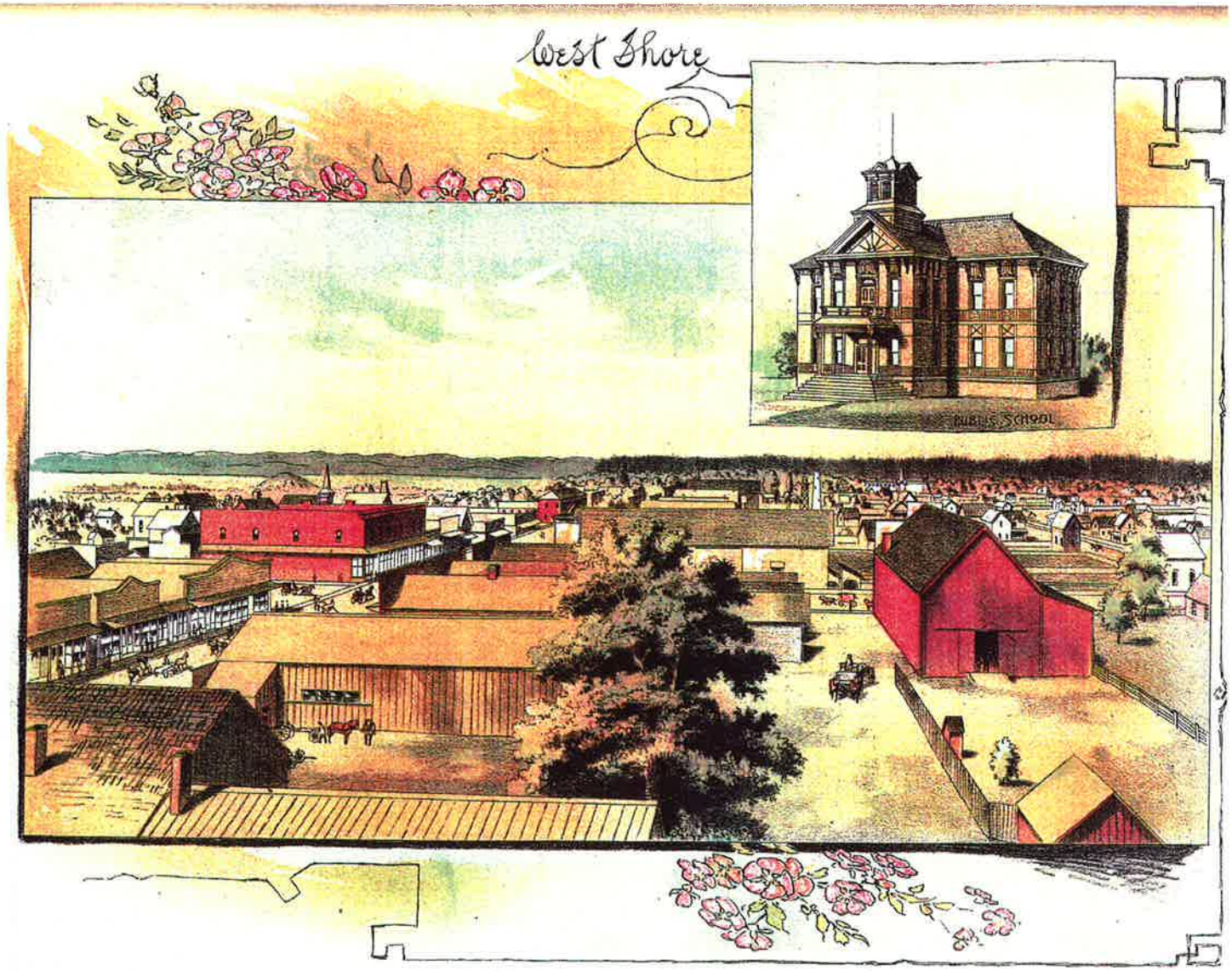
CITY OF LEBANON



LEBANON, OREGON—See Page 215.

HISTORIC CONTEXT STATEMENT

1994

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CITY OF LEBANON
HISTORIC CONTEXT STATEMENT

Prepared for the City of Lebanon
September 1994

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FINAL REPORT
LEBANON HISTORIC CONTEXT PREPARATION
STATE HISTORIC PRESERVATION OFFICE GRANT
HPF#9307

September 30, 1994

Project Summary

Work on the preparation of an historic context document for the City Lebanon began in January of 1994. Goals of the project included: the preparation of an historic context document identifying the important themes, events, trends, individuals, and architecture in Lebanon from 1845-1945; a reconnaissance survey to identify previously unidentified historic properties; and recommendations concerning the future direction and priorities of preservation efforts in Lebanon. Developments within the historic Lebanon Precinct, an approximately 30 square mile rural area bordering Lebanon, were also researched.

The first phase of the project involved reviewing previous inventory data, and a windshield reconnaissance of the community in order to become familiar with the community and the character of the built environment. Individual properties observed in this reconnaissance were compared to the existing inventory and any previously uninventoried property which appeared to be an inventory candidate was flagged for further identification work.

The second phase of the project involved the compilation of data for the historic narrative. Volunteers provided much of the data for this task. Information on the history of Lebanon was derived primarily from historic maps, newspapers of the various time periods studied, historic views of the community, which were rare for the 19th century, and deed and assessor records.

The third phase of the project involved the identification of the important events, individuals and architecture. A summary of the important events and individuals is provided in the chapter entitled "Heritage Preservation". Architecture is discussed throughout the document.

The fourth phase of the project involved identifying resources known to illustrate the identified events, persons and architectural types and styles. These properties are listed in Tables 1-5 in the report. This list is not complete and consists of only those properties for which there is little question about their importance in reflecting the history of Lebanon. Many other properties could be added to this list with further evaluation against the information provided by the context.

Recommendations

1) New information provided by the current project should be used to update the existing Statewide Inventory forms.

2) A number of properties were discovered in the course of the reconnaissance which should be added to the Statewide Inventory. Several of the properties were of such significance that they meet National Register criteria.

3) Using the data provided by the context, properties reflecting the developments in the context should be located and inventoried if they were not previously inventoried. For instance, it should be determined if properties representing any of the identified significant individuals are still extant. A more thorough study of residential property in Lebanon dating to the first half of the 20th century is needed in order to determine which buildings best reflect that period of history. For instance, Bungalow, Historic Period Style houses, and neighborhoods of houses associated with the establishment of the plywood mill should be analyzed for this purpose.

4) There is the potential for a residential historic district north of the downtown commercial district. This potential should be assessed further.

5) Lebanon's downtown commercial district is an important asset to the community. Although the architectural integrity of individual buildings is lacking in some cases, the downtown as a whole is exceptional for its continuity, variety of design and building types represented, and lack of recent intrusions. The downtown should be a preservation priority.

6) Lebanon has two resources which are exceptional for their heavy timber-frame construction. The Lebanon Flour Mill (Elkins Mill) is a hand-hewn example designed as a gristmill, while the Lebanon Warehouse building has a sawn timber-frame designed to carry the weight of enormous two-story grain bins. Efforts to preserve these buildings should be a priority.

7) The Claypool Elkins House (1856), at 194 Main Street, is the oldest extant building in Lebanon and the only building known to date earlier than 1870. If the resource is ever threatened, the city should assist in finding a solution in preserving the building.

8) A small original segment of the Willamette Valley and Cascade Mountain Wagon Road (Santiam Wagon Road) can be seen on the landscape in Lebanon near the intersection of Hwy. 20 and Cascade Drive. This small segment, which is located on state highway right-of-way, should be preserved for interpretation.

9) Owners of properties eligible for the National Register should be notified and encouraged to place their property on the National Register. A large number of Lebanon properties could be placed on the National Register through a multiple property submission. The National Register is voluntary and only those property owners wishing to have their property placed on the register would be included in such a nomination. One possible multiple property submission could be based on the architecture of A.I. Crandall.

"It may not be long before most of the old things in Lebanon disappear. In the accelerated tempo of streamlined postwar living,...the old houses will be torn down and new, practical structures take their place. Some of the old houses...may be remodelled to provide more livable interiors while their historic exteriors are preserved. In many communities throughout New England, New York, New Jersey, and Pennsylvania...colonial houses...still stand....Many of these homes have bronze tablets to inform passers-by of the history of the house, its builder, its age....This may happen to some of our older houses here" ("Preservation of Traditions Urged as Passing of Old Houses Predicted," Aug. 23, 1945).

"The marks of generations of inhabitants, descendants of the original settlers of the community...distinguish the old houses of Lebanon. Many of them have not been well-preserved and are in need of care and restoration....Many of them located close to the rapidly expanding business area are doomed to be replaced by stores and service stations, but some, perhaps, may live another hundred years -- cherished relics of the handiwork of pioneer carpenters" (The Lebanon Express, June 5, 1947).

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INTRODUCTION

This geographic historic context examines the historical developments in the current corporate (1994) city limits of Lebanon, Linn County, Oregon (Fig. 1) and an approximately forty-two square mile rural area surrounding the city known historically as the Lebanon Precinct (Fig. 2). Temporally, it focuses on developments which occurred from ca. 1845, the date of the first Euro-American settlement in this area, to 1945, approximately 50 years before present.

The goals of generating contextual information are to:

1) Identify the historical themes, events, designs, and associated individuals which have played an important role in the development of an area;

2) Describe the types and characteristics of historic buildings, structures, objects and districts associated with the identified themes, events, designs, and individuals;

3) Discuss the potential distribution of these buildings, objects, structures, and districts on the landscape;

4) Establish evaluation standards to use in determining how well extant buildings, structures, objects, and districts represent or illustrate the identified themes, events, designs, and individuals; and

5) Identify priorities and treatment strategies to help preserve those buildings, structures, objects, and districts evaluated as representing and/or illustrating community history.

Toward this end, this document is divided into chapters which outline the various phases of Lebanon's history. Each of the five chapters on history, which are arranged chronologically, is an historical narrative of a time period examining the major trends, events, designs and individuals that characterized or played an important role in that period of history.

Subsequent chapters provide a resource identification section that links the identified trends, events, designs and people to physical remains on the landscape, and establishes some guidelines for assessing the significance of these individual properties. Preservation goals and recommendations are addressed in the final chapter.

Setting

> "The village has a very pleasant location at the junction of the Albany prairie and the timbered lands bordering the south fork of the Santiam River" (Williams 1878:26 1/2).

The area covered by this geographic historic context includes the City of Lebanon, the second largest city in Linn County, and the area known historically as the Lebanon Precinct of Linn County, a forty-two square mile area largely to the north, south and west of the City of Lebanon which includes within its boundaries the current Lebanon Urban Growth Boundary.

The city of Lebanon, located approximately 70 linear miles south of Portland, Oregon and 60 linear miles east of the Pacific Ocean, currently encompasses a 4.8 square mile area on the eastern edge of Oregon's central Willamette River Valley. The Willamette Valley was the "Eden" at the end of the Oregon Trail for thousands of Americans who migrated to this region in the mid-nineteenth century. Because of its location in the valley, agriculture has always played a major role in Lebanon's economy.

The city is situated on a level plateau on the west side of the South Santiam River at River Mile 30 at an altitude of approximately 347 feet above sea level (Moser 1977:31). The foothills of the Cascade Mountains rise just to the east of Lebanon. The forests of the Cascades have provided the timber resource which has also figured so prominently in the development of the community ("About Lebanon: 1847 Saw First Settler," 1990). The 1992 population was estimated at approximately 11,110 (Dragoo and Associates 1994:II-3).

The rural Lebanon Precinct consists of several distinct geographic features and areas, and includes a number of historic rural centers. Northwest of Lebanon, to the west of Hwy. 20, are the Spicer and Tallman communities, formerly "stations" on the Oregonian Railway line established in 1880. Spicer and Tallman are situated on what was historically known as the Albany Prairie. The level agricultural lands of this region are drained by Truax, Burkhart, and Cox Creeks.

North of Lebanon, and east of Hwy 20, are the Tennessee and Gore communities. Historically timbered, these bottom lands along the west bank of the South Santiam River, are now part of a rich agricultural area.

South of Lebanon is the area known at different times as the Cheadle or Crowfoot community. Cheadle Lake was a prominent landscape feature in this area until 1940 when it became a log pond for the plywood mill.

Southwest of Lebanon is the Denny and Peterson Butte neighborhoods. Peterson Butte, one of a series of buttes extending along the east side of the valley floor in Linn County, is the highest of these buttes at approximately 1430 feet and among the largest in areal extent. The lower flanks of Peterson Butte were a favored early settlement site.

The Lebanon Precinct extends only a short distance to the east of the South Santiam River. On the east bank of the river, north of Lebanon, are the neighborhoods known as Griggs, Brewster and Whitaker, named from the railroad "stations" located here in the early 20th century. Situated on formerly timbered Santiam River bottom lands, these areas now serve as agricultural lands.

East of Lebanon, across the Santiam River, Ridgeway Butte rises to an elevation of 1203 feet. Golden Valley, a small stream valley, extends east into the foothills just north of Ridgeway Butte.

The landscape prior to Euro-American settlement consisted of mixed stands of Douglas fir, Oregon ash, cottonwood, oak, alder, willow, and big leaf maple, with a dense under story dominated by Oregon Grape, salmonberry, elderberry, rose, hardhack, ninebark and cascara. The higher terraces above the flood plain were covered with a vast savanna dotted with stands of Oregon white oak. Oak forests would have dominated the valley margins, grading into the Douglas fir forests which blanketed the Coast and Cascade Ranges to the west and the east, if it were not for the seasonal burning practices of the resident Kalapuya (Sanders and Weber 1983:14-15).

The Kalapuya were the native peoples that occupied the Willamette Valley south of Willamette Falls to the Umpqua River Valley in the proto-historic period. The Kalapuya lived in small bands. In the Willamette Valley, each band usually had a permanent camp along a river that was tributary to the Willamette. The Santiam band of the Kalapuya occupied the valley of the South Santiam River (Zucker et al. 1983:9). Kalapuya bands moved about during the warm months of the year, hunting and gathering. When the weather turned cold, they returned to their winter villages.

Late in the eighteenth century, the native populations in the Willamette Valley, and elsewhere in the Pacific Northwest, were reduced by an epidemic of smallpox that was initially spread by Europeans involved in the maritime fur trade. Indian populations were further decimated in the 1830's by a malaria epidemic that raged through the area. The greatly reduced population, some estimates indicate a population loss as high as 90%, resulted in the decimation of the Kalapuyan culture. With Kalapuya numbers substantially reduced, some of the Klickitat Indians, who normally lived in the Columbia River region, migrated south. These Native Americans, who were few in number by this time, posed little threat to the designs of the Euro-Americans. In the early period of pioneer settlement, reference is made periodically to the Native Americans in the area. After the Siletz and Grande Ronde Reservations were established in the Coast Range in the mid-1850's, reference to Native Americans locally is usually to a particular individual rather than a group of people.

CHAPTER ONE

EURO-AMERICAN SETTLEMENT IN THE LEBANON AREA 1845-1855

Prelude: Euro-American Presence in the Mid-Willamette Valley, 1811-1844

At the beginning of the nineteenth century, the maritime fur trade of the Pacific Northwest was at its peak. Sea otter, the basis of this trade, however, had been significantly depleted. In the early years of this century, the maritime trade was gradually supplanted by the exploitation of land resources in the region. The most important inland resource was the beaver. The inland trade relied more heavily on rivers as transportation corridors and as result of inland expeditions for beaver pelts, the first Euro-Americans to visit the locality which eventually became Lebanon were probably fur trappers and traders. Among the earliest were the Astorians, the American fur traders who established several sub-posts in the Willamette Valley during the period 1811 to 1813. Wallace House, one of these sub-posts, was located to the northwest of present day Lebanon on the Willamette River near what is today the site of the city of Salem. Between 1818 and 1821, the Canadian North West Fur Company, the company that displaced the Astorians, sent its traders further south.

In 1821, the British Hudson's Bay Company (HBC) absorbed the North West Fur Company and in 1824-25, the HBC established Fort Vancouver on the banks of the Columbia River in what is today Vancouver, Washington. Between the years of 1825 and 1843, the Hudson's Bay Company sent fur brigades almost annually from the Columbia River region to California (Moore and Munford 1978:3).

In 1834, a group of American missionaries of the Methodist Episcopal Church set forth, under the leadership of Rev. Jason Lee, to educate, moralize and provide religious and manual instruction to native populations in the Pacific Northwest region. While they had been preceded by a number of other Americans, primarily fur-traders and capitalists, it was the missionaries, whose numbers increased steadily throughout this decade, that played the leading role in promoting the extension of American sovereignty to this region. With few remaining native souls to save (most had been lost to disease in the years before the missionaries' arrival), missionary efforts were soon supplanted by more secular concerns, such as agricultural and industrial pursuits. Jason Lee made several trips back to the states and in his lectures he extolled the virtues of the Pacific Northwest. He spoke of a fertile land, a salubrious climate and an abundant water supply, all ingredients attractive to farmers. He and other members of the mission also visited U.S. officials in Washington D.C. who were very interested in the affairs of the British in the region.

This mid-portion of the Willamette Valley was visited with increasing frequency during the 1830's. A lecture by Rev. Jason Lee in Peoria, Illinois led to the first overland migration of individuals with the intent to settle land. Known as the Peoria Party, they left for the Oregon

County in 1839. The following year, in 1840, a large contingent of missionaries reached the Pacific Northwest by sea in the Lausanne. This group of missionaries swelled the population of Americans in the region. The Methodist Mission was moved ten miles south of its original location to the present location of Salem, Oregon, where the missionaries established a small colony complete with school, sawmill, and housing. The stage was set for the large-scale migration of Americans into the region in the 1840's.

The first organized emigration party to the Pacific Northwest occurred in 1842 under the leadership of Dr. Elijah White of the Methodist Mission. News reached the United States early in 1843 that the 1842 party had reached the Columbia River. Furthermore, a bill, submitted to the U.S. Congress, proposed that land be granted to all settlers in this region. The dream of free land, combined with poor economic conditions for farmers in the United States beginning with the Panic of 1837, and several weather-related catastrophes, including heavy rains, flooding and subsequent outbreaks of malaria, led to the first large-scale emigration to the Pacific Northwest in 1843. Approximately 875-1,000 people arrived that year (Winther 1950:99). "Oregon Fever" raged across the United States in the next several years. With the arrival of settlers, the fur trade, which had been diminishing, was dealt a final blow.

Concern over land claims and laws led to the establishment of a Provisional Government in 1843. A body of law, patterned loosely after the Iowa Statutes, was drafted. In 1843 the Champoeg District was formed; it encompassed the area of present-day Lebanon.

Euro-American Presence in the Mid-Willamette Valley, 1845-1850

The emigration of 1845 was the largest up to that point, doubling the population of the region (Clarke 1905:572). Over 3,000 emigrants arrived, most of them settling in the Willamette Valley. While emigrants who arrived in the early 1840's settled in the northern portion of the Willamette Valley, those arriving in 1845 ventured further south than their predecessors. It was in 1845 that the first Euro-Americans began to seek land in what became the Lebanon Precinct.

In 1846, the land south of the 49th parallel passed to exclusive American sovereignty, a move that may have led more Americans to contemplate migration to the Pacific Northwest. In 1846, two new routes were established that made reaching the Willamette Valley a little less perilous. In 1845, the Provisional Legislature authorized the construction of a wagon toll road over a pass on Mt. Hood. Known as the Barlow Road, this route spared the emigrants the treacherous water passage previously necessary on the Columbia River. The first wagons used this road, which provided safer passage to the Willamette Valley, in 1846.

Also in 1846, the South Road or Applegate Trail was scouted by a party of men under the leadership of Levi Scott, Jesse Applegate, Lindsay Applegate and David Goff. The purpose of the scouting party was to establish a southern route into the Willamette Valley. As Lindsay Applegate later noted, there also was concern that if a war were to be fought over the sovereignty of the Oregon Country and if Great Britain won, the southern route would provide "a way by which we

could leave the country without running the gauntlet of the Hudson's Bay Co. forts and...Indian tribes which were under British influence" (Applegate 1921:15). Scouting of the trail began on La Creole Creek, near the present-day Dallas, Oregon, and ended at Fort Hall. Reaching Fort Hall, in the fall of that year, they met wagons coming west over the Oregon Trail and convinced about 450-500 people in 90-100 wagons to try the South Road or Applegate Cut-off (Moore and Munford 1978:6). While fewer obstacles were encountered on this route, many hardships were endured that caused dissension among the party.

In 1847, the Provisional Legislature established Linn County. The new county extended from the middle of the Willamette River on the west; the Santiam River on the north; the current California and Nevada borders on the south; and the Rocky Mountains on the east. The county was named "Linn" in honor of western proponent and Missouri senator, Lewis F. Linn. In 1848, when the first elections were held, the area that became the Lebanon Precinct was a part of the Kee's Precinct of Linn County.

In 1848, the discovery of gold at Sutter's Mill in California had a major impact on the Willamette Valley. Settlement in the Lebanon area had been brisk in the years of 1846 and 1847, but in 1848 and 1849, the previously northbound traffic on the Applegate Trail became increasingly southbound as settlers struck out for the California gold fields. Those enroute to Oregon changed travel plans and headed to California instead. While settlement slowed during these years and many pioneer families lost their able-bodied men to the gold fields, the impact of the gold rush on the Willamette Valley was largely economic. Prior to the gold rush, settlers had concentrated their energies on subsistence-level agricultural activities and were beholden to the Hudson's Bay Company for many of the goods that they needed. The gold rush generated a demand for foodstuffs, livestock and lumber. A lucrative pack trail trade between Oregon and California ensued. Gold provided a medium of exchange in a Willamette Valley economy that was beset by monetary exchange woes in the 1840's. A steady stream of gold flowed northward providing the capital for commerce and industry in the Willamette Valley (Clark 1927:372).

In 1848, the United States annexed the Oregon Territory and, in 1849, organized the Territorial Government of Oregon to replace the Provisional Government. Probate courts were also extended to the Oregon Territory.

The passage of the Donation Land Claim Act in 1850 accelerated the pace of immigration to Oregon in the early 1850's. While the Provisional Government of 1843 had authorized land claims of 640 acres, the Donation Land Claim Act provided the first federally recognized system of land tenure. The Donation Land Claim Act granted white or half-Indian male settlers, who were at least 18 years old, legal title to land claimed prior to December 1, 1850 (320 acres if single, and 640 acres if married). Settlers who arrived after December 1, 1850, but before December 1, 1853, were also granted land. A single white male who was at least 21 years old received 160 acres, while a married man could receive 320 acres. In both cases, the settler had to live on and cultivate the land for four years in order to receive legal title. Amendments were passed in 1853 and 1854 that allowed claimants to live on the land only two years, then pay $1.25 an acre and sell the

rights to the land before receiving patents. The Act was extended until December 1, 1855 (Boag 1988:215-16).

The Donation Land Claim Act also called for the imposition of a rectilinear cadastral survey and required that new land claims adhere to the cardinal compass directions. Earlier, the configuration of a claim had often been based on the juxtaposition of natural resources rather than on cardinal compass direction (Boag 1988:114-15).

Settlement

> "When we arrived in Oregon, father had twenty yoke of oxen and three wagons. He found two squatters, Thomas Morgan and William Hawk, on the ground here at Lebanon, and at once proceeded to buy them out. They had erected a small cabin just to the east of the house in which we are now sitting [the Charles Ralston House near the southeast corner of Park and Main Street]. Father traded a wagon and two yoke of oxen for the place (-- Charles Ralston as quoted in Stanard, July 29, 1923).

In 1845, William Hawk and Thomas Morgan built a cabin on the present site of Lebanon. This cabin was located in the approximate location of what is currently the south side of Grant Street, midway between Cleveland and River Streets. In the fall of 1847, Jeremiah Ralston, a native of Lebanon, Tennessee, arrived in the area. Mr. Ralston married his second wife, Jemima Ashpaugh, in 1838 in Rockville, Indiana. That same year, they moved to Burlington, Iowa where he ran a store until the spring of 1847. With three wagons and thirty oxen, Ralston and his family began their trek west in what was known as the Burlington train. They arrived in the Willamette Valley, via the Barlow trail, in September of that year.

By 1847, many settlers were heading further south since large parcels of unclaimed land in the northern part of the valley were becoming scarce. Ralston headed south, across the Santiam River along the north-south immigrant route. This road passed the current Lebanon vicinity where Ralston found William Hawk and Thomas Morgan living in their cabin. The story commonly told is that Jeremiah Ralston traded several yokes of oxen and $30.00 in cash for their land and cabin. In this location, Ralston staked his 612 acre claim 1847.

Ralston did not build his house on this same site as Hawk and Morgan. The site selected for Ralston's log house, the southeast corner of Park and Maple Streets, and his store building, on the southwest corner of Main and Oak Streets, was a knob of land approximately 10 feet higher than the surrounding landscape. William Ralston, Jeremiah's son, settled a claim immediately south of his father's claim in 1851 after returning from the gold fields.

Other settlers who arrived in this area prior to 1850 included Joseph Moist, Reuben Claypool, Wm. M. Smith, R.C. Miller, Henry Clymer, Morgan Kees, John Settle, Richmond Cheadle, William Gore, R. Hill, Samuel Cooper, R.S. Burkhart, Joel Ketchum, and John, Asa and Henry

Peterson. For a list of individuals settling Donation Land Claims in the Lebanon Precinct and the years in which they settled their claim, see Appendix A.

On March 14, 1851, the first post office in the area was established. The office was named Santyam and Russel T. Hill was the first postmaster. An 1853 map indicates R.T. Hill's house was located near the intersection of the Territorial Road and the road that led from Albany to Kee's Mill (Kee's Mill was located in the current vicinity of Waterloo in 1850) (General Land Office Maps, 1852, 1853, see Appendix A). The name of the office was changed to Washington Butte on July 30, 1852, with John W. Bell becoming postmaster (McArthur 1952:360). Mr. Bell lived just to the northwest of Mr. Hill, also close to the road to Kee's Mill. An early map of Lebanon, however, indicates Mr. Bell also owned town lots at the southwest corner of Main and Maple Streets. (Mr. Bell had a frame house erected on these lots in 1855 by Nelson Goltra. This was later the long-time home of Mrs. S. Peterson)

Several sources state that the townsite of Lebanon was laid out in 1852 (Haskins 1937; Lockley, July 22, 1922; Charles Ralston as quoted in Stanard, July 29, 1923). This may be the case with a delay between the time that the lots were laid out and the plat officially recorded in 1855. It is interesting to note that when the Santiam Academy was incorporated in 1854, its location was given as "Lebanon" indicating that the town already existed prior to 1855. With the exception of the aforementioned document, in the course of the current research, no other primary document referencing the town of Lebanon has been located predating 1855.

In 1852, a post office by the name of Central was located on the Joel Ketchum place, north of the town of Lebanon. This post office operated until 1861 (McArthur 1947).

Transportation

Most roads in the Willamette Valley were barely passable in the winter months. As settlement spread throughout the Willamette Valley, they, nonetheless, became the primary transportation networks. By 1852, a number of roads led to Lebanon.

An early road, known as the Santiam Trail, entered what is now Linn County at Hale's Ferry on the Santiam River, passed Knox Butte and followed the timber line to what is now Lebanon. Beginning in 1848, this road was used by miners headed to the California gold fields. By this time, enough crops were being raised in Oregon that a lucrative pack train business transporting foodstuffs to California developed, with Lebanon area residents taking part in this trade (Wallace 1942:7). Perhaps not coincidentally, in May of 1848, four months after the discovery of gold in California, area residents petitioned that a Territorial Road be officially designated. In the Lebanon Precinct, the proposed road went through the Clymer claim, through Joseph Moist's fields, through the corner of Settle's field, thence to Thomas Morgan's house, to Morgan Kees House, to Jeremiah Ralston's farm, and then to Henry Peterson's place meandering along the hill to Gallahers. The course of this road, which passed Jeremiah's Ralston's store, can be seen on

the 1852-1853 General Land Office Maps as can a number of other early roads. (G.L.O. Maps for T11S, R2W, W.M. and T12S, R2W, W.M., see Appendix A).

Commerce

> "The Ralston store was probably the first to be established in Linn County....It stood on the corner of Main Street and Oak Street. It handled flour from South America, nails from Pittsburgh and sugar from New Orleans, and paid fabulous prices for the goods received. The merchandise was delivered by ox-team" (--Charles Ralston as quoted in Stanard, July 29, 1923).

The town's development as a regional trading center began early. Jeremiah Ralston had brought supplies and merchandise on the overland journey in sufficient quantity with which to start a store. One source noted that the store was opened in 1847 and was the second building south of Oregon City exclusively devoted to the sale of general merchandise (The Lebanon Express, Feb. 28, 1887). (This seems unlikely given the development occurring in Salem since 1841.)

In 1852, Jeremiah Ralston built the first wood-frame building in Lebanon for use as his store ("Recalling Early History, Oct. 13, 1938). The store was located on the southwest corner of what is today Main and Oak Streets and it is indicated on the 1852-53 General Land Office maps (see Appendix A). William Ralston, his son who located a donation land claim adjoining his to the south, was a partner in the store for a number of years. The building was still standing in a good state of preservation on the corner of Oak and Main Streets in 1887 (The Lebanon Express, Feb. 28, 1887). Undoubtedly, the location of this store on the Territorial Road was the initial impetus for the development of a village in this location.

Industry

Sawmills were among the earliest industries to develop after the initial settlement of an area. General Land Office Maps for the area dating to 1852 and 1853 do not indicate any sawmills operating in the current project area at that time although sawn lumber was available from several sawmills just outside the area beginning in ca. 1850. The closest were the Kees sawmill, near the present site of Waterloo, and the Earl and Streitoff sawmill (United States Census, Schedule 5, 1850).

The Henry Clymer donation land claim, located in the current vicinity of the intersection of Hwy. 20 and Spicer Dr., was the site of an early pottery. Information concerning this pottery is confusing. One source names the potter as Beverly Gilmore, the husband of Lucinda Clymer, and brother-in-law of Henry Clymer. Mr. Gilmore may have also manufactured brick (Haskin, "Lucinta C. Clymer McQueen Interview", June 5, 1940). However, surveyor's notes for the Henry Clymer Donation Land Claim record the location of F.W. Thompson's pottery on this claim in 1853 (Donation Land Claim Surveyor's Notes, T11S, R2W, Claim #50).

Agriculture

> "The vast prairie from the Santiam to the Calapooya and further, was covered with native grass, tall and waving in the sea-breeze wafted here from the Pacific Ocean. Small herds of Spanish cattle belonging to the settlers who lived along the timer and surrounding hills grazed unmolested" (Mrs. Rebecca N. Bell Hope, a pioneer girl of 1851, The Lebanon Express, May, 12, 1914).

After the construction of a shelter, a primary objective of the early settlers was the clearing of land for cultivation. At first these cultivated fields were small. Settlers primarily raised enough to meet their own needs and wild game was relied upon heavily.

Wheat was usually the first crop planted by a settler. Prior to 1847, the wheat would have to be taken to Oregon City to be ground. In 1847, R.C. Finley erected a gristmill on the Calapooia River east of Brownsville and by 1850 the Kees gristmill was operating in the current vicinity of Waterloo.

The gold rushes of this period made agricultural products more valuable and provided a market for local grain, produce and livestock. The Willamette Valley supplied flour, wool and fruit to the miners. Stock raising was a primary activity during this early period of history. The price of cattle was high and pasturage was abundant (Williams 1878:26 1/2).

Wild berries were the only fruit available until the introduction of apple and plum trees. Henry Peterson established what is believed to have been the earliest nursery in Linn County on Peterson's Butte (Fig. 3). He brought with him a variety of plum that was propagated widely and distributed. This plum became known as the Peterson plum and large quantities of this fruit were dried and freighted to the mines in southern Oregon.

Religion and Education

Only a few years elapsed between the arrival of the first settlers and the establishment of familiar governmental, religious, and educational institutions. These institutions were established after the settlers tended to the more pressing matters of procuring food and shelter.

According to his daughter, Mrs. David Roland, Jeremiah Ralston was a strict Methodist (The Lebanon Express, June 4, 1859), as were a number of other settlers in the area. Rev. John McKinney of the Methodist circuit, who was headquartered at Brownsville, served this area as part of his circuit. In ca. 1850, a log church building was erected and J.H. Wilbur of the Methodist Episcopal Church reportedly organized the Lebanon congregation.

Hugh George reportedly taught school in that building in the winter of 1851 ("Recalling Early History," Oct 6, 1938). Church services were held in the church/schoolhouse which was

supposedly located on the east side of Main Street, across from the high school and adjacent to the Pioneer Cemetery (Charles Ralston as quoted in Stanard, July 29, 1923). General Land Office Maps for 1852-53 indicate the location of a church building closer to the current St. Edwards Catholic Church at the southeast corner of Academy and Second Streets but this could be the frame church erected in ca. 1853 after the arrival of Rev. Luther T. Woodward. The cemetery now known as the Pioneer Cemetery (Fig. 4) may be associated with the location of the log church; the first burial occurred in the cemetery in 1850.

In ca. 1851, Reverend Luther T. Woodward was sent to this region by the American Board of Missions of the Methodist Episcopal Church. Arriving in the area, he took a 134 acre donation land claim in the vicinity of the log church/school and cemetery. A frame church was built in ca. 1853 to replace the log building. A parsonage was also built for Mr. Woodward on his claim indicated on the early G.L.O. maps in the general location of the northeast corner of Main and Isabella Streets (see Appendix A).

In January of 1854, the Provisional Legislature was presented with an act to establish Santiam Academy. Trustees named in this act were John McKinney; Aaron J. Hyde; Thomas Pearne; Wm. C. Gallaher; Andrew Kees; Alvan Waller; Morgan Kees; Jeremiah Ralston; Luther T. Woodward; Delazon Smith; Luther Elkins; John Settle; and David Ballard (Provisional and Territorial records #5331). While supposedly not entirely under the auspices of the Methodist Episcopal Church, the act specified that the M.E. Church was to have the power of filling vacancies on the Board of Trustees and to confer with the trustees. The school was co-educational with no boarding facilities. Students who came from some distance boarded with local families.

Among the first teachers in the academy were Rev. Luther T. Woodward and his wife. Among the early Methodist ministers that preached in the academy building were Father Leslie, H.K. Hines, Gustavus Hines, and Philip and Noah Starr (Lockley, July 28, 1922).

School District #16, eventually known as Lebanon, was established the same year as the academy, in 1854. There is no record of a Lebanon school building other than the Santiam Academy prior to the mid-1870s.

In the rural areas, several school districts were established at an early date including School District #17. Established in 1854, the district schoolhouse was later known at various times as Burkhart School and Spicer School. In 1852, a schoolhouse was already indicated on the General Land Office Maps on the Henry Clymer Donation Land Claim indicating that a school in this general locality predated the establishment of the school districts (The building on the G.L.O. Maps has a cross on the top usually associated with a church building. The surveyor's notes, however, refer to this building as a schoolhouse. It is likely that the building was used for both purposes as was typical in this early period.)

The Bentley Schoolhouse was the first schoolhouse for School District #7 which was also established in 1854. Bentley schoolhouse was a log building named for the owner of the land upon which it was located. The school was later known as Oak Grove and still later Tallman.

Residential Architecture

> "The day was drawing to a close when we came to a log house. The road passed close by with no fence between. With a large wooden pump standing close to the house it looked inviting....This was the house of Jeremiah Ralston and family....(Mrs. Rebecca N. Bell Hope, a pioneer girl of 1851, The Lebanon Express, May, 12, 1914).

Among the first tasks of the newly arrived settler was the construction of a shelter. Philip Dole notes that on a typical Willamette Valley claim, "...three successive homes would be built, each an improvement over the preceding one. The last was, of course, the lumber house, but for almost every farm, that 'real house' was at least six years into the future" (Dole 1974:82).

"A home of the first type...is characterized by the speed of its erection; the use of rails or poles (round logs); the small size...; and what it was called as 'shelter', 'rail pen', or 'log cabin'" (Dole 1974:82). Probably the cabin of Hawk and Morgan was of this first type.

Sometimes a second dwelling would soon be built on a claim to replace the hastily constructed shelter of the first year's settlement. Prior to the development of sawmills in the region, this second dwelling would have been a hewn log house. The hewn log house can be distinguished from the log cabin by the use of hewn or squared off logs. These houses sometimes incorporated glazed windows, a fireplace, a staircase, and often one or two porches (Dole 1974:82-83).

Jeremiah Ralston, a carpenter by trade, would have probably constructed a hewn log house as soon as possible. In 1851 Rebecca Bell Hope refers to Jeremiah Ralston's "log house" (Mrs. Rebecca N. Bell Hope, a pioneer girl of 1851, May, 12, 1914). Maude Ralston Kirkpatrick, granddaughter of Jeremiah and Jemima Ralston recalled that "the house itself originally was of log construction....This first log structure was made entirely from the tree trunks cut from the place Grandpa selected for his claim. Using this original log house, the Ralston's added a second story and a large kitchen in the rear which included a large pantry and back porch. "The entire house then - old and new - was covered with rough siding, making it now appear more like a frame structure" (Kirkpatrick 1978:25). It was not uncommon to cover hewn log houses with weatherboard siding as it became available or could be afforded. This house was located on the block between Oak and Maple and Park and Grove Streets. (Maude Ralston Kirkpatrick (1878) indicated that the Jeremiah Ralston House was located on the same site as the later Charles Ralston house near the southeast corner of Park and Maple Streets.)

The date for the remodelling of the Jeremiah and Jemima Ralston log house is not known with any certainty. The Ralston's remodelled house was a two story, central hall, Classical Revival style house with a centrally located two story, gable-roofed pavilion-like portico on the main facade (Fig. 5). Maude Ralston Kirkpatrick gives the following description of the house:

> We entered the big front porch....It was set in the center front of the house, a double-deck porch, green lattice at each side and the upper porch entirely closed by this lattice....We went in the front door --rather a large door with the glass panels on either side. The front door was the only door in the house having a door knob. All others had iron latches....The long center hall was about six feet wide....On one side of the hall were two bedrooms. On the opposite side the large parlour room....On the north side was the very big fireplace. To one side of it, a small closet.... On the other side of the fireplace was the wood closet under the stairs, a very crooked stair...At the end of the hall was another large room -- a dining room in reality but used as a living room...At the north of the kitchen was a large back porch and at the end was the "buttery", as Grandma called it. It was made with shelves from floor to ceiling (sawdust lined) and I shall always remember the wonderful things to eat that were stored in that room. There were bins of all different kinds of dried fruits. There were large crocks full of apple butter and preserves, and pickles. A square tin box with a lid that always held poundcake and a certain shelf always had mince pies or apple....Beyond the back porch, outside and across the platform, was the well" (Kirkpatrick 1978:25).

Another early house, also supposedly built in 1851 (not verified), was the Richard Cheadle House. The one-story, side-gabled Classical Revival style house, also demolished, appears to have had a central hall plan from photographs. A gable set over the classically detailed entry performed as a pediment. The house originally sat just north of the current Crowfoot School.

The Gideon Backus House, barely standing on Spicer Drive, may also date to the early 1850's. If this date is found to be accurate, this could be the only pre-1855 house in the Lebanon Precinct still somewhat extant. The side-gabled, one-story double house is an example of an early frame house built using sawn lumber. The house incorporates a mortise and tenon sawn frame with studs notched into the frame. An associated side-opening barn probably also dates to the 1850's.

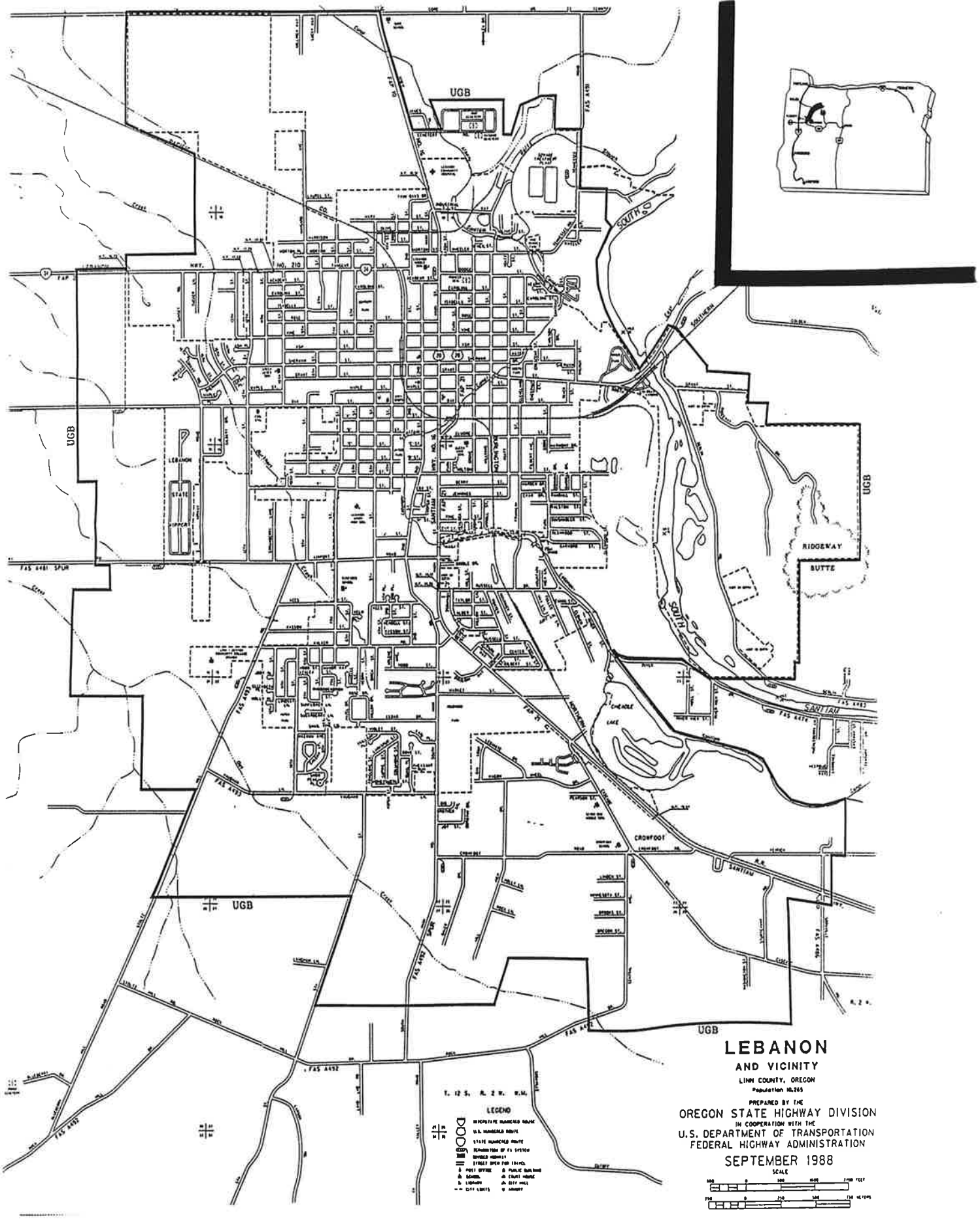


Fig. 1. CITY OF LEBANON AND URBAN GROWTH BOUNDARY
(City limits delineated by dashed line and
Urban Growth Boundary delineated by solid line)

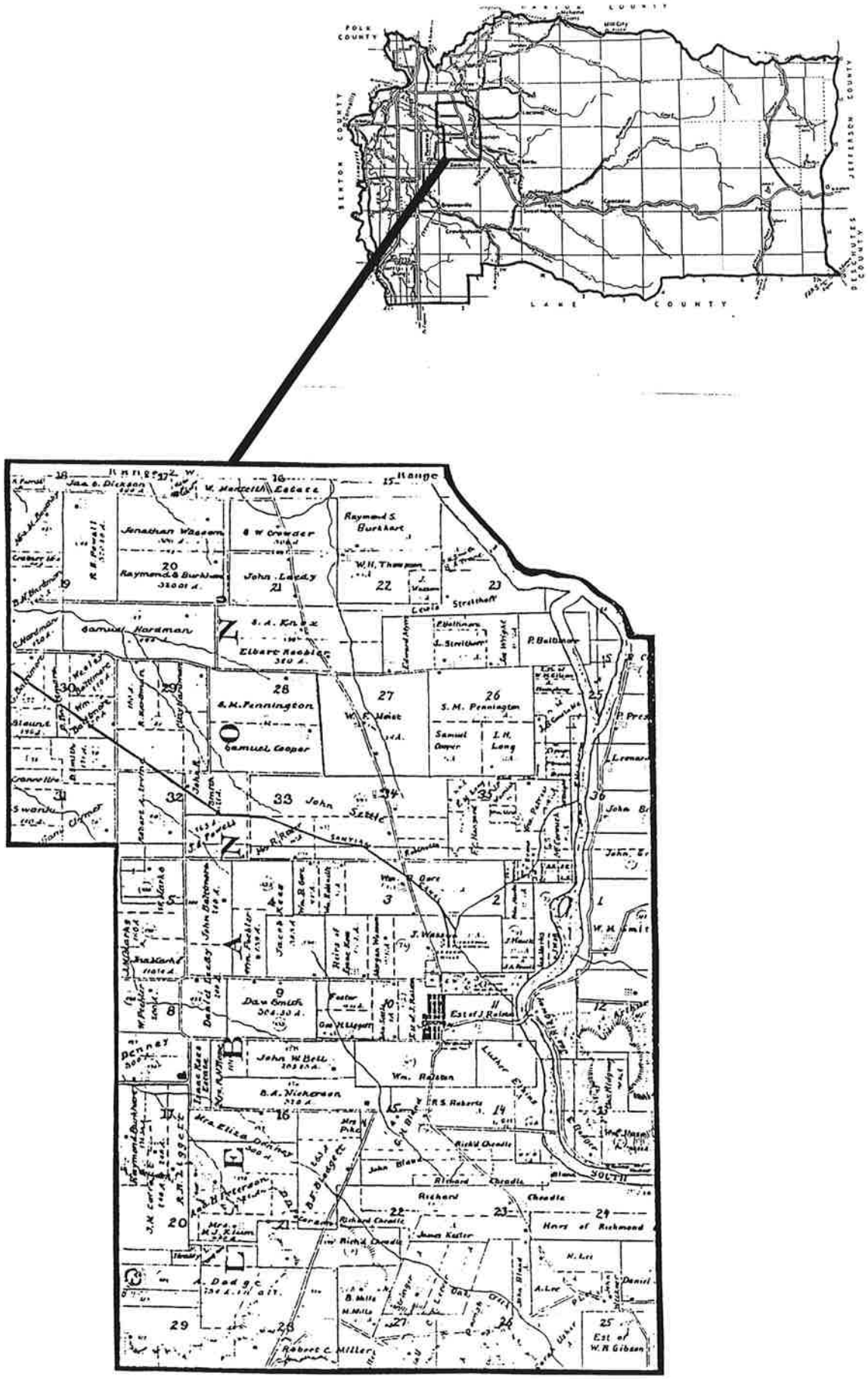


Fig. 2. Lebanon Precinct, Survey of 1878

Fig. 3. Possible remnant fruit trees from the Peterson orchard on Peterson Butte

Fig. 4. Lebanon Pioneer Cemetery, est. 1850

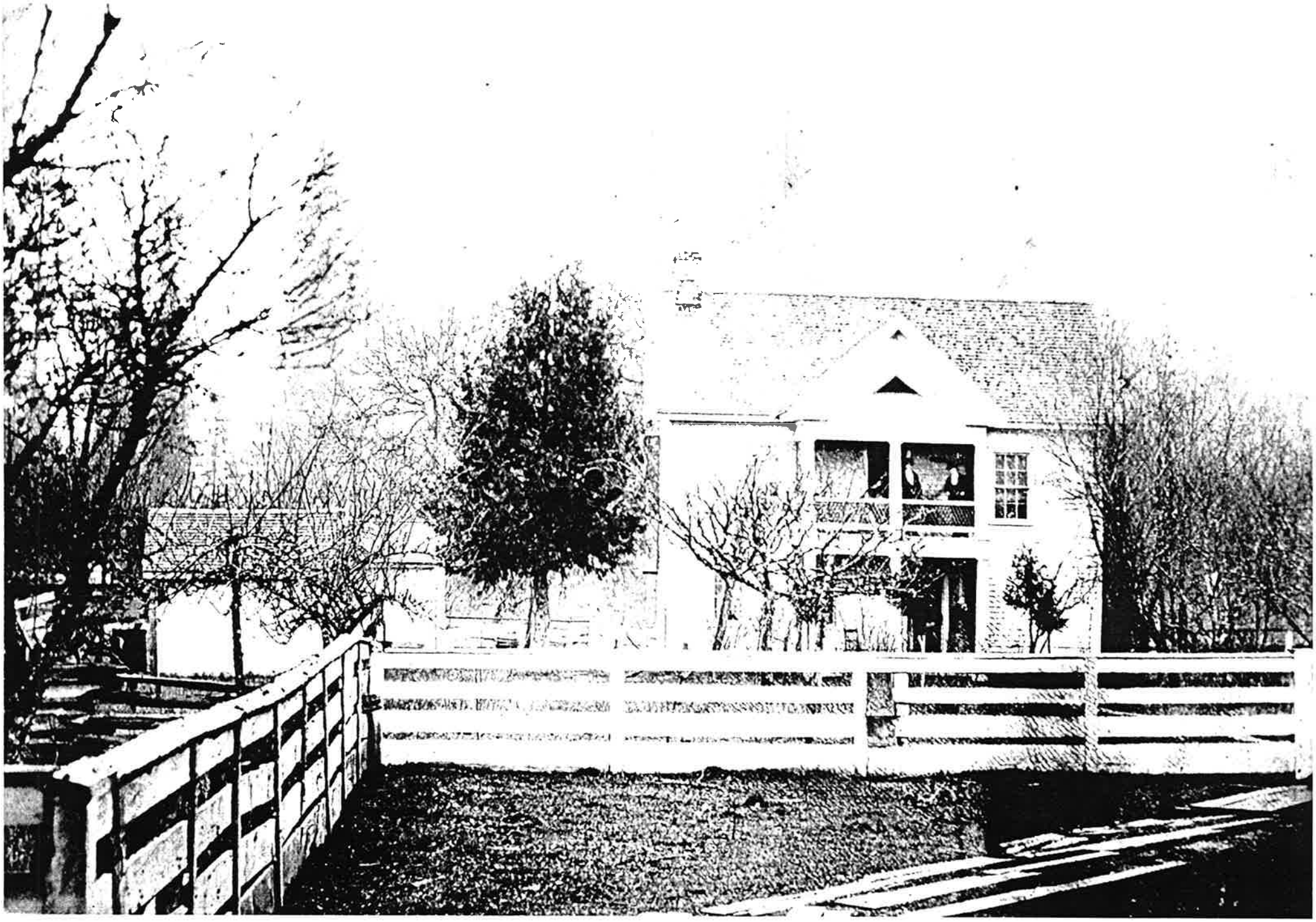


Fig. 5. Jeremiah and Jemima Ralston House, near southeast corner of Park and Maple Streets

CHAPTER TWO

EXPANDING SETTLEMENT AND COMMUNITY DEVELOPMENT: 1855-1879

General Developments

> "The village has a very pleasant location at the junction of the Albany Prairie and the timbered lands bordering the south fork of the Santiam River. The surrounding country is very fertile and well settled up. The Albany and Santiam Canal commences a short distance from town, which furnishes a cheap mode of transportation in boats to Albany" (Williams 1878:26 1/2).

This period of history begins with the official platting of the town of Lebanon and ends with the promise of the first rail line into town in 1879. This period of history also signals the end of the Donation Land Claim Act with much of the land in the Lebanon Precinct claimed. Settlement continued, however, with Oregon's growth rate 93% in the period from 1870-1880 (Dicken and Dicken 1979:105). Many immigrants arrived in California on the newly completed trans-continental railroad instead of in ox-drawn covered wagons. Several important events occurred during this time period to shape the character and development of this locality including the construction of a local millrace which spurred the development of industry in Lebanon, and the construction of a barge canal from Lebanon to Albany.

The decision to plat a town in this location at this time was probably motivated by several factors including the increased population in the area; an already established store; and the position of this property on the Territorial Road.

The plat of the Town of Lebanon is dated 1855 although documents dating to 1854 refer to Lebanon. The name "Lebanon" was believed to have been selected because Jeremiah Ralston, one of the town's founders, was born in Lebanon, Tennessee, and because cedars growing in the area recalled a biblical Lebanon. Supposedly, the neighborhood had been referred to as "Pinhook" and this name continued to be used for a period of time even after the town was designated Lebanon.

The plat of Lebanon was filed on June 1, 1855 by Jeremiah and Jemima Ralston. The original plat consisted of seven blocks located between Main Street on the east, Third Street on the west, and Oak Street on the south. The plat was oriented on a north-south grid. Each block had eight large lots, 159 x 66 feet (Fig. 6).

Blocks are numbered 1-4 and 8-10 with no blocks numbered 5, 6, or 7. There is no explanation for this gap in numbers. A copy of the plat map located in the Charles Ralston House at the time of the house's demolition, has the names of early lot owners on the map (Fig. 6).

The town remained this size until 1874 when Jeremiah and Jemima Ralston platted Ralston's Addition. Several other additions followed in the 1870's including Ralston's Second Addition

(1876) and Ralston's Third Addition (1879) (Fig. 7). All were platted by Jeremiah and Jemima Ralston. These additions extended the town to the east to Park Street and to the north just past Rose Street (Fig. 7).

When the town was platted, one block not included in the plat was the block bounded by Maple and Oak and Main and Park Streets, the current location of City Hall. In the 19th century, this block was Lebanon's public square. On this square, a tall flagpole was erected and a handmade flag thereupon raised ("Recalling Early History," Oct 14, 1938). The square was used as a meeting grounds for social and political occasions of all kinds. A bandstand for Fourth of July celebrations was also located on the square ("Public Square Popular Point," June 5, 1947). Another block not included in the plat was located to the east of the public square and was the location of Jeremiah and Jemima Ralston's residence.

The post office of Lebanon was established on November 2, 1859 by changing the previous name, Washington Butte to Lebanon (McArthur 1952). An explanation for the name change at this time, rather than earlier when the City of Lebanon was platted, probably is explained by the fact that a Lebanon post office was located in Marion County until 1858 (McArthur 1952).

By 1870, the population of Lebanon and the Lebanon Precinct was 515 people. The city of Lebanon was incorporated in 1878 with the town's original charter dated Oct. 17, 1878. C.B. Montague, was the town's first mayor. The following year, the city erected a calaboose (Lebanon City Council, Mar. 4, 1879). The jail was less than ideally located next to the grade school (on Second between Sherman and Ash) (Sanborn Fire Insurance Maps, 1884).

Commerce

> "The tiny city boasted few business houses....Wheat fields surrounded the town, and heavy timber grew within a few feet of city center" ("Old Landmarks Disappear as Main Street Buildings Razed," Sept. 9, 1937).

It appears that the earliest commercial developments focused on Main Street, in the area across from the designated public square (on Main between Oak and Maple Streets) and consisted of businesses providing essential services. An early store was supposedly established by Luther Elkins (Wallace 1942:6). Mr. Elkin's store was probably located on the northwest corner of Main and Oak Streets (Lebanon Plat Map 1855; Wallace 1942:6). This would have been across the street from Jeremiah Ralston's store. Other early stores mentioned are those of Conner and Wakefield and a store operated by a Mr. Leland ("Recalling Early History," Oct. 6, 1938; Williams 1878:26 1/2). David Lambert operated the first hostelry in Lebanon by keeping traveling public in his house ("Recalling Early History," Oct 13, 1938). Formerly the Joseph Ralston House, Mr. Lambert's house was located at what is now the southeast corner of Oak and Main Streets (This house burned when it was occupied at a later date by Dr. Ballard. He rebuilt on the same site.)

Other early businesses included J.O. Roland's harness shop, on the northwest corner of Main and Maple Streets, and Benjamin Durr's wagon and blacksmith shop. The McKnight Brothers had an early drugstore near the southwest corner of Main and Grant Streets. According to one source, this drugstore was operated in association with Dr. Ballard (Haskin, Judge E.B. McKnight Interview, n.d.). Abe Irwin was the first shoemaker ("Recalling Early History," Oct. 13, 1938).

By the 1870's, the number and type of commercial establishments in Lebanon had expanded. An 1873 business directory lists four blacksmiths, one boot and shoemaker, one druggist, four general merchandise stores, one hotel, operated by J.W. Bell, a livery stable operated by W.B. Donaca, and two wagon makers (Oregon Business Directory 1873). One of the four general merchandise stores was the Montague General Store located at the northeast corner of Grant and Main Streets.

In ca. 1876, the Centennial Hotel (later known as the Exchange Hotel) was built. The hotel, operated by J.C. and Sarah Mossholder until 1883, was located on the east side of Main Street between Ash and Sherman Streets. By 1878, Williams listed three hotels in Lebanon (Williams 1878:26 1/2).

Industry

In 1867, Jeremiah and Jemima Ralston deeded property on the southeast corner of Main and Ash Streets to the Lebanon Industrial Association (Linn County Deed Records, Book G, p. 579). The purpose of the Lebanon Industrial Association is not currently known and in 1871, the Industrial Association sold this property.

The earliest known industrial developments in Lebanon and the rural Lebanon area were typical pioneer-era industries such as sawmills, a gristmill, a pottery, and a planing mill and sash and door factory. The earliest of these developments were sawmills.

> "In the early days all lumber was sawed in this region by the use of the old-fashioned 'up and down' saws. The carriage holding the logs was frequently pushed by hand and the sash saws went 'rip,rip'. Those old saws worked very slowly compared to modern saws, and after the lumber had been sawed out, it all had to be dressed and planed by hand" (Haskin, Anthony Baltimore Interview, n.d.).

One sash mill located in the Lebanon area at an early date was situated on "Mill Creek" (Haskin, Anthony Baltimore Interview, n.d.). Mill Creek is located just north of the current project area. This may have been the Driggs sawmill.

In 1860, there were six lumber mills in the Lebanon Precinct. The lumber mills were those owned by William Smith, J. Driggs and Co., John Powell, Lewis Cox Jr., and J.B. Irvine (United States Census, Products of Industry, 1860). (The Lebanon Precinct was larger in 1860 than in 1878, the date of the boundary selected for this project).

Supposedly, the first sawmill in Lebanon was owned by George Eichler. This mill may have been located on east Grant Street on the slough just west of River Park. (This slough is still visible behind houses on Walnut Street.) The slough may have actually been "improved' and used as a mill race although no documentation has been located to substantiate this. A mill colony of eight to ten families lived near the mill which burned in 1871 or 1872 ("Lebanon in the Timber Industry," May 21, 1924). Following the destruction of that mill, George Wheeler operated a sawmill in the general vicinity of the Wheeler Street crossing of the canal. This sawmill, which was probably water-powered, was removed in 1888 ("Lebanon in the Timber Industry," May 21, 1924).

In ca. 1871, a millrace was excavated on the north side of town, tapping the water of the Santiam River (Fig. 8). Based on current maps, it appears that this millrace may have followed the course of a natural slough. The following year, this millrace became part of the Albany and Santiam Canal which was excavated beginning in 1872. The construction of the millrace provided the power to run two important new industries: the Nickerson Planing Mill and Sash and Door Factory, built in 1874, and the Elkins Brothers Lebanon Mills built in 1871-72 ("The Town of Lebanon," Nov. 27, 1874).

The Lebanon Mills were erected for Joseph and William Elkins in 1871-1872 at a cost of nearly $20.000.00. After the completion of the Santiam-Albany canal in 1874, the Elkins Brothers were making plans to enlarge their granary room and contemplating the erection of a warehouse in Albany to receive their wheat and flour ("The Town of Lebanon," Nov. 27, 1874). In 1878, the mill was sold at a loss to Jonathan Wassom, James 1. Cowan, Richard Cheadle and John Settle (Wilson 1994:9).

The building housing the Lebanon Mills, also known as the Elkin's Brothers Mill, still stands along the railroad tracks in the north part of town. The building is important not only for its historical associations, but also for its highly articulated hewn timber frame (Fig. 9).

Another potter appears to have had a pottery in the same vicinity of the earlier Thompson pottery. Barnet "Pot" Ramsay, known to have been a potter in other Linn County locations, purchased part of the Hardman farm in 1862. He lived here and operated a pottery until he sold the property in 1864 (Haskin, "Amos Ramsay Interview," n.d.). Joseph Swank remembered that in the early 1860's, Mr. Ramsay manufactured brown clay ware such as jugs, crocks, and jars. The jugs were popular for whiskey (Haskin, "Joseph Swank Interview." Apr. 17, 1940).

Joseph Swank noted that there were many little brick yards scattered about the county including one on the Milton Snyder place (Haskin, "Joseph Swank Interview," Apr. 17, 1940). A Mr. Marks, probably John Marks, made brick in the Tallman neighborhood (Haskin, "Judge E.B. McKnight Interview," n.d.)

Transportation

Roads

As donation land claims were established in the valley, roads began to conform to property lines and cardinal directions rather than cutting diagonally across the prairie. An 1878 atlas map of Linn County illustrates a well developed system of roads

In 1859, a scouting party, consisting of several Lebanon area residents, discovered the Santiam Pass. This pass was important in providing a link between the settlements of the Willamette Valley and Central and Eastern Oregon. It was especially important to stock raisers who saw the increased agricultural activity in the valley decreasing the amount of grazing land available. In 1864, several prominent Linn County farmers and stockmen filed articles of incorporation for the Willamette Valley and Cascade Mountain Wagon Road. The majority of the incorporators were Lebanon area residents including Luther Elkins, D.W. Ballard, John Settle, Isaac Coryell, and Morgan and Jacob Kees.

Road construction began in 1865. The official office of the wagon road was located in Lebanon until 1866 when it was moved to Albany and supplemental articles of incorporation were filed. A new route proposed at that time extended the wagon road to the eastern border of the state. Undoubtedly, this move was in anticipation of a federal land grant. In 1866, the United States Congress passed an act which granted the State of Oregon sections of public land for each mile of the wagon road completed. These lands could then be sold to help defray construction costs. That same year, the state transferred the land grant to the Willamette Valley and Cascade Mountain Wagon Road Co. In 1871, the road and associated land grant was sold to T. Edgenton Hogg and a group of San Francisco investors.

The position of Lebanon on the wagon road resulted in many people visiting the town enroute to Fish Lake and various points in the adjacent mountains (Williams 1878:26 1/2). The route of the wagon road in the Lebanon Precinct is Spicer Drive to Hwy. 20; south on Highway 20 to Lebanon; through Lebanon following Main Street south to the vicinity of Oak Street where the road veered and then followed what is now Second Street to Cascade Drive; Cascade Drive to the road still known as the old Santiam Highway. A track of a road visible near the intersection of Hwy. 20 and Cascade Drive is the route of the wagon road. This segment pre-dates the wagon road (see 1852-53 G.L.O. Map, see Appendix A).

A large livery stable was erected by W.B. Donaca in 1873 ("The Town of Lebanon," Nov. 27, 1874). A daily stage line from between Albany and Lebanon was operated by William B. Donaca (Anon 1903:1205; Williams 1878:26 1/2).

James Ridgeway operated the ferry on the Santiam River until the completion of a covered bridge across the Santiam River in 1875-76. The bridge was located at the east end of Grant Street, often referred to as Bridge Street, in the general vicinity of the Ridgeway ferry. The bridge was built

by A.S. Miller and Sons who were responsible for building a number of large covered bridges in Linn County during this period ("The Lebanon Bridge 39 Years Old," Sept. 18, 1924). With the main span at 246 feet, this was an exceptionally long covered bridge (Fig. 10).

Steamboats

Although Lebanon was located on the Santiam River, the town was not endowed with the benefits of steamboat commerce so profitable to Willamette River communities in the mid-19th century. Generally thought of as not suited for steamboats, several factors led to an experimental steamboat run up the Santiam to Lebanon in 1871. One factor probably leading to this experiment was the construction of the railroad up the valley in 1870. Perhaps steamboat companies were looking for new markets left untapped by the new rail line.

In 1871, Captain Robert Copeley guided the steamboat Calliope up the Santiam River to Lebanon. At Lebanon, a great celebration was planned. With a rough trip up river, the captain did not dare leave the boat moored overnight for fear that the water would go down and leave his boat stranded in Lebanon, so 20 tons of freight were loaded on the boat and the return trip begun. Because the freight weighed down the boat too much, it had to be unloaded and returned to Lebanon so that the boat could make its escape to the deeper waters of the Willamette. Thus ended Lebanon's dream of becoming a riverboat town ("Navigation on the Santiam Found Impractical," June 5, 1947:12). Shortly thereafter, in 1872, citizens met to discuss a building of a railroad from Lebanon to some point on the Oregon and California line which had been completed through Linn County in 1870-71 ("Navigation on Santiam Found Impractical," June 5, 1947).

The Santiam-Albany Canal

In 1858, the Legislative Assembly for the Territory of Oregon approved an act to incorporate the Albany Canal and Manufacturing Company. Albany resident Thomas Montieth conceived of the canal system as a means of enabling freight, specifically the farm and timber products of eastern Linn County, to be transported by barge over a man-made waterway to Albany and the Willamette River steamboats. Likewise, towpaths would allow products to be shipped upstream to the eastern portion of the county.

Work on the canal began in 1872 with Chinese laborers brought in for excavation purposes in the spring of 1873. Plans called for the canal to begin on the South Santiam River in Lebanon and flow approximately 12 miles in a northwesterly direction to the Willamette River at Albany. Construction of the canal began in 1872. In Lebanon, the canal merged with the millrace developed a few years earlier to operate the gristmill and the planing mill and sash and door factory. This millrace tapped the Santiam River.

The transportation dream was short-lived, however, when it was discovered that the canal flowed too swiftly to tow barges upstream. Timber, grain and other farm products were shipped to Albany, however, from Lebanon and the rural docks located at intervals along the canal for the

purpose of loading farm products. For instance, in 1874 the Elkins Brothers shipped over 2,000 tons of wheat and flour on the canal ("The Town of Lebanon", Nov. 27, 1874). Use of the canal for transporting these products diminished with the arrival of the railroad in Lebanon in 1880. The canal was very successful, nonetheless, as a power and drinking water source for the City of Albany.

Stage Lines

In the 1870's, W.B. Donaca operated a stage line between Lebanon and Albany (Anon 1903:815).

Agriculture

In the 1860's, wheat, oats, and to a lesser extent barley, were the primary crops being grown in the Willamette Valley. The oats and barley were primarily used for livestock feed but wheat was a commercial crop grown for local use as well as for export to world markets. With the advent of large-scale wheat farming, pioneer subsistence farming was replaced by commercial agriculture.

With the gradual fencing of the valley for agricultural production, the livestock industry declined in the area. The opening of the Willamette Valley and Cascade Mountain Wagon Road in the 1860's provided Willamette Valley farmers central and eastern Oregon as pasture with the result that the industry moved east of the Cascades.

Education

In 1857, Jeremiah Ralston and Morgan Kees, who owned the donation land claim directly north of Jeremiah Ralston, each donated five acres of land near the site of the Methodist Episcopal church building "...in consideration of the wants of the Santiam Academy for a site on which to erect buildings (Linn County Deed Records, Book E, p. 601-02 and Book E, p. 603-604). The actual date of construction for the academy building is uncertain with the date often given as 1854, probably confusing the building date with the date of the academy's founding. The more likely date is 1857 for that year the Committee on Education reported that "... a new and commodious school edifice has been erected...which for convenience in arrangement of rooms, adapted to the purposes for which they were required, will compare favorably with any building of the kind, here or elsewhere" ("History of Methodism", _____160).

The earlier frame building was moved over to the new academy building and served as the dwelling of the instructor until it was needed for educational purposes (Bain 1920:85). In ca. 1859, a bell was installed in the Santiam Academy. The bell was cast by the Meneelly Works of Troy, New York in 1858 and brought to Oregon by sailing vessel. In addition to being used for

school purposes, the bell also announced religious, social and civic events in the community ("Tones of Old Bell Stir Aging Memories of Academy Days," June 15, 1951).

In 1860, the Santiam Academy was the only academy in Linn County (Fig. 11). At that time, it had two teachers and seventy-five students (United States Census, Social Statistics, 1860). In ca. 1861, Owen Kees established an $1800.00 endowment fund. The building still needed work, apparently and a document dating to 1867 stated that:

> We the undersigned subscribers, promise to pay in the several sums annexed to our names in the U.S. gold coin or its equivalent, for the completion of the Santiam Academy, one half to be paid by the first of April next, the remainder when the work is done ("Historic Papers are Revealed in Renovation of Old Home," Nov. 19, 1945).

The Santiam Academy building no longer stands, but the grounds and some of the plantings dating to the 19th century are still recognizable as the site of the academy and are an important feature of the Lebanon landscape.

Another religious based educational facility was authorized by an 1857 act of the Territorial government to establish the Montville Institute. The Institute was under the auspices of the Congregational Church and listed as its trustees H. Clark, O. Dickenson, T. Judkins, Henry Harmon Spaulding, who by this time was a congregationalist, J.J. McFarland, Richmond Cheadle, W.F. Alexander, J.H. Douthit, and H. Lymon. The first meeting after the passage of the act was to be called by Thomas Condon. The Institute was to be located in the vicinity of Washington Butte in Linn County ("An Act to Establish Montville Institute," 1857).

In the mid-1870's, the first known schoolhouse was erected by Lebanon School District #16, established in 1854. Located on the southwest corner of Ash and Second Streets, the one story, wood-frame building was side-gabled with a central entry and was crowned by a bell tower (Fig. 12). A two classroom arrangement is suggested by the photograph of the building.

In the rural area, several new school districts were established during this time period. Dodge School was attended by Mrs. Parrish in 1872 according to interview (Haskin, Leslie, Ida Parrish Ireland Interview, 1937). Since no Dodge School is indicated on 1878 Atlas map, presumably this school was known by another name at a later date. O.N. Denny taught school in a log building known as the Ridge School sometime prior to 1857 ("Hon. M.C. George Tells of Early Days in Linn," Aug. 27, 1930). School District #78 (Denny School) was established in 1876 and School District #81, Gore, was established in 1878.

In 1855, Raymond Burkhart donated one acre of land for the location of the District #17 Schoolhouse thereafter called the Burkhart School (later Spicer).

Religion

While the Baptist Church was not formally organized in Lebanon until 1890, there are references to a Washington Butte Church established by famed circuit rider Joab Powell in the early 1860's. (Washington Butte was located near the current intersection of Second Street and Airport Rd.)

The Methodist Episcopal Church held its meetings at the Santiam Academy Building after its construction in ca. 1857. A Cumberland Presbyterian Congregation was probably established in the early 1870's. In 1872, land currently located on the southwest corner of Academy and Main Streets was sold to the Cumberland Presbyterian Church (Linn County Deed Records, Book K, pp. 644-45). A church building was erected on this site sometime in the 1870s (Fig. 13). Rev. Bishop was the minister of the Cumberland Presbyterian Church ("Helen Montagues Memoirs Entwine Family, City Saga," Mar. 21, 1966). (Rev. Bishop also had academies at Brownsville and Harrisburg.)

In the rural area northwest of town in the current Spicer neighborhood, a Brethren or 'Dunkard' church was organized in ca. 1855. The church was organized by Daniel Leedy and was supposedly the first church of this sect organized west of the Rocky Mountains. Meetings were first held in residences and the local schoolhouse. In 1878, a church building was erected. It was first called the Willamette Valley Church. The church was located on the Philip Baltimore claim on Spicer Dr., approximately two miles west of the former Spicer Station (Haskin, Anthony M. Baltimore Interview). Members of this church included the pioneer Hardman, Backus, and Baltimore families. (This church building was used as a Mennonite Church and in the early 20th century was moved 1/4 mile to the east and converted into a house).

Social and Fraternal Organizations/Recreation

The Lebanon Masonic Lodge was reportedly the first fraternal organization in Lebanon (Wallace 1942:16). Organized in 1868, the lodge met in a hall constructed in 1868 by Morris Howell on east Main Street between Grant and Maple Streets ("Lodge was Founded here in 1868," May 25, 1988; "Tearing Down Old City Hall," Sept. 3, 1912). In 1869, one year after they organized, the first burial was interred in the cemetery later known as the Masonic Cemetery. The first burial was the aforementioned Morris Howell. Land for the cemetery was donated by Mason Jonathan Wassom. In 1871, the Masonic Cemetery was incorporated.

The Lebanon Oddfellow's Lodge was organized in 1873 and that same year a building was erected on the southeast corner of Main and Ash Streets (Fig. 14).

Throughout this period, the Santiam Academy Building served as the center for social activities such as annual community Christmas parties ("Yule Spirit of old Days Was Centered in Academy," Dec. 27, 1945).

In the mid 1870's, a public hall was built by the Lebanon Coronet Band (Williams 1878:26 1/2). The site of many community events, the hall, known as the band hall and later the opera house, was located on the northwest corner of Second and Sherman Streets.

The Grange movement in the State of Oregon began in 1872 and the Lebanon Grange #21 was among the earliest established in the state.

Ethnic Make-up

Of the 515 people enumerated in the 1870 census, only 6 were foreign born and two were African-American (Compendium of the Ninth Census, 1872). The only Native Americans mentioned as residing in Lebanon at this time were Indian Joe or George as he is variously called and his wife. Since he supposedly died in 1870, that may explain why he was not enumerated in the census for that year. Indian Joe lived on the banks of a slough on what is now Hiatt Street in Hiatt's Addition. When he died, he was buried in an Indian Cemetery located nearby ("The Reception Committee ... Easygoing Tribe of Calapooia Indians Fell Victim to Disease and Fire Water," June 5, 1947: 5; The Lebanon Express, March 24, 1938).

Residential Architecture

Construction Materials and Methods

Prior to the establishment of planing mills, much of the lumber was probably rough or whip sawn, with some materials, such as siding, planed by hand. Horizontal weatherboard siding was typical in the 1850's, although some box houses simply had battens over the vertical planks used in their construction. Weatherboard siding looks like clapboard but does not taper in profile. Early weatherboard siding was thin and often hand-planed. By the 1870's, various forms of shiplap siding were available.

Throughout the 1850's, the small size of available glass panes resulted in the use of either 9/6 (9 panes over 6 panes) double-hung sash widows or 6/6 double-hung sash windows. Public buildings had more panes per sash reflecting the increased size of the window. By ca. 1865, larger panes of glass were available, so that the most typical window sash used in residential buildings in the latter part of the 1860's and the 1870's had four panes of glass, resulting in 4/4, double-hung sash windows.

In the earliest period, doors were probably either handmade of vertical boards or were panelled with two vertical panels. By 1870, the two-panel door had been replaced with the four-panel door. Nails and hardware could be either hand wrought in a blacksmith's forge or purchased. Machine cut square nails were available at this time.

The products of sash and door factories and planing mills facilitated the adaptation of current national architectural styles that depended, in part, on complex decorative elements (Dole 1974:120). A sash and door factory was established in Brownsville, located south of Lebanon, in 1863, and in 1874, S.A. Nickerson established a sash and door factory in Lebanon.

While log houses continued to be built in the 1850's, the availability of sawn lumber provided the materials to build a "real lumber house". In the 1850's, three structural systems were available for the lumber house: hewn frame, balloon frame and the box house (Dole 1974:97).

A hewn frame house was generally of post and beam construction in which horizontal and vertical members were connected with hewn mortise and tenon joints, often pegged. Rafters, siding, and other elements, such as studs upon which to hang the siding, were of sawn lumber.

Although first used in the 1830's, the balloon frame was first publicized in a 1847 edition of American Agriculture in an article entitled, "A Cheap Farm House" (Schweitzer and Davis 1990:54). A balloon frame house was built using light structural members such as 2x4's with nailed joints. The studs were full height, not interrupted at the second floor by a heavy plate. While houses built in the late part of the nineteenth century often had built-up corner boards and nailed studs and joists, early examples often used large posts for corner posts, such as a 6x6's. Also, in early examples the studs and joists were often notched into place rather than nailed.

A box house was built of vertical planks laid side-by-side forming the walls of the house. No posts or studs were used in this type of construction. The advantage of box construction was that it used one-third of the wood of other systems and one-half of the nails. (Dole 1974: 98).

Plan Type

Lumber houses in the 1850's were generally rectangular in form with symmetrically placed and sized windows, doors, and chimneys (Dole 1974:96). However, there was great variety in early lumber houses, reflecting the various backgrounds of the owners and/or builders and the use of different stylistic elements (Dole 1974:96). Philip Dole (1974) describes the various house types found in Oregon dating to the 1850's.

The two-story central hall house is side-gabled with a centrally located front door. The door opens to the hallway which has an open staircase. On either side of the hallway is a formal system of rooms with the kitchen and sometimes the dining room located in a one-story rear wing. This type of house could also be found in a one and one-half story version. The Jeremiah Ralston house was of this type.

The side entrance hall, temple form house is front-gabled with the entry to the stair hall on a side of the of the front elevation. This type of house could be either one and one-half or two stories. The Joseph Moist House, located north of Lebanon on Hwy. 20, is a later, probably 1860s example of the side entrance hall type (Fig. 15).

The central living room house has no entry hall or hallways. The front door, often in the center, enters directly into the living room, facing the fireplace.

The small cottage type house is a one and one-half story house with an all purpose room. A fireplace is located at one end of the room and a small winding staircase, often located next to the fireplace, accesses the second floor. The Thomas Angell House (ca. 1857) on Brewster Road, a National Register property, was originally of the Cottage type prior to an addition (Fig. 16). The Angell House is also a rare Oregon example of a house with a saltbox form.

The double house has two front entry doors. The house could be front-gabled or side-gabled and could be one, one and one-half, or two stories. The Gideon Backus House, previously mentioned, was a double house.

Many of the above types had small lean-to's, wings or ells, but the overall block and form of the house was rectangular. Between 1860 and 1875, there was a new concern for utilitarianism and functionalism (Dole 1974:117). The most obvious visual and planning change was the gradual displacement of the rectangular form by forms having a compound plan made up of a series of wings and ells placed perpendicular to each other. The balloon frame made compound plans easier to execute. As a result, houses were composed of several volumes that met at right angles. The most common forms were the gable-front and wing (off the side) or gabled-ell (off the rear) configurations. The gable-front was similar but without any perpendicular extensions and, therefore, continued to reflect the earlier house types which employed a single rectangular form.

With the first appearance of the Italianate style locally in the 1870's, the foursquare form also emerged but its early use was probably limited to houses of this style.

Style

In some cases, the above house types were vernacular, with no stylistic elements. In many cases, however, these early houses incorporated design elements of the Greek Revival or Gothic Revival styles which were or had been popular in the United States at the time the settlers left for the West. Sometimes style was only demonstrated in the pitch of a roof, the symmetry of a facade, or porch ornamentation.

The Greek Revival style was the dominant style of American architecture in the period between 1830 and 1850 (McAlester and McAlester 1984:182). Oregon examples were built into the 1860's. The style was spread by carpenter's guides and pattern books, such as those written by Asher Benjamin. The style is characterized by a rectangular form, a low-pitched roof (in this area, the roof was generally gable in form), an emphasis on cornice line often accentuated with various moldings to represent an entablature, and a pedimented gable or eave returns on the gable end to create the appearance of a pediment. Some examples featured columned porticos in a Greek order; an entry door flanked by transom and sidelights; as well as other Classical details. White was the color of choice for the Greek Revival house. Although poorly represented today, this style was

used for many of the earliest frame houses. There are no known Classical Revival style houses remaining within the city of Lebanon.

The Gothic Revival style was part of the Picturesque Movement which swept across America in the 1840's and 1850's. This style was popularized by the plans of Alexander Jackson Davis and the pattern books of Andrew Jackson Downing, and was made possible by the technological advances in woodworking machinery in the mid-nineteenth century (Schweitzer and Davis 1990:43). Among the tools developed were the power lathe, the band saw, and the scroll saw which produced elaborate ornaments in greater quantities at reasonable prices (Schweitzer and Davis 1990:43). Downing's plan book, Cottage Residences, was reissued at least twelve times between 1842 and 1888 (Whiffen 1969:56). The Asa Peterson House and the Denny House, both located on Peterson Butte, employed the Gothic Revival style (Figs. 17, 18).

The application of this style often depended upon the establishment of local sash and door factories to supply the complex decorative elements that are one of the hallmarks of the style. Gothic Revival style houses are characterized by steeply-pitched gable and multi-gable roofs and dormers, sometimes central gables, and jig-saw cut ornamentation, including bargeboards (vergeboards), brackets and porch trim. A characteristic window of the Gothic Revival style is the lancet window. Examples built in the 1850's and 1860's have 6/6 (six panes over six panes), double-hung sash windows, while those built in the later part of the 1860's and the 1870's have 4/4 (four panes over four panes), double-hung sash windows. Earlier houses also exhibit the rectangular form, while later examples often have compound plans. The ornamentation on the earlier examples is also more delicate.

The central gable expression appears to have been popular in the Lebanon area. Two Gothic Revival style houses have survived in Lebanon. The earliest example, and the oldest extant house in Lebanon, is the David Claypool House, later known as Elkin's House, built in 1856 and located at 194 Main Street (Fig. 19). The house has been altered in the 20th century but original materials and some stylistic features remain in the weatherboard siding, label molding, and the valance style vergeboard. The other example is the 1879 Elder House, relocated from its original site on Lot 5 of Block 5 in Ralston's Second Addition, and currently located at 148 E. Vine Street (Fig. 20).

