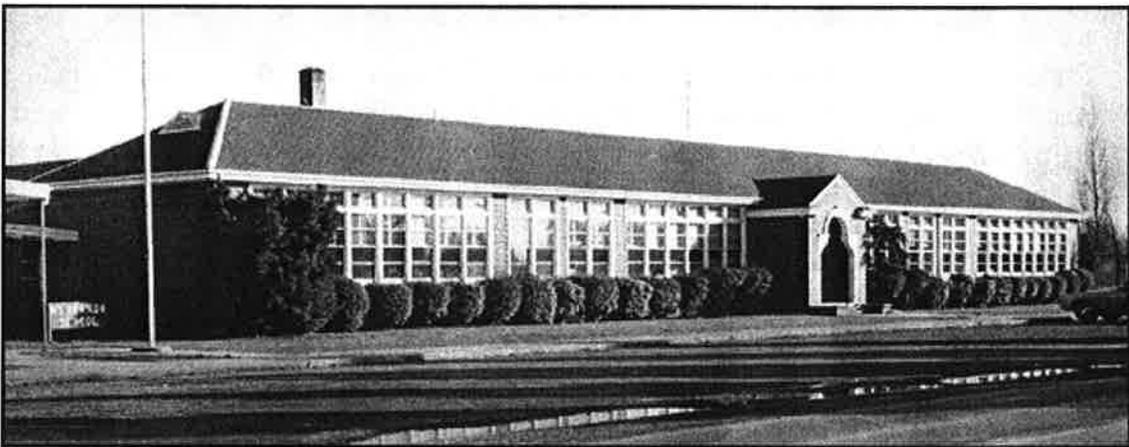


Figure 32. Mt. Vernon School, c.1950.  
(Photo courtesy of the Springfield Museum)

### *Fraternal/Social/Humanitarian Movements*

Buildings used for fraternal, social and humanitarian movements varied in size and style, depending on the buildings' uses and the styles popular at the time of their construction. They may be simple, one-story wood-frame buildings with large open spaces used for meetings or they may be larger, two-story buildings, often constructed of masonry, housing several functions, including meeting halls. Some buildings, especially those built in rural areas, may be vernacular or display simplified stylistic elements such as though associated with bungalows. Others may be large and imposing, displaying stylistic elements such as the American Renaissance style or a modern commercial or Chicago School style, depending on when it was constructed.

### *Medicine*

The earliest medical facilities included small offices of doctors and dentists, often housed in their own homes or in offices on the upper floors of commercial buildings in the city's business district. Eventually hospitals and clinics were constructed to serve the needs of the community. Size and styles of these buildings varied, depending upon the period of construction and the popular architectural styles of the time.

### *Residential Architecture*

Residential architecture includes houses and outbuildings associated with the houses. The first dwellings built by settlers were log cabins or hewn-log houses. They were often crude, hastily constructed dwellings with earthen floors, no windows, and stick and clay chimneys. For many settlers it was a temporary shelter until a more substantial home could be built. Hewn-log houses were an improvement over the cabin and usually were of the squared log variety. They often had several amenities, including 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 took on the appearance of a sawn lumber house. As soon as sawmills were established, sawn lumber houses became the construction method of choice.

Prior to the 1880s, most residential architecture in the area followed vernacular housing forms and building traditions brought by settlers from their previous homes. In the late 19<sup>th</sup> century, however, the introduction of pattern books and plan books led to some standardization of houses. Utilizing designs and plans published in these books resulted in numerous houses throughout the country of similar type and style. After the turn of the century, standardized houses were also available in the form of pre-cut, ready-to-build houses available from mail-order companies (such as the well-known Sears houses). Styles available through pattern book and mail-order companies varied and reflected the styles popular at the time. After World War II house styles, like commercial buildings, were simplified and modernized. A number of styles found in Oregon are described briefly on the following pages.

The most common, perhaps was the *vernacular*, which was widely built and spanned the broadest period of time. Houses of this style would date from the 1850s to the 1950s. Distinguished by simplicity and lack of distinctive stylistic features, vernacular buildings do not fit any stylistic category. However, there were vernacular house forms constructed which borrowed the qualities or decorative features from other popular styles, such as Gothic Revival or Queen Anne, resulting in what may be termed a Vernacular Gothic or Vernacular Queen Anne house. Vernacular houses may be one, one-and-a-half, or two story houses and are usually of wood-frame construction. They may be composed of one or more square or rectangular volumes, sometimes arranged in a “T” or “L” plan. Roofs may be gabled or hipped and windows have double-hung sashes. Ornamentation, if it exists at all, may be found on the front porch, gable ends or window caps. It is not uncommon for these dwellings to evolve over time, with various additions built onto the side or rear elevations. (See Figure 33)



Figure 33. Example of vernacular style houses in the Washburne Historic District.  
(Photo by M. Dennis, 1999)

The *Classical Revival* style was popular in Oregon between 1840 and 1865. It is characterized by low-pitched gable roofs with eave returns or pedimented gables, complete entablatures, bilateral symmetry, weatherboard siding, six-over-six double hung window sashes, and colonnaded porches. The style copied both Greek and Roman modes of expression.

The *Gothic Revival* style was introduced to Oregon in the 1850s through the publications of Andrew Jackson Downing and remained popular for dwellings until about 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 style include steeply pitched gable roofs, prominent central gable and wall dormers, and wood-framed rectangular volumes that sometimes form asymmetrical compositions. Pointed arch windows and doors may be present. Detailing may be simple and straightforward or decorative with jigsawn bargeboards, brackets and trim. The Carpenter Gothic version is further characterized by the use of board and batten siding, rather than horizontal wood siding (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. The elaborate wood detailing, characteristics of the Queen Anne, was made accessible through the expansion of the railroad system, which carried woodworking machinery and supplies of pre-cut ornamentation to communities across the nation (McAlester and McAlester 1984:310). The style is characterized by asymmetrical massing; a variety of surface textures and patterns; porches and verandas enriched with spindlework, bracketing and jigsawn elements; a variety of windows; and occasional turrets or towers. The wood-frame houses were generally two or more stories. The smaller, one-and-a-half story version is often referred to as a Queen Anne Cottage. A more restrained version of the style developed between 1900 and 1910 and was distinguished by a noticeable lack of excessive ornamentation and variation of massing and materials. Occasionally, this restrained version appeared in conjunction with elements from the Colonial Revival style, creating an eclectic approach crossing two distinct styles and time periods.