Like the Gothic Revival style, the Italian Villa style or Italianate style was also part of the Picturesque Movement and was promoted by the pattern books of Andrew Jackson Downing. The style is characterized by a form composed of single or multiple rectilinear blocks, flat or low-pitched hip or gable roofs, narrow windows, and projecting boxed eaves which are often bracketed. The round arch window is a hallmark of the style but it is not always incorporated into local versions. Ornamented bay windows are also characteristic of this style. Examples dating to the 1870's locally have 4/4 double-hung sash windows, as opposed to 1/1 double-hung sash windows used in later examples. While the style appeared as early as 1850 in Oregon, in Lebanon the earliest examples date from ca. 1880.

Architect-Builders/Carpenters

Builders in the 1850s included Jeremiah Ralston, who may have not followed this trade because of his commercial interests; Frank Hilliard; Nelson Griggs; Nelson and William Goltra; and Asa Peterson. William Goltra was probably the builder of the Santiam Academy Building and Nelson Goltra reportedly built a home on the corner of Main and Maple Streets in 1855 ("Local News," Oct. 7, 1921). Originally the home of Mr. Bell, later it was the home of Sussanna B. Peterson, on the southwest corner of Main and Maple Streets.

Carpenters listed in the 1860 census included Samuel Franklin; William Wade; William Atkins; Henry Polly, a millwright; Jacob Snoderly; Simon Nickerson, later owner of the local sash and door factory; John Ritter and Solomon Ritter, both members of the German Baptist Brethern Church; Isaac Coryell; Andrew Carter; Archibald Jones, a millwright; Asa Peterson; William Conover; Elvin Crawford; Willis Jackson; Parmenus Adams; A.W. Kent; Ephriam Haner; Morgan Rudolph; David Lambert; Alfred Smith; David Ashpaw; James Marks; William Goltra; E. D. Wilson and Samuel Wishard (United States Census Records, Lebanon precinct, Linn County, Oregon, 1860).

In the 1870s, the only carpenters listed are Arron and Alfred Baltimore; Isaac Coryell; Stephen Day; Lemuel Matthews; Asa Peterson: and William Goltra.

Distribution Within the City of Lebanon

With the exception of houses that have been moved, most houses in the 1850's and 1860's were built in the areas of town platted in the 1850's. (No plats were filed in the 1860's.) When commercial expansion took place in early platted areas, a number of pioneer-era dwellings were moved.

FIG. 6

Original Plat Map of the City of Lebanon, 1855

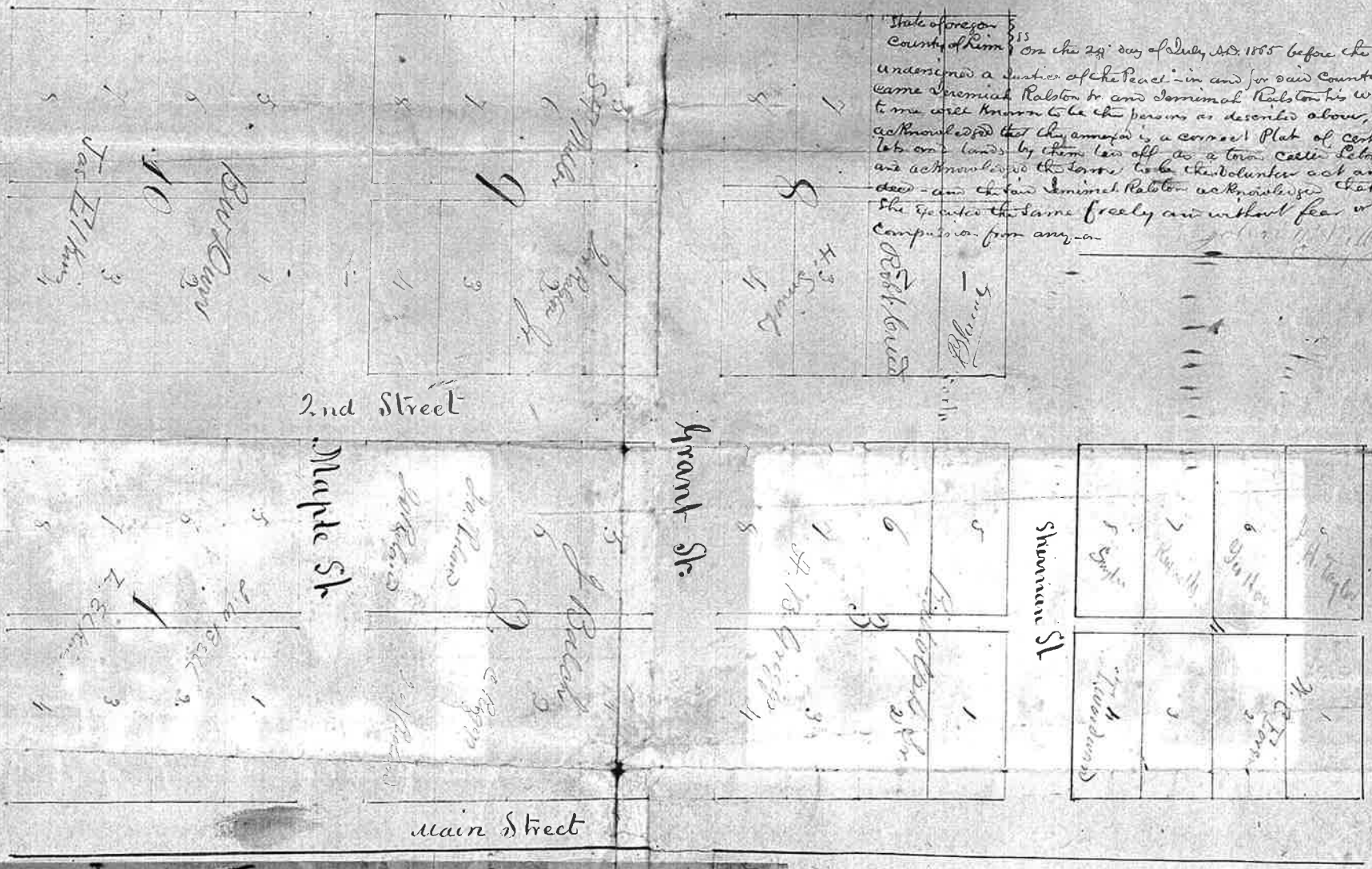
State of Oregon } ss We Jeremiah Ralston and Jemimah Ralston his wife owners and proprietors of Donation Land Claim No. 2363 in
County of Linn }
Township 12 S. R 2 W. Linn Co Oregon, have laid out thereon a town called Lebanon, as described in the Plat
herein - In witness whereof we have hereunto set our hands and seals - the same to date from June 1st 1855.

Witnesses -

Jeremiah Ralston (Seal)

Jemimah Ralston (Seal)

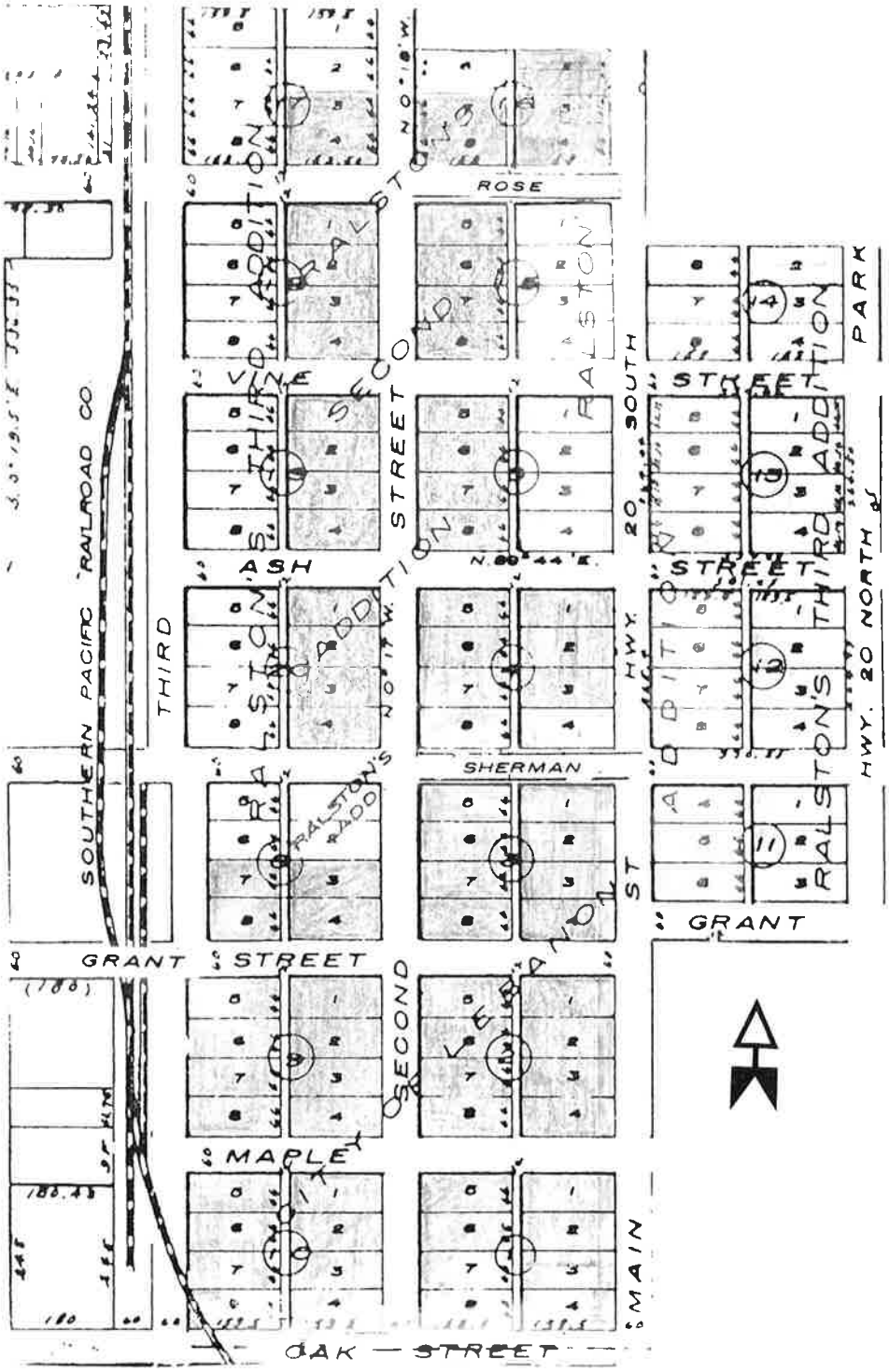
State of Oregon } ss
County of Linn } On the 24 day of July A.D. 1855 before the undersigned a Justice of the Peace - in and for said County came Jeremiah Ralston Sr and Jemimah Ralston his wife to me well known to be the persons as described above, and acknowledged that the annexed is a correct Plat of certain lots and lands by them laid off as a town called Lebanon and acknowledged the same to be their voluntary act and deed - and the said Jemimah Ralston acknowledged that she executed the same freely and without fear or compulsion from any-



FOUND BY G.A.WILCOX FEB.22, 1954 IN OLD RALSTON HOME AT CORNER OF PARK AND MAPLE

FIGURE 7. Original town of Lebanon and additions platted prior to 1880.

Original Town of Lebanon (1855) = purple
Ralston's Addition (1874) = yellow
Ralston's Second Addition (1876) = blue
Ralston's Third Addition (1879) = orange
Unplatted areas = white



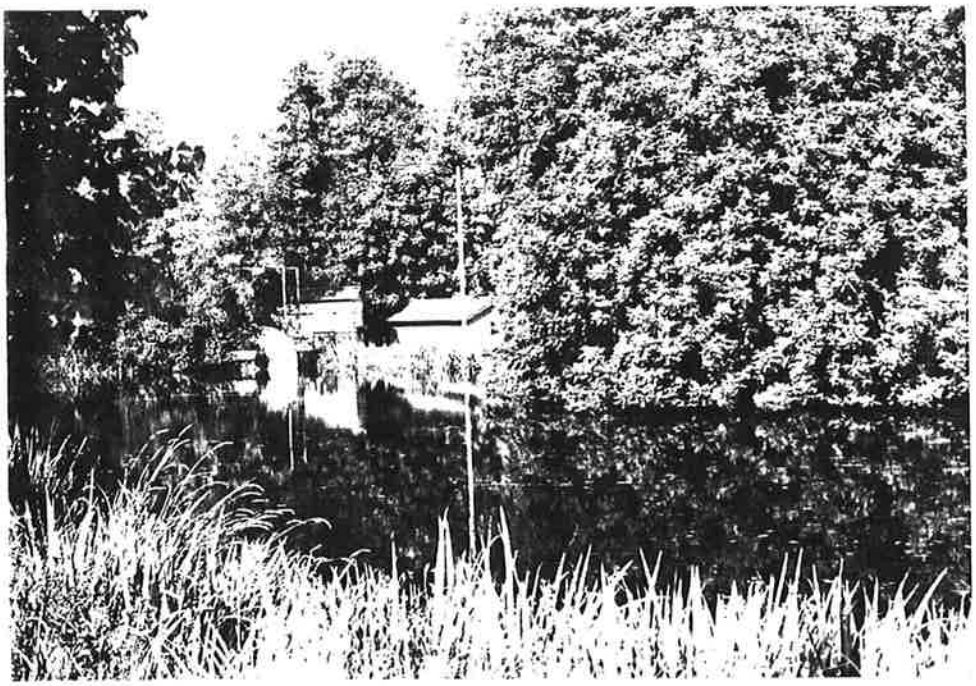


Fig. 8. Mill pond along power canal in vicinity of original Elkin's Mill location.

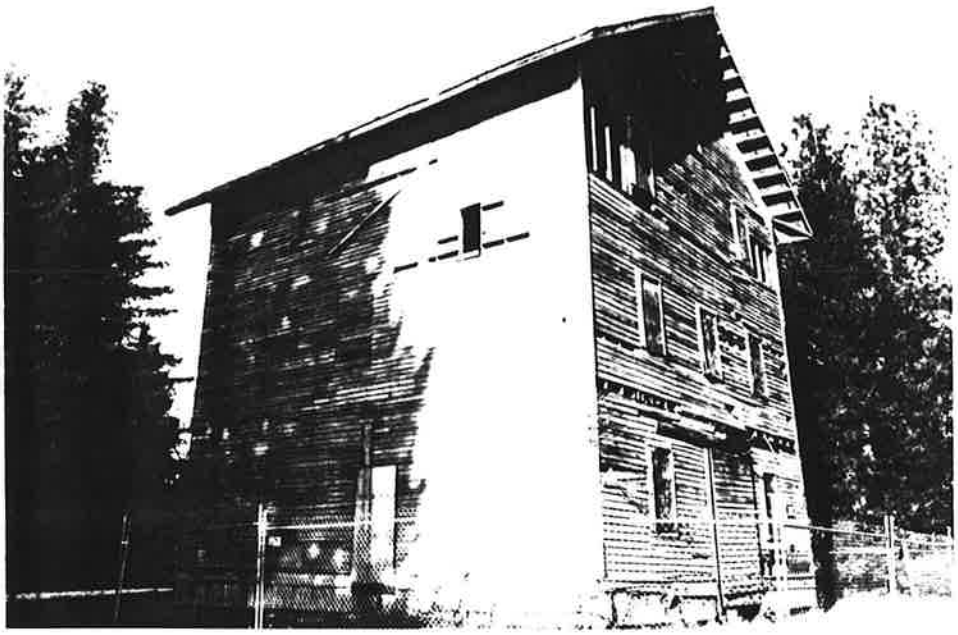


Fig. 9. Elkin's brothers Lebanon Mills building, built in 1871.

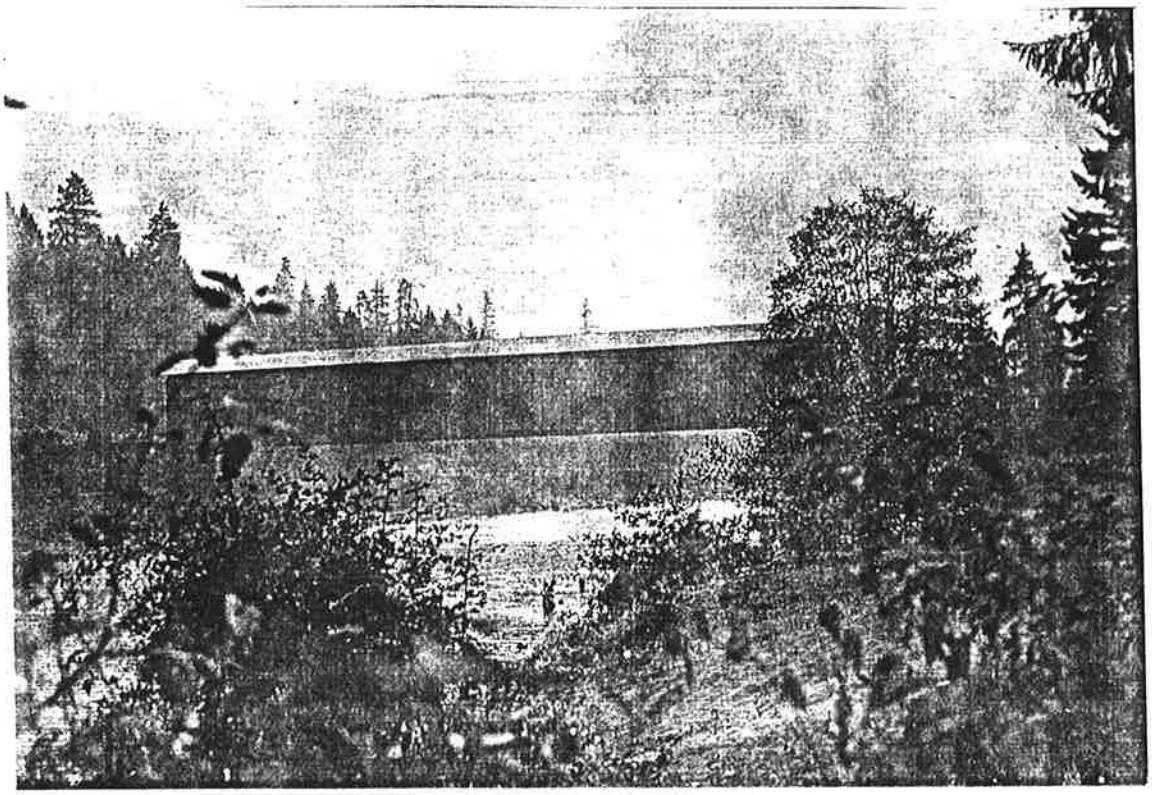


Fig. 10. Covered Bridge over the Santiam River at Lebanon, built 1875-76.

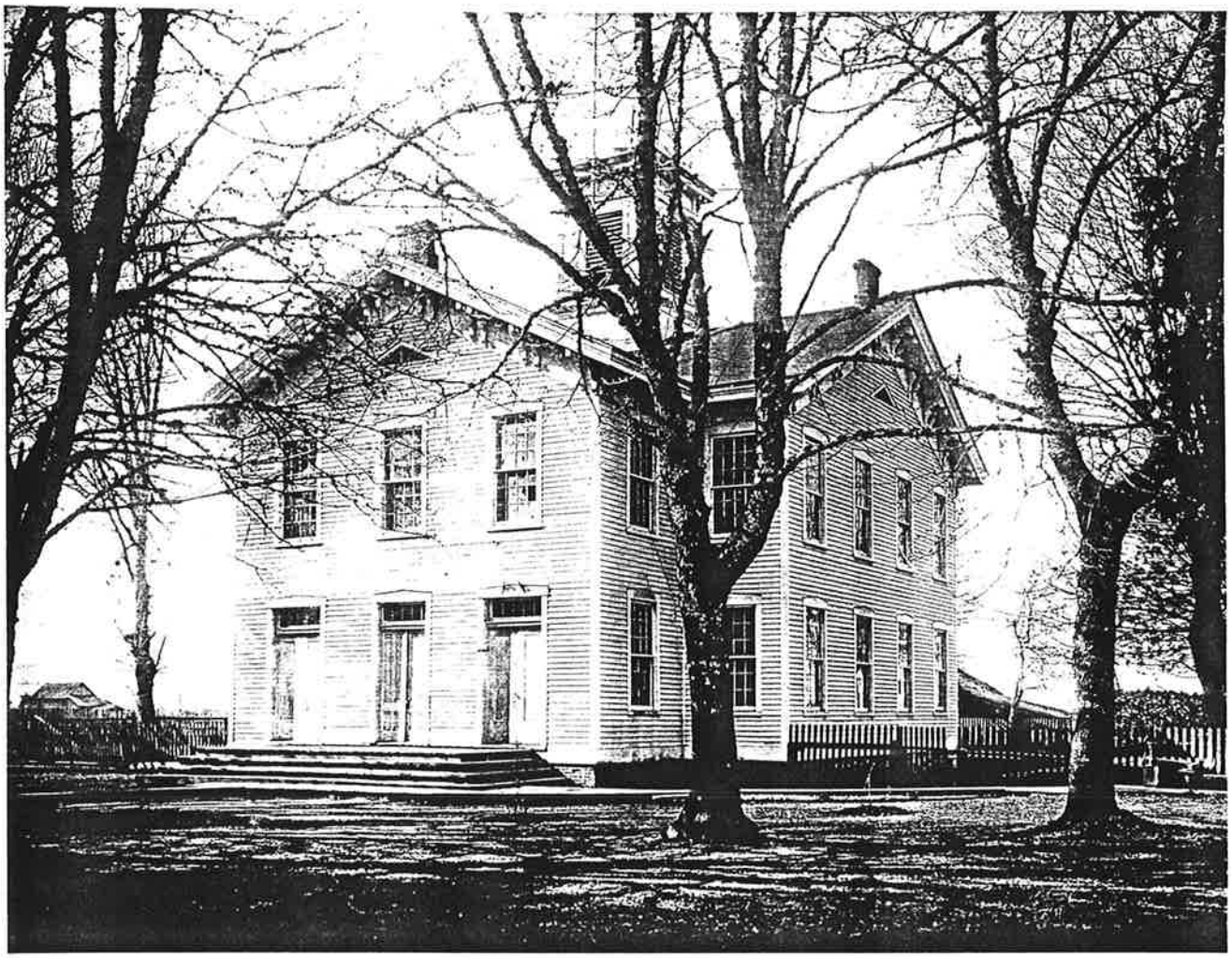


Fig. 11. Santiam Academy Building, built ca. 1857.

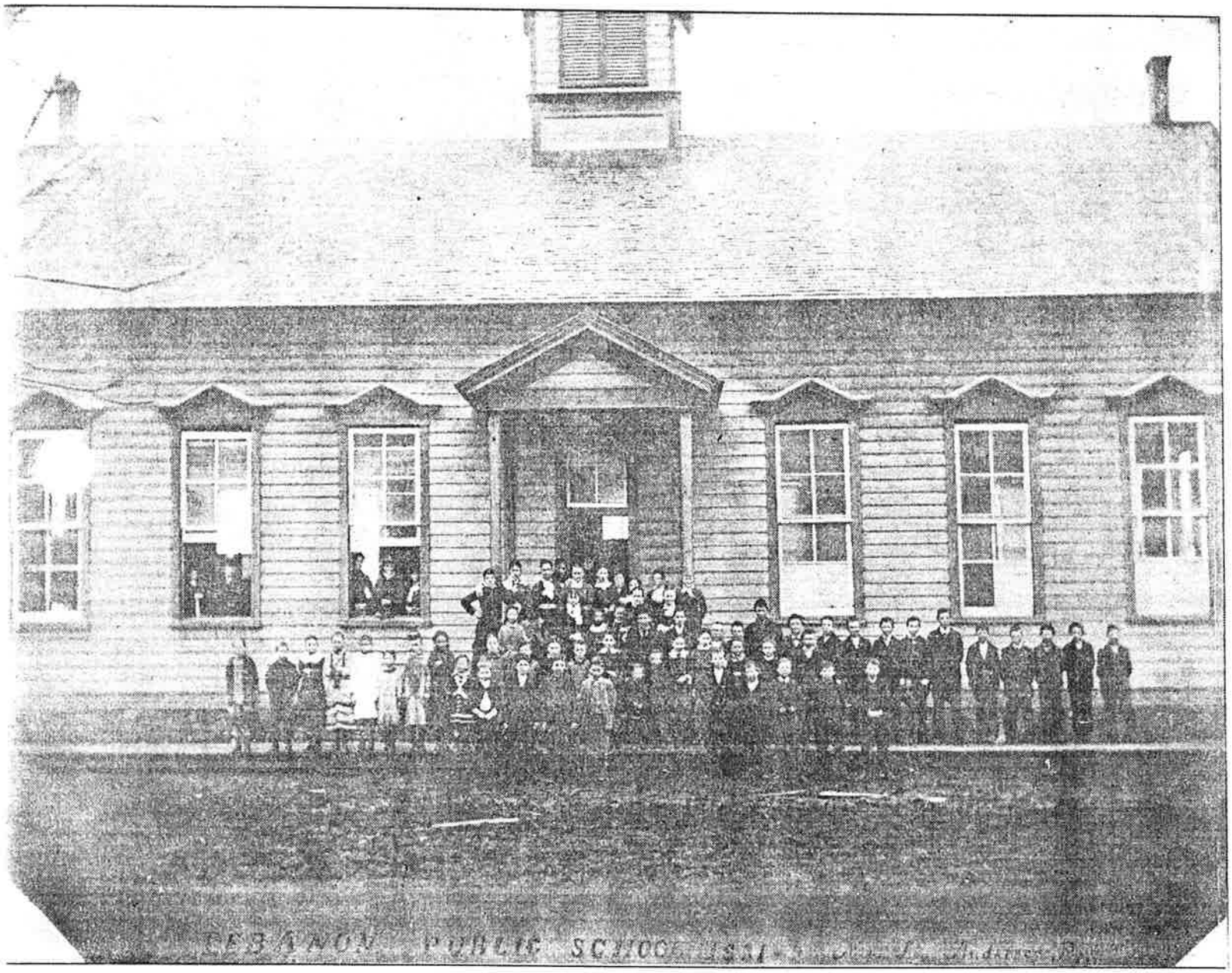


Fig. 12. Lebanon Public School built ca. 1876 near the southwest corner of Ash and Second Sts.

Fig. 13. Cumberland Presbyterian Church erected in the 1870s on the southwest corner of Main and Academy Streets. The building was used by the Catholic congregation beginning in 1903.

Fig. 14. Oddfellows Building built in 1873 on the southeast corner of Main and Ash.

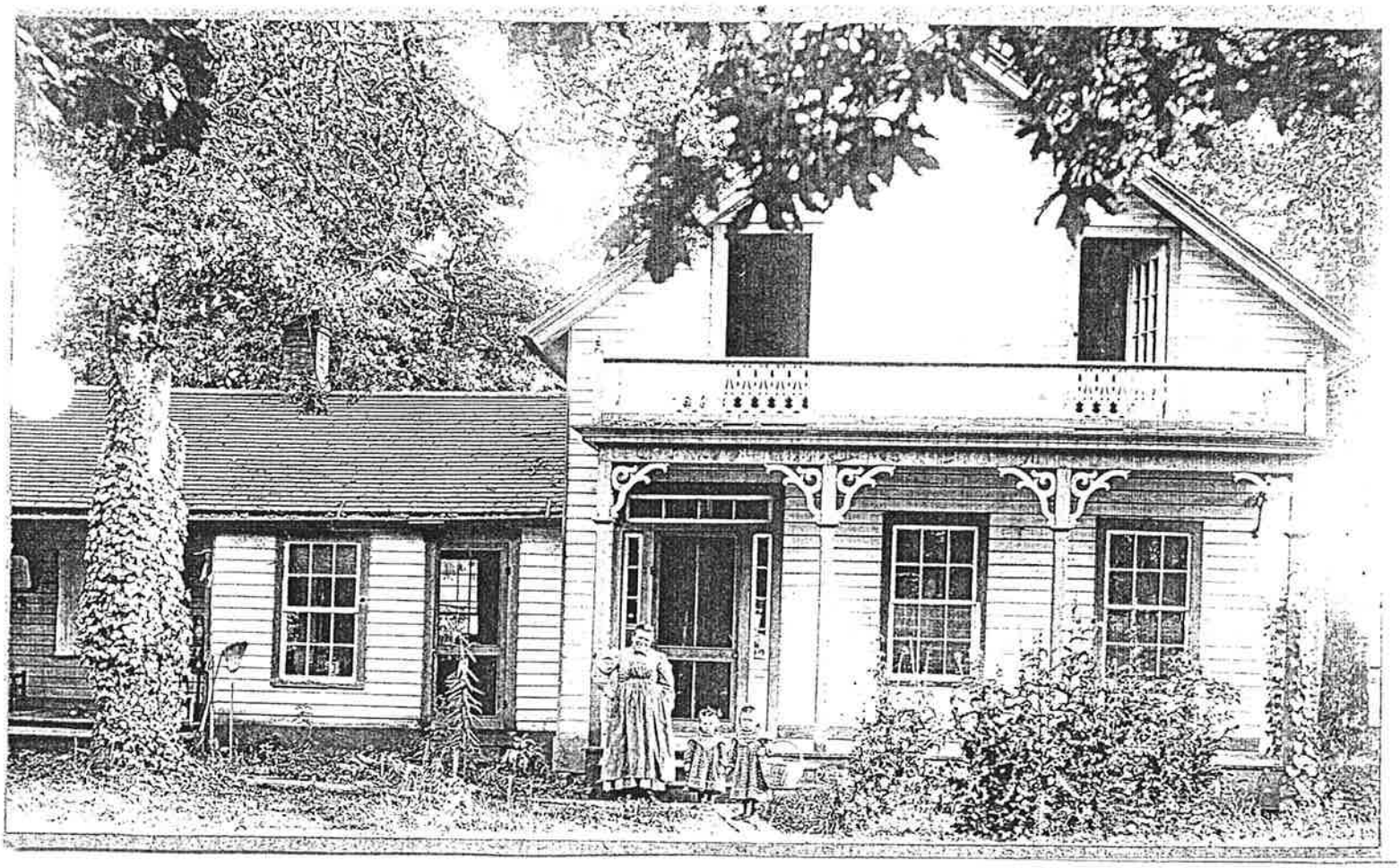


Fig. 15. The Joseph Moist House.

Fig. 16. The Thomas Angell House, ca. 1857.

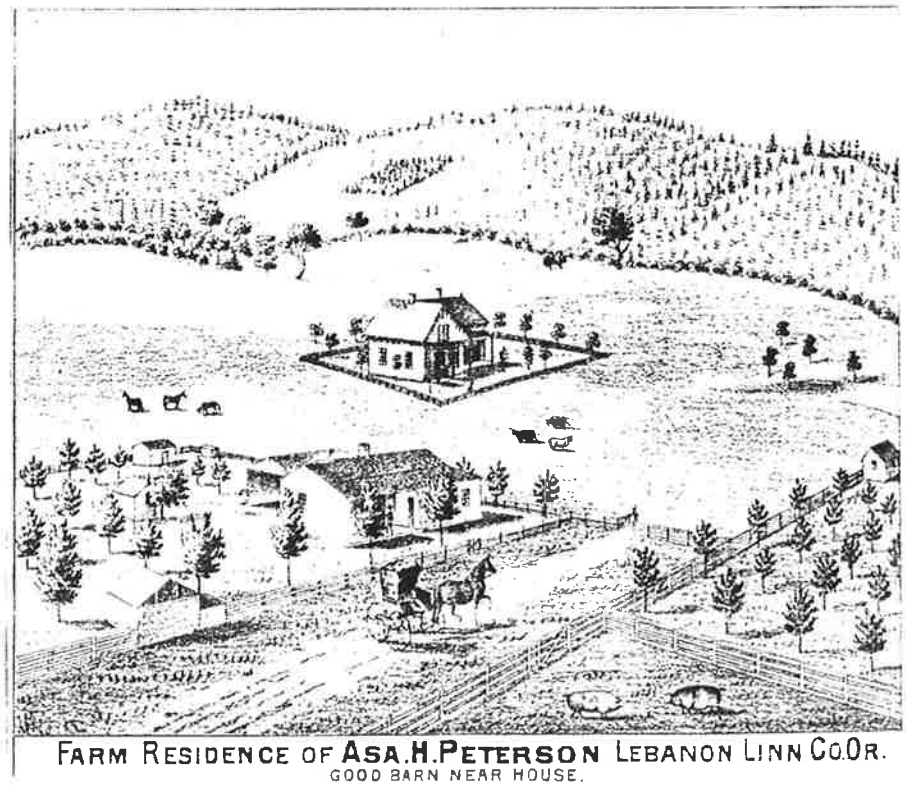


Fig. 17. The Asa Peterson House on Peterson Butte.

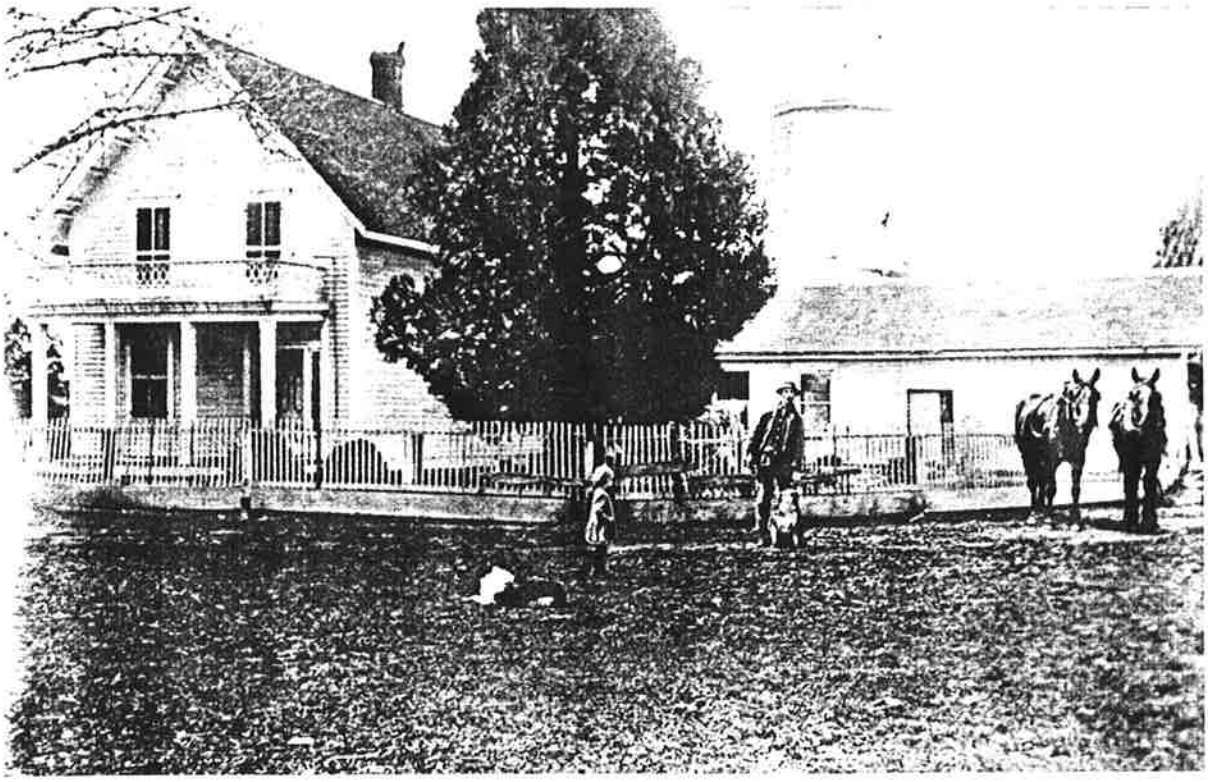
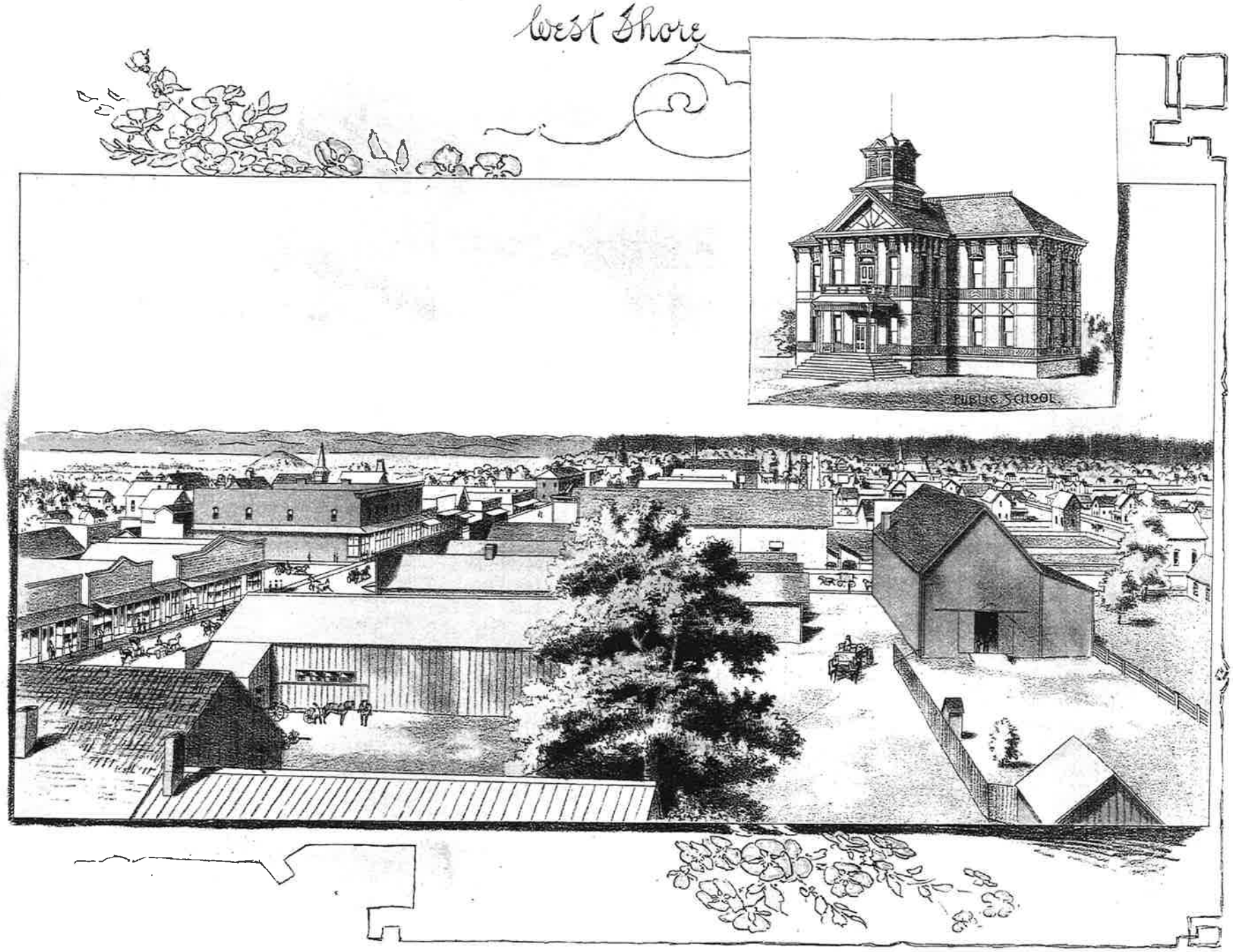


Fig. 18. The Denny House on Peterson Butte

Fig. 19. The Claypool-Elkins House (1856), 194 Main Street.

Fig. 20. The Elder-Blodgett House (ca. 1879), 148 E. Vine Street.



LEBANON, OREGON—See Page 215.

CHAPTER THREE

THE IMPACT OF A RAILROAD AND A PAPER MILL ON COMMUNITY DEVELOPMENT: LEBANON, OREGON, 1880-1900

General Development

> "The fact is Lebanon only began to put off her village swaddling clothes in the spring of 1889 and aspire to be a city" (City of Lebanon, 1892).

> "As one approaches this sequestered village from the branch road from Albany, he seems to have come upon one which romance has delighted to honor. Its elegant churches, nice business frontages, and homes giving evidence of refinement and culture together with the quiet that prevails in the street impress a stranger altogether favorably" ("Impressions of Lebanon," Aug. 9, 1889).

This period of history is characterized by the broadening of Lebanon's role from a regional, agricultural trading center to an industry-based, employee-inhabited community which included many recent immigrants. Developments during these years included: construction of a new public school; completion of a water and power canal; construction of an electric light and water plant; erection of the first brick commercial buildings; and the areal expansion of the town. Pivotal events of this period included the establishment of two railroad links in 1880, increasing population growth in the eastern portion of Linn County, and, most importantly, the erection of a large paper mill in town in 1891.

The coming of the railroad brought about an increase in outlets for agricultural shipments, the expansion of business and industry, and immigration and population growth. Optimism was generated statewide by the completion of the transcontinental railroad to Portland in 1883. In the years between 1880 and 1890, the Oregon population growth rate was 84% (Dicken and Dicken 1979:105). In 1888, The Lebanon Express reported that, "Quite a number of emigrants have come into this section during the week. There is plenty of room for a great many more" (The Lebanon Express, Nov. 2, 1888). Many of the area's newer residents were from Kansas, Nebraska and Tennessee with one area near town referred to as "one of our suburbs--Kansas City" (The Lebanon Express, July 11, 1890). "Kansas City" was located north of town. The newspaper reported that, "Grove Street will be opened to the paper mill, and then our Kansas City suburb will enjoy a closer relation with the business center of town" (The Lebanon Express, Sept. 26, 1890).

The 1880's in Lebanon were a period of gradual growth. As the newspaper put it, "Lebanon has a slow but steady growth, solid and substantial; no mushroom or fungus growth about it" (The Lebanon Express, April 13, 1888). In 1887, Cowan's Addition and J.M. Ralston's Addition became the first additions to the community since 1879. Kirkpatrick's Addition was officially recorded in 1889 although lots in this addition could be purchased on an installment plan in 1888

(The Lebanon Express, Nov. 2, 1888). These additions extended the community to the northeast (Fig. 22, 23, 24).

By late 1889, the addition of a paper mill to the community was a certainty. The newspaper observed that "The real estate of Lebanon will not only be greatly enhanced, but also that of the entire surrounding country. Already property is rapidly changing hands and just now is the time to buy if you want to save or make money" (The Lebanon Express, Nov. 22, 1889). In 1889, Wassom's Addition was platted. Given its location north of town, platting of this addition was probably related to the selection of the paper mill site nearby. Jonathon Wassom may have been selling lots with homes already built upon them based on an announcement in the paper stating that "Those wanting cheap homes on good and easy terms would do well to call on J. Wassom" (The Lebanon Express, Nov. 8, 1889). Also platted that same year was the smaller A. Cowan's Addition.

Building in the community intensified in 1890 with the paper mill under construction. The Lebanon Express summed up the inducements of the area asserting that:

> There is no town in Oregon with brighter prospects than Lebanon, it being situated near the center of Linn County, the finest agricultural county in the state located on the south fork of the Santiam at the terminus of the Lebanon branch of the S.P.R.R, with three trains a day, giving us good mail facilities...Laying to the west of our town is some of the finest grain and fruit lands in the county; to the north is land suitable for grain, hops, fruits and vegetables; to the south and east is a large stretch of country suitable for grain and stock raising...Lebanon has a population of seven to eight hundred, being the second largest town in the county...The citizens of our town have made arrangements with O'Neil [sic] Brothers of California, by which they agree to erect and operate paper mills with a capacity of five tons of paper per day...Our citizens are taking steps to organize a company for the construction of a water ditch...With all these improvements we may reasonably expect to double our population within the next eighteen months (The Lebanon Express, Jan. 24, 1890).

In early 1890, the newspaper reported that, "Several new additions to Lebanon are to be layed off as soon as the weather will permit" (The Lebanon Express, Jan. 31, 1890). In 1890, the following additions to Lebanon were platted: J.M. Ralston's Third and Fourth Additions; Kirkpatrick's Second and Third Additions; Park Addition; Burtenshaw's Addition; Hiatt's Addition; A. G. William's Addition; and Eaton's Addition. Also in 1890, Main Street was extended north to the paper mill, flour mill, and planing mill and Grove Street was opened to the paper mill (The Lebanon Express, Apr. 25, 1890; The Lebanon Express, Sept. 26, 1890).

In March of 1890, the newspaper reported that "The several additions to Lebanon are selling rapidly" (The Lebanon Express, March 21, 1890). By April, sixty-two lots had been sold (The Lebanon Express, Apr. 25, 1890) and, in June, it was reported that more than forty houses had already been built (The Lebanon Express, June 6, 1890). By September, that number had risen

to sixty (The Lebanon Express, Sept. 5, 1890). The pace quickened in September when "Deeds were made for twenty-three lots in Kirkpatrick's Third Addition on Wednesday, the very day they were put upon the market" (The Lebanon Express, Sept. 26, 1890). Lots were also being sold in the Park Addition to Lebanon.

Unplatted parcels near town were also being sold. Toward the end of 1890, the newspaper noted that, "It will be necessary to extend our corporate limits very soon. East Lebanon has built so rapidly this year that about one-third of our population reside just outside the city limits" (The Lebanon Express, Nov. 14, 1890). "Perhaps no part of town can boast as many new dwellings and more extensive improvements than our eastern suburb located on both sides of Bridge Ave" (The Lebanon Express, May 8, 1891).

Building and areal expansion continued in 1891. By April of that year, contracts to build twenty-five houses had already been let (The Lebanon Express, Apr. 3, 1891). The newspaper noted that "...the town is slowly growing in the direction of the Santiam" (The Lebanon Express, Feb. 6, 1891). Additions platted in 1891 included the Wm. Ralston Addition, a large addition extending Lebanon to the south, as well as Cotton's Addition and Osborne's Addition. M.A. Miller platted Miller's Addition to Lebanon in 1891, only to vacate the addition the following year. While the newspaper reported, in August, that more than forty lots had been sold in the Hill Addition in the preceding two months, no record of a Hill Addition in Lebanon could be located (The Lebanon Express, Aug. 7, 1891).

Probably because the demand for lots had been temporaily met by the extensive platting in the preceding several years, in 1892 only one addition was platted -- Wheeler's Addition. Then, perhaps prompted by the Panic of 1893 which was felt nationwide, no more lots were platted for the remainder of the decade. During the 1890's, the Oregon population growth rate was only 32%, down 52% from the previous decade (Dicken and Dicken 1979:105). Population growth in Lebanon was only 11.2% during the years 1890-1900; it appears as though much of this population growth occurred early in the decade, in association with the paper mill's establishment. Locally, because of the financial downturn, the Lebanon Bank was compelled to close its doors (Carey 1922:562).

A Wave of Invention

> "Some young men are objecting very much to the street lamps. They say it was a useless expense while some of the young ladies are complaining about it being too close to the front gate" (Minutes of the Lebanon City Council, March 22, 1889).

During the last quarter of the 19th century, a wave of invention swept over the United States, transforming the ways that middle- class Americans lived. Among the most important of these inventions were the telephone, invented in 1876, and the electric light which dates to 1879.

By 1890, telephone service had been established in Lebanon. In 1890, the newspaper noted that, "Lebanon and Sweet Home are to be brought within speaking distance of each other by means of a telephone line" (The Lebanon Express, Nov. 22, 1889). Telephones were also installed in the rural areas at this time. In 1888, The Lebanon Express noted that the "Hammer Bros. have erected a telephone line between their residences. A.A. Bashor also has one from his residence to the post office" ("Personal and Otherwise--Spicer," Feb. 2, 1888).

In 1888, the telegraph was still an important means of communication and Lebanon resident G.E. Hardy erected a telegraph line to Albany. He set his poles just outside of the railroad right of way (The Lebanon Express, Aug. 24, 1888).

In 1889, it appears that Lebanon purchased or inherited Corvallis' electric light plant. In May of 1889, the newspaper reported that, "most of the wire has been put up and the town will soon be lighted with electricity" (The Lebanon Express, May 17, 1889). The extent or success of that first plant is uncertain, since the Lebanon Electric Light and Water Co. was incorporated shortly thereafter, in 1891, in connection with the construction of the Lebanon Canal.

The Lebanon Canal (Fig. 25), an important Lebanon landscape feature, had its beginnings as early as January of 1885, when it was reported that plans were being made to tap the waters of the Santiam River for the community of Lebanon with Grant Nickerson and John Marks completing a survey of the proposed ditch from Cheadle's Falls (Feldman 1972). In 1886, the Lebanon and Santiam Water Ditch Co. was incorporated with a capital stock of ten thousand dollars, and, in March of 1887, the route for the proposed canal was surveyed (Feldman 1972). Apparently, no further action on the canal was taken at that time.

In May of 1891, engineer E.J. O'Conner completed a survey for a canal route through Lebanon and, in June of that year, the Lebanon Ditch Company was organized with Dr. Foley, C.H. Ralston, J.L. Cowan, M.A. Miller, J.J. Swan, W.B. Donaca and Frank O'Neill as directors. Plans called for water to be taken from the South Santiam River near Cheadle Falls, two miles southeast of town. The proposed route of the canal had it winding through town and then connecting with the 1872-73 Santiam-Albany Canal. In some areas, the canal probably took advantage of natural sloughs. Maude Kirkpatrick, granddaughter of Jeremiah Ralston, in referring to Ralston's meadow, which extended from Grove Street to Hiatt Street, noted that, "Where the ditch is was a large slough -- very high and spreading in winter and always carrying enough water for stock to drink" (Kirkpatrick 1978:25).

The construction contract was awarded to Thomas Price at 16 cents per cubic foot. Teams dragging iron scrapers through the river bottom soil and men with picks and shovels then finished the job. By November of 1891, the ditch was only half completed. Work halted at this point because of rain and because the twelve thousand dollars allotted for the job had been spent.

In December of 1891, the Lebanon City Council granted J.L. Cowan, Frank O' Neill, and L. Foley franchises for an electric plant and waterworks on the canal(The Lebanon Express,

Dec. 25, 1891). The canal was completed the following year. In 1892, however, the franchise for The Lebanon Electric Light and Water Co. was given to J.J. Du Bruille who leased water power from the Lebanon and Santiam Canal Co. C.G. Rawlings purchased a half interest in the business.

The waterworks were completed in 1893. A contract was let for the installation of 15 fire hydrants, and a water tower and tank were constructed adjacent to the waterworks (The Lebanon Express, Mar. 3, 1893; The Lebanon Express, May 19, 1893). In June of 1893, the Lebanon Electric Light and Water Co. had a large force of men at work digging ditches to lay the water pipes through the streets of the city (The Lebanon Express, June 9, 1893).

At the same time, the telephone company had a large crew of men at work putting up wires between Albany and Lebanon. When completed, residents of Lebanon were able to talk with people in Portland and Seattle (The Lebanon Express, July 7, 1893). Also in 1893, the newspaper noted that "The electric light machinery was started up last Saturday evening. The six arc's on Main Street improves the town wonderfully" (The Lebanon Express, Jan. 6, 1893).

In 1891, the city began draining the pond that was located in an unplatted area bounded by Park and Main Streets on the east and west and Isabella Street on the north. Apparently, the pond had served as a source of water fire protection (Sanborn Map and Publishing Co. Limited, 1892, 1898; The Lebanon Express, March 13, 1891). There were also cisterns located in the middle of the intersections of Main Street with Sherman Street and Grant Street (1884), Maple Street (1888), Ash Street (1892) and Vine Street (1898) (Sanborn Map and Publishing Co., Limited, 1884, 1888, 1892, 1898).

Introduction of the Chinese Ring-necked Pheasant

In the early 1880's, the Lebanon area became the location of the first sure foothold of the Chinese ring-necked pheasant on American soil when Owen Denny, area pioneer and later Director of Foreign Affairs and Vice-President of the Korean Home Ministry, released some of these pheasants on his childhood farm on Peterson's Butte. By 1888, farmers were complaining that, "Mongolian Pheasants are doing great damage to crops, especially wheat....if they are allowed their freedom for two years more the farmers will have to abandon and let them have the farms" (The Lebanon Express, Aug. 10, 1888).

Cemeteries

In 1889, the newspaper reported that:

> The A.F. and A.M. cemetery, one-half mile north of town, has been lately renovated and put in fine condition. It is a beautiful location, just the right kind of soil, and well adapted in every respect as the silent city of the dead. These lots can be bought now on very

> reasonable terms, and here the loved dead can secretly sleep until the last trump shall sound (The Lebanon Express, May 24, 1889).

The Pioneer Cemetery continued to be used for burials during this period. In 1898, Mrs. J.M. Ralston was circulated a subscription paper to raise money for the improvement of the old Lebanon cemetery as it was referred to. Her goal was to raise enough money to put the cemetery in good shape and put a well or a hydrant on the grounds (The Lebanon Express, Feb. 2, 1898).

Establishment of a Newspaper

In 1887, The Lebanon Express was founded by J.H. Stine. In the 1890's, another paper known as The Advance was published. The owners of The Advance purchased The Lebanon Express, by then published by H.Y. Kirkpatrick. The Advance was a Populist paper and The Lebanon Express favored the Democratic Party. The combined papers became known as the Express-Advance. In order to balance the viewpoint, a second newspaper, The Criterion, a Republican sheet, was established by W.H. Brown in 1898.

City Buildings and Services

In 1884, the first fire company was organized. The engine house for the fire department was located on the north side of Sherman Street, just west of the St. Charles Hotel (on the alley located 1/2 block west of Main Street). In 1885, the city began the process of purchasing the Masonic Hall on Main Street for use as an engine house (Minutes of the Lebanon City Council, Sept. 30, 1885). The Masonic Hall was located in the vicinity of what is today 865 Main Street. In April of 1890, the town jail was moved from the back of a lot on Second Street, between Sherman and Ash Streets, to a site behind the engine house (The Lebanon Express, Apr. 4, 1890).

Rural Developments

As a consequence of the construction of a narrow gauge railroad, several small villages sprang up along the railroad tracks. The locations of these communities were often dictated by the intersection of rural roads with the railroad. The post office of Spicer was established in 1886 at the intersection of the narrow gauge railroad and Spicer Drive (Mullen 1971:87). In 1887, the newspaper described Spicer, located five miles northwest of Lebanon and then only two years old, as having:

> ...a large warehouse capacity 60,000 bushels, operated by Mr. W.E. Spicer, for whom the town was named. A general merchandise store, formerly owned by Mr. A.A. Bashor, but now owned by Jno. W. Bell, Esq. Besides this there is a post office which is supplied by a daily mail, a telegraph and express office...Last but not least, is the general

> blacksmith and machine shops of J.A. _____ a first class mechanic and machinist. There are a half dozen neat residences and others expected to be built soon. There is also strong talk of another store by an eastern firm ("Told by Correspondents--Spicer," Nov. 25, 1887).

In 1888, the newspaper stated that Hammer Bros., lumber dealers at Spicer, were anticipating a busy summer because Albany and other places usually purchased their lumber supplies from this point (The Lebanon Express, Jan. 18, 1888).

At the crossing of the narrow gauge Oregonian Railway line and the Albany Lebanon Branch line, a depot was erected at the future site of Tallman. It was predicted that a town to rival Lebanon would spring up in this location ("Lebanon Notes," The Albany Register, Sept. 3, 1880). In 1886, a post office was established at this location (Mullen 1971:87). Tallman, also known as Lebanon Junction because of its location at the intersection of these two railroad lines, was surveyed as a town site by an Albany real estate company in 1889. At the time the newspaper professed:

> All right, we're glad of it, and hope that it will greatly enhance the real estate of all the adjacent country. The car of progress is moving this way and cannot be stopped, so take hold and pull or get out of the way and let her come (The Lebanon Express, Nov. 8, 1889).

A record of a Tallman plat has not been located. Tallman was named for James Tallman who had the original Donation Land Claim in this location. A description of the town in the late 19th century was given by Andrew Jackson Smith:

> Tallman was a busy place then. The railroad had a big wood yard there, the engines were wood burners and used to back up to the Albany Ditch to take on water. The warehouse was the grain center of the country about, and cars were loaded there nearly every day. The post office was in father's store, and there were usually a bunch of men swapping yarns and talking politics around the big stove ("Pioneer on Birthday Recalls Events of Many Years Ago," Jan.1, 1940).

In 1891, the newspaper reported that, "There is to be a building erected at the Lebanon Junction, for the accommodations of the traveling public. The building which now adorns the 'cross roads' is lacing in capacity--and a few other minor points" (The Lebanon Express, Apr. 3, 1891).

In the 1880's and 1890's, a number of people from east Tennessee settled in the Lebanon Precinct, north of Lebanon along the Santiam River, giving that region the appellation of "Tennessee".

Most of the land in the Lebanon area, which had not been claimed as Donation Land Claims, was purchased from the United States Government in the latter part of the 1850's. As late as 1893, however, a homestead claim was filed near Lebanon. The majority of land had been claimed as

donation land claims and that land which had not been claimed was generally purchased in the latter part of the 1850's. In this case, a Mr. Frazier Wallace could locate no owner to a parcel of Santiam bottom land he wished to purchase. He discovered the land was still owned by the U.S. Government and, thus, filed for a 42-acre Homestead ("A Remarkable Discovery," Dec. 15, 1893).

Commercial Development

During this period of history, the commercial district of Lebanon did not expand outward to any great extent, but development became more intensive within the same geographic area. Most new commercial construction took place on lots formerly occupied by older, wood-frame buildings (Sanborn Map and Publishing Co. Limited, 1884, 1888, 1892, 1898).

With the completion of the railroad to Lebanon in 1880 came the inevitable construction of a new hotel. In 1881, Isaac Conn and S.H. Claughton built the St. Charles Hotel on the northwest corner of Main and Sherman Streets. The newspaper reported that, "There are fifteen large and airy sleeping rooms, and everything about the house is new and clean as a silver dollar" ("The New Hotel at Lebanon", Aug. 26, 1881). Perhaps also related to the optimism generated by the railroad was the establishment of a bank in Lebanon in the early 1880's by James L. Cowan. (Mr. Cowan was the son-in-law of William B. Hamilton, who was a partner in the Hamilton Job Bank which opened in Corvallis in 1880.) The bank was known as the Bank of Lebanon and Mr. Cowan was sole proprietor for several years (Hines 1893:1015). In ca. 1888, J.M. and Charles Ralston became partners in the business. A wood-frame bank building is indicated on the 1888 Sanborn Fire Insurance maps on the site of what is currently the Kuhn Theater Building.

In 1884, Lebanon's business district consisted of one and two-story wood-frame buildings extending for three blocks along Main Street between Ash and Maple Streets. Buildings did not abut against one another and vacant lots were not uncommon. Several dwellings, most probably dating to the 1850's or 1860's, were interspersed among the commercial buildings along Main Street. The most important "business corner" appeared to be at the intersection of Grant and Main Streets (Sanborn Map and Publishing Co., Limited, 1884).

Perhaps as a consequence of the town's new railroad connection, Lebanon's commercial district took on a more permanent and stable appearance with the addition its first brick building. The Donaca Building, built by Andrews and Hackleman and located on the northwest corner of Main and Grant Streets, was built in 1886 (Fig. 26). The building had three separate storerooms on the first floor and the Masonic Hall was located on the second floor (Sanborn Map and Publishing Co., Limited, 1888). This building shows up prominently in an 1890 lithograph of Lebanon printed by the West Shore Magazine.

In 1889, Lebanon was described as having the following businesses:

> C.B. Montague, large mercantile store [northeast corner of Grant and Main Streets]; The Donaca corner store, a mercantile establishment [northwest corner of Grant and Main Streets]; Cruson and Miller, Hardware merchants; J.M and C.H. Ralston, Bank of Lebanon (J.M. Ralston was president) [located on the west side of Main Street one door north of the Donaca/ Masonic Hall Building]; (John) Burkhart and (Jake) Bilyeu, Liverymen; C.M. Talbot, One Price Cash store; M.A. Miller, Druggist; G.T. Cotton, Groceryman; A. Beard, Druggist; (T.C.) Peebler and (George) Buhl, grocers; F.M. Miller, Lebanon's only attorney at this time; Dr. J.S. Courtney, doctor; Mayers Bros., Blacksmiths; Dr. L. Foley; H.E. Parrish, proprietor of the St. Charles Hotel; J.[G.] E. Hardy, Jeweler and gunsmith; A.R. Cyrus, real estate agent; W.C. Peterson, real estate agent with Cyrus; F.J. Hendrickson, boot and shoe maker; J.T. Harbin, Blacksmith; E. Goan, dealer in furniture and undertaker; M'Clure and Kirk, barbers; W.J. Guy, proprietor of the Lebanon Saloon; Jacob Arn, Harness maker; Dr. Spencer Dudley, Dentist; Dr. Asa Peterson, Dentist; Wm. Rutherford, proprietor of the Arcade Saloon; I.R. Borum, barber; R.M. Bush, produce dealer ("Lebanon's Business Men," March 15, 1889).

The older Centennial Hotel is not mentioned above, but was in business throughout this period; it was renamed the Exchange Hotel in 1883 or 1884. In another article, it was noted that there are "...two hotels (the St. Charles the principal one)..." (The Lebanon Express, July 5, 1889). In 1890, the Exchange Hotel must have had a fair share of the business, however, since the newspaper reported that:

> Mr. Banta finds it necessary to build an addition to the Exchange hotel. Every room in the building is crowded, all the available rooms in the neighborhood have been rented, and yet he cannot accommodate the public. He contemplates adding about twenty rooms to his already commodious hotel (The Lebanon Express, July 11, 1890).

Based on the 1898 Sanborn Fire Insurance Maps, this contemplated addition did not occur at that time. Sometime after 1890, the name of the hotel was changed to the Hotel Lebanon.

A building boom of sorts occurred during the period 1890-1892. This increased building activity was probably a consequence of the construction of the paper mill. In 1891, it was pointed out that business was reasonably estimated at being 100 percent greater than in 1888 (City of Lebanon, 1892).

In 1891, a fire destroyed several buildings at the southwest corner of Main and Sherman Streets, including the city post office. These buildings, owned by Dr. J.S. Courtney, were replaced in 1891-92. On the corner, a one-story brick bank building, with a "clipped" corner entry, was erected for the Bank of Lebanon (Fig. 27). The newspaper reported that the building was "a thing

of beauty" (The Lebanon Express, Oct. 30, 1891). The two-story brick Courtney Building (Fig. 28), just south of the bank building, was not completed without a number of setbacks. In November, the newspaper related that, "On account of a bad foundation, Dr. Courtney had to have the wall of the new brick torn down after it had got about 15 feet high this week" (The Lebanon Express, Nov. 13, 1891). In December, the newspaper reported that, "Last night the foundation of Dr. Courtney's brick building gave again" (The Lebanon Express, Dec. 4, 1891). On Christmas Day 1891, the newspaper again reported damage to the building noting that, "The heavy wind just Sunday blew off about 14 feet of the brick wall on the west side of the Courtney Building" (The Lebanon Express, Dec. 25, 1891). Building resumed in the spring of the following year.

Wood-frame buildings, however, continued to dominate the commercial landscape (Fig. 29). Wood-frame buildings constructed during this period included the Joseph McDonald Butcher Shop (1880), current location of 754 Main Street; the O.T. Cotton Building (1890); the W.J. Guy Building (1890) in the general location of what is today 677 and 679 Main Street; the Brown Hansard Building (1891), in the general location of what is today the Kuhn Theater; the McCuclock Grocery Store Building (1891); the Demarata [Demoretta?] Rice Building (1891) in the general location of what is today 634 Main Street; the two story, 80 x 22 foot F.M. Miller Building (1891) designed by Mr. Barrett and located further north than any other commercial building at that time on the northeast corner of Main and Ash Streets; the S.P. Bach Building (1893); and the J. M. Ralston Building, built sometime between 1892 and 1898, on the southeast corner of Main and Sherman Streets. The aforementioned F.M. Miller Building was the location of the Lebanon Post Office in 1892 (Sanborn Fire Insurance Maps 1892).

While the Rice Building was the only building built during this period for which construction can be attributed to a woman, there were several other women with businesses at this time. Like Mrs. Rice, a milliner, all were involved in hat or dress making. Mrs. Cowan had a millinery shop and Mrs. Banta had a fashionable dressmaking establishment on Main Street (City of Lebanon, 1892).

Buildings in the business district were also being remodeled. Mr. Guy remodeled his corner building to correspond with the ornamental work on his new building, with the newspaper noting that, "William does not believe in the antediluvian style of doing things, but keeps abreast of the times" (The Lebanon Express, Aug. 22, 1890). In 1895, the newspaper noted that "A.C. Harden and son, W.E. Harden, are putting in a new front in the Montague Building..." (The Lebanon Express, April 5, 1895). Time-worn pioneer buildings were also being removed from the business district. In 1890, the newspaper noted that, "The old store building at the south end of Main Street which has served as an art gallery for the circus bill poster for a number of years was removed last week" (The Lebanon Express, Nov. 14, 1890). (Jeremiah Ralston's store building at the southwest corner of Oak and Main Streets disappeared sometime between 1888 and 1892, but it is uncertain if this is the building referred to above.)

The Panic of 1893 closed the Bank of Lebanon (Carey 1922:562). In ca. 1900, the Lebanon Banking Company also failed (Minutes of the Lebanon City Council, Sept. 22, 1900). The impact

of a new industry, the paper mill, kept the Lebanon economy ticking, however, although improvements to the business district slowed considerably until after the turn of the century.

Commercial Architecture

Both of the two-story brick buildings dating to this period were built in the High Victorian Italianate Style, the most popular style for commercial and public buildings at that time period. The hallmarks of this style are segmental or round arched windows, often with keystones, bracketed cornices, and, as in the case of the two Lebanon Buildings, cast iron elements in the design of the facade (Fig. 30). The newspaper noted the use of iron in the Courtney Building stating that, "Dr. Courteneys new building is beginning to put on a lively appearance. The heavy iron castings are being put in place, and indicate a strong and well built structure" (The Lebanon Express, Oct. 30, 1891). Cast iron architectural elements were available locally, in Albany. Firms operating at this time in Albany included Cherry Brothers, Hopkins Brosthers and the largest foundry outside of Portland, the Albany Iron Works. Elements could also be ordered from firms at some distance who sold their facades by catalogue, such as Mesker & Bros.

Although altered, the Donaca/Masonic Building at 780-796 Main Street and the Courtney Block at 712-722 Main Street are important for their association with the development of downtown Lebanon in the latter years of the 19th century (Fig. 31).

Industrial Developments

Sawmills and Planing Mills

G.W. Wheeler was operating his Lebanon sawmill on Wheeler Street at the canal. In 1887, forty feet of his dam was washed away by high water ("Lebanon of Forty-Six Years Ago," Oct. 5, 1933). This may have resulted in the removal of the mill in 1888 ("Lebanon in the Timber Industry," May 21, 1924).

S.A. Nickerson's Planing Mill and Sash and Door Factory continued to operate throughout most of this period (Sanborn Map and Publishing Co., Limited, 1888, 1892, 1898). In 1880, power was supplied to the planing mill by a water-powered turbine. In 1888, a second planing mill was established by Klepper and Ambler (The Lebanon Express, Dec. 7, 1888). In 1889, a lumber yard was established by J.D. Walton (The Lebanon Express, Feb 1, 1889). Walton and Wiley were operating a planing mill by November of 1889 (The Lebanon Express, Nov. 22, 1889). This may have been in the same location as the Klepper and Ambler mill.

Another planing mill, Goan's, was established in 1890 in order to keep up with the demands for dressed lumber. Goan's Planning Mill was located just west of the Grant Street crossing of the

Lebanon Canal (Sanborn Map and Publishing Co., Limited, 1892; The Lebanon Express, Apr. 25, 1890). In 1892, Wilson's Planing Mill was located on the northeast corner of Grove and Sherman. This was also in the location of the former Klepper and Ambler planing mill (Sanborn Map and Publishing Co., Limited, 1892). By 1898, Goan's Planing Mill was operated by J.J. Sawyer, while Wilson's Planing Mill was vacant. J.J. Sawyer advertised his business as the Lebanon Steam Planer, carrying a complete line of rough and dressed lumber, mouldings a specialty ("Additional Locals," Jan. 19, 1898).

In 1880, the Industrial Schedules of the United States Census list a Price and Nickerson Sawmill and a Conn Bros. Sawmill in the Lebanon Precinct. Each mill had two circular saws powered by a Smith wheel, with water supplied by the Santiam River. Logs for these operations were procured from the mountains and floated down the Santiam to the mills (Schedule Three, U.S. Census, Linn County Manufacturers, 1880). The locations of these sawmills has not been determined. An 1888 issue of The Lebanon Express refers to the Davis Brother's mill pond (The Lebanon Express, Nov. 30, 1888).

Outside of Lebanon, there was a Jenning's Mill in 1890. There was talk of building a flume from Jenning's Mill to Lebanon to transport lumber. Current research has not determined if these plans ever materialized (The Lebanon Express, Apr. 25, 1890). The McPherson Mill was also established in 1890 ("McPhearson Mill to Close After 70 Years' Operation," Oct. 20, 1960). In 1891, it was announced that, "Messrs. Walton, Wiley, & McPhearson have moved their sawmill down to the head of the Lebanon canal, where they are now running it by steam" (The Lebanon Express, Oct 23, 1891).

Flouring Mills

In 1880, the former Elkin's brothers Lebanon Mills was owned by Wassom, Settle and Co. The flour mill had three runs of stone with a capacity of 150 bushels per day. The mill did custom grinding and ground wheat, cornmeal, feed and other grains. (Schedule Three, U.S. Census, Linn County Manufacturers, 1880). In the 1880's, the mill was purchased by Benjamin Cleaver and leased to Joseph Wassom and John Unger. Wassom and Unger added to the machinery of the mill, including equipment for the roller process and new purifiers (The Lebanon Express, Aug. 19, 1887).

In February of 1890, the flume and the building housing the Lebanon Flour Mill were damaged by flooding (The Lebanon Express, Feb. 7, 1890). In April of that same year, the Lebanon Flour Mill was purchased by O'Neill Brothers of California, who planned to locate a large paper mill in the vicinity of the flour mill. The newspaper reported that they planned to make the flour mill a first class roller mill (The Lebanon Express, Apr. 18, 1890). Instead, the flour mill served as the machine shop for the paper mill ("Great Paper Industry Gained Through Crop Change of California Farmers," June 5, 1947).

With the construction of the Lebanon Canal, several industries were established in locations along the ditch closer to the center of the city. In 1892, the water-powered New City Roller Mills were built on the Lebanon Canal, just west of the Main Street crossing of the canal (Fig. 32). By 1898, this roller mill was known as the Champion Roller Mills and included a large grain warehouse (Sanborn Map and Publishing Co., Limited, 1892, 1898). E.E. Aldrich was the proprietor.

Excelsior Factory

In 1893, O'Neill Bros. and S.H. Myers formed a partnership to establish an excelsior plant in Lebanon. The operation used balm wood, which was considered useless, to manufacture wood shavings. Located across from the roller mill, on the canal just east of Main Street, the factory was water powered, using the "...large water wheel of the old flouring mill...."(The Lebanon Express, Mar. 31, 1893).

Paper Mill

By far, the establishment of the Lebanon Paper Mills was the most significant development in Lebanon during the latter part of the 19th century (Fig. 33). By 1889, the O'Neill Brothers of California had made the decision to locate a paper mill in Lebanon because of the availability of straw, which they used in their paper-making process, and because of the available water power. In 1889, the Lebanon community raised $5000.00 as a subsidy required by O'Neill Bros. of California to locate a $50,000.00 paper mill in Lebanon. When the money was secured, the newspaper explained that:

> This enterprise assures not only the success of our town, but is of vast interest to the entire county, as it will consume hundreds of dollars worth of straw, material that heretofore has been fed to the flames. It opens a market for more country produce and gives employment, regular and constant, to at least sixty hands. The pay rolls of the paper mill...will not be less than four-thousand dollars per month, which will swell our volume of trade very materially (The Lebanon Express, Nov. 22, 1889).

The following year, the newspaper reported that:

> Frank O'Neil [sic], who has spent several months in the East inspecting and purchasing machinery for the paper mill, returned Saturday. Mr. O'Neil [sic] has brought nothing but the best machinery, he has employed the foremost architect of the country to draft the structure, and says there will not be a better straw paper mill...in the United States....The main building will be 120 x 90 feet (The Lebanon Express, June 20, 1890).

The paper mill was water powered, using four large Lefel wheels (The Lebanon Express, Oct. 31, 1890), but was supplied with a back-up engine in case water levels dropped too low to provide

the necessary power (The Lebanon Express, Aug. 9, 1895). The paper mill began operating in December of 1891 (The Lebanon Express, Dec. 18, 1891). Initially, the paper mill manufactured butcher, grocer, and packing paper.

In 1895, a railroad spur, designated "The Callaghan Spur", was built by the paper mill to the main line of the Albany-Lebanon Branch of the Southern Pacific Railroad ("Great Paper Industry Gained Through Crop Change of California Farmers," June 5, 1947; The Lebanon Express, July 19, 1895). The spur was named for C.W. Callaghan, who was brought into the company shortly after the mill began its Lebanon operations. I.F. Conn of Albany built the railroad bridge that crossed the canal to the Mill (The Lebanon Express, Sept. 6, 1895).

Brick yards

In 1889, Elijah Osburn planned to establish a brick kiln on his land, east of J.M. Ralston's Addition (The Lebanon Express, Apr. 19, 1889). Supposedly, Mr. Osburn, along with James Hickman, had previously manufactured the brick for the Donaca Building at Main and Grant Streets ("Local Man Recalls Early Building Days," June 5, 1947).

In 1890, the newspaper reported that, "Mr. Hardin, a brick manufacturer, has procured ground of A. Dodge near the railroad and has begun work on his yard" (The Lebanon Express, May 9, 1890). Within a week, "Brick" Hardin, as he was known, had built two kilns and planned to turn out 7,000 bricks daily (The Lebanon Express, May 16, 1890). The establishment of a brick yard at this time may have been related to the construction of the new schoolhouse that summer which included an eight foot brick basement (The Lebanon Express, June 20, 1890) and the construction of the paper mill which also had a brick wall, built by Mr. Hardin, above the stone basement (The Lebanon Express, Oct. 24, 1890). Mr. Hardin also built flues and basements for residences (The Lebanon Express, July 25, 1890). In 1891, Mr. Hardin moved his brick yard to East Lebanon (The Lebanon Express, Apr. 17, 1891).

Cheese Factory

The Cheadle Cheese Factory was located south of town, along the Santiam Wagon Road on the Cheadle Donation Land Claim. Operating for approximately 10 years, beginning in the early 1890's, the cheese factory employed 12 men at peak season and produced 16 to 20 tons of cheese annually. Lewis Cheadle, son of Richard Cheadle, began the cheese factory in his house, but soon built a two-story factory across the street. A French Canadian cheese maker was hired to oversee the operations. The combined Cheadle family land claims in the area amounted to more than 1000 acres upon which dairy cows were grazed. Milk was also purchased from surrounding farmers. In addition to supplying local markets, the factory shipped cheese to other western states. Since the cheese factory was located along the wagon road, a supply of cheese was often purchased by those en route to the Cascadia resort ("Important Industry in the 1890's," Feb 28, 1957).

Tannery

In the 1890's, butchers Joel Mayer and Mr. Kellenberger decided to begin a tannery as a means of using animal hides, a by-product of their business. The tannery was located at the east end of Grant Street (Larson 1994).

Transportation

The Railroad

The tracks of the Albany-Lebanon Railroad were completed in September of 1880 and a railroad depot was constructed along the tracks just north of Sherman Street by September of that year (Minutes of the Lebanon City Council, Sept. 21, 1880). Since Lebanon was at the end-of-the-line, a turntable was located off of a spur south of the depot. The following month, the line was taken over by the Oregon and California Railroad; it served as a branch line to their main north-south line through Albany ("Oregon and California Railroad," 1924:334). Damage done by the Oregonian Railway in securing the business of this region was thus minimized. In the latter part of the 1880's, Southern Pacific took over the Oregon and California Railroad and thus acquired the Albany-Lebanon branch line.

Passenger service, with two trains daily, was available between Albany and Lebanon; at Albany, connections could be made with the main line. In 1896, however, Lebanon residents were not happy with what they called the "bob-tailed" railroad. Southern Pacific Railroad had taken off the passenger coach and replaced it with a regular old-fashioned yellow caboose with seats running along the sides. The newspaper made the following remarks concerning the situation:

> This throws the passengers, baggage and freight together and as there is a great deal of poultry shipped from this place, the most unsanitary and unpleasant condition is said to prevail. The people are justly indignant of such treatment and if the company keeps this caboose on, a great many people will go to and from Albany by team when the roads get good instead of riding in this car which is very little ahead of the old stage line ("Local Politics in 1896 Favor Populist Party," February 28, 1946).

In 1895, a spur line was constructed by O'Neill Bros. to the Lebanon Paper Mill, and in 1898, M.W. Watkins asked the city council to grant a right and franchise to the Albany, Lebanon, and Waterloo Railroad Co. to build the line south to the excelsior factory and flouring mill.

Another railroad which served the Lebanon area passed within three miles of the city in 1880. In the latter part of the 1870's, narrow gauge railroads were constructed in the Willamette Valley to serve areas missed by the Oregon and California Railroad. In 1877, farmers on the west side of the Willamette River met to discuss the possibility of establishing a rail line. Without rail

service, farmers on the west side of the Willamette found it difficult to compete with farmers on the east side of the river. The meeting resulted in the incorporation of the Dayton, Sheridan, and Grande Ronde Railroad. The line, which was initially constructed from Sheridan to Dayton, was taken over by creditors shortly after its construction. A group of Scottish capitalists, headed by the Earl of Airlie, paid off the indebtedness and took over the railroad. The line was renamed the Oregonian Railway Limited.

The company established a terminal on the east side of the Willamette River at Ray's Landing. From this point, they constructed the narrow gauge line south through Woodburn, Silverton, and into Linn County. The line reached Brownsville in 1880. There were several "stations" on the Oregonian Railway Limited line in the Lebanon Precinct, including the South Santiam Station, Tallman station and Spicer Station.

The narrow gauge did provide competition for Villard's Oregon and California Railroad and so obtained a lease of the line and made it a feeder line for his railroad. The Oregonian Railway Limited went into receivership in 1885. The line was abandoned until 1890 when Southern Pacific took over the line and extended it south from Coburg to Springfield. Southern Pacific also converted the track from narrow to regular gauge (Culp 1972).

Roads

Peak use of the Willamette Valley and Cascade Mountain Road (Santiam Wagon Road) occurred in the 1890's. Lebanon was considered at this time to be the initial point or terminus of the wagon road. The newspaper, which referred to this road as the Lebanon and Baker City Road, described Lebanon as the last trading point of any consequence on the road (The Lebanon Express, Feb. 21, 1890). The road was also used by those vacationing nearby at the summer resorts at Soda Springs.

Stagecoaches

While the coming of the railroad impacted stage lines, stage lines continued to serve routes not covered by the railroad, such as the Santiam Wagon Road. Burkhart and Bilyeu, owners of the local livery stable in the early part of this period, ran stages from Lebanon to several small towns (Gill 1881:577). In 1887, a tri-weekly stage operated between Lebanon and Sweet Home ("Lebanon of 46 Years Ago," May 11, 1933).

The Santiam-Albany Canal

Use of the canal as a transportation corridor diminished with the arrival of the railroad.

Other Modes of Transportation

Personal transportation was still by buggy, carriage or farm wagon. Several livery stables were located in Lebanon's business district. In 1884, only one livery stable was indicated on Sanborn Fire Insurance Maps. Located on the northeast corner of Main and Sherman Streets, it was operated by Burkhart and Bilyeu [map mistakenly identifies Bilyeu as Bilgen]. By 1888, there was also a livery stable operated by W.C. Peterson on the south side of Maple Street between Main and Second Streets. In 1892, the former Burkhart and Bilyeu livery building was moved to the back of its Main Street lot where it became the Smith boarding and feed yard. A new livery stable, operated by Westfall, was built on the south side of Grant Street between Main and Park Streets. By 1898, Westfall and Wilson operated both of these livery buildings (Sanborn Map and Publishing Co. Limited, 1884, 1888, 1892, 1898).

August Muetze operated a transfer business from a large barn on Vine and Williams Streets ("Tearing Down Old Barn," The Lebanon Express, Aug. 6, 1930).

In addition to these commercial enterprises, many residences had an associated barn or carriage house where a wagon or carriage and horses were kept.

Agricultural Developments

With the completion of the railroad, a large grain warehouse was erected on railroad property along the tracks near the depot in ca. 1881 (Fig. 34). In ca. 1883, the warehouse was leased by John Settle and was known as the Lebanon Warehouse. The warehouse had a capacity of 60,000 bushels. This warehouse is still standing along the west side of the railroad tracks between Sherman and Grant Streets and is a very significant Lebanon building. The warehouse, which is remarkably intact, is an outstanding example of timber frame construction as applied to a grain warehouse in the 19th century. It is also significant for its association with the construction of the railroad and the grain-based agriculture of the region in the 19th century. By 1888, W.B. Donaca also had another grain warehouse along the tracks north of the Settle Warehouse (Sanborn Map and Publishing Co. Limited, 1888).

In the 1880's, wheat and oats were still the main crops being grown on farm acreage in the Lebanon Precinct. Improved farmland was selling from $20 to $50 an acre. The narrow gauge Oregonian Railway offered to purchase and store all the grain and other produce offered by farmers along its line. The newspaper noted that "...with their facilities for storing and shipping, and the immense capital at their command, they can outbid all other parties....A change in the mode, style and channels of business seems imminent in handling the produce of this valley" ("Railroad Items," Sept. 3, 1880).

By 1890, wheat yields had diminished and the Willamette Valley had lost its dominance as a wheat producing area to eastern Oregon (Dicken and Dicken 1979:117). Farmers began diversifying,

turning their attention to forage crops and specialty crops, such as fruits, vegetables, flax and hops (Dicken and Dicken 1979:117). Hops were already being grown in the Lebanon area in the 1880's (Lebanon Express, Sept. 9, 1887). An 1892 Lebanon brochure pointed out that:

> The bottom lands along the Santiam River are especially rich and make the finest hop yards. This industry is fast becoming an important factor in the commerce of Lebanon. There was a large addition of acreage to this crop in 1891....There was paid out in Lebanon...over $60,000 for this one article of trade, all grown in a radius of less than six miles from Lebanon (City of Lebanon 1892).

Flax was being grown on a limited basis with the hope of a linen factory being established (City of Lebanon 1892).

Horticulture

Several area farmers had apple orchards in 1880 with the largest orchards belonging to J.R. Baltimore and W.V. Baltimore. Fruit growing diversified in the following years. According to one source, in 1890 and 1891, "more than ten thousand prune trees alone, besides many peach, pear, apple and cherry trees have been set in less than ten miles of Lebanon" (City of Lebanon 1892). It was predicted that in the future the canning industry would locate a plant nearby (City of Lebanon 1892). This period witnessed the beginnings of the local commercial strawberry industry, with James and Sol Lindley identified as pioneers in this pursuit ("Strawberries Come into Own as Major Crop," Nov. 1925).

Stock Raising

In 1895, Southern Pacific Railroad built two stock yard pens (The Lebanon Express, June 21, 1895).

Farm Buildings

During this period, the Western Barn was the most common type of large, multiple-purpose barn. The Western Barn was characterized by a high ridge and high eaves (Dole 1974:220). Lean-tos, if used, were incorporated under a continuous roof. The interior of the barn was divided into two distinct floors: the lower floor had stalls for horses, stanchions for cows, and space for farm equipment; and the upper floor was a high hay mow (Dole 1974:220). These barns incorporated the hay fork lift and often, if hay was unloaded on the outside of the barn, a hay hood or cantilevered roof (Dole 1974:220). By the late nineteenth century, structural members were sawed and generally smaller in dimension than their hewn predecessors. Toe-nailed connections began replacing mortise and tenon, pegged connections.

In the nineteenth century, the variety and number of agricultural outbuildings could be extensive on a single farm, including stock barns, which were smaller than Western barns, granaries, smokehouses, hog barns, chicken coops, blacksmith shops etc.

Education

During the 1880's, the Santiam Academy added secondary classes, including a normal school ("Santiam Academy Begins Education," June 5, 1947). At the same time, the public school building near the southwest corner of Second and Ash Streets continued to be used. As early as 1888, the directors of the Lebanon School District selected a block, at what was then the terminus of the railroad, for the location of a new school. In 1890, a new two-story, wood-frame public school building was erected on a square block on Second Street bounded by "A" and "B" Streets (Fig. 35). By 1892, the former school building was being used for hay storage (Sanborn Map and Publishing Co., Limited, 1892).

In the rural area, several new school districts were established. The Cheadle (later known as Crowfoot) School District #89 was established in 1881. The first school of the district was located on land donated by A.M. Lewis. In 1896, land was purchased by the school district for a new schoolhouse. The site on which it was situated was at a point where several roads intersected; hence, the name "Crowfoot" for the new district schoolhouse.

The Tennessee School District #102 was established in 1889. The first Tennessee School was in approximately the same location as the current Tennessee School. School District #7 had its name changed from Bently to Tallman in 1887 ("Lebanon of 46 Years Ago," Apr. 13, 1933). The Gore School built a new schoolhouse in the late 1890's ("Hazel Nichols: Lots of Memories," July 1, 1976).

Religion

During this period, the traditional Protestant denominations governed spiritual life in Lebanon with several new congregations formed, including the First Baptist Church and the Lebanon Presbyterian Church. Most of the congregations erected wood-frame church buildings during this period of history.

The Lebanon Presbyterian Church was organized in 1881, an offshoot of the Lebanon Cumberland Presbyterian Church (First United Presbyterian Church, Lebanon, Oregon, 1981). Until 1884, the congrgation met in the old Masonic Hall Building on the east side of Main Street. In 1884, the congregation erected a church on the west side of Second Street between Ash and Vine Streets. Designed by architect W.H. Wiens, the Presbyterian Church had a side-steeple, unlike most of the center-steepled churches built in Lebanon at this time (Fig. 36).

Lebanon's First Baptist Church was organized in 1890. The following year the congregation built a wood-frame church building on the southeast corner of Grant and Grove Streets. This building is still standing, although it was remodeled in the early 20th century (Fig. 37). Nonetheless, it is one of only two remaining examples of wood-frame churches in Lebanon dating to the 19th century.

Previously a part of the Brownsville Circuit, Lebanon, in 1886, became a separate station of the Methodist Episcopal Church with Rev. P.M. Starr appointed as pastor. In 1887, the congregation moved away from the Santiam Academy location purchasing two lots on the southwest corner of Park and Vine Streets. Here, under the leadership of Rev. Walton Skipworth, a church and parsonage were completed in 1888 (The Lebanon Express, Jan. 4, 1889).

The Methodist Episcopal Church South built a new church on the northwest corner of Second and Ash Streets in 1891 (The Lebanon Express, Feb. 6, 1891). This building is still standing, relocated to 600 Fifth Street, and is architecturally important as the best remaining example of a wood-frame Lebanon church dating to the 19th century (Fig. 38). A parsonage had been built just to the north by 1898 (Sanborn Map and Publishing Co., Limited, 1892, 1898).

The Cumberland Presbyterian congregation remained in the wood-frame church located near the Santiam Academy, but built a new parsonage in 1890. The parsonage was probably located at 263 Park Street, based on the purchase of a lot in this location by the church in 1890.

In the rural area, a new Southern Methodist Church building was erected at Spicer in 1888. The building was described as 32x42 feet, with 16 feet between floor and ceiling and a bell tower 77 feet in height. Z.T. Bryant of Lebanon was the contractor for this church, as well as for the 1887 Methodist Church in Lebanon ("Personal and Otherwise--The Spicer Church", March 16, 1888).

The first Mennonites began to settle in this portion of Linn County in 1887 (Nofziger 1994). In 1894, the Fairview Amish Mennonite Church was established. In ca. 1895, the congregation began to use the old Dunkard Church Building in the Spicer vicinity.

Other Cultures

There was a growing sentiment against the Chinese in the 1880's. In 1882, the U.S. Congress passed the Chinese Exclusion Act which banned Chinese from U.S. citizenship. That same year, a Linn County Directory made a point of noting that no Chinese were employed at the St. Charles Hotel in Lebanon. In 1886, an anti-Chinese "convention" was held in Portland, adopting a resolution asking Chinese to go to San Francisco or elsewhere where they were wanted (Dicken and Dicken 1979:105).

> In the 1880's, Native Americans from the Warm Springs Reservation were employed in the hop yards near Lebanon (The Lebanon Express, Sept. 9, 1887).

Fraternal Organizations and Social Clubs

Fraternal organizations were a very important part of late 19th century culture in the United States. Many towns, even very small towns, had their own Masonic Orders, Odd Fellows Lodges, or other fraternal orders. Often, these organizations would build their own meeting halls, with business space for lease on the lower floor. In 1887, Masonic Lodge #47 had their hall on the second floor of the two-story Donaca/Masonic Building. Fraternal organizations established in Lebanon during this time period included an Eastern Star Chapter organized in 1899. As in the earlier period, the Odd Fellows, Masons, and Good Templars were still popular.

"During these early decades much of the social life began with the town band and many leading business men belonged to the band..." (Wallace 1942: 16). Many of the men who played in the Lebanon Peerless Band, as it was known, organized the first volunteer fire department in the community ("'Band Boys' of 1910 Were Sponsors of Social Events," June 5, 1947:7).

A G.A.R. (Grand Army of the Republic) Hall was located on the second floor of the F.M. Miller Building, on the northeast corner of Main and Ash Streets (Sanborn Fire Insurance Maps 1892).

Grange organizations continued to be important. In the late 19th century, the Spring Bank Grange was located south of Lebanon ("The Russell Roses Can Remember 'What it Was Like'," Jan. 26, 1978).

Recreational Pursuits

In May of 1890, J.R. Kirkpatrick purchased 33 1/2 acres of land in the northeast part of Lebanon. He planned to transform 10 acres into a beautiful park which the newspaper noted:

> ...will add to our town a very attractive feature which hitherto was supposed to belong to cities alone...He will build a boat house on the canal, which forms the eastern boundary, and launch two boats for the accommodation of pleasure seekers...we can see in the near future a retreat for the over-taxed, the weary and the pleasure-seeker, no less inviting than the more pretentious resorts which have a national reputation (The Lebanon Express, June 6, 1890).

The park was free to the people of Lebanon on public occasions (The City of Lebanon, 1892). In the six acres which composed the park, there were 400 kinds of flowers and ornamental trees, 200 varieties of evergreens, choice roses, and even forty coffee trees from northern Africa. The trees were planted to represent circles, diamonds, hearts, etc. (City of Lebanon, 1892).

Adjoining the park was a horticultural garden. In 1891, J.R. and H. Y. Kirkpatrick engaged a landscape gardener and florist, Mr. Kizer, to "arrange and beautify their horticultural garden...." (The Lebanon Express, Feb. 13, 1891).

In 1890, the newspaper noted that, "Property owners on Vine Street are setting shade trees in front of their property. This street will be open through Isabella Park to the Horticultural Garden and will be adorned with Norway maple on either side of its entire length. A beautiful driveway it will be...." (The Lebanon Express, Dec. 12, 1890). Another source indicated that this driveway to the park from Main Street also included black walnut trees (City of Lebanon, 1892). The newspaper warned, however, that it "behooves those who have set shade trees around their property to protect their trees against the town cows" (The Lebanon Express, Apr. 10, 1891).

Cascadia was a popular destination for summer vacations for local residents during this time period. The resort was located along the Santiam Wagon Road east of Lebanon. Sodaville, located near Lebanon, continued to be a popular resort. A popular recreational activity at this time was climbing up Peterson's Butte ("They Were Fun-Loving...Young'uns Had Fun Back When, Even Without Cars, Movies," June 5, 1947:7).

Residential Development and Architecture

> "There is perhaps more stir in the residence section than in the business portion of town. In the northern part of town especially, there are a great many new dwellings either in the process of construction or projected and many of them are quite pretentious structures" (The Lebanon Express, Aug. 9, 1889).

Mirroring the building in the business district at this time, residential construction flourished during the period 1889-1892. In August of 1889, the newspaper reported that:

> Teams are all busy hauling lumber for new buildings, or repairs on old ones. Everywhere are signs of improvement. No houses in town for rent. It would be a good investment for some of our property owners to put up some new houses to rent (The Lebanon Express, Aug. 16, 1889).

In 1890, 114 business and residence houses were built and, in 1891, 96 buildings were built, the vast majority being houses.

In the new additions, fashionable residences in the Italianate, Victorian Gothic, Stick, and Queen Anne/Eastlake styles, were built along side persisting vernacular forms, such as hall and parlour and gable-front and wing houses. Likewise, houses of these styles were also being constructed in the older sections of town, replacing the time worn pioneer housing. (For photographs illustrating the styles and types of residences built during this period, see Volume II, Identification).

New ordinances affected the character of the residential neighborhoods. An ordinance requiring cows to be penned at night was designed to do away with the nuisance of bovines roaming at large through the city during the night hours. Offensive smells emanating from a resident's privy, hog pen, hog trough, swill barrel, sewer or sink were also subject to a fine (Lebanon City Council, Mar. 13, 1888).

Building Materials

Wood continued to be the dominant building material for residential construction. Although there were three planning mills in Lebanon in 1890, at least one contractor was mentioned as having ordered lumber from the Coburg sawmill (The Lebanon Express, Apr. 3, 1891). Lumber from the Coburg sawmill, located in Lane County, was also used in the construction of the paper mill buildings.

Shingles were manufactured ten miles east of Lebanon at the Vroom Brothers Shingle Mill. Lebanon was the point of distribution for "Millions of shingles for the home market and for shipment abroad..." (City of Lebanon, 1892). In this period, the most popular wall cladding was a horizontal drop siding referred to as rustic siding. Box construction declined in popularity and the balloon frame, which accommodated the irregular house forms associated with the styles of the period, was the conventional type of house framing system. Of interest was a note in the newspaper which read, "Mr. Mayberry, who recently came from Albany, is building a house. The frame of this building was shipped from Albany" (The Lebanon Express, Aug. 1, 1890).

With the availability of larger pieces of glass, the most typical window of the period was the 1/1 (one pane over one pane) double-hung sash window. Windows in various shapes and sizes were available to suit the stylistic exigencies of the Queen Anne and related styles. Large, fixed sash windows, precursors to "picture windows", were used for the first time and, with the advent of electricity, houses were wired for the first time. Toilet facilities likewise began moving from the backyard into the house.

In 1890, the newspaper reported that " a large percentage of the buildings erected in Lebanon this fall have been plastered. The latter finish is preferable to either paper or ceiling, and is, perhaps, all things considered, the cheapest finish" (The Lebanon Express, Nov.14, 1890).

Rock was often used as a foundation material for the commercial and public buildings of the period. The newspaper noted that, "Since work began on the basement of the paper mill a stone quarry has been opened near town and we find that there is an excellent quantity of building stone near at hand" (The Lebanon Express, Oct. 10, 1890).

Style and Vernacular

Gothic Revival architecture of the preceding period evolved into High Victorian Gothic. While still maintaining the vertical quality of the Gothic Revival, the ornamentation of High Victorian Gothic had a heavier feeling with carved gable trusses replacing the delicate vergeboard of the 1860's. The roof profiles of these latter examples also become more complex and often incorporated several gable wall dormers. Unaltered examples of this style are rare in Lebanon, with the best example the Walton-Kimmel House at 611 Grove Street, built in 1889 (Fig. 39). Another example, the Dodge-Dart House (1890) at 387 Third Street, has the Gothic dormer but few other elements of the style, although more stylistic elements were probably located on the original porch of the house which has been replaced. The Andrews House at 120 E. Vine (Fig. 40) is a good example that has been altered in recent years Traditional center-gabled examples were still being built in this period. The Maurer House in the Tennessee area probably was built in the 1880's (Fig.41).

The Italianate Style achieved popularity in Lebanon in ca. 1880. Both square plans and compound plans, that is "L"-shaped or "T"-shaped plans, were used. The Italinate Style houses dating from this period of history and identified in previous surveys include several different plan types and expressions, but the style is represented by only a few remaining houses. Good examples include the Donaca House (ca. 1880) at 764 Second Street and the Morris-McPherson located at 1115 Hiatt (Figs. 42, 43). Altered for use as a funeral home, but still retaining the identifying characteristics of the style, is the Foley House (ca. 1880) at 86 W. Grant (Fig.44).

The Italianate Style was also applied to smaller houses of the period resulting in the Italianate Cottage. In the 1890's, the Italianate Style houses often incorporated Queen Anne Style elements in their design, such as stained glass windows and patterned shingles. The Italianate Style appears to have been the choice of prominent residents who built in the 1880's, with Italianate houses owned by C.B. Montague (Fig. 45), Charles Ralston (Fig. 46), Mr. Foley, and Mr. Donaca.

The French Second Empire Style was popular for a short period of time in Oregon, primarily in the 1870's and 1880's. The hallmark of the style was the mansard roof, often punctuated with dormers. Much of the ornamentation was similar to that found on Italianate houses of the period. Based on the fact that there are no known extant examples of this style in Lebanon, the style was probably not well-represented.

The Queen Anne Style in America dates to the 1876 Philadelphia Centennial celebration. The British exposition buildings, dubbed "Queen Anne" for the era they were supposedly recreating, fascinated the public (Schweitzer and Davis 1990:44). Pattern books were issued almost immediately. In Lebanon, the earliest extant example of the style dates to 1887. The Queen Anne Style was characterized by asymmetrical massing, verandas, a variety of surface textures and patterns, especially fish-scale shingles and sunburst patterns. Window variety was also a hallmark

of the style, including the first "picture" windows and the use of stained glass (Schweitzer and Schweitzer 1990:44). Many examples had turrets or towers. The style was applied to larger homes as well as cottages. Schweitzer and Davis (1990) note that:

> The main interior feature of the Queen Anne was its sizable entry hall based on the Medieval prototype. A front formal parlour was also common, as was an elaborate spindled
> staircase with massive newel posts at the landings. Sliding pocket doors separated larger rooms and were set in a way that opened the entire first floor for entertaining... Significantly, central heating and bathrooms with indoor toilets began to appear in these homes (Schweitzer and Davis 1990:44).

Variants of the Queen Anne Style include the Stick Style, in which the structural members of the house are suggested by the surface treatment, and the Shingle Style, a reaction to the Stick Style based on exterior shingle cladding material and broad gable ends which are sometimes gambrel in form. Eastlake is a term often applied to Queen Anne buildings which have a profusion of three-dimensional woodwork, such as spindles, knobs, and perforated circular motifs (Whiffen 1969:123). The earliest known Lebanon example, the Ralston-Lowe Cottage (1887) located at 481 Main Street (Fig. 47), shows the influence of the Stick Style in its design. Other good examples illustrating Stick Style influence include the Hiram Baker House (1895) at 515 E. Grant Street (Fig. 48), built by J.N. Crandall, and the Stewart-Sterling House (1893) at 310 W. Grant Street (Fig. 49). Often, examples built in the early 1890's have more ornamentation and the ornamentation is often more delicate with Eastlake elements, scroll sawn ornaments and turned balusters, and sunbursts than later examples. A good example dating to the 1890's is they Crandall-Howe House (ca. 1897) at 488 Second Street (Fig 50). Toward the later part of the 1890's, the quantity and complexity of ornamentation lessens considerably. There are several one-story houses with Queen Anne elements in Lebanon, including the Leora Stokes House (1891) at 293 E. Vine Street and the Arnott-Mayer House (ca. 1895) relocated to 136 Rose Street (Figs. 51, 52).

A number of house types were constructed locally in the late 19th century. Based on previous survey data, the most prevalent vernacular form during this period was the gable-front and wing plan, which echoed the farmhouses of the 1870's and continued to be built in rural areas and in small towns in the 1880's and 1890's. These were two-story houses with an ell or a wing that resulted in an "L" or "T" shape. A good Lebanon example is the A.E. Ansorge House (1895) at 1242 Second Street, a small example of the type (Fig. 53). The Settle House is a good rural example (Fig. 54). The gable-front vernacular was similar to the gable-front and wing plan described above but had no perpendicular extensions.

The hall and parlor vernacular, an early house type built throughout the 19th century, was one or one-and-a-half stories and one room deep, with a side-gabled plan and three bays (divisions) on the main facade, the central bay serving as the entry. A good Lebanon example is the Julia

Thayer House (1887) at 478 Isabella (Fig. 55). The "I" house was similar, but it was generally two stories. Massed plan side-gabled houses were similar to the hall and parlour house but were two rooms deep.

A one story hipped-roof cottage was also being built in the 1890's and may be related to the need for worker housing for paper mill employees (Fig. 56).

Architects and Builders

> "One day this week one of our carpenters said he had work engaged ahead for over three months, and could get a great deal more if he wanted it. He said it is a hard matter to get workmen at any price and it is the first time he has ever seen in Lebanon when everybody could get more work than they could do" (The Lebanon Express, Sept. 20, 1889).

> "When we stated last week that twenty carpenters found employment in Lebanon we placed the estimate entirely too low. Actual counts show more than forty carpenters at work" (The Lebanon Express, Aug. 22, 1890).

Among the builders known to have worked in Lebanon during this period were: Mr. Elkins, a barn builder; Chas. Stokes; J.N. Crandall and Sons; I.F. Conn; A.C. Harden and his son, W.E. Harden; J.G. Boyles; Aaron Springer; Banta and Williams, who "come as near building a house in a day as any mechanics in the country" (The Lebanon Express, May 9, 1890); William Carlile; I. Banta; J.W. Banta; W.S. Mayberry; Lonsberry; and John S. Baker, who advertised himself as a contractor, builder and designer in 1890 (The Lebanon Express, Sept. 12, 1890). Mr. Baker worked on the construction of the 1890 public school building (The Lebanon Express, Nov. 7, 1890).

J.N. Crandall was an architect and builder who came to Lebanon from Smith Center, Kansas, in ca. 1890. Mr. Crandall was the contractor in charge of the construction of the courthouse in Smith Center. Three of Mr. Crandall's sons lived in Lebanon: A.I. Crandall, also an architect, L.A. Crandall, and I.M. Crandall. During the 1890's, J.N. Crandall had the greatest influence of the four Crandalls on building of the area. This would change after the turn of the century when his sons had a major impact on area building.

Z.T. Bryant was a local contractor who built a number of churches in the area including: the 1890-91 Methodist Episcopal Church South; the 1884 First Presbyterian Church; and the 1888 Southern Methodist Church at Spicer ("History of Churches," Mar. 16, 1923; "Personal and Otherwise--The Spicer Church", March 16, 1888; The Lebanon Express, Feb. 6, 1891).

Albany contractors, Chamberlain Bros., were awarded a contract for the foundation of the Courtney Block in 1891 (The Lebanon Express, Aug. 28 1891). J.S. Morgan was the contractor for the Courtney Building (The Lebanon Express, Oct. 9, 1891).

Several architects were either practicing in Lebanon or known to have designed Lebanon buildings during this period. I.F. Conn advertised himself as a contractor, carpenter, and builder with plans and specifications furnished (The Lebanon Express, Oct. 21, 1887; The Lebanon Express, Feb. 10, 1888). In 1887, Mr. Conn was said to have had several contracts in Lebanon (The Lebanon Express, Mar. 26, 1887). He is known to have built the John Ralston House at 481 Main Street during that year. Architect Schell, of Albany, was awarded the contract for designing the new public school building in 1890. Mr. Barrett, who was referred to several times in the newspaper as "architect and builder", is known to have served as the architect for the 1891 Baptist Church. (The Lebanon Express, July 17, 1891). According to one source, the Colonel Montague House was the first house in Lebanon built to architect's specifications (Wallace 1942:17); Mr. Barrett was the architect. J.N. Crandall, who came to Lebanon in ca. 1890, was said to be "not only a first-class mechanic [builder], but also a good designer and architect" (City of Lebanon, 1892). Portland architect W.H. Wiens designed the Presbyterian Church built in 1884.

Outbuildings

Photographs and Sanborn Fire Insurance Maps of this period indicate that a number of outbuildings commonly associated with a dwelling. Small barns appear quite prevalent, as do outhouses or privies in the period before indoor toilet facilities. Reminiscing about the 1890's, Hazel Nichols recalled that, "The homes were on large enough lots for a house, a barn, a woodshed and an outside toilet" ("Hazel Nichols: Lots of Memories," July 1, 1976). Windmills to provide residences with a gravity fed water supply became popular in this time period. In 1887, the newspaper described the windmill and tank house completed by G.W. Smith on his Main Street property:

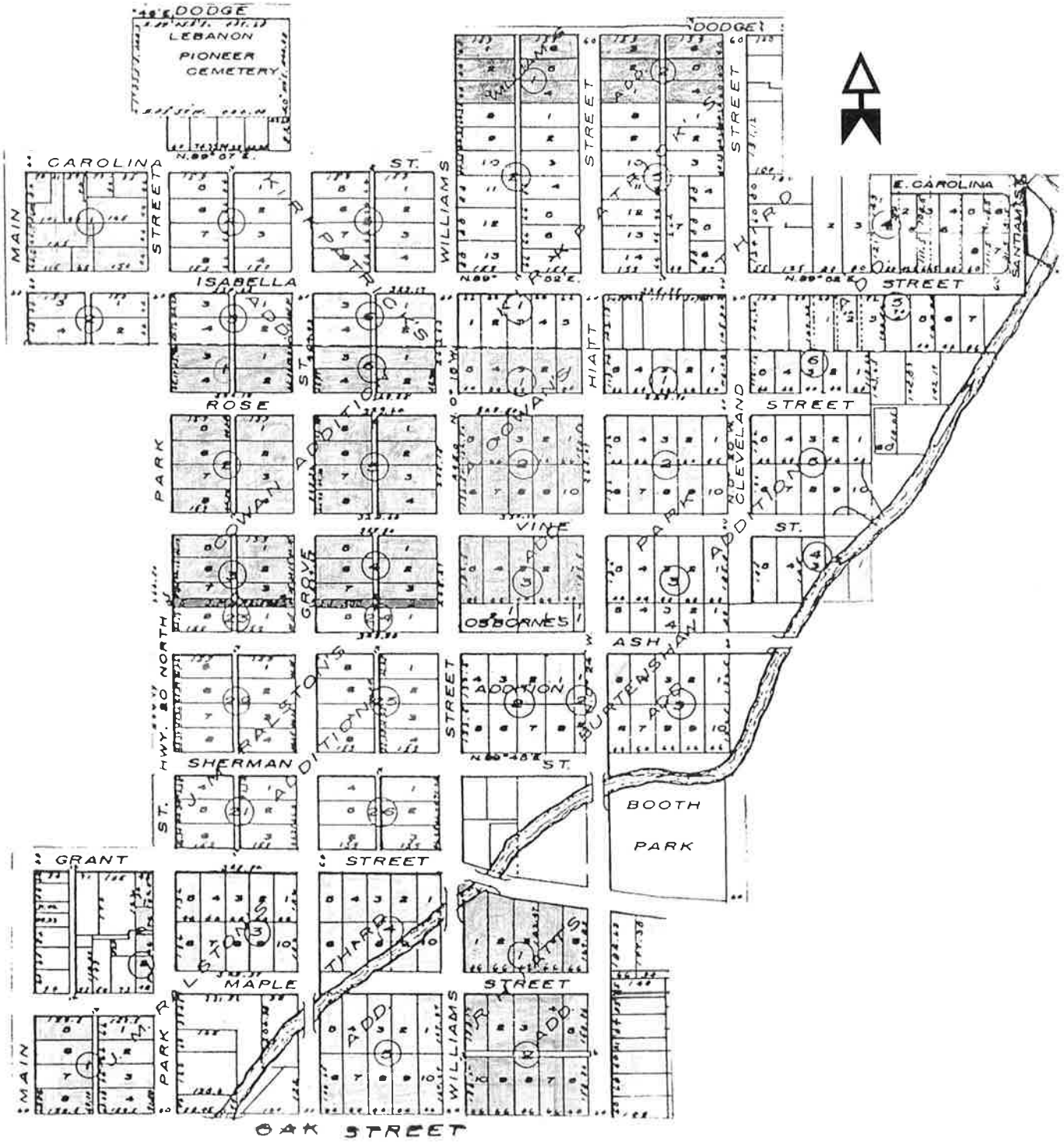
> The tank house at the base is fourteen feet square, the ground floor being used as a wash house, the next floor as a dry house and bath room. It is supplied with a stove and all other appliances...It is of great value for irrigating purposes at the squire's beautiful green yard..." (The Lebanon Express, Aug. 5, 1887).

Distribution

Houses dating to this time period were built in residential neighborhoods in the older portions of the city as well as in the new additions platted in the late 19th century. The largest concentrations of houses representing this time period may be located in the northeast section of town. Grove Street surpassed all other streets in the matter of building (The Lebanon Express, Sept. 26, 1890). Park Street and East Lebanon were also favored areas of development (The Lebanon Express, Jan. 30, 1891).

FIGURE 22 . Additions to the Original Town of Lebanon platted between 1880 and 1905 (Map 1 of 3).

Cowan Addition (1887) = red
J.M. Ralston's Addition (1887) = yellow
J.M. Ralston's Second Addition (1887) = navy blue
(located between J.M. Ralston's Addition and Cowan Addition)
Kirkpatrick's Addition (1889) = light green
A. Cowan's Addition (1889) = blue
J.M. Ralston's Third Addition (1890) = dark green
Kirkpatrick's Third Addition (1890) = orange
Park Addition (1890) = brown
Hiatt's Addition (1890) = violet
Burtenshaw's Addition (1890) = pink
William's Addition (1890) = purple
Osborne's Addition (1891) = gray
Unplatted areas = white


DODGE
LEBANON
PIONEER
CEMETERY
CAROLINA
MAIN
STREET
ISABELLA
ROSE
PARK
GRAVE
HWY. 20 NORTH
SHERMAN
ST.
GRANT
MAIN
MAPLE
PARK
WILLIAMS
STREET
HIATT
VINE
OSBORNES
ADDITION
ASH
STREET
BOOTH
PARK
E. CAROLINA
CLEVELAND
ST.
OAK STREET

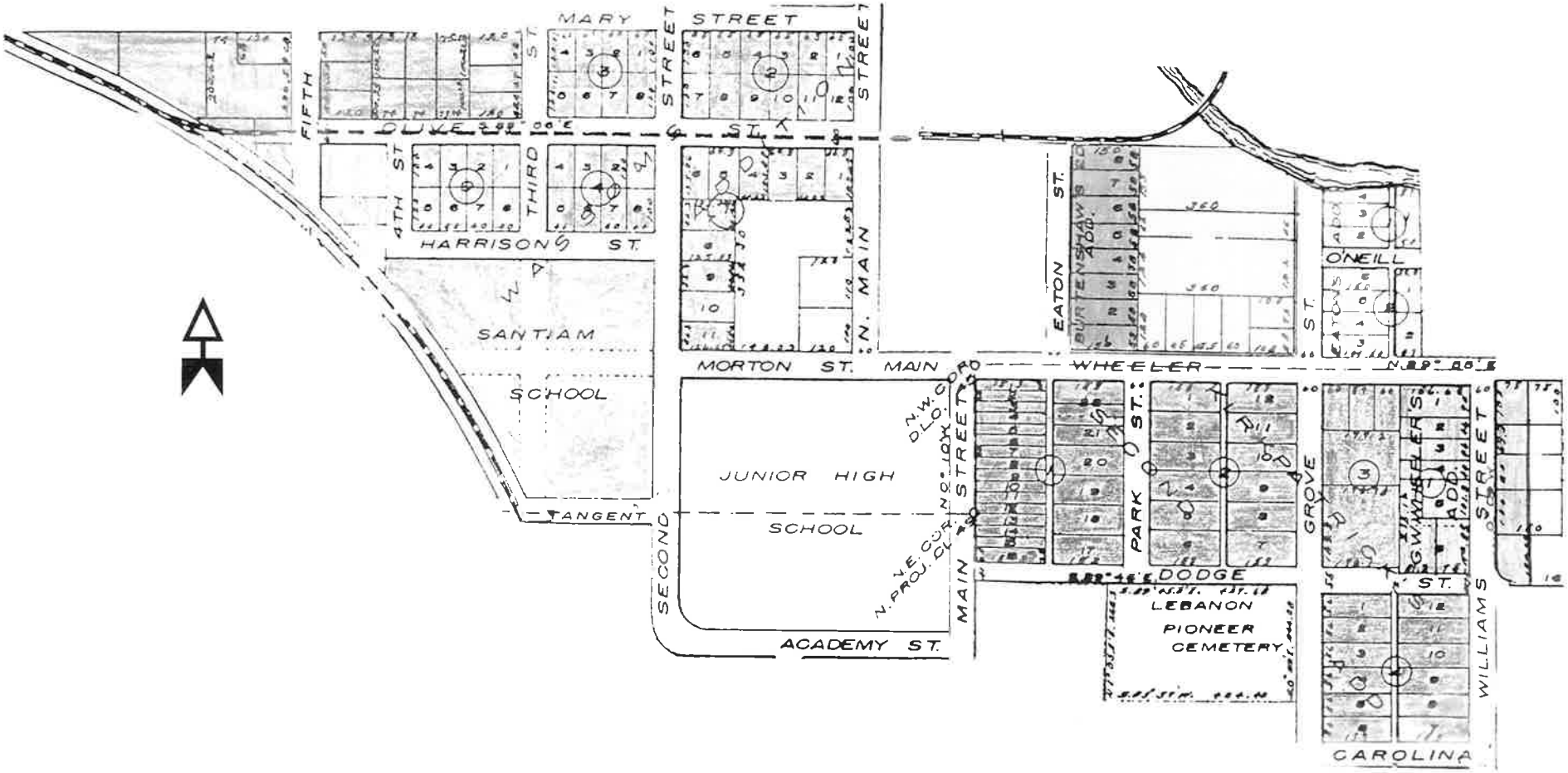
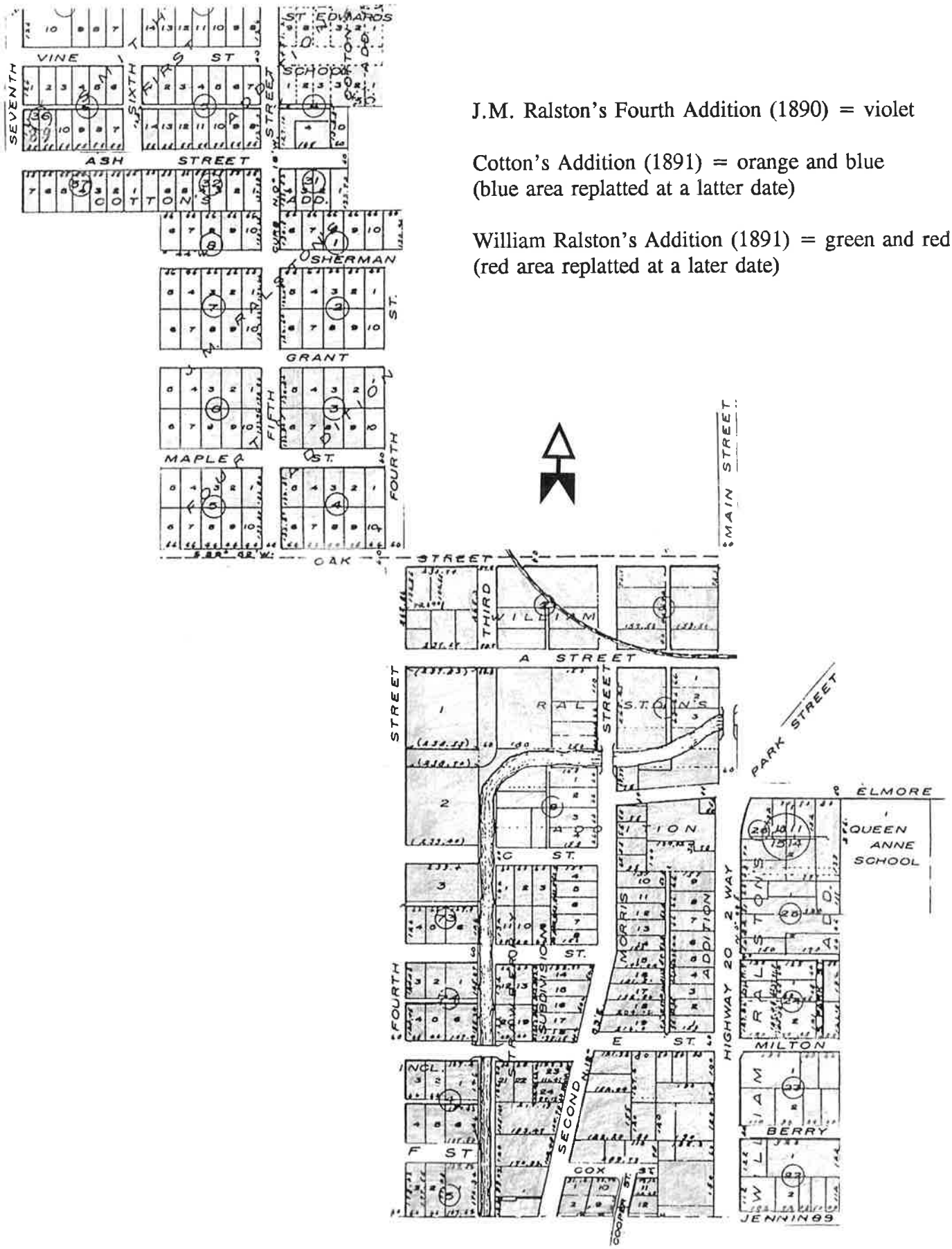


FIGURE 23. Additions to the Original Town of Lebanon platted between 1880 and 1905 (Map 2 of 3).

Wassom's Addition (1889) = green
Kirkpatrick's Second Addition (1890) = blue
Eaton's Addition (1890) = yellow
Wheeler's Addition (1892) = violet
Burtenshaw's Second Addition (1911) = dark green

FIGURE 24. Additions to the Original Town of Lebanon platted between 1880 and 1905 (Map 3 of 3).



J.M. Ralston's Fourth Addition (1890) = violet

Cotton's Addition (1891) = orange and blue
(blue area replatted at a latter date)

William Ralston's Addition (1891) = green and red
(red area replatted at a later date)

Fig. 25. The Lebanon Canal as it meanders through town..

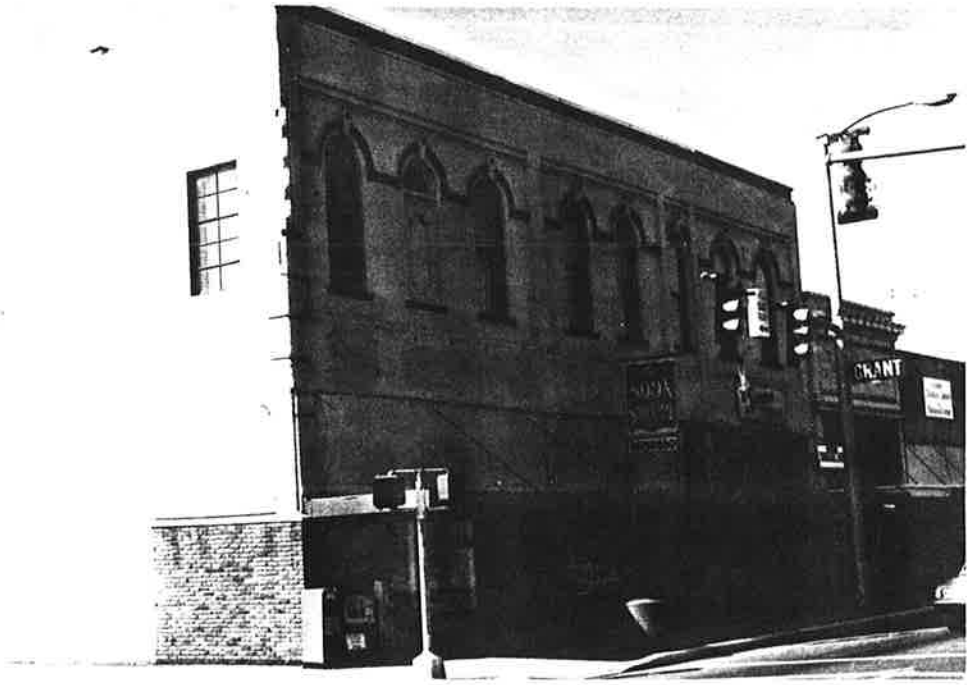


Fig. 26. Donaca/Masonic Building (1886) located at the northwest corner of Main and Grant Sts.

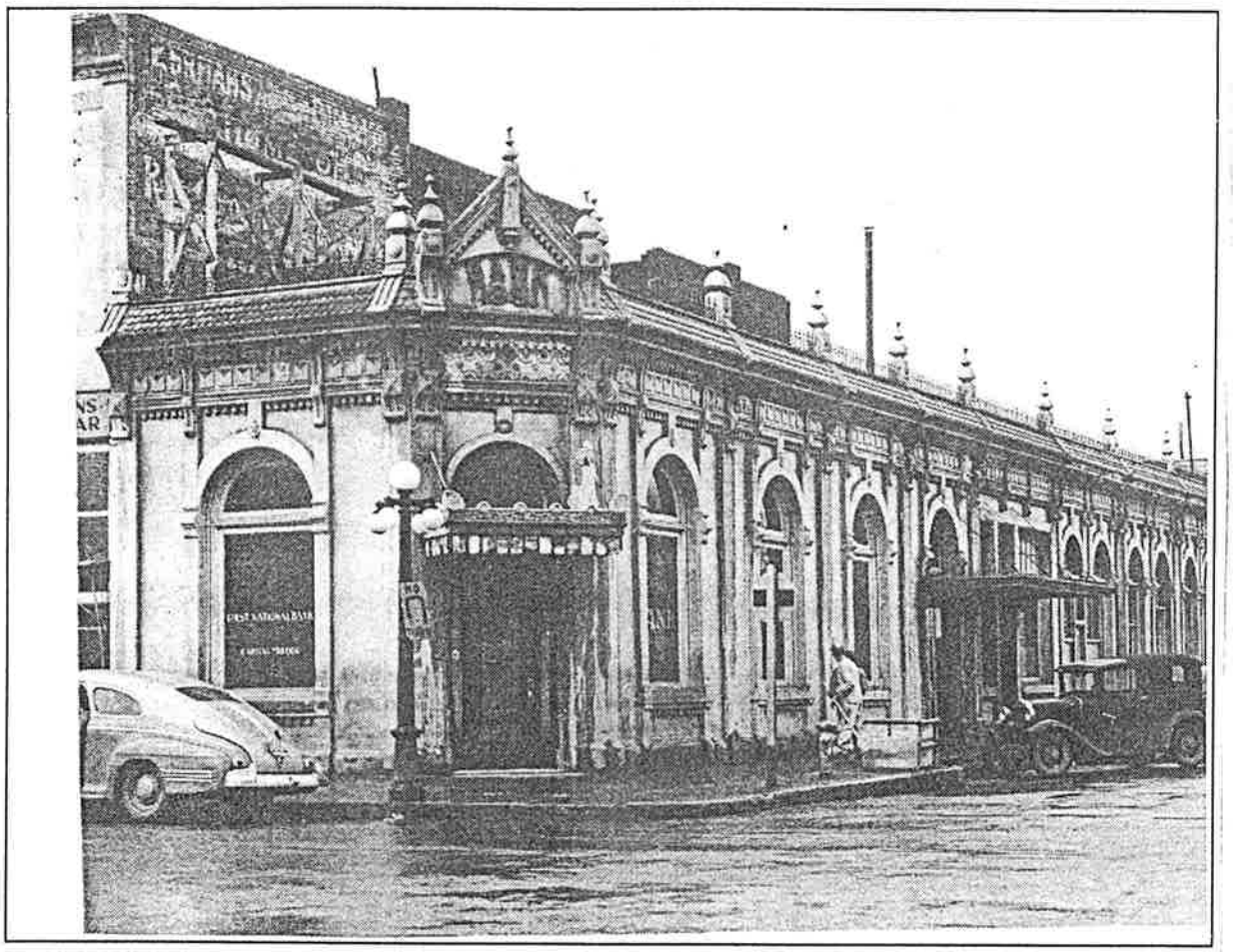


Fig. 27. The Bank of Lebanon Building (1891), located on the southwest corner of Main and Sherman Streets

Fig 28. The Courtney Building (1891-92) 712-722 Main Street

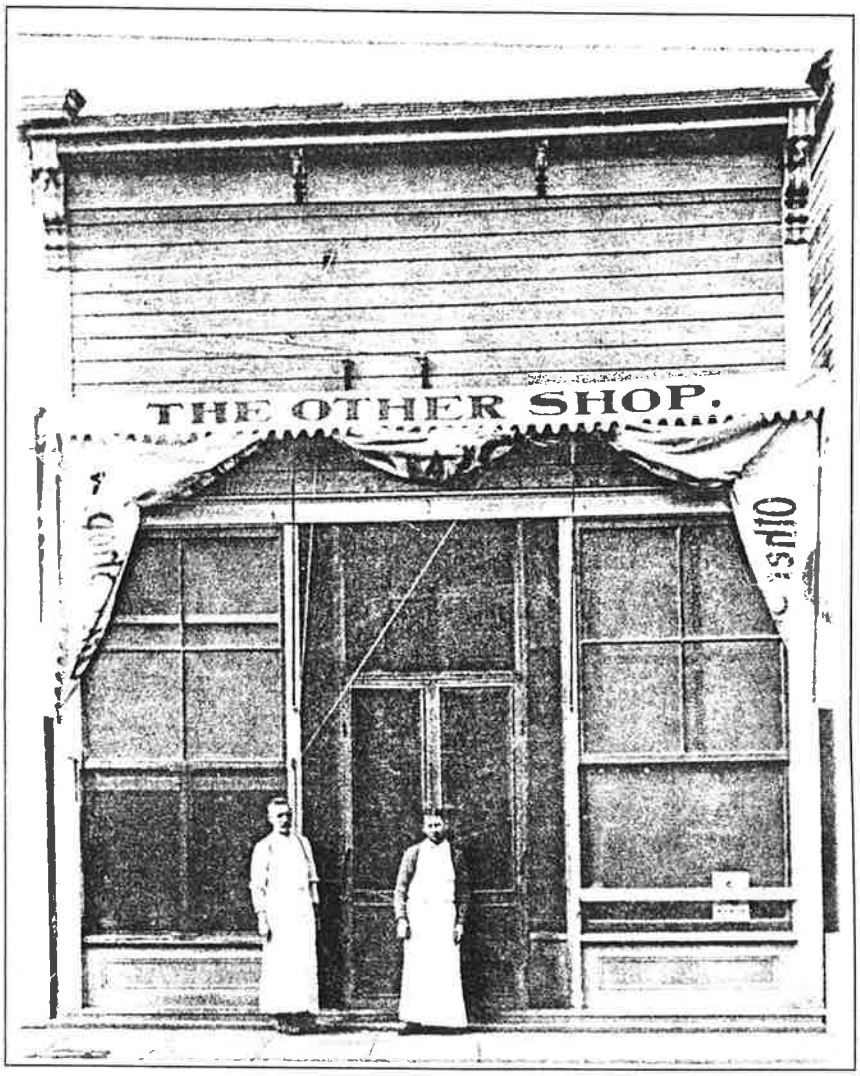


Fig. 29. Example of a false-fronted, wood-frame building in Lebanon built in the late 19th.

Fig. 30. Cast iron elements on the Donaca/Masonic Building (1886).

Fig. 31. Downtown Lebanon shortly after the turn of the century looking north on Main Street.

Fig. 32. The Lebanon Roller Mills (1892) on the canal at the Main Street crossing.

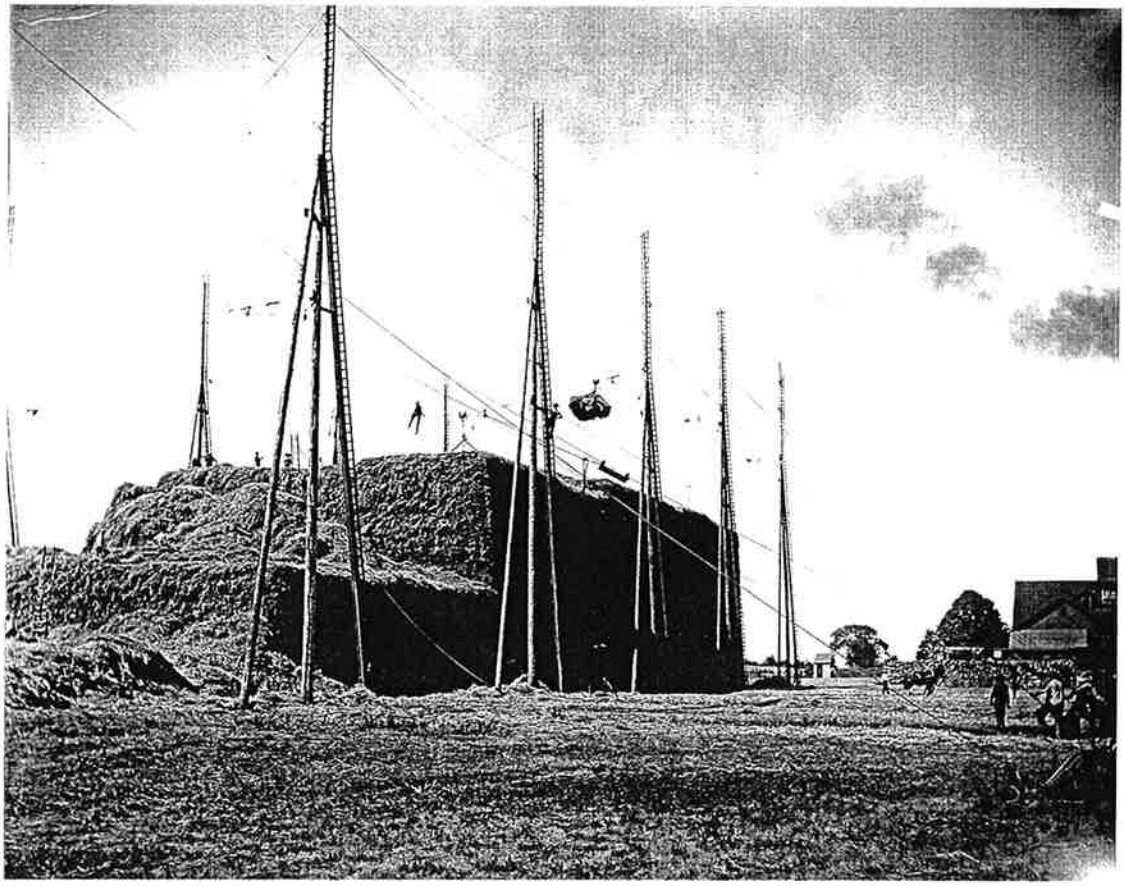
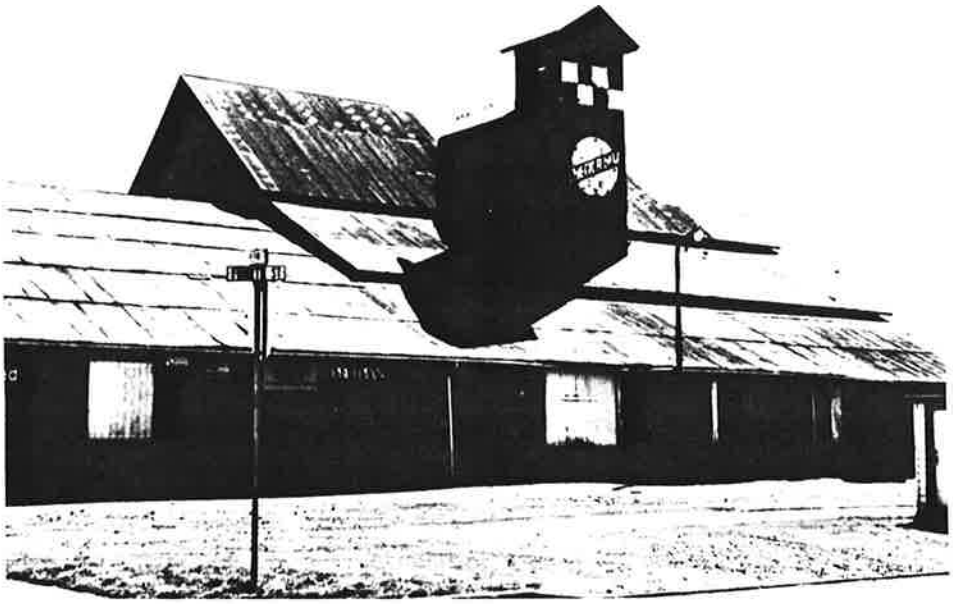


Fig. 33. The Lebanon Paper Mill , 1891 (above). Stacking straw for use in making paper.



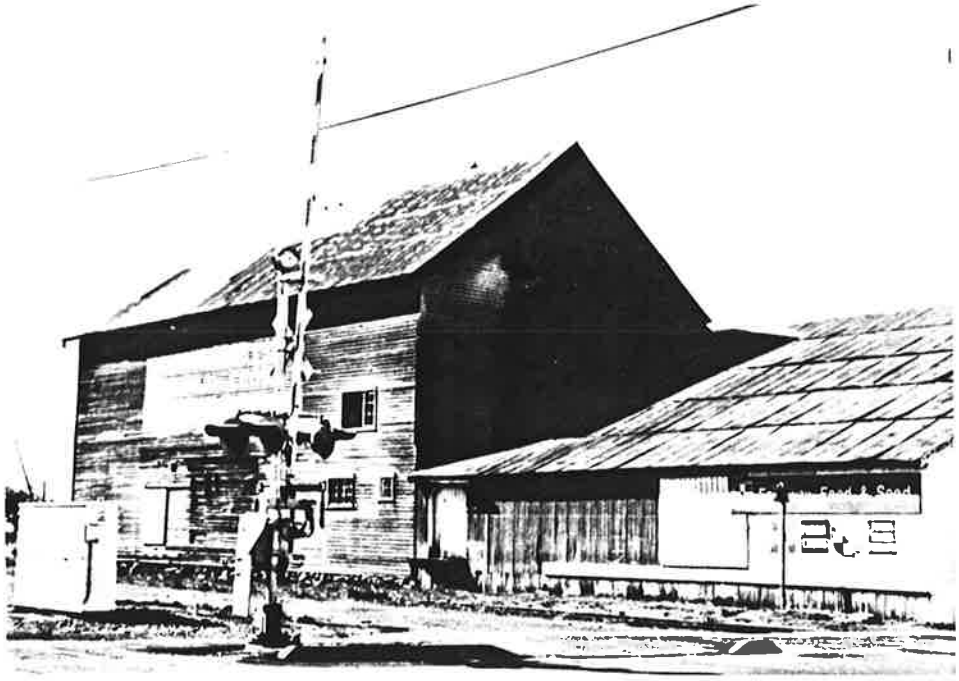


Fig. 34. The Lebanon Warehouse (ca. 1881). On the west side of the railroad tracks between Grant and Sherman Streets.

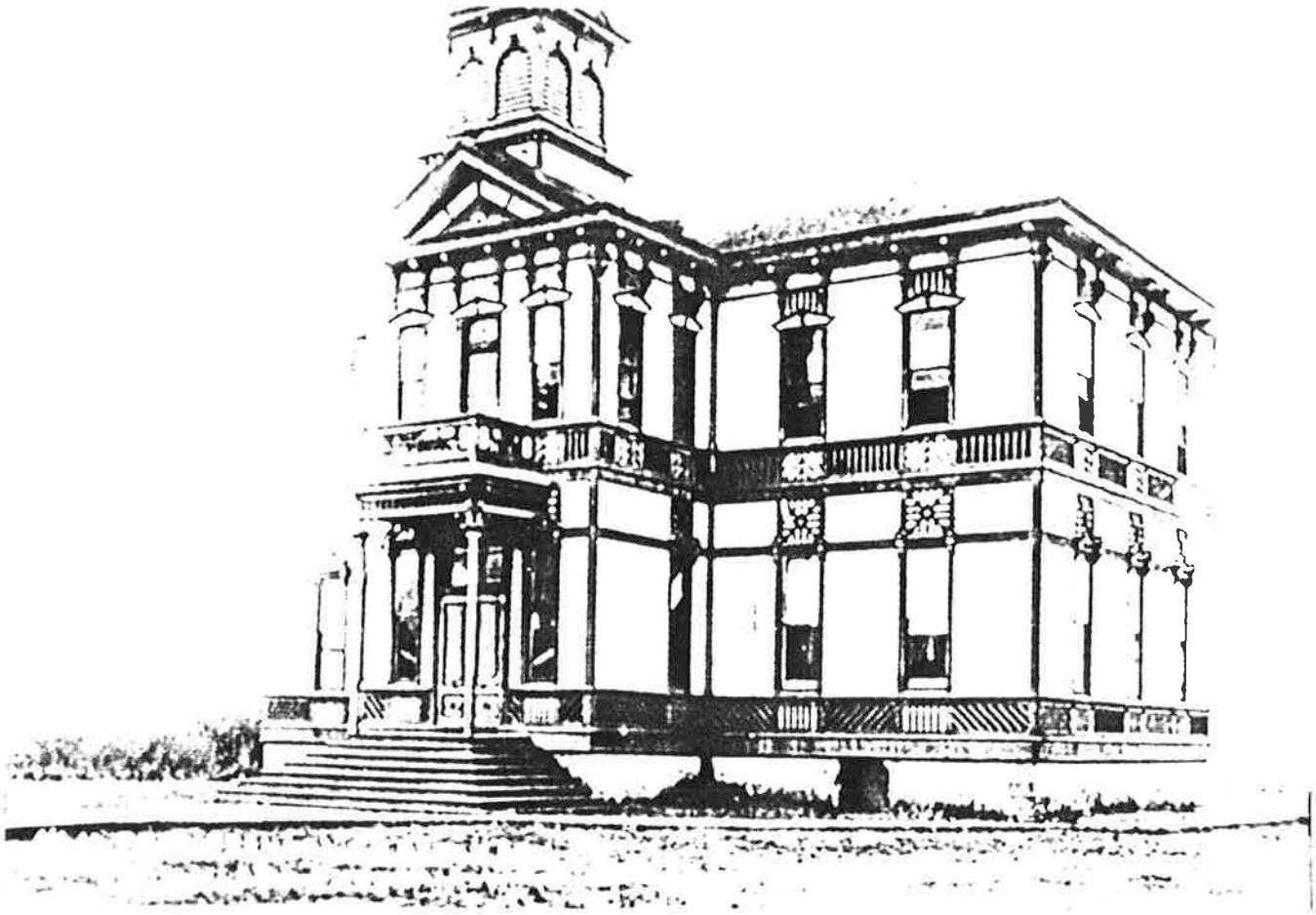


Fig. 35. The South School (1890). The school was located on Second Street between "A" and "B" Sreets.

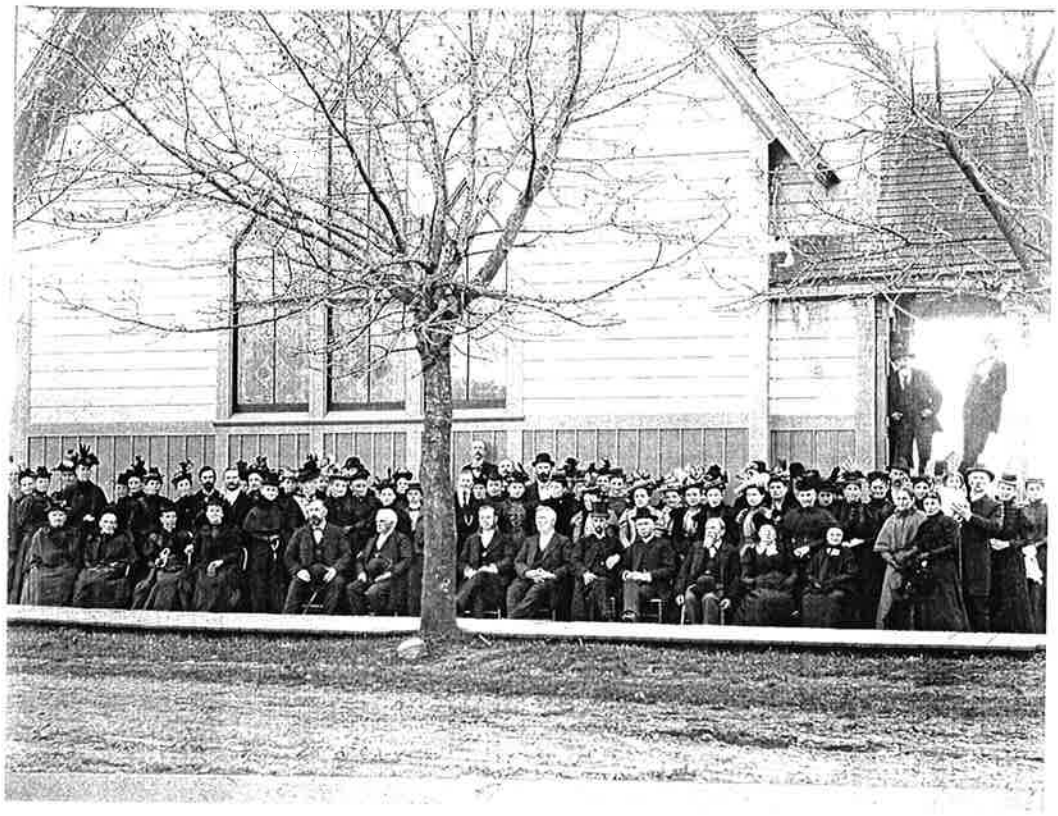


Fig. 36. The Lebanon Presbyterian Church (1884). By the time this photograph was taken, the church was being used by the German Lutheran congregation.

Fig. 37. The First Baptist Church of Lebanon (1891). The building is still standing at the southeast corner of Grant and Grove Streets.

Fig. 38. The Methodist Episcopal Church South (1891) 600 Fifth Street. Originally located at the northwest corner of Second and Ash Streets.

Fig. 39. The Walton-Kimmel House (1889), located at 611 Grove Street.

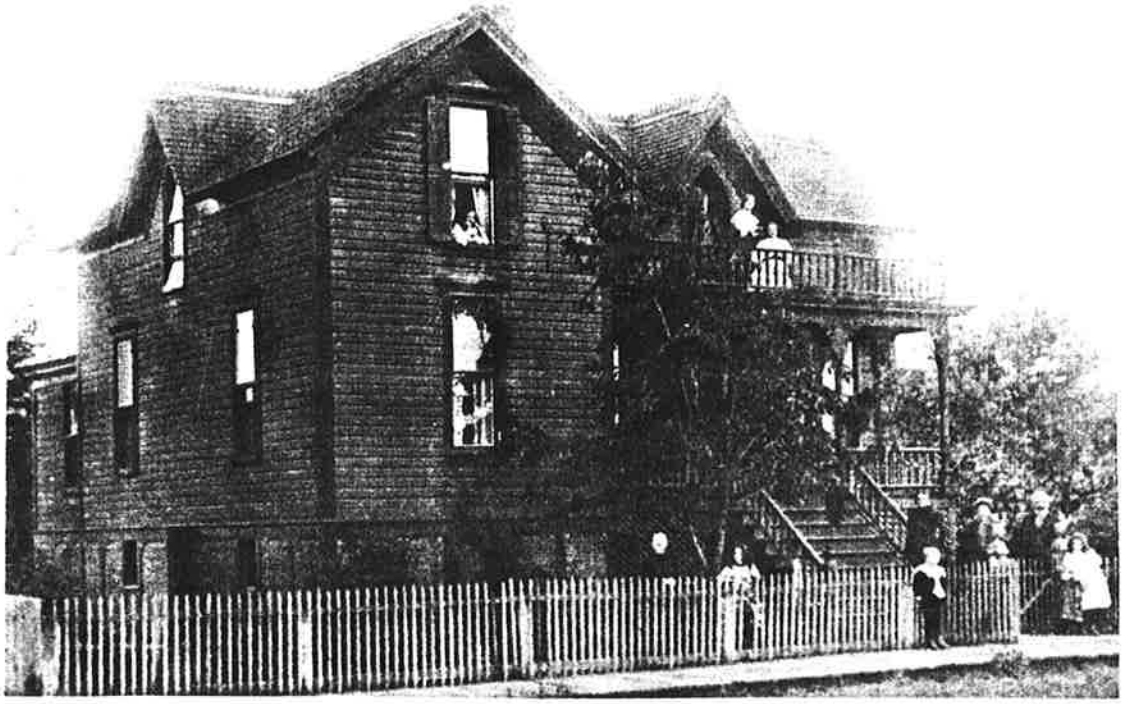


Fig. 40. The Andrews House (1880), currently located at 120 E. Vine. The house has been altered extensively and converted to apartments.

Fig. 41. Maurer House, located in the Tennessee area..

Fig. 42. The Donaca House (ca. 1880), 764 Second Street. The house was originally located on the northwest corner of Second and Grant Streets.

Fig. 43. Italianate style house located at 1115 Hiatt Street.

Fig. 44. The Foley House (ca. 1880), located at 86 W. Grant.

Fig. 45. The C.B. Montague House once located at the northwest corner of Oak and Main Streets. Montague was Lebanon's first mayor.

Fig. 46. The Charles Ralston House, once located near the southeast corner of Park and Maple.

Fig. 47. The Ralston-Lowe House (1887), located at the northeast corner of Main and Vine Streets.

Fig. 48. The Hiram Baker House (1895), located on the northeast corner of Grant and Cleveland Streets.

Fig. 49. The Stewart-Sterling House (1893), located at the southwest corner of Fourth and Grant Streets.

Fig. 50. The Crandall-Howe House (ca. 1897), located on the northwest corner of Second and Vine Streets.

Fig. 51. The Arnott-Mayer House (ca. 1895). Originally located on the west of Main Street between Ash and Vine (above). Currently located at 136 W. Rose Street (below).

Fig. 52. The Leora Stokes House (1891), located at 293 E. Vine Street.

Fig. 53. The A.E. Ansorge (1895), located at 1242 Second Street.

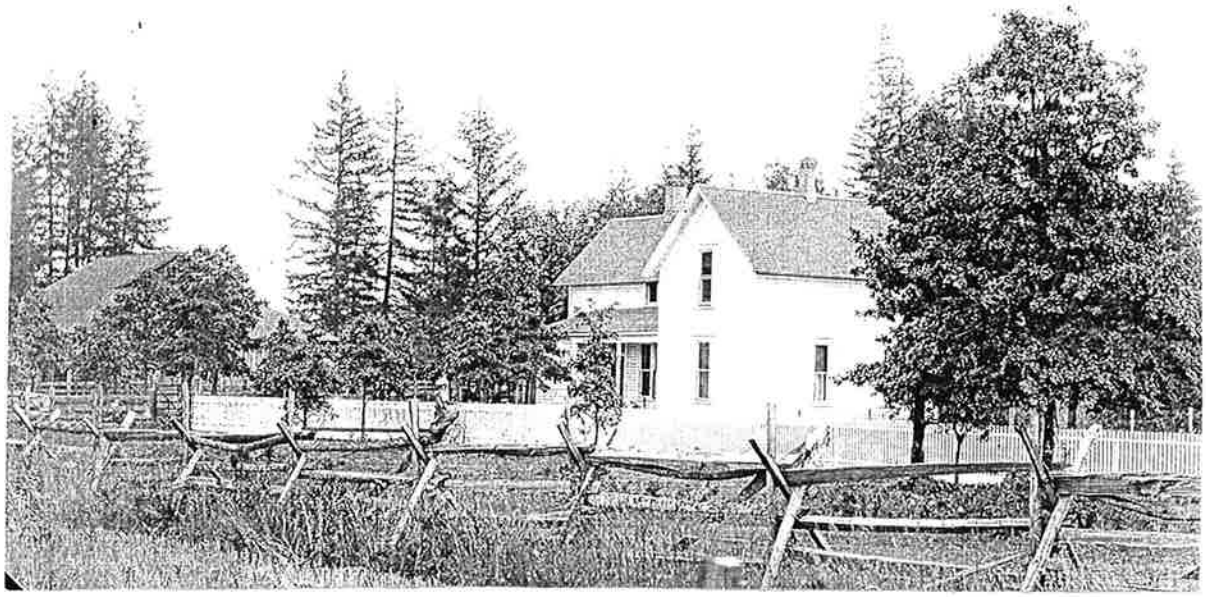


Fig. 54. The Settle House on Hwy 20 north of Lebanon.

Fig. 55. The Julia Thayer House (1887), located at 478 Isabella Street.

Fig. 56. Vernacular hipped-roof cottages located in Wassom's Addition dating to the turn of the century. These residences may have housed workers from the nearby paper mill.

CHAPTER FOUR

THE EMERGENCE OF THE MOTOR AGE: LEBANON IN THE NEW CENTURY 1900-1929

General Developments

> "All this God-given wealth lies at [the] very door of your beautiful city and all you folks have to do is to reach out and take it from where it has been lying for ages and ages undisturbed by the hands of man. All this great wealth tributary to Lebanon and it cannot be distributed to the world except down and through this productive valley of the Santiam..." ("Colonel White Talks of Railroad Plans," Oct. 11, 1922).

By 1900, the hard times brought on by the Panic of 1893 were forgotten in Oregon (Dicken and Dicken 1979:132). In contrast to the previous decade, which saw a population increase in Lebanon of only 11%, the first decade of the twentieth century saw Lebanon's population increase by a staggering 97% (Portland State University Population Center). (It has not been determined if land was annexed in this period which would have contributed to the additional population.) Much of this growth can be attributed to the promotion of Oregon by railroad companies in the early years of the twentieth century with special rates for colonists' tickets. Anyone in Lebanon wishing to send for friends or relatives could even pay the fare locally through the Lebanon railroad agent ("Colonists Tickets on Sale in 1906," Lebanon, Oregon, Feb. 28, 1906). Many of the newcomers hailed from the Midwestern states of Kansas and Nebraska.

Other factors leading to population growth at this time can be attributed to Crown-Willamette's operation of the paper mill, beginning in 1906 and leading to its eventual purchase by that company in 1914, and the commencement of the commercial timber industry locally with the establishment of the Lebanon Lumber Company in 1907. Early in 1907, the Scio News reported that "Lebanon is said to be Linn county's [sic] livest [sic] town these days. The big sawmill that is to be constructed over there has given matters quite a boom" (The Lebanon Express, Mar. 26, 1907).

The additional population in the community caused a housing shortage beginning in about 1907 with periodic calls for the construction of rental housing. A letter to the editor at this time stated that:

> ...there is not a vacant house and scarcely a vacant room in the city. No houses are awaiting occupants here, and our carpenters, working overtime, are not able to keep up with the demand...Will not some enterprising citizen build some houses to rent? ("Demand For Houses," Dec. 7, 1909).

(While rental housing was built at this time, the 1920 census indicated that Lebanon was at that time a city of owner-occupied homes [The Lebanon Criterion, Feb. 6, 1920]).

The colonists also augmented the population of the rural areas surrounding Lebanon. As Sunset Magazine noted:

> Lebanon has become the gateway, the distributing point for homeseekers building homes and towns on the west slope of the Cascades. Seven towns, Lacomb, Berlin, Waterloo, Sweet Home [sic], Sodaville, Foster, Cascadia and the Hamilton and McDowell Creek Valleys depend upon Lebanon for their market outlet and supply station ("Lebanon, Land of Opportunity," Sunset Magazine, March, 1912).

In order to accommodate this population increase which began in earnest in ca. 1906, a number of new additions were platted in the years 1907-1913, including: the Riverside Addition (1907); the Home Addition (1908); A.P. Morris Addition (1908); Center Addition (1909); A.F. Bahrke's Fruitdale Addition (1908); Mountain View Addition (1910); Strawberry Subdivision (1910); Hyland Addition (1910); Morris North Addition (1911); Queen Anne Addition (1911); Claypool Addition (1911); River Dale Addition (1911); Park View Subdivision (1911); Burtenshaw's Second Addition (1911) and Smith's First Addition (1913) (Fig. 57, 58, 59). Several other additions are mentioned in the newspapers of this period but there is no official record of their platting. For instance, in 1913, the Suncrest Addition to Lebanon is mentioned in the newspaper (The Lebanon Criterion, Mar. 14, 1913). Some of the additions were platted in larger tracts than the city lot. The Riverside Addition was platted in one-acre tracts just right for a building place and garden ("Local Jottings," May 21, 1907).

Among the more successful additions of this period was the Park View Addition. Platted by E.B. Day, a local banker, A.I. Crandall, architect, and P.F. Seeck, a local businessman, the Park View Addition is situated on North Second and Third Streets. Probably in response to the nationwide "City Beautiful" Movement of this period, irregular lot shapes and a curving road provided the first departure locally from the rectangular grid system of development (Fig. 60). Eighteen of the twenty-one building lots had a restriction limiting the cost of dwellings to not less than $2000.00 and prohibiting the construction of barns ("Park View Booming," Apr. 27, 1911). The result was an addition that attracted the well-to-do local businessman who had the capital to build a quality home in an area populated by his peers.

Other popular additions included Mountain View, River Dale, and Bahrke's Fruitdale Addition. Advertisements for some of the additions included the option of paying for lots on the installment plan. A.F. Bahrke advertised lots on the installment plan and also built houses in his addition which could be purchased in the same manner. The newspaper noted that "This has given several persons of small means who are earning salary or wages a chance to own their own homes by paying but little more than tents" ("Bahrke's Addition Growing," Jan. 26, 1911). In 1913, it was noted that A.F. Bahrke had built sixteen residences for purchase on the installment plan in the preceding three years ("Builds Six New Lebanon Homes," Nov. 7, 1913).

The years between 1910 and 1914 were among the most active building years in Lebanon in the early part of the twentieth century. During that period, it was estimated that 100 new residence properties were constructed in the city proper ("Linn County Census Given," Aug. 13, 1920).

Abruptly, in the mid-1910's, population growth came to a standstill. One source attributed this slowdown to the war ("Linn County Census Given," Aug. 13, 1920). Some of the additions platted had to wait for future development. By 1914, the advertisements for the Strawberry Subdivision included the inducement "cheaper than ever" (The Lebanon Criterion, April 24, 1914). From 1910 to 1920, Lebanon's population actually shrunk by just under 1% (Portland State University Population Center Statistics).

The year 1920 saw an increase once again in immigration. The newspaper noted that:

> Those that are informed say the coming summer will witness the largest increase in population Oregon has ever known. The best part of it is that the new and prospective home-seekers come from a class that will be a credit to the state and will be a material aid to its upbuilding ("Coming to Lebanon in Flocks This Year," Apr. 28, 1920).

In 1921, there was a "Home Seekers Excursion" in Linn County. Approximately seventy-five men and their families, primarily from the central west, were visiting Linn County and Lebanon as part of a western trip to seek new home sites ("Home Seekers Excursion Coming," Sept. 23, 1921). While the future decade looked promising for those interested in development of the region, population figures for 1930 showed a gain of only 2.5% for Lebanon in the decade from 1920-1930 (Portland State University Population Center Statistics).

Women in Lebanon played a more visible role in the community after the turn of the century. Lebanon had a two woman doctors, Dr. Mary Rowland and Dr. Gertrude Swift; a woman Baptist minister; a woman municipal judge; an active Woman's Civic Improvement Club, and apparently a role in the commercial sector. In 1921, the editor of The Corvallis Gazette-Times wrote:

> Lebanon is the most embarrassing city in Oregon. Even the trainmen are afraid to face it, stopping when about half-way there from Albany, backing up for miles into Lebanon. Maybe it's because the women are so much in evidence in the Strawberry City. They even run the banks over there, judging by the leading financial institution, where three ladies had complete charge at the time of the writer's visit ("Corvallis Editor Tells of His Visit to Lebanon," Sept. 28, 1921).

That editor would have been even more appalled at the women's shooting match held at the Davis shooting gallery in 1915 ("The Local News," Jan. 1, 1915). In 1922, Lebanon resident Mary Jarvis, an ordained minister in the Church of God, was the first woman to perform the marriage ceremony in Linn County ("Lebanon Woman First to Marry Couple in County," July 26, 1922).

The influence of other cultures was not great in Lebanon during this period. Several individuals of Chinese descent were living in Lebanon apparently operating restaurants and a laundry. In 1915, a new building was erected for Jim Wah's noodle house and, in 1918, Big Jim the Chinaman operated the Shanghai Restaurant on Sherman Street (The Lebanon Criterion, Aug. 27, 1915; The Lebanon Criterion, Mar. 15, 1918). Wing Lee operated the laundry on Sherman Street (The Lebanon Criterion, Aug. 6, 1915). In 1916, the newspaper noted that "Tuesday was the Chinese New Year and was duly observed by the Chinese Colony of Lebanon which numbers three persons" ("The Local News," Feb. 4, 1916). At least one Japanese farmer lived in the area. In 1913, the newspaper reported that K. Masunaka, a Japanese farmer of the vicinity, planned to raise some Japanese pears ("The Local News," Dec. 5, 1913). In 1914, twenty-eight residents of German descent met to form a Verein, an athletic society, inviting all others of German descent in the area to join. Among the names listed for the organization were Bach, Miachel, Kircher, Schank, Wuestfeld, Muetze, and Lusher ("The Local News," Oct. 30, 1914).

Addressing

In 1914, the U.S. Postal Service required Lebanon to erect street signs and assign house numbers as conditions for free mail delivery (The Lebanon Criterion, Dec. 18, 1914). Main Street was chosen as the east-west base line because it was the most central street and the longest street running north-south, and Morton/Wheeler Street was selected as the north base line with addresses beginning at this point and increasing as you moved south. In January of 1915, the newspaper smugly noted that "Following in the wake of Lebanon, Eugene has begun the work of putting up street signs" (The Lebanon Criterion, Jan. 22, 1915). Even earlier, in 1905, the postmaster required that all rural free-delivery boxes be consecutively numbered ("Boxes to be Numbered," Sept. 26, 1905).

The Lebanon Precinct of the nineteenth century was gradually subdivided into smaller precincts. In 1913, the City of Lebanon encompassed three precincts: Lebanon, South Lebanon and North Lebanon. Two new Precincts were also established: Crowfoot, formerly part of the South Lebanon Precinct, and Tennessee, formerly part of the North Lebanon Precinct (The Lebanon Criterion, Dec. 19, 1913).In 1914, the Strawberry Precinct, adjoining the city limits on the south, was added ("Court Names New Precincts," Jan, 1, 1914). The Tallman Precinct was also carved from the nineteenth century Lebanon Precinct but at an undetermined date.

Infrastructure and Utility Improvements

> "Few towns the size of Lebanon can compare with it in the matter of public improvements...the completion of the system of sewers in addition to paved streets, controller lights and an excellent telephone, electric light and water system..." ("City Council Saves $400 on Sewers," Dec. 19, 1912).

Progress was the tone of the period and major improvements to the city's infrastructure and utilities were carried out at this time.

In 1904, the Lebanon Mutual Telephone Co. was organized as an association of telephone users in Lebanon (Hood n.d.:1). In 1906, the Lebanon Mutual Telephone Co. was erecting poles and wire for its new system ("Lebanon Gone Independent," April 6, 1906). At the same time, the Pacific Telephone and Telegraph Co. also had an exchange at Lebanon. In 1912, the Lebanon Mutual Telephone Co. incorporated and purchased the Pacific and former Lebanon exchanges (Hood n.d.:2).

In 1907, the newspaper noted that the city was illuminated at night with approximately 50 incandescent lights, including four in the north part of town for the benefit of those going to and from the paper mill after dark (The Lebanon Express, Mar. 15, 1907). The Lebanon Electric Light and Water Co. franchise was granted to Samuel Garland, S.P. Bach, J.C. Mayer and Stanley Stewart in 1908 ("Electricity and Water System Arrive in Lebanon in 1891," June 5, 1947). In 1923, the company sold it rights to Mountain States Power Co. who continued to administer the area's power and light service until 1954.

In 1915, Scroggin and Washburn were authorized to operate another light plant in the city from a plant located at their Lebanon Lumber Co. sawmill. This move was not without protest from the Lebanon Electric Light and Water Co. which, at the time, noted that "The city now is crowded with light and telephone poles, crossarms and wires. Another system would make matters that much worse" ("The Franchise Matter," Nov. 26, 1914). The existing company also suggested that the new franchise would serve only the heavy consumers in the downtown portion of the city, thus taking away the company's best paying customers. This may have been an accurate assumption because shortly after the franchise was granted to Scroggin and Washburn, they erected a pole line downtown. Their light plant burned, however, in a fire which destroyed the Lebanon Lumber Co. sawmill just before service was to begin. Scroggin and Washburn indicated, however, that the new building and equipment for generating power would be in place before the franchise expired. The plant finally began operations in March of 1916 (The Lebanon Criterion, March 3, 1916).

In order to meet the larger demand for electricity, in 1919 the Lebanon Light and Water Co. erected a new building and replaced its water wheel with a turbine. The location of the building, situated on the canal, was moved from the east side of Main Street across the street to the west side of Main Street where there was more space and more fall for power ("Light Company to Build," Nov. 28, 1919).

The Santiam River flood of November 1921 caused extensive damage in Lebanon and vicinity. Water four feet deep was flowing in downtown Lebanon and three bridges within the city limits went out ("Flood Damage is Very Heavy," Nov. 23, 1921). The flood also took out the Santiam-Albany Canal diversion dam. In 1923, when the rights were sold to the Mountain States Power Co., instead of replacing the dam, the Lebanon Canal and the Santiam-Albany Canal became one system under the Mountain States Power Co. with water tapped from the Santiam River at the

Lebanon Canal diversion dam located south of town. In 1925, Mountain States Power erected a concrete diversion dam in that location ("Lebanon, Linn County's Second Town in Size, is Situated Amid Most Picturesque Surroundings," Nov. 1925).