The *Colonial Revival* style was popular for residential architecture 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, hipped, or gambrel roofs. Bilateral symmetry and a classical entablature may accent the elevations. Ornamentation may follow classical forms, including lunettes, dentil moldings, and ordered columns on the porches. Doors may be framed with transoms and sidelights. Windows are likely double hung sashes (Clark 1983:114).

One of the most popular styles in Oregon during the early 20<sup>th</sup> century was the *Bungalow*. A true bungalow is characterized by its one or one-and-a-half stories, a low-pitched roof with wide overhanging eaves and a wide front porch. The use of rustic materials, such as brick, shingles and stone may also be present. Porch columns may be square or tapered,

frequently resting on piers, and the porch may be partially enclosed with a knee wall. A number of stylistic variations appear on bungalows, including Colonial bungalows, Oriental bungalows, and perhaps most commonly, *Craftsman* bungalows (bungalows are often referred to simply as Craftsman style houses) (see Figure 34). Craftsman bungalows are sometimes referred to as the *Western Stick Style*.



Figure 34. Example of Craftsman Bungalow, located in the Washburne Historic District.  
(Photo by M. Dennis, 1999)

Another popular house style is the *American Foursquare* (see Figure 35). It is characterized by its two-story, square or rectangular shape and hipped roof, which usually has at least one hipped dormer. There is almost always a front porch, although details may vary. The American Foursquare, like the Bungalow, may include various architectural detailing, including Colonial, Prairie Style, and Craftsman.

In the 1920s, several styles based on earlier styles became popular. Often referred to as the *20<sup>th</sup> Century Period Revivals*, they include revivals of the Colonial (including Cape Cod Colonial, Dutch Colonial and Spanish Colonial) and Tudor, or English Cottage, styles (see Figure 36). Most houses built of these styles were smaller and less architecturally sophisticated than their ancestors. They were in large part popularized



Figure 35. Example of an early American Foursquare style house, located in the Washburne Historic District. (Photo by M. Dennis, 1999)

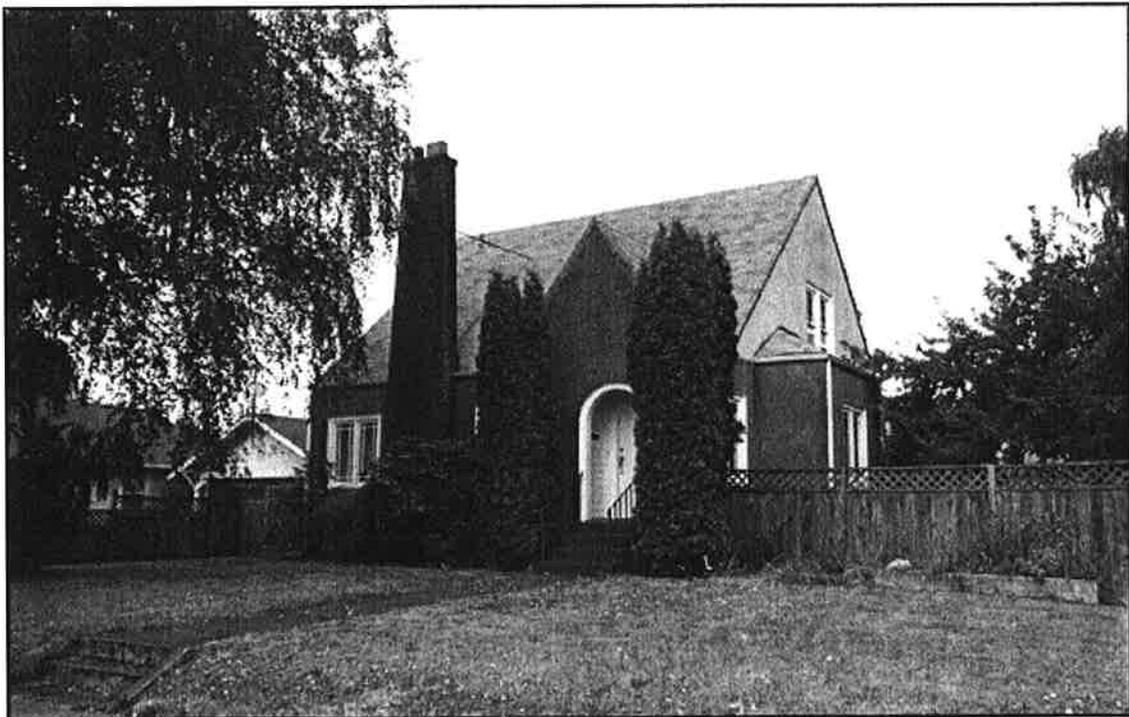


Figure 36. Example of a 20<sup>th</sup> Century Period Revival: Tudor style house. (Photo by M. Dennis, 1999)

through catalogues. Although the majority of houses constructed in these styles were built in the 1920s, they styles were used through the 1930s and 1940s.

A simplified version these Period Revivals is known as the *Minimal Traditional* style house (see Figure 37). Popular in Oregon from about 1935 until 1950, they are reminiscent of Period Revivals, but lack decorative detailing. Relatively small, one or one-and-a-half stories, they have gable roofs with low to medium pitches and are often called “eaveless” as their closed eaves and rakes are nearly flush with the wall surfaces. They may be either rectangular in shape or “L” shaped with a slightly projecting front-facing gable that is lower than the ridgeline of the main portion of the house. Wall surfaces may be wood, brick, stucco or stone, or a combination. A large exterior end chimney may be common.

Another small house, popular between about 1938 and 1948, is called the *WWII-Era Cottage* (see Figure 38). They have compact floor plans and are generally one-story cottages with low to medium pitched hipped roofs. There may be a noticeable absence of stylistic ornamentation. Windows are fairly wide and are often grouped in pairs or placed near the corners of the house. Wall surfaced are generally horizontal wood siding or wide wood shingles, although they may be clad with brick or stucco or a combination of materials.

Two ranch style houses appears in the mid-20<sup>th</sup> century. The *Early Ranch* style, built between 1932 and about 1955, was a one-story, “ground-hugging” house, with a low-pitched roof and deep eaves. They were often a “U” or “L” shape and generally one room deep with relatively open floor plans and large expanses of windows (often floor to ceiling). A garage or carport may be integrated into the house massing. The *Suburban Ranch* style evolved from the Early Ranch style and was easily adaptable as the fast “tract” housing form used by developers in the 1950s and 1960s. They are more compact than the early ranch style, typically two rooms deep and rectangular in shape with an attached garage or carport. There may be one or two large “picture” windows rather than large expanses. Courtyards and patios at the rear of the house were popular with both the Early Ranch and the Suburban Ranch styles, and both were constructed with wood, brick, stucco, or stone, or a combination of materials.

## *DISTRIBUTION PATTERNS*

Schools dotted the greater Springfield area by the early 20<sup>th</sup> century. Photographs indicate that most were of the rural variety, small, one-room wood-frame buildings with little or no decorative ornamentation. Examples of this style included the Thurston Elementary, c.1888; the Mt. Vernon School, c.1895; and the Maple School, c.1900. Three larger schools, the first Springfield High School on Mill Street, Lincoln School, and the Glenwood school, were two-story, wood-frame buildings with multiple classrooms. None of these are extant. The Mill Street School, however, was replaced in 1921 by a three-story masonry building with stylistic elements associated with restrained classicism. It was used as the high school until a new modern facility was built in the 1940s; it is now used to house the Springfield School District offices. Numerous

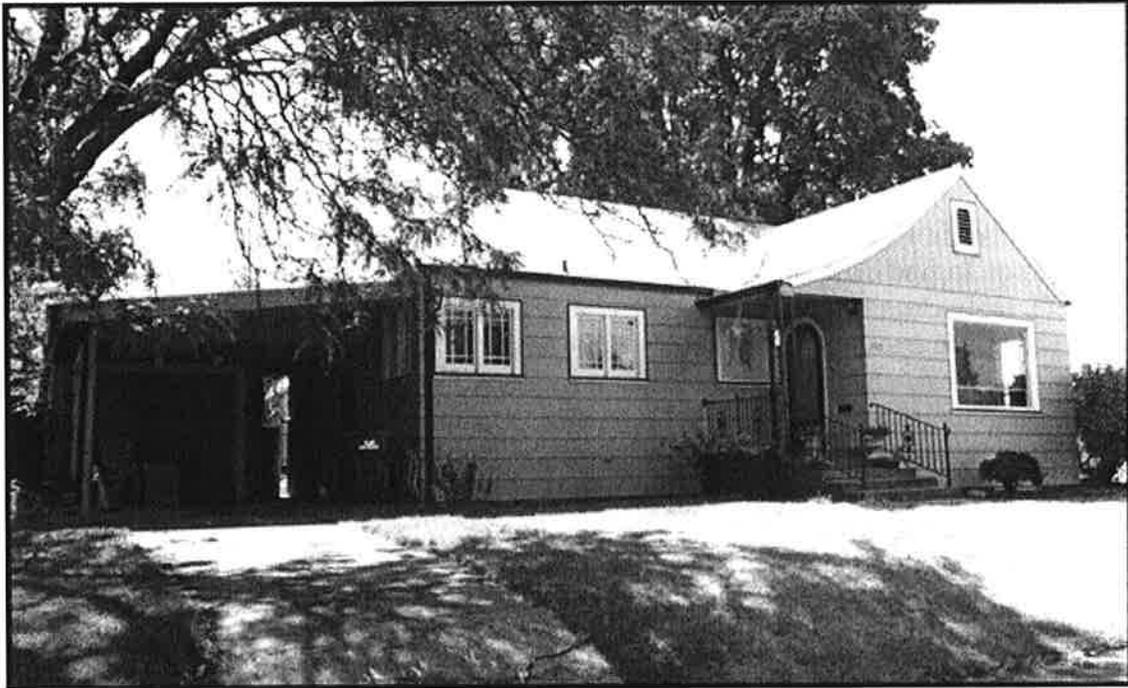


Figure 37. Example of Minimal Traditional style house.  
(Photo by M. Dennis, 1999)



Figure 38. Example of World War II-Era Cottage.  
(Photo by M. Dennis, 1999)

schools from the 1940s and 1950s are extant in the study area. These include the Springfield Junior High (now Middle School), Maple School, Mt. Vernon School, Moffit School (originally called Westside), Page School, and Thurston Junior High (now Middle School). These buildings include a series of additions, many constructed in the 1940s and 1950s, as well as the original structures.

Churches in small towns generally were constructed near the city center, although it was not uncommon to find churches built elsewhere in the community and in outlying rural areas. In Springfield, early churches were constructed near the city center and later, as the town spread out, churches were constructed in newer neighborhoods. No comprehensive survey of Springfield's historic churches has been done and therefore, only a few have been identified, including the Ebbert Memorial United Methodist Church (1916) and the First Christian Church (1947). Both are examples of religious architecture employing traditional massing, but using architectural style other than the traditional Gothic. The Tudor-Jacobethan architecture style was used, for the Ebbert Memorial Church, while Georgian stylistic features are used on the First Christian Church (see Figure 39). A number of churches were constructed during Springfield population boom in the 1940s and 1950s, many of which may still be standing.