During the years of 1912, 1913 and 1914, Lebanon installed its first sewer system, paved its primary streets, and erected cast iron cluster street lamps in the downtown commercial district. In January of 1911, the city council approved the sale of bonds for the purpose of installing a sewer system in Lebanon ("Sewer Ordinance is Now Law," Jan. 26, 1911). The new system was to be a gravity system which collected all the sewage for disposal in the Santiam River. Work of laying the sewer was completed in December of 1913 with a total of seven miles of sewer laid. In 1915, House Bill 359, prohibiting the dumping of sewage in running streams, passed the Oregon House of Representatives. Passage in the Senate would have forced Lebanon to make other arrangements for the outlet of the sewer system. A petition, circulated in Lebanon prior to the vote on the bill by the Senate was presented to Senator Garland with a request that he do his best to prevent passage of the bill. The bill was defeated (The Lebanon Criterion, Feb. 19, 1915).

With the popularity of the automobile came the era of construction projects to create an all-weather road network. In Lebanon, plans for the first street paving project were underway in 1913, and in 1920, Linn County adopted a paving program whereby market roads would gradually be paved. Cement sidewalks were also being laid in Lebanon by 1905 (Fig. 61) (Local Jottings," Aug. 11, 1905). In 1907, the newspaper reported that "Lebanon already has more cement walks than any other town of its size in the state..." ("Local Jottings," May 7, 1907).

Perhaps motivated by the paving of East Grant Street in 1914, city residents circulated a petition directed to the County Commissioners in July of 1914 calling for the replacement of the Grant Street covered bridge over the Santiam River. In 1914, it was considered one of the oldest wooden bridges in the county (The Lebanon Criterion, Lebanon, Oregon, July 17, 1914). Some Grant Street residents also planned to beautify Grant Street by planting a number of acacia trees (The Lebanon Criterion, Apr. 10, 1914).

One Lebanon property which was not so up-to-date was the City Hall building. In September of 1911, the old City Hall building on the east side of Main Street between Maple and Grant Streets was condemned. The wood-frame building, which had been erected in the early 1870's, was considered neither safe nor healthful and the city council decided not to hold their meetings in that building any longer. It was noted that "...the recent rains have soaked the floors and pools of water was [sic] standing about the room" ("Old City Hall to be Condemned," Sept. 7, 1911). Plans to build a new city hall were underway in 1912 but in 1919 the Yeoman's Hall was being considered for use as a city hall (Lebanon City Council, Dec. 19, 1919). Also in 1912, the city printed the city ordinances. The newspaper related that the ordinances "...will make a book of nearly 200 pages. This is something the council has had in mind for some time and will be very useful in time to come" ("Local Brevities," Jan. 25, 1912).

Finally, in 1928, a new city building housing the fire department, jail, and city recorder's office, was built on Maple Street just east of Main Street ("Building Program Promises Activity," Mar. 11, 1928).

Civic Promotion and Beautification

> "To face the problems of the city and to see not afar off a well ordered household" -- Slogan of the Lebanon Women's Civic Improvement Club

The early twentieth century saw the establishment of a number of organizations with the goal of promoting and improving Lebanon. One of these organizations was the Lebanon Business Men's Development League which was active in the period around 1907 ("Meeting of Business Men," Dec. 3, 1907). By 1912, the Commercial Club had been established and, that year, a Lebanon "booster booklet" was issued under a contract with Sunset Magazine ("A Good One on Lebanon," Mar. 21, 1912). In 1924, the Lebanon Community Club was established.

In 1910, the women of Lebanon formed their own organization because, as one member put it:

> Men at that time were loathe...to recognize the ability of women in civic affairs...conferring an honor them in inviting the women to form an auxiliary to the league. There were then as there are now a number of spirited women in Lebanon who declined the honor of being an auxiliary, but decided they would organize a women's Civic Improvement Club of Lebanon ("Recalling Early History," Dec. 8, 1938).

Another woman's organization was the Lebanon Women's Relief Corps.

The milestone of this period was the institution of the Strawberry Festival in 1909. During this period, strawberries were becoming an important crop locally and the fair was conceived as a means of promoting Lebanon and products of the area. Esther Wallace (1942) describes the development of the fair:

> Strawberries was the first specialty crop to be successful and a fair was planned as an expression of appreciation of the work of those who were developing a new industry in the locality. That is how the annual strawberry fair began; a spontaneous expression of community consciousness. J.C. Mayer and A.M. Reeves took the lead. They thought it would be a good idea to have a display of the best berries raised, and if prizes were offered, the showing would be better....The Woman's Civic Club organized a flower show and children's parade....Later the giant strawberry shortcake--the largest shortcake in the world--became a regular feature and when the fair became an effort to advertise the town and surrounding country, commercial features were added to attract large crowds (Wallace:1942:23).

The newspaper noted that two weeks after the first fair, the local strawberry market was booming. One of the important aspects of the Strawberry Fair, or Festival as it became known, was the large amount of community involvement it generated. In 1928, the newspaper lists over 80 individuals playing major roles in its planning in addition to the entire Women's Civic Improvement Club (The Lebanon Express, Mar. 14, 1928).

Another important tradition established in this period was Founder's Day. Established in 1914 by the Women's Civic Improvement Club, Founders Day originally was set aside for a gathering of pioneers from this section of the county. Founder's Day was traditionally held in the Charles Ralston House located in what is now Ralston Park.

In the early twentieth century, Lebanon became less "countrified". In 1907, hogs were banned within the city limits and, in 1914, poultry was forbidden to run at large. Ordinances were also passed in the early twentieth century that required the removal of grass, weeds and rubbish and overhanging limbs from the streets ("Pioneer Spirit Develops Land into Permanent Town of 6000," June 5, 1947). The numerous barns and privies which once dotted the Lebanon residential areas disappeared rapidly in the early twentieth century. When the Park View Addition to Lebanon was platted, it was specified that there were to be no barns ("Park View Booming," Apr. 27, 1911). Ordinances were passed to remove buildings considered dangerous nuisances ("Matters of Interest Acted Upon by the City Council," Jan. 20, 1924).

In 1913, Lebanon businessmen decided to erect cluster lights along Main Street. This project was in conjunction with the Main Street paving project which called for the extension of sidewalks four feet toward the street ("Cluster Lights," March 7, 1913). The City Council eventually settled on the idea of having two lights per block, placed at the corners ("Cluster Lights for Main Street," June 20, 1913). The design selected was a cast iron post with a square base, fluted sides and five globes -- four on the crossarms and one on top of the post. Plans called for erecting posts along Main Street from Maple to Vine Street and along Sherman from Main Street to the depot ("Committee Selects Light Posts," Sept. 5, 1913). Architect A.I. Crandall was on the selection committee. The posts were installed by February of 1914 (The Lebanon Criterion, Feb 6, 1914). In March of 1914, the newspaper reported that:

> The light posts recently installed in the business district ...seem to be the goal of runaway teams. Two having terminated here in the last week. The second was the post at the corner of Main Street and Bridge [Grant] Avenue which was badly twisted and a globe broken. Tuesday afternoon...a team...became frightened by a train while standing near the depot and ran up Grant Street to the corner of the Lebanon National Bank. In attempting to turn on Main Street, the horses slipped and piled up against the light post with the front end of the wagon on top of them. In the crash potatoes, boxes and a crate containing a badly frightened cat were scattered around on the pavement (The Lebanon Criterion, March 27, 1914).

In 1913, the city installed a water fountain, a gift of D. Cormier, at the corner of Main and Sherman Streets. The newspaper noted that "It is now possible for anyone passing...to get a cool, refreshing drink of sparkling Santiam water" (The Lebanon Criterion, July 4, 1913). The fountain was referred to as a "Twentieth Century water fountain" and was designed so that horses could use one side of it and people the other side (The Lebanon Criterion, June 6, 1913).

Recognition that the Oregon pioneers of the 1850's were "fast disappearing," the Lebanon High School class of 1920 worked at compiling a history of Lebanon and vicinity from the earliest settlements to 1920, noting that "The history of their times must soon be lost unless it is gathered and preserved in permanent form" ("Class of 1920 Compiling History," Jan. 16, 1920). (This history project has not been located.)

The Library

In 1913, the Women's Christian Temperance Union (W.C.T.U.) operated the library in a small building on the east side of Main Street between Grant and Maple Streets. In 1916, a citizen's library association was formed, eventually incorporated as the Lebanon Library Association ("Public Library Reorganized," Jan. 14, 1916; The Lebanon Criterion, Nov. 30, 1916).

The Armory

In 1921, a National Guard company was organized in Lebanon as a field hospital company. Joel C. Booth was commander of the company ("City's History Spans Six Wars," June 5, 1947). In July of 1921, land on the southwest corner of Grant and Williams Streets was purchased to erect an armory building. The 60 x 100 foot wood frame building was completed in April of 1922 with members of the guard company financing its construction. The building included a 28 by 40 foot fireproof concrete block equipment room situated 10 feet from the building. The building had seating capacity for more than 2000 people and was used each Monday for military meetings and drills. The hall could be rented at other times for other purposes ("Armory Building Assured," July 22, 1921; "Armory Building Will Soon Be a Reality," Aug. 31, 1921; "Contract Let for Armory," Oct. 28, 1921; The Lebanon Express, April 26, 1922).

The Hospital

It appears that prior to 1913, Lebanon did not have any hospital facilities with reports of injured people frequently brought to the local hotels. In 1913, a two-story building on Ash Street, belonging to Dr. Laird, was fitted up for a private hospital by Mrs. Dagget, a nurse ("Local Happenings," June 20, 1913).

In 1916, Lebanon physicians decided to convert the former Montague House, on the northwest corner of Oak and Main Streets, into a hospital with trained nurses in charge ("The Local News," Nov. 30, 1916). In 1918, Mrs. C.H. Witman, owner of the Montague House, purchased all the equipment of the Silverton Hospital for the Lebanon Hospital which had been established in the Montague House (The Lebanon Criterion, Feb. 1, 1918). The hospital moved to the former Scroggin House, on the southwest corner of Second and Ash Streets, in 1921 ("Local and Personal Paragraphs," Nov. 30, 1921). The P.M. Scroggin House was purchased by four local doctors, Drs. Booth, Wood, Miller, and Irvine, and the hospital was managed by Mrs. Endert who had taken over for Mrs. Witman in 1919. In the summer of 1922, Mrs. Endert sold the equipment and lease to the Schuler sisters ("History of Lebanon's Hospital Told from the Pen of Special Writer," March 27, 1928).

The Newspaper

In 1911, The Lebanon Criterion was sold to William Tell Fogel by founder W.M. Brown and his partner, N.M. Newport ("Criterion to Change Hands," Sept. 14, 1911). In January of 1912, the name of The Lebanon Criterion was changed to the Linn County Advocate but, in November of 1912, the Linn County Advocate announced that it had been served with a notice of foreclosure by W.M. Brown and probably that issue would be the last printed (Linn County Advocate, Jan. 18, 1912; Linn County Advocate, Nov. 28, 1912). With Brown and Newport's acquisition of the plant, The Lebanon Criterion returned.

Also in 1912, The Lebanon Tribune was established with T.L. Dugger as manager (Linn County Advocate, Apr. 13, 1912). In 1924, The Lebanon Criterion and The Lebanon Express were sold to one owner.

Rural Developments

The influx of newcomers to the area in the period from 1906 to the start of World War I, also increased the value of rural property substantially. The newspaper related that:

> A sample of the increase in land values is shown in the sale a short time ago of ten acres just outside the city limits for $600 an acre. This same land was sold not more than sixteen years ago for $25.00 an acre. Land out in the foothills that sold 16 years ago for $7.50 an acre has been sold this winter for $30 to $45...(Linn County Advocate, Feb. 29, 1912).

The post office of Spicer was discontinued in 1904 (Mullen 1971:87). The locale still served as a rural center for several more years. According to Mullen (1971), Tallman at one time had two stores, a post office, church, cafe, dressmaking shop, warehouse, and fourteen dwelling houses (Mullen 1971:77).

Several communities were affected by the loss of the railroad when the tracks were realigned to go through Lebanon in 1906. In 1909, the Farmer's Warehouse Company closed its warehouse at Tallman although the railroad still served this community ("Farmer's Warehouse Co.," Jan. 8, 1909). Tallman had a post office which was in existence until 1923 (Mullen 1971:87). Just before the war, a community hall was erected by members of the Tallman community orchestra. For several years the hall was the site of popular dances. The fate of Tallman was sealed after the war when automobile transportation and better roads made travelling to Lebanon easier and shipment by rail less frequent.

Commercial Developments in the Early Twentieth Century

This period of history saw the addition of new types of commercial buildings which housed the innovations of the twentieth century, including auto-related businesses, such as gas stations and sale and repair garages, movie theaters, department stores and chain stores. As new buildings materialized to meet the demands of a changing society, the fixtures of the nineteenth century, the livery stables, the blacksmith shops, the general stores and the opera house, vanished from the landscape.

The saloon was another fixture that disappeared from the Lebanon landscape during this period as Lebanon's "bone" dry ordinance went into effect in 1908 ("Ordinances Show Wisdom of Early City Governments," Nov. 11, 1937). In 1902, there were two saloons in Lebanon with reports of a third to be opened ("Local Jottings," Sept. 19, 1902). Perhaps the last saloon to be built before this law was enacted was built by J.C. Bilyeu and M.A. Fitzgerald in 1905 in the north part of town ("Local Jottings," May 16, 1905). Its location, in the vicinity of Dodge and Main Streets, was probably to take advantage of the paper mill patronage.

The early twentieth century saw two changes in the traditional business district. First, the areal extent of the business district was expanded; Sherman Street, west to the depot, saw the construction of commercial buildings along its corridor during this period. Secondly, concrete became the material of choice for the construction of many new commercial buildings in Lebanon. Many wood-frame commercial buildings were demolished or removed at this time and replaced with reinforced concrete buildings. Some wood-frame buildings burned, which was the fate of the Guy Building on the northeast corner of Main and Sherman Streets. While many communities saw their wood-frame buildings gradually replaced with brick structures in the nineteenth century, downtown Lebanon seemed to be transformed almost overnight from a Main Street of frontier wooden, bracketed buildings to a downtown composed of concrete, face brick and plate glass (Fig. 62, 63, 64).

Building activity leading to these changes began in the first years of the century. One of the first large commercial buildings to be erected in the early twentieth century was the brick

Everett and Kyle Building ("Local Jottings," Feb. 10, 1905). Located on the southwest corner of Grant and Main Streets, this was the location of a hardware store known as Everett, Kyle and Epperly and later known as Pioneer Hardware (Fig. 65).

During the first decade of the twentieth century, the first concrete commercial buildings were erected but the overall character of the business district still had a nineteenth century feeling. Among the earliest concrete buildings to be erected was the 1908 addition to the rear of the Lebanon Bank Building at the corner of Main and Sherman Streets (Fig. 66). Other concrete buildings erected in the first decade included: the J.C. Devine Building (1909), still standing at 671 Main Street; a former bank building located at 727 Main Street; the Miller Building (no longer standing), where the mall park is currently located; a building used for a bakery in 1913, still standing at 868 Main Street.

The Devine Building, the only two-story concrete building built prior to 1910, was erected adjacent to the old wood-frame Hotel Lebanon and the upstairs of the building provided additional hotel rooms. The first occupants of the building's two commercial spaces on the first floor were the Lebanon Clothing Company in the south room and S. Landstrom Jewelry store in the north room (The Lebanon Express, May 28, 1909; The Lebanon Express, Nov. 30, 1909).

Building activity increased during the second decade of the century and the character of downtown Lebanon changed dramatically with the addition of a number of large commercial buildings incorporating the latest materials and styles, and the addition of a new type of building, the automobile garage. Many wood-frame commercial buildings were demolished or moved during this period either to make room for the new buildings which took their place, or because they were considered derelict and condemned by the city council (The Lebanon Criterion, Mar. 7, 1913). Moved wood-frame buildings included the two-story Bogart Hall located on the northeast corner of Main and Ash Streets that was moved to make room for the new E.E. Taylor Garage in 1912. The building, which incorporated a meeting hall upstairs, was moved to the north side of Grant Street, east of Main Street, where it became known as the Milsap Building and, in its new location, continued to serve as a meeting hall for a number of organizations ("Local Brevities," Feb. 29, 1912; Sanborn Fire Insurance Maps 1898, 1913; The Lebanon Criterion, Jan. 19, 1917).

In 1911 and 1912, several concrete buildings were built, including: the Cormier Building (1911), currently located at 45 W. Sherman Street; the S.P. Bach Building (1911), currently located at 630 Main Street; the Hotel Lebanon (1912); and the E.E. Taylor Auto Garage (1912), located on the northeast corner of Main and Ash Streets (destroyed by fire). The Cormier Building was built with four store rooms and was built so that a second story could be added in the future (Fig. 67) ("Local Brevities," The Lebanon Criterion, Nov. 24, 1911).

In April of 1913, the newspaper noted that "No spring in the history of Lebanon has given more promise of an active year in the building trades than is now in evidence for the spring of 1913. Before the close of the year there will be at least three new business blocks in town and perhaps

another one or two will be under way...." ("Building Operations Enlarge," Apr. 18, 1913). In 1913 and 1914, several imposing and stylish buildings were erected, the most important of which was the Lebanon National Bank Building, still standing at 819-815 Main Street (Fig. 68). (In 1912, the Lebanon State Bank became the Lebanon National Bank [Linn County Advocate, Apr. 13, 1912].) The bank was erected by S.C. Stewart and Associates. Zoph Bros. were the contractors for the building which also included space for the Reeves Clark Department Store on the south. The facades of the building, on Main and Grant Streets, featured red pressed brick and terra cotta (The Lebanon Criterion, Mar. 28, 1913). The terra cotta "trimmings" were white (The Lebanon Criterion, Aug. 22, 1913). The interior of the building had panel oak woodwork and terrazzo floors (The Lebanon Criterion, Jan. 1, 1914).

Another important addition to the business district in 1913 was the Garland-Bach-Mayer Building, still located at 736-748 Main Street (Fig. 69). The building's facade used "...white brick trimmed with white terra cotta producing an effect that brings the building out in pleasing contrast to its surroundings" (The Lebanon Criterion, July 11, 1913). The first occupant of the store room of the building was A.G. Dvorak. The year 1913 also saw the construction of the R.B. Montague Building, still standing at 634 and 644 Main Street, which housed the New Empress (Kuhn) Theater and H.M. Goulard and Sons Meat Market.

The 1914 Booth Building, built by Zoph Bros. for Dr. W.H. Booth, featured reinforced concrete construction with a facade incorporating white brick, terra cotta, and plate glass ("Contract is Let for First New Building for 1914," The Lebanon Criterion, Mar. 13, 1914). The Lebanon Clothing Co. was the building's first occupant ("Lebanon Clothing Co. in New Quarters," The Lebanon Criterion, June 26, 1914). The Booth Building is still standing at 772 Main Street (Fig. 70). All of these buildings were of concrete construction, and many were faced with a colored brick.

In 1919, the newspaper, reflecting upon the length that a particular store building in downtown had remained vacant, commented that "Lebanon is a good trade center and until the past two years has furnished a good trade..." (The Lebanon Criterion, Feb. 14, 1919). Building in the commercial district appears to have slowed during the war and for several years thereafter. It was noted that, in Lebanon, the one branch of business that did not suffer from the war was the automobile business ("Many New Autos in Lebanon," May 4, 1917).

Banks

In 1905, P.M. Scroggin and Co. were the owners of the Lebanon State Bank located in the 1891 bank building at the southwest corner of Second and Sherman Streets. In 1907, a new bank, the First National Bank of Lebanon, was organized with S.P. Bach, P.M. Scroggin and Seymore Washburn as officers. ("A New Bank For Lebanon," Oct. 15, 1907; "New Lebanon Bank," Nov. 3, 1907).

The Lebanon State Bank, first located in the building currently at 727 Main Street, became the Lebanon National Bank in 1912. The following year, the bank erected the Lebanon National Bank Building on the southeast corner of Main and Grant Streets. J.C. Mayer was the president of the Lebanon National Bank for many years.

Movie Theaters

The hub of entertainment in the nineteenth century, the old band hall or opera house, lost favor in the early twentieth century as vaudeville and moving pictures gained in popularity. In 1908, Cap Kuhn came to Lebanon, setting up his "picture show" nickelodeon in the former Nick Keefhaver grocery store that was located on Main Street in a nineteenth-century wooden building in the approximate location of 644 Main Street. Eventually known as the New Empire Theater, this building was torn down and replaced with a new concrete theater building by R.B. Montague in 1913. The new theater was designed by A.I. Crandall and leased to Randolph Kuhn. When completed, the theater was renamed the New Empress Theater. This name was not long lasting, as a sign with the name "Kuhn Theater" is evident on photographs of downtown taken in the 1920's (illustrated in Fig. 64).

At the same time, in 1911, Randolph Kuhn moved the former Methodist Church Building to the corner of Second and Sherman Streets, eventually converting the building into a playhouse for motion pictures, opera and a general show house ("A New Play House," Aug. 3, 1911). Apparently, the building was used as a skating rink in the latter part of 1911 and 1912 ("To Open New Theatre," May 3, 1912). In 1913 and 1914, the newspaper referred to this theater as the Arcade Theater. In 1921, Cap Kuhn purchased the theater building on Main Street which he had been leasing from the Montague Estate. Here, in 1929, the first movie with sound was shown in Lebanon.

In 1915, a second moving picture theater was established in Lebanon by S.H. Elliott and Son who remodelled a building on Main Street and christened it the Peoples Theater. The location and success of this enterprise has not been determined.

At least in the early years of the century, the opera house at the northwest corner of Second and Sherman Streets continued to be used and, in 1905, a fourteen-foot addition was added to the building for an enlarged stage and dressing rooms ("Local Jottings," Jan. 31, 1905). In 1909, the city council decided not to grant any further licenses for moving pictures at the opera house "owing to the class of pictures" (Lebanon City Council, July 6, 1909). In 1920, the building was leased for an automobile dealership and, in 1928, it was demolished.

Plate glass was first used locally in 1911, when D. Cormier placed a new plate glass front in the old St. Charles Hotel Building and also incorporated plate glass windows into the design of the 1911 Cormier Building on Sherman Street (The Lebanon Criterion, Aug. 10, 1911; The Lebanon Express, July 2, 1956). A week later, plate glass was installed in the 1891 Courtney Brick occupied by Bach and Buhl ("Local and Personal," Aug. 17, 1911). The E.E. Taylor Garage, completed in 1912, featured over 100 feet of "plate-glass front" ("New Concrete Garage," Jan. 26, 1912).

One of the first concrete buildings to be built was the rear extension of the First National Bank of Lebanon Building in 1908 (served as the telephone offices at 40 W. Sherman Street). The building is reminiscent of the arcaded commercial buildings of the nineteenth century (Fig. 68). Larger commercial buildings, such as the Lebanon Bank Building and the Garland-Mayer-Bach Building, can be classified as Commercial style. Many of the new smaller buildings erected during this period cannot be classified in terms of style. Ornamentation on these buildings is usually limited to a metal cornice, a shaped parapet, patterned brick across the top of the facade, or concrete relief.

Several of the early concrete commercial buildings of this period are important for their design and the early use of concrete as a building material including the rear portion of the First National Bank of Lebanon Building at 40 W. Sherman and the Dennis Cormier Building at 27-45 W. Sherman Street.

The Bach-Garland-Mayer Building at 736-748 Main Street, the W.H. Booth Building at 772 Main Street, and the Lebanon National Bank Building at 813-815 Main Street, are important for their design which reflects the tastes of the early twentieth century, including the use of colored face brick, plate glass windows, and classically-inspired terra cotta ornamentation.

Industrial Developments

The Paper Mill

Throughout this period of history, the paper mill, supposedly the largest on the West Coast in the first years of the twentieth century, remained the community's most important industry. In about 1903, the paper mill began to use wood pulp, as an alternative to straw, for the production of paper (Farnell 1981:93). Wood pulp was derived from wood, cut in cord lengths, which was often floated down the South Santiam River, sometimes as part of a large drive. A description of white fir cordwood drives from Sweet Home to Lebanon is given by Roy A. Elliott:

> An early phase of the Sweet Home economy was the cutting of white fir cordwood for the paper mill....A river drive consisted of several thousand cords of wood, and under favorable conditions would extend from point of beginning to the mill. The time required,

> depending on the water conditions, would vary from two weeks to one month...A portable cookhouse, often a floating one mounted on a raft and called a wanigan, moved along with the drive. It took but a few years to skim the cream of this superior species of timber (Elliott 1971:63-64).

Beginning in ca. 1906, the Lebanon Paper Mills were operated by the Willamette Pulp and Paper Co. ("Lebanon in the Timber Industry," May 21, 1924). By 1910 the mill was coping with the problem of waste disposal. Apparently, people living north of the paper mill were complaining about wastes produced by the company. Faced with the threat of losing the paper mill to another community, the Business Men's League helped to raise money locally to defray expenses for the paper mill in finding a pollution solution ("Donations to Paper Mill Fund," Nov. 24, 1910). The solution at this time was to construct a flume from the plant into the mouth of Mark's Slough where the waste could be deposited into the South Santiam River. The newspaper commented that "This will put it far from any residence and into the river where it will not bother anyone" ("Larger Mills for Lebanon," Nov. 10, 1910). It was further reported that:

> ...should litigation come from the deposit of the waste matter in the river, this city will aid the mill company and pay the costs of litigation to test the question to the last courts to see if the river can be used for that purpose, as there is absolutely no other way here or anywhere else than to put such waste into the running streams of the country ("Larger Mills for Lebanon," Nov. 10, 1910).

With the pollution problem solved for the time being, the paper mill was enlarged with the company also working on a power dam at Waterloo to generate power to operate the mills. With its purchase in 1914, the Lebanon Paper Mill officially became a division of the Crown-Willamette Paper Company ("Local Happenings," Dec. 25, 1914).

Flour Mills

While in the last quarter of the nineteenth century flouring mills were an important local industry, their importance declined significantly in the early twentieth century as local farmers diversified. In the early part of the century John Edward Drucks purchased the Lebanon Flouring Mills, located on Main Street at the canal, and overhauled it. He also owned a large warehouse and purchased all of the grain which came into the city (Anon 1903:1206). By 1913, the mill is no longer indicated on the Sanborn fire insurance maps (Sanborn Maps 1913).

The Tannery

In 1907, the tannery building and four acres, owned by Kellenberger and Mayer, was sold to W.E. Harden who planned to tear down the tannery and use the materials to erect dwellings on the property ("Local Jottings," Apr. 2, 1907).

Sawmills

In ca. 1900, the timber industry began to figure much more prominently in the economy of the state. This occurred for several reasons. According to Dicken and Dicken (1979), the supply of timber in the upper Midwest was exhausted and large lumber companies moved to the West Coast to tap a new timber supply. At the same time, there was a growing demand for timber in the eastern part of the United States. Lumber production was boosted even further by World War I (Dicken and Dicken 1979:134).

With the move west, lumber companies also brought improved technology for logging that included the donkey engine and winch with steel cable (Dicken and Dicken 1979:132-133). Commercial plywood also had its beginning in Oregon in 1905 (Schroeder 1974:8). By 1929, lumber industries in Oregon accounted for 62% of all wage earners. During this period of history, the South Santiam River and its tributaries were the scene of large log drives to supply the Lebanon sawmills.

In 1907, the Lebanon Lumber Co. sawmill was established ("The New Sawmill," Mar. 12, 1907). Under the ownership of P.M. Scroggin and Seymore Washburn, the sawmill was originally located on the canal near the power plant (near the Main Street crossing) ("Lebanon in the Timber Industry," May 21, 1924). In 1907, the newspaper reported that "The new sawmill of the Lebanon Lumber Co. employs men upriver for a distance of 20 miles getting in logs and floating them down to the mill" ("The New Sawmill," Mar. 12, 1907). The sawmill was enlarged in 1910 and by 1913, the sawmill was located approximately three-quarters of a mile east of the intersection of Main and "A" Streets (Sanborn Fire Insurance maps 1913) (Fig. 73).

In 1912, the newspaper reported on the immense log drive taking place that year:

> [The] Lebanon Lumber Co. now has a force of men on the S. Santiam making its annual log drive. From 30 miles above Lebanon on Whitcomb fork of the Santiam 4,000,000 feet is already in the stream. More will be put in all down to Lebanon; the largest amount at the mouth of McDowell Creek. The drive will total 7,00,000 feet by the time it reaches Lebanon....this is the largest in the history of the mill ("Immense Log Drive," Mar. 29, 1912).

In 1914, the Lebanon Lumber Company completed a short spur track off the main line so that the timber, which was then being harvested at Crabtree, could be shipped to the mill by rail "doing away with the long and expensive log drive down the river by which logs have heretofore been brought into the mill pond ("Lumber Company Shipping Logs," Sept. 18, 1914). Shortly thereafter, in 1915, the Lebanon Lumber Co. was destroyed by fire ("Fire Destroys Entire Plant of the Lebanon Lumber Co.," Sept. 24, 1915). For a number of years after this fire, Lebanon was without a sawmill ("Lumber Company Shipping Logs," Sept. 18, 1914).

In 1919, the Lebanon Shingle Mill was established by J.C. Mayer, Seymour Washburn and associates upon the site of the Lebanon Lumber Company mill ("Lebanon in the Timber Industry," May 21, 1924; "Shingle Mill Soon to Start," Nov. 21, 1919). Plans called for cedar to be floated down the South Santiam to the mill where it would be sawed into shingles ("Shingle Mill to be Established," Sept. 12, 1919). The shingle mill burned in 1923 and in 1924, Scroggins and Washburn were contemplating the erection of a new mill on the old site.

The last mill to be established in Lebanon during this period of history was probably the Fir Lumber Co. established in 1929. The site of the mill was on Third Street along the west side of the railroad tracks between Ash and Rose Streets.

In the 1910's, the Lebanon Box and Cabinet Factory was operated by C.W. Bahrke and a variety of partners. A main product of the company was strawberry crates ("The Local News," May 8, 1914). The business was leased to C.W. Donaca just months before it was destroyed by fire in 1916 ("Lebanon Box Factory Burns," July 14, 1916).

There were a number of smaller sawmills throughout the area during this period. In 1905, W.A. Spencer sold his sawmill located north of town to R.B. and J.D. Leabo. Prior to 1910, Jerome Smith had a sawmill on the Santiam River "a few miles above the city" ("Sawmill Changes Hands," Aug. 11, 1910). The sawmill was sold in 1910 to Mr. Gerlich and in 1917, the newspaper referred to the sawmill of Gerlich and Hoerr northeast of the city ("The Local News," May 4, 1917). In 1920, the sawmill of John Loftin four miles south of town burned ("Sawmill Burned," Mar. 5, 1920).

In 1918, there were more than a dozen plants in operation in the Lebanon district for the manufacture of railroad ties. The ties were brought to Lebanon for shipment with an average of 15 cars being shipped weekly (The Lebanon Criterion, Dec. 13, 1918). The sawed ties were even floated down the river in large drives to the Gerlich and Hoerr mill where they were removed from the mill pond with an elevator and placed on to cars for distribution along the Southern Pacific Company tracks ("Big Tie Drive Comes Down the River," Dec. 27, 1918).

Planing Mills and Building Materials

There were a number of planing mills operating in Lebanon in the early twentieth century. The two most important planing mills were the Crandall Brothers Planing Mill and the Lebanon Planing Mill owned by John R. McCormick. It was noted that "...the head of each mill was an architect and a large majority of the buildings of Lebanon are planned by one or the other of these establishments, and we can safely challenge the state for better work in this line" ("Lebanon Industries: Wood Working Plants," May 23, 1913). In addition, these planing mills also engaged in interior work and furniture of the dwellings they planned.

In 1905, L.A. and A.I Crandall established the Crandall Bros. Planing Mill. In 1907, following the San Francisco Earthquake of 1906, the newspaper noted that Crandall Brothers were sending a carload of lumber to San Francisco ("Local and General," May 10, 1907). In 1907, construction began on the new Crandall Brothers Planning Mill on Main Street ("Local Jottings," Sept. 6, 1907). In 1910, the Crandall planing mill moved into a new building suggesting that another building was erected at this time. Crandall Brothers Planning Mill was located on the northeast corner of Main and "A" Streets ("In Their New Home," Nov. 10, 1910; Sanborn Fire Insurance Maps, 1913). They manufactured doors, windows, moldings, stairways, railings, bank fixtures, store fixtures, house fittings, furniture, etc. They also had a glass department which carried a full stock of plate, colored, and common glass; glazed windows, of all standard sizes; and doors with various glass designs ("Lebanon Industries: Wood Working Plants," May 23, 1913). In 1913, the newspaper noted that "Crandall Brothers are fitting up two new rooms in their planing mill that will be used for private offices. One will be for the exclusive use of architectural work" (The Lebanon Criterion, Feb. 28, 1913).

In 1917, Crandall Brothers purchased the stock of Roy Connett and took over his planing mill business. The newspaper indicated that "This makes the sixth business of this kind that has been absorbed by this firm during their twenty year business in Lebanon" (The Lebanon Criterion, April 13, 1917).

In 1918, the newspaper reported that:

> "One of the busiest places in Lebanon the past two or three months has been the Crandall Bros. planing mill. They have just about completed finishings for five buildings in Lebanon and the surrounding country. They have been getting out the millwork for the Brewster, Glaser, Armstrong and Swink farm residences and for the addition to the Catholic Church in the city" (The Lebanon Criterion, Dec. 13, 1918).

John R. McCormick operated the Lebanon Planing Mill. The mill was located in the building formerly occupied by the Goan and Sawyer planning mills, on the southwest corner of Grant and Williams Streets. The Lebanon Planing Mill carried, in addition to a general stock of dressed lumber, "doors, windows, moldings, screen doors, indoor furnishings, brackets, store fronts, park seats, etc. ("Lebanon Industries: Wood Working Plants," May 23, 1913). By 1920, this planing mill was operated by Joel Smith and in 1921, the planing mill was demolished when the property was purchased for the construction of a new armory building ("Armory Building Assured," July 22, 1911).

In 1920, the Lebanon-Santiam Lumber Co. purchased a block on Oak Street between Third and Fourth Street for a planing mill. A former planing mill building was situated on the site but was at that time being used for storage. Plans called for the purchase of rough lumber from the mills in the vicinity so that it could be dressed at the mill and shipped to the eastern market by rail. ("Planing Mill for Lebanon," Feb. 20, 1920). In 1922, the name of the business was changed to the South Santiam Lumber Co. and the company engaged in the manufacture of box shooks for

egg cases and broccoli crates ("Lebanon in the Timber Industry," May 21, 1924; "Local Lumber Company to Manufacture Boxes," Apr. 12, 1922). In the 1920's, the company manufactured a variety of boxes used for agricultural products including apple boxes for the Hood River region. In 1924, the South-Santiam Lumber Co. also sold lumber as well as lath, shingles, doors and windows (The Lebanon Express, Feb. 27, 1924). By 1928, when a fire consumed the planing mill and cannery across the street, the planing mill was under the ownership of the Hammond Lumber Company ("Cannery, Planing Mill, Two Residences Burn; Loss $300,000," July 25, 1928). Previously, in 1922, the Hammond Lumber Company had leased other land along the railroad tracks north of the grain warehouse for the purpose of conducting a lumber yard. Lumber for the yard was transported to Lebanon from their large Mill City mill ("Hammonds to Open Lumber Yard Here," Apr. 19, 1922).

Concrete became a very popular building material in Lebanon after the turn of the century. Early concrete buildings were constructed of concrete made of cement and river gravel "just as it came from the pit", resulting in poor concrete. It was noted that early concrete walls in Lebanon had too much gravel for the mortar, necessitating plastering the walls to fill the voids. Other buildings had proportionately far too much sand, resulting in less strength. In 1913, Zoph Brothers proposed a sand and gravel plant on land east of Lebanon so that gravel crushed to the proper size could be obtained ("Lebanon to Have Sand and Gravel Plant," May 16, 1913).

Zoph Brothers (Erie and Wert) operated a "cement block factory" and manufactured concrete block including that used in the construction of the 1910 Methodist Episcopal Church ("The New M.E. Church," Aug. 25, 1910). In 1911, the Lebanon Builders' Material Co., under the management of W.M. Zoph, was established with a warehouse and office one block north of the depot. The company carried Santa Cruz cement, Roche Harbor lime, fire brick, fire clay, cement block, and cement brick ("New Builders Material Firm," Jan. 12, 1911). In 1913, Zoph Brothers leased part of the block owned by Crandall Brothers , south of the railroad track, and put up a new cement block factory and warehouse in that location (The Lebanon Criterion, Feb. 14, 1913). Wirt Zoph died in 1916 and by 1922, Roy Poe and "Shasta" Harnett were manufacturing concrete block for building purposes (The Lebanon Express, Apr. 19, 1922).

In 1911, it appears that brick was not available in Lebanon and had to be "brought in from outside points" ("Brick Yard Needed," Oct. 20, 1911). In 1913, George McKilligan began manufacturing cement brick and tile at a warehouse one block north of the S.P. Depot ("The Local News," Mar. 14, 1913). The Quality Brick Plant, Riggs and Emerson proprietors, was operating in Lebanon in 1921. They advertised concrete brick and concrete block.

Canneries

The earliest reference to a Lebanon area cannery is in 1907 when the newspaper reprinted an article from the Oregon Agriculturalist which referred to a "very simply constructed little cannery near Lebanon, Oregon." The article notes that "Although without the appliances usually

considered essential to the making of first-class canned corn, the corn from this cannery is of the best quality" ("The Lebanon Cannery," Apr. 5, 1907). This is likely reference to the cannery on the M.F. Watters farm situated approximately one mile north of town. In 1911, M.F Watters constructed a new 40 x 60 foot cannery building on his property. At that time, the newspaper noted that:

> ...on the whole it will be a modern and up-to-date cannery, not large, but large enough for the present needs of the fruit and vegetable business of this community...He has conducted a fairly good sized cannery at this place for several years...("New Cannery Building," May 11, 1911).

The new cannery must not have operated for long because in 1913, fruit growers gathered to discuss the possibility of organizing and operating the old Watters cannery (The Lebanon Criterion, Mar 21, 1913). For several years thereafter, there were discussions concerning the establishment of a cannery in Lebanon.

By March of 1917, the construction of a cannery in Lebanon was assured. This effort was spearheaded by Ira Hutchens and C.B. Spencer of the Brownsville Cannery Co. With the Brownsville cannery at capacity and a realization that Lebanon was fast becoming the center of fruit and vegetable production in the area, an effort was made to sell stock to develop a local cannery. In April of 1917, articles of incorporation of the Linn Co-operative Cannery were filed and a site north of Oak Street just west of the railroad freight yards was purchased ("Linn Co-operative Cannery Files Incorporation Papers," Apr. 20, 1917).

In 1918, A. Rupert and Co. of Portland, at that time one of the largest dealers of cannery products in the west, proposed to purchase the cannery, enlarge it and operate it under the name of the Lebanon Canning Company ("Lebanon Co-operative Cannery Sold to A. Rupert and Son," Mar. 22, 1918). Shortly after the cannery was purchased, a warehouse was added to the cannery building (The Lebanon Criterion, May 3, 1918). In December of 1918, a decision was made to greatly enlarge the cannery and add new equipment "with the view of making this one of the foremost canning establishments on the west coast" ("New Cannery Building Authorized," Dec. 20, 1918). The "new cannery" was designed to handle three times the volume of produce handled in 1918. Commenting on this proposed expansion the newspaper noted that:

> The company have faith in the productivity of Santiam Valley lands and are building for the future, when growers begin to realize the real capacity of their land for berry and other small fruit production....The demand for the berry product is practically unlimited and...the Santiam Valley, is recognized as the best berry growing portion of the Pacific Northwest (The Lebanon Criterion, May 3, 1918).

The new building was completed in May of 1919 ("New Cannery Building Completed," May 9, 1919). In December of that same year, the Lebanon Canning Co. was dissolved and the cannery transferred to A. Rupert Company Inc. This move was made to allow all Rupert canneries in

Oregon to be consolidated into one large corporation. Locally, there was little change in the operation of the cannery with the newspaper reporting that "The cannery is fast becoming the community's biggest industry" ("Lebanon Canning Co. Dissolved," Dec. 12, 1919). Expansion continued in 1920 and that year, it was ranked second in production of the eight Rupert owned canneries. Among the fruits and vegetables processed at the cannery were raspberries, cherries, strawberries, blackberries, loganberries, quinces, pears, plums, gooseberries, rhubarb, beets, squash, corn, and carrots ("Cannery is Big Asset to Lebanon," Dec. 31, 1920).

Abruptly, in 1921, the cannery fell victim to financial difficulties and the cannery was placed in the hands of a receiver, F.A. Spencer. In 1925, the cannery was leased by Rosenberg Brothers & Company of San Francisco and served as a packing plant which packed dried fruit for the world market ("Lebanon Linn's Second City in Point of Size," Nov. 1925). A decisive blow, to both to the cannery and the Lebanon economy, occurred in 1928 when a fire destroyed the plant ("Cannery, Planing Mill, Two Residences Burn; Loss $300,000," July 25, 1928).

The Lebanon Creamery

In 1912, F.A. Bohle and sons, W.E. and E.F. Bohle, established the Lebanon Creamery Co. and erected a creamery and ice plant on the northwest corner of Oak and Grove Streets. The newspaper noted that "The creamery fills a long felt want and should receive the liberal support of the surrounding country" (Linn County Advocate, Nov. 28, 1912). Apparently the creamery was a successful venture immediately. By July of 1913, the creamery was producing over 27,000 lbs. of its "Strawberry Brand" butter per month with over 25,000 lbs. shipped to Portland. Ice cream was also produced and sold exclusively at all the ice cream parlors, hotels, and restaurants in Lebanon ("Lebanon Industries," May 9, 1913; The Lebanon Criterion, July 11, 1913).

Transportation

In 1905, Dwight B. Huss and his Oldsmobile rolled into Lebanon from the east. Mr. Huss was taking part in a transcontinental motor race which included the Santiam Wagon Road in its route. The first Linn County farmer to have an automobile was supposedly W.W. Crawford a windmill salesman whose work required a great deal of transportation ("Rides in Auto Now," May 3, 1907). In 1908, Seymore Washburn brought the first locally acquired automobile, an Oldsmobile, to Lebanon ("First Call of Horseless Carriage In Lebanon Proves Great Occasion," June 5, 1947).

In 1905, Lebanon residents could not foresee the changes that would occur within the span of the next few years as a result of the introduction of this new mode of transportation. Statewide, the automobile gained acceptance by 1910 and widespread popularity by 1920. This is illustrated by the number of cars registered in the State of Oregon in 1910 and in 1920; in 1910, 2,493 cars were registered and in 1920, 103,790 passenger cars were registered. The 1920 figure more than doubled by 1930 when Ford's Model-T gave way to the Model-A (Dicken and Dicken 1979:134).

Among the consequences of the automobile locally were the decline of railroad passenger service, a clamor for improved roads, and the construction of numerous automobile-related business buildings.

The automobile also made Lebanon more accessible to those in outlying areas increasing business potential. In 1917, commenting on the big truck load of people who came from Sweet Home to Lebanon for a picture show, the newspaper observed that:

> The better conditions of the roads between Lebanon, Sweet Home and Foster now makes it possible ...to come to Lebanon almost any evening when there is something to attract them. With the auto it is little more than an hour's trip when heretofore to get down at all in the winter and spring months it took a good half day by team...Good roads will put all these outlying communities in touch with the larger towns....(The Lebanon Criterion, May 4, 1917).

Livery Stables and Blacksmith Shops

In early years of the century, however, the livery stable still served an important role. In 1902, the largest livery stable in Lebanon was operated by the Seeck Brothers on the south side of Grant Street between Main and Park Streets (formerly the location of the Westfall Livery). In 1909, Moist, Bilyeu and Ramsay built a large livery and feed stable on southeast corner of Maple and Second Streets ("Local Jottings," Jan. 29, 1909). Another large livery stable is indicated on 1913 Sanborn fire insurance maps for Lebanon on the north side of Sherman Street just east of the railroad depot. This may have been associated with the Seeck Bros. operation. In 1914, the Lebanon Livery Company purchased two horse cabs. The newspaper noted that "New harnesses and uniforms for the drivers were purchased along with the cabs and there is no reason why the people of Lebanon should not now enjoy every livery convenience of those who live in larger cities" ("First Cabs in Lebanon," Oct. 16, 1914). As late as 1915, a large barn was erected for August Muetze on the south side of Sherman Street, just east of the depot, for his horse drawn delivery wagon service.

As automobiles replaced horses, blacksmiths were finding their services in less demand. One local blacksmith, J.C. Mayer, enlarged his blacksmith shop in 1916 for "the repair of crippled autos" (The Lebanon Criterion, Sept. 8, 1916).

Automobile Related Developments

By 1910, automobile-spawned businesses began to take their place on the landscape, gradually replacing livery stables and blacksmith shops. In residential areas, the automobile rendered carriage houses and barns obsolete with automobile garages replacing the barns on many lots.

The decade of the teens was a period in which the automobile and horse co-existed in a environment being configured more and more to meet the demands of the automobile. In 1913, a committee from the Crowfoot Grange attended a city council meeting to demand that hitching posts be erected so that farmers would have some place to tie up their teams. Action was postponed for so long on this issue that the grange members stopped trading in Lebanon until something was done about this situation. The matter was settled satisfactorily with plans to erect hitching posts on the east side of Main Street between Grant and Maple and along Maple Street near the fire department (The Lebanon Criterion, Mar. 21, 1913). Less than ten years later, in 1922, the newspaper noted that "In these days the old time hitching post is no longer necessary, but parking space for automobiles has arrived to vex the public. Rainy days bring the farmer to town and there is a continuous line of machines on either side of Main Street [sic]" ("Local and Personal Paragraphs," Jan. 18, 1922).

Certainly the increase in automobile traffic prompted what was probably the first traffic control sign in Lebanon. In May of 1916, the marshal set a sign board in the center of the square at the crossing of Sherman and Main Streets directing that all street traffic should keep to the right. The newspaper commented that "It would not be a bad idea if such signs were placed at all the street crossings where there is any great amount of street traffic (The Lebanon Criterion, May 5, 1916).

Many of the first garages specifically built for automobiles resembled livery stables in design. One of the earliest automobile garages in Lebanon may have been the Santiam Garage operated by Seymour Washburn, the Studebaker dealer in Lebanon. In 1915, he was located in the Santiam Garage on South Main Street (The Lebanon Criterion, Feb. 15, 1915). A wood-frame garage building located adjacent to the Crandall Bros. Planing Mill, on the east side of Main Street between Oak and "A" Streets, may have been the Santiam Garage (Sanborn Fire Insurance Maps 1913).

Another early automobile garage erected specifically for that purpose was the E.E. Taylor and Son Garage built in 1912 on the northeast corner of Main and Ash Streets. When it was built, the concrete building measured 83 feet by 106 feet, occupying more ground than any other building in the business district. The building was also the location of the Lebanon Hardware Co. (Linn County Advocate, Mar. 1, 1912). In 1912, the Flanders "20" and the E-M-F "30" were among the cars sold at this garage. In 1916, Mr. Taylor sold Oakland and Overland automobiles (The Lebanon Criterion, Feb. 4, 1916). At the same time, Schoel and Seeck operated the Lebanon Garage and Machine Shop selling Maxwells (Linn County Advocate, Apr. 2, 1912). Just ten years earlier, Mr. Seeck had been in the livery stable business.

In 1912, while still in high school, Hugh R. Kirkpatrick began selling cars in a barn owned by his father. In 1913, he moved his business to the corner of Main and Maple Streets and in 1915, in partnership with Alec Powers, Hugh Kirkpatrick rented the old Methodist Church, previously moved to the corner of Second and Sherman Streets, and remodeled it for a Ford garage ("Kirkpatrick Celebrates 35th Anniversary as Ford Dealer," Mar. 21, 1946; The Lebanon Criterion, Jan. 22, 1915; The Lebanon Criterion, Oct. 7, 1921; Sanborn Fire Insurance Maps,

1944). After the war, in 1919, Hugh Kirkpatrick and J.M. Ralston of Albany formed a partnership in a new garage business becoming the Ford agency for eastern Linn County and initially locating in the old Ford Garage on the corner of Main and Maple Streets ("New Automobile Firm," Feb. 14, 1919). In 1927, Kirkpatrick erected a modern garage on the southeast corner of Second and Sherman Streets.

In 1917, F.A. Bohle, owner of the Lebanon Creamery, was selling cars. He advertised that he was located on East Grant Street, which was also the location of his creamery business (The Lebanon Criterion, May 4, 1917). F.L. Shortridge leased the former opera house, on the corner of Second and Sherman Streets, in 1920 and transformed it into an auto garage for his Chevrolet dealership. He also sold Buick and Cole automobiles as well as G.M.C. Trucks ("Opera House to be Garage," Aug. 13, 1920).

In 1919, J.S. Northrup operated the "Northrup Garage" as the local Chevrolet agency (The Lebanon Criterion, Feb. 7, 1919). The Scott-Chrisman Motor Co. took over the Chevrolet agency in 1923 and in 1924, they erected a garage building on the southwest corner of Main and Oak Streets. By 1928, the dealership was known as the Chrisman Motor Co. and became the Oakland and Pontiac dealer for the region ("New Company Sells Oakland and Pontiac," Mar. 14, 1928). That same year, Harold Holloway of Corvallis opened an auto sales garage in the Geer building on northwest corner of Second and Sherman Streets. Mr. Holloway sold Star-Durant line of automobiles ("Star-Durant Line has Entered Local Field," Apr. 25, 1928).

One Lebanon resident was involved in the production of automotive parts. F.W Seeck invented and patented the Seeck Differential and in 1925 was manufacturing the differentials in Lebanon. The newspaper noted that "Great interest has ben [sic] shown in this invention by the makers of several leading automobiles" ("Seeck Differential Company Maintains Headquarters in Lebanon," Nov. 1925).

In 1914, demand for gasoline led to the construction of gasoline tanks in Lebanon by Standard Oil Company. These tanks were located on the railroad tracks on the east side of the Grant Street bridge and served to make Lebanon the distribution point for Standard Oil. Ironically, a tank wagon was used to make deliveries initially ("Lebanon is Distributing Point," Oct. 30, 1914). In 1917, this facility was enlarged and became the supply base for all the towns in the east end of the county ("The Local News," The Lebanon Criterion, Jan. 5, 1917).

Early filling stations were located on Main Street in the downtown commercial district (Fig. 74). In 1921-22, L.R. Cheadle erected a filling station at the northwest corner of Main and Maple Streets and in 1924, Frank Doolittle erected a station (The Lebanon Criterion, Oct. 7, 1921; The Lebanon Express, March 12, 1924). Doolittle's station was designed by architect A.I. Crandall and was located on the northeast corner of Main and Grant Streets. In 1928, he added an "auto laundry" to his service station ("Local Happenings," Apr. 25, 1928).

The automobile rendered carriage houses and barns obsolete and in this period, automobile garages replaced the barns on many lots. Some of the early auto garages, while of much smaller scale, resembled barns in their use of board or board and batten construction and board doors. When a garage and house were built contemporaneously, often the design of the garage matched the house or apartment building. Most early auto garages were narrow and detached, just big enough to fit a single car, and were located either on the alley behind the house or at the back of the lot at the end of a drive. Early garages had folding doors or double-leaf doors. Some even incorporated a "pit" so that oil could be changed or, as in the case of S.C. Stewart's garage built in 1916, a turntable so he did not have to back out into the street ("The Local News," The Lebanon Criterion, July 28, 1916).

In 1924, Lebanon established a free auto camp for tourists in the City Park located in the Queen Anne Addition. A sign directing motorists to Lebanon and the auto camp, was posted on the Pacific Highway (Hwy. 99W) at Tangent.

Roads

With the popularity of the automobile came the era of construction projects to create an all-weather road network. The National Good Roads movement was launched in 1902. Until 1917, road building in Oregon was almost always the responsibility of the counties (Dicken and Dicken 1979:134). As a result, "Good Roads Day" was established as part of the movement to improve the roads of the county. On this day in 1914, every male citizen of Lebanon was expected to spend the entire day working under the direction of the district road supervisor upon the roads of the county. It was also requested that all business houses close their doors on this day ("Lebanon Will Join With County on Good Roads Day," May 1, 1914).

In 1917, the State Legislature enacted a law which provided for the creation of a State Highway Commission and authorized it to construct and maintain a system of modern highways throughout the State (Clark et al. 1925:337).

In 1920, Linn County adopted a paving program whereby market roads would gradually be paved. Among the first roads proposed for paving in the Lebanon area was the Lebanon-Albany Road ("To Begin Paving of County Roads," Apr. 28, 1920).

In Lebanon, plans for the first street paving project were underway in 1913. The first paving contract was let for nine blocks of Main Street, from the railroad tracks on the south to Carolina Street on the north ("Building Operations Enlarge," Apr. 18, 1913). A second contract was let in the summer of 1913 for Sherman Street, to the depot, and for two blocks of Grant Street ("Paving Operations to Begin," June 27, 1913). The first pavement actually completed was the two blocks between Main Street and the depot ("Paving Goes Down Rapidly," Aug. 29, 1913). Prior to paving, the water company made new connections to the Main Street businesses using lead pipe with new valves (The Lebanon Criterion, Mar. 21, 1913).

In 1914, a contract for paving Grant Street to the bridge was awarded. The Grant Street improvement was apparently needed with the newspaper commenting that "...Grant Street from the center of town to the east city limits has for years maintained a reputation for all that was bad in a good roads vocabulary" ("City Council Lets Contract for Grant Street Paving," July 10, 1914). Perhaps motivated by the Grant Street paving project, a petition directed to the County Commissioners, was circulated in July of 1914 calling for the replacement of the Grant Street covered bridge over the Santiam River. In 1914, it was considered one of the oldest wooden bridges in the county (The Lebanon Criterion, Lebanon, Oregon, July 17, 1914). Some Grant Street residents also planned to beautify Grant Street by planting Acacia Trees (The Lebanon Criterion, Apr. 10, 1914). Paving of South Main Street was also taking place in the summer of 1914 ("Paving Begins on South Main St.," July 24, 1914). By 1925, there were 41 blocks of paving in the city of Lebanon. For unpaved roads which needed to be graded periodically, the county came up with the idea of using iron bridge trusses from dismantled bridges as road drags ("The Local News," Nov. 13, 1914).

A number of streets in Lebanon, dedicated for road purposes but never developed, were "opened" during this period including Oak Street between Park and Hiatt, and Sherman and Rose Streets west of Third Street ("Local Jottings," Jan. 25, 1909; "Mayor's Annual Message," Jan.8, 1909). Sherman and Rose Street were opened in conjunction with the construction of a new railroad depot.

The Willamette Valley and Cascade Mountain Road

In 1914, the newspaper provided the following information on the closing of the old toll road:

> The old Willamette Valley and Cascade Mountain Road...leading from the Willamette Valley into Prineville, has been closed by the company operating it as a toll road, and some of the bridges nailed up, with signs notifying all parties that the road is condemned...It was one of the main highways of commerce across the mountains and a great deal of travel by wagon was made on it ("Old Toll Road is Closed," May 16, 1914).

This closure of the toll road did not stop its use.

That same year, the Foster-Cascadia Road District proposed a new four-mile road segment between Foster and Cascadia along the banks of the Santiam to go around Shea's Mountain (The Lebanon Criterion, Dec. 25, 1914). The route of the old wagon road avoided the steep banks of the Santiam in this area and its route was several miles to the south of this point. Twenty-eight farmers of that road district began work on this segment in 1915. It was noted that:

> When completed it will eliminate many steep grades in the present road and will afford travel year round with comparative ease....Now if the county court will back up the enterprise of the citizens of Foster and vicinity and give them some real assistance in

building a road around that almost impassable obstacle their work will have been to some purpose ("Road Work on Cascadia Route," Feb. 5, 1915).

Apparently, this segment was still not completed in 1917 when a bill was introduced to the Oregon Legislature proposing to make a road from Albany through Lebanon, Sweet Home, Foster, Cascadia, Sisters and on to Bend a secondary State Highway. The Shea Hill segment was likely part of this proposal ("Santiam Road Bill in Senate," Feb. 2, 1917; "Shea Hill Road Possible," Aug. 24, 1917). Motorists were using the Shea Hill route by 1920 ("Motorists Having Trouble on Shea Hill," Aug. 13, 1920).

In 1920, the Western Colonization Co. that owned the Willamette Valley and Cascade Mountain Road abruptly began collecting tolls again. The Forest Service had been maintaining the road in its jurisdiction while the colonization company had done nothing since it had abandoned the road ("Toll Gate Reinstated on Santiam Road," July 9, 1920). Apparently, amidst complaints, tolls were discontinued at that time but the Western Colonization Company authorized improvement of the route and its bridges with a plan to collect tolls again when the route was improved ("Road Through Santiam Pass to be Improved," Sept. 13, 1922). In 1924, representatives of the Western Colonization Co. were in Linn County to discuss a proposal by the county to purchase the wagon road right-of-way ("Santiam Road Deal Waits for Davidson," March 12, 1924).

In 1927, the State Legislature passed an act to create the South Santiam Highway and in 1928, plans called for the Highway to be paved the 17 miles from Lebanon to Shea Hill with additional plans for paving from Cascadia to the ranger station, which was located on the Forest Service boundary several miles to the east of Cascadia ("Prospects Bright for Santiam Road Work," June 6, 1928).

Bridges

In 1905, the approach spans to the covered bridge over the Santiam River were covered (Express-Advance, Oct. 3, 1905). By 1913, the covered bridge over the Santiam River in Lebanon was said to be oldest bridge in the county at a mere thirty-eight years old. At that time, it was noted that the 246-foot span was yet "in a good state of preservation" ("Oldest Bridge in County," Sept. 19, 1913). Perhaps spurred by the paving of Grant Street in 1914, plans were being made for the replacement of the covered span early in 1915. It was noted that bids would probably be asked on both a steel span and a wood span and perhaps even a reinforced concrete structure. If selected, the steel span was to be a Baltimore truss ("New Bridge to be Constructed Over Santiam This Year," Mar. 26, 1915). In May of 1915, the steel span was decided upon ("Steel Bridge to be Erected Across Santiam This Year," May 21, 1915). Work on the bridge began in August of 1915 with Pacific Iron Works having been awarded the contract ("Work Begins on New Bridge," Aug. 27, 1915). The bridge was completed in the summer of 1916 ("Santiam Bridge Near Completion," July 14, 1916).

Several other covered bridges were located in Lebanon. A proposal to erect a bridge over Baker slough on Wheeler Street was discussed in 1915 ("New Bridge Across Baker Slough," Oct. 8, 1915). It appears as though the east approach span of the Santiam River bridge may have been moved to this site upon the completion of the new steel bridge in 1916 although an article concerning the use of the east approach span refers to Goodrich Slough rather than Baker Slough ("New Bridge Over Goodrich Slough," Oct. 27, 1916). This bridge was destroyed by the high water of 1922. Another covered bridge was built on Grant Street over a slough as part of the improvements to that thoroughfare in 1914 ("Grant Street Bridge Completed," Sept. 18, 1914).

Stage and Bus Service

The first years of the twentieth century saw the last of the horse-drawn stage as a mode of transportation. In 1908, the newspaper reported that George B. Whitcomb added a stage from Lebanon to Fish Lake in connection with his Cascadia line. This line was then connected with the eastern Oregon line making a direct stage line from Lebanon to Prineville ("Stage Run to Fish Lake," July 17, 1908).

By 1911, A.A. White operated a passenger and two freight autos between Lebanon and the town of Foster. Supposedly, this venture was short-lived because the demand for such a service was limited. For several years, E.H. Billings ran an auto stage, an International Harvester Buggy, between Lebanon and the resort of Cascadia and was apparently quite successful until 1910 when it broke down and remained in the mountains for two years before it was retrieved ("Wagon Track Trails Clear Way to Roads, Ferries," June 5, 1947). Newton and Stitts operated the Lebanon-Cascadia stage route for several years until 1915 when Steward Stanard, who had the government mail contract, took over the stage line (The Lebanon Criterion, June 26, 1914).

By 1913, there was stage service between Lebanon and Sweet Home and Lebanon and Lacomb (The Lebanon Criterion, July 11, 1913). Also beginning that year, a bus met guests of the Hotel Lebanon at the railroad depot for conveyance to the hotel (The Lebanon Criterion, Apr. 4, 1913). The first regular bus service between Lebanon and Albany was established in 1928 with J.E. Southworth operating a twelve passenger bus between the two points ("Lebanon-Albany Stage," Mar. 14, 1928).

Railroad

In 1902, there was talk of a stage line between Brownsville and Albany. This discussion was precipitated by the train schedule which required a two hour wait in Tallman, at the juncture of the two rail lines, in traveling from Albany to Brownsville ("A New Project," Jan. 21, 1902).

In the winter of 1906, the railroad bridge over the Santiam River on the former Oregonian line washed out. It was decided, undoubtedly for economic reasons, to reroute the railroad between

Balm and Spicer Station through Lebanon on what was known as the Lebanon-Crabtree cutoff. A new steel railroad bridge was erected over the Santiam River at Lebanon in 1910 just south of the wagon bridge (Fig. 75). Lebanon could then boast two railroad lines into town although both were under the control of Southern Pacific.

In 1907, a gang of railroad carpenters came to Lebanon to make extensive repairs to the railroad depot (The Lebanon Express, Jan. 7, 1907). This is curious in light of the construction of a new depot in 1908 (Fig. 76) (Express-Advance, Dec. 13, 1907; "New Depot at Once," May 15, 1908). In 1915, alterations were made to the depot to add rest rooms. The newspaper described the changes explaining that:

> They have partitioned off a part of the waiting room for a ladies rest room and fitted up a closet for men on the Third street side of the depot. This is in line with the plans of the company to keep their depots at all stations in the best sanitary condition that local conditions will allow ("Depot Being Repaired," Mar. 5, 1915).

The 1908 Railroad Depot, which is still standing, is significant for its association with the railroad and as an intact example of railroad architecture from the early twentieth century.

In 1915, the passenger train which ran on this line was known as the Willamette Limited ("Railroad Runs Changed, Jan. 22, 1915). The turn table was still in use in 1915 but when the turn table broke that year, there were no plans to repair it ("Local Happenings," Jan. 22, 1915).

In 1920, the district section house, which was formerly located at Goltra Station, was moved to Lebanon and placed on railroad company land on the corner of Oak and Second Streets. While section houses were previously located in the middle of the district where crews could be close to their work, this was no longer necessary or desirable to the workers, who enjoyed the benefits of life in town, when motorized cars replaced hand cars ("Section Crew Moved to Lebanon," The Lebanon Criterion, Feb. 27, 1920).

In 1921, auto and truck traffic was eroding passenger train patronage. With the threat of reduced train service looming, the newspaper suggested to local businessmen that:

> The truck is a transient method at best and is reliable only when good weather conditions prevail while the railroad is permanent, and more than that, it is one of the largest tax payers in the county, and the service it offers is worth preserving ("Rail Road May Reduce Service," July 15, 1921).

The Oregon Electric

> "There are big mills in the east and south that are almost out of available timber. Can anyone doubt that with a railroad tapping more than twenty billion feet of prime timber

> that these timber-hungry manufacturers will not seek [sawmill] locations ("Get Ready for Big Things Says Biggs," Mar. 28, 1928).

In 1928, after years of discussion of a railroad line up the South Santiam River, the Linn County Logging and Lumber Railway applied to the Interstate Commerce Commission for permission to construct a standard gauge rail line from Albany to Foster. The line, which would pass directly through Lebanon, would generate most of its business through the hauling of logs ("Company Asks Permit to Build Railroad," Feb. 29, 1928). As originally planned, at Foster three branch lines were to have been built to tap the vast timber reserves of the region: one to the Whitcomb area; one to Cascadia; and one to the upper Calapooia River drainage ("Clear Sailing for Santiam Railroad," Mar. 14, 1928). The project was taken over by the Oregon Electric in April of 1928 with funds for the project provided by its parent lines, the Great Northern Railroad and the Northern Pacific Railroad ("Northern Lines to Build Railroad," Apr. 11, 1928). Construction of the line had to wait, however, until 1930.

The Lebanon Canal

The Lebanon Canal was used to transport cord wood in the early twentieth century. In 1915, the newspaper reported that:

> The Light and Water company is busy taking care of something like 500 cords of wood that they are having floated down the river from above Foster. They let it into the canal at the intake, three miles above town, and float it down to the head gates at the power house where it is run through a specially constructed chute to the wood yard and hauled away in wagons and piled up ("The Local News," Nov. 12, 1915).

Airplanes

In 1902, the local newspaper advised people to "See the airship, the first in Lebanon" ("Local Jottings", Nov. 4, 1902). This was likely reference to a dirigible. According to one source, the first airplane to landed in Lebanon in 1919 on Tangent Street ("She 'Saves' Lebanon History," Apr. 20, 1978). In 1928, a landing field in Lebanon, established by the Lebanon Lion's Club, was recognized as an official landing field by the U.S. Department of Commerce ("Lebanon Landing Field Recognized by the U.S.," June 6. 1928).

Agriculture

Settlement of the more marginal range and pasture lands and diminished wheat yields led to the diversification of agriculture at the turn of the century. Emphasized were specialty fruit, vegetable and nut crops, dairying, and poultry production. Also important were potatoes, oats, hay, alfalfa

and clover. The intensive cultivation of smaller tracts of land was one factor which attracted settlers from other parts of the county (Wallace 1942:22). Toward the end of this period, grass seed production began to make inroads on prairie farms located in the Spicer and Tallman areas.

Many of the agricultural products of the region were traded, sold, shipped and/or processed in Lebanon. There were several grain warehouses operating in Lebanon during this period. The Kreig and Ziesing Warehouse advertised wheat, oats, hay, flour, mill feed, poultry, and supplies (The Lebanon Criterion, Nov. 24, 1916). After the turn of the century, Thad Sterling purchased the Lebanon Warehouse Co. (formerly owned by John Settle), and in the mid-1910's, the Farmer's Co-operative Warehouse was operating in Lebanon. A large warehouse of the Farmer's Warehouse Co. was located in Tallman until it closed in 1909. All of these warehouses were located along the railroad tracks, as were a number of potato warehouses and the cannery.

The Lebanon Cash Produce Co. paid farmers for veal, pork, poultry, eggs, pelts, etc. (The Lebanon Criterion, Apr. 11, 1913). Next door, at the Lebanon Elevator and Grain Co., cash was paid for wheat, oats, and beans. Scroggins purchased cream and produce.

Horticulture

The change in agriculture at this time led to the development of several important industries in Lebanon, including canneries. The Linn Co-operative Cannery, by 1918 known as the Lebanon Canning Co. and. by 1920, as the Oregon Canning Co., was completed in Lebanon in August of 1917. Eventually, the cannery processed a wide variety of fruit and vegetables, including green beans, pumpkins, prunes, plums, peaches, Evergreen blackberries, raspberries, gooseberries, loganberries, tomatoes, and carrots. Organizations, such as the North Pacific Fruit Distributors and the Western Oregon Fruit Distributors, formed in the mid-1910's, facilitated the distribution of local products to distant markets ("Fruit Growers Combine," June 26, 1914).

Strawberries began to figure prominently in the agriculture of the region in the early years of the twentieth century. A 1907 newspaper article stated that "This place is noted as the leading strawberry grounds in the valley" ("An Essay on Lebanon," Apr. 5, 1907). In 1909, Lebanon's first Strawberry Fair helped to promote production locally and established the identification of Lebanon with the strawberry.

In 1911, Helen Crawford, a local agriculturalist, wrote the following description of Lebanon's strawberry fields:

> The most celebrated strawberry plantations lie along the southern bank of the Santiam from Lebanon southeast to Waterloo....The farms are small, most of them containing from 10 to 30 acres....This small planting of 25 acres has given such wonderful results that

> Lebanon [ ] out rival Hood River in the production of strawberries....Two crops of berries are grown annually in this region without irrigation ("Lebanon as the Strawberry Center," Mar. 23, 1911).

Strawberries were also grown in the bottom lands north of town and in some of the "rural" additions platted during this period such as Mountain View and Bahrke's.

In 1912, The Brownsville Times announced that the famous Calapooia and Santiam strawberries would be the first fresh fruit to be canned that season at the local cannery (The Brownsville Times, June 7, 1912).

By 1913, it was observed that "The strawberry is giving away to the raspberry and the loganberry, both of which are becoming plentiful in the local market" ("Local Happenings," July 4, 1913). Loganberries were grown in the region by 1913, with the newspaper noting that "In the north part of the city Dolph Reeves is putting out a six acre tract to loganberries. This industry promises to play an important part in the future growth of Lebanon" (The Lebanon Criterion, Apr. 18, 1914). In 1916, the Albany Fruit and Juice Company was providing local processor as it began making loganberry juice ("Loganberries Sold by the Ton," July 28, 1916). With the establishment of a large cannery in Lebanon in 1917, more attention was given to berry crops other than strawberries. In 1918, the berries most in demand by the cannery were loganberries, red raspberries, and the evergreen blackberry ("To Develop a Model Berry Farm," Oct. 18, 1918). In 1919, J.Q. Swink of the Tennessee district made $6000.00 profit on 14 acres of loganberries ("Loganberries and Land Values," Sept. 12, 1919). The cannery processed berries from a wide area, including Marion County ("Cannery Receipts Largest Ever Known," July 30, 1920).

Evergreen blackberries, which grew wild in the region and were previously considered a nuisance, were in demand with the establishment of local canneries. In 1916, a local farmer contracted with the Brownsville Cannery for 50 tons of blackberries. The blackberries were to be gathered by pickers from the foothills ("Sells 50 Ton Blackberries," Apr. 7, 1916). In 1918, the newspaper stated that "As a canning fruit [the blackberry] has an unlimited market and every pound that can be gathered will find ready sale at the cannery where they are making every effort to secure a record breaking tonnage of these berries for the eastern trade" (The Lebanon Criterion, Aug. 2, 1918). That year, the cannery planned to run day and night to process fifteen tons of blackberries per day ("Evergreen Blackberry Harvest On," Aug. 16, 1918).

In 1914, "Fruitland Orchards", located on the Santiam bottom lands and owned by E.C. Roberts, was growing gooseberries with very good yields. The gooseberries were planted as fillers between the orchard trees ("Large Yield of Gooseberries," July 17, 1914). These gooseberries were processed at the Corvallis Cannery prior to the establishment of a cannery in Lebanon.

Canning was just one method of berry preservation being employed at that time. In 1925, a berry barreling plant was established by Baker, Kelly and McLaughlin. In 1927, the company handled 200 tons of berries and, in 1928, with prospects for that amount to be doubled, they added a

50 x 640 foot addition to the rear of Ralph Scroggins building, The Farmer's Cooperative Warehouse ("Construction Started on Large Barreling Plant," Feb. 1, 1928). At this time, the Oregon Canning Company in Lebanon was also barreling strawberries, which was the method used for the greater portion of the strawberry crop grown in the Lebanon area at that time ("Cold Packers Busy Barreling Berries," Oregon, June 6, 1928). In 1927, the newspaper announced that:

> Mr. consumer will find something really new in the retail shops this week. Fresh strawberries, loganberries, and raspberries...picked some months ago but are still fresh. They are frozen on the day they are picked and placed in ice cream containers....The fruit is kept frozen until needed....Strawberry or raspberry shortcake as well as berries with cream are now available every day of the year ("Fine Berries are Now on Sale in Cities," Dec. 21, 1927).

Beginning in the 1890's, sizeable acreage in Linn County was devoted to the growing of Italian plums for prunes. Prunes continued to be important, well into the twentieth century. C.M. Burkhart was among those that had large prune driers.

While apples had been grown since the 1850's in orchards associated with farmsteads in the region, large scale commercial production in the area did not take place until the early 1900's when "apple fever" hit the region. The development of apple tracts or subdivisions was not widespread in the Lebanon Precinct, probably because there was so much success with other specialty crops. There were some commercial orchards, however, and, in 1914, Claude Murphy, who had a four-acre orchard of Baldwin apples, shipped the first full car of apples from Lebanon. The fruit was shipped through the North Pacific Fruit Distributor's Association. G.W. Smith also had a commercial orchard at that time and was also preparing to ship apples. Of this event, the newspaper noted:

> This is about the first attempt of the Lebanon fruit growers to market their product in car load lots and the experiment will be watched with a great deal of interest by all the growers, and if it turns out successful the strawberry growers will not be slow in taking up the same means in disposing a large portion of their crop" ("Ships Out First Full Car of Boxed Apples From Lebanon," Oct. 30, 1914).

Mr. Murphy's apples were judged to be the best car load of apples that passed through Portland that year (The Lebanon Criterion, Oct. 6, 1916).

A peach orchard was planted by Helen Crawford on her farm south of Lebanon in the early 1910's and, in 1914, she harvested 1000 bushels of peaches, an event upon which the local newspaper commented "The question now naturally follows: Will some man or men, follow in the footsteps of Miss Crawford and develop more of the lands in this valley into orchards that will produce like results?" ("Santiam Valley a Peach Country," Sept. 12, 1913). Helen Crawford gave her name to the Early Crawford variety of peach which she developed and grew in her orchard.

Helen Crawford is said to have planted the first commercial walnut orchard in the Lebanon area in 1908 (Lockley, Helen Crawford Interview). The orchard, consisting of 16 acres of Franquette walnuts, was located on her farm in the current vicinity of the nut plant on Franklin Street. It appears that a Mr. Borchers actually had an earlier orchard consisting of 16 acres of English walnuts on a farm two and one-half miles south of town (The Lebanon Criterion, June 5, 1914). Another early grower was Sol Lindley, who planted a ten-acre English walnut orchard in 1911 (The Lebanon Criterion, Apr. 13, 1911). By 1914, walnuts were becoming so popular that there was actually a suggestion of making Lebanon a "Walnut City," with W.A. Elkins offering to furnish black walnut trees free for planting throughout the community for eventual grafting to English walnuts ("A Walnut Proposition," Oct. 2, 1914).

In 1921, the local nut growers exhibited their product in Lebanon to assure people that the English walnuts grown locally had commercial value. In addition to English and Black walnuts, the exhibit included "Butternuts, Filberts, Hickory nuts, Chestnuts, and Japanese walnuts" ("Lebanon's First Walnut Show a Success," Oct. 28, 1921). One grower even displayed almonds ("Nut Show was an Eye-opener," Nov. 2, 1921).

In the early 1920's, filbert trees were being planted in the area with one source noting that "...there is now over one thousand trees planted in Lebanon and vicinity which will come into bearing in a few years" ("Lebanon, A Home Town," Sept. 20, 1923). The acreage planted in nut orchards locally led to the establishment in 1922, of the Lebanon Nut Growers Association with a processing plant under the management of E.B. Edes. A large addition was erected in 1926.

In the early 1900's, potatoes were being grown locally on a commercial scale. Sol Lindley erected a potato warehouse along the railroad tracks in 1905 (The Express-Advance, Oct. 6, 1905). Another potato warehouse was owned by S. Washburn in 1913. Roy Fitzwater's large, frost-proof potato warehouse, erected in 1917, was intended for all root crops. (The Lebanon Criterion, July 20, 1917). The community of Spicer also had a warehouse for potatoes raised in the Tennessee bottom (Linn Benton Lincoln 1978:27). Potatoes continued to be grown locally in the 1920's with Robinson and Watson operating a potato warehouse in Lebanon ("Potato Market Active," Mar. 21, 1928).

Hops appeared to decline in importance locally during this period, with the newspaper advertising a "Hop Pickers Special Train" to Independence and Wigrich (The Lebanon Criterion, Aug. 20, 1915). In 1921, the Lebanon Greenhouse, operated by Mr. and Mrs. W. Pellette, was located on Park Street, north of the Methodist Church (The Lebanon Criterion, June 3, 1921). In 1925, the greenhouse, which had 11,000 square feet under glass, was growing chrysanthemums and carnations for the wholesale trade in Seattle and Portland ("Lebanon Linn's Second City in Point of Size," Nov. 1925). A.F. Bahrke also had a greenhouse which he leased to Otto Heinl in 1930. By 1923, the Glaser Farm was marketing honey on a commercial scale ("Lebanon, A Home Town," Sept. 20, 1923). Mr. Glaser eventually became one of the most successful honey producers in the state.

Livestock

Turkey production was taking place in the area in the 1910's, with 600 turkeys shipped out of Lebanon bound for the Alaska market in 1916 ("The Local News," Aug. 20, 1916). Apparently, turkeys at this time were free ranging birds since the newspaper noted that "There are several thousand birds on the ranges in the foot hills that will be marketed between this time and Christmas (The Lebanon Criterion, Oct. 12, 1917).

In the early twentieth century, Loffie E. Arnold, a prominent Oregon poultry breeder, operated the Arnold Egg and Poultry Ranch, later known as the Arnold Hatchery, on sixty acres in south Lebanon. One of the oldest and largest poultry breeding facilities in the state, the ranch shipped to all parts of the western United States. Another large poultry farm in the area was the Walnut Hill Poultry Farm operated by Mrs. Grobe Williams.

At the turn of the century, mohair from angora goats was in demand. Locally, mohair was sold each year by the Lebanon Mohair Pool which was the second largest such pool in western Oregon. The pool contained the greater part of the mohair sheared in the Santiam Valley ("Mohair Pool Sold Last Monday," May 1, 1914; The Lebanon Criterion, Apr. 24, 1914). In 1916, the Farmer's Union of Lacomb organized a mohair pool.

Dairy herds were established on many local farms in the early twentieth century as dairying became economically important in Linn County. This lead to greater acreages of crop land being dedicated to alfalfa and other forage crops. In 1912, F.A. Bohle and Sons established the Lebanon Creamery and erected a creamery and ice plant on the northwest corner of Oak and Grove Streets. The newspaper noted that "The creamery fills a long felt want and should receive the liberal support of the surrounding country" (Linn County Advocate, Nov. 28, 1912). In 1928, a new Lebanon Creamery Building was erected at 853 Main Street Fig. 77). This existing building is important for its association with a one-time important industry in this area.

Several companies had cream stations in Lebanon. In 1905, the Hazelwood Creamery erected a cream station in Lebanon ("Local Jottings," Apr. 11, 1905). The Hazelwood cream station was located on the railroad tracks across and slightly north of the depot. In 1913, the Corvallis Creamery had a cream station along the railroad tracks (Sanborn Fire Insurance Maps, 1913). By 1922, the Independence Creamery had a local cream station ("Hazelwood Co. Well Pleased in Lebanon," Nov. 15, 1918; The Lebanon Express, Mar. 15, 1922).

The Cheadle Cheese Factory continued to operate in the early years of the century but was discontinued after the death of G.W. Cheadle.

Farm Outbuildings

With the rise of dairying as a pursuit in the early twentieth century, the gambrel roof barn was promoted in the state by agricultural colleges, which often built very large examples (Dole 1974:225). New equipment and elements were added, such as manure carriers and self-operating drinking bowls and a milk room and electrical services (Dole 1974:226). These barns incorporated a plank construction system that used less material and smaller dimensional lumber (Dole 1974:226-227). The small length of the wooden members made it easy to change direction, resulting in the ability to create a number of different kinds of curved roof shapes, including convex profiles and flared gambrel profiles (Dole 1974:227). Silos, either of wood or stone tile, were often located adjacent to the barns. Other outbuildings found on some farms during this period included fruit dryers, machine sheds, poultry brooders and incubators.

Education

Elementary Schools

The South School, located on the block bounded by Second and Third Streets and "A" and "B" Streets, continued to be used as Lebanon's grade school throughout this period. The school was painted and slated to be modernized in 1913. At that time, the newspaper reported that the "Painters have finished painting the grammar school building. It is now sort of a light brindle color with a slightly darker trim. In spite of this handicap, however, the building is much improved in appearance...." (The Lebanon Criterion, July 11, 1913). In 1920, however, crowded conditions at the school forced the construction of a one-story, two-room "portable school" on the south side of the building ("School Buildings to Be Repaired," July 16, 1920). Seventh and eighth grades were taught in this Bungalow building ("Local and Personal Paragraphs," The Lebanon Express, Jan. 18, 1922).

In 1923, students in grades 1-5 from the north end of town were being taught in the high school building ("Old-Time Pioneer School Days Recalled by Special Writer of the Criterion," Mar. 2, 1923).

High School

After the turn of the century, high schools were being built as part of the public school system in many Oregon communities. In 1906, the Oregon Conference of the Methodist Episcopal Church recommended leasing the Santiam Academy to the Lebanon School District. In 1907, the Santiam Academy and grounds were leased by the District for a period of 99 years ("Special School Meeting," Apr. 16, 1907). That summer, repairs were made to the Academy building preparatory to converting the building into the city high school. In addition, the low places on the grounds

were drained and filled, some trees were removed, and others were planted ("Local Jottings," Aug. 30, 1907).

In 1909, plans were made for the construction of a new high school building. The new building was erected immediately in front of the old Academy building ("Lebanon's New, Up to Date and Beautiful Educational Institution," Nov. 30, 1909). The two-story, brick high school with daylight basement was dedicated on Sept. 7, 1910 ("School Building is Dedicated," Sept. 8, 1910). The high school had fourteen classrooms, a recitation room and an assembly room (Fig. 78).