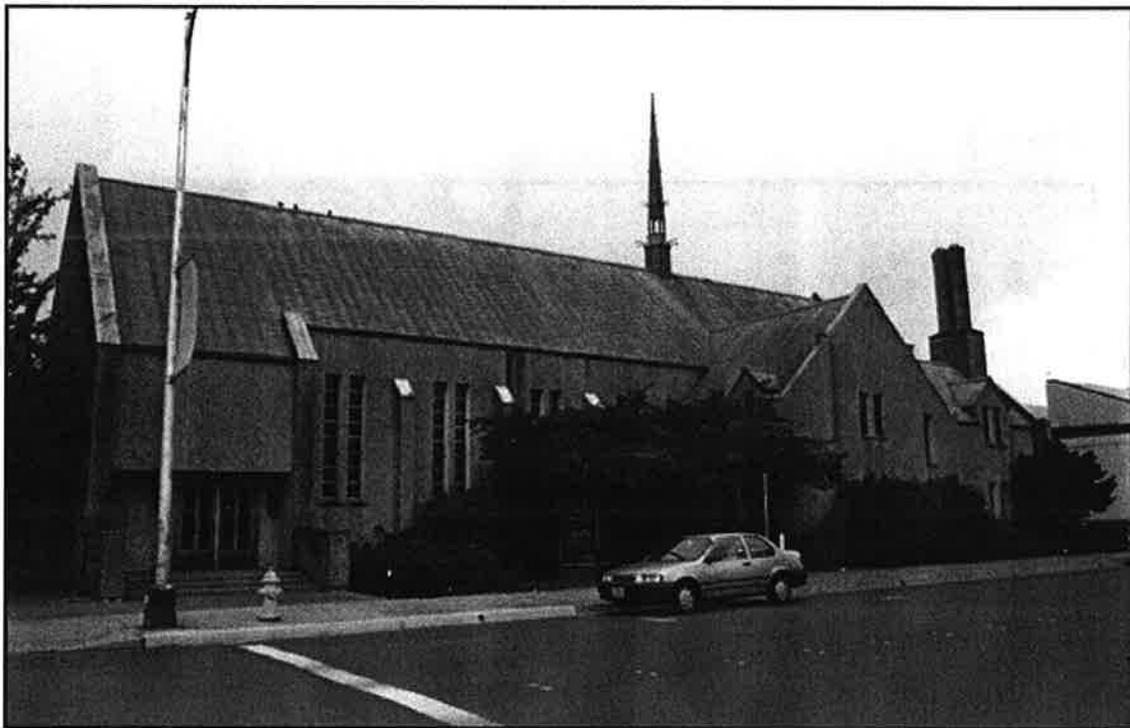


Figure 39. First Christian Church, Springfield.  
(Photo by M. Dennis, 1999)

Historic records indicate that a majority of Springfield's fraternal societies, social organizations, and humanitarian groups met in private homes or borrowed facilities of other organizations for their meetings. Therefore there are few examples of buildings associated with

this resource type. The earliest fraternal building erected in Springfield was the first Odd Fellow Hall built in 1881. It is known to have been a wooden building large enough to house the lodge rooms, city fire department and city council chambers. This building was replaced in the early 20<sup>th</sup> century with a masonry building built in a restrained version of the American Renaissance, popular in Oregon between 1890 and 1915. The Thurston Grange, built in 1913 as a community hall and adopted as the grange hall in 1936, has a curved, laminated beam round roof designed by Morris Brown. The Mohawk-McKenzie Grange hall, built in 1930, is a vernacular building.

As early as the 1870s, Springfield directories listed a physician in town, although there was still only one listed twenty years later. There is no information about the location of this doctor's office. By 1915, there was a general hospital, which operated until 1928. This hospital was a large, rectangular, two-story wood framed building with a gable roof and wide front porches. Located on F Street, it has been slightly remodeled and it currently in use as an apartment building (see Figure 40). Medical facilities in town were limited after the closing of the general hospital in 1928 (health care facilities were available in nearby Eugene) until after World War II, when a number of doctors and dentists began to open offices as the city began to grow. A new one-story, brick hospital (the original McKenzie-Willamette Hospital) was opened in 1955 at the corner of G and 14<sup>th</sup> Streets (still standing). Small masonry buildings in the downtown area were constructed for doctors' and dentists' offices in the 1940s; by the 1950s, doctors and dentists were joining together and building larger facilities, such as the medical center (with space for five physicians and two dentists) which opened near the new hospital in 1955.



Figure 40. Springfield General Hospital, converted to apartments.  
(Photo by M. Dennis, 1999)

Residential architecture is found throughout the city and the surrounding areas. Styles of the 19<sup>th</sup> century and early 20<sup>th</sup> century are more likely to be found in or near the city center, although there are examples of farmhouses from this time period scattered throughout the study area. Houses of later styles are more likely to be found in neighborhoods that developed at later period. For examples, the neighborhood that developed in the 1940s are likely to have a number of WWII-Era Cottages and Minimal Tract styles; neighborhoods that developed in the 1950s are likely to have a higher number of Suburban Ranch style houses. Previous surveys have identified a variety of residential architecture in Springfield, including a variety of styles in the Washburne Historic District.

### **CRITERIA FOR EVALUATING HISTORIC PROPERTIES**

Evaluation is the process by which the significance of identified resources is determined. Because age alone is insufficient grounds for historic designation, evaluation of historic resources is based on architectural, historical and/or cultural significance. Resources identified through previous surveys have been evaluated for significance; those determined to have some level of architectural, historical or cultural significance have been listed in the statewide inventory of historic properties. As further study is completed, newly surveyed resources should also be evaluated for significance.

Springfield currently does not have established criteria for evaluating historic resources. Those resources previously identified were evaluated using criteria developed for that purpose at that time. It is recommended that the City develop a set of standard criteria that can be used for the evaluation of any historic resources identified through future projects. The basis for Springfield's evaluation criteria should follow closely the criteria used for the National Register of Historic Places, an accepted model endorsed by the State Historic Preservation Office (SHPO). Modifications to these criteria may be made to address Springfield's historic and architectural contexts. The National Register criteria address the significance and integrity of historic resources, including districts, buildings, sites, structures, and objects. Significance and integrity are discussed below.

Generally speaking, a resource must be at least 50 years of age to be considered historic. The National Register makes exceptions for "younger" resources, but the exceptions are stringent and based on truly exceptional quality or importance of the resource. Those resources previously identified through survey projects in Springfield are at least 50 years of age. If future surveys identified resources less than 50 years of age, the National Register criteria for exception may provide direction for the City's consideration.

There are numerous examples of evaluation criteria used successfully by other cities and counties in the state. Examples of these can be obtained from the SHPO. The National Register Bulletin #15, "How to Apply the National Register Criteria for Evaluation," may also provide direction for the city in developing standard evaluation criteria.

## *SIGNIFICANCE*

The National Register criteria recognize that historic resources may have associative value, design or construction value, or information value. When evaluated within its historic context, a resource must be shown to be significant in at least one of the following areas to be considered potentially eligible for listing on the National Register:

Events/Patterns of History: The resource is associated with an event (or events) and/or with a pattern of events or historic trend that has made a significant contribution to the history of Springfield, the region, the state, or the nation; or

Person(s): The person(s) associated with the resource is (are) individually significant and made demonstrated contributions to the history of Springfield, the region, the state, or the nation; and the resource is associated with the person(s)'s productive life, reflecting the time period in which he or she achieved significance; or

Design/Construction: The resource embodies distinctive characteristics of a type, period, or method or construction; and/or the resource represents the work of a master; and/or the resource possesses high artistic value; or the resource represents a significant and distinguishable entity whose components may lack individual distinction; or

Information Potential: The resource has yielded information important to history or prehistory; or the resource may be likely to yield information important to history or prehistory.

## *INTEGRITY AND CONDITION*

Integrity is the authenticity of a resource's historic identity, or its intactness of historic form and original construction materials. Integrity is integral to the resource's ability to convey its significance. Alterations, either historic or contemporary, should be examined for compatibility. There must be identifiable evidence in all or some of the following aspects of integrity for a historic resource to be considered eligible for the National Register. Which aspects must have integrity should be determined on a case by case basis, as some aspects are more important in conveying significance than others given specific contexts and resource types.

Condition of a historic resource should not be confused with integrity. Condition is generally defined as "state of repair." A resource can be in poor condition, but retain a high degree of historic integrity. The reverse also may be true when a resource is in very good condition, but may have lost a great deal of its historic integrity. Ideally, a historic resource will have a high degree of integrity and be in good condition, but it is not necessary for a resource to be in good condition in order to be considered eligible for the National Register. The use of condition as a criterion for evaluation, however, may be useful when deciding which resources to preserve and protect. Those that are determined to be significant and have a high degree of integrity, but are in very poor condition, may be a low priority for preservation simply for practical reasons.

The seven aspects of integrity are:

Location: Is the resource in its original location or has it been moved?

Design: Is the original design intact?

Setting: Has the character of the setting stayed the same or has it changed over time?

Materials: What portion of the original materials are retained?

Workmanship: Does the resource show craftsmanship of the period?

Feeling: Does the resource evoke an aesthetic or historic sense of the past?

Association: Is this the site of historic event or activity or is the site associated with an important person historically?

## *RANKING*

After significance and integrity are assessed, historic resources should be ranked in relation to their significance, integrity and condition. Resources can be ranked individually or, if in a district, ranked for contributing status to the district. Just as different evaluation criteria have been developed by different municipalities, so have ranking criteria. Springfield currently does not have a ranking system and should develop one that works for the community and would be adaptable to both potential National Register eligible resources and a possible local landmark listing.

Several factors may enter into ranking individual properties. Significance and integrity must be considered first. If a resource has a high level of significance, but has been altered to the point of lost integrity, its ranking may be lower than a resource that possesses strong historical associations or high architectural merit and a high degree of integrity. The ranking system used by Springfield will need to address various combinations of significance, integrity and condition.

The State Historic Preservation Office (SHPO) currently uses the following ranking system for historic districts. (This system of ranking was adopted in 1999. Properties listed in Springfield's Washburne Historic District reflect an earlier ranking system and may be listed as Primary/Contributing, Secondary/Contributing, Tertiary/Contributing, Historic/Non-Contributing (in current condition), Compatible/Non-Historic/Non-Contributing, or Non-Compatible/ Non-Contributing.)

Historic/Contributing: properties constructed during the historic period that retain and exhibit sufficient integrity to convey a sense of history.

Historic/Non-Contributing (in current condition): properties constructed during the historic period that retain, but do not exhibit sufficient historic integrity to convey a sense of history.

Non-Contributing: properties from outside the period of significance, and properties constructed during the historic period but that do not retain sufficient historic integrity.

The process of survey and inventory is an on-going process that requires revision on a regular basis. Historic resources may shift from one ranking category to another as time passes. A Historic/Contributing resource may be altered to the point of compromising its integrity, resulting in a re-ranking of that resource to a non-contributing status. Or a Historic/Non-Contributing resource may be restored so that its integrity and condition warrant re-ranking as a contributing resource. It is also important to note that as additional resources reach 50 years of age, they too may contribute to the community's history. These resources should be surveyed, ranked and added to the local and state inventories of historic resources as appropriate.





View of Downtown Springfield, 1999

## GOALS AND PRIORITIES

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## INTEGRATION

## GOALS AND PRIORITIES

This historic context statement sets the stage for identifying, evaluating, and protecting significant historic resources within Springfield's urban growth boundary and provides a broad plan for historic preservation activities to be undertaken in the future. Decisions about which historic resources to survey, inventory, register and preserve generally are based on their significance. Context-based planning attempts to balance the importance of these historic resources against other factors affecting them by establishing goals, priorities and strategies.

The information found in this section was developed by the Springfield Historic Commission through a series of public meetings. The first step in this planning process was to identify considerations that may affect historic preservation efforts in the community. Three areas of consideration are described below. The second step in the process involved identifying general goals and objectives and strategies for preservation-related activities in the community. Because a historic context statement is intended to evolve in response to changing community needs, this step of the process included the review of the needs, goals and priorities identified in the original historic context statement (listed in the "Treatment" section of that document), a number of which continue to be applicable today. The final step in this process involved setting priorities for future historic preservation activities.