In 1912, the old Academy building was moved from its original site to the northwest corner of the school grounds. Plans called for its continued use in conjunction with the high school ("Academy Moved," Sept. 24, 1912).

In 1918, a high school gymnasium was setup in the old Ford garage on Sherman Street (formerly the Methodist Church, built in 1888 and moved to this site for a theater in ca. 1911). Two girls teams from the high school played and the Lebanon high school boys played the local firemen (The Lebanon Criterion, Feb. 8, 1918).

Rural Schools

Only one additional school district was established in the rural Lebanon area during this period. School District #132, the Stoltz Hill School, was established in 1910. The district schoolhouse was located on the west side of Stoltz Hill Drive, just south of the intersection of Vaughan Lane (Metsker Map, 1930).

Several established school districts built new school buildings during this period, including the Spicer School.

An addition was made to the ca. 1896 Crowfoot schoolhouse in ca. 1909 because of increased enrollment. In the early part of the century, the Mineral Springs College dormitory was moved from Sodaville to a site across from the Crowfoot schoolhouse. The schoolhouse and grange hall were important social centers for the Crowfoot community. In 1923, a play shed was added to the Gore School. Gore School was referred to in the newspaper as one of the best equipped rural schools in Linn County ("The Local News," Oct. 7, 1921).

In 1920, there were discussions concerning the consolidation of several rural school districts because of the scarcity of teachers and the high salaries paid to teachers. Improved transportation networks and equipment made consolidation possible. The districts mentioned for consolidation at that time were Gore, Stoltz Hill, Denny, and Crowfoot. Consolidation did not occur at that time because Lebanon would have been required to increase the capacity of its school which was already at capacity ("Would Consolidate Schools," Feb. 27, 1920).

The Big Brother Farm

Chester Lyons, an Illinois native who worked in Jane Adam's Hull House in Chicago, established and operated the Big Brother Farm south of Lebanon in 1913. Here, he brought disadvantaged children to the farm every summer until his death in 1942. His inspiration for the farm was gained from his summer work at the Hull House where he took groups of boys to county farms. To his Lebanon farm he brought disadvantaged boys for two-week periods during the summer. They learned gardening and how to take care of livestock, and participated in various recreational activities. Beginning in 1923, girls were also brought to the farm for two-week sessions. The Big Brother Farm was located on land in the location of the current Big Brother Lane (Fig. 79).

Religion

> "The moral and religious sentiment of the people of Lebanon is high, its five well-organized churches located here exert the influence that would naturally be expected of religious organizations, strong in numbers and ably led" (The Linn County Advocate, 1912).

In the early twentieth century, several previously unrepresented denominations organized churches in Lebanon while a number of established congregations replaced their nineteenth century wood-frame edifices with masonry buildings. Those congregations not erecting new buildings at this time made additions to their older buildings.

Right after the turn of the century, largely as the consequence of the influx of population associated with the paper mill, a Catholic Church was established in Lebanon. In 1901, a Catholic mass was held in the home of S.P. Bach and, for several years thereafter, masses were held in the homes of several local Catholics including Edward O'Neill and J. Drucks. Designated as a mission of Sublimity, Lebanon was served by a Polish priest. It was noted that at that time there were a number of people of Polish descent living between Lebanon and Sodaville. In 1903, the Catholic Church purchased the former Cumberland Presbyterian Church located on the southwest corner of Main and Academy Streets ("Lebanon's Churches -- Coming of Age...," The Lebanon Express, June 5, 1947). The Cumberland Presbyterian Church had united with the Presbyterian congregation. One of the founders of the paper mill, Edward O'Neill, donated much to the establishment of this church, hence the name of the church, St. Edwards. Lebanon was then made a mission of Albany and served by Father Arthur Lane. The church was dedicated in 1905 ("Local Jottings," Sept. 1, 1905).

In 1918, a 54 x 54 foot, two-story addition was made to the rear of the church, extending the back of the current church and providing an auditorium in the basement and a parsonage on the second floor (The Lebanon Criterion, June 21, 1918).

The First Christian Church was established in Lebanon in ca. 1904. Until the erection of a new church building in 1909, the congregation worshipped in the old Methodist Episcopal Church South building on Second Street (before it was moved). In 1909, a church building designed by A.I. Crandall was constructed at the southeast corner of Grant and Park Streets (Fig. 80) ("Local Jottings," Dec. 10, 1909).

The Methodist Episcopal congregation erected a large cast stone church building in 1910 (Fig. 81). The new Methodist Episcopal Church building was erected on the site of their earlier church, on the southwest corner of Park and Vine Streets. The Jacobethan Revival style church was designed by local architect A.I. Crandall and the concrete block was manufactured by Zoph Brothers in their cement block factory. It was noted that, when completed, it would be the most expensive and the only cement-block church in "old Linn" ("The New M.E. Church," Aug. 25, 1910). At a cost of $20,000.00, the new church was completed in February of 1911. At that time it was referred to as the biggest church of the Methodist denomination in the Willamette Valley ("Dedication Day is Set," Feb. 9, 1911). After the completion of the new church, the old church was sold at an auction in 1911 to Randolph Kuhn, who moved it to the southeast corner of Second and Sherman Streets where it was used as a roller-skating rink, theater and, later, as Kirkpatrick's Ford Garage.

In January of 1911, the Presbyterian congregation purchased the two lots north of their church on the corner of Ash and Second Streets. The lots purchased were the location of the Methodist Episcopal Church South building. The intention of the Presbyterians was to remove the old wood-frame church and erect a masonry church on that site ("Buy Church Site," Jan. 26, 1911). However, in 1911, the old M.E. South building was moved to a lot on Fifth Street, near Rose Street, where it was called the Devine Church after J.C. Devine, the owner of the property upon which it was placed.

The new First Presbyterian Church, built in the Late English Gothic style, was completed in September of 1912 (Fig. 82) ("New House of Worship," Sept. 13, 1912). The 1884 wood-frame Presbyterian Church, located on the adjacent lot and no longer needed, was purchased by the Bethlehem German Lutheran congregation who had organized the previous year ("Lebanon's Churches -- Coming of Age...," June 5, 1947; The Lebanon Criterion, July 6, 1911).

In the early twentieth century, the Baptists expanded their church on the southeast corner of Grant and Grant Streets by adding transepts. A parsonage for the church probably was erected in 1902 ("Local and General," Jan. 7, 1902). In the early years of the century, the Lebanon Baptist Church had the distinction of having a woman pastor, Mrs. Addie Short (Express-Advance, Mar. 8, 1907).

Several other congregations were established at this time, including the Seventh Day Adventist Church, the Lebanon Full Gospel Church, the Church of God, the Assembly of God Church, and the Christian Science Church. At first, the Christian Science Church, established in the mid-1910's, remodeled a home at the northwest corner of Main and Rose Streets into a "bungalow church" ("Christian Science Church to Have New Home," Nov. 21, 1919). In 1928, the

congregation completed a new building in this location. The building was as attractively constructed of California stucco over a tile frame, in the prevailing style of architecture used in Christian Science ("Christian Scientists Open Fine New Church," Mar. 14, 1928; "New Christian Science Church is Completed," Mar. 7, 1928). The Christian Science Church building, still standing at 390 Main Street, was built by contractors, Harden and Son.

The Seventh Day Adventists, also organized in the early part of the 1910's, held services in the relocated Methodist Episcopal Church South Building on Fifth Street. There is some confusion surrounding the dates that different congregations used this building. After the church building was moved in September of 1911, it was referred to as the Adventist Church, but, in 1917, there is an article stating that the Evangelical Church had purchased the building. In 1918, the Seventh Day Adventists are once again indicated as having this property (The Lebanon Criterion, Sept. 14, 1911; The Lebanon Criterion, Nov. 2, 1917; The Lebanon Criterion, Aug. 2, 1918).

In the rural area, newspapers reported the completion of the Tallman Church in 1907 ("Local and General," Apr. 12, 1907). Apparently, this was a Baptist Church. Another rural church mentioned is the "old church at the crossroads", where, in 1918, ladies from the Spicer, Tennessee, and Gore areas met for a food conservation meeting (The Lebanon Criterion, March 22, 1918).

In 1911, the Mennonites purchases an acre of land and the Fairview Church was constructed (Nofzinger 1994).

Social, Fraternal and Recreational Activities

As transportation networks and modes improved, the recreational offerings of the Cascades were more easily reached. Cascadia continued to be a popular resort during this period, but the popularity of Sodaville waned considerably as better transportation made further destinations feasible. White City, on the Santiam River, was a popular mountain resort in the teens.

Locally, there were several parks. Carson's Grove, a private parcel along the canal on Wheeler Street, was a popular location for picnics and swimming ("Carson's Grove for Picnic Grounds," Aug. 4, 1916). The swimming took place in a large "pool" backed up by a dam in this location. The Women's Civic Club provided a caretaker and supervision at the pool.

Cheadle's Grove, south of town, also located on privately owned land, was used for picnics and Fourth of July celebrations in the 1910's. In 1911, the Women's Civic Improvement Club purchased a 25 acre parcel on the west flank of Ridgeway Butte for park purposes and, in 1919, the City acquired a three-acre parcel for a park in the Queen Anne Addition. Known as the City Park, in the early 1920's the park was the location of an auto camp for tourists ("Work to Begin on City Park," Mar. 18, 1921). In 1914, Lebanon held its first Chautauqua ("The Lebanon Chautauqua," Apr. 10, 1914). The event seems to have been a popular one, having been held annually for a number of years on the grounds of the Academy.

For several years, beginning in 1919, Lebanon was the site of the Oregon Field Trials for hunting dogs. The newspaper commented that "This event has become one of the greatest of the year for Lebanon" ("Will Run Annual Field Trials," Sept.3, 1920). These trials attracted the owners of hunting dogs from all over the United States.

Even though moving picture shows were gradually replacing live stage performances, the Opera House continued to be used until after World War I. In 1917, the building was leased and managed as an opera house, public hall and dance hall ("The Local News," Jan. 12, 1917). During the early twentieth century, the building was the site of many entertainments offered by the Women's Civic Improvement Club ("Opera House, Built 54 Years Ago, Torn Down," Feb. 22, 1928).

Dances were also popular. The lower part of the Oregon Hotel building was remodeled for a public hall for dances and other amusements in 1915 ("The Local News," June 15, 1917). In 1922, Lebanites could dance at John Ray's "big new blacksmith shop" to the music of Whippo's Jazz Orchestra (The Lebanon Express, Feb. 8, 1922).

In 1914, tennis enthusiasts could be members of the Lebanon Tennis Club ("The Local News," July 17, 1914). For more general athletic activity, there was the Lebanon Amateur Athletic Club ("The Local News," Mar. 27, 1914).

There were several skating rinks in Lebanon during this period, including one operated by Charles Sterling in 1908 and one operated by Randolph Kuhn in 1911-1912. Kuhn's rink was in the former Methodist Episcopal Church building which had been moved to the southeast corner of Second and Sherman Streets ("Local Jottings", Jan. 17, 1908; "To Open New Theatre," May 3, 1912).

For those socially inclined, the 1910's and 1920's were a period of great social activity. Among the social and improvement clubs functioning in Lebanon during these years were: the Sunshine Embroidery Club; the Kewpie Club; the Present Day Club; the Musical Study Club; the Dancing Club; the Lavender Club; the Entre Nous Club; the Fortnightly Book Club; the Neos Gamous Club; the Past Matrons Club; the Junior Matron's Club; the Riverside Sewing Club; the Jolly Neighbors Club; the Colonial Club; the Live Corners Club; the Priscilla Club; the Mystic Club; and the Kill Kare Klub among others. The Saturday Evening Bridge Club was formed in 1917 and was "made up of a number of ladies whose husbands are compelled by business to be away from home on Saturday nights" ("The Local News," Jan. 12, 1917).

One of the oldest improvement clubs was the Women's Study Club which was established in 1900. In the 1910's, the Study Club was reading and discussing Shakespearean plays under Helen Crawford's direction. In 1914, the Women's Civic Improvement Club was federated ("Women's Clubs at Lebanon are Big Factor in Civic Affairs of the Town...," Nov. 1925).

Among the more daring clubs of this period was the Order of Owls. In 1914, the local constables raided the Owl's Nest in the Milsap Building, seizing the steward of the lodge and all of the liquor found on the premises. The liquor, consisting of bottles as well as five barrels, was loaded on a dray and then spilled in the city dump ("Owls Agree to Quit," Feb. 6, 1914). At the same time, the W.C.T.U. was also active in the community (The Lebanon Criterion, Mar. 3, 1916).

Fraternal organizations continued to be important in this period. The Yeoman Hall was used by a number of fraternal organizations. The local Yeoman order placed a sign composed of six sections of glass, each bearing the emblem of an order, at the lower entrance to their hall. The newspaper noted that the designs were in color and lighted from the inside by electric bulbs ("The Local News," Apr. 3, 1914). Currently, a sign of this type is located on the Masonic Hall on the northwest corner of Grant and Main Streets.

In 1914, the Knights of Pythias, Achilles Hall No. 77, met in what was known as their Castle Hall ("The Local News," Feb. 20, 1914). In 1917, they moved into the hall above the Milsap Building on Grant Street (The Lebanon Criterion, Jan. 19, 1917). In 1922, the Modern Woodmen of America also met in the K.P. Hall. Other organizations meeting during this period included: the Linnbelle Circle No. 767, Women of Woodcraft; the Assembly No. 99 of the United Artisans; Homestead No. 2625; Rebekah Lodge No. 47; and the Masonic and Odd Fellows lodges. Chapter V of the P.E.O. Sisterhood, organized in 1919, was an educational organization that had a scholarship fund to provide higher education for young women.

In ca. 1914, Chester Lyons organized the first Boy Scout Troop and, in 1928, Girl Scouts were established locally. Camp Fire Girls were also organized in Lebanon by the 1920's ("Lebanon Boys and Girls Have Clubs," Nov. 1925).

After the war, the Whizz Bang Post No. 584 of the Veterans of Foreign Wars was established in Lebanon ("Veterans of Foreign Wars to Form Post," Jan. 14, 1921). The first American Legion post in Lebanon was the Leo Sturtevant Post established in 1926. The post was named for the first Lebanite killed in World War I. In 1929, the post was discontinued and a new post, the Santiam Post #51, was established (Abrell 1994). The Lions Club was active by 1925.

Granges continued to be important. In 1902, Crowfoot Grange #314 was organized and held its first meeting. In 1906, the former Mineral Springs Dormitory in Sodaville was moved to the crossroads across from the Crowfoot School where it served as the Crowfoot Grange Hall.

Residential Architecture

Building Materials

For residential buildings, wood continued to be the dominant building material in Lebanon. While the latter part of the nineteenth century saw the predominance of the balloon-frame house, the

platform-frame was most typically used in the twentieth century. In a platform-frame house, the studs reach only to the top of each floor, instead of the full height of the building as in the balloon frame. Round, wire-drawn nails began to replace square, machine-cut nails at the beginning of the century and, by 1910, the use of square nails had become rare within the city.

Exterior-end wall chimneys became popular with the rise of the various architectural styles of the early twentieth century. Colored pressed brick was commonly used for chimneys, and cobblestones, architecturally more correct for the Bungalow and Craftsman styles, were used in some instances. Several houses, in the spirit of the Arts and Crafts Movement, incorporated cobblestones and clinker brick in chimney construction.

Poured concrete foundations for houses were becoming the norm. Wood shingles began to be used for wall cladding, either alone or in combination with clapboard. Cast stone was being used for some foundations and porches. Windows were becoming wider. Windows with transom sashes, sometimes incorporating leaded glass, tracery, or multiple panes, were popular. At the turn of the century, half glass doors with classical moldings were popular. (A half glass door is a paneled door with the upper panels replaced by a pane of glass.) In the teens, various types of Craftsman-style doors were popular.

Style and Vernacular

In the early twentieth century, there was a huge expansion of home building which paralleled the population growth and prosperity of the United States at that time (Schweitzer and Davis 1990:22). Architecturally, this period was eclectic for several reasons. The beginning of the twentieth century saw the development of American architectural styles and philosophies, such as the Craftsman Movement, the Prairie Style, the Bungalow, and the Foursquare. These philosophies, combined with the lingering influences of the late nineteenth century and the Colonial Revival styles, also in vogue at this time, resulted in a wide range of expressions available to homebuilders. Architectural plan books and the rise of mass-circulation magazines exposed the people of America to "tastes beyond the simplest and most functional" (Schweitzer and Davis 1990:62).

1900-1910

The P.M. Scroggin House (Fig. 83) at 185 W. Ash Street, built in 1900 in the Queen Anne Style, is the latest known example of a highly ornamented Queen Anne house built in Lebanon. The house is striking with its delicate Eastlake spindle work and Moorish horseshoe motif.

In the first decade of the twentieth century, residential architecture in Lebanon was dominated by the Colonial Revival. Elements of this style used locally included: palladian windows; porch columns of various classical orders; bull's eye windows with voussoirs; multiple-paned, lattice

windows and windows with radiating grillwork; and modillioned cornices. These elements were applied to a wide variety of house types, including late variants of the Queen Anne, Foursquares, houses reminiscent of the Shingle Style, and even early Bungalow forms.

The Colonial Revival can actually be divided into several distinct phases of expression. In the 1890's, largely as a result of the World's Columbian Exposition in Chicago, Americans began to build residences that looked backward to America's past (Schweitzer and Davis 1990:44). In the early twentieth century, the Colonial Revival was often expressed in the application of Colonial elements to the Queen Anne Style. The irregular exterior shape and multi-gable roof was retained, but extensive wood ornamentation, which had been a hallmark of the style in the nineteenth century, was replaced by elements of the Colonial Revival. Turned porch posts became columns, palladian windows were incorporated, and dentils and modillions ornamented cornices (Schweitzer and Davis 1990:45). In Lebanon, there are several good examples of these late Queen Anne houses incorporating Colonial Revival elements, including the J.N Crandall House (Fig. 84) at 188 W. Vine Street (ca. 1903) and the J.C. Booth House (Fig. 85) at 486 Park Street (1905). The C.C. Martin House (1904) has classical porch posts but a more traditional gable truss (Fig. 86).

Eventually, the asymmetrical Queen Anne form and large veranda gave way to simple rectangular shapes, clapboard siding and multiple-pane window sashes (Schweitzer and Davis 1990:45). Examples illustrating this expression of the Colonial Revival include: the Crandall-Irvine House (Fig. 87) at 193 W. Vine (1909); the Henderson Stewart House at 285 Main Street (1909) and the Lydia Green House (Fig. 88) at 46 W. Vine Street (ca. 1910).

The Box House or Foursquare was first built in the early years of the twentieth century (Schweitzer and Davis 1990:161). It is postulated that the Foursquare is a descendant of several eighteenth and nineteenth century house styles, including the hipped-roof Federal Townhouse and the Italianate. Less a style than a form, the Foursquare is characterized by its two-story, cubish shape and hip roof. Generally, at least one dormer is present in the roof on the main facade. The house almost always has a front porch, although the size and detailing of front porches varies greatly (Schweitzer and Davis 1990:161). For detailing, Foursquares use the wide template of early twentieth century styles. A main virtue of the "style" was the amount of space contained within a simple design.

A number of Foursquares built in the years 1900-1910 in Lebanon incorporated elements of the Colonial Revival in their design. Use of second story oriel corner bays was also popular in Lebanon and probably can probably be attributed to architect A.I. Crandall. Good examples of Foursquares built in this period with Colonial Revival stylistic elements include the L.A. Crandall House at 959 Main Street (1905), the C.W. Stokes House at 293 E. Ash (1908), and the Clara Cheadle House at 390 Park Street (1910) (Fig. 89, 90, 91). Other Foursquares of the period cannot be classified in terms of a particular style, as is the case with the Mitchell House (ca. 1910) at 237 Hiatt (Fig. 92). This house incorporates patterned shingles in a variety of shapes as cladding for the second story.

A variant of the Colonial Revival, the Dutch Colonial Revival, also was built in the early years of the twentieth century. The Dutch Colonial Revival house is a two-story house with a gambrel roof. Dutch Colonial Revival houses can be either front-gabled or side-gabled, or have a cross gable. The earlier examples tended to be front-gabled. An excellent Lebanon example is the 1907 H.S. Miller House at 538 Main Street, an early front-gabled example reminiscent of the Shingle Style (Fig. 93). This is the earliest known example of the Dutch Colonial Revival Style in Lebanon.

In 1905, A.I. Crandall broke with tradition in his design for the N.M. Newport House at 169 W. Vine Street. It was certainly influenced by the Western Stick Style architecture of California architects Greene and Greene and perhaps even the Prairie Style of Frank Lloyd Wright, in its form, horizontality and use of tall casement windows (Fig. 94).

The first Bungalows in Lebanon were built in the first years of the decade, although examples with verified dates are few so it is difficult to determine the earliest examples of the style. The 1903 George House, a one-story house with a hipped roof similar to a worker's cottage, comes close to the definition of a Bungalow with a cutaway porch located beneath the main roof of the house (Fig. 95). The 1905 Simpson House comes closer to the Bungalow ideal, with its hipped roof covering the front porch, the addition of a hipped-roof dormer central on the main facade, narrow clapboard siding with shingles cladding the dormer, off-center door, tripartite window on the main facade for light, and wide overhanging eaves with exposed rafter tails (Fig. 96). Examples dating to the first ten years of the decade often had Classical detailing like the Simpson House.

By 1910, Bungalows built in Lebanon began incorporating the more characteristic tenants of the Craftsman Movement in their design. Use of the term "bungalow" does not seem to be used in the Lebanon newspapers until ca. 1910. In the first decade of the twentieth century, the term "cottage" seemed to be employed for the small houses of that period and the hipped-roof form seemed to predominate.

1910-1920

> "If you think Lebanon is not growing just take a little stroll through the city and make note of the many pretty bungalows now under construction - 14 of them" (The Lebanon Criterion, Oct. 31, 1913).

In the early twentieth century, a cultural movement known as "Arts and Crafts" was disseminated to the United States. This movement, which had its inception in England under the philosophic direction of artist and poet William Morris, sought a return to the simpler times of the pre-Industrial Revolution, especially as it pertained to the hand-made crafts which Morris and his

followers believed were being cheapened by industrialized manufacture (Schweitzer and Davis 1990:125). The influence of the Arts and Crafts Movement was reflected in most of the styles of the early twentieth Century, especially the Tudor style.

With the popularity of the Bungalow at its peak in the middle to late teens, it is not surprising that the most popular house style of this period in Lebanon was the Bungalow. The Bungalow was rooted in the Arts and Crafts philosophy, but mixed with several other influences which produced the Western Stick Style of the Greene brothers. Although they did not design the first Bungalow, California architects Henry and Charles Greene are credited with the development of the Bungalow style in the first years of the twentieth century (Schweitzer and Davis 1990:152).

A true Bungalow is characterized by its size: one or one and one-half stories. In addition to the number of stories, the most universal hallmark of the style is its lower-pitched, overhanging roof and wide front porch (Schweitzer and Davis 1990:156). The porches are integral to the philosophy of melding interior and exterior spaces (Schweitzer and Davis 1990:156). Characteristic of the style also is the use of rustic materials, such as brick, shingles, and cobblestones. The prominent porches often are supported by full or half-size porch columns that are square or tapered. Pergola porches also are common. Exposed rafter ends are typical and sometimes Craftsman knee braces are used on the porches and gables. Interior spaces consist of more open floor plans (Schweitzer and Davis 1990:159). In fact, it was the Bungalow that led to the adoption of the "living room" (Whiffen 1969:221). Often the living room and dining room are separated by a colonnade. The floor plan is often "zoned", with the living room, dining room and kitchen in line on one side of the house and the bedrooms and baths on the other side (Schweitzer and Davis 1990:159).

The Bungalow was popularized in the early part of the century by magazines such as the Western Architect and the Ladies Home Journal (Schweitzer and Davis 1990:153). Among the reasons espoused for building a Bungalow were the minimum labor required for construction, no stairs to take up room on the main level, fewer corridors, plumbing on a single level, and efficiency in heating (Schweitzer and Davis 1990:153).

Two-story houses of this same genre have been categorized as Bungaloid, Semi-bungalow or simply Craftsman. Bungalows have been categorized by roof form into six types: (1) side-gabled with front porch (Fig. 97); (2) front-gabled with porch (Fig. 98); (3) hipped roof with porch (Fig. 99); (4) a double front-gabled plan, with the house and porch roofs both creating front-facing gables (Fig. 100); (5) a cross-gabled plan, in which the house is side-gabled and the porch or wing form a cross gable (Fig. 101); and (6) a double cross-gabled plan in which there are four gables crossing from the various wings and porches (Schweitzer and Davis 1990:156). The double-front gable is closest to Western Stick Style. Front-gabled forms seem to predominate in Lebanon, with double-front gabled and side-gabled forms also common. The double cross-gable, on the other hand, appears to be rare.

Among the best Bungalows in Lebanon is the Randolph Kuhn House, built in 1911 at 176 W. Rose Street (Fig. 102). Among the more interesting features of the Kuhn House, designed by

A.I. Crandall, is the Greek feeling supplied by the battered trim (that is, tapering toward the upper end) in the design of the openings, giving the house a distinctive character. A number of Lebanon Bungalows incorporate the battered trim for openings and the same general plan, but are not so fine in detailing, as seen in the coupled porch posts and clinker brick end-wall chimney of the Kuhn House. Within the county, the use of this battered trim is unique to Lebanon.

The Zoph House (1911-12), a Bungalow at 262 Second Street (Fig. 101) built for the owner of the local concrete block factory, is also notable for its cast stone construction and fine proportions. More typical is the limited incorporation of cast stone for Bungalow porches.

The J.C. Mayer House (1912) at 480 E. Ash Street is the largest house of the Bungalow genre in Lebanon. It is notable for its clinker brick chimney and porch, fine interior woodwork by the Crandall Brothers Planning Mill, and its use of massive square posts, more characteristic of the Prairie Style (Fig. 103). The **Gill House** (ca. 1913), located next to the Mayer House at 454 E. Ash Street, is a good example of a side-gabled Bungalow (Fig. 104). The span of the lintel between porch posts is exceptionally long and the window incorporated on the west side of the main facade is vying for the earliest use of a picture window in Lebanon. The Edmond Clark Bungalow (ca. 1913) at 134 Second Street is another large example, prominently situated in the Park View Subdivision (Fig. 105).

Pattern books featuring designs for Bungalows were numerous at this time and one house most certainly built from a pattern book is the Ramsay House (ca. 1910), located at 241 Ash Street (Fig. 106).

Whereas the Bungalow often had only two or three bedrooms, Foursquares lodged four bedrooms and therefore accommodated the needs of some families better (Schweitzer and Davis 1990:161). The Foursquare was most popular nationally in the teens (Schweitzer and Davis 1990:168). Foursquares at this time often incorporated elements of the Craftsman Style. The Seeck House (ca. 1911) at 170 Second Street is almost identical in form to the 1908 Stokes House but incorporates Craftsman and Colonial detailing (Fig. 107). The **Everett House** (1913), another Foursquare located at 884 Park Street, has Prairie Style influence (Fig. 108).

The Colonial was not entirely forgotten during the 1910's. The Dutch Colonial Revival Style was still popular, as seen in the George Waggoner House at 611 Tangent (ca. 1912) (Fig. 109) and the Parrish House (1911) at 372 Oak Street (Fig. 110).

1920-1929

"Peak popularity of the Bungalow continued to the late Twenties" (Schweitzer and Davis 1990:161). Early Bungalows most typically incorporated Craftsman elements in their design, but, in the 1920's, the style often merged with other historically derived styles to produce hybrids, such as the Colonial Bungalow. Colonial Bungalows often take the form of small, side-gabled

houses with Colonial elements usually embellishing the entry portico. A good example is Sol Lindley House at 700 E. Grant Street built in ca. 1928 (Fig. 111). Dutch Colonial Revival House remained popular in the 1920's but the side-gabled form was preferred (Fig. 112).

Missing from the Lebanon residential landscape are some of the more exotic styles of the period, such as the Mission Style and the Spanish Colonial Revival Style. The Tudor Style, also popular in the 1920's, has only been seen on houses dating to the early 1930's thus far.

Several house forms without stylistic influence persisted into the early 1920's, including the Hall and Parlor House and the Foursquare. The George E. Hardy House at 286 Williams differs little from its nineteenth century counterparts except in its wider windows and half glass door, elements dating to 1900 (Fig. 113). (Possibly this house was moved to this location and remodeled in ca. 1900.) The Hannah House is a vernacular foursquare (Fig. 114).

Builders and Architects

> "Through the architectural department of this mill, in charge of A.I. Crandall, many of the finest houses in Lebanon have been planned and not a few of our best business buildings have also been planned by Mr. Crandall" ("Lebanon Industries: Wood Working Plants," May 23, 1913).

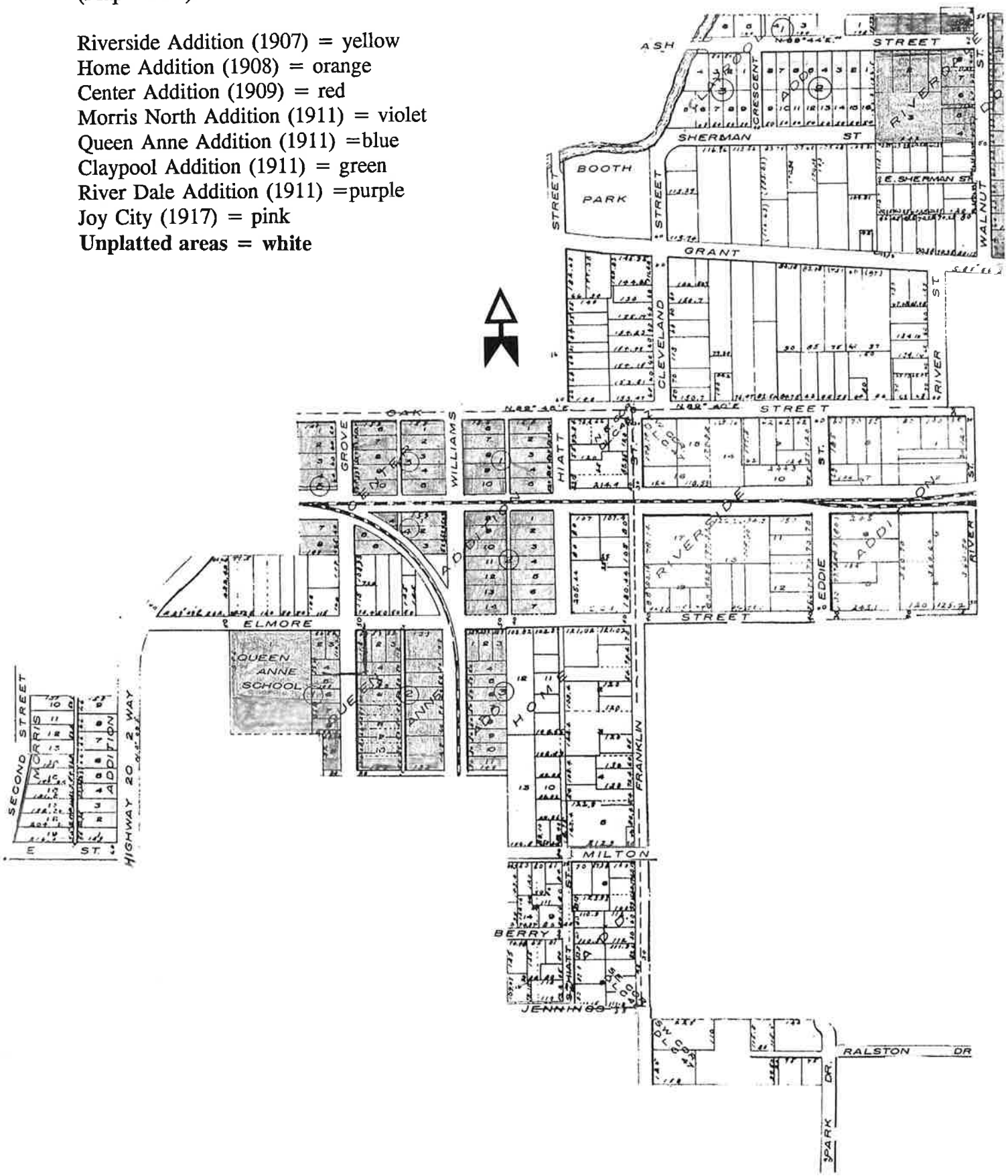
Research suggests that the most prolific builders/contractors in the area at this time were J.M. Burtenshaw, A.F. Bahrke, C.L. DePew, Grant Lindley, the Zoph Brothers, J.R. McCormick, Roy E. Connet, and W.E. Harden. Zoph Brothers may have been responsible for the appearance and prevalence of concrete construction in downtown Lebanon in the early twentieth century.

By far, the most important architect in Lebanon during this period was A.I. Crandall. The architectural work of A.I. Crandall is distinctive for its design quality. His presence in Lebanon is reflected on the landscape today, with the architectural character of Lebanon finer than might have been the case if Mr. Crandall had not selected Lebanon as his home. It appears as though Crandall frequently worked with builder J.M. Burtenshaw.

J.R. McCormick, the owner of another local planing mill, also advertised his architectural services, but examples of his work are not as well known.

FIGURE 57 . Additions to the Original Town of Lebanon platted between 1906 and 1929 (Map 1 of 3).

Riverside Addition (1907) = yellow
Home Addition (1908) = orange
Center Addition (1909) = red
Morris North Addition (1911) = violet
Queen Anne Addition (1911) =blue
Claypool Addition (1911) = green
River Dale Addition (1911) =purple
Joy City (1917) = pink
Unplatted areas = white



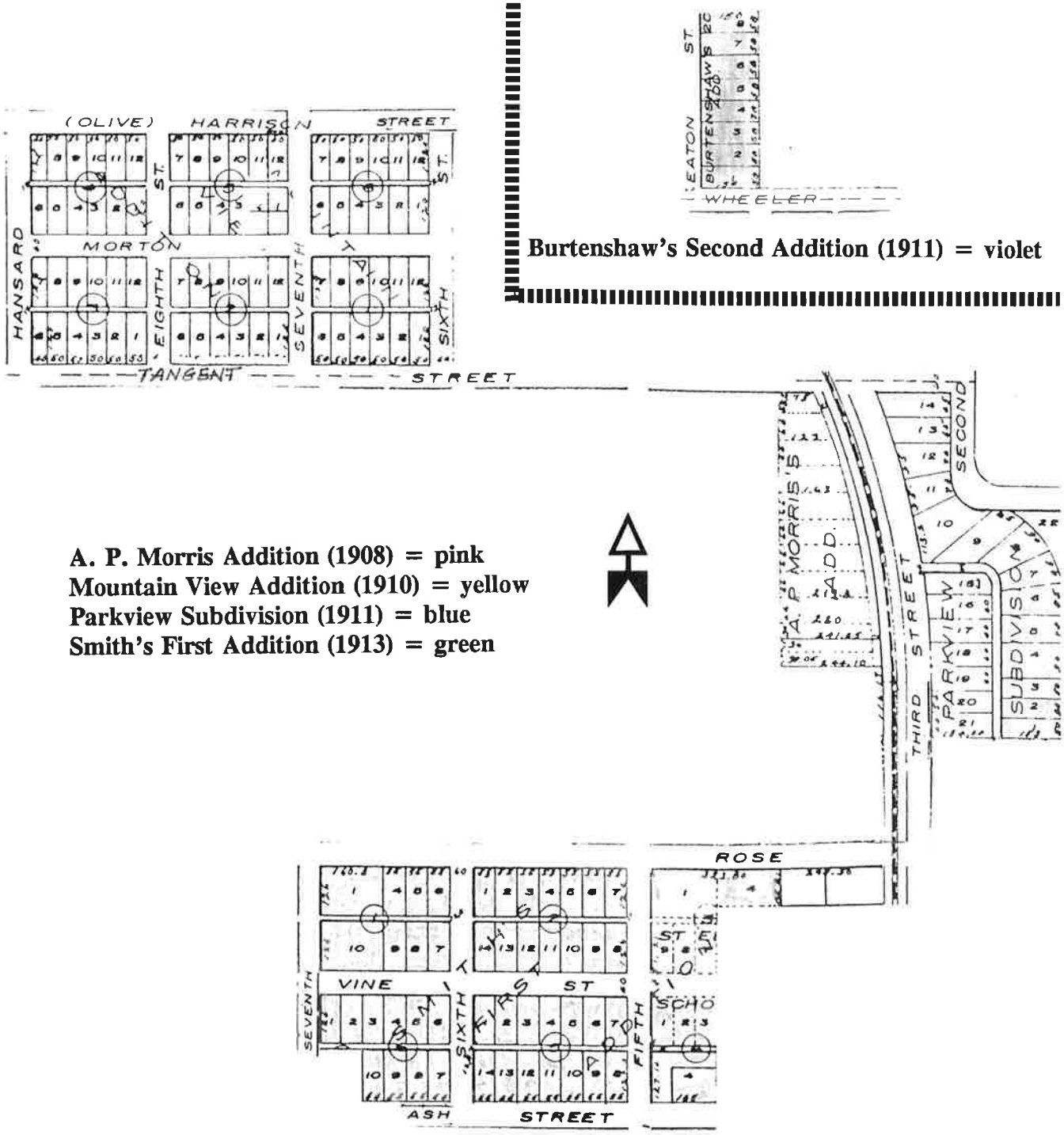


FIGURE 58. Additions to the Original Town of Lebanon platted from 1906 to 1929 (Map 2 of 3).

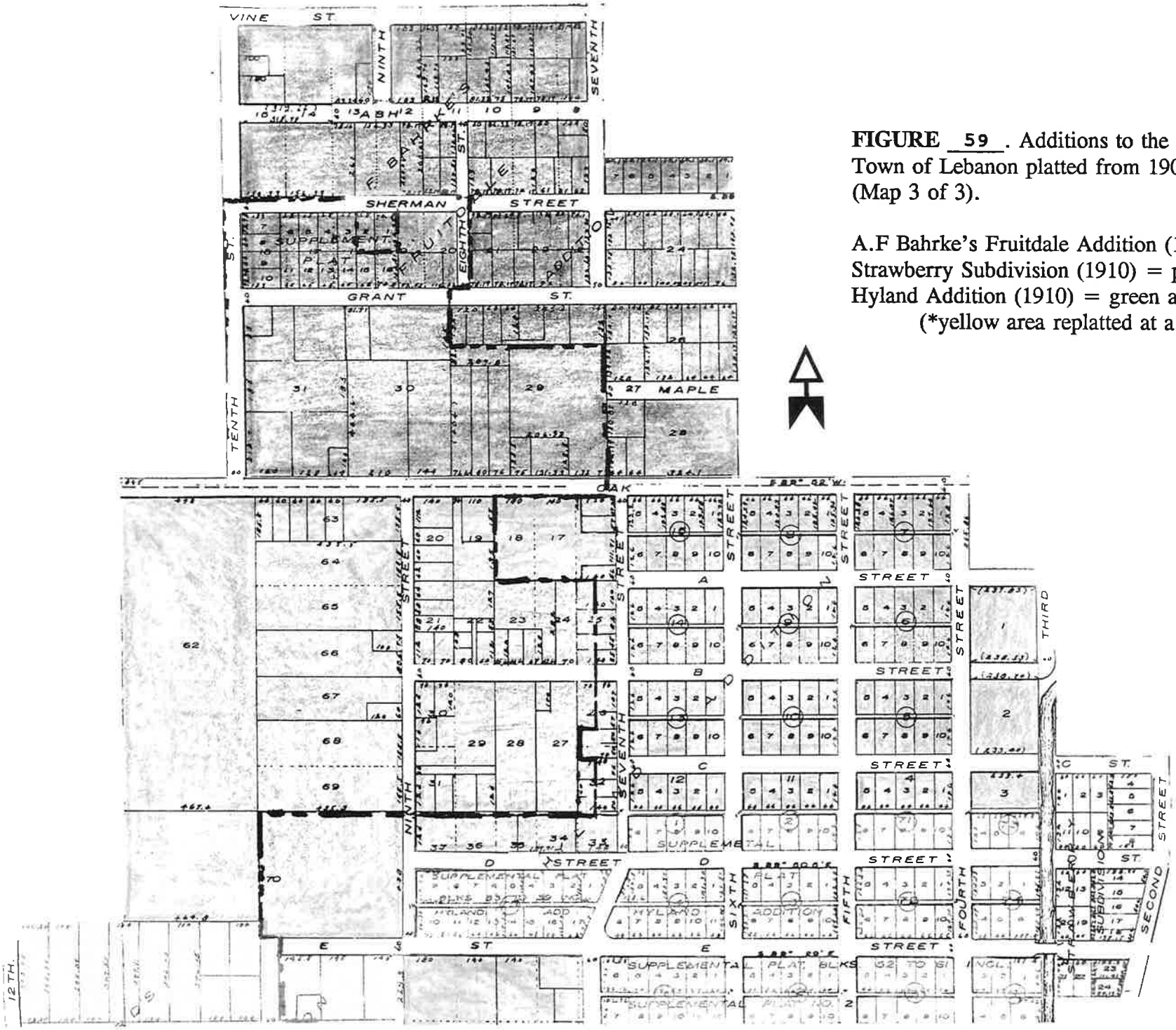


FIGURE 59 . Additions to the Original Town of Lebanon platted from 1906 to 1929 (Map 3 of 3).

A.F Bahrke's Fruitdale Addition (1908) = purple
Strawberry Subdivision (1910) = pink
Hyland Addition (1910) = green and yellow*
(*yellow area replatted at a later date)

Fig. 60. Parkview Addition.

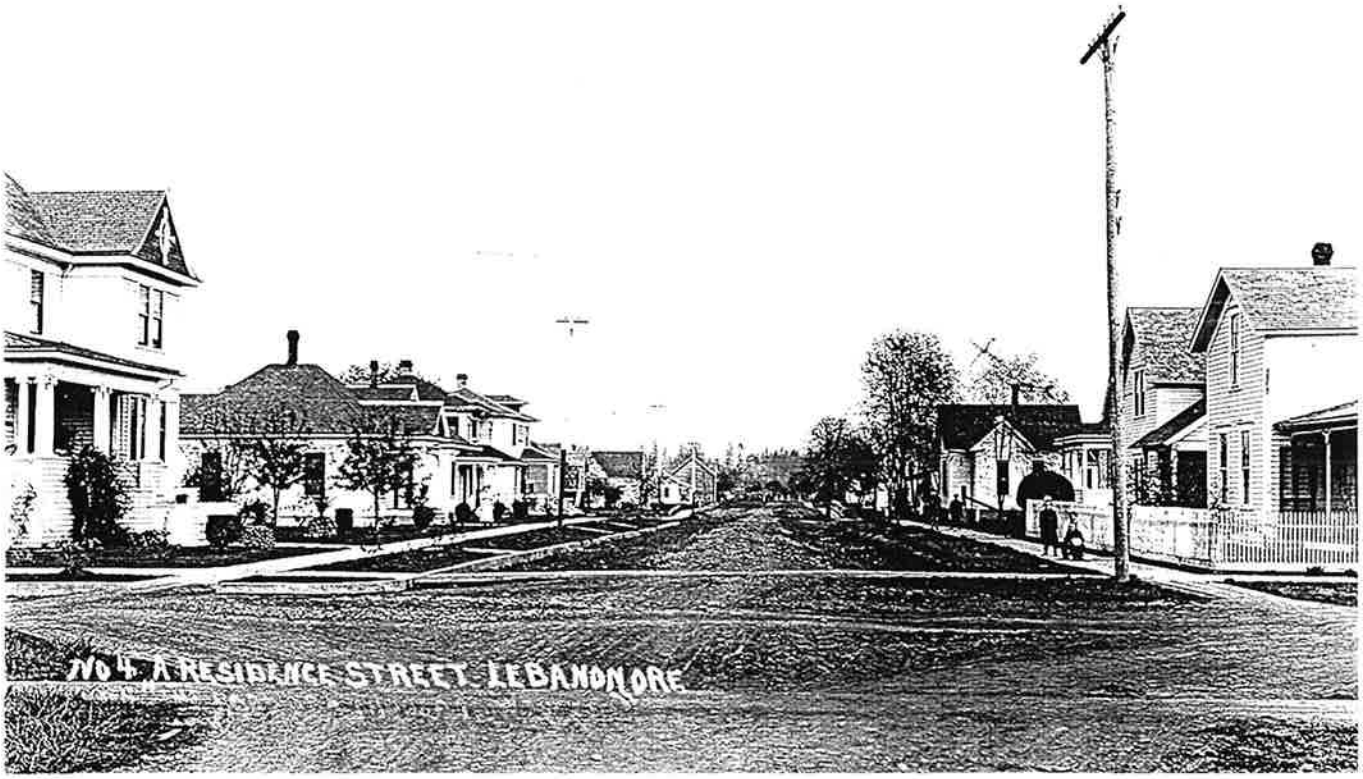


Fig. 61. Park Street looking north from Vine Street in the early 20th century. Note the concrete sidewalks.

Fig. 62. Main Street Lebanon looking south from Ash Street in ca. 1910. Note contrast with figure 64 taken in the 1920's.

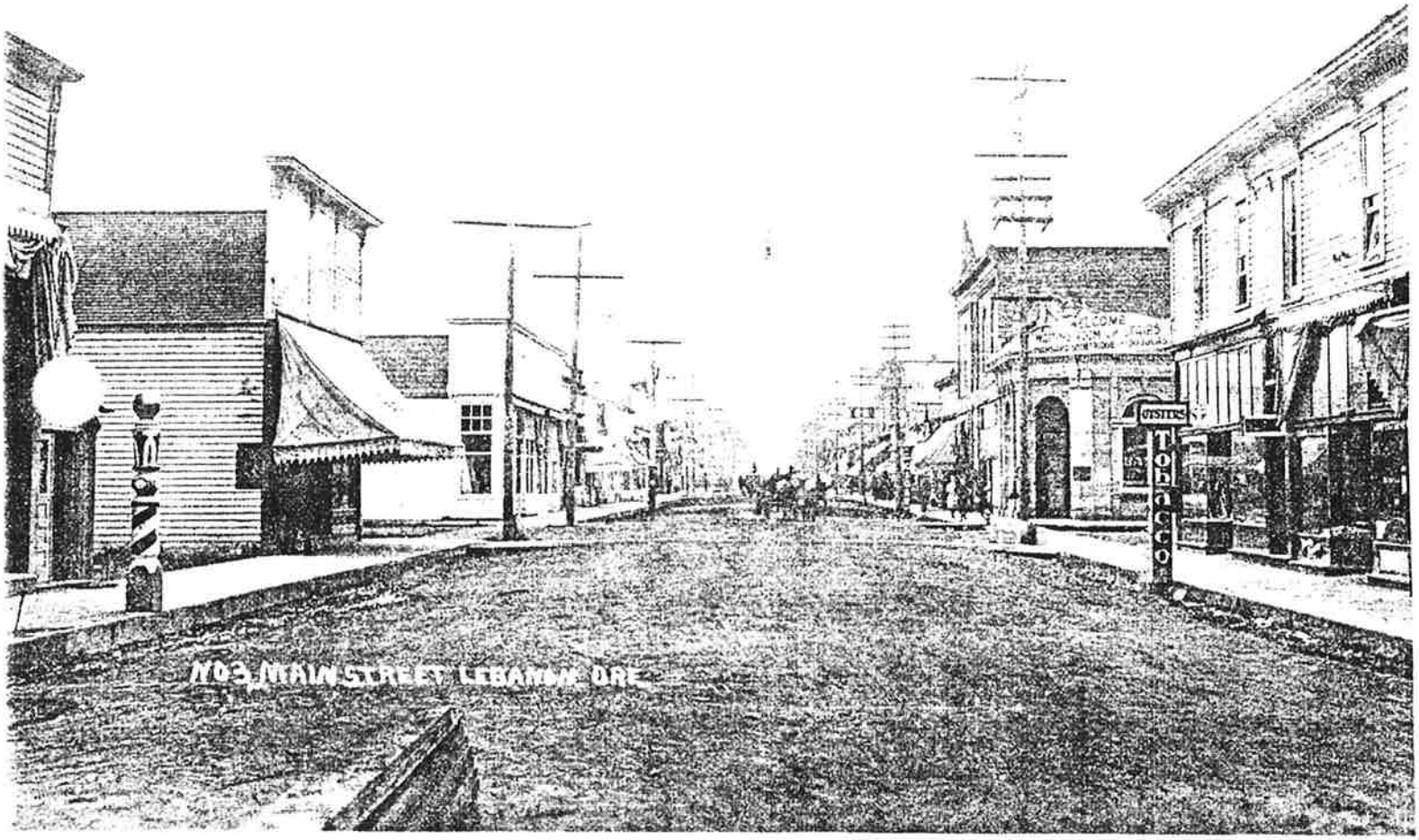


Fig. 63. Main Street looking south just north of Sherman Street (ca. 1907). Note contrast with figure 64 taken in the 1920's.

Fig. 64. Main Street 1920's looking south from mid-block between Sherman and Ash Streets.

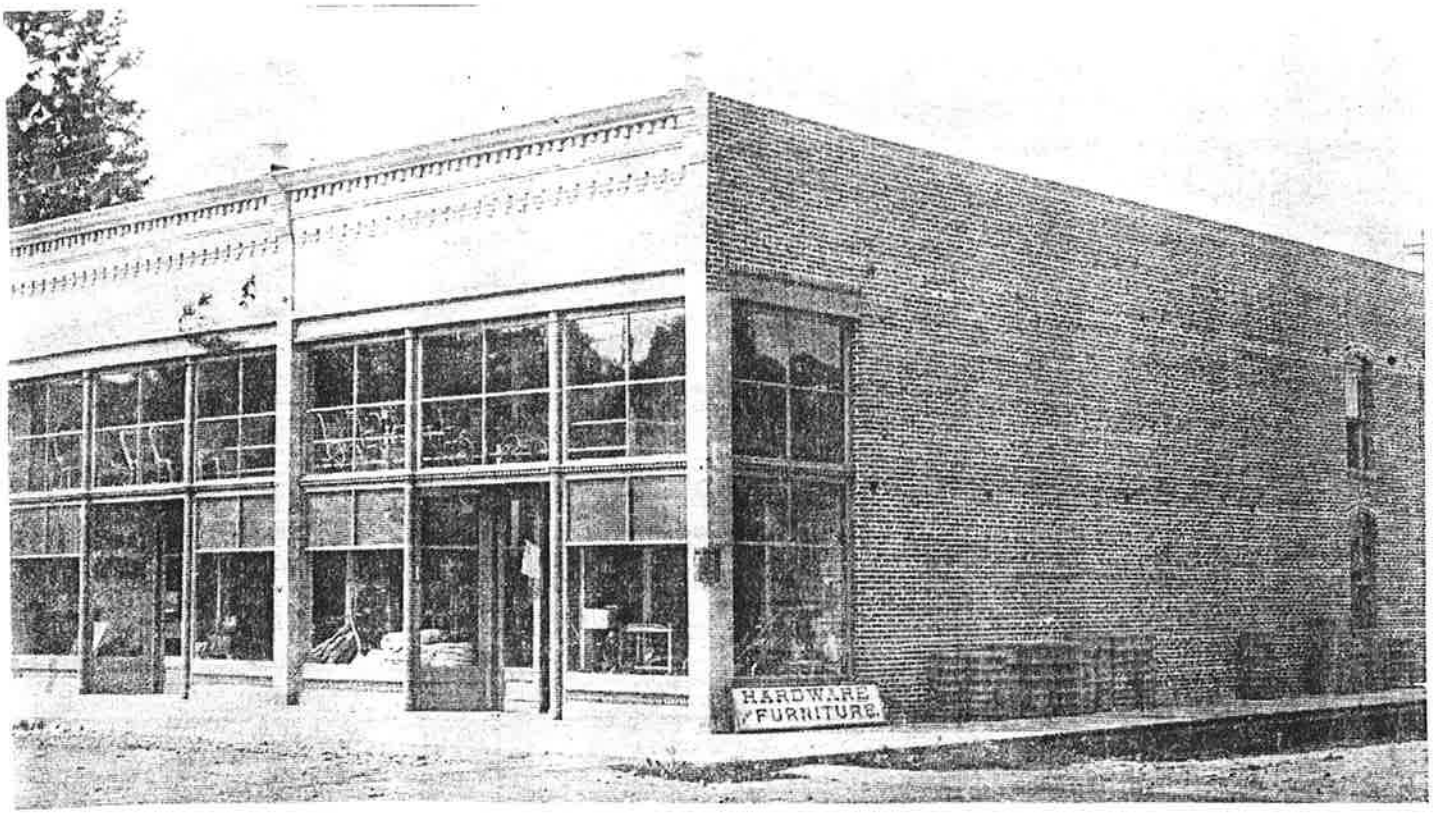


Fig. 65. The Everett, Kyle and Epperly Hardware Building (1905) on the southwest corner of Main and Grant Streets.

Fig. 66. Bank building addition (1908) at 36-40 W. Sherman. One of the earliest concrete buildings in Lebanon.

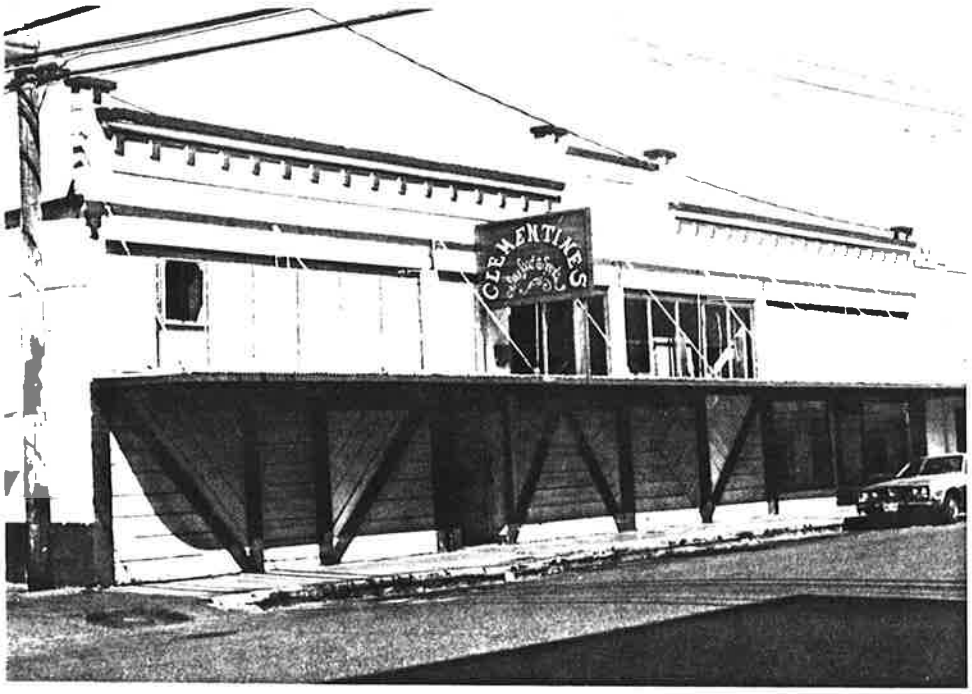


Fig. 67. The Dennis Cormier Building (1911) at 45 W. Sherman.

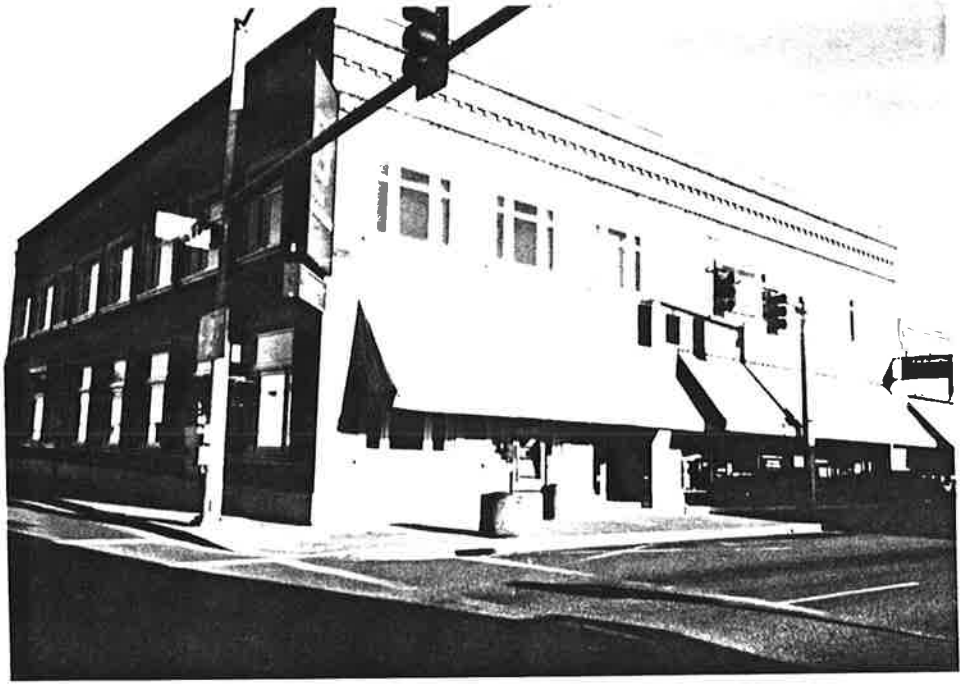


Fig. 68. The Lebanon National Bank Building (1913), located on the southeast corner of Main and Grant Streets.

Fig. 69. The Garland-Bach-Mayer Building (1913), located at 744 Main Street.

Fig. 70. The W.H. Booth Building (1914), located at 772 main Street.

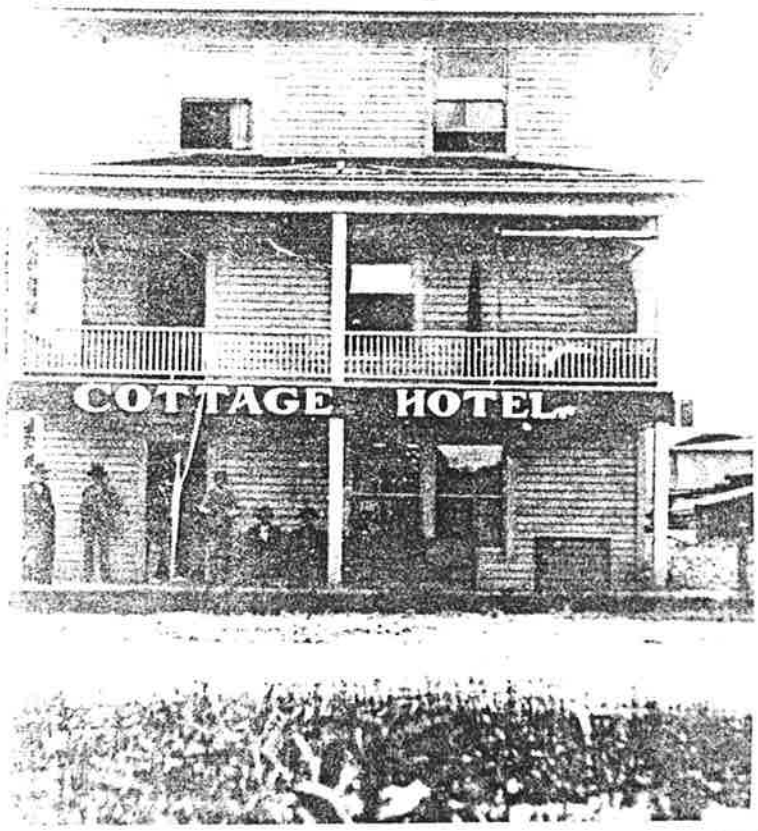


Fig. 71. The Cottage Hotel originally located on the east side of Main Street between Vine and Ash Streets. Moved in 1914 to its current location 56 Maple Street. The roof was altered after a fire.

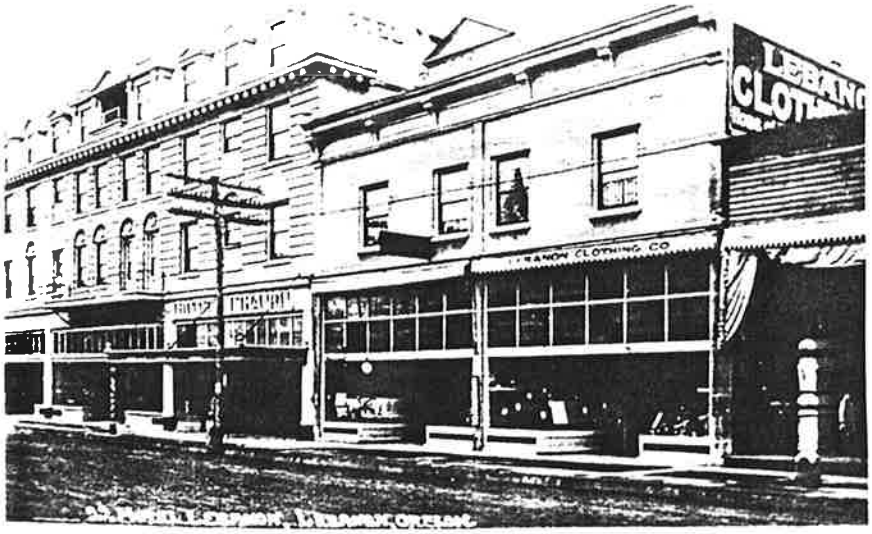


Fig. 72. The Hotel Lebanon (1912) and the J.C. Devine Building (1909), located on the east side of Main Street between Ash and Sherman.

Fig. 73. The Lebanon Lumber Co. Mill.

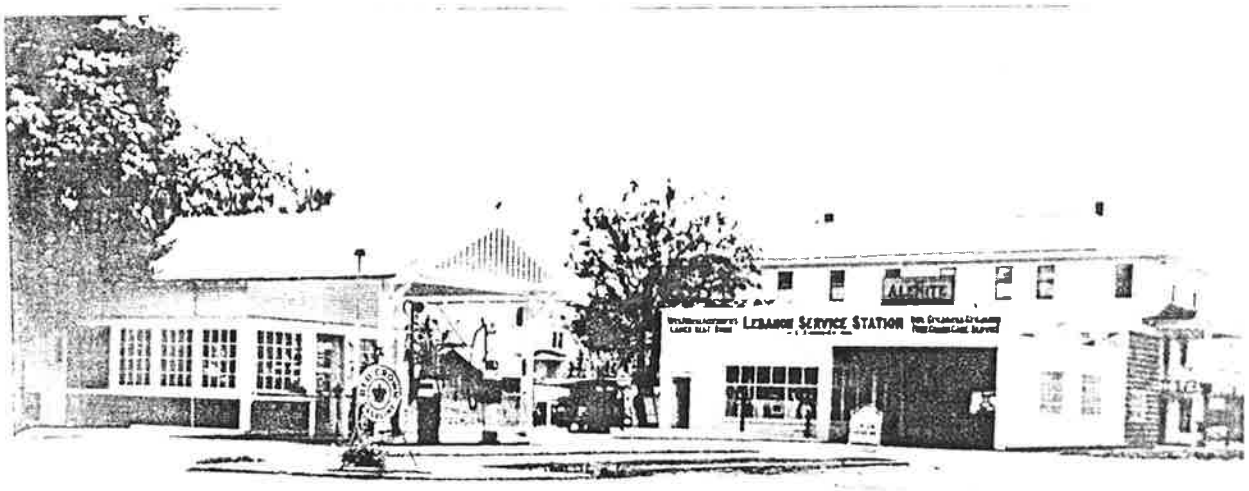


Fig. 74. Early gas station located on the southeast corner of Main and Vine Streets.

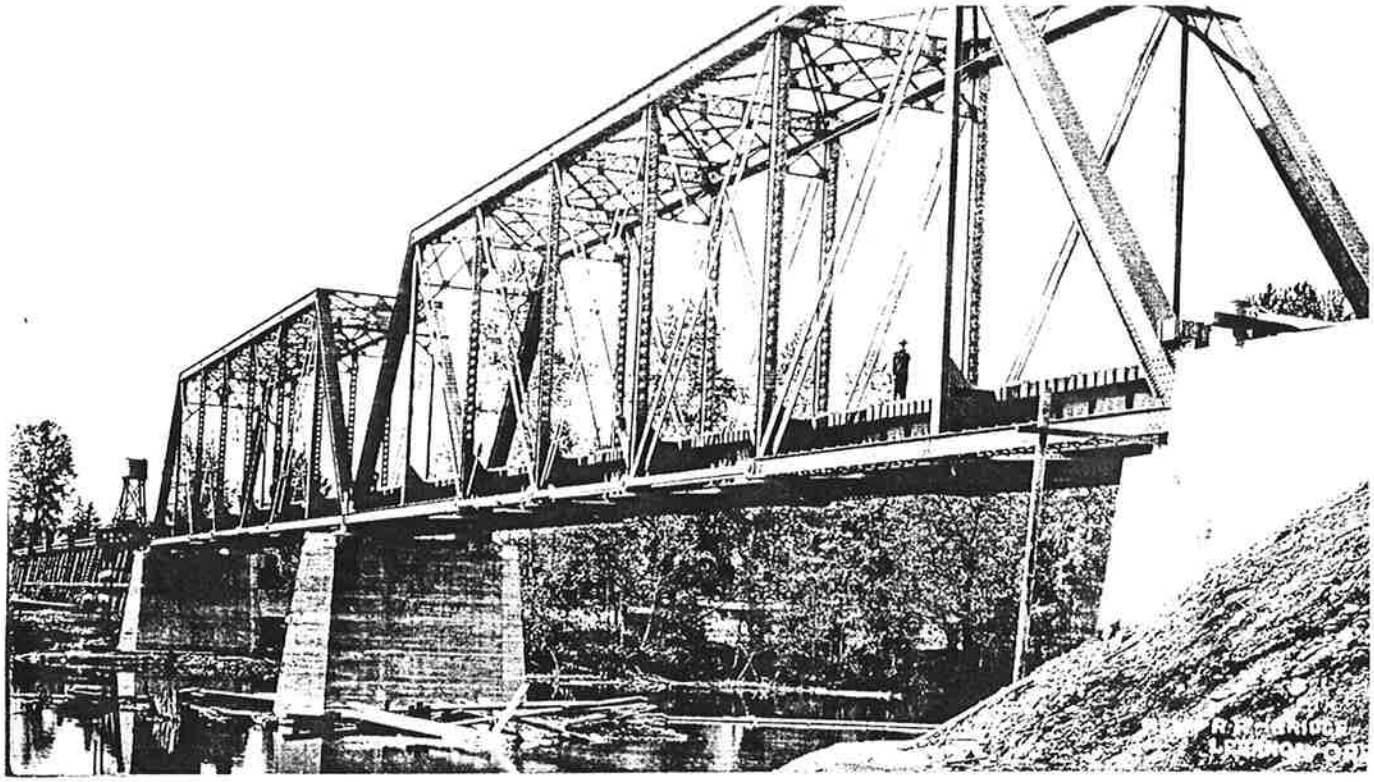


Fig. 75. Railroad bridge over the Santiam River at Lebanon (1910).

Fig. 76. Lebanon Southern Pacific Railroad Depot (1908).

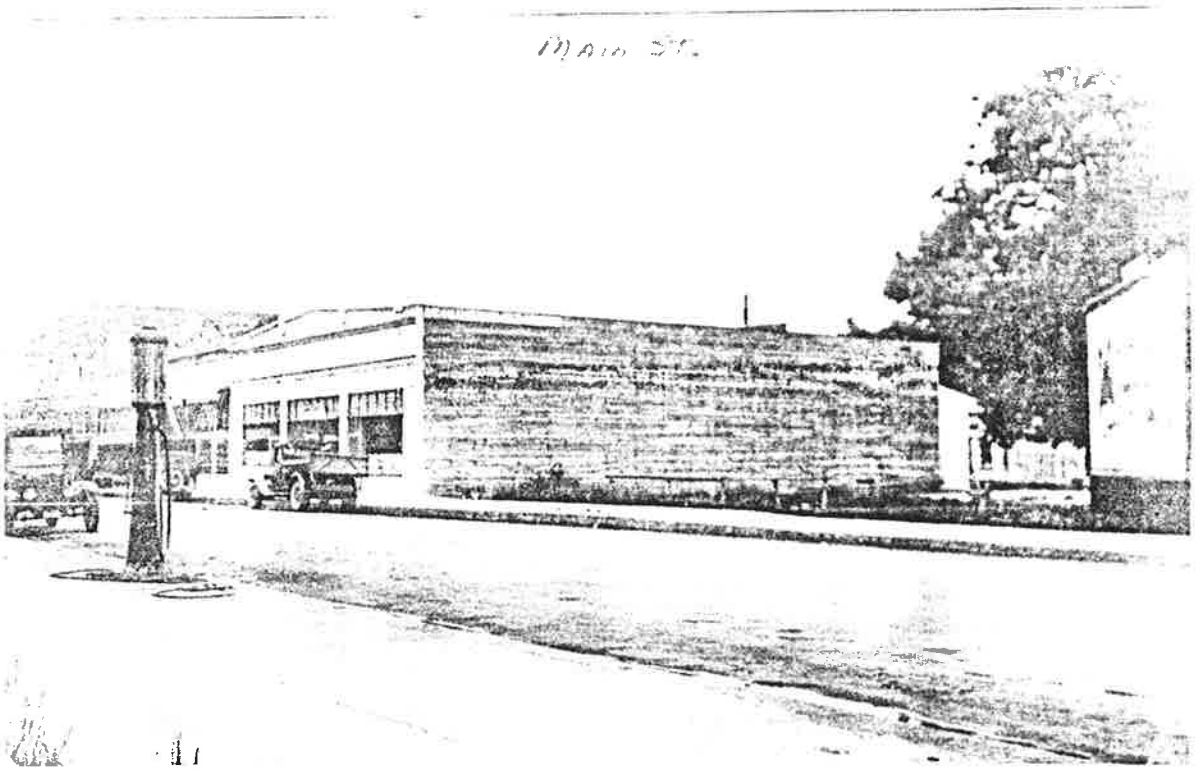


Fig. 77. The Lebanon Creamery Company (1928), located at 853 Main Street.

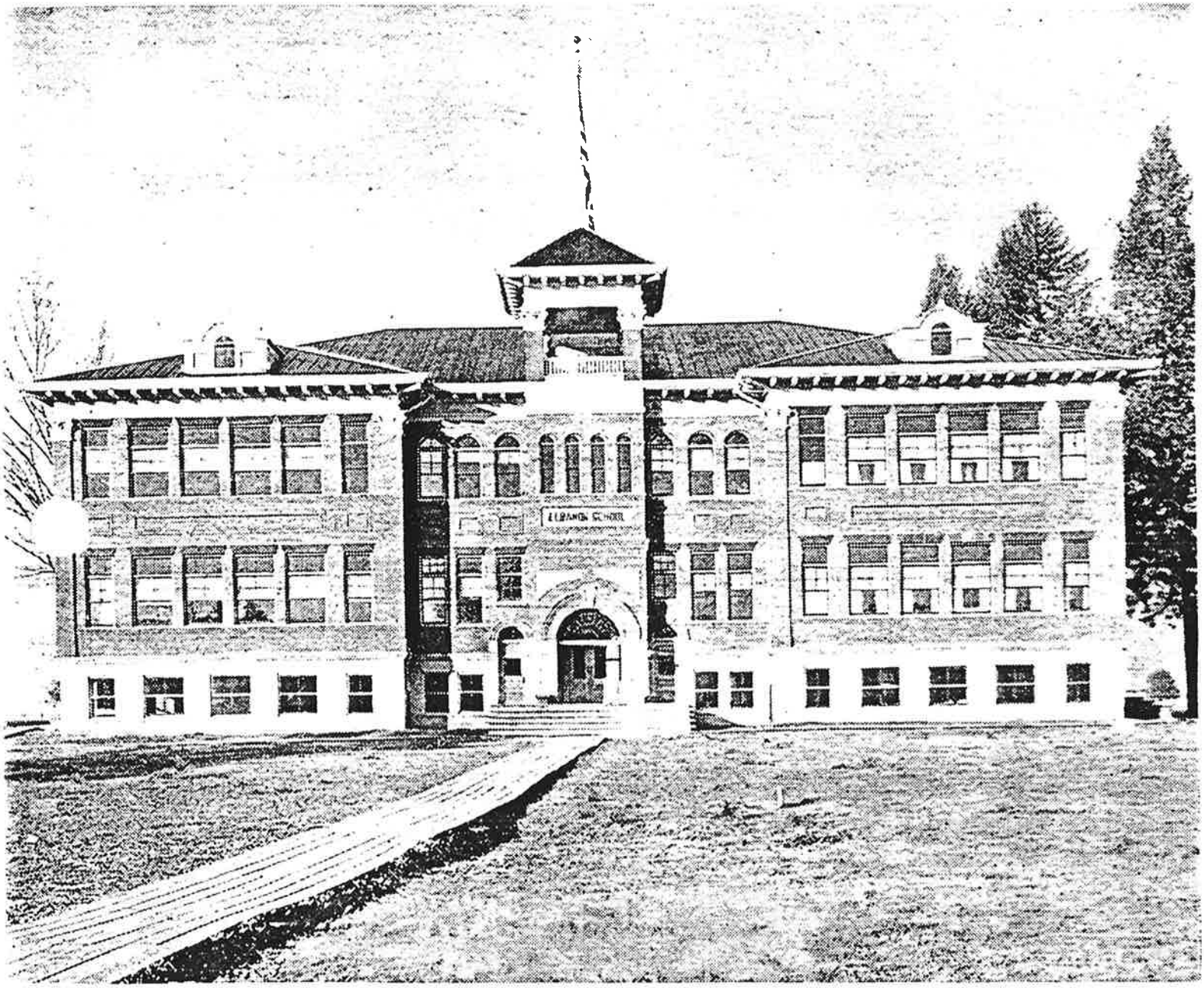


Fig. 78. Lebanon High School (1909). The building was remodelled in the 1940s and currently serves as the middle school.

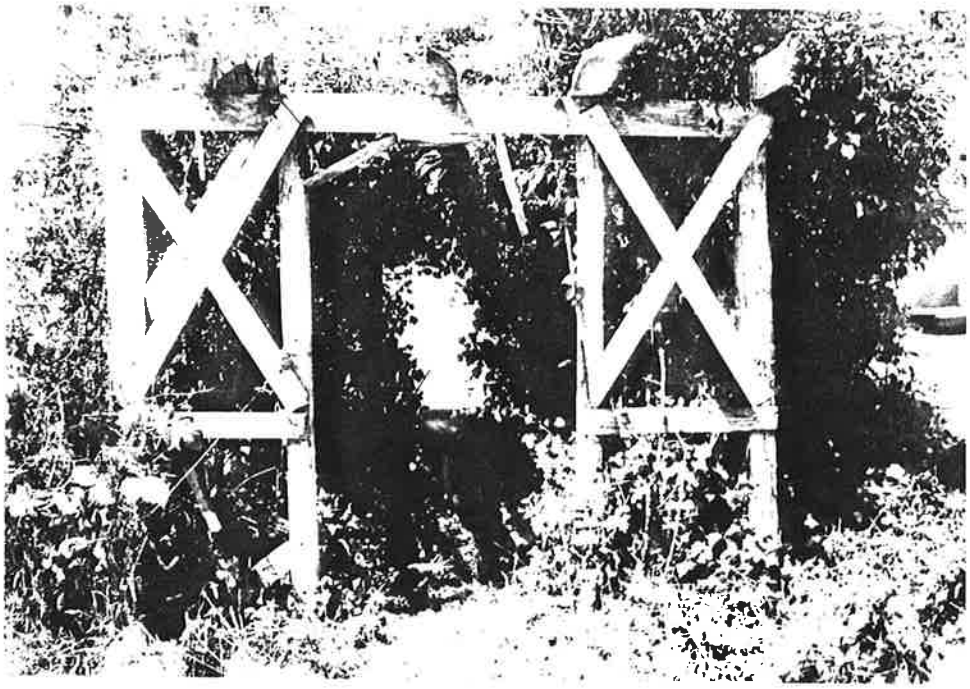


Fig. 79. Remnants of the Big Brother Farm. Arbor with fountain (above) and chimney to kitchen (below).

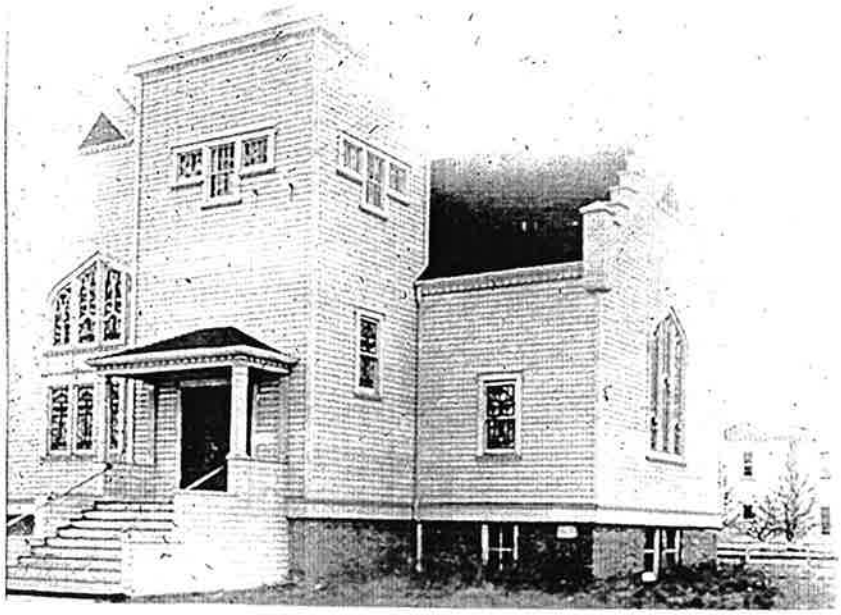


Fig. 80. The First Christian Church (1909), originally located on the southeast corner of Grant and Grove Streets.

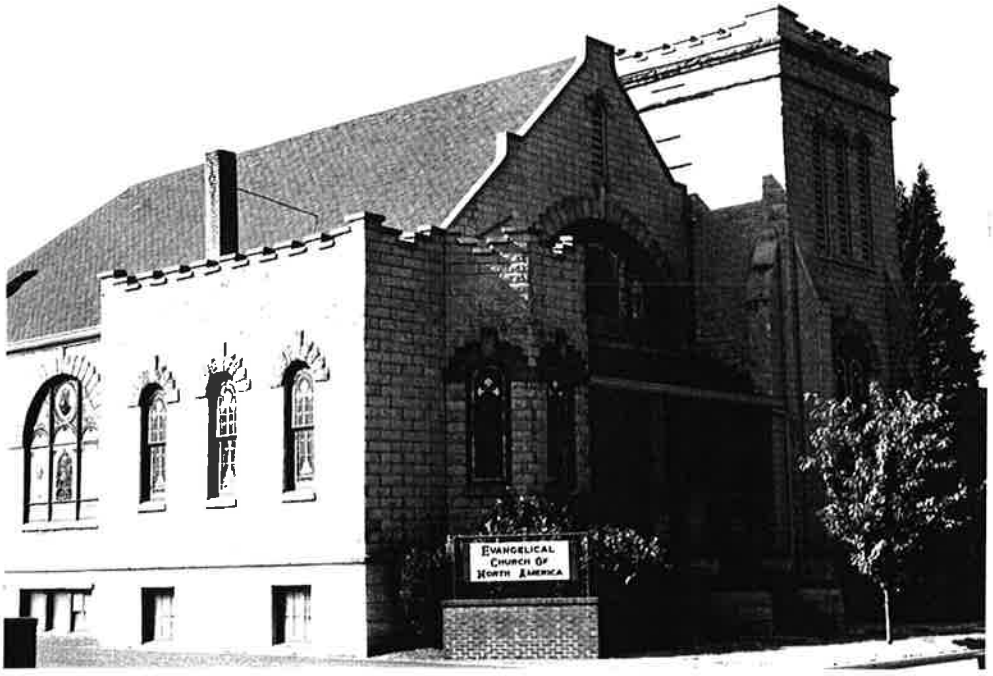


Fig. 81. The Methodist Episcopal Church (1910), located on the southwest corner of Park and Vine Streets.

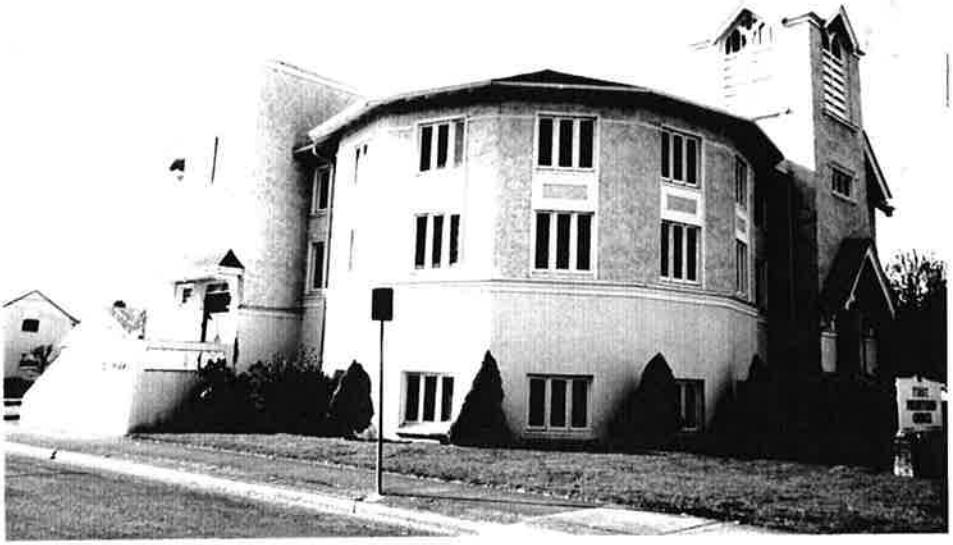


Fig. 82. The First Presbyterian Church (1912), located on the northwest corner of Second and Ash Streets.

Fig. 83. The P.M. Scroggin House (ca. 1900), located originally on the southwest corner of Second and Ash Streets and now located on the northeast corner of Third and Ash Streets.

Fig. 84. The J. N. Crandall House (ca. 1903), located at 188 W. Vine Street.

Fig. 85. The J.C. Booth House (1905), located on the northwest corner of Park and Vine Streets. The house is a National Register property.

Fig. 86. The Martin-Beaucey House (1904), located at 440 Tangent Street.

Fig. 87. The Crandall-Irvine House (ca. 1909), located at the northeast corner of Third and Vine Streets.

Fig. 88. The Lydia Green House (ca. 1910), originally located on the southwest corner of Main and Vine Streets and currently located at 46 W. Vine

Fig. 89. The L.A. Crandall House (1905), located at 959 Main Street.

Fig. 90. The Stokes-Irvine House (ca. 1908), located on the northwest corner of Ash and Williams.

Fig. 91. The Clara Cheadle House (1910), located at 390 Park.

Fig. 92. The Mitchell House (ca. 1910), 237 Hiatt Street.

Fig. 93. The H.S. Miller House (1907), located at 532 Main. The house originally stood on the front of the lot.

Fig. 94. The N.M. Newport House (ca. 1905), located at 69 W. Vine. The house has a very unusual eave truss system.

Fig. 95. The George House (ca. 1903), located at 175 E. Carolina.

Fig. 96. The Simpson House (1905), located at 375 Main Street.

Fig. 97. The St. John House (ca. 1910), located at 377 E. Grant Street .

Fig. 98. Example of a front-gabled Bungalow located at 1112 Fourth Street.

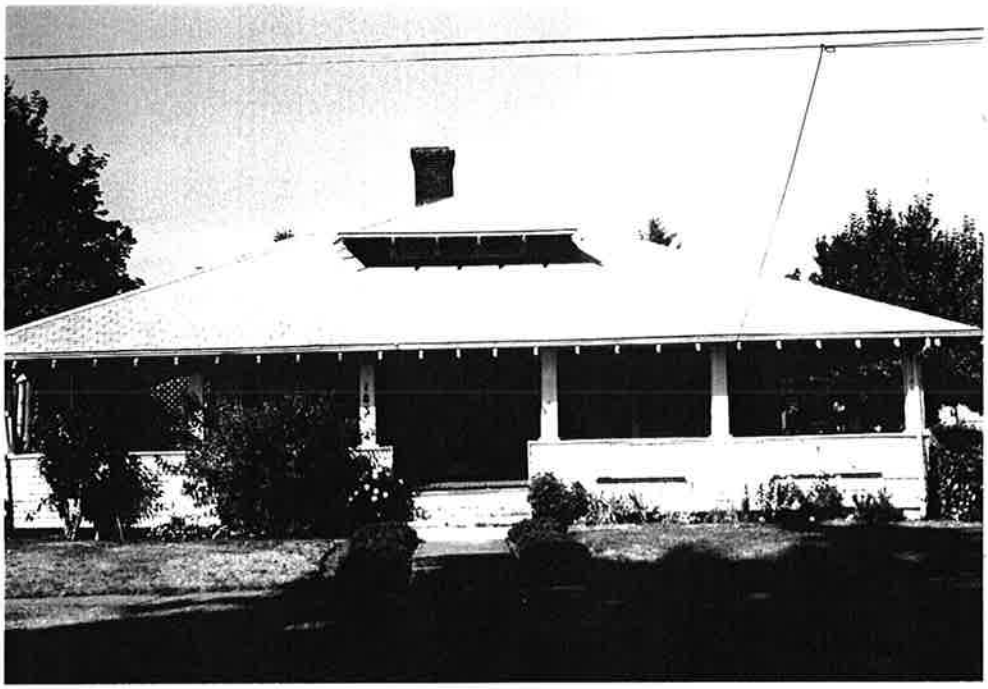


Fig. 99. The Keebler House located at 183 Elmore.

Fig. 100. The J.G. Wuestefeld House (ca. 1914), located at 350 W. Sherman.

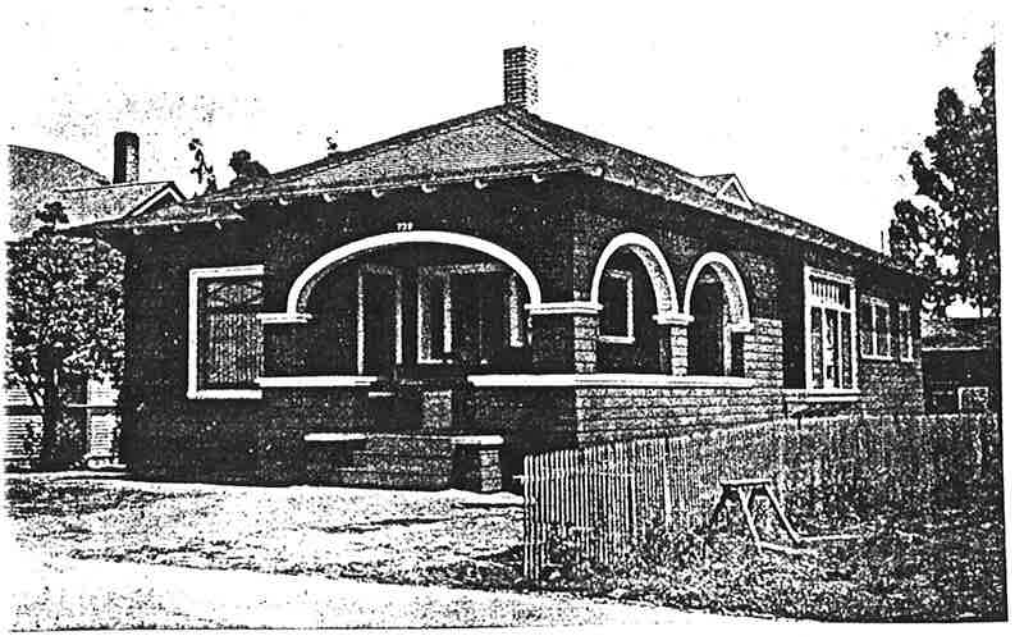
Fig. 101. The Wirt Zoph House (1911-12), located at 262 Second Street. Built by the owner of a concrete block factory.

Fig. 102. The "Cap" Kuhn House (1911), located at 176 W. Rose Street.

Fig. 103. The J.C. and Anna Mayer House (1912), located at 480 E. Ash Street.

Fig. 104. The Gill House (1913), located at 454 E. Ash.

Fig. 105. The Edmond Clark House (ca. 1913), located at 134 Second Street.



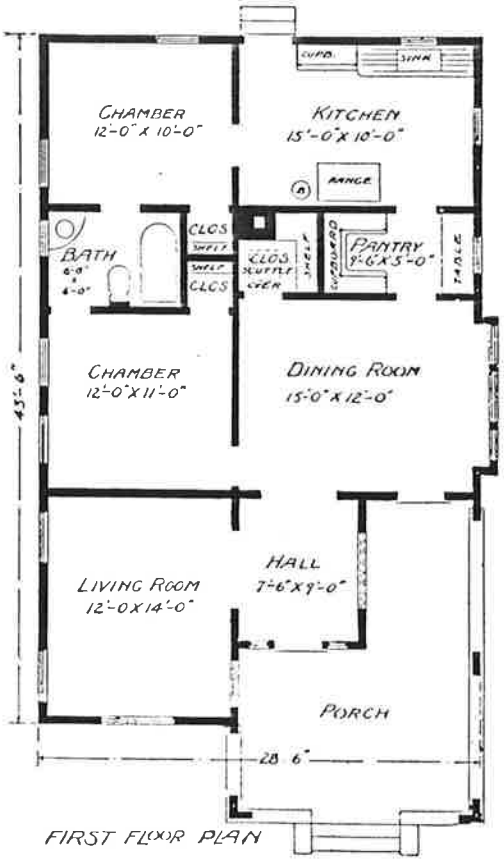


Fig. 106. The James E. Ramsay House (ca. 1910), located at 241 E. Ash Street. The design of the house is obviously from a plan book.

Fig. 107. The Seeck House (ca. 1911), located at 170 Second Street.

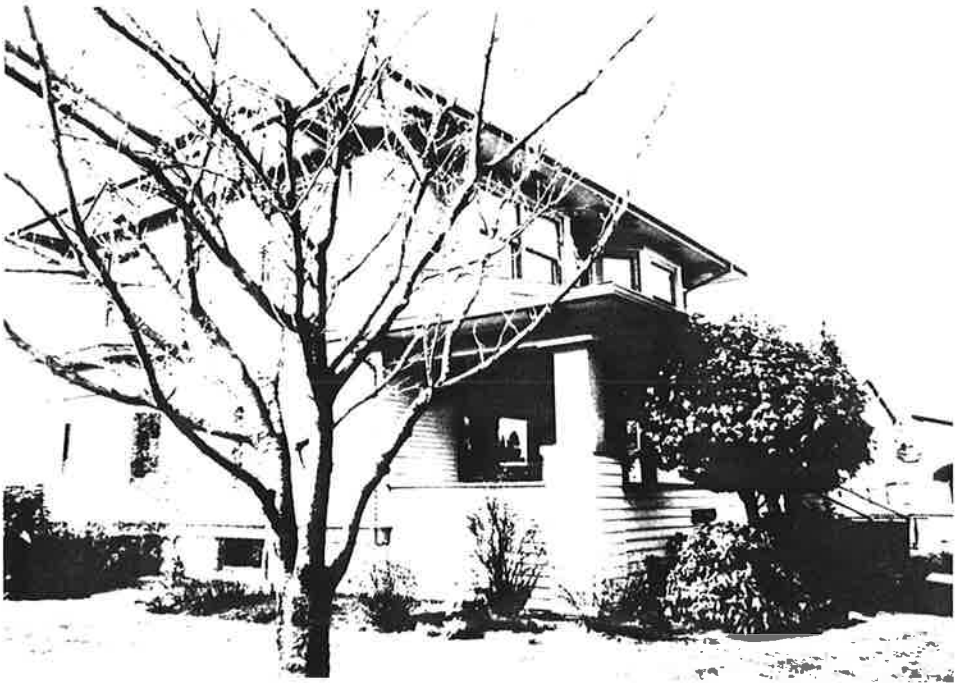


Fig. 108. The Everett House (1913), located at 884 Park Street.

Fig. 109. The George Wagoner House (1912), located at 611 Tangent Street.

Fig. 110. The Parrish House (ca. 1911), 372 W. Oak Street.

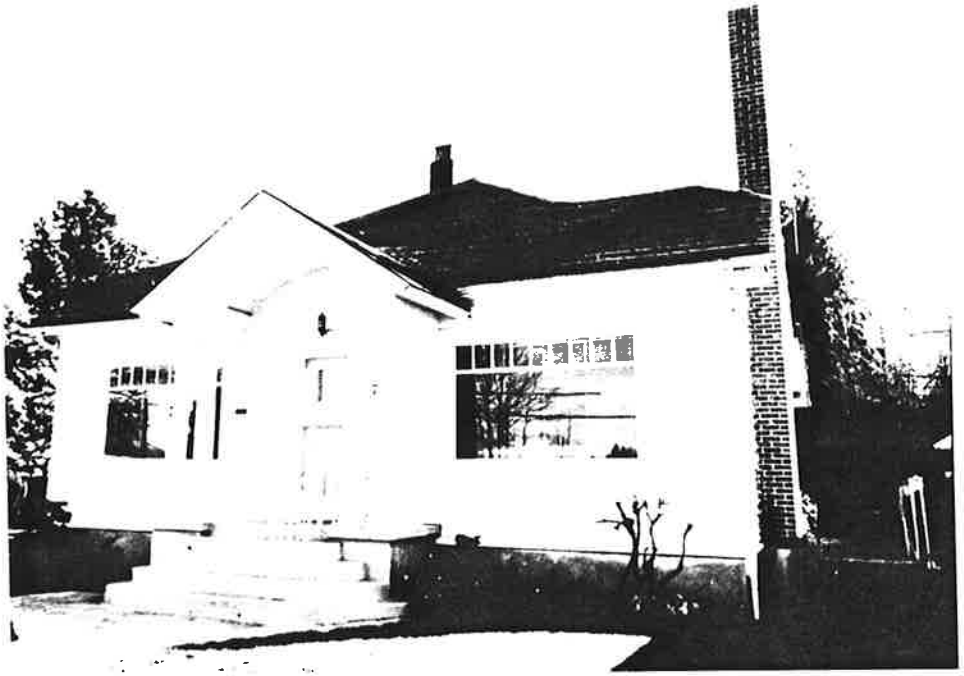


Fig. 111. The Sol Lindley House (c. 1928), located at 700 E. Grant.

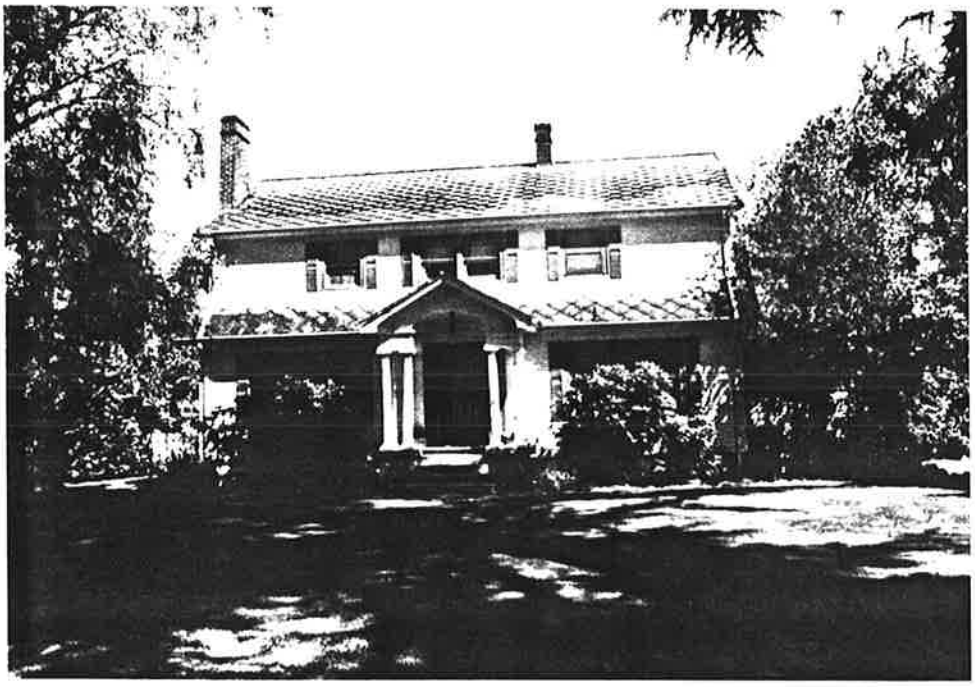


Fig. 112. The Weirich House located on Weirich Dr.

Fig. 113. The George E. Hardy House (ca. 1900), located at 286 Williams Street.

Fig. 114. The Hannah House (ca. 1911), located at 355 E. Sherman Street.

CHAPTER FIVE

GROWING PAINS: LEBANON BECOMES A TIMBER TOWN: 1930-1945

General Developments

By far the event with the most far-reaching consequences for Lebanon during this period was the establishment of the Evans Products Plywood Mill in 1940. But even prior to the establishment of the plywood mill, in the years from 1930-1937, Lebanon's population grew by 50%, a figure which the newspaper noted "As far as could be learned...was the greatest among all cities in the Willamette Valley..." ("Lebanon Sees 50% Increase in Population," Nov. 18, 1937). With the official census of 1940, the actual figure was 47.4% (Portland State University Population Center Statistics). (The figure for Linn County during this same period was 23%.)

During the Great Depression, overall emigration to Oregon declined although a new wave of emigrants came to Oregon as a result of the "dustbowl". Whether or not the population increase in Lebanon at this time is related to this migration has not been determined but it appears as though the effects of the Great Depression were not as evident in Lebanon as elsewhere perhaps making Lebanon an attractive location. On October 1, 1930, one year after the stock market crash, Lebanon Bank reports showed the city prospering with the newspaper reporting that the nationwide depression was not so pronounced here as in other districts. The newspaper went further in stating that "This is splendid evidence that the Lebanon section is one of the most stable and prosperous communities in the whole United States" ("Lebanon Bank Reports Show City Prospering," (Oct.1, 1930).

Lebanon's proximity to a largely untapped timber resource, with new transportation facilities to extract that resource, led to developments locally which may have staved off the effects of the Depression. Developments in the 1930's included logging and milling activity resulting from the construction and completion of the Oregon and Electric Logging Railroad in 1932, construction of a new cannery in 1935, and the expansion of the paper mill in 1936.

In the 1930's, there was no appreciable decline in building locally; in fact, the population increase at this time caused housing shortages which led to a good deal of residential construction. In 1931, in the middle of the Depression, the newspaper reported that the "Crandall Brothers planing mill in this city is kept busy getting out mill work and other materials for new buildings that are being erected in this section, having the biggest run of business since they have been in business in this place" (The Lebanon Express, Aug. 27, 1931). With the rapid expansion of Lebanon's residential district, the city faced the difficulties associated with rapid population growth. In 1937, the city council was pondering how to finance the opening of new streets because "People are building and establishing new homes where no streets or roadways have been opened...and the requests of these improvements are coming faster than our street improvement funds and limited crews can supply...("City Streets Increasingly Big Problem," Oct. 21, 1937).

In the period from 1936 to 1941, the Depression spawned Works Progress Administration (WPA), known as the Work Projects Administration after July 1, 1939, participated in a number of projects locally. In 1936, the WPA razed the historic Santiam Academy Building and constructed a Girl Scout Hut using salvaged materials from the academy building. In 1937, 1939 and 1940, the WPA was responsible for opening roads, paving, sidewalk and gutter construction projects in town ("Many Improvements Listed By Project Closing Monday," Sept. 26, 1940; "Street Project Nears End; WPA Force Reduced," March 11, 1937). In the rural areas, the WPA rural sanitation project constructed outdoor toilets free of charge to owners that supplied materials. The toilets were built according to government specifications and, in addition to farmers, applicants could include parks, schools, granges, hop yards, camp grounds, churches and community halls ("WPA Rural Sanitation," Jan. 9, 1936). In January of 1942, it was announced that the Lebanon WPA crew of more than 40 men were leaving to work on a national defense project ("Lebanon's WPA Project Closed; Crew to Leave," Jan. 8, 1942).

The WPA was not the only federal program operating in Lebanon. In 1941, the National Youth Administration (NYA) built a vocational building on the high school campus and aided in the development of the new riverfront park ("Construction of Vocational Shop Started," Mar. 20, 1941). In the rural areas, the tenant farm purchase program was initiated in Linn County in 1938. This federal program provided loans to qualified tenant farmers for the purchase of diversified family farms (Tenant Farm Program Will Start in Linn," Jan. 20, 1938).

If Lebanites were taken by surprise by the population growth in the decade from 1930-1940, then no one could have been prepared for what occurred in the subsequent decade. In 1940, the Evans Products Company built what was then the largest plywood mill in the world in Lebanon. Overnight, the population of Lebanon swelled and by the end of the 1940-1950 decade, the official population increase was 115% (Portland State University Population Center Statistics).

The impact of the plywood mill upon the community was substantial and immediate, with 1941 considered the most prosperous year in the city's history up to that point. During the first year of operations, the plywood mill employed 580 people. That same year, the Powers-Davis Lumber Company also provided a new industry for Lebanon ("Year '41 Most Prosperous in City's History," The Lebanon Express, Lebanon, Oregon, Jan. 1, 1942).

Even with the construction of 78 new homes built in 1940, in a year when building records were broken, a shortage of housing caused by Lebanon's rapid industrial and population growth, was considered the community's most serious problem in 1941 ("1940 Building Sets New High," Jan. 2, 1941; "Business Men Air Lebanon's Housing Needs," June 16, 1941). Census figures from 1940 indicated that Lebanon had the lowest percentage of vacant dwellings in the state ("House Vacancies in Lebanon Fewer than Rest of Oregon," Jan. 30, 1941). This prompted construction of new housing throughout the community. Perhaps because of the large amount of land platted in the preceding period, no new additions to Lebanon were platted in the 1930's and only several additions were platted in the period from 1940 to 1945. A reconnaissance survey of the city by addition revealed that because of the high number of houses built during this period

in Lebanon, virtually all additions predating this period have houses dating to this period. In many of the older additions, these post 1929 houses are infill. However, many additions platted in the period from 1900 to the beginning of World War I saw little development at that time; consequentially, the majority of housing in those additions post-dates 1929.

Several additions were platted in the period from 1940 to 1942 coinciding with the establishment of the plywood mill (Fig. 115). The Bosler Addition (1940) was located in the northwest part of town while the Walnut Park Addition (1940), Southgate Addition (1941), Ingrid Addition (1941) and the Sturtevant Addition (1942), were located midway between the city center and the plywood mill beginning the development that would eventually fill in the area between the city limits and the plywood mill. Construction in 1941 exceeded all previous records and in February of that year, despite the winter rains which normally held construction to a minimum. Compared with 1940, the January and February building figure was described as phenomenal ("Building Rush Continues As Month's Permits Hit $35,000," Mar. 6, 1941).

In order to alleviate the housing deficiency, forty new homes were erected in the Walnut Park Addition in 1941 by George Harden. Evan's Products guaranteed the sale of each residence which the contractor could not sell. Through a corporation known as the Lebanon Housing corporation, the houses were sold for plywood mill employee housing ("Walnut Park to Comprise 40 Dwellings," Mar. 13, 1941).

The demand for housing even became more acute after the war increased the demands for plywood. At the same time, material restrictions made private construction difficult. In 1943, the need for manpower in the timber industry in the northwest, and the proximity of Lebanon to a large army cantonment known as Camp Adair, located near Corvallis, led the National Housing Authority to authorize the private construction of 50 rental units for immigrant war workers for which loans would be available; the remodeling of ten houses for the same purpose; placement of fifty trailer houses for rental purposes; and the construction of 80 government temporary housing units (80 Dwelling Units Will Be Constructed," July 8, 1943; "NHA Approves Housing Project Here and at Sweet Home...," July 1, 1943). The 80 dwelling units, to be built within a period of three months on one site, were to be torn down after the emergency situation ended so as not to interfere with organized city building and to prevent them from becoming slums ("Housing for Lebanon," July 15, 1943).

The parcel selected for the housing project (Fig. 116) was an ten acre parcel located on the north side of Rose Street, in the vicinity of Fourth and Sixth Streets (current Century Park) ("Ten-Acre Site Selected for PFHA Project," July 22, 1943). The 50 trailer houses were placed one side of the parcel while the 80 temporary houses were located on the other side of the parcel. The 80 temporary houses were erected by the Dan Malarky Construction Co. of Portland ("Dan Malarky Gets Contract for 80 Homes," Aug. 26, 1943).

Twenty-five of the fifty house allotment by the FHA were built in 1943 by the Edwards Brothers Construction Co. of Albany on lots in the Southgate Addition. The other twenty-five houses were

built that same year by the Evans Products Co. in the Walnut Addition ("Work to Start on 25 Houses in South City," Oct. 14, 1943). The newspaper noted that Evans Products:

> has seen the opportunity, in this housing project, to advance the idea of substantial, attractive, and economical homes prefabricated and ready for rapid site erection. All of the experience which the company gained in the manufacture of nearly 1500 homes for war workers' occupancy has been brought to bear in the production of home designs represented in the Lebanon project. The result attained in this Lebanon housing will, the company believes, be viewed with keen interest by the building industry...It has been said by experienced architects and contractors that the Evan's Products company contribution to the advancement of high-quality, low-cost dwellings is certain to attract wide-spread attention ("Pre-fabricated Houses May be Plywood Plan," Oct. 21, 1943).

In 1945, fifty permanent residential family houses were authorized for construction in Lebanon. Unlike previous projects occupancy of the units were not be limited to war workers.

Rural areas, especially those areas close to the plywood mill, also served as locations for new housing. In June of 1942, the newspaper reported that 60 new houses had been built in the Crowfoot school district just since the beginning of that year ("Crowfoot has 60 New Homes," June 25, 1942).

In addition to the population boom related to the establishment of the plywood mill and the demands placed on that facility by the war, the community was affected by other war-related developments.
Immediately after the Japanese attack on Pearl Harbor, civilian reserve police guards were established to protect the vital local industries, particularly the plywood mill and the paper mill. A calvary unit of the Oregon State Guard was also established in Lebanon for home defense and, in 1942, the annual Strawberry Festival was cancelled ("Chamber Postpones Strawberry Festival," Apr. 16, 1942).

Utilities and City Services and Facilities

In 1930, the Portland Gas and Coke Co. extended its gas line south from Salem, providing Lebanon with gas service. Large stocks of ranges and heaters were shipped to Lebanon businesses in anticipation of this new service ("Gas Company Promises Service by September 1," Aug. 6, 1930). That same year, Mountain States Power Co. was putting considerable additional investment in the extension of its lines in rural areas making it easier for farmers to secure the benefits of electricity ("New Extension Policy Will Aid Farmers," June 18, 1930). By 1940, 43% of farms in Linn County were electrified. That figure was 75% by 1947 ("Linn Agriculture Reviewed...," June 5, 1947).

In 1933, P.A. Mitchell was granted the telephone franchise in Lebanon ("New Telephone Franchise Granted to P.A. Mitchell," May 4, 1933). The first water mains, which were wood, were replaced in 1937 with cast iron mains ("Launch $30,000 Project on City Water Mains," Mar. 16, 1937).

In 1931, the city council authorized a 32 x 38 foot addition to the Maple Street fire hall for a meeting room and the city library. The library moved into its new 20 x 46 foot quarters, complete with fireplace and two french windows, in 1932 ("New Library Building Matter of Local Pride," Feb. 11, 1932).

In the 1940's, the areal expansion of the community also meant a expansion of city services. The complex problems arising from a fast growing city operating on a limited budget led to an investigation of the city manager form of government ("City Manager Government to be Studied," May 21, 1942).

Hospitals

In 1933, Mrs. D.C. Bellinger, a nurse, made a six room addition to her residence on the south side of town for a hospital. When opened, the hospital was known as the Queen Anne Hospital ("New Hospital Opened," Nov. 23, 1933; "New Hospital in City to be Opened Soon," Sept. 21, 1933).

The hospital on Second and Ash Streets, in the former Scroggin House, moved from the house to a new building (Fig. 117) erected to the south of the house on Second Street in 1936. The hospital staff included doctors Booth, Irvine, Herron, Langmack, Miller and Reed, and the Schuler sisters who operated the hospital (Haralson 1984: 141, 143). The hospital building is still standing and is currently used for Lebanon's library.

World War II

Statewide, "Hundreds of new factories were established to produce material for the war and thousands of new workers came from other states to satisfy the job market" (Dicken and Dicken 1979:157). Most important were sawmills, flour mills, canneries, and other food-processing plants.

The completion of the plywood plant coincided with increased demands for wood products for the war effort and the plant operated at peak capacity producing plywood for military needs. As more and more men were called to service, women took their place in the mill ("Plywood Plant Founding Signals Start of Big Industrial Growth," June 5, 1947).

The proximity of Lebanon to a major World War II training facility resulted in other war-related developments within the community. In the winter of 1941, the United States War Department began a survey of potential training camp sites on the West Coast. The Ninth Army Corps needed suitable locations for cantonments, airplane fields and munitions depots. An area five miles north of Corvallis was selected as a cantonment for a Triangular Division of 30,000 to 35,000 troops. At the peak of operation, Camp Adair was the second largest city in Oregon. The proximity of a development of this size near Lebanon had several consequences for the community.

It was believed that Lebanon was vulnerable to enemy attack during World War II because of its proximity to the coast. The greatest threat was perceived to be fires set by enemy planes during the dry season. In order to protect the community, a Civilian Defense System was put into place. An aircraft observation squad kept a constant lookout for planes, as did community members.

Commercial Developments

In this period of history, the Main Street commercial district expanded several blocks; to Vine Street on the north and the canal on the south. New buildings constructed in the older sections of downtown replaced most of the surviving wood-frame commercial buildings from the 19th century (Figs. 118, 119). By 1945, only three wood-frame buildings from the 19th century survived in downtown Lebanon. (The three buildings were the Oddfellow's Building at the southeast corner of Ash and Main Streets; a ca. 1885 building in the current location of 764 Main Street; and an early (pre-1884) building in the current location of 824 Main Street. An early 20th century wood-frame building at the northeast corner of Main and Sherman Streets also survived.)

Concrete continued to be a favored building material although red pressed brick was used for a number of commercial buildings erected at this time. The early Modern styles, well-suited to concrete construction, dominated new commercial construction at this time.
Good examples are the Bohle Furniture Store Building (1940) at 836 Main Street (Fig. 120) and the Downing Building (1941) at 600 Main Street (Fig. 122). One building incorporating an historically-derived design at this time was the Mission style Lowe Mortuary Building located at 777 Park Street and built in 1930 at the onset of this period of history.

While the Great Depression may have slowed commercial construction for a few years, 1936 and 1937 saw the construction of a number of commercial buildings. Among the more substantial buildings was the Kuhn Theater Building (Fig. 121) erected in 1937 just to the south of the 1913 theater building. The 600 seat, air-conditioned, Art Deco theater featured a facade of black carraca glass walls and jade green doors ("New Kuhn Theater Opens Thursday," Mar. 2, 1937). The **Kuhn Theater** is still used as a theater although its exterior has been altered. The building is important for its association with "Cap" Kuhn, pioneer of the theater business in Lebanon.

Another large building constructed in 1937 was the S.P. Bach Building located on the southeast corner of Main and Sherman Streets. This building, built primarily for the Britton Department

store, was brick, tile and concrete with "...attractive marquis and large plate glass windows" ("Experts Term Bach Building One of the Finest," Sept. 2, 1937).

The biggest commercial building year of this period was 1941, which corresponded with the opening of the plywood mill. The Downing Building (Fig. 122) erected that year on the southwest corner of Main and Ash Streets, was described as being "ultra-modern" in appearance. Another first for Lebanon during this period was the motel. The Upham Motel was built on the southwest corner of Vine and Grove Streets, also in 1941 (Fig. 123). This motel consisted of six attached cottage-like units and separate auto garage building. Still standing, this may be Lebanon's first "motel". (There were earlier auto courts.)

In the early 1940's, the first "drive-in" grocery stores were built. These stores were called "drive-in" because they included a parking lot adjacent to the building in their design. Among the early examples were the 1941 Irish Hammett Food Market, which replaced the large Italianate style Montague House on the northwest corner of Oak and Main Streets, and the Safeway Store (Fig. 124), which moved from its Main Street location to a new building erected in 1942 at 75 East Ash Street. Both grocery stores were built slightly outside of the existing commercial area at the time because of the amount of land required for the relatively large building/parking lot combination.

In addition to new construction, a number of buildings were substantially remodeled during this period. In 1936, the Keefhaver Variety store, located in a 19th century wood-frame building at 764 Main Street, was remodeled with an entirely new front ("Keefhaver Variety Plans to Enlarge," Dec. 17, 1936). In 1937, Hoseid Variety store remodelled by practically demolishing the building with the newspaper noting that "late this week, only the old roof remained as a reminder of the former building ("Work Launched on New Hoseid Store Building," Feb. 25, 1937). In 1938, the remodelling of the Donaca Block, northwest corner of Main and Grant Street, included the removal of cornice and the application of stucco. The Munyan Bakery store front in this building was rendered modern using black tile with silver outline and trim ("Two Business Houses Plan Improvements," Aug. 18, 1938).

With the increased activity in south Lebanon, commercial developments were also occurring in that area. In addition to the drive-in grocery and market at 1675 South Main Street, built for Mr. and Mrs. Glen Osborn, was a general grocery store erected at Milton and Franklin Streets in 1940 ("Building Boom is Unabated," Sept. 12, 1940).

Industry

> Lebanon, in the heart of a great stand of virgin timber, is just entering its second period of rapid growth, the result of logging and allied activity. No fewer than twenty mills have opened in or near Lebanon during the past five years, the largest of which is the plywood

mill of the Evans Products Company. With a large portion of its manufactured material going into war work, this company, although operating but two years, is expanding (Wallace 1942:25).

Sawmills

Better facilities to ship and receive logs, including the Oregon and Electric Logging Railroad and the first log trucks, led to the establishment of large-scale commercial sawmills in Lebanon beginning in ca. 1930. In 1931, three sawmills were operating in Lebanon: the Fir Lumber Co., located on the west side of the railroad tracks between Rose and Ash Streets; the Gleason Mill, located south of "A" and Third Streets (known as Sewell and Wynn in the 1940's); and the Tom Russell Lumber Co. which moved from the McDowell Creek area to southeastern part of town in 1931. In 1931, it was noted that each employed about 30 men ("Tom Russell is Rushing Erection of Sawmill," Oct. 8, 1931).

The Fir Lumber Co. was reorganized as the Lebanon Lumber Co. in 1937. In 1938, the McPherson Mill, formerly located in the Berlin area of Linn County, moved to a location on Russell Drive. A **wigwam Burner,** once a common mill structure but rare today, is still standing on the former McPherson mill site.

The Powers-Davis Santiam Lumber Co. sawmill was built in Lebanon in 1941. This mill was the only Swedish gang saw type mill south of Portland. Prior to the construction of this mill, the equipment for Swedish type mills was imported from Sweden. This was supposedly the first Swedish type mill in the United States to be built on site. The gang saw was built by Carl Sundbom, a Swedish engineer from Seattle. Peter Swan of Portland designed the mill ("Modern Santiam Mill Typical of Lumber Production Growth," Oregon, June 5, 1947). Upon the occasion of opening its Lebanon facility, the company referred to their establishment of tree farms so that the timber crop could be reseeded for future generations. The mill was located on the former site of old Lebanon Lumber Co. Mill which burned in 1915 and the subsequent shingle mill. Another smaller mill established in 1941 was the I. and S. Lumber Co. located on the northwest corner of Third and Oak Streets owned by Aaron Ingram and Charles Smith. Lumber from the Lebanon sawmills was shipped around the world at this time.

The Plywood Mill

While sawmills helped to keep the local economy humming through the Depression years, it was the construction of the plywood mill in 1940-1941 which changed the face of the community. Events leading to this development began in 1938 when Lebanon voters, by an overwhelming majority, approved municipal investment to develop industrial sites to entice new industry to Lebanon. The property under consideration for industrial development centered on Cheadle Lake ("Negotiations with Plywood Plant Officials to Follow Industrial Site Approval," Oct. 18, 1938). Late in 1939, after several other deals to locate a plywood mill in Lebanon fell through,

negotiations began with the Evans Products Co. at its western division offices in Marshfield, Oregon. In January of 1940, E.S. Evans, president of the Detroit, Michigan based company, visited the Cheadle Lake site. Two weeks later, it was announced that the company intended to build a plywood mill in Lebanon. In April of 1940, Evans Products Co. began construction of what was then the largest plywood plant of its kind in the world (Fig. 125). Once considered "virtually worthless", Cheadle Lake's hundred-odd acres were turned into a large log pond ("Cheadle Lake Transformed into Valuable Log Reserve," Mar. 13, 1941). In mid-December of 1940, the first log was peeled ("Dream of Plywood Plant Here Conceived Long Ago," March 13, 1941).

For the company office building on the site, Evans hired famed California architect Richard Neutra. The Evans Products Company referred to the office building as unique and stated that "When completed, this building will be important news to architects, engineers and builders all over the country and will bring nation-wide publicity to Lebanon" (The Lebanon Express, Mar. 14, 1941). The "Modernistic" building was also designed to showcase the "...superior structural and architectural advantages of Douglas fir plywood" ("Plant Offices Stress Latest Plywood Uses"). The entire building was constructed of plywood except for the windows and glass brick wall. On the interior, floors were plywood strips laid vertically to expose the end grain, and paneling illustrated the interior design capabilities of plywood ("Plywood Offices Finished," The Lebanon Express, Lebanon, Oregon, July 3, 1941). Tragically, this building was demolished in 1986-87 (Figs. 126, 127).

It was anticipated that 300 workers would be hired initially and the company felt that 85% of the work force could be obtained from the local population. To house the technically skilled plywood men which had to be brought in, 40 new homes were constructed in the Walnut Park Addition.

The completion of the plywood plant coincided with increased demands for wood products for the war effort and the plant operated at peak capacity producing plywood for military needs.

In March of 1944, Max D. Tucker, formerly Evan's Co. west coast manager and company vice-president, purchased the plant from Evans Products and the company became known as Cascades Plywood ("Plywood Plant Founding Signals Start of Big Industrial Growth," June 5, 1947).

The Paper Mill

In 1930, the Crown Willamette Paper Co. moved their bread wrapper operation to Lebanon. The operation used eight tons of paper per day and required forty additional workers on the payroll ("Lebanon Paper is Made into Wax Bread Wraps," Mar. 5, 1930). In 1936, the Crown Willamette doubled the size of the plant by adding four large buildings. During World War II, the paper mill was producing sulphite manila wrapping papers for wrapping cartridges (Wallace 1942:25). The machine shops at the paper mill also produced parts for ship building ("Great Paper Industry Gained Through Crop Change of California Farmers," June 5, 1947).

Planing Mills and Building Supplies

In 1930, a newspaper article described A.I. Crandall's "fame" as a fine workman in the area of furniture reproductions ("Crandall Reproductions Fine Furniture for Many Patrons," June 18, 1930). In 1941, the warehouse and a shed at the Crandall Brothers Planing Mill was demolished. By 1944, the large planing mill building was converted to motor freight terminal.

In 1930, Central Lumber Co. was located at the southwest corner of Third and Oak Streets. The company, which sold a wide range of lumber and building supplies, was destroyed by fire in 1932. That same year, they rebuilt on south Main Street across from the Crandall Brothers Planning Mill.

The Modern Manufacturing Company, at 115 Sherman in 1941, specialized in making truck bodies, screen doors and windows, kitchen built-ins, and boats among other items ("Modern Manufacturing Company," Sept. 4, 1941).

Food Processing

With the destruction of the cannery by fire in 1928, processing of fruit in Lebanon was limited to barreling with facilities operated by such companies as the Paget Packing Company. In 1930, plans were made to enlarge the barreling plant of that company.

In 1935, Lebanites once again had a major canning facility in town. That year, Spencer Packing Company opened a facility along the west side of the railroad tracks between Sherman and Ash Streets. The Spencer Packing Co. continued to expand the plant throughout the 1930's. At the same time, Merton Grove operated a small "custom" cannery ("Cannery Building Traded for Work Cleaning Old Site," May 6, 1937).

In 1941, the Spencer Packing Co. added a large warehouse to its facility ("Ten Building Permits Let," Sept. 11, 1941) and in 1943, the Spencer Co. purchased a prune drier on Walnut street and began the business of dehydrating vegetables for shipment to the troops.

Transportation

Oregon and Electric Logging Railroad

Improved roads, more automobiles, and depressed economic conditions all combined to discourage rail travel. Bus lines, which had more flexibility in terms of area of travel, supplanted the passenger train business and "auto trucks" were making inroads on railroad freight service. In this era of declining railroad importance, the Oregon Electric Railroad completed its Albany-Lebanon-South Santiam extension. The motivation for the construction of this railroad at this time

was to tap the vast timber resource of this region. It was estimated that the line would open up 22 billion feet of commercial timber. Large interests in these virgin timber tracts were held by Louis W. Hill and the Weyerhaeuser Co., interests which were closely tied to the Great Northern, a parent company of the O. and E. ("Common User Articles Signed by S. P. and O.and E.," The Lebanon Express, Lebanon, Oregon, Jan. 15, 1930).

In early 1930, a common user agreement between Southern Pacific Railroad and the Oregon Electric Railroad (O. and E.) was signed so that the O. and E. could use the Southern Pacific rail line between Albany and Lebanon. This agreement precluded the need for the O. and E. to have to build a duplicate rail line from Albany to Lebanon. Railroad construction began in May of 1930 and the line was completed to the Dollar area, in the Calapooia River drainage, in March of 1932 ("City Plans to Welcome First O.E. Freight Train," Mar. 24, 1932; "Railroad Building is Actually in Progress," May 21, 1930). In addition to providing an economic impetus to Lebanon in the way of sawmills and industrial development, it was believed that logging activity in the woods would create a market for local farm produce ("Common User Articles Signed by S. P. and O.and E.," The Lebanon Express, Lebanon, Oregon, Jan. 15, 1930). Probably because of the development of the log truck at about this time, the other planned branch lines into the Cascades were never constructed. The line of the **Oregon and Electric Railroad** is still in place and is important for its association with the development of the timber industry in Lebanon.

In 1941, in conjunction with the Evans Products plywood plant which was built along the O. and E., a new railway station called "Evansville" was completed. The newspaper noted that "The station building measures 16 by 32 feet with its exterior finished with Oregon stain and white trim. The structure includes an office 18 feet square done in plywood" ("New Railway Station Open," Aug. 28, 1941).

Roads

Throughout the 1930's, segments of the Santiam Highway continued to be constructed and graded. In September of 1939, the South Santaim Pass was officially opened with the dedication held at Lost Prairie ("Dedication of Santiam Pass Draws Crowds," The Lebanon Express, Lebanon, Oregon, Sept. 7, 1939). Although "opened", portions of the road remained in an uncompleted and unpaved condition.

As part of the WPA road improvement projects in the late 1930's, several dedicated streets which had never been opened up were improved and opened. In 1937, these streets included Williams Street, from Dodge to Wheeler; Dodge from Grove to Main; East Rose Street from Williams east; Franklin from Oak to Elmore; and Oak from Cleveland to Hiatt ("Street project Nears End; WPA Force Reduced," Mar. 11, 1937). In 1943, Williams Street, from Milton to Wheeler, was established as the new trucking lane through Lebanon ("Truck Lane Through City Has Been Established," Aug. 5, 1943).

The Airport

In August of 1941, Ralph Scroggin and Joe Gilbert, local aviation enthusiasts, announced their plans to construct an airport and three-plane hanger on the Nichols property ("Local Flyers to Construct New Lebanon Airport," Aug. 28, 1941). Work on the field and the corrugated iron hanger were completed for official opening of the air field in October of 1941 ("New Airport Opening Due This Sunday," Oct. 2, 1941). Use of the field for civilian flying was abruptly curtailed with the entry of the United States into war a few months later. The end of the war saw increased aviation activity with the airport enlarged and the eventual designation of Lebanon as the Oregon city with the most planes and pilots per capita ("Airport, Boasting Two Planes, Established in 1939," n.d.).

Automobile-related Enterprises

By 1930, probably because of the construction of Queen Anne School on the park grounds, the auto camp in the city park was no longer operating. In 1930, E.A. Elliott purchased two acres of land on south Main Street for the construction of twenty modern cabins for auto travellers. At the time, the newspaper noted that "There is now no auto camp or cabins at this place, so the enterprise fills a real need" ("Will Construct Big Auto Camp Here Soon," Sept. 24, 1930). These tourist cabins, with attached auto garages, were located adjacent to the City Park. In 1937, another auto camp consisting of five, three-room cottages was to be built on the west side of Main Street. The owner, H.A. Harpester, planned to purchase ready made cottages from Portland ("Five Cottage Camp is Plan," Apr. 13, 1937). Names of Lebanon auto camps at this time were the Maple Auto Park and Camp Cozy Camp.

In 1930, the E.E. Taylor automobile garage built in 1912 on the northeast corner of Main and Ash Streets, was destroyed by fire. At the time of the fire, the garage was operated by Van Houston's Lebanon Garage. Plans called for the garage to be reconstructed using the original concrete walls which were still standing after the fire ("Garage Wrecked by Fire is Being Reconstructed," July 23, 1930). When completed, this building served as the Reeves Garage ("Reeves Garage to Open Wednesday Next Week," Aug. 27, 1930). Other auto garages in Lebanon at this time included the Holloway Motor Co.; the Scott-Chrisman Motor Co.; and Kirkpatrick's Ford Garage which continued to be located in the building on the southeast corner of Second and Sherman Streets. The building was remodeled, however, after a 1944 fire.

Gas stations operating in the 1930's included Ralston's Service Station, Zimbrick's Service Station, and the Santiam Super Service Station. In 1941, Vern Reeves operated a new Associated Service Station on the southwest corner of Main and Vine Streets. In the same year, the E.E. Taylor Garage Building, then known as the E.C. Hall Building on the northeast corner of Main and Ash Streets, became the location of the Standard Service Station and Goodyear Car and Home Supply Store operated by R.H. "Bob" Johnson. The building was once again remodelled for this enterprise and was described as the "last word" in service stations on the Pacific Coast ("New Standard Station," Nov. 13, 1941).

Agriculture

During this period, Linn County became the leading common ryegrass, perennial ryegrass, and Alta fescue producing area in the United States. In the 1930s, the use of nitrogen fertilizers almost doubled the production of grass seed. Three seed cleaning plants were located near Lebanon in the 1940s ("Linn Agriculture Reviewed," June 5, 1947:4). In 1937, the Scroggin Warehouse was handling a large amount of ryegrass seed for shipping and in 1942, G.N. Gillenwater built a 60 x 120 foot building on the railroad tracks, just south of the Scroggin warehouse, for his feed and seed business. The building included complete facilities both for the storage and cleaning of seed ("New Building Work Started," Feb. 26, 1942).

The river bottom soils were used for cannery crops such as snap beans, carrots, beets, tomatoes, squash and pumpkins. The use of irrigation, provided by overhead systems using water from the Santiam River, increased greatly during this period with only 68 acres irrigated in the area in 1934 to over 4,000 acres irrigated by 1946 ("Linn Agriculture Reviewed," June 5, 1947:4). Other crops grown at this time included potatoes and garlic. In 1932, articles of incorporation were filed for the Linco Potato Growers Association. While flax had been grown in the region at an early date when a processing plant was located in Scio, when it was planted again in the early 1940's, it was referred to as a new crop for the region. Flax production, locally concentrated in the Tennessee region, was sparked by the shortage of flax created by the war abroad.

Berries, fruit trees and nuts were also grown on the river bottom soils in areas south and north of Lebanon. The most important berry crops were strawberries, red raspberries, blackcaps, and boysenberries. Peaches, prunes, apples, cherries and pears were the primary fruit orchard trees while walnuts and filberts were the most important nut trees. The Spencer Packing Company cannery operated in Lebanon and the North Pacific Nut Growers maintained a unit in Lebanon ("Linn Agriculture Reviewed," June 5, 1947:4).

Nut Production

In 1931, three walnut driers were in Lebanon; the Lebanon Nut Cooperative drier and driers owned by Sigurd Landstrom and J.G. Medler ("Nut Drying Begins," Oct.1, 1931). The Lebanon Nut Growers Association processing plant, built in 1922, was one of three operating in Oregon in 1931 ("Lebanon --- The Strawberry City," Oct. 1931). In 1932, the co-operative had 200 members in the area with the largest orchard covering 130 acres ("Lebanon Nut Industry Grows and Prospers," Nov. 24, 1932). In 1932, the North Pacific Nut Growers Association, which had been established in 1924 as a cooperative of Oregon and Washington growers, was located opposite the Lebanon Nut Growers Cooperative. Acting as a central sales agency, at that time the North Pacific Nut Growers Association sold eighty percent of the nuts produced in Washington and Oregon ("Nut Packing Industry Here May Be Big Thing," Mar. 24, 1932). E.B. Edes served as president of both the Pacific Nut Growers Association and the Lebanon Nut Growers Co-operative Association.

With the filbert orchards planted in the 1920s beginning to produce, filberts began to take on greater importance at this time and in 1932, the North Pacific Nut Growers Association constructed a four story building for the packing of shelled filberts in the can. The goal was to provide canned filberts for year round consumption at a low price making them competitive with almonds. It was hoped that this would increase the demand for filberts and provide an outlet for the large tonnage that was anticipated in the northwest in the next several years ("Large Building for Nut Handling to be Erected," July 28, 1932). The sudden rise in the prominence of filbert production can be seen in the early 1930s; the 1932 filbert crop was the largest produced up to that point but the 1933 crop doubled the 1932 figure ("The Prospects are Bright for the Growers of Filberts," Oct. 5, 1933). In 1937, the Lebanon Nut Growers Association added shelling machines to meet the growing demand for "fancy" nut products ("Equipment is Added At Nut Packing Plant," July 15, 1937).

In addition to processing the local nut crop, nuts were shipped to these plants from many areas of the Willamette Valley and southern Oregon. Walnuts were also used to make English toffee which required hundreds of pounds of butter thereby supporting the local dairy industry. In the early 1930's, the Lebanon Nut Growers Association were distributing toffee and canned filberts throughout the eastern and midwestern markets where Oregon nut products were becoming well-known ("Nut Plant is Valuable Industry to Our Town," Mar. 17, 1932).

In August of 1942, fire leveled the main plant of the Lebanon Nut Growers Association sparing, however, the North Pacific Nut Growers building located nearby ("Fire Levels Nut Growers Plant," Aug. 27, 1942). The plant was rebuilt six years later.

Fruit and Vegetable Production

After the destruction of the cannery by fire in 1928, Lebanon area producers were often forced to ship their produce to other canneries for processing. In 1930, the newspaper commented that "All of this fruit is being trucked to other towns for canning and it is hoped that the day is not to far distant when some enterprising company will establish a cannery in Lebanon..." ("Harvesting Fruit Crops," July 9, 1930). In 1935, the Spencer Canning Co. erected a plant in Lebanon. The facility used existing buildings on the north side of Sherman Street along the west side of the railroad tracks, formerly used for the barreling plant, and erected a new building just to the west of these track side buildings.

Italian prunes continued to be an important crop throughout this period. In 1930, Fritz Paetsch and Roy Fitzwater constructed a prune drier on Walnut Street two blocks north of Grant Street. The drier was built under the direction of the F. and F. Drier and Welding Co. of Vancouver Washington and was said to be the latest improved type known as the Oregon Agricultural College re-circulation dehydrator ("Paetsch Drier is Now Running Day and Night," Sept. 24, 1930; "Prune Drying Plant is Now Being Built Here," Mar. 12, 1930). In 1943, this drier was rebuilt

by the Spencer Packing Co. for a dehydration plant. The dehydration plant was established for the processing of dehydrated potatoes, beets, carrots and rutabagas for shipment to the armed forces overseas ("Construction Gets Underway on Dehydrator," July 22, 1943).

Strawberries were purchased by the Spencer Packing Co. but acreage formerly devoted to strawberries saw development with the southward expansion of Lebanon in this period. In the early 1940's, migrant workers from California were being shipped into the area to assist with harvest of the strawberry crop. In the early 1940's, a migratory mobile labor camp for 600 was established on the Brewster farm four miles northeast of Lebanon.

Poultry Production

Turkey production was becoming increasingly important in Linn County in the 1930's. In 1937, an addition was made to the Scroggin Warehouse for a turkey killing and refrigeration facility. The facility, built with an arrangement from Swift and Co., had the capacity to process 2,000 birds per day during the season from November to February ("Turk Growers Gain Modern Facility Here," July 22, 1937). Among the largest Lebanon area producers were Mr. and Mrs. Harry Lord who maintained a flock of over 4500 turkeys on their farm three-quarters miles southwest of Lebanon ("Turkey Growers Make Ready for Record 'Harvesting' As Holiday Season Approaches," Oct. 21, 1937).

Education

In 1930, the new South School, known as Queen Anne School, was completed. The Mediterranean style building was designed by F. Manson White (Fig. 128). Still used as a school, the building, with the exception of having been added to over the years, is architecturally intact and is a good example of a school architecture dating to this period. Classes were first held in the new building in March of 1930 ("School moved into New Building Over Weekend," March 12, 1930). The Queen Anne Park Grade School, as it was known when completed, cost $30,000.00 and had eight classrooms (The Lebanon Express, June 4, 1930). At that time, Sherman Street was the dividing line for the grades one through four; those living north of Sherman continued to attend school in the high school building. The Bungalow located at the old grade school site was moved to the high school grounds. Because of the swelling population in the decade of the 1930s, a $10,000.00 addition was made to the Queen Anne School in 1940.

In 1936, the high school gymnasium, built in the early 1930's, was destroyed by fire and rebuilt. That same year, the old Santiam Academy building on the high school grounds was dismantled with its materials salvaged and reused in the construction of the Girl Scout Hut on the Queen Anne School grounds (Fig. 129). The WPA was involved in both the destruction of the academy and the building of the Girl Scout Hut. All of the timbers and most of the lumber, with the exception of the flooring, shingles and some of the bricks, were secured from the academy building. When completed, the Girl Scout Hut was described as:

> Low and of rustic brown stained shingle exterior, the hut fits well into the natural setting of tall firs that flank the expanse of lawn...and a fireplace of weathered old red brick with wrought iron scout initials ornamenting the face, add to the sturdy appropriate characteristics of the scout's new home ("Long Sought Goal Realized As Girl Scout Hut Finished," Sept. 2, 1937).

The **Girl Scout Hut**, which still stands intact today on the Queen Anne School grounds, is significant for its association with the WPA and girl scouting. The building also incorporates materials from the Santiam Academy building including window sash and trim.

Rural Schools

> "Nothing is passing much faster in this country than the one-room schoolhouse....the whole country seems to have acquired the "merger" habit....each year sees highways improved and extended, and this means the auto will soon be able to get into those sections, bringing with it the centralized school. There, with one staff of teachers, a uniform course of study, more comfortable and more modern quarters and better equipment, the tax payers are maintaining one school house instead of a half dozen or more. And the pupil is sure to have an increased opportunity for learning ("Still Another "Merger"," July 16, 1930).

In the rural Lebanon area, all the school districts previously mentioned stayed intact until after 1945.

The additional population during the war years, especially that associated with the establishment of federal housing, resulted in the construction of another grade school, Santiam School, in the north part of town in 1944. The school was partially funded by the Federal Works Agency. An addition was added to its four original classrooms almost immediately. By the mid-1940's, the high school also was affected by the increasing population and the building was remodeled. Remodeling included the addition of a north and south wing.

The rural Crowfoot school district was also dealing with increased population pressures as a result of its proximity to the new plywood mill. In the early 1940's, the district rented space in the Crowfoot grange hall for classes and in 1944, the district erected a new four classroom building (Crowfoot Flash, Jan. 1956). A new Denny Schoolhouse was erected in 1941 a short distance from the site of the former school building.

Religion

Because of the Depression and the fact that many congregations had completed large, masonry edifices in the previous two decades, there was little in the way of new church construction in the

1930's. One exception was the Assembly of God congregation which erected a church building on Wheeler Street north of the high school in 1935.

Several new congregations, however, were established in this period. In 1941, the Lebanon Evangelical Church was organized. Because of the restrictions on building materials which made building a church difficult, meetings were held in members homes, the Girl Scout hut and the armory. In 1943, the church purchased the former Lowe Mortuary Building on the northeast corner of Park and Grant Streets to use as a church ("Lowe Mortuary Chapel Sold," Nov. 11, 1943). Also, in 1941, the Church of God erected a church building at 159 E Vine Street. This replaced a house which had been moved from the corner of Park and Vine in 1930 for church purposes (The Lebanon Express, Mar. 26, 1930).

The Methodist Episcopal Church made plans to erect a new parsonage in 1930. Plans called for the parsonage to be located to the west of the church and built in an architectural design that was in keeping with the church building ("Local Methodists Plan to Build New Parsonage," Jan. 1, 1930).

Social and Fraternal Organizations

Several new fraternal organizations were established during this period. The Lebanon Lodge No. 1663 of the Elks was founded in 1944. In 1943, the Veterans of Foreign Wars (V.F.W.) organized its third post in the city, two earlier local posts having been transferred to Scio and Albany. The new post, known as the Gen. G.W. Alexander Post 3572, purchased the old Bohle Creamery Building on Williams Street ("Veterans Buy Old Creamery," June 3, 1943). The American Legion Post was organized in 1926. It was named after Leo Sturtevant who was the first Lebanite killed in World War I. In 1929 another post, Santiam Post #51, was organized (Abrell 1994).

Recreation

Dances held at large halls in the rural areas near Lebanon were popular during this period. Locations included the Richardson Gap Hall (the Czechoslovakian Z.C.B.J. Hall) near Scio and, beginning in 1931, the Santiam Cottonwoods constructed that year at the intersection of the Santiam Highway and the Crabtree Road between Albany and Lebanon ("Erecting a New Dance Hall," Oct. 1, 1931).

In 1938, Kuhn Theater owner Randolph Kuhn reopened the old theater building to the north of the new theater for additional entertainment facilities. The Theater was renamed the Gem Theater ("Second Theater, Opening on Friday, To be Named 'Gem'," Sept. 15, 1938).

In 1941, the Lebanon Bowling Alleys and Elliott's Lunch Room was opened in the newly completed Scroggin Building on the south side of Grant Street between Park and Main Streets. The bowling alley had a "six-track" layout ("New Bowling Alleys Open 'Mid Crowds," June 5, 1941).

Several new parks were added to Lebanon during this time period. In 1938, a three acre park site was deeded to the city from the Strawberry Festival board. Known as the Kruml property, the park was located on the northeast corner of Hiatt and Grant Streets (Booth park today). Plans called for the park to be used for events associated with the Strawberry Festival in addition to serving year round as a city park ("Fair Board to Deed Park Site to City," July 14, 1938).

At about the same time, a 20 acre parcel was purchased by the city for a park. Located along the banks of the Santiam River, much of the park's early development was accomplished by the NYA. In 1941, the NYA assisted in the construction of a rustic bathhouse, nine picnic shelters with stone fireplaces, clearing, grading for softball fields, road graveling and concrete work ("City Park to be in Shape for Summer," June 5, 1941; NYA Project Moves Ahead," Jan. 9, 1941). That same year, a one and one-half acre tract in the northeast corner of the Walnut Addition was to be reserved for a neighborhood park (Way Cleared for Speeding Home Project," Sept. 15, 1941).

In 1930, the city for the first time financed the "swimming pool" on the canal off Wheeler Street in Carson's Grove. The Woman's Civic Improvement Club, however, still oversaw the city's operation of the pool ("Swimming Pool is Now Open," June 18, 1930). In 1937, the Carson's Grove "swimming pool" was moved to the Santiam River between the wagon and railroad bridges. Bathhouses were moved to this site and a new diving tower was erected ("Bathing Pool Site is Moved," July 15, 1937).

The completion of the Santiam Highway led to increasing development of the recreational potential of the Cascades and with it, increasing tourist traffic through Lebanon. In 1935, the Willamette National Forest issued its South Santiam Recreational Guide (Fig. 130). Shortly thereafter, Hoodoo Ski Bowl was opened. Several campgrounds, within easy driving distance from Lebanon, were established by the CCC along the Santiam Highway corridor in the mid-1930's including Trout Creek, Fernview, and House Rock ("Achievements of CCC Many," Apr. 13, 1937). Cascadia continued to be popular and in 1930, the Santiam Tavern and Resort Company purchased the site and its store, billiard parlor, gas station, sawmill, large dance hall, ten cabins and hotel. In 1940, the Cascadia site was sold to the State of Oregon for park use.

Residential Architecture

In the 1930's, Bungalows appear to have lost favor abruptly. Current research indicates that the last time the term "bungalow" was used in the newspaper to describe a house being built was in 1931. In the 1930's, residential architecture favored the historic period styles such as the Tudor Revival and its variants, especially the Tudor Cottage; the Norman Farmhouse; and the Modern Colonial styles. More exotic historic period expressions, such as the Spanish Colonial,

Mediterranean, and Mission style appear to be absent from the Lebanon residential landscape. Although some period houses built in Lebanon were stylistically good examples of the historic period genres, often the expression of style was rather minimal limited to a round arch opening and/or windows composed of multiple panes.

Characteristics of the Tudor Revival style are half-timbering, high-pitched roofs with multiple gables, and small-paned windows for light. Early examples, none of which have been identified in Lebanon, tended to be large, architect-designed houses, more in keeping with the tenets of the Arts and Crafts Movement. The one identified Tudor Revival style house in Lebanon, the Frank Mayer House at 695 Hiatt is a late example having been built in 1931 (Fig. 131). Much of its detailing, such as the eave treatment, reflects this late construction date.

Later houses of this genre have been referred to as Modern Tudor Revival (Schweitzer and Davis 1990:171). These examples are smaller and less architecturally sophisticated, often mixing variants of the style including Elizabethan, Jacobean, Norman, and English Cottage. Good Lebanon examples include the 1936 Dowd House at 180 Second Street (Fig. 132), the 1937 Leland Tucker House at 298 N. Main Street (Fig. 133), and the 1932 Kellenberger House, replete with matching auto garage, at 243 N. Main Street (Fig. 134).

Often smaller and simpler, houses of this period reflected the economic downturn of the 1930's. These houses have been referred to as "Cottage Tudor" (Schweitzer and Davis 1990). Cottage Tudor houses are one or one and one-half stories with a side-gable orientation. Gables are sometimes clipped and entry doors are often arched within an entry gable that features a long sloping roof, usually on one side only. Chimneys are prominently displayed, sometimes on the main facade (Schweitzer and Davis 1990: 187). Lebanon has a number of examples of very small houses incorporating elements of this style. A typical example is the 1936 Ford House at 880 E. Grant (Fig. 135). When Chet Myers erected two frame cottages (Fig. 136) on Vine Street in 1937, the newspaper described them as being "...built along English lines" ("Construction for February Starts Strong," Feb. 4, 1937).

In the 1930's, Modern Colonials were also being built in Lebanon although most examples were simple in design. Modern Colonial houses are one, one and one-half, or two stories with three or five bays across the front. Usually they are side-gabled with clapboard as the most common wall surface. Colonial detailing tends to be subdued and used primarily around the front door. Often the design of the house incorporates side porches and/or a sunroom which is accessed by a French door, a type of door popularized in the 1920's (Schweitzer and Davis 1990:190-191). Windows are usually multi-paned, reflecting the small glass panes of the Colonial Period. The entry often consists of a small stoop with a pedimented portico. These Modern Colonials, which are generally smaller than their earlier counterparts, reflect various Colonial traditions, such as the Cape Cod, Georgian, Williamsburg, and the Dutch Colonial.

By the 1930's, the transition to an automobile reliant society was completed and the attached garage was appearing on many house designs. At the same time, bathrooms and modern kitchens were standard features with some houses even designed with two bathrooms. Apparently a two

bathroom house was still enough of a novelty in 1930 to warrant comment in the local press. Of William Robin' House, built in 1930, The Express noted that, "The new home will be strictly modern with bath upstairs and downstairs..." ("New Home Being Built for William Robins on Main Street," Aug. 6, 1930).

Abruptly, in ca. 1940, the Minimal Tract house made its appearance in Lebanon. It is likely that its emergence and proliferation at this time is related to the development of the plywood mill. This can be seen in the Walnut Park Addition and the Southgate addition, both developed as a result of the plywood mill's establishment. Minimal Tract houses, prototypes of the post-war Ranch style house, are side-gabled, generally one story eaveless houses sometimes with a small amount of Colonial detailing (Figs. 137, 138). Like the Ranch house, their interior floor plan often incorporated a long, narrow hallway leading to the bedrooms with a bath at the end (Schweitzer and Davis 1990:221).

New housing alternatives were becoming available in Lebanon during this time period including apartment buildings, often taking the form of the apartment court in Lebanon, and trailers. In ca. 1939, a trailer court was established on the Nathan Lowe property on the northeast corner of Main and Vine Street (Harrington 1994). A house trailer camp of 50 trailers established in Lebanon in 1943 to house war workers was described as providing comfortable quarters, difficult to imagine in a 22 x 7 1/2 foot space. ("Trailer Houses Provide Comfortable Quarters," Sept. 2, 1943).

Among the apartment courts constructed during this period were George Harden's apartment court (Fig. 139) on Main Street built in the early part of the 1930's: Vern Reeves six unit apartment court on north Main Street built in 1940; and a ten unit apartment near the Walnut Park Addition built by Thomas Gazeley. Duplexes were also being built with greater frequency (Fig. 140).

In 1945, an acute housing shortage in Lebanon led to the establishment of Lebanon Homes, Inc. The organizations goals included experimentation with the construction of a two bedroom, pre-fabricated residence manufactured by Northwest Fabricators of Albany. Salient features of the pre-fabricated unit included:

> ...30 x 301/2 measurements which with deductions for design give 911 square feet of net floor space. Five rooms, two bedrooms, living room kitchen, utility room, bathroom with shower. Composition shingle roof, continuous foundation, plastered interior, fir floor...shake exterior ("Model Pre-Fabricated Home Ordered by Newly Organized Group For Inspection Locally," Nov. 8, 1945).

Ten pre-fabricated homes were built by Perry Ginther in 1940's in the area between Fifth and Seventh in the vicinity of "D" and "E" Streets.

Builders and Building Materials

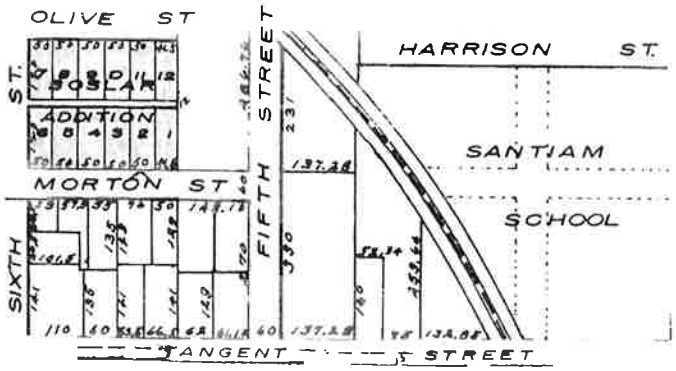
In the 1930's, the most prolific builders were J.M. Burtenshaw, the Keebler Brothers, Arthur L. Kelly, and W.E. and George Harden. In the 1940's, Perry Ginther, Paul Alto, George Harden, George P. Looney, Earl Schachman and Arthur Kelly are frequently mentioned in reports of building activity. Other contractors mentioned are C.E. Stockton and Dolph Ayers. R.C. Train was a Lebanon house mover in the 1940's.

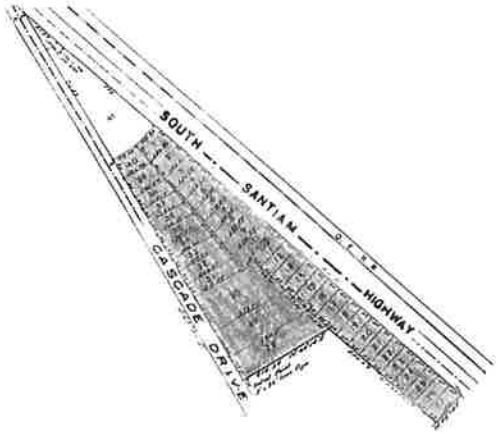
A.I. Crandall continued his architectural practice in Lebanon at least through 1941. He died in 1943. Certainly the most prominent architect to design a Lebanon building was Richard Neutra who designed the office building for the Evans products Co. in 1940. Neutra, an internationally renowned architect who is credited with having designed the first International style building in the United States, studied with Frank Lloyd Wright and is known for his contributions to the Modern Movement of American architecture.

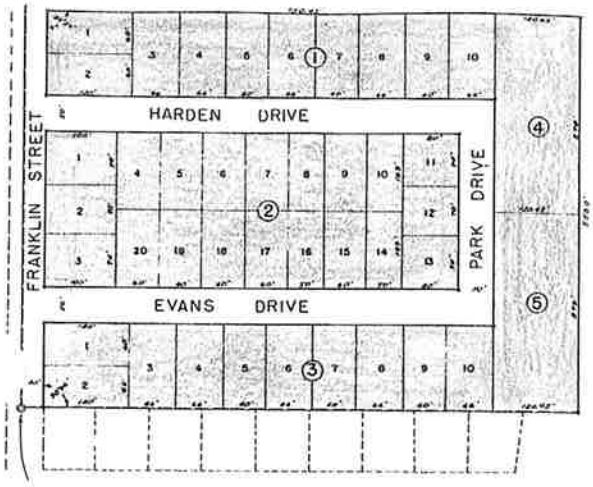
During the war, restrictions on building materials slowed building, except for federally sponsored projects, considerably. In October of 1945, the newspaper reported that "The release of building materials has materially stepped-up the number of permits for construction issued...and completion of projects will tend to ease the shortage of dwellings and business locations" ("Increase Shown in New Building," Oct. 4, 1945).

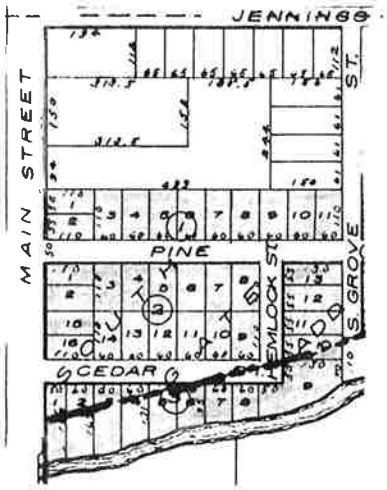
FIGURE 115 . Additions to the Original Town of Lebanon platted in the years from 1930-1945.

Walnut Park Addition (1940) = purple
Boslar Addition (1941) = green
Southgate Addition (1941) = red
Ingrid Addition (1941) = orange
Sturtevant Addition (1942) = blue
Walnut Park Replat (1944) = purple
Unplatted Areas = white









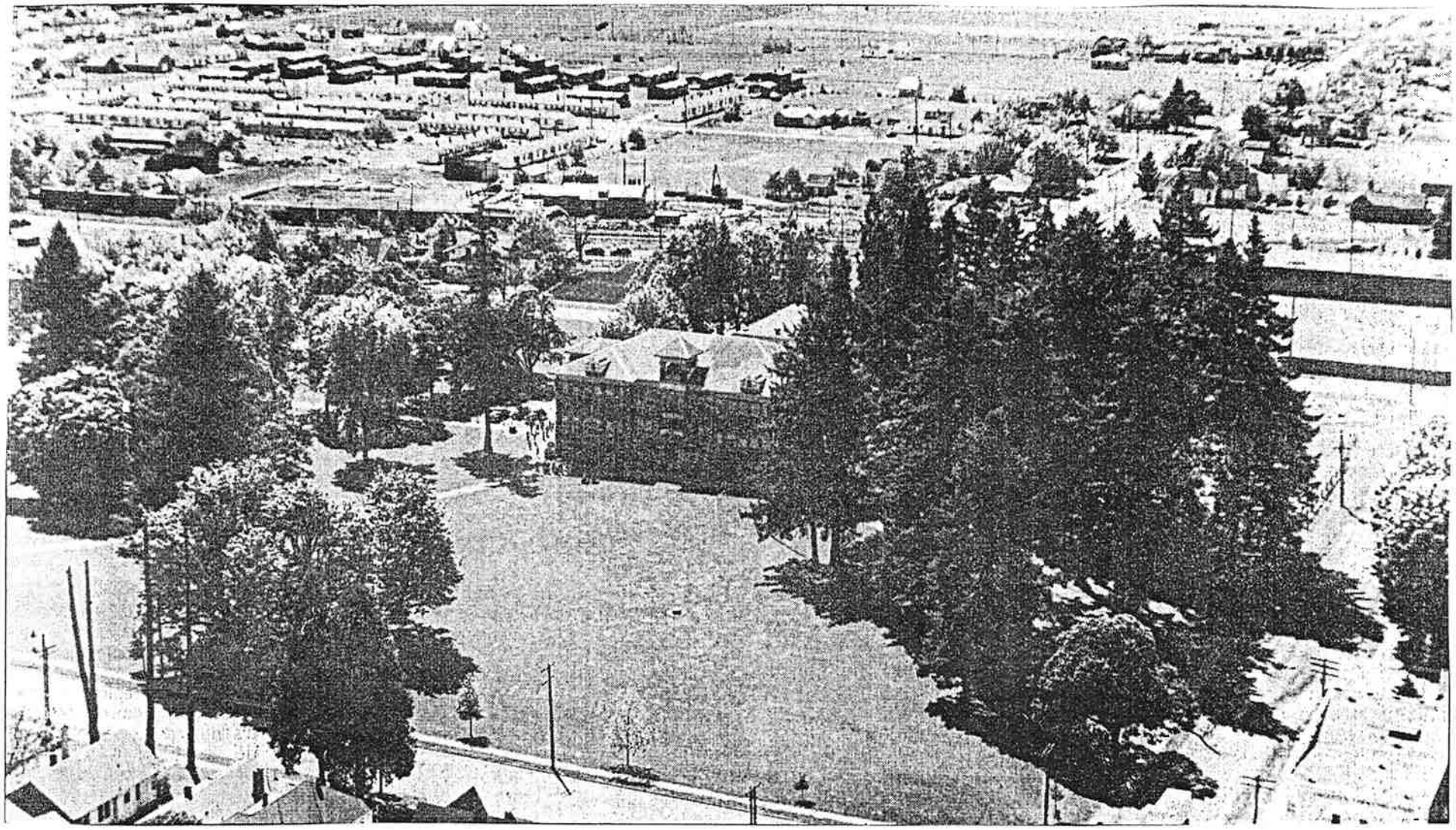


Fig. 116. Federal war-time housing once located in the current Century Park area.

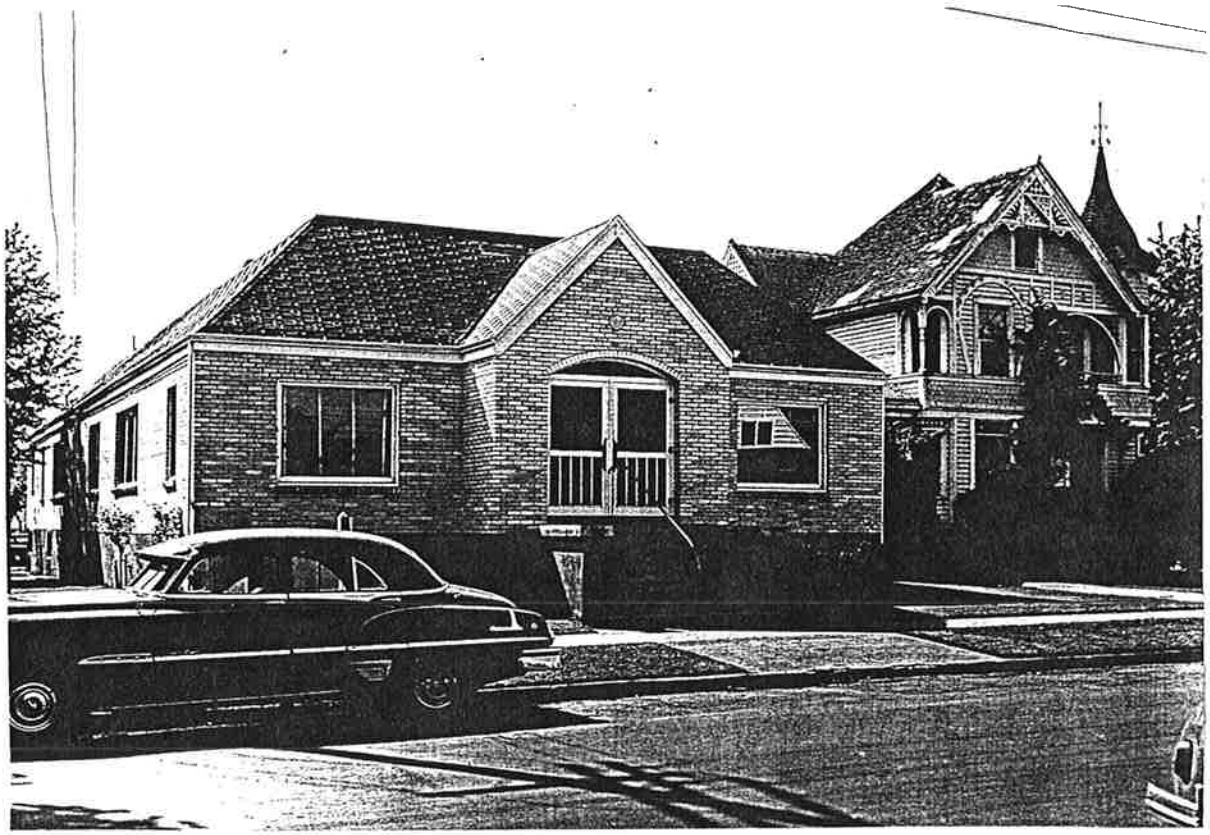


Fig. 117. The Lebanon General Hospital (1936), located at 626 Second Street. The old hospital can be seen to the right in the photograph.

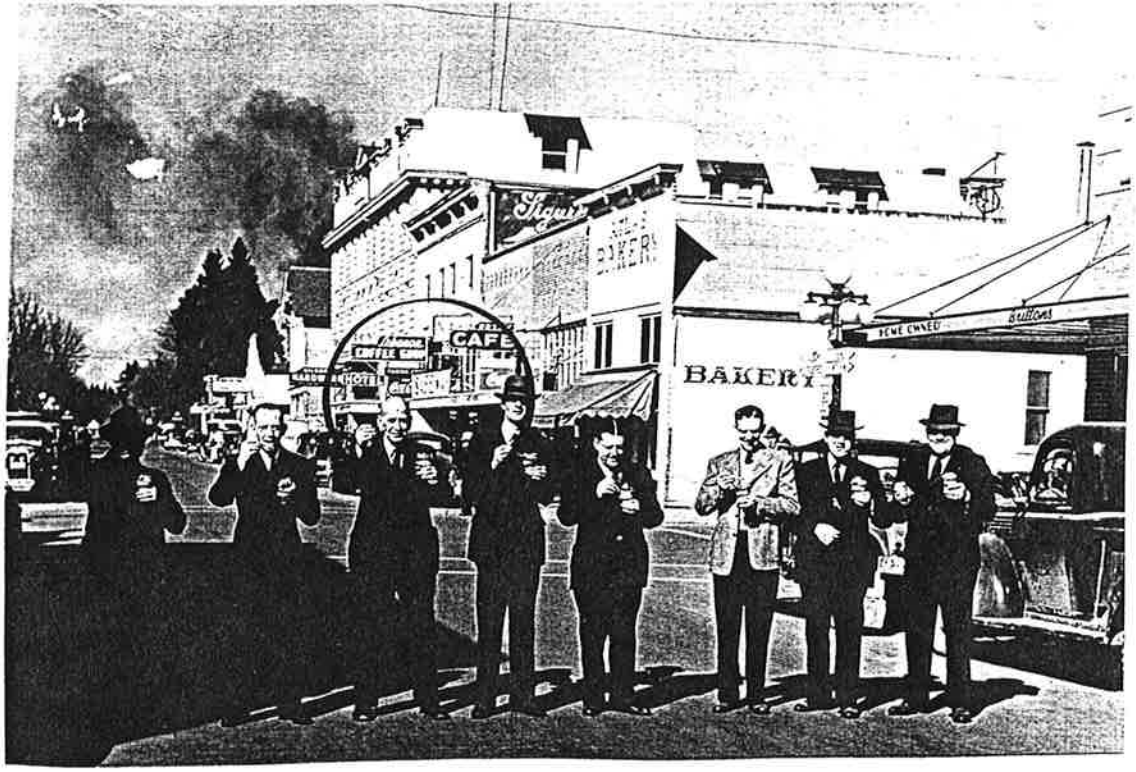


Fig. 118. Main Street in Lebanon in 1941 looking north from Sherman Street. Strawberry Festival Board of Directors.

Fig. 119. Main Street in 1939 looking north from Grant.

Fig. 120. The Bohle Building (1940), located t 836 Main Street.

Fig. 121. The Kuhn Theater (1937), located at 660 Main Street.

Fig. 122. The Downing Building (1941), located on the southwest corner of Main and Ash Streets.

Fig. 123. The Upham Motel (1941), located on the southwest corner of Grove and Vine.