This document, like the original, is intended to evolve in response to community needs over time. It is possible, therefore, that the priorities set forth at this time may need to be re-evaluated and re-prioritized on a regular basis to reflect changing needs and goals of the Historic Commission and the City of Springfield.

## IDENTIFYING CONSIDERATIONS

Studying a historic context helps to develop a logical and reasonable approach to preserving associated significant resources. At any given point in time, there may be a number of constraints that make preserving historic resources a challenge. Public interest or apathy, the availability of funds and/or staff time, political support or opposition, and threats to resources affect the priorities for reaching preservation goals.

The first step in identifying considerations is to identify *stakeholders*, or those people who are in a position to influence the outcomes or whose interests will be affected, either favorably or unfavorably, by historic preservation activities. This list includes, but is not limited to, residents and property owners, the City of Springfield staff and elected officials, the Springfield Planning Commission, the Springfield school district, the Springfield Museum, the Lane County Museum, the Willamalane Parks and Recreation District, Dorris Ranch, the Washburne neighborhood organization, the Springfield Chamber of Commerce, the Springfield Board of Realtors, the Springfield News, Lane Transit District (LTD), Weyerhaeuser, the Lane County Historical Society, the Oregon Historical Society, the Historic Preservation League of Oregon, the State Historic Preservation Office, and the Springfield Historic Commission.

Identifying *threats to preservation* is the second step in identifying considerations. Threats to preservation may be both direct and indirect. The list generated at the Historic Commission meetings included public apathy or indifference, the lack of adequate funding, political opposition, zoning issues (specifically the medium-density issue), fear and resistance based on the lack of education and information, ongoing development and redevelopment issues, an outdated ordinance, the jurisdictional conflict about resources within Springfield's Urban Growth Boundary but outside the city limits, and the need for owner consent to protect a significant and valuable resource.

The final step in identifying considerations is to identify *opportunities for preservation*. Opportunities for preservation are numerous and range from restoration or rehabilitation and reuse of historic buildings to educational and informational activities to survey and inventory of historic resources to nomination to the National Register of Historic Places. The Historic Commission identified opportunities in the areas of education and research, survey and inventory, National Register, public support, technology, incentives, and regulatory issues. Specific partnership opportunities with the University of Oregon's Historic Preservation Program, the Springfield News, the Washburne Historic District newsletter, and the Springfield Museum were also identified.

Citizen participation is key to successful city planning, including historic preservation planning. Community members can make valuable contributions by sharing historical materials, photographs, and memories. Seeking public input can help build historic preservation alliances. Preservation efforts in Springfield may benefit from a community-based and community-oriented approach, but should not be necessarily limited to the city limits as the potential for significant resource exists within the Urban Growth Boundary. When appropriate, residents in both the Urban Growth Boundary and nearby outlying areas should be included in historic preservation efforts.

***Contact Numbers for Preservation-Related Assistance***

David Skilton, Preservation Planner Oregon State Historic Preservation Office	503-378-4168 ext. 260
Kimberly Dunn, Grants Coordinator Oregon State Historic Preservation Office	503-378-4168 ext. 230
Lauren Lezell, Planner City of Springfield, Oregon	541-726-2301
Springfield Museum	541-726-2300
Lane County Historical Museum	541-682-4242
Historic Preservation League of Oregon	503-243-1923

## GOALS, OBJECTIVES AND PRIORITIES

The Springfield Historic Commission's mission is to preserve the community's significant historic resources. To this end, the following goals and objectives have been developed for working toward this mission.

Priorities can assist the Historic Commission in developing their yearly work plan and provide guidance when working with others in the community. As part of the on-going efforts in the community, these priorities should be discussed and re-prioritized as necessary. A variety of factors (such as new major development with threatened existing resources) can change the priority of work from year to year and therefore, regular evaluation of priorities is recommended.

Because it is possible to pursue several preservation activities simultaneously, priorities need not be a single track in a linear fashion. Recognizing this, the Historic Commission chose to prioritize each of the objectives listed as either *Primary* or *Secondary*. Activities to pursue on an on-going basis were determined to be of primary priority, while those to be completed or as time, interest, or funding permits were determined to be of secondary priority. *Primary* priorities are indicated in **boldface** below.

**GOAL A:** EDUCATE THE COMMUNITY ABOUT HISTORIC PRESERVATION.

- Objectives:*
- (1) Develop and produce brochures for walking tours.**
  - (2) Work with the *Springfield News* to develop a regular column about the community's history and various resources.**
  - (3) Develop and implement activities in conjunction with National Historic Preservation Week each May.**
  - (4) Work in partnership with the Springfield Museum and Dorris Ranch to develop educational and information programs.**
  - (5) Establish a heritage education program for use in the schools.
  - (6) Sponsor public workshops and educational programs, such as a rehabilitation workshop.
  - (7) Develop interpretive signs about historic resources.
  - (8) Develop and produce an *Illustrated History of Springfield*.

**GOAL B:** CONTINUE SURVEY AND INVENTORY EFFORTS.

- Objectives:*
- (1) Update old surveys to include resources which were not considered historic when originally surveyed, but have since reached the 50-year mark, and to determine which resources either no longer exist or have been substantially altered.**
  - (2) Conduct a windshield survey of the city and urban growth boundaries and generate a list of possible areas or resource types to survey.**
  - (3) Finalize the outbuilding survey for the Washburne Historic District.**

- (4) Prioritize, and conduct surveys of areas identified during the windshield survey (may include Kelly Butte, Hayden Bridge, Willamette Heights, Glenwood, and outlying rural areas).
- (5) Prioritize, and conduct surveys of specific resource types (such as mill sites, farmsteads, post WWII era housing developments, or buildings designed by John Hunzicker, architect).
- (6) Identify areas of potential archaeological significance and conduct surveys.

**GOAL C: PROTECT SIGNIFICANT RESOURCES THROUGH NATIONAL REGISTER LISTINGS.**

- Objectives:*
- (1) Identify potentially eligible districts and/or individual resources.**
  - (2) Encourage property owners to seek individual nominations.**
  - (3) Pursue funding to nominate districts or multiple property groups.
  - (4) Issue news releases when resources are listed.

**GOAL D: CONDUCT HISTORICAL RESEARCH.**

- Objectives:*
- (1) Develop and implement research projects on the history of minority groups and women in the Springfield area.**
  - (2) Develop and implement research projects on historic landscapes (including designed landscapes, the millrace, parks, and cultural landscapes).**
  - (3) Develop and implement oral history projects.**
  - (4) Develop partnerships with the Springfield Museum, the Springfield School District, and/or the University of Oregon to implement research projects.**
  - (5) Develop and implement archaeological research projects.

**GOAL E: MAKE USE OF CURRENT TECHNOLOGY IN MAKING INFORMATION PERTAINING TO HISTORIC PRESERVATION AND HISTORIC RESOURCES AVAILABLE TO THE PUBLIC.**

- Objectives:*
- (1) Develop a web page about the Historic Commission and Springfield's Historic preservation program and efforts; include links to other sites and e-mail addresses to contact city staff.**
  - (2) Develop a computerized survey database that is compatible with the State Historic Preservation Office.

*GOAL F:* DEVELOP PUBLIC SUPPORT.

- Objectives:*
- (1) Develop and implement strategic partnerships and networking to enhance the existing preservation effort in Springfield.**
  - (2) Provide outreach to significant persons, organizations, and/or businesses that may have an interest in how Springfield's historic resources contribute to the overall quality of life in the community.**
  - (3) Increase visibility of the Historic Commission and preservation-related activities with the City Council and the Planning Commission.**

*GOAL G:* DEVELOP AND OFFER INCENTIVES TO PROPERTY OWNERS INTERESTED IN PRESERVING HISTORIC RESOURCES.

- Objectives:*
- (1) Encourage the use of low-interest rehabilitation loans, the Oregon Special Assessment (tax freeze) program, and federal tax credit programs.**
  - (2) Investigate ways to develop local funding opportunities through grants and loans.**
  - (3) Work with Community Development to develop CDBG grants that can be used for preservation-related activities.**
  - (4) Develop and offer a directory of skilled craftspersons and consultants that can provide technical support and assistance in preparing National Register nominations and restoring or rehabilitating historic resources.**

*GOAL H:* STRENGTHEN AND MAINTAIN THE CITY'S HISTORIC PRESERVATION PROGRAM AS PART OF THE CITY'S PLANNING AND REGULATORY EFFORTS.

- Objectives:*
- (1) Develop a yearly work plan for Historic Commission activities.**
  - (2) Update the historic preservation component in the Metro Plan.**
  - (3) Secure an increase in staff time and support for preservation-related activities.**
  - (4) Update the local ordinance (Article 30).**
  - (5) Seek code modifications that would enhance preservation efforts.**
  - (6) Integrate historic preservation into downtown redevelopment efforts.**
  - (7) Investigate and encourage city or non-profit ownership and rehabilitation of significant historic resources.**

## STRATEGIES

A strategic approach can be useful to historic preservation efforts. Identifying strategies that can help accomplish objectives will greatly facilitate the achievement of each goal. To assist those working on preservation efforts, the Oregon State Historic Preservation Office has identified several strategies that may be helpful.

*Networking:* Encourage attendance by interested persons, members of city staff, or other preservation-minded individual at a conference or workshop (such as the Certified Local Government workshops sponsored by SHPO or the National Trust for Historic Preservation annual conference) to exchange new ideas and connect with others with similar preservation-related problems and solutions.

*Partnerships:* Develop working relationships between property owners, business organizations, City officials, and/or others to work together on specific preservation activities, such as identifying significant historic resources and districts and nominating them to the National Register.

*Piggybacking:* Work with other organizations to disseminate information about historic preservation activities through the organizations' newsletters.

*Volunteers/Interns:* Solicit volunteers and student interns from local organizations, local public schools, the University of Oregon (departments of Historic Preservation, History, Folklore, Architecture, Leisure Studies), Oregon State University (departments of History, Anthropology, Resource Recreation Management), and Lane Community College for special preservation-related projects. These volunteers and interns can help conduct surveys, prepare National Register nominations, and develop projects such as walking tours, interpretative displays, and oral histories.

*Grants:* Make use of grant funding for preservation-related projects when possible. Use appropriate city staff, volunteer, and Commission member time to match grants from SHPO and other organizations and foundations.

*Repackaging:* Use the Historic Overview section of this document, along with historic photographs, to create a publication or web site that could be used as an educational tool for school curriculum or as a fund-raising effort in the community.

*Coalitions:* Combine efforts with those working on other efforts involving historic resources, such as those working on natural resources to preserve historic rural landscapes threatened by development or those working on downtown development to preserve historic resources which contribute to the commercial streetscape.

*Leveraging:* Use money or resources to help insure a favorable result from preservation efforts by others.

*Mentoring:* Connect new historic home owners with those that have already restored or rehabilitated their own historic homes.

*Modeling:* Register key historic resources on the National Register or local landmarks register and rehabilitate or restore to demonstrate the value of the process to others in the community.

Although the City of Springfield is encouraged to evaluate which of these strategies might work best for a chosen situation, the use of partnerships, volunteers/interns, mentoring and modeling may work well toward achieving some of the objectives stated above.

## INTEGRATION

Because many agencies and organizations prepare plans that may have an impact on historic resources, it is important to understand what these groups envision for a property. Coordinating efforts may help the City of Springfield to alleviate redundancy and avoid duplication of planning measures already in effect. To maximize the value invested in documenting a historic context, it is important to understand how this document and future preservation planning efforts can connect with other plans and other contexts. This section of this document looks at other plans and contexts that may have a bearing on local preservation planning. In addition, recommendations for future related studies help lay the groundwork for future work.