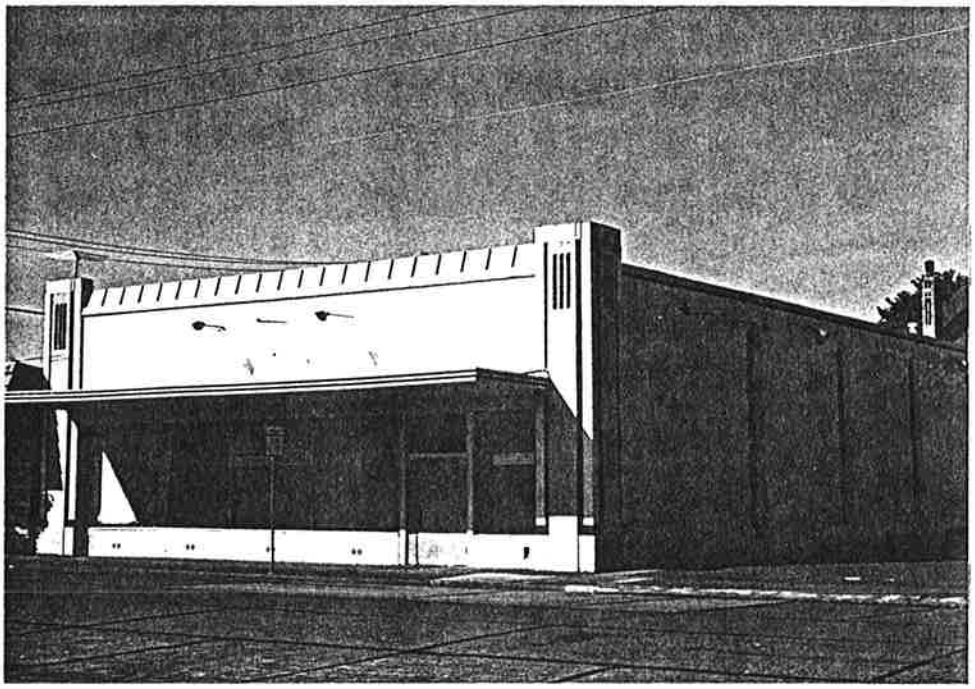


Fig. 124. The Safeway Store (1942), located at the northwest corner of Ash and Park Streets.

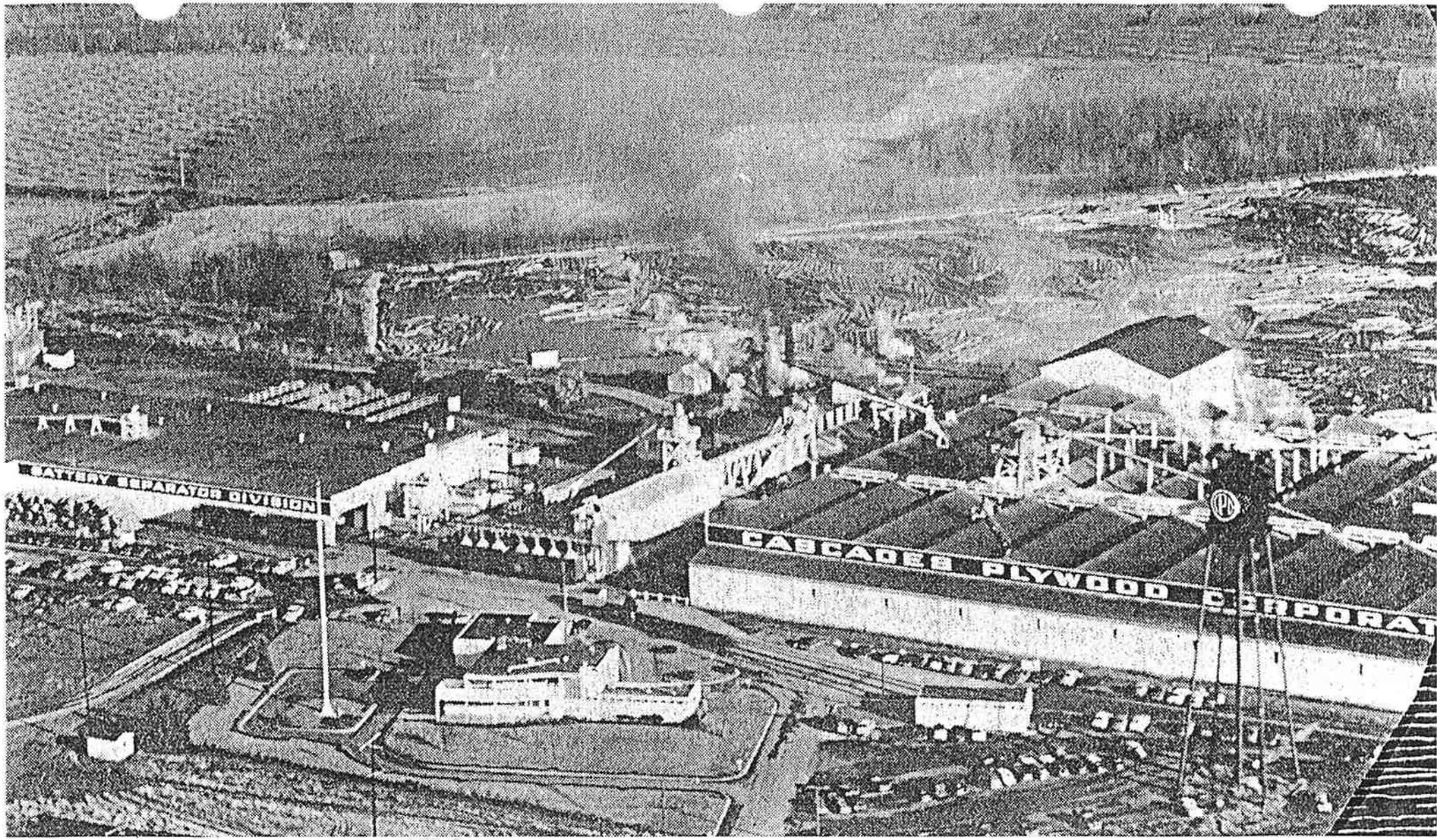
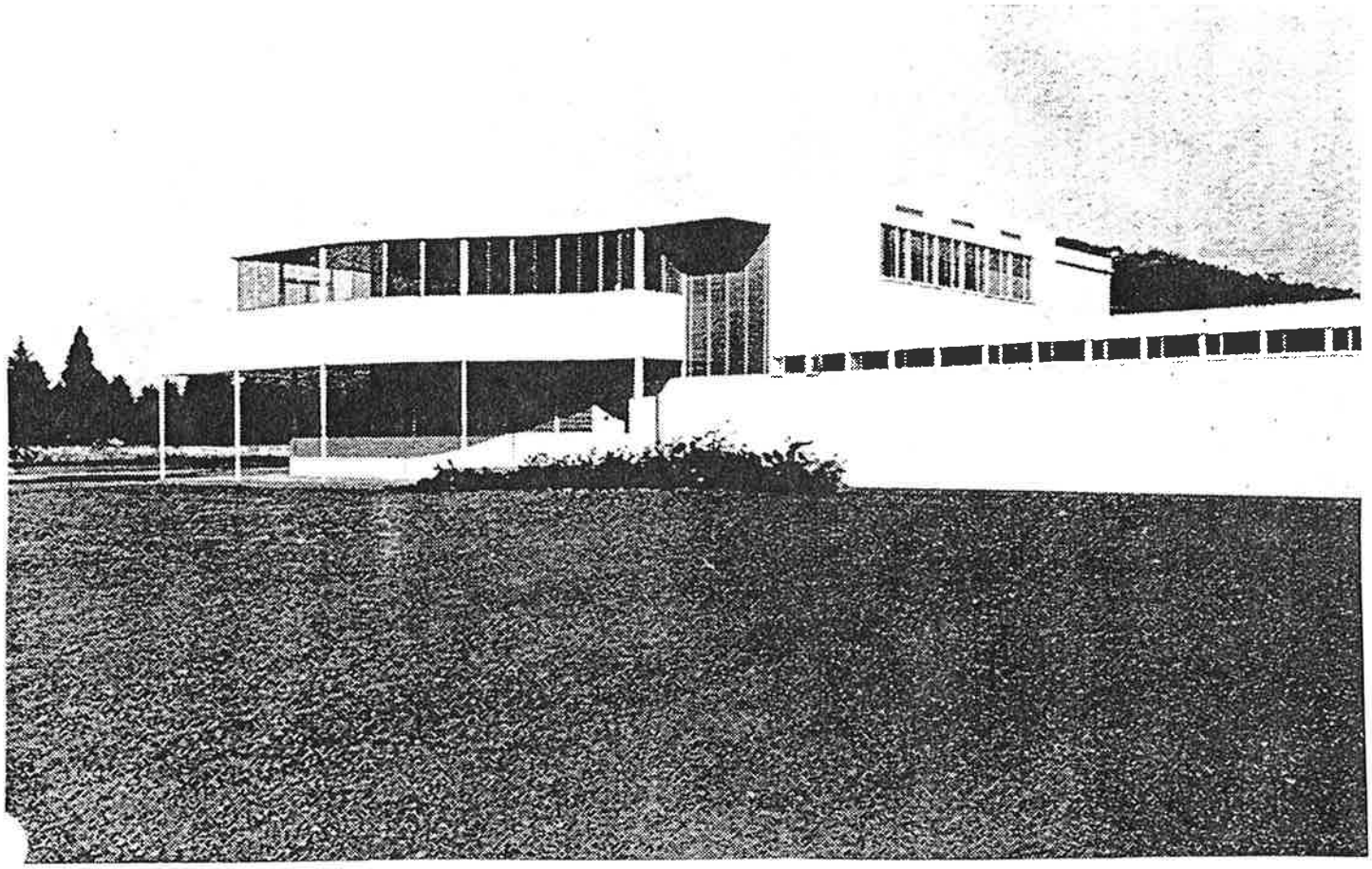


Fig. 125. The Evans Products Plywood Mill. Photograph taken after the mill became Cascades Plywood Corporation in 1944.



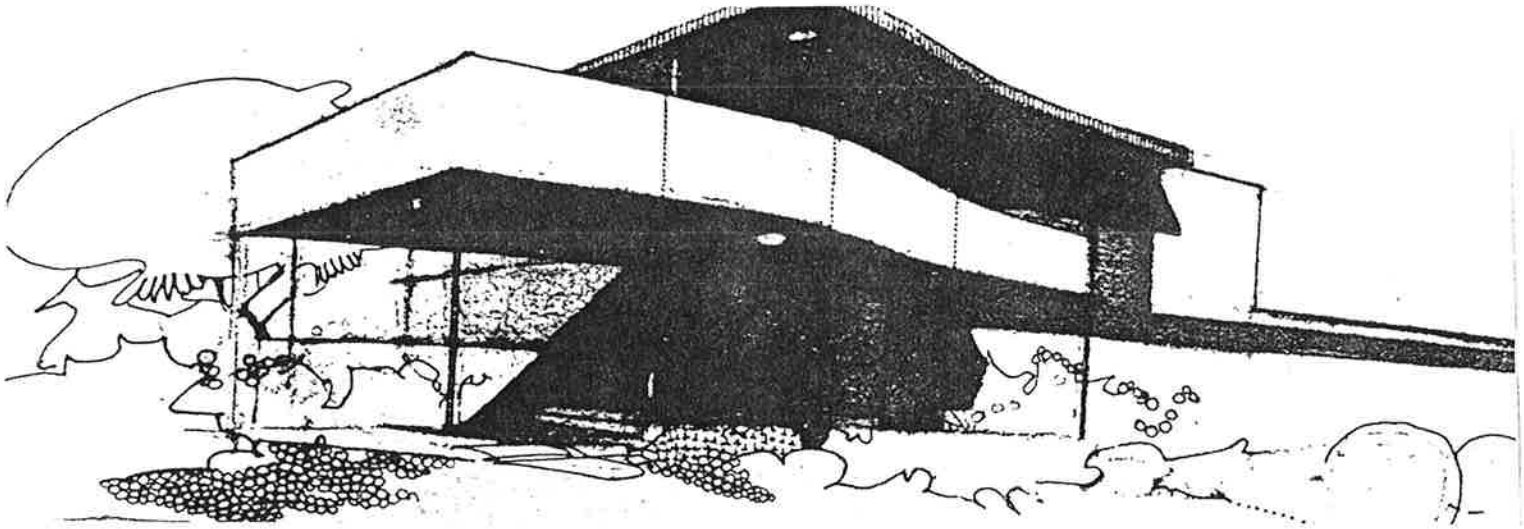
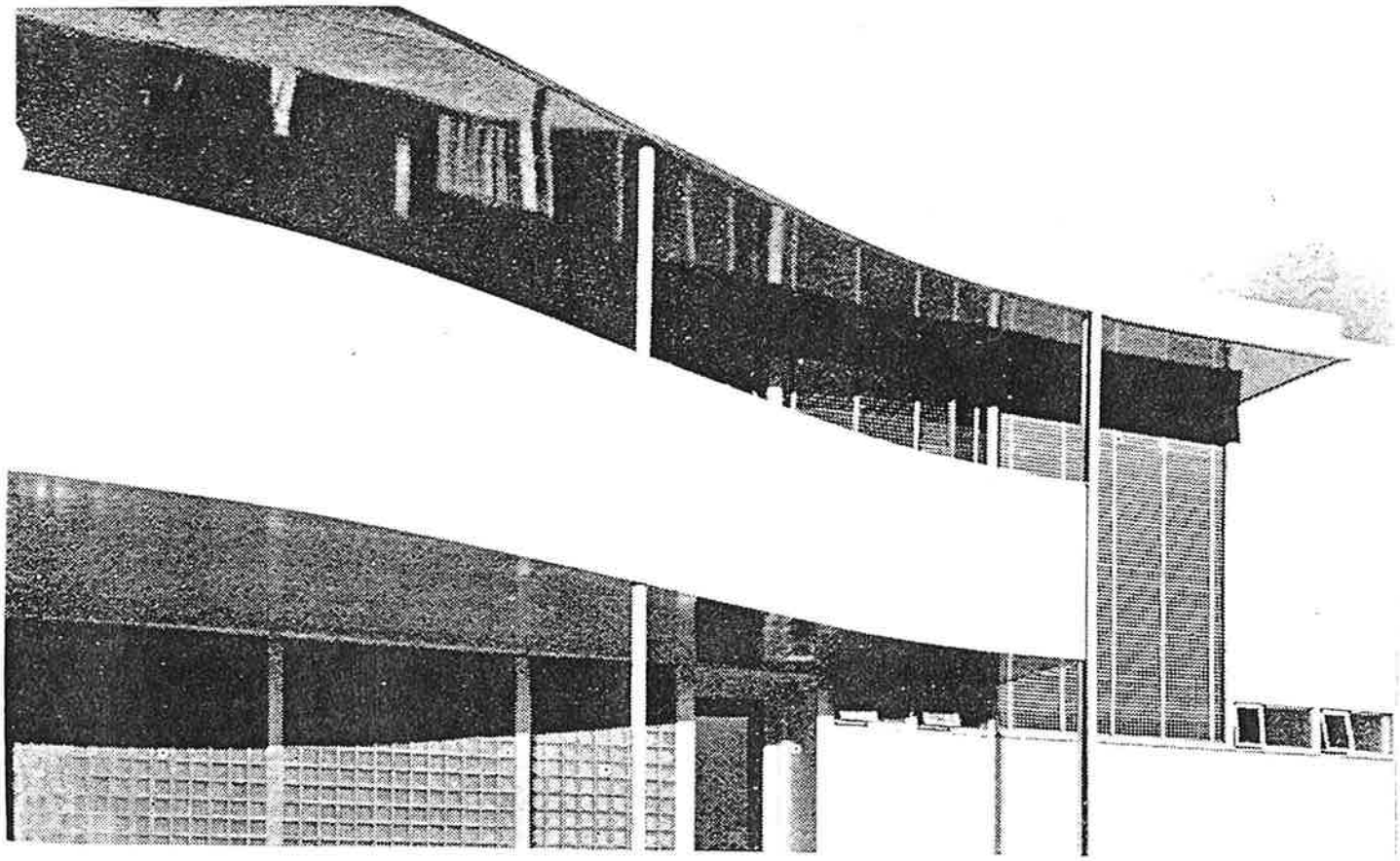


Fig. 126. Evans Products Plywood Mill office building (1941). The building was designed by internationally renowned architect Richard Neutra (Boesiger 1951:135).



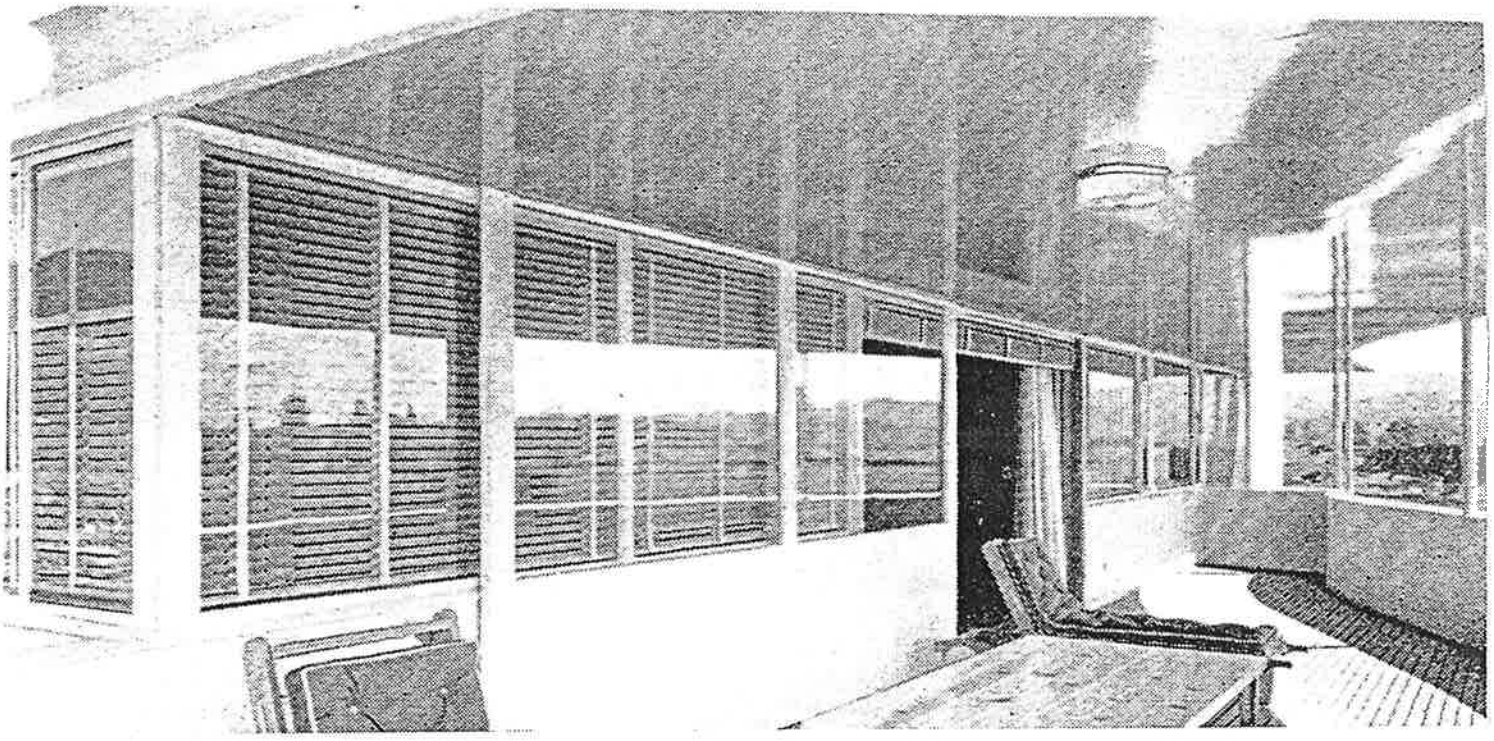


Fig. 127. Evans Products Plywood Mill office building (1941). The building was designed by internationally renowned architect Richard Neutra (Boesiger 1951:135).

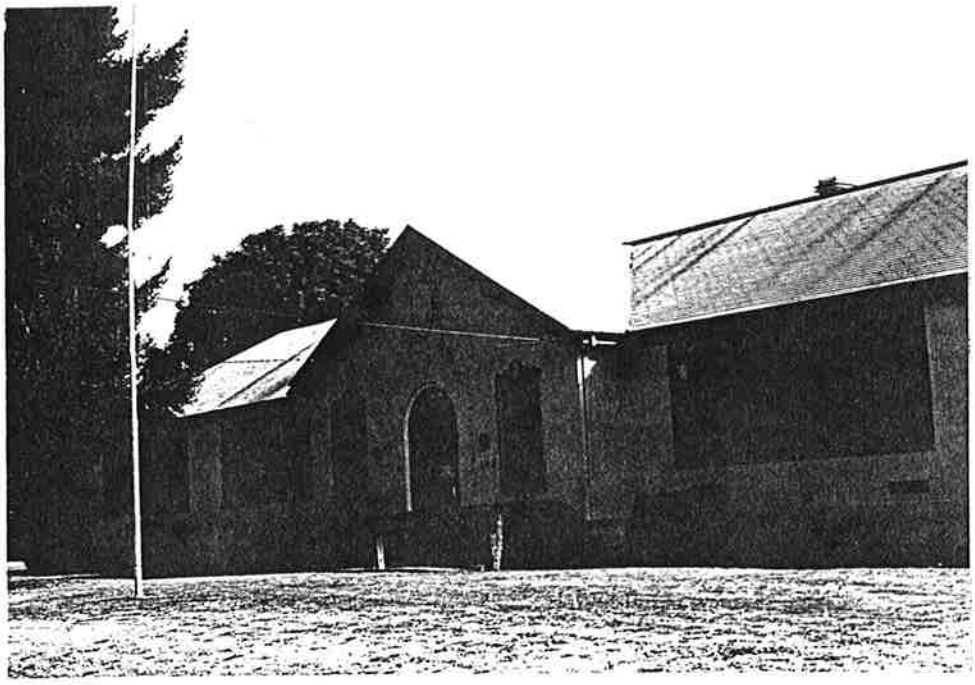


Fig. 128. The Queen Anne School (1930), located at 142 Elmore.

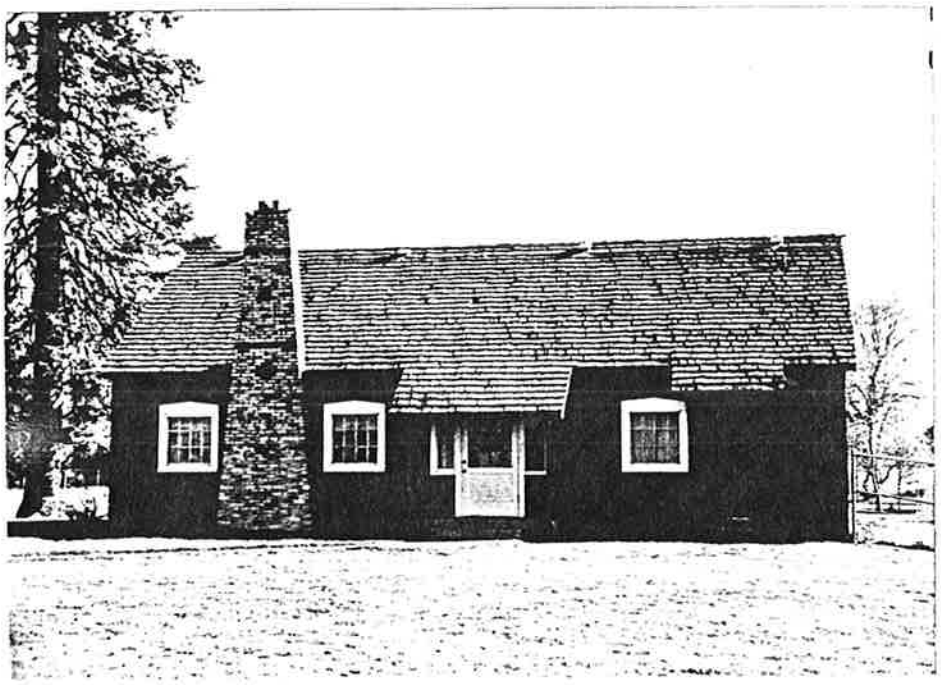


Fig. 129. The Girl Scout Hut (1937), located on the Queen Anne school grounds.

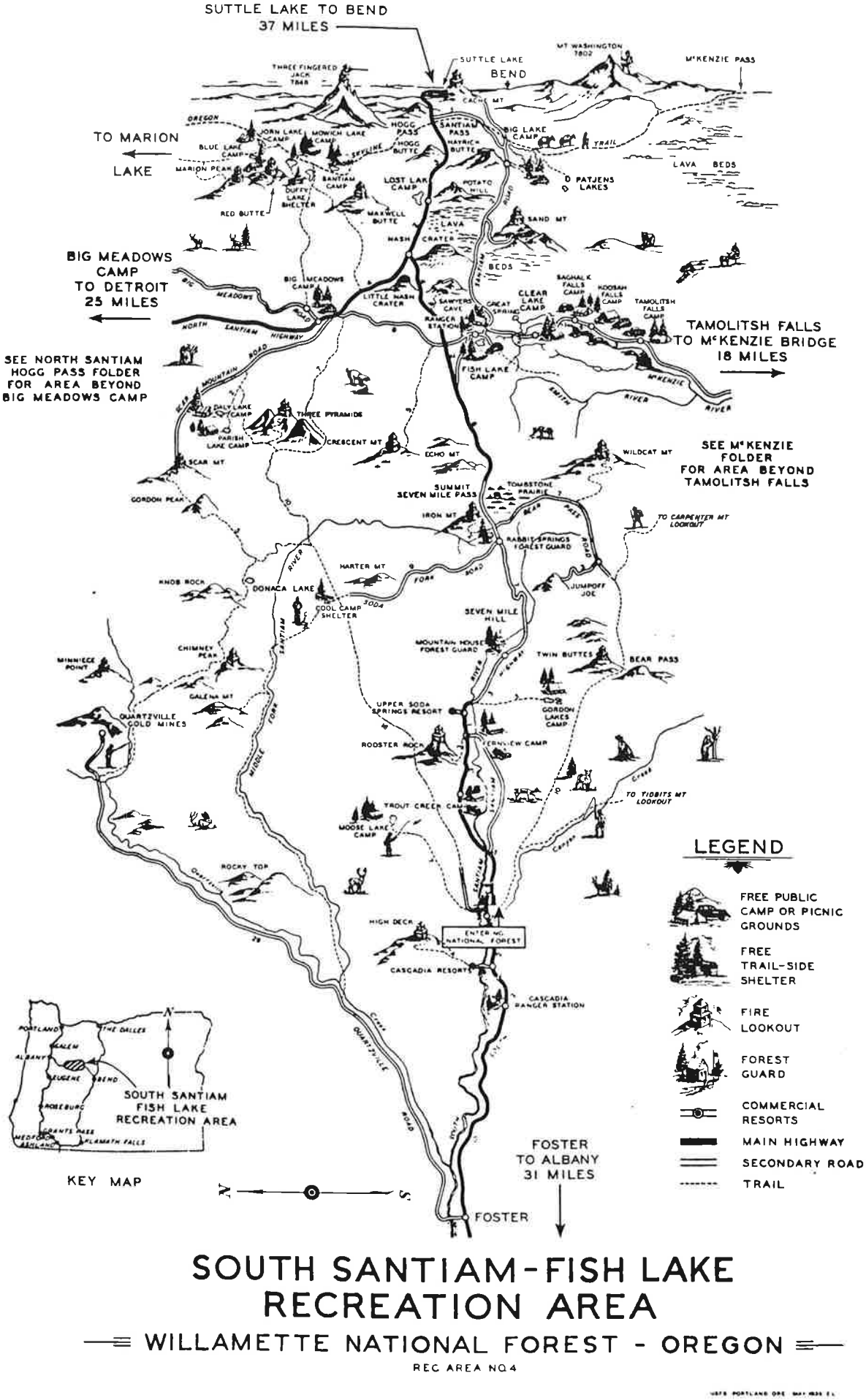


Fig. 130. Willamette National Forest Recreational Guide dating to 1935.

Fig. 131. The Frank Mayer House (1931), located at 695 Hiatt Street.

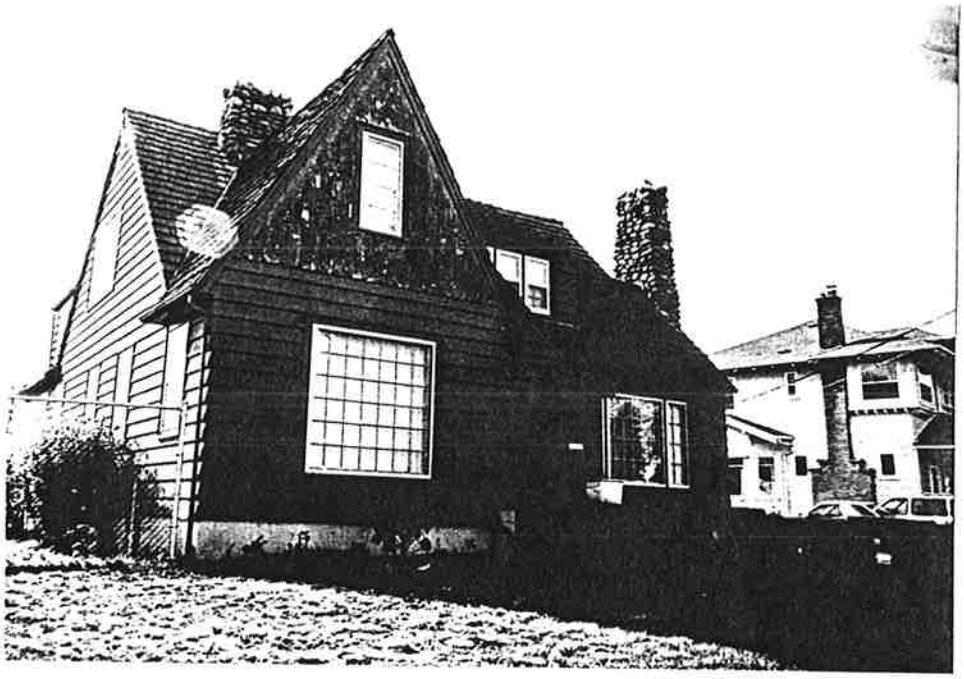


Fig. 132. The Dowd House (1936), located at 180 Second Street.

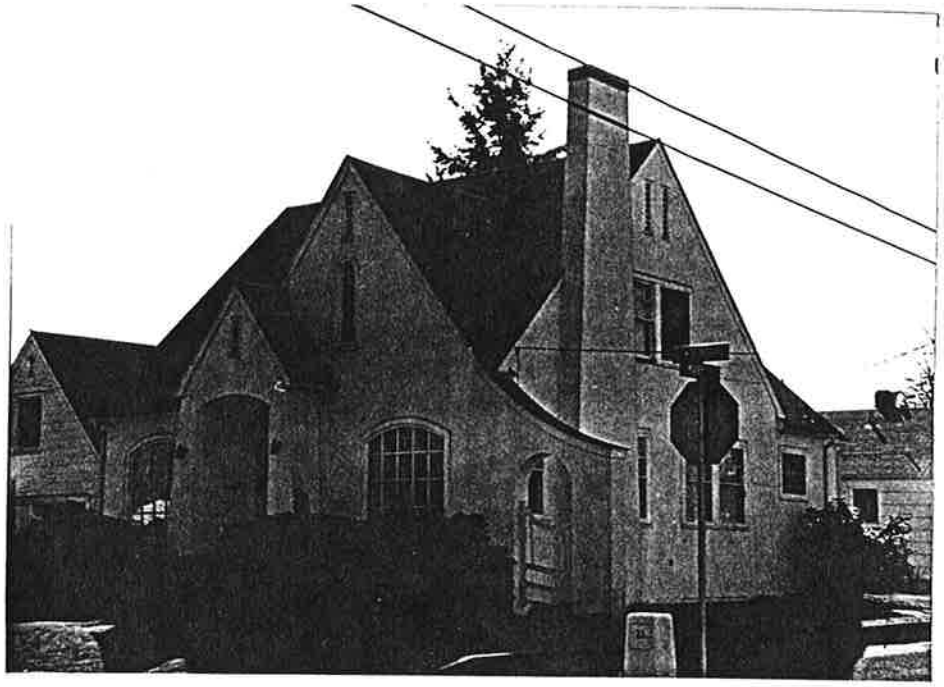


Fig. 133. The Leland Tucker House (ca. 1937), located at 298 N. Main Street.

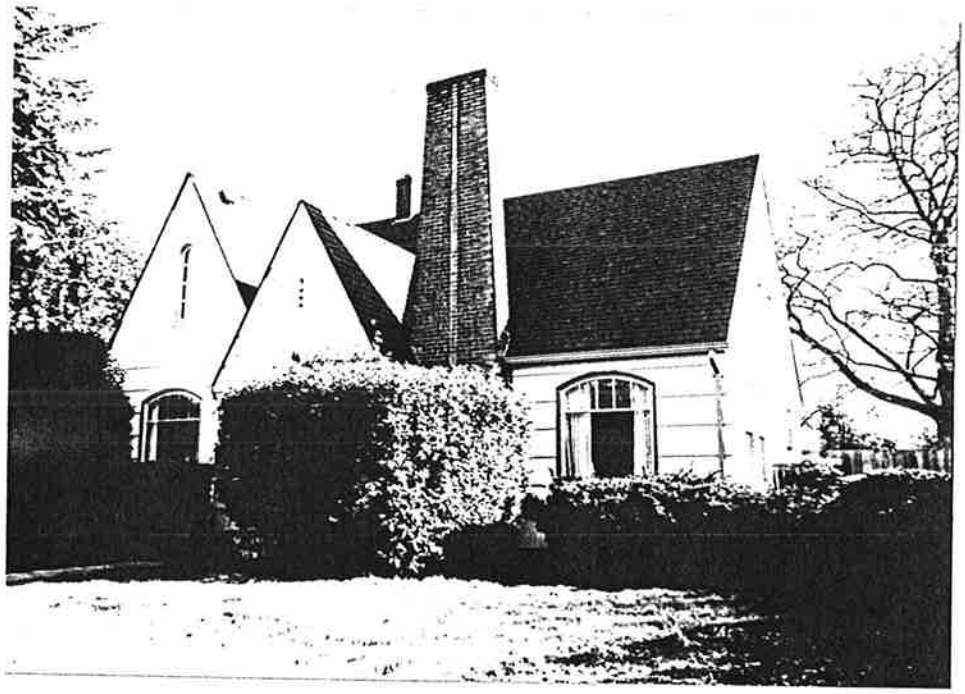
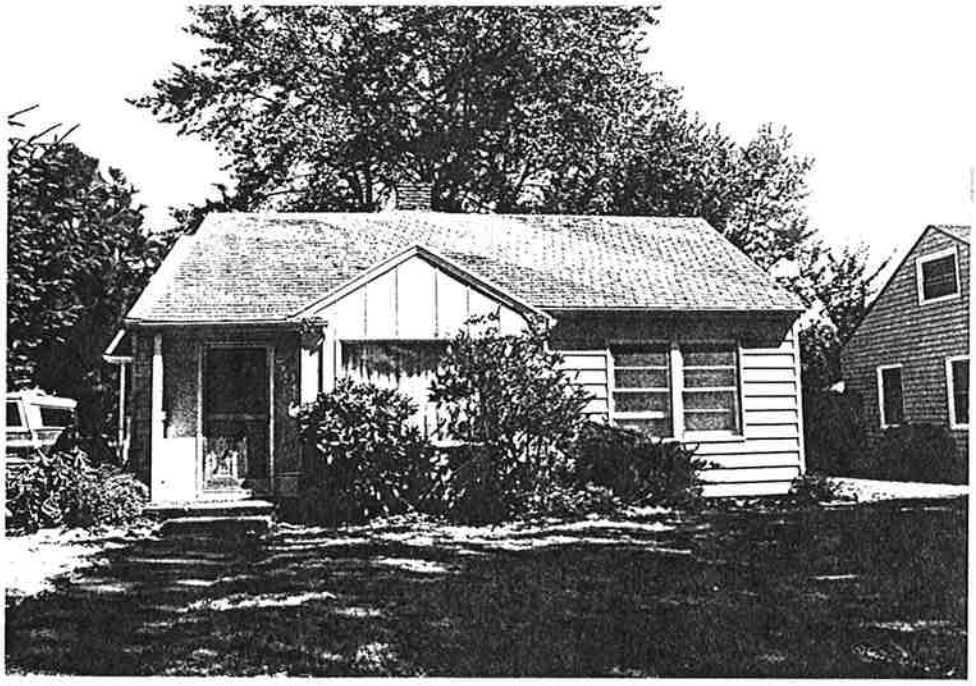


Fig. 134. The Ford House (1937), located at 880 E. Grant.

Fig. 135. The Kellenberger House (1932), located at 243 Main Street. Note the matching auto garage.

Fig. 136. Chet Myers cottages (1937), 56 and 64 W. Vine Street.



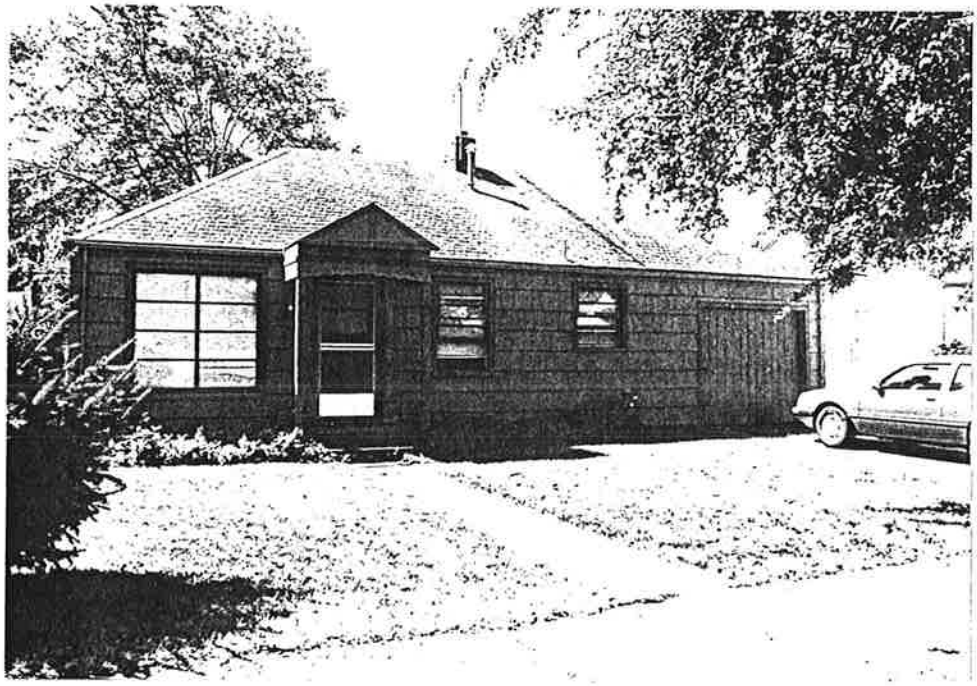


Fig. 137. Minimal tract houses in the Walnut Park Addition built in the early 1940's.

Furnishing Lebanon Homes . . .

New home construction in Lebanon over the past ten years has exceeded that of the entire 90-odd years preceeding. From 1847, when Jeremiah Ralston built the first log house in Lebanon, up to 1940, a period of 93 years, 863 homes of various kinds were built within the city limits of Lebanon. Statistics for 1940 to 1950 showed 1,846 homes within the city limits, or a gain in ten years of about the same number of homes over the previous 93 years. Since 1940 hundreds of new homes have been built in Lebanon, with an equal or greater number within the surrounding Lebanon area. Numerous of these have been furnished wholly or in part with furniture, appliances, and home furnishing purchased at

Lebanon's Leading Furniture Store

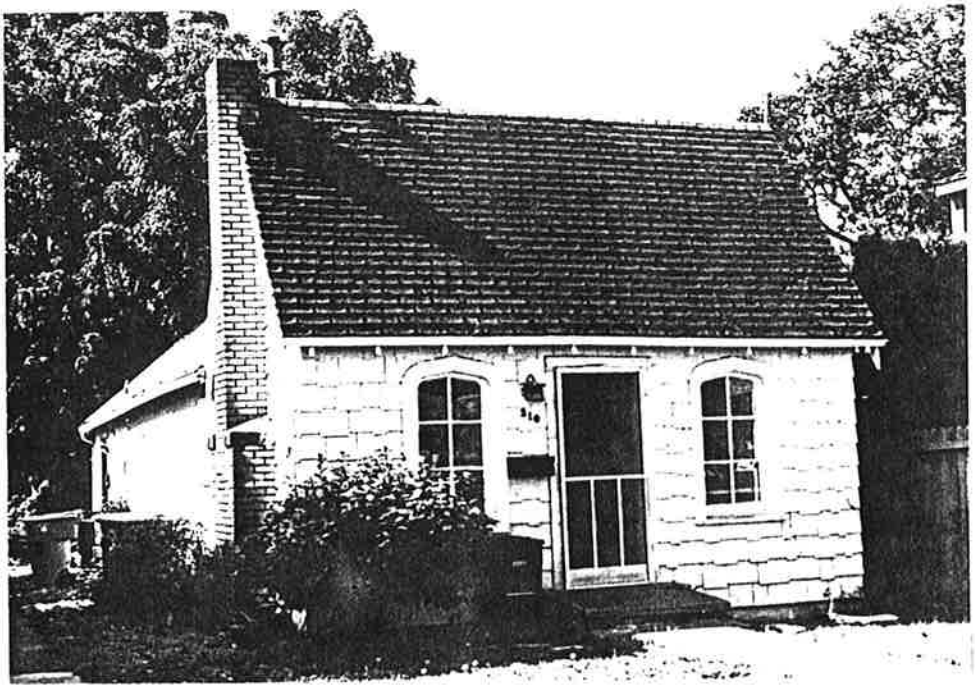


Fig. 139. Part of George Harden Apartment Court at 310 Main Street built in the early 1930's.

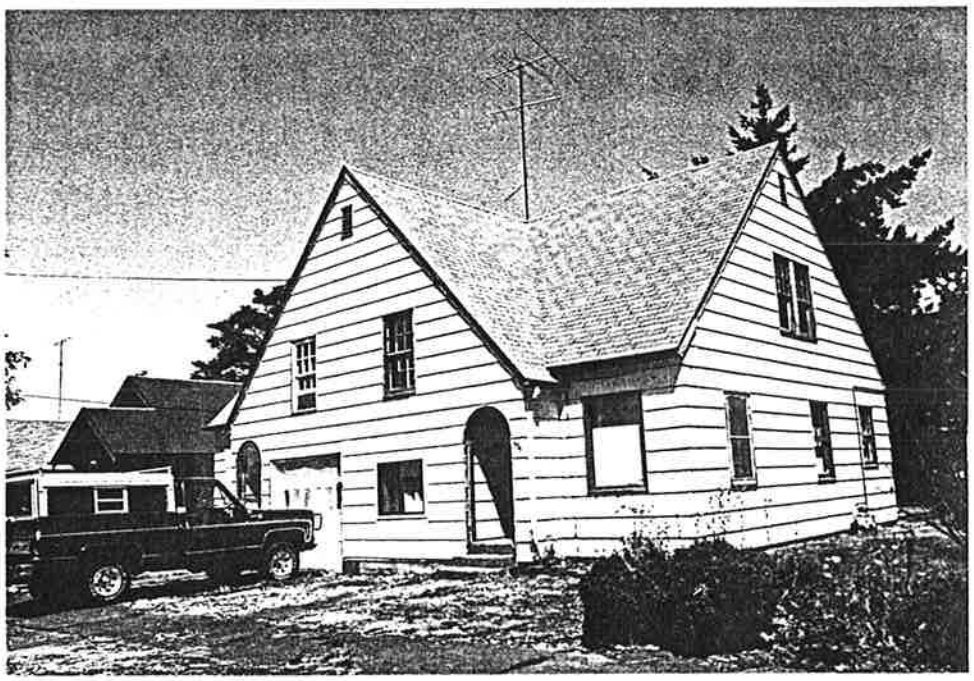
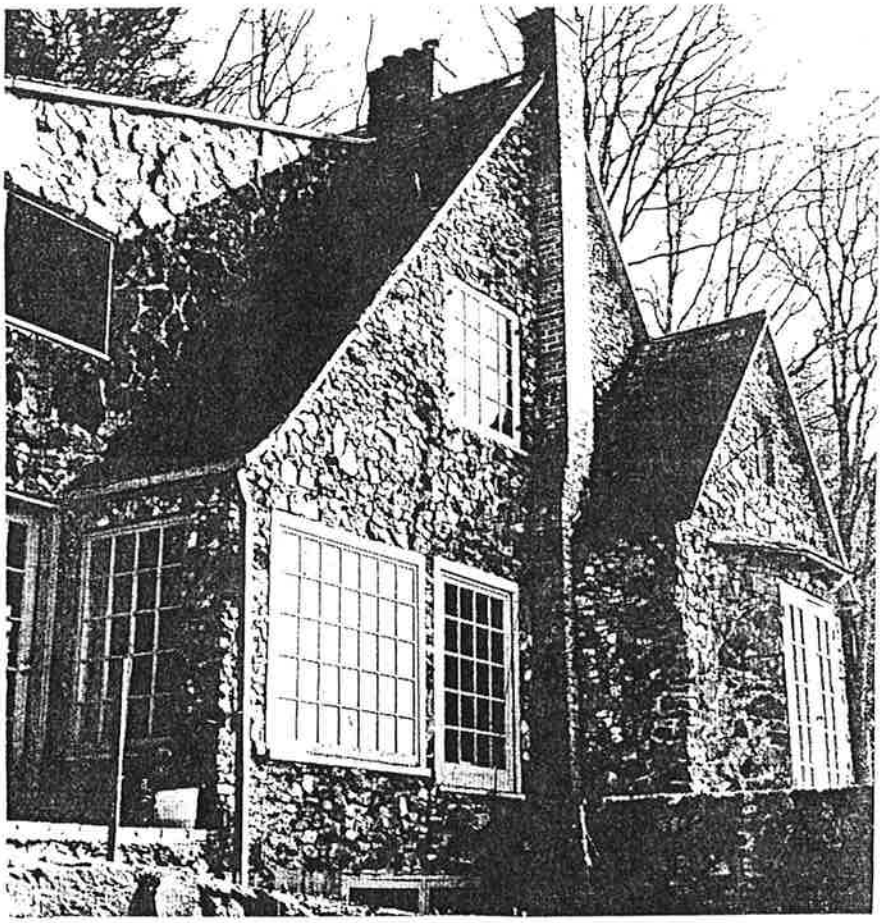
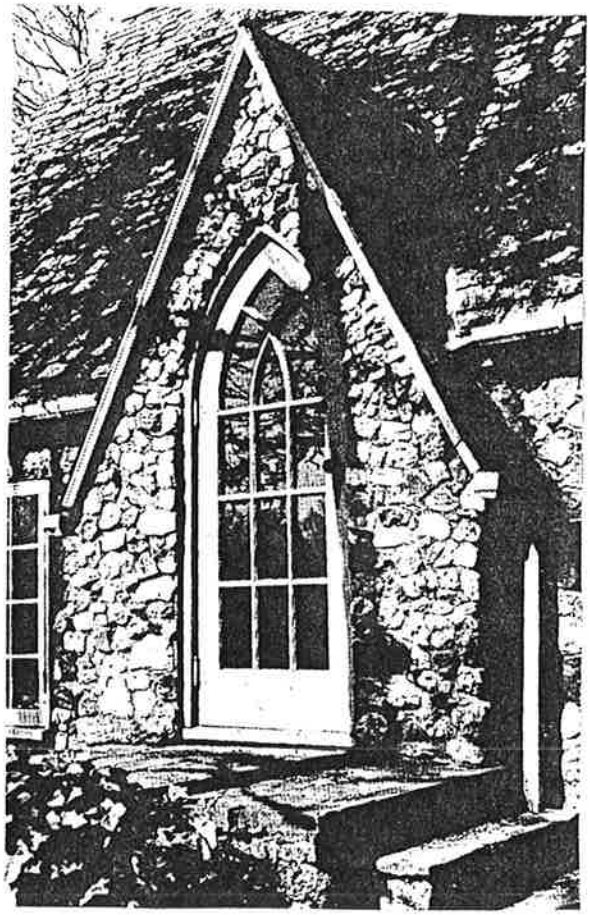


Fig. 140. Duplex built in ca. 1936.





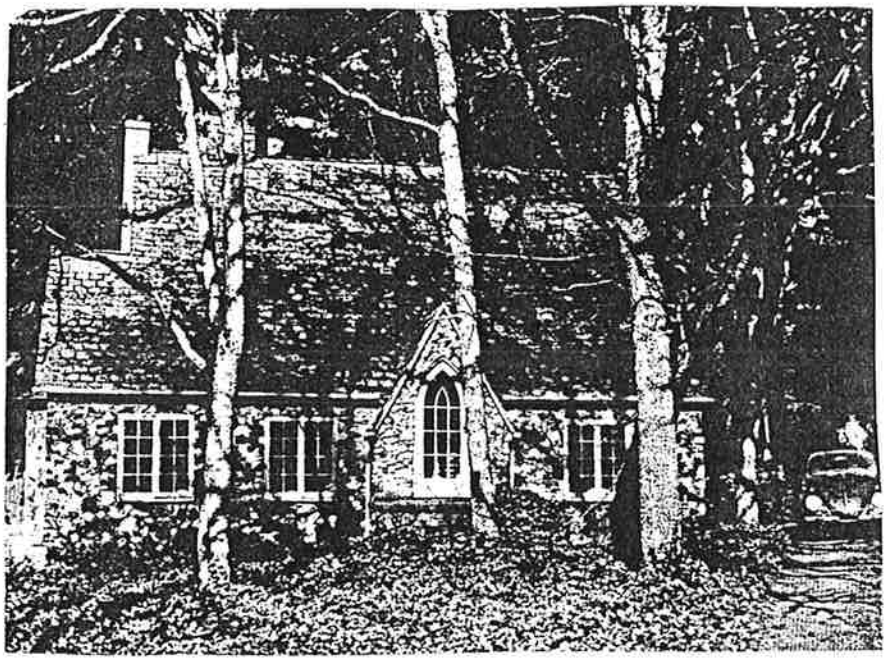


Fig. 141. "Wallacecroft", located on the east bank of the Santiam River. Built in the 1920's and covered with river rock throughout the years.

CHAPTER SIX

HERITAGE PRESERVATION

A property or group of properties can be significant to a community because the property reflects important events, trends, individuals or designs important in the development of the community.

Events and Historic Trends

The following contexts and events have been identified as significant in the history of Lebanon. Properties representing these events and/or themes may be significant for their associative value. This list is by no means exhaustive and should be added to as new information is provided.

- Euro-american settlement in the Lebanon area in the 1840's and early 1850's;
- The establishment and role of the Santiam Academy in Lebanon in the 19th century;
- German Baptist Brethren settlement in the Lebanon Precinct of Linn County;
- Wheat production in the Willamette Valley in the 19th century
- The establishment of the Willamette Valley and Cascade Mountain Military Wagon Road;
- The completion of the Albany-Lebanon branch railroad and its impact on the development of Lebanon and the surrounding area in the late 19th and early 20th centuries;
- Fraternal and social organizations in the Lebanon area in the late 19th century and early 20th centuries;
- The development of Lebanon's downtown commercial district in the 19th and 20th centuries;
- The impact of the Lebanon Paper Mill on community development in the late 19th and early 20th centuries;
- The Albany-Santiam/Lebanon canal system and associated industrial developments;
- Public school education;

-- The institution of the Strawberry Festival;

-- Berry, orchard and vegetable production in the South Santiam River Valley in the 20th century;

-- The development of the dairy industry in the 20th century

-- Poultry breeding and turkey raising;

-- The development of the Oregon nut industry;

-- Developments associated with the introduction and evolution of automobile transportation;

-- The Grange Movement;

-- The commercial sawmill industry in Lebanon in the 20th century;

-- The South Santiam Highway;

-- Developments associated with the Oregon Electric Logging Railroad;

-- The WPA and other federally sponsored work projects in Lebanon in the Depression;

-- The establishment of the Lebanon Hospital

-- World War II and the federal housing program in Lebanon;

-- The impact of the plywood mill on community development in the 1940's.

Individuals Identified For Their Significant Contributions

The following individuals have been identified as having made contributions judged to have been important in the history of Lebanon. Buildings, structures, objects, and/or sites associated with these individuals may be significant. This is not a complete list and should be added to as research provides more information. Women are poorly represented on the list and further research may provide additional women for this list. The wives of many of the men listed below certainly shared a role in their husbands contributions. Value judgements about the individuals below were not part of the determination to include their name on this list; positive or negative, their lives affected aspects of the development of the locality, state or nation. **Contributions made by individuals**

within the past 50 years are not included and, as time passes, they should be added as time demonstrates their importance to the community of Lebanon. Some important names and contributions may have been left off of this list inadvertently because of limited research time.

Jeremiah Ralston: Founded of the town of Lebanon and platted all subsequent additions until the year 1887; opened first store in the locality which led to the establishment of Lebanon as a regional trading center; original trustee Santiam Academy.

Jemima Ralston: With her husband, founded the town of Lebanon and platted all subsequent additions until the year 1887 and donated five acres of his land for academy purposes.

William Ralston: Promoter of the Willamette Valley and Cascade Mountain Military Wagon Road; ran the first store in Lebanon with his father after he returned from the gold fields in 1851; platted the large William Ralston Addition to Lebanon.

Morgan Kees: Original trustee Santiam Academy who donated five acres for academy purposes; incorporator of the Willamette Valley and Cascade Mountain Wagon Road.

Mary Kees: With her husband, donated five acres of land for the Santiam Academy grounds.

Andrew Kees: original trustee, Santiam Academy.

Jacob Kees: Incorporator of the Willamette Valley and Cascade Mountain Wagon Road.

Isaac Coryell: Incorporator of the Willamette Valley and Cascade Mountain Wagon Road.

Luther T. Woodward: original trustee, Santiam Academy; first. teacher Santiam Academy.

Daniel Leedy: Organized the first Dunkard or "German Baptist Brethren" Church in the west in 1856 in the Spicer area.

Luther Elkins: Original trustee Santiam Academy; one of the incorporators of the Willamette Valley and Cascade Mountain Military Wagon Road; promoter of the Santiam-Albany Canal.

David W. Ballard: Original trustee Santiam Academy; former governor of the Idaho Territory; incorporator of the Willamette Valley and Cascade Mountain Wagon Road.

Joseph Elkins: Established the Lebanon Flouring Mill, first gristmill in Lebanon and developed early water-power canal in Lebanon which allowed the development of other industry in Lebanon including a sash and door factory and the paper mill; promoted the construction of the Albany-Santiam Canal.

W.S. Elkins: Established the Lebanon Flouring Mill, first gristmill in Lebanon and developed early water-power canal in Lebanon which allowed the development of other industry in Lebanon including a sash and door factory and the paper mill; promoted the construction of the Albany-Santiam Canal; member of the State Legislature in 1870.

John Settle: Early settler who arrived in the current Lebanon area in 1847; among those who located the Santiam Pass and subsequent incorporator of the Willamette Valley and Cascade Mountain Military Wagon Road. Suttle Lake in Cascades named for Mr. Settle who discovered the lake on the scouting expedition for the road; original trustee Santiam Academy; operated a large grain warehouse in Lebanon in the 19th century.

Owen Denny: Appointed American Counsel to Tientsin, China in 1877 and from 1880 to 1883 he was American Counsel General at Shanghai. Later served as Director of Foreign Affairs and Vice-President of the Korean Home Ministry (Swartout 1982:28). In the early 1880s, he was responsible for the first successful release of the Chinese ring-necked Pheasant in the United States.

Gertrude Hall Denny: Survivor of the 1847 Whitman Massacre; with her husband, Owen Denny, responsible for the first successful release of the Chinese ring-necked pheasant in the United States.

Jonathan Wassom: Along with C.B. Montague, was the largest contributor to the subsidy required to locate the paper mill in Lebanon; member of the state legislature; platted Wassom's Addition to Lebanon, an addition located near the paper mill.

C.B. Montague: First mayor of Lebanon; school board member; along with Johnathan Wassom, was the largest contributor to the subsidy required to locate the paper mill in Lebanon.

Jason Wheeler: Along with others, located the route of the Willamette Valley and Cascade Mountain Military Road; promoter and builder of the Albany-Santiam Canal; first sheriff of Linn County; elected to the state legislature in 1878; Lebanon mayor.

W.B. Donaca: Prominent Lebanon business man; built the first brick business block in Lebanon; school board member; mayor of Lebanon for one term and served on city council for a number of terms; one of the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal.

Frederick Homer Balch: Oregon author who wrote The Bridge of the Gods and Genevieve: A Tale of Oregon.

R.C. Miller: Member of the Oregon legislature; school board member.

John M. Ralston: Son of Jeremiah Ralston who became a partner in the Bank of Lebanon with James Cowan; platted a number of additions to Lebanon in the 1870's.

E.L. Glaser: One of the most successful producers of honey in the State of Oregon in the period from 1921-1945.

C.H. Ralston: One of the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal.

J.J. Swan: One of the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal.

M.A. Miller: One of the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal; Lebanon mayor; elected state representative and state senator; appointed by President Roosevelt United States Collector of Customs in 1933; Chairman of the Champoeg Park Commission.

C.W. Fulton: United States Senator.

Dr. J.S. Courtney: Built two of the three 19th century brick buildings built in Lebanon.

Dr. L. Foley: President of the Lebanon and Santiam Canal Co.; mayor of Lebanon in the 1890's.

Samuel M. Garland: Oregon legislator in the late teens and early twenties who was influential in the approval for the construction of the South Santiam Highway which was completed in 1939; Lebanon City Attorney.

Edward O' Neil and Frank O'Neill: Among the first Oregon papermakers; founded the Lebanon Paper Mill; among the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal.

C.W. Callaghan: Partner in the Lebanon Paper Mill.

Willard L. Marks: Linn County legislator in the late 1920's; president of the State Senate in the early 1930's where he served occasionally as acting governor of the state.

J.R. Kirkpatrick: Pastor of the Cumberland Presbyterian Church who platted four additions on his small farm north of town in the late 1880s and 1890s. Much of Lebanon's growth occurred in these additions in the late 19th century. He also developed Lebanon's first park, Isabella Park and horticultural garden.

Dr. J.A. Lamberson: First person in Linn County to introduce and ship Oregon Grape root and Casara bark, peculiar to Oregon forests, to eastern markets for medicinal purposes.

J.L. Cowan: One of the directors of the Lebanon Santiam Canal Co. responsible for the construction of the Lebanon Canal; founded the Bank of Lebanon, the first bank in the community.

J.C. Mayer: For seventy-five years, closely identified with Lebanon community development; promoted the idea of the Lebanon Strawberry Festival; one of the incorporators of the Lebanon Canning Co.; Lebanon mayor; bank president.

A.M. Reeves: Promoted the idea of the Lebanon Strawberry Festival; president of Reeves-Clark Dept. Store; Lebanon mayor.

S.P. Bach: Responsible for the construction of a number of downtown commercial buildings; long-time Lebanon merchant associated with the firm of Bach, Buhl & Co.; President of the First National Bank of Lebanon; Lebanon mayor.

Helen Crawford: Oregon Agricultural faculty member who moved to Lebanon where she became a pioneer of the local walnut industry. In 1913, she assumed the duties of City Recorder and Municipal Judge ("Woman to Become Municipal Judge at Lebanon," Dec. 14, 1913).

E.C. Roberts: Chairman of the state board of horticulture and successful local horticulturalist.

Chester and Catherine Lyons: Chester Lyons, an Illinois native who worked in Jane Adam's Hull House in Chicago prior to coming to Oregon, and established and operated the Big Brother Farm in Lebanon in 1913. He brought disadvantaged boys and girls, beginning in 1923, to the farm every summer until his death in 1942. His inspiration for the farm was gained from his summer work at the Hull House where he took groups of boys to county farms. Lyons and his wife spent winters in Portland where he established the Portland School for Parents in 1925; author of newsletter entitled "The Oregon Home Counselor".

A.I. Crandall: architect whose work locally had a significant impact on the architectural character of the area; part-owner of a large planning mill that supplied much of the building material regionally in the early 20th century.

N.M. Newport: Prominent Lebanon lawyer in the early 20th century; director of the Lebanon National Bank and Lebanon Investment Co.

Randolph "Cap" Kuhn: Pioneered the Lebanon theater industry.

George Waggoner: Author of Stories of Old Oregon published in 1905.

M.C. George: Lebanon area resident who became a prominent lawyer and two-term member of the United States Congress.

E.B. Edes: Largely responsible for the development of the commercial nut industry in Lebanon. Organized the Lebanon Nut Growers Co-operative; served as president of the North Pacific Nut Growers Association and president and manager of the Lebanon Nut Growers Co-operative.

Sol Lindley: Well-known horticulturalist who was among the first to grow strawberries in the area on a commercial scale and among the first to have a commercial walnut orchard.

L.E. Arnold: Prominent Oregon poultry raiser; one time president of the Pacific Cooperative Poultry Association.

Addie Short: Woman Baptist minister in Lebanon in the early part of the 20th century.

Mary C. Rowland: Lebanon physician in the early 20th century; chosen as city health officer in 1911.

Ferdinand W. Seeck: Livery stable operator who invented the "gearless" differential and established the Seeck Differential Co. in Lebanon.

Hugh Kirkpatrick: among the first to sell automobiles in Lebanon, a business which he pursued in Lebanon for over 40 years; mayor of Lebanon 1926-1932.

Dennis Cormier: For approximately 45 years, identified with the development of the South Santiam area; strong proponent of the building of the South Santiam Highway -- "His tireless efforts to establish it as a link in a transcontinental travel were largely responsible for bringing the highway to completion" ("Dennis Cormier Dies Saturday; Funeral Tuesday," July 2, 1956).

J.C. Devine: Owner an operator of the Hotel Lebanon, an important local business during the first half of the 20th century and responsible for the construction of the adjacent Devine Building, the first two story concrete building built in Lebanon. These buildings create a substantial block of downtown Lebanon.

Seymore Washburn: One of the owners of the Lebanon Logging Co., the first large scale sawmill operation in Lebanon; prominent in local banking.

P.M. Scroggin: One of the owners of the Lebanon Logging Co., the first large scale sawmill operation in Lebanon; prominent in local banking.

Clyde Burkhart: Successful orchardist who encouraged the establishment of orchards in the area; pioneer of the dried prune industry in the area.

F.A. Bohle: Established the Lebanon Creamery, an important Lebanon business in the 20th century.

Wirt Zoph: Building contractor in the early 20th century who pioneered the use of concrete and "cast stone" (concrete blocks) in Lebanon in the early years of the 20th century.

Dr. Joel C. Booth: Practiced medicine in Lebanon for over 50 years; instrumental in the establishment of a National Guard unit at Lebanon which he commanded; served as a state senator from Linn County in the legislature for two terms; served as Lebanon mayor; worked toward the establishment of Lebanon Hospitals.

T.W. Munyan: Proprietor Lebanon Electric Bakery who began the tradition of "the world's largest strawberry shortcake"; Lebanon mayor; member of the state legislature.

M.D. Tucker: West Coast manager and vice president of the of the Evan's Products Co.; purchased the plywood plant from Evan's Products in 1944, which then, became Cascades Plywood under his leadership.

Curt Uschmann: Cascades Plywood Co. engineer who achieved nationwide recognition for originating the operation for producing hardboard products in his development of the Cascades Lebanite plant.

Architectural Significance

Architectural significance is derived from the ability of a property to convey information about the fashions, materials, technologies, and lifestyles of people who once lived in your community.

A property may be important because it best illustrates the principles of a particular style. Predictably, styles of buildings change. Buildings, as products of a particular time period, reflect the larger national consensus but at the same time reflect the place in which they are located as local materials are used and local architects and builders translate styles. A property may also be significant because it illustrates building practices and materials peculiar to a certain time period, such as hewn frame mortise and tenon construction.

Architectural significance is more dependent upon integrity of property design, materials and workmanship while properties significant for their associative value rely more strongly on location, feeling and association although a certain degree of integrity is also important.

Significant Properties

Tables 1 - 5 list individual properties which are potentially important to the community either 1) because they are associated with an important event, trend, or individual or 2) because they have architectural merit. **This list is not complete and further research is needed in order to add additional properties to this list.**

TABLE 1. INDIVIDUALLY SIGNIFICANT PROPERTIES REPRESENTING THE PERIOD FROM 1845-1855 (Based on available survey information and research which took place as part of the current project)

Jeremiah and Jemima Ralston home site and cedar tree (current Ralston Park)

CRITERIA: (1) Association with Jeremiah and Jemima Ralston

(2) Association with the settlement and founding of Lebanon

(3) Potential to yield information (archaeological)

Site of the first store in Lebanon and probably the first store in Linn County, southwest corner Main and Oak streets

CRITERIA: (1) Association with the settlement and founding of Lebanon

---

The Lebanon Pioneer Cemetery (1850) 200 Dodge Street

CRITERIA: (1) Association with the settlement and founding of Lebanon

---

TABLE 2: INDIVIDUALLY SIGNIFICANT PROPERTIES REPRESENTING THE PERIOD FROM 1855-1879 (Based on available survey information and new research which took place as part of the current project)

Santiam Academy Grounds (1857)

CRITERIA: (1) Association with the Santiam Academy

(2) Associated with Jeremiah and Jemima Ralston and Morgan and Mary Kees

---

The Lebanon Mills (Elkins Mill) (1871-1872)

CRITERIA: (1) Association with Lebanon water-powered industrial development in the 19th century

(2) Association with the use of the Santiam Albany Canal for barge traffic

(3) Association with wheat production in the Willamette Valley in the 19th century

(4) Association with W.S. and Joseph Elkins

(5) Materials and construction

The Claypool-Elkins House (1856), 194 Main Street

CRITERIA: (1) Association with the settlement of Lebanon

(2) Design

The Elder-Blodgett House (1879), 148 E. Vine Street

CRITERIA: (1) Design

The Willamette Valley and Cascade Mountain Wagon Road, track of road visible near the intersection of Hwy. 20 and Cascade Drive

CRITERIA: (1) Association with the wagon road

TABLE 3: **INDIVIDUALLY SIGNIFICANT PROPERTIES REPRESENTING THE PERIOD FROM 1880-1899** (Based on available survey information and some new research which took place as part of the current project)

The Lebanon Canal (1891)

CRITERIA: (1) Association with events

The canal has been described as Lebanon's most distinctive landmark, lending an old world atmosphere to the streets ("Historic Lebanon Canal Adds Practical, Esthetic [sic] Value to City," June 5, 1947).

The Donaca/Masonic Building (1886), 780-796 Main Street

CRITERIA: (1) Association with the commercial development of Lebanon in the 19th century

---

The Courtney Building (1891), 712-722 Main Street

CRITERIA: (1) Association with the commercial development of Lebanon in the 19th century

---

Lebanon Warehouse (ca. 1881) 280 W. Sherman Street

CRITERIA: (1) Association with wheat production in the 19th century

(2) Association with John Settle

(3) Construction and design

Kirkpatrick-Garland House (1891), 515 Cleveland

CRITERIA: (1) Association with Kirkpatrick and Garland

The Albany-Lebanon Railroad (1880)

CRITERIA: (1) Association with development of rail transportation in the area

Railroad tracks and depots are the most obvious reminders on the landscape of the role the railroad played in the history of the Lebanon. The tracks of the Albany-Lebanon Railroad (later Southern Pacific) are in the same location through Lebanon and are still in use. A railroad spur, constructed in 1895 to serve the Lebanon Paper Mill, is still extant.

Julia Thayer House (1887), 478 Isabella Street

CRITERIA: (1) Design

A.E. Ansorge House (1895), 1242 Second Street

CRITERIA: (1) Design

Barker-Phelps House (1890), 31 Second Street

CRITERIA: (1) Design

Walton-Kimmel House (1889), 611 Grove Street

CRITERIA: (1) Design

Dodge-Dart House (1890), 387 Third Street

CRITERIA: (1) Design

Methodist Church South (1891), 600 Fifth Street

CRITERIA: (1) Design

Donaca House (ca. 1880), 764 Second Street

CRITERIA: (1) Design

(2) Association with Donaca

Morris-McPherson (ca. 1890) 1115 Hiatt Street

CRITERIA: (1) Design

Crandall-Howe House (ca. 1897), 488 Second Street

CRITERIA: (1) Design

(2) Association with A.I. Crandall

Stewart-Sterling House (1893), 310 W. Grant

CRITERIA: (1) Design

Ralston-Lowe House (1887), 481 Main Street

CRITERIA: (1) Design

(2) Association with J.M. Ralston

Hiram Baker House (1895), 515 E. Grant Street

CRITERIA: (1) Design

Leora Stokes House (1891), 293 E. Vine

CRITERIA: (1) Design

Lucinda Arnott House (ca. 1895), 136 Rose

CRITERIA: (1) Design

Dr. Foley House (ca. 1880), 86 W. Grant

CRITERIA: (1) Association with Foley

Barker-Phelps House (1890), 31 Second Street

CRITERIA: Design

TABLE 4: INDIVIDUALLY SIGNIFICANT PROPERTIES REPRESENTING THE PERIOD FROM 1900-1929 (Based on available survey information and new research which took place as part of the current project)

J.C. Mayer House (1912), 480 E. Ash

CRITERIA: (1) Association with J.C. Mayer

(2) Design

P.M. Scroggin House (ca. 1900), 185 W. Ash

CRITERIA: (1) Design

(2) Association with P.M. Scroggin

George E. Hardy House (1900), 286 Williams

CRITERIA: (1) Design

J.N. Crandall House (ca. 1903), 188 W. Vine

CRITERIA: (1) Design

(2) Association with J.N. Crandall

J.C. Booth House, (ca. 1905) 486 Park Street

CRITERIA: (1) Design

(2) Association with J.C. Booth

Newport House (ca. 1905), 169 W. Vine

CRITERIA: (1) Design

(2) Association with N.M. Newport

Sol Lindley House (ca. 1928), 700 E. Grant Street

CRITERIA: (1) Association with Sol Lindley

Miller House (1907), 538 Main Street

CRITERIA: (1) Design

C.W. Stokes House (1908), 293 E. Ash

CRITERIA: (1) Design

Crandall-Irvine House (ca. 1909), 193 W. Vine

CRITERIA: (1) Design

W.J. Mitchell House (ca. 1910), 237 Hiatt

CRITERIA: (1) Design

Lydia Green House (ca. 1910), 46 W. Vine

CRITERIA: (1) Design

Randolph Kuhn House (1911), 176 W. Rose

CRITERIA: (1) Design

(2) Association with Randolph Kuhn

Wirt Zoph House, (1912-11) 262 Second

CRITERIA: (1) Design and materials

(2) Association with Wirt Zoph

George Waggoner House (ca. 1912), 611 Tangent

CRITERIA: (1) Association with George Waggoner

(2) Design

F.W. Seeck House (ca. 1911), 170 Second Street

CRITERIA: (1) Design

(2) Association with Seeck

Edmond Clark house (ca. 1913), 134 Second

CRITERIA: (1) Design

Everett House (1913), 884 Park

CRITERIA: (1) Design

John Gill House, (1913) 454 E. Ash

CRITERIA: (1) Design

L.A. Crandall House (1905), 959 Main Street

CRITERIA: (1) Design

Rear portion of Lebanon Bank Building (1908), 40 W. Sherman

CRITERIA: (1) Design

(2) Association with commercial development

Bach-Garland-Mayer Building (1913), 736-748 Main Street

CRITERIA: (1) Design

(2) Association with commercial development

The W.H. Booth Building (1914), 772 Main Street

CRITERIA: (1) Design

(2) Association with commercial development

Lebanon Creamery Building (1928), 853 Main Street

CRITERIA: (1) Association with dairying

(2) Association with F.A. Bohle

The Dennis Cormier Building (1911), 45 W. Sherman

CRITERIA: (1) Association with Cormier

(2) Association with commercial development

(3) Design

Lebanon National Bank Building (1913), 813-815 Main Street

CRITERIA: (1) Design

(2) Association with commercial development

The Lebanon Hotel (1912), 631-651 Main Street

CRITERIA: (1) Association with commercial development

The Methodist-Episcopal Church (1910) 500 Park Street

CRITERIA: (1) Design

(2) Important in religious history of Lebanon

The First Presbyterian Church (1912) 590 Second Street

CRITERIA: (1) Design

Lebanon Railroad Depot (1908) 750 Third Street

CRITERIA: (1) Association with railroad transportation

(2) Design

The Henderson-Stewart House (1909), 285 Main Street

CRITERIA: (1) Design

TABLE 5: INDIVIDUALLY SIGNIFICANT PROPERTIES REPRESENTING THE PERIOD FROM 1930-1945 (Based on available survey information and some research which took place as part of the current project)

The Girl Scout Hut (1937), Queen Anne School grounds

CRITERIA: (1) Association with the WPA

Queen Anne School (1930) 142 Elmore

CRITERIA: (1) Design

Wigwam Burner, old McPherson Mill site (305 Russell Dr.)

CRITERIA: (1) Association with sawmill industry in Lebanon

Kuhn Theater Building (1936), 668-676 Main Street

CRITERIA: (1) Association with "Cap" Kuhn

(2) Association with commercial development

Bohle Furniture Store Building (1940), 836 Main Street

CRITERIA: (1) Design

(2) Association with commercial development

Downing Building (1941), 600 Main Street

CRITERIA: (1) Design

(2) Association with commercial development

F.D. Mayer House (1931), 695 Hiatt

CRITERIA (1) Design

The Dowd House (1936), 180 Second Street

CRITERIA: (1) Design

The Lebanon General Hospital (1936), Second and Ash Streets

CRITERIA: (1) Association with the event of building the first hospital in the community

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CHAPTER SEVEN

RECOMMENDATIONS

1) New information provided by the current project should be used to update the existing Statewide Inventory forms.

2) A number of properties were discovered in the course of the reconnaissance which should be added to the Statewide Inventory. Several of the properties were of such significance that they meet National Register criteria.

3) Using the data provided by the context, properties reflecting the developments in the context should be located and inventoried if they were not previously inventoried. For instance, it should be determined if properties representing any of the identified significant individuals are still extant. A more thorough study of residential property in Lebanon dating to the first half of the 20th century is needed in order to determine which buildings best reflect that period of history. For instance, Bungalow, Historic Period Style houses, and neighborhoods of houses associated with the establishment of the plywood mill should be analyzed for this purpose.

4) There is the potential for a residential historic district north of the downtown commercial district. This potential should be assessed further.

5) Lebanon's downtown commercial district is an important asset to the community. Although the architectural integrity of individual buildings is lacking in some cases, the downtown as a whole is exceptional for its continuity, variety of design and building types represented, and lack of recent intrusions. The downtown should be a preservation priority.

6) Lebanon has two resources which are exceptional for their heavy timber-frame construction. The Lebanon Flour Mill (Elkins Mill) is a hand-hewn example designed as a gristmill, while the Lebanon Warehouse building has a sawn timber-frame designed to carry the weight of enormous two-story grain bins. Efforts to preserve these buildings should be a priority.

7) The Claypool Elkins House (1856), at 194 Main Street, is the oldest extant building in Lebanon and the only building known to date earlier than 1870. If the resource is ever threatened, the city should assist in finding a solution in preserving the building.

8) A small original segment of the Willamette Valley and Cascade Mountain Wagon Road (Santiam Wagon Road) can be seen on the landscape in Lebanon near the intersection of Hwy. 20 and Cascade Drive. This small segment, which is located on state highway right-of-way, should be preserved for interpretation.

9) Owners of properties eligible for the National Register should be notified and encouraged to place their property on the National Register. A large number of Lebanon properties could be placed on the National Register through a multiple property submission. The National Register is voluntary and only those property owners wishing to have their property placed on the register would be included in such a nomination. One possible multiple property submission could be based on the architecture of A.I. Crandall.