## CONNECTIONS WITH OTHER PLANS

The City of Springfield, in conjunction with its neighbor Eugene, developed a comprehensive plan in accordance with statewide land-use planning Goal 5. This plan, the Eugene-Springfield Metro Plan, currently being reviewed as part of a periodic review process. Recent revisions to the Administrative Rule governing Goal 5 (OAR 660-023) encourage communities to plan for historic and cultural resources using the context-based model developed by the National Park Service. This historic context document was developed with integration into the City's comprehensive plan in mind and follows NPS's context-based model.

Springfield also has several Refinement Plans that may interface with historic resources. These plans include the Q Street Refinement Plan, the East Main Refinement Plan, the Mid-Springfield Refinement Plan, the Kelly Butte Refinement Plan, the Gateway Refinement Plan, and the Springfield Downtown Refinement Plan.

Specific resources, such as historic bridges, may be included in various plans, such as transportation plans developed by the Oregon Department of Transportation (ODOT) or improvement plans developed by the Union Pacific Railroad. When maintenance or improvement projects may affect historic bridges in the Springfield area, such as the steel truss auto bridge and the steel truss railroad bridge of the Willamette and the Hayden Bridge (also known as the Booth-Kelly railroad bridge), efforts should be coordinated between the City of Springfield, the State Historic Preservation Office, and ODOT or the UPRR.

Because state law (ORS 358.652) mandates that state agencies and political subdivisions (such as school districts, park districts, fire districts, and service districts) develop programs to preserve significant historic properties which they own or for which they are responsible, there may be overlap between the City's preservation efforts and those of these agencies. Efforts should be made to identify overlap with historic resources so that efforts to preserve resources are maximized, rather than redundant.

## CONNECTIONS WITH OTHER CONTEXTS

There are three historic contexts that overlap geographically and thematically with the City of Springfield Historic Context Statement. A statewide agricultural development context was drafted in 1989 (Speulda) which identifies survey and research needs, preservation activities, and goals and priorities for the preservation of historic agricultural resources. In 1986, *The Cultural and Historic Landscapes of Lane County, Oregon* was developed. Although this document does not spell out specific preservation activities for the county, there are sections of the document that pertain to historic resources within Springfield's urban growth boundaries. The third context that overlaps is the *Eugene Area Historic Context Statement*, published in 1996. When this document was prepared, Glenwood was considered a part of Eugene's jurisdiction; because Glenwood now falls within Springfield's boundaries, there may be sections of the Eugene document that overlap with Springfield's current geographic area. In addition, there are a number of ways in which Eugene and Springfield supported each other throughout history and the Eugene document may provide insight into areas of interest to Springfield's history.

Although there are currently no historic contexts written for the neighboring counties, it is likely that contexts pertaining to these geographic areas will eventually be developed and may be contexts to consider in Springfield's future preservation work. Likewise, as topic-specific contexts (such as timber industry or WWII-era resources) are developed for the state, there may be overlap with Springfield resources.

## FUTURE RELATED STUDIES

The process of preserving historic resources is a dynamic one. The goals, priorities and strategies set forth in this document will change with time. Consequently, updating this context on a regular basis should be built into the City's overall preservation effort.

Although this document has identified key events and historic resources that contributed to the historical development of Springfield, the document, by limits of its own definition, is meant to be a general overview. Certain historic themes deserve more intensive study. Of interest might be several thematic studies, including a study of Springfield's extensive lumber industry and mill history, area farmsteads and cultural landscapes, post-World War II housing development, and buildings designed by Eugene architect John Hunzicker, who designed a number of buildings in the Eugene-Springfield area.





Overview of Springfield and Glenwood, looking east, c.1940s.

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## SIGNIFICANT PEOPLE IN SPRINGFIELD'S HISTORY

### 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 State Senator (1900-1908), as a member of the State Highway Commission (1918-1923) and State Park Commission, and as a 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.

### 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 orchards 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*. Gilstrap 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. Huddleston 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 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 the 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.

Maxey, H.E.

Served as editor and publisher of the Springfield News for 31 years, from 1923 to 1954.

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 the second owner of the Springfield Manufacturing Company (saw and grist mills) in 1865. 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 the 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 66<sup>th</sup> 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. Engaged in stock raising and the freighting business. His 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 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 hand-hewn 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 38 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 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*.



APPENDIX B

**SPRINGFIELD ADDITIONS AND SUBDIVISIONS**  
1940 -1955

<u>Addition/Subdivision Name</u>	<u>Year Plat Was Filed</u>
Adams Plat	1948
First Addition	1949
Beverly Park	1951
First Addition	1953
Buena Vista	1952
First Addition	1954
Carmen Addition	1950
Dee Vue	1953
DeRa Park	1940
E. M. Hinshaw Plat	1946
Freeman's Addition	1950
Game Bird Village	1953
First Addition	1953
Second Addition	1953
Third Addition	1954
Grovedale	1952
First Addition	1954
H.F. Franklin	1948
Hillview Addition	1948
Hollo's Second Addition	1947
Hollyson	1946
Jack's Plat	1953
Kilarney Tract	1949
Loughead Tract	1950
Maple	1951
Marcus Davis	1951
McKenzie Manor	1955
McMillan	1949
Mohawk Addition	1946
First Addition	1949
Mollie B. Scott	1946
Morrow Plat	1953
First Addition	1953
Nicholas Gardens	1940
First Addition	1941
Second Addition	1946
Third Addition	1946

Northgate Addition	1952
First Addition	1952
Second Addition	1954
Third Addition	1954
Fourth Addition	1954
Fifth Addition	1955
Sixth Addition	1955
Northview	1954
Old Windmill Tract	1947
Packer Subdivision	1944
Phair's Addition	1949
Sperry	1955
Townsley Addition	1950
Van Zanten	1952
Velure	1950
Villanova	1950
W.F. Porter	1952
White's Addition	1950
Winfrey's Addition	1950