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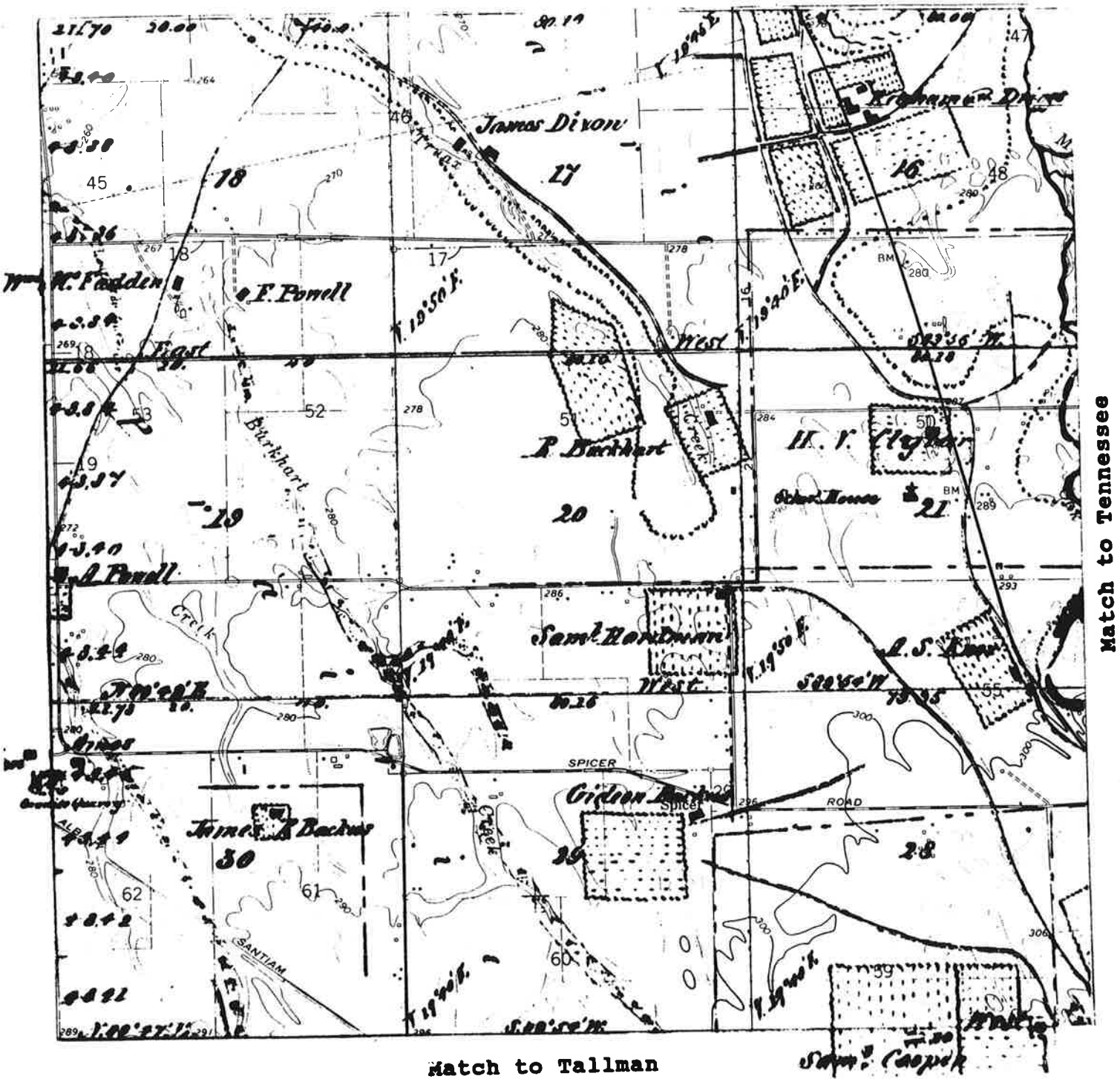
APPENDIX A

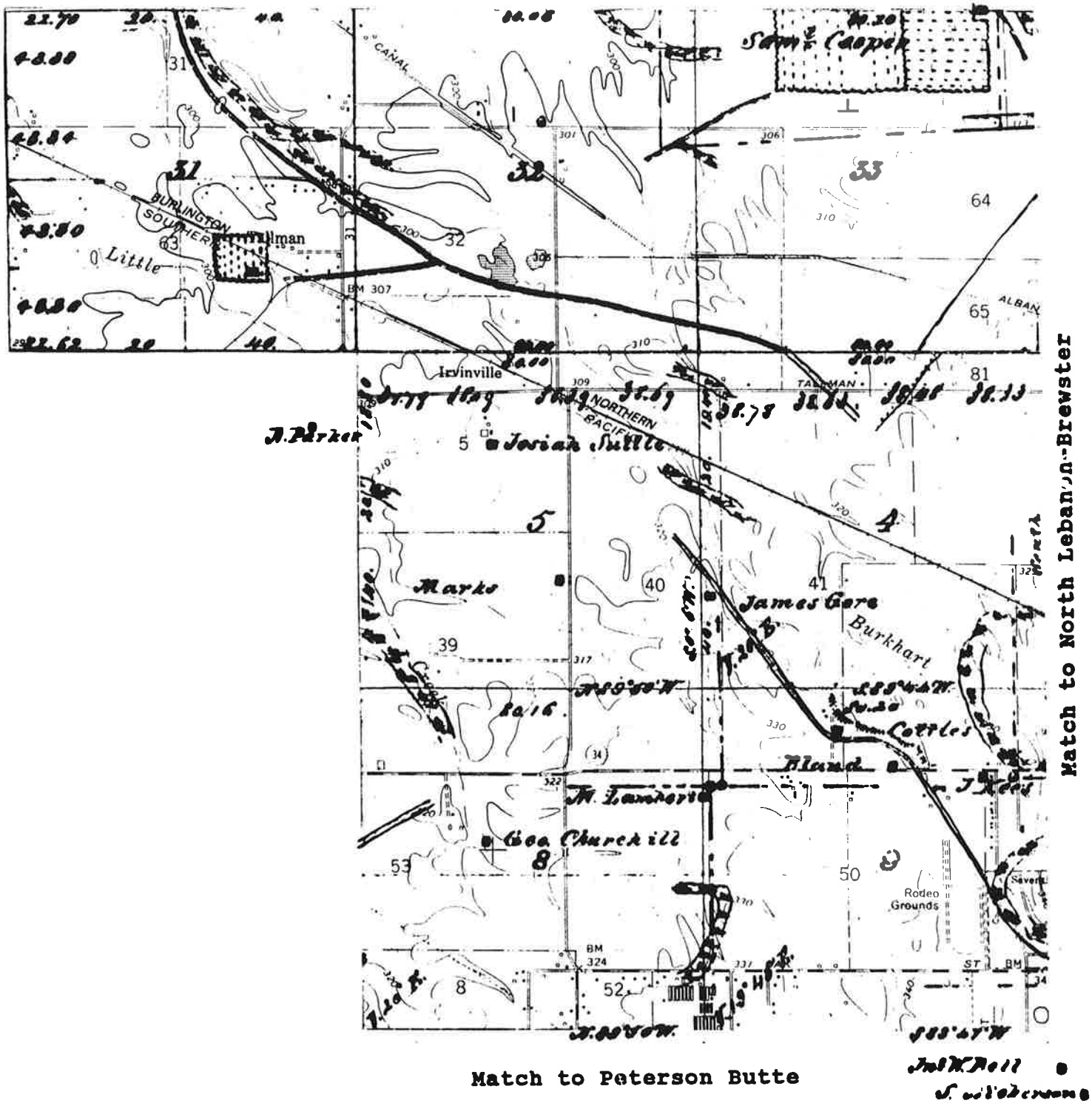
General Land Office township and range survey maps, 1852, 1853



SPICER AREA
(T11S, R2W, Willamette Meridian)

1852 General Land Office Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5')

Match to Spicer



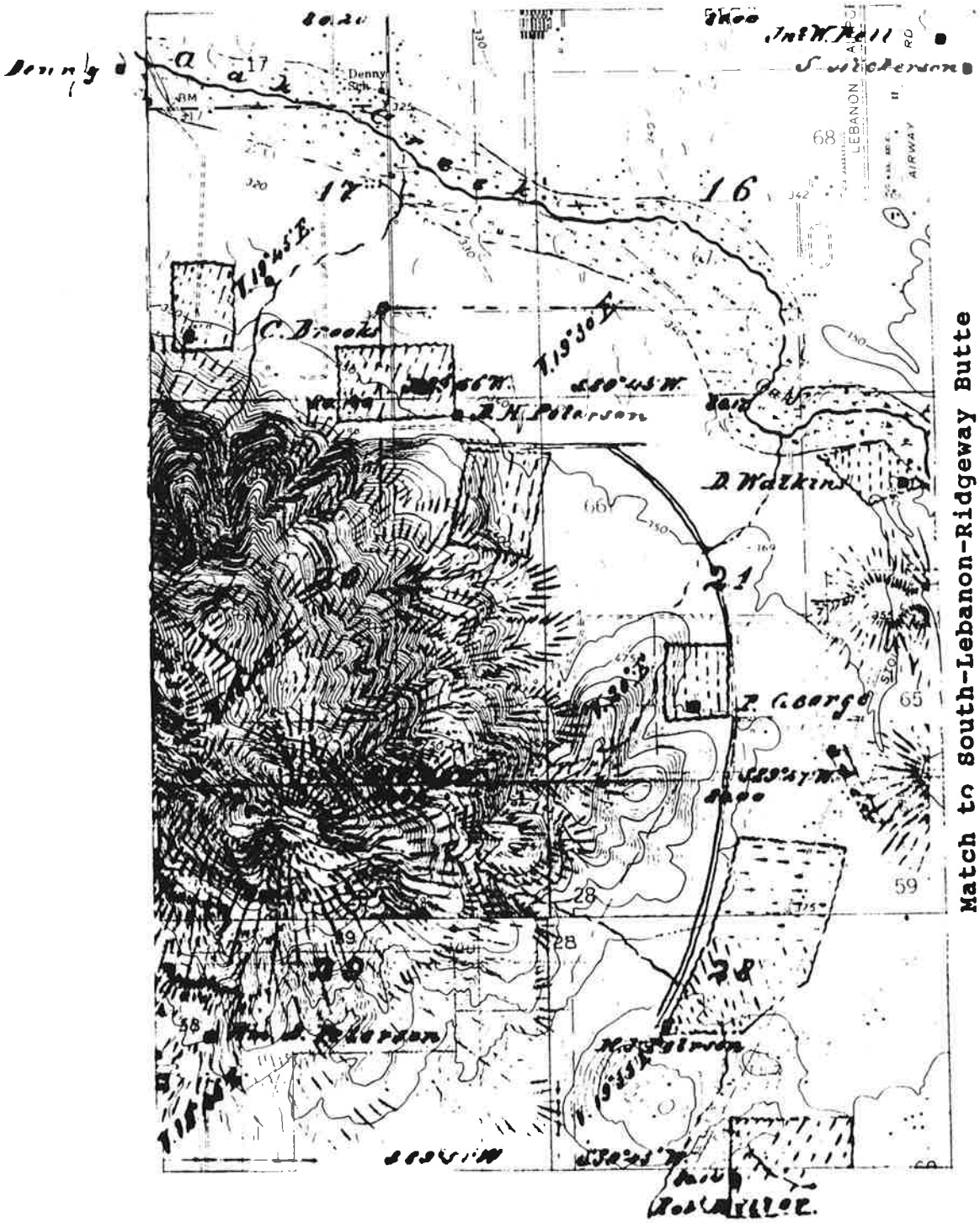
Match to North Lebanon-Brewster

Match to Peterson Butte

TALLMAN AREA
(T11S, R2W and T12S, R2W, Willamette Meridian)

1852-1853 General Land Office Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5')

Match to Tallman



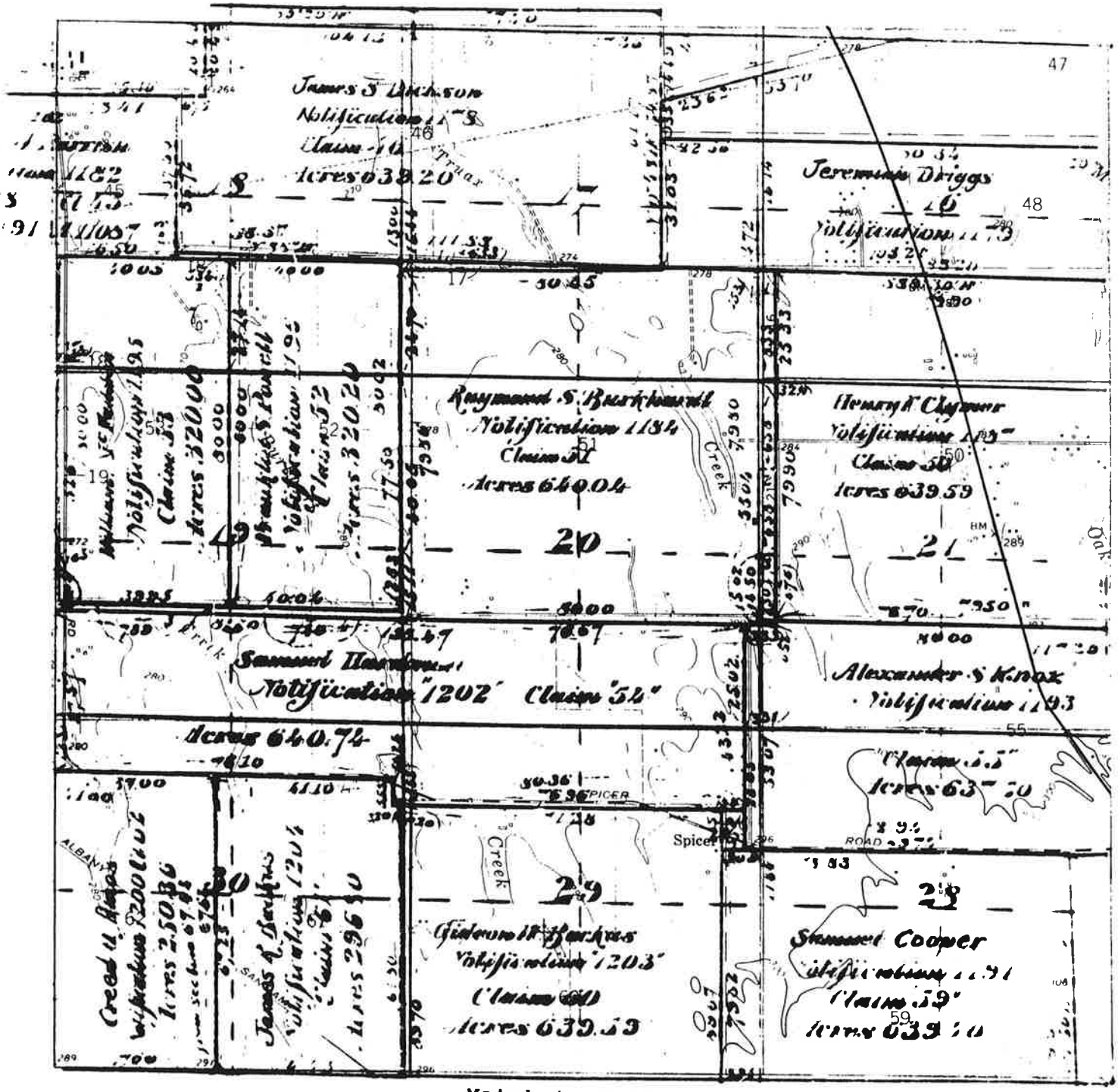
Match to South-Lebanon-Ridgeway Butte

PETERSON BUTTE AREA
(T12S, R2W, Willamette Meridian)

1852-1853 General Land Office Map Overlay
U.S.G.S. base map, Lebanon, Brownsville Quadrangles (7.5′)

APPENDIX B

Donation Land Claim survey maps, 1853-54.

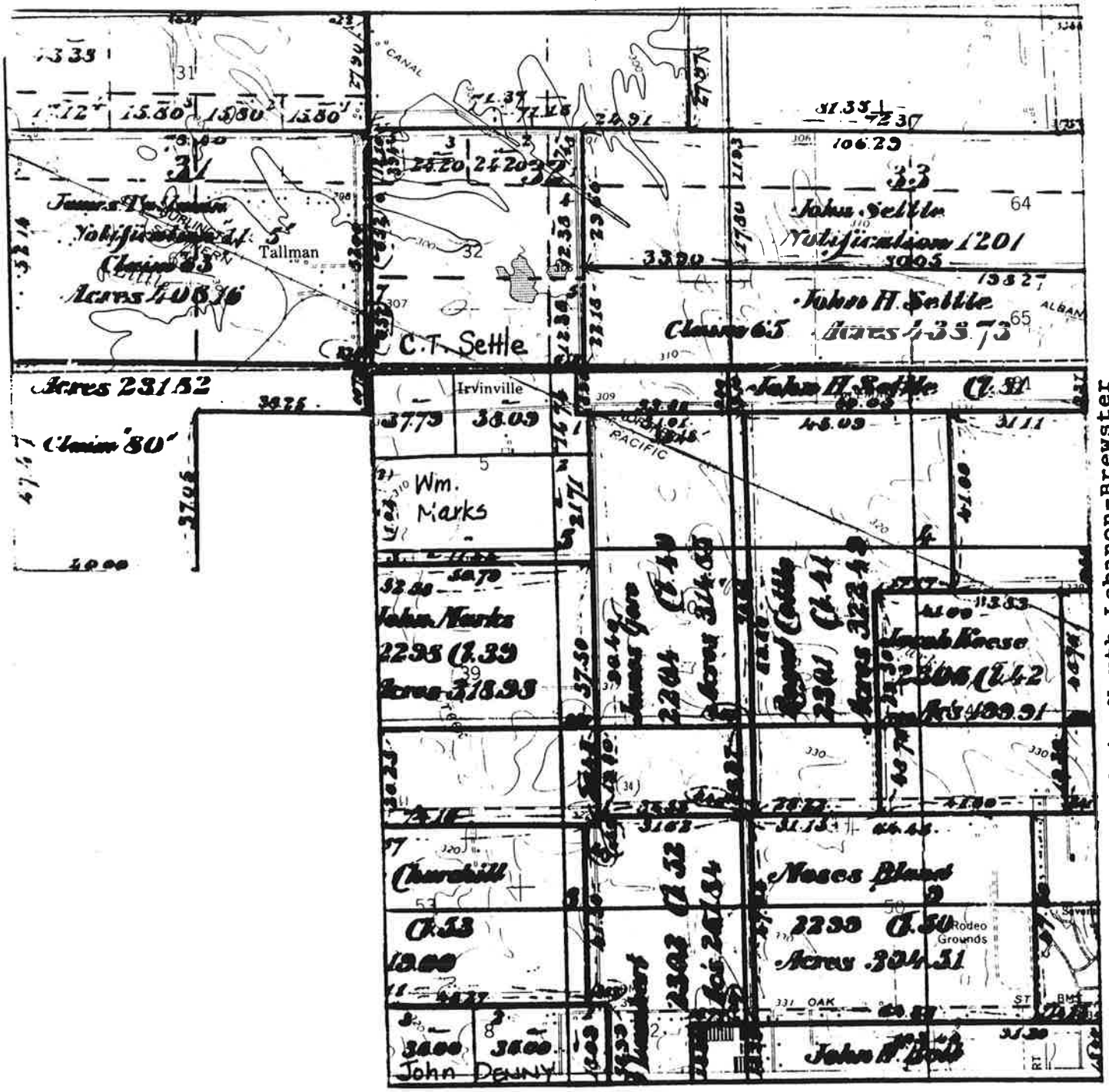


Match to Tallman

SPICER AREA
(T11S, R2W, Willamette Meridian)

1853-54 Donation Land Claim Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5′)

Match to Spicer



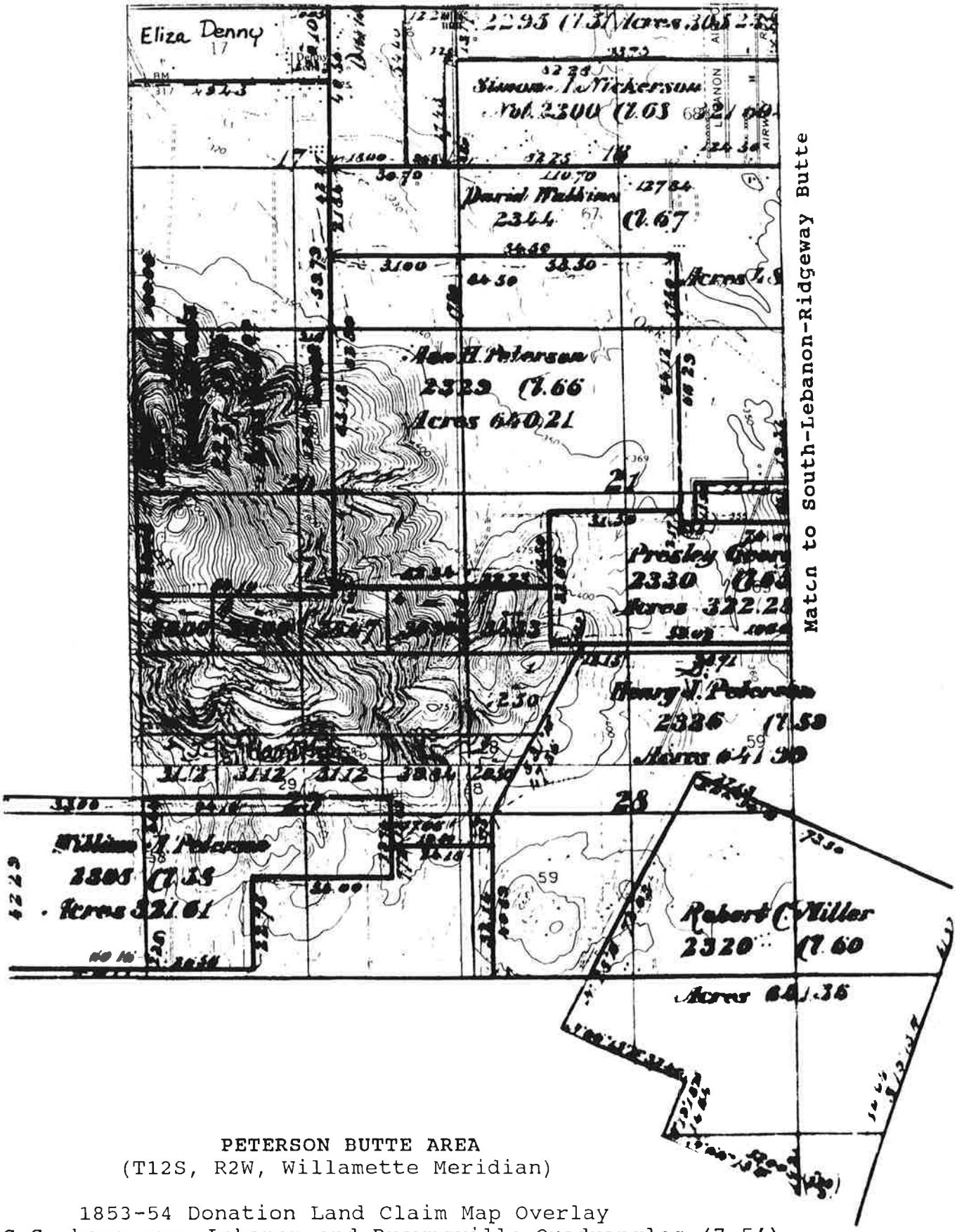
Match to North Lebanon-Brewster

Match to Peterson Butte

TALLMAN AREA
(T11S, R2W and T12S, R2W, Willamette Meridian)

1853-54 Donation Land Claim Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5')

Match to Tallman



PETERSON BUTTE AREA
(T12S, R2W, Willamette Meridian)

1853-54 Donation Land Claim Map Overlay
U.S.G.S. base map, Lebanon and Brownsville Quadrangles (7.5')

APPEND__ C

LEBANON HISTORIC CONTEXT PROJECT

Donation Land Claim Holders, Lebanon Precinct

Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
Henry J. Peterson		1 Oct 1847	Pendleton Co., W. VA	Eliza Allen	Lewis Co., W. Va
Robert C. Miller		25 Sep 1849	Cooper Co., Missouri	#2-Margaret (Irvine) Hollandback	#1-Mary Jane Irvine
William A. Peterson		1 Feb 1853	Lewis Co., W. VA	Eliza A. Smolser	Linn Co., OT
John H. Settle		Jul 1851	Jefferson Co., Indiana	Sarah Eveline Claypool	Linn Co., OT
John Settle		1 May 1851	Dearborn Co., Indiana	#1-Martha Clay Hudson #2-Julia A. (Johnson) Settle	Dearborn Co., Indiana OR
Joseph Moist		21 Apr 1850	Juniata Co., Penn	Elizabeth Jane Ralston	Lebanon, Linn Co., OT
Stewart Mekindra Pennington & W		1 Jan 1852	Monroe Co., Kentucky	Abigail E. Cooper	Linn Co., OT
Campbell T. Settle		15 Feb 1853	Jefferson Co., Indiana	Ellen M.	Des Moines Co., IA
James Tallman		9 Dec 1851	Monmouth Co., N.J.	Catherine Raymonse	Burlington Co., IA
John M. Marks & W		5 Nov 1852	Pennsylvania	Nancy Hamilton	Washington Co., IN

Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
James Gore & W		9 Feb 1853	Clark Co., Indiana	Henrietta B. Settle	Des Moines Co., IA
Royal Cottle		1 Jul 1852	St. Charles Co., Missouri	Mary Bryant	Linn Co., OT
Jacob Kees		1 Feb 1853	Washington Co., Pennsylvania	Jane Greer	Linn Co., OT
Moses Bland		30 Oct 1851	Jackson Co., Indiana	Martha Needham	Bartholomew Co., Indiana
John W. Bell		15 Feb 1853	Pickaway Co., Ohio	Lurana Nickerson	Morgan Co., OH
James S. Dickson		30 Mar 1850	Muskingum Co., Ohio	Rebecca Jane Claypool	Linn Co., OT
Raymond Sanderson Burkhart & Elizabeth		5 Aug 1847	Knoxville, Tennessee	Elizabeth Jane Wassom	Hancock Co., Illinois
Henry Vance Clymer		4 May 1851	Rush Co., Indiana	Mary Johnson	Linn Co., OT
Alexander Smith Knox & W		20 Feb 1851	Lycoming Co., Pennsylvania	Mary Ann Parrish	Marion Co., OT
Samuel Cooper & W		6 Oct 1845	Virginia	Mrs. Rebecca Short Skinner	Schuyler Co., Illinois
Gideon W. Backus		18 Feb 1851	Butler Co. Ohio	#1-St. Joseph Co., IN Mary Ann Hardman	#2-Mrs. Esther Howe, Wasco Co, OR

Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
Creed H. Amos		12 May 1852	Franklin Co., Virginia	Adeline Gore	Linn Co., OT
Samuel Hardman		6 Jan 1851	Wayne Co., Indiana	Mary Backus	St. Joseph Co., Indiana
William McFadden		5 May 1852	Scott Co., Indiana	Margaret Earl	Linn Co., OT
Franklin S. Powell		1 Jan 1852	Sangamon Co., Illinois	Louisa Jane Peeler	Menard Co., Ill
Jeremiah Driggs & Eliza Ann		22 Sep 1847	Middleton Co., Conn	Eliza Ann Ketchum	Des Moines Co., IA
Russel Taylor Hill		10 Jul 1850	Claiborne Co., TN	(Mrs?) Adaline M. Cheadle	Linn Co., OT
Joel Ketchum & Julia Ann		22 Sep 1847	Berkshire Co., Mass	Julia Ann Darling	Berkshire Co., Mass
Alexander Sumpter & W		2 Feb 1854	Clairborne Co. Tennessee	Nancy R. Prather	Washington Co., Misouri
Walter M. Ketchum		6 Dec 1851	Saratoga Co., NY	Laura Peterson	Linn Co., OT
Jonathan Wassom		4 Nov 1850	Sullivan Co. Tennessee	Ruth E. Kees	Linn Co., OT
Edward R. Abbott & W		23 Dec 1851	Tennessee	Sarah Jane Striothoff	Linn Co., OT

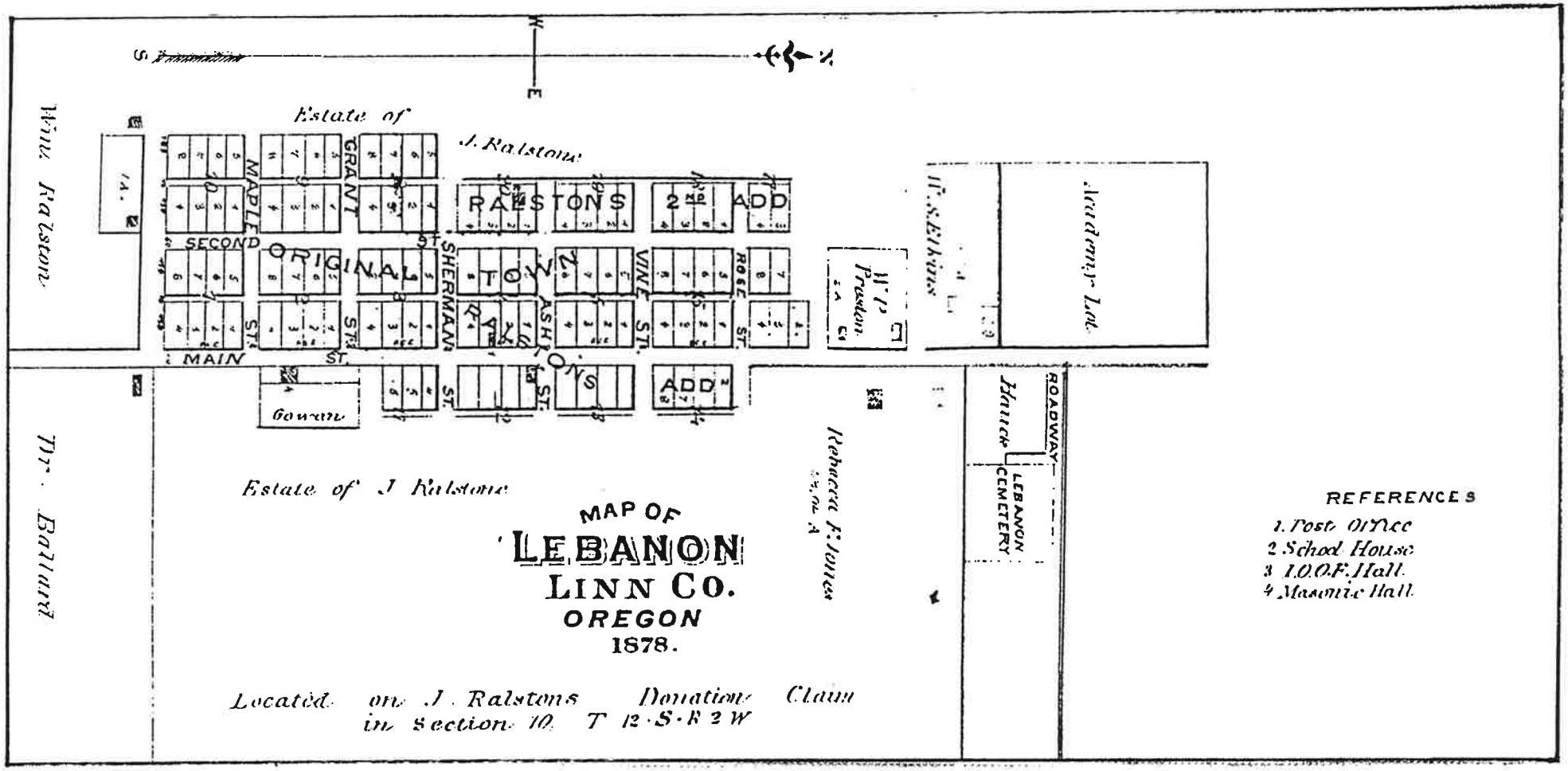
Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
Andrew Kees & W T11 T12 R2W R2W		1 Jul 1851	Washington Co., Pennsylvania	#1-Zerelda R. Fry #2-Nancy Anne Osborne	Monroe Co., MO Linn Co., OR
Owen Kees		26 Aug 1852	Marshall Co., Illinois	Mary E. Jones	Linn Co., OT
David Jones (dec'd)		13 Sep 1852	Ohio Co., VA (West Virginia)	Rebecca F.	VA (West Virginia)
William B. Gore & W		1 Apr 1846	Clark Co., Indiana	Margaret	Greene Co., OH
Isaac D. Kees		1 May 1852	Washington Co., Pennsylvania	Catherine R. (Wilson) Lambert	Oregon Territory
Arthur Vance Saltmarsh		31 Oct 1850	Ripley Co., Indiana	#1-Zerilda A. Comstock #2-Elvira Lee	Muscatine Co., IA Linn Co., OT
James A. Ridgeway		1 Nov 1852	Lincoln Co., Kentucky	Dulcena (Fletcher) Paine	Sangamon Co., IL
Morgan Kees		12 Jul 1849	Washington Co., Pennsylvania	Mary Banning	Henry Co., IA
Jeremiah Ralston		30 Oct 1847	Lebanon Tennessee	#1-Margaret McKnight #2-Jemima Ashbuagh	Wahington Co., IN

Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
William M. Ralston		16 Sep 1851	Rockville Indiana	#1-Laura Ann Denney, Linn Co., OT	#2-Mrs. Plantena Biddle, OR
Luther T. Woodward		Sep 1851	Richland Co., Ohio	Elizabeth H. Hall	Vermillion Co., Indiana
Henry R. Greer		20 Oct 1852	N.Y. State	Widower	
George W. Lambert		6 Aug 1854	Belmont Co., Ohio	Single	
James McKnight Marks		2 Mar 1853	Washington Co., Indiana	Mary P. Blain	Linn Co., OT
Elizabeth B. Denney (nee Nickerson) Widow of Christian Denney		25 Feb 1854	Massachu-setts	#1-Christen Denney #2-Jeremiah Gould	Morgan Co., Ohio Linn Co., Oregon
Simon A. Nickerson		25 Oct 1852	Morgan Co., Ohio	Mary A. Thorla	Noble Co., Ohio
David Watkins & W		18 Feb 1853	Ohio	Zevla M. Burge	Van Buren Co., IA
Asa H. Peterson & W		7 Nov 1847	Lewis Co., VA	Susannah Johnson	Clark Co., MO
Caleb Brooks		20 Mar 1852	Huron Co., Ohio	#1-Sarah S. Peterson Helm #2-Mrs. Mary Jane Hamilton	Linn Co., OT
Presley George & W		15 May 1852	Loudon Co., Virginia	Mahala Nickerson	Morgan Co., OH

Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
Richard Cheadle & W		1 Mar 1851	Morgan Co., Ohio	Louisa Lodema Lee	Linn Co., OT
Richmond Cheadle		8 Apr 1850	Morgan Co., Ohio	Mary H. Kees	Morgan Co., Ohio
Reuben S. Coyle & W		Nov 1847	Bullitt Co., Kentucky	Hannah Carroll	Peoria Co., Illinois
Thomas S. Summers & W		16 Jul 1848	Wayne Co., Kentucky	Eliza	Preble Co., Ohio
Richard Usher		1 Nov 1849	England	Sarah	Louisa Co., Iowa
Eliza Coyle		15 Dec 1851	Bullitt Co., Kentucky	John Coyle	Kentucky
Samuel Carroll		5 Oct 1850	Franklin Co., Indiana	Margarett E.	Linn Co., OT
Francis M. Coryell		20 Sep 1854	Steuben Co., New York	Mary Hamilton	Linn Co., OR
Philester Lee & W		23 Nov 1850	Ostego Co. (?) New York	Eliza Ann Burge	Jefferson Co., New York
Joshua Brooks		1 Sep 1851	Huron Co., Ohio	Frances M. Hackley	OT
Isaac Coryell		3 Mar 1854	Seneca Co., New York	Lucinda	Steuben Co., New York
Daniel Simons		7 Oct 1851	Saratoga Co., New York	Marcy Ann Brown	Saratoga Co., New York

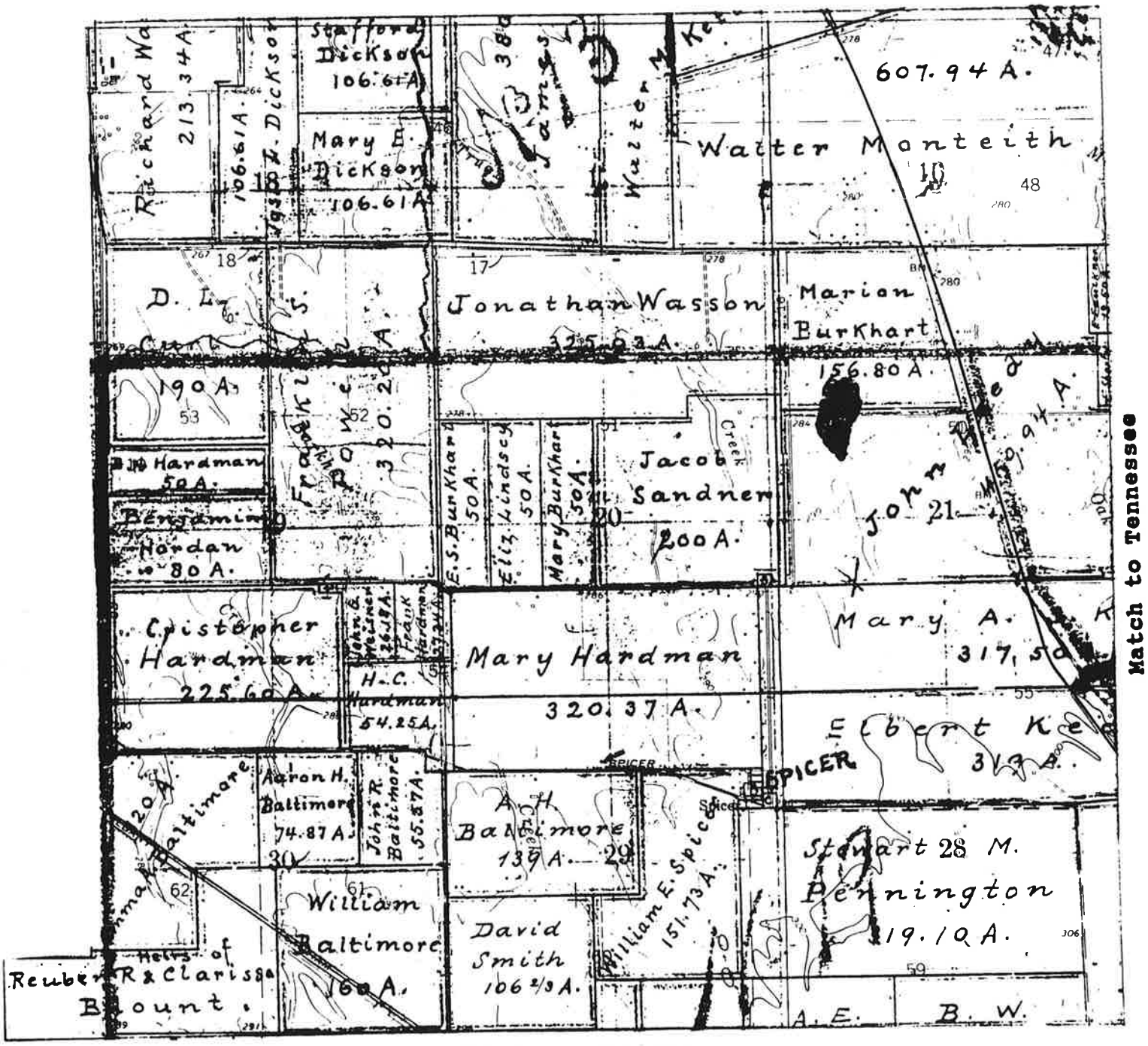
Name	Date Known To Have Been In Area	Claim	Place of Birth	Spouse	Place of Marriage
William M. Smith (Mesersmith)		10 Aug 1851	Cole Co., Missouri	Rhoda Ann Settle	Linn Co., OT
John Bayless Taber		30 Sep 1852	Rhea Co., TN	Melceny (Taylor) Hamilton	Marion Co., OT
David Lambert		30 Jan 1853	Belmont Co., OH	Nancy Ann	Morgan Co., OH
William H. Marks		1 Dec 1854	Putnam Co., IN (IL)	Mary Ann	Putnam Co., IN (IL)
George Churchill		1 Jan 1852	Sangamon Co., IL	Sarah A. Carroll	Linn Co., OT

APPENDIX D
1878 Atlas Map Overlay, Lebanon Precinct



APPENDIX E: 1878 map of the City of Lebanon (Williams, 1878).

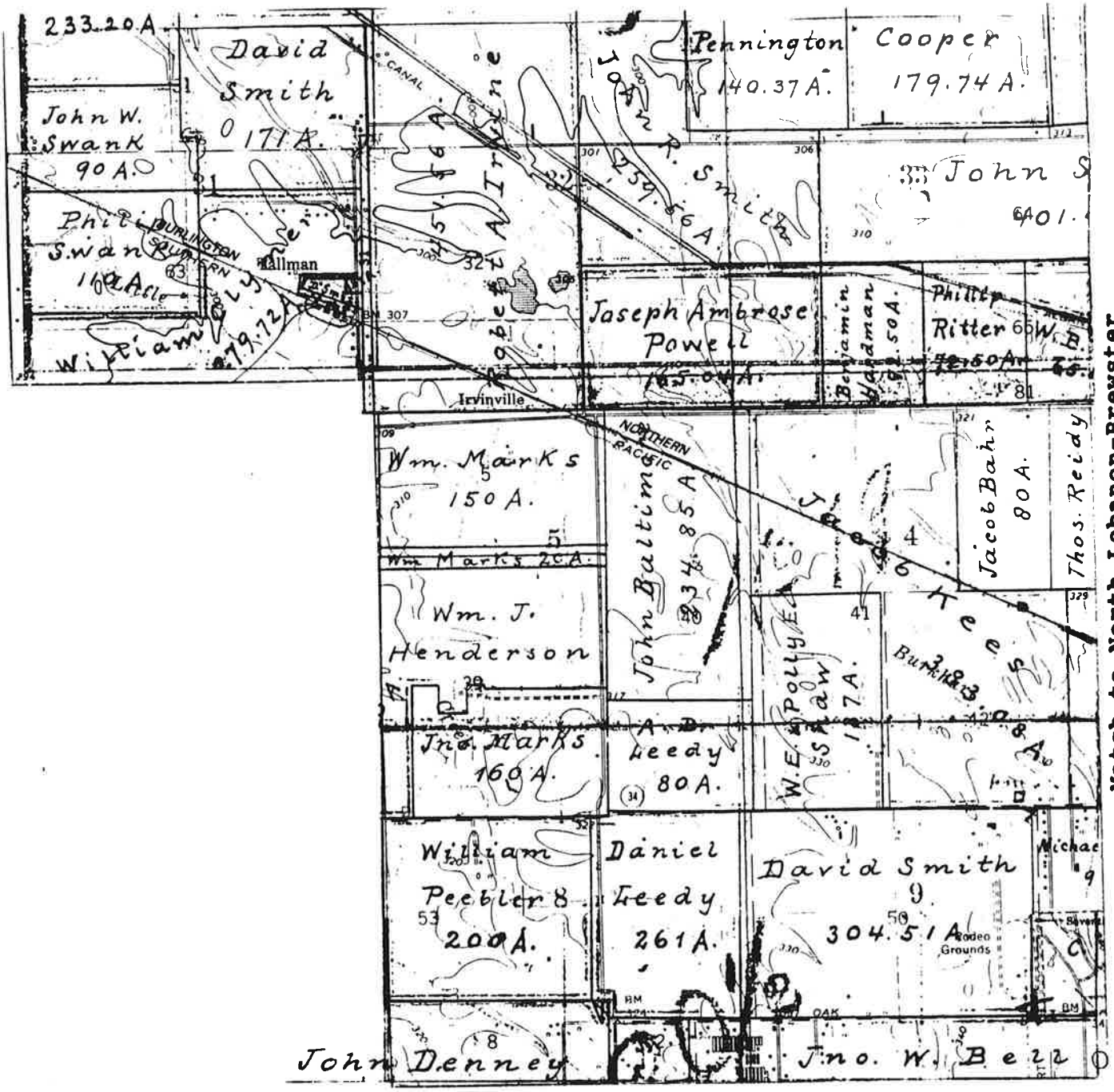
APPENDIX F
1891 Assessor Maps of Lebanon



SPICER AREA
(T11S, R2W, Willamette Meridian)

1891 Linn County Assessor Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5′)

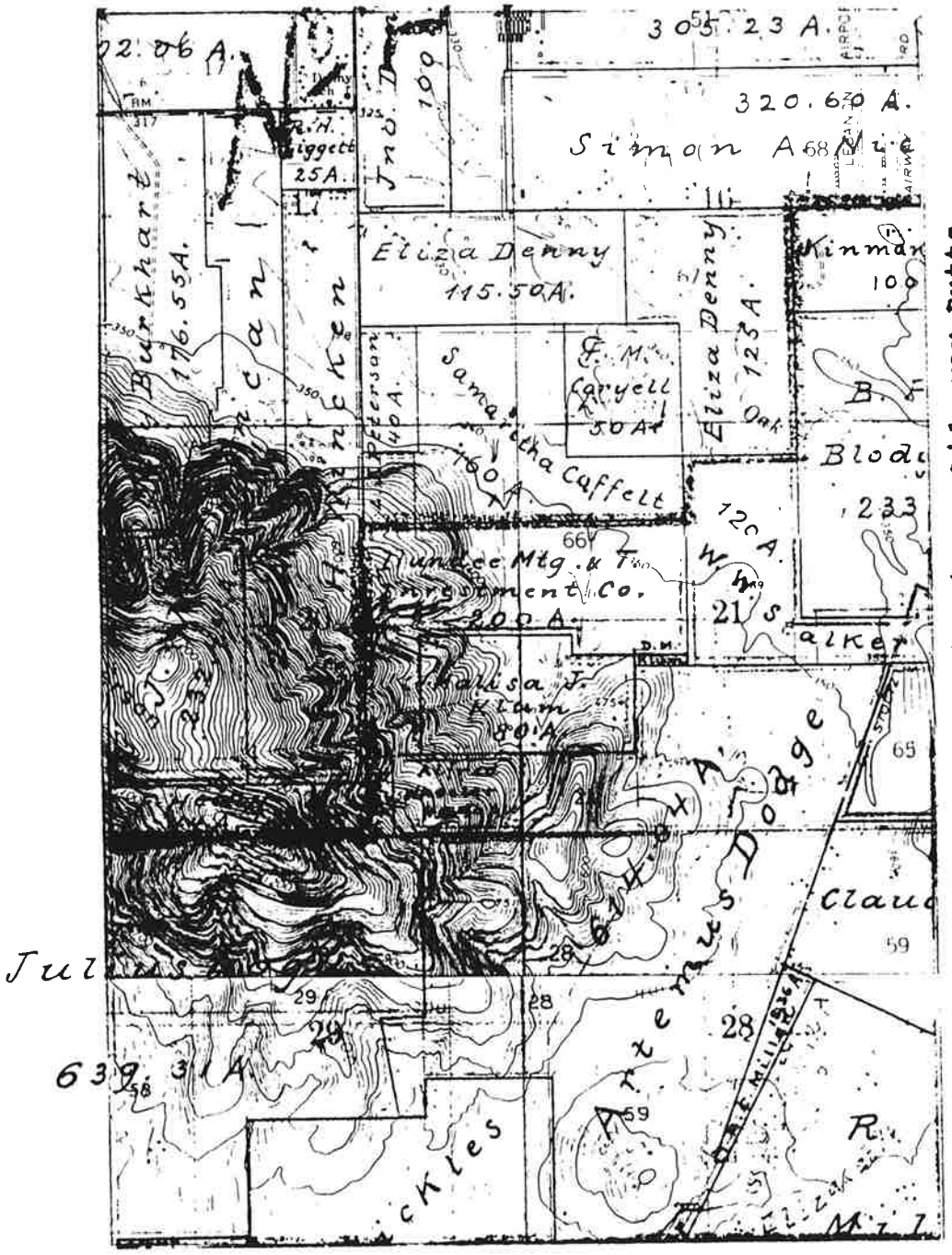
Match to Spicer



TALLMAN AREA
(T11S, R2W and T12S, R2W, Willamette Meridian)

1891 Linn County Assessor Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5′)

Match to Tallman



PETERSON BUTTE AREA
(T12S, R2W, Willamette Meridian)

1891 Linn County Assessor Map Overlay
U.S.G.S. base map, Lebanon and Brownsville Quadrangles (7.5')

APPENDIX G. Residences built in or near Lebanon in the period between 1880-1899. (Not a complete list)

1880

Mrs. Simons

1887

A.A. Bashlor, built by Robert Duane of Albany

Mr. E. Goan, northern part of town

Julia Thayer House, current house at 487 Isabella Street

S.A. Nickerson, lower part of town

John Ralston, cottage residence, current house at 481 Main Street

1888

Lyle Parker House, eastern part of town

A.G. Williams, west side of the railroad tracks

Mrs. Sam Conn House, Cowan Addition, built by Ike Conn

Mr. Carr, east of the M.E. Church

F.J. Hendrickson, Kirkpatrick Addition

Prof. McGhee, Spicer

1889

Jonathon Wassom, north Lebanon, near the mill

F.M. Miller, corner lot diagonal from the Methodist Church

Rev. Martin Hickman, Kirkpatrick Addition

Mr. A. Parrish, Cowan Addition

H.C. Klepper, Kirkpatrick Addition

Wm. Retherford, northeastern part of town

T.C. Peebler

E. Osburn, current location Osburn Addition?

B. Burtenshaw

J.C. Bilyeu

Mr. Walton, near the planer

Mr. E. Henderson, back of the planer

Mr. Boyles, near the planer

S.W. Moore, near the depot

J. Brown, northeastern part of town

J.B. Springer, Kirkpatrick Addition, finished in 1890 with the addition of rustic to the exterior design

John Nichols, Bridge Avenue, brick basement

S.W. Hindman

Ross Humphrey, Kirkpatrick Addition

Joe Harbin, Kirkpatrick Addition

1890

Mrs. Gentry, Kirkpatrick Addition

Mr. Stone, Wassom Addition

H.E. Parrish, Ralston Addition

T.A. Swan

S.W. Hindman, Main Street

Peter Laforge, Kirkpatrick Addition

Mr. Boslar, near the railroad

Brown Hansard, large two-story dwelling near the railroad

Joseph Mayer, residence corner Park and Sherman Streets raised and remodeled

Joe Harbin, Ralston Fourth Addition

E. Goan, stone foundation

T.C. Peebler, convenient cottage, a departure from the old style of dwelling

Mr. J.A. Archibald, Wassom Addition, "a little ahead of the average residence in town"

Charles Ralston

John Beard, west side of Main Street, cottage, unlike any house heretofore built in Lebanon

J.G. Reed, Bridge Avenue

John Banta, cottage on Vine Street near Isabella Park

Rev. LeRoy

M.O. Wallace

Wm. Retherford, built by John Banta

Rev. McIlroy, built by John Banta, Vine Street, cottage 26-feet square

A. Dodge, two houses in Kirkpatrick Second Addition

Carson Holt, Grove Street

G.C. File, Kirkpatrick Fourth Addition

Mr. Lonsberry, Park Street

J.G. Boyles, sold house built the previous year and is building again, cottage on Grove Street

Mr. Barrett, Kirkpatrick Addition, south of the C.P. parsonage

Harvey Cross

Mr. Skipworth, Kirkpatrick Third Addition

Oscar Cox, Hiatt Street south of Isabella Park

Abe Lovell

Ben Barker, two houses near the railroad

Mr. Biggars, two houses in "Kansas City", our northwestern suburb., built by John Banta

Mr. Carson, Cowan Addition

David Peebler

A.W. Marks, Wassom Addition

John Unger, near Horticultural Park

1891

Prof. Barzee

C. Eichler

L.M. Wheeler House, Grove Street

A.M. Springer, A. Cowan Addition

J.A. Beard, three cottages

A.L. Mouser, acre of land south of the schoolhouse

I.A. Bennett, a few blocks north of the depot, built by Lonsberry and Stokes

J.J. Swan, Ralston Addition, adjoining public school grounds to the north, built by Springer

W.B. Donaca, an addition to his house

J.R. Kirkpatrick, Park Addition, current house at 515 Cleveland Street

G.W. Wheeler

T.C. Peebler, east of C.H. Ralston

Rev. Jackson, Grove Street

G.T. Cotton, several houses

C. B. Montague, Wm. Ralston Addition, built by James Boyle

John Burkhart

Mrs. Rice, built by Mr. Crandall

1893

I.R. Borum, near C.H. Ralston, built by Boyles

H. Wilson, Ralston Fourth, west side of the railroad

1894

George Buhl

Abe Hall, Bridge Avenue

1895

Hiram Baker, Bridge Avenue, built by J.N. Crandall and Sons

Dr. G.W. Cheadle

A.E. Ansorge

E. Mussleman

J. Kelso

J.W. Gee

APPENDIX H. List of builders and contractors noted in newspapers from 1900-1929. (Not complete.)

George Campbell, in 1907 he was advertised as a contractor and builder, brick mason and plasterer as well as doing cement walks and cemetery work.

A.F. Bahrke, 1909 advertisements listed him as a lumber dealer and in the 1910's, advertisements listed him as a lumber dealer and contractor. Large number of homes built beginning in ca. 1908. Sixteen homes built for sale on the installment plan in the years from about 1910-1913.

Carl Bahrke

Jerome Smith, 1905

Howard Gallagher, 1910's

J.M. Burtenshaw, 1910's

L.F. Kelley and C.L. DePew, 1910's

Burtenshaw, DePew, and Galbraith in the 1910's

Burtenshaw and DePew contractors for Morris residence in Springfield, Oregon in 1917. A.I. Crandall supplied mill work for that project

W.E. Harden, building throughout this period, and building with his son G.W. Harden beginning in the 1920's

Oscar Lewis, 1910's

Grant Lindley 1910's, 1920's

Zoph Brothers, Wert and Erie, beginning in ca 1906. In 1910 they built the C.I. Leavengood Building; Wert Millard Zoph was the builder of the Lebanon National Bank Building, Booth Building, Zoph House, and other residences in the years from 1912-1915. Also built the public school buildings in Athena and Enterprise in eastern Oregon.

J.R. McCormick 1910's, advertised as a building contractor in the 1916 newspaper.

Miller and Fisher, 1928

E.L. Keebler, 1928

Stokes and McCormick, 1909

Roy E. Connet 1920's, built the armory

G.P. Looney, 1920's

C.C. Martin, 1905

Roy Poe, concrete work, concrete equipment room on the Armory Building

Gochrend Brothers 1910's, several houses Mountain View Addition

B. M. Gilbert, ca. 1918-1921

Horace Engberg and Charles McKinney, contractors 1910's

J.B. Cougill of Albany, contractor for the Methodist Episcopal Church;

Robinson and Thomas, 1907

L.R. Henderson, 1910's, 1920's

Edward Keep of Albany, Garland-Mayer-Bach Building

South Santiam Lumber Co., contractors 1920's

G.E. Tucker, 1907, lathing and plastering, general masonry

C.O. Presnall, 1928

R.D. Jamison advertised as an 'architect and builder'in 1909.

A.C. Jenkins, architect from Albany was advertising in the Lebanon paper in the 1910's and 1920's

P. Chappell Browne of Portland was the architect for the 1909 Lebanon High School Building

Mr. Toby, Portland architect, designed the Presbyterian Church, 1912

A.I. Crandall, architect throughout this period

J.R. McCormick, architect and contractor, 1910's

APPENDIX I. Commercial Buildings erected in Lebanon in the years from 1900 to 1929.
(Not a complete listing; dates supplied from local newspapers of the period)

1902

J.M. Ralston Building (probably one-story, wood-frame building located one door south of the southeast corner of Main and Sherman Streets)

City Bakery Building, northeast corner of Main and Sherman Streets?

1905

The Everett and Kyle Building, brick building southwest corner of Main and Grant Streets

Addition to the wood-frame Hotel Lebanon, W.E. Harden contractor

1908

Rear extension of First National Bank of Lebanon (25-44 W Sherman). Earliest dated concrete building

1909

Miller and Mayer Building, on the north side of Maple just east of Main Street, blacksmith shop for Joseph Mayer, Stokes and McCormick, contractors

J.C. Devine Building, concrete construction, located 671 Main Street

1910

C.I. Leavengood, two story building (proposed)

Miller Building, concrete building, 837-841 Main Street, (destroyed by fire)

1911

D. Cormier Building, 45 W. Sherman, concrete, Zoph Bros. contractors

S.P. Bach Building, 630 Main Street, concrete, Zoph Bros. contractors

Alexandria-Kirkpatrick rooming house, Sherman Street

1912

Hotel Lebanon, concrete, 631-651 Main Street

E.E. Taylor Garage, concrete, northeast corner of Main and Ash Streets, Zoph Bros. contractors, (destroyed by fire, remodeled and destroyed by fire a second time)

Moving of the Bogart (formerly known as Miller Building, from the site of the new Taylor Garage, to the north side of Grant Street, east of Main Street

1913

Lebanon National Bank Building, 809-815 main Street, Zoph Bros. contractors

Garland-Bach-Mayer Building, 736-748 Main Street, Edward Keep contractor, millwork by Crandall Bros.

R. B. Montague, New Empress Theater/Goulard Meat Market Building, 634-644 Main Street, A.I. Crandall architect, Zoph Bros. contractors

Mrs. Kellenberger Building for butcher business, 754 Main Street

1914

The W.H. Booth Building, 772 Main Street, Zoph Bros. contractors

1915

The August Muetze Barn, Sherman and Third Streets

J.C. Mayer, Wong Jim Chinese Restaurant, Sherman Street

1917

Fitzwater Potato Warehouse, Burtenshaw, DePew, and Galbraith

Cannery, John McCormick contractor

1921

H.A. Edward's Building, currently located at 833 Main Street. W.E. Harden, contractor. Brick selected to match the bank building to the north. First used as a grocery. (The Lebanon Criterion, Sept. 14, 1921, Sept. 23, 1921, Dec. 28, 1921.)

J.C. Mayer Building, between Cormier Building and pool hall

Brakel and Hoffman Building

J.C. Mayer Bldg. for M.L. Southard, realtor, corner of Second and Sherman Streets

J.C. Mayer, Adams Millinery Shop bldg., a portable building

1922

Edward Myers Building, 30 feet frontage, concrete (**possibly current 681 Main Street (which should be 679 but is posted wrong)**

L.R. Cheadle Service Station,

The Armory, southwest corner of Grant and Williams,
contractors Roy E. Connet and Roy Poe

1923

Scott-Chrisman Motor Co., southwest corner of Main and Oak, W.E. Harden contractor

1927

Kirkpatrick Garage, George Harden, contractor (remodelled after a 1944 fire)

1928

Bohle Lebanon Creamery Building, 853 Main Street, E.L. Keebler contractor

E. Kellenberger Building, 846 Main Street

Geer Building, northwest corner of Second and Sherman Streets, E.L. Geer contractor

City building, Maple just east of Main Street. For fire department, jail and city recorder's office

APPENDIX J. Residences built during this period. (Not a complete listing.)

1900

P.M. Scroggins House, southwest corner of Second and Ash Streets (moved to current location at 185 Ash)

George E. Hardy House, 286 Williams

1902

Baptist Parsonage

L.R. Cheadle House

Clarence Miller, west Sherman, built by Clarence Miller to sell upon completion

1903

George House, 175 Carolina

J.N. Crandall House, 188 Vine

1904

J.C Booth House, 486 Park

1905

Crandall-Newport House, 169 Vine

C. H. Greer Cottage

C.C. Martin House, 440 Tangent Drive

Arthur Hardy Cottage, north Main Street

Mrs. E. Goan House

Riland House, W.E. Harden, contractor

W.B. Lucus House, south of town

J.C. Booth , two cottages north of his house, 436, 454 Park Street

C.H. Vehrs Barn, "one of the largest and best in the state"

M.A. Gumm Farmhouse, Wm. and George Gumm carpenters

J.J. Hannah Cottage

P.M. Scoggin rental, western part of town, People's Planing Mill Co., contractors

W.W. Crawford Farmhouse and dance academy

Lewis Crandall House, 959 Main Street

G.W. Simons rental house, northern part of town

1906

A.F. Hall House, 10 Russell

Simpson House, 375 Main

1907

A. O. Sturm House

A.O. Sturm Rental Cottage, east Rose Street

Mrs. H.S. Miller House, 538 Main (former house on lots moved to Isabella Street by Col. C.B. Montague who intended to fix the house up and rent it)

Mrs. W.L. Simpson House, J.M. Burtenshaw, contractor

B. Burtenshaw Cottage, Grove Street, J.M. Burtenshaw contractor

E.A. Goodrich House, Wert and Erie Zoph contractors

W. M. Zoph House, Vine Street (next to J.N. Crandall House)

Jos. Butler rental cottage

Mrs. Louisa Alexander House, north of the academy building

Bryon Nichols Cottage, Grant Street, Robinson and Thomas contractors

1908

C.W. Stokes, 293 E. Ash

1909

Crandall-Irvine House, 193 W. Vine

Henderson House, 285 Main

J.T. Loftin House

Mrs. W.L. Simpson rental cottage, J.M. Burtenshaw contractor

1910

Cheadle House, 390 Park

W.J. Mitchell House, 237 Hiatt

Lydia Green House, 46 W Vine (moved to this location from the southwest corner of Main and Vine Streets

Frank Henry House, 509 Sherman

St. John House, 377 E. Grant

James E. Ramsay House, 241 E. Ash

George McKilligan House, 450 W. Oak

1911

P.F. Seeck House, 170 N. Second Street

Rev. A. H. Carman Cottage, south Williams Street

Mr. Cook House, on a 20 acre tract on the Albany Road

C.W. Bogart House, Albany Road

D.A Reeves Bungalow, 298 N. Main Street

Randolph Kuhn Bungalow, 176 W. Rose

Everett Ingram House, Grant Street west of railroad tracks, Horace Engberg and Charles McKinney, contractors

Lester Stacy House, Bahrke's Addition

Volney Simpson House, Bahrke's Addition

Mrs. Moist Cottage, north part of town, J.M. Burtenshaw, contractor

E.B. Day House, Park View Addition, built by W.M. Zoph

J.M. Burtenshaw Bungalow, sold to Mr. Simmons shortly after its construction

W.M Zoph House, Park View Addition

F.C. Aldrich House, 276 Second Street (**verify**)

George Waggoner House, 611 Tangent

Frank and Myrtle Parrish House, 372 Oak

1912

Dr. Mary C. Rowland House, Sherman Street, between Main and Park Street, J.R. McCormick contractor (demolished)

J.C. Mayer House, J.M.. Burtenshaw, contractor, millwork by Crandall Bros.

C.W. Bogart House, 170 Second

E.F. and Bessie Guy House, 123 Eaton

1913

Long House, north of town, Howard Gallagher, contractor

Mrs. Curl shingled Bungalow, southeast Lebanon, Roy Curl, contractor

J.H. Hughes Cottage, west of the high School

Ira M. Crandall Cottage, between Park and Main Streets

Harvey Loveall Bungalow, 310 Grove

Chas. Snyder Cottage, Sherman Street, two blocks west of the depot, Oscar Lewis contractor

E.I. Turner Cottage

Hendrickson Cottage, Kirkpatrick's Third Addition

H.G. Everett House, northwest corner of Park and Maple Street, Zoph Bros. contractors

Dr. J.G. Gill Bungalow, contractors Jackson and Qually, 454 E. Ash Street

J.R. McCormick Bungalow, corner of Vine and Hiatt, J.R, McCormick, contractor

H.A. Edwards House, Grove Street, Oscar Lewis, contractor

Peter Durst House

Edmond Clark Bungalow, 134 Second Street

J.W. Burkhart Bungalow, Grant Lindley, contractor

Chas. Snyder House

L.D. Goodman House

A. Minks House

Earl Gainer House

Frank Devlin House

Walter Hall House

S. Gosnell House

Peter Masterbrook House

Mrs. Ida Mayer House

J.B. Dickover House

Henry Wuestefeld House, west Sherman Street, Oscar lewis contractor

1914

J.H. Dunn House, north of Lebanon

Lebanon Lumber Co. Bungalow, lower end of Bridge Ave. (Grant Street)

W.R. Hardman Bungalow, south Fourth Street or Fifth Street, Grant Lindley, contractor

Lester Martin House, west Oak Street

O.W. Taylor House, south Main Street

J.G. Wuestefeld Bungalow, 350 W. Sherman

1915

Hislop Cottage, southwest part of town

John Connett House, east Grant Street

Edward Myers House, Grant Lindley contractor, A.I. Crandall architect, southwest corner of Vine and Williams Street

F.A. Bohle Bungalow, 537 E. Grant Street, J.R. McCormick, contractor

1916

Henry Gerdes Barn, rural Lebanon, J.R. McCormick, contractor

J. Q. Blacklaw Bungalow, few miles northeast of city, DePew, Burtenshaw, Galbraith contractors

Lucht House, 551 E. Sherman

1917

M.F Loomis Bungalow, near Brewster Station, J.R. McCormick, contractor

O.B. Keebler House, rural Lebanon (Burtenshaw, DePew, and Galbraith contractors)

Falkner Bungalow

1920

Kent House, farm south of town, J.M Burtenshaw contractor

Fireplace added to the J.M. Burtenshaw residence

1921

J.S. Northrup Bungalow, 586 Grove

T.J. Nichols Bungalow, Main and Milton Streets, W.E. Harden contractor

John Ray Bungalow, northeast corner of Second and Maple Streets, L.R. Henderson, contractor

Roy Wood House, on Shearer Farm, north of town

Francis Phelps House, southeast corner of Grove and Elmore Streets

M. Schenk Bungalow, Main Street

Wm. Retherford Bungalow, Park Street lot opposite the Methodist parsonage

D.E. Bull Bungalow, J.M. Burtenshaw, East Grant Street

1922

Walter Snider permit for dwelling on Fifth Street

H.M. Wright House on 20 acre tract southeast of town

Frank Smith House, South Santiam Lumber Co. contractors

Hugh Kirkpatrick Bungalow, corner of Park and Oak

1923

S.O. Wallace House, corner of Williams and Rose Streets

Sigurd Landstrom Bungalow, Franklin Street

1924

D.E. Cooper Bungalows, two rentals south part of town, fronting on city park

1928

Sol Lindley House, 700 E. Grant Street

Clarence Miller, west Sherman, built by Clarence Miller to sell upon completion

P.A. Mitchell House, North Main Street, Harden and Son contractors. According to the newspaper, the house was to be of the "semi-Norman" type.

Mrs. H.R. Kirkpatrick rental house, South Park Street, Harden and Son contractors, stucco finish.

Girl Scout Clubhouse on the high school grounds, Legioner Rycraft contractor

N.D. Keefaver on Second Street (proposed)

J. Ostler, east Sherman (proposed)

C.C. Mason House, West Sherman, A.F. Bahrke contracted with G.P. Looney for construction of the house which was sold to Masons upon completion.

B. Burtenshaw House, J.M. Burtenshaw contractor. The house used wood pulp plaster on the interior

J.R. Workman, Fifth Street between Maple and Grant Streets, Miller and Fisher, contractors. Mr. Workman was a blacksmith who had recently learned ornamental iron work in California and intended to decorate the porch of his new home with his iron work as well as interior chandeliers and brackets.

C.G. Rozine, northeastern part of town

John Luscher House, Grove Street between Ash and Vine Streets

Clarence Miller House Fifth and Sherman Streets

W.R. Geer House, west Grant Street

H.J. Whelan House, north Second Street

Lucy Stoops House, J.M. Burtenshaw contractor

A.F. Bahrke was continuing to erect houses to sell (In March of 1928, he was erecting his fourth house that year)

Moving of the house owned by William Robins on north Main Street to east Vine Street

APPENDIX K. Buildings designed by architect A.I. Crandall. (Not a complete listing.)

P.M. Scroggin House, moved to 185 W. Ash (1900)

The Newport House, 169 Vine Street (ca. 1905)

L.A. Crandall House, 959 Main Street (1905)

Crandall-Irvine House, 193 W. Vine (ca. 1909)

The Christian Church, southeast corner of Park and Grant Streets (1909)

The Lebanon Methodist Church, southwest corner of Park and Vine Streets (1910)

Edward Myers House, southwest corner of Vine and Williams, (1915)

Randolph Kuhn Bungalow, 176 W. Rose, (1911)

H.C. Pyle residence, farm residence near Lacomb

O. B. Keebler farm residence (1916-17)

Springfield Methodist Church, 1916

Frank Doolittle Service Station (demolished)

The Montague Building - New Empress Theater Building, 644 Main Street (1913)

Amity Methodist Church, 1919

Atlas Bakery Building, 1919

J.C. Booth Building, 733-749 Main Street (1937-38)

N.C. Lowe Mortuary Building, 777 Park Street (1930)

Lydia Green House, 46 W. Vine Street (ca. 1910) (not verified)

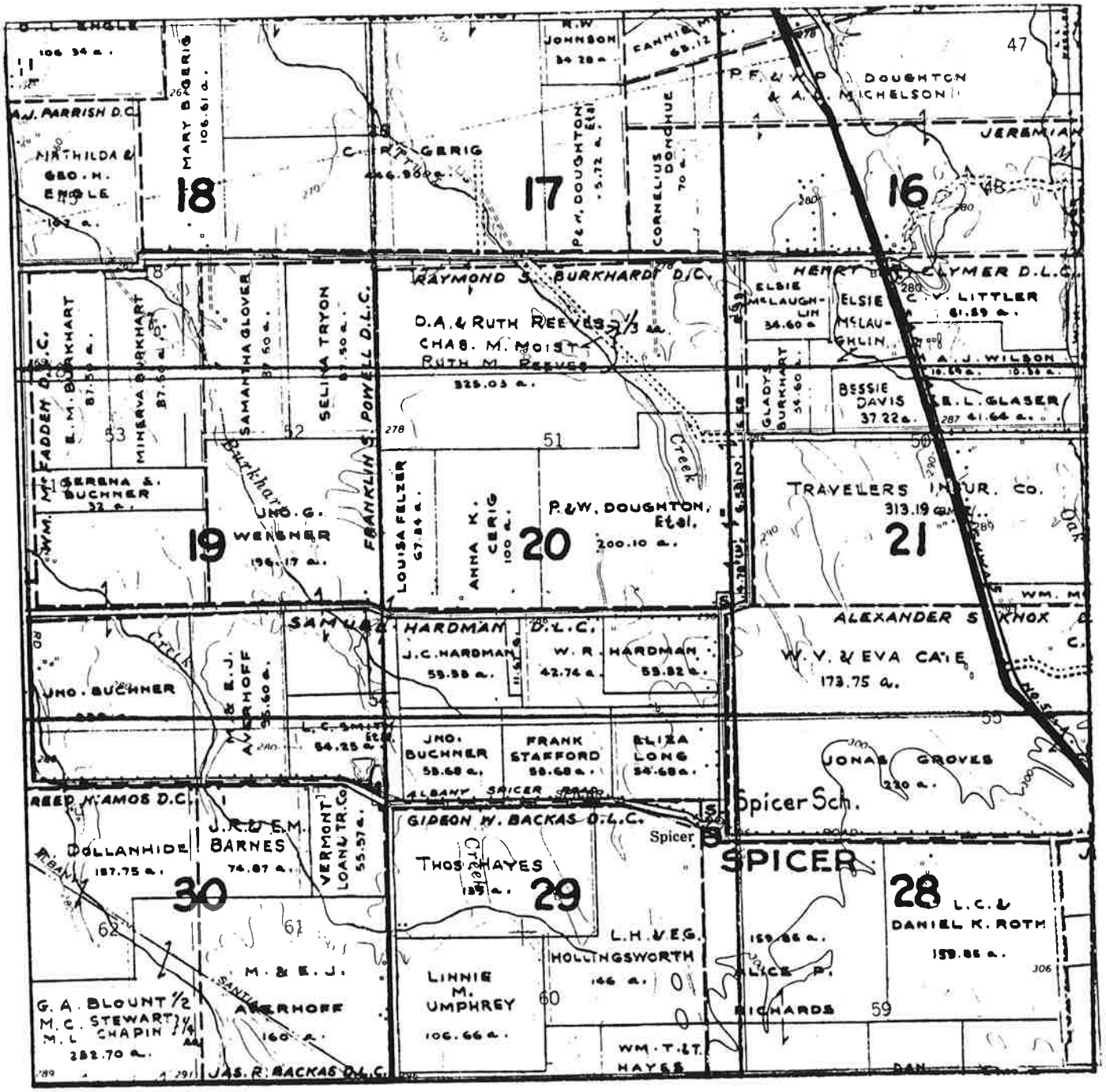
C.W. Stokes House, 293 E. Ash (1908) (not verified)

Mrs. H.S. Miller House, 538 Main Street, (1907) (not verified)

J.C. Booth House 486 Park Street, (1904)

APPENDIX L

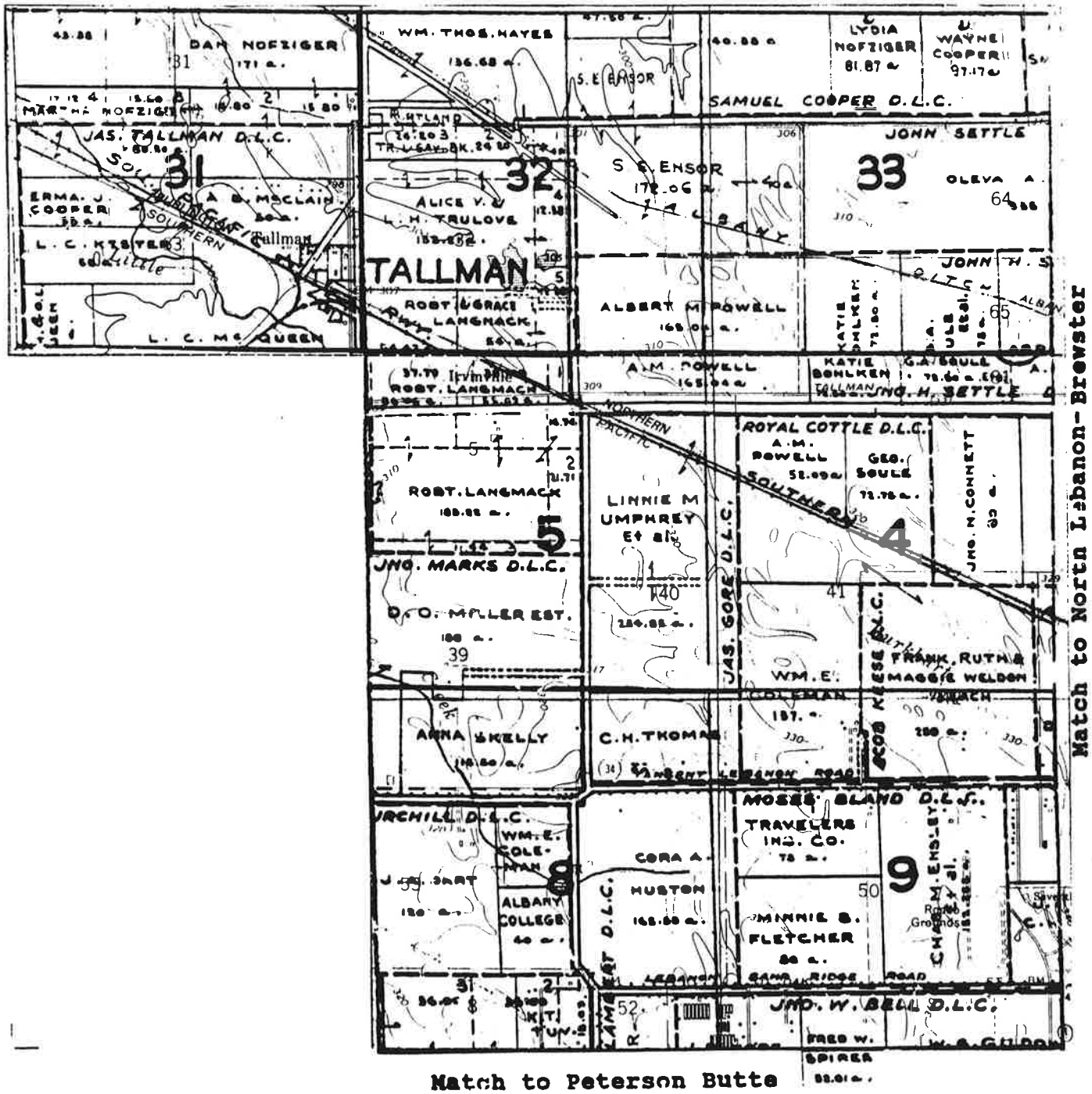
Metsker Maps of the Lebanon Precinct, 1930



SPICER AREA
(T11S, R2W, Willamette Meridian)

1930 Metsker Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5′)

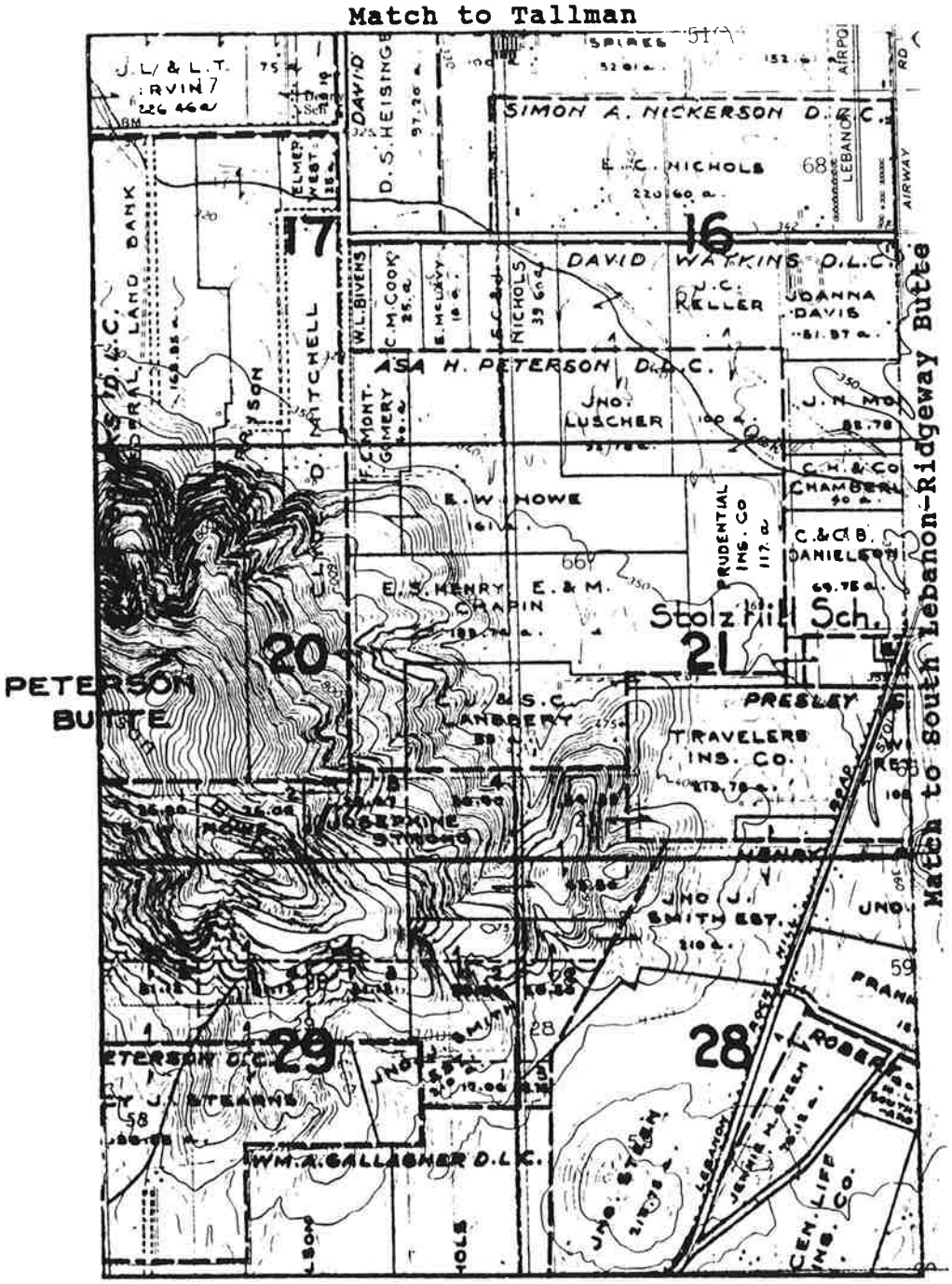
Match to Spicer



Match to Peterson Butte

TALLMAN AREA
(T11S, R2W and T12S, R2W, Willamette Meridian)

1930 Metsker Map Overlay
U.S.G.S. base map, Lebanon Quadrangle (7.5′)



PETERSON BUTTE AREA
(T12S, R2W, Willamette Meridian)

1930 Metsker Map Overlay
U.S.G.S. base map, Lebanon and Brownsville Quadrangles (7.5′)

1 - CHAS. Y. SWINK
2 - E. M. WILSON
3 - JANE WELLER
4 - S. HATFIELD
5 - LEBANON NAT'L. BK
6 - H. A. SNOUFE
7 - J. A. DART
8 - S. H. LANDSTROM
9 - JOY ADDISON
10 - E. I. LANDSTROM
11 - N. W. SMITH
12 - SARAH E. SMITH
13 - V. M. REEVES
14 - ELLIS WARREN
15 - H. K. ARNOLD
16 - G. E. WARNER
17 - O. L. TOLBERT
18 - G. R. GAINER
19 - M. A. BATES
20 - W. B. BAHRKE
22 - J. C. RICKLES
23 - A. J. MOXLEY
24 - A. N. SIMONS
25 - H & W. BUELOW
26 - M. D. BURROUGHS
27 - M. A. RICKARD
28 - MINERVA DONACA
29 - E. I. LANDSTROM
30 - W. P. FOREN
31 - SHELL OIL
32 - 1ST. NAT'L., TILLAMOOK
33 - A. H. PIPER
34 - ANN DENMAN
35 - D. B. FITZGERALD
36 - MINNIE F. SIMONS
37 - T. C. TAYLOR
38 - W. D. BUSEY
39 - A. P. MORRIS ADD.
40 - G. R. LENT
41 - W. A. HUNT
42 - COTTONS ADD.
43 - O. DETHLEFS
44 - J. C. MAYER
45 - STRAWBERRY SUBDIV.
46 - MORRIS SOUTH ADD.
47 - A. L. ZIEBING
48 - S. I. MANKIN
49 - WM. CALAHAN
50 - RALSTONS ADDITION
51 - CITY OF LEBANON
52 - J. O. SCOTT
53 - MOUNTAIN STATES PWR CO
54 - D. C. MADIGAN
55 - S. A. CULBERTSON
56 - EATONS ADDITION
57 - J. A. BROWN
58 - F GUERNSEY
59 - B. F. WALLACE
60 - WHEELERS ADD.
61 - M. IRVINE
62 - D. D. FOLLETT
63 - KIRKPATRICKS 2ND. ADD.
64 - W. A. HUNT Et al.
65 - KIRKPATRICKS ADD.
66 - WILLIAMS ADD.
67 - KIRKPATRICKS 3RD. ADD.
68 - C E. SOULE
69 - FRANCIS SMITH
70 - FRITZ PAETSCH
71 - JOHN G. REED
72 - HIATTS ADD.
73 - JAS KRUML
74 - EMMA TUCKER
75 - RIVERDALE ADD.
76 - LEVI PIERCE
77 - J. R. MORRIS
78 - RIVERSIDE ADD.
79 - GRACE W. MERRYWEATHER
80 - THOS. WILLIAMS
81 - S. M. GARLAND
82 - C. P. HASSLER
83 - L. SWANSON
84 - W. O. TAYLOR
85 - P. WALLACE
86 - LIZZIE E. SCOTT
87 - RALSTONS 2ND. ADD.

APPENDIX M . Commercial, Industrial, Religious and Educational Buildings built in Lebanon from 1930-1945. (Not a complete list)

1930

Reconstruction of E.E. Taylor Garage Building, northeast corner of Ash and Main Streets. (The building, except for the concrete walls, had been destroyed by fire in 1930)

N.C. Lowe Mortuary Building, wood-frame, stuccoed Mission style building located on the northeast corner Park and Grant Streets, A.I. Crandall architect, C.W. Bogart and Ed Fisher contractors

1931

Kellenberger Building on Main Street

City Building Additon, A.I. Crandall architect, Harden and Son contractor

1936

J.C. Mayer Building for Feed and Cream Store for Eichner

J.C. Mayer Building on W. Sherman for Scotts Sheet Metal and Plumbing Shop

S.C. Myers Building, current 679 Main Street, Arthur Kelly contractor, 22 feet brick and tile

Addition to Scott-Chrisman Garage on southwest corner of Oak and Main Streets, Keebler Bros. contractors

Lebanon Hospital, Second Street

1937

Joel C. Booth Building, current 733-749 Main Street, A.I. Crandall, architect, Keebler Bros. contractors

Cotton Building, current 620 Main Street, contractor George Skinner

S.P. Bach Building for Brittons's Department Store, on the southeast corner of Main and Sherman Streets, L.L. Dougan of Portland architect, George Harden contractor

Facade of Montague Building at 634 Main Street remodelled

Kuhn Theater Building, J.W. DeYoung, architect, Henry Carl of Salem contractor

J.C. Mayer Building for Spires Feed and Milling Co., west Sherman

1940

Kellenberger Building, 854-860 Second Street

1941

Bohle Building, 836 Main Street, Keebler Brothers contractors.

J.C. Booth Building for Hindman and Harris Laundry, southeast corner of Main and "E" Streets.

Scroggin Building for the Lebanon Bowling Alley and Elliott's Lunch Room, East Grant between Main and Park Streets

Gray Bakery Building, northwest corner of Main and Ash Streets

Drive-in grocery and market at 1675 South Main Street, built for Mr. and Mrs. Glen Osborn

Irish Hammett Food Market, Oak and Main Streets, W.E. Winslow, contractor from Portland

R. Wayne Green, Service Station Main and Vine (demolished)

Downing Building, southwest corner of Main and Ash Streets, Cleo Jenkins architect, Ray Kelly contractor

Upham Motel, southwest corner of Vine and Grove Streets,

1942

Safeway, Ash and Park Streets, A.D. Ford and Sons contractors

1944

Remodelling of Kirkpatrick Ford Garage after 1944 fire

Note for me: In 1939, the First National Bank of Lebanon purchased the Lebanon National Bank Building ("Bank Building Changes Hands," Oct. 12, 1939.)

APPENDIX N. Residential and Farm property built in the period from 1930-1940 (Not Complete.)

1930

John Taber Barn, large barn east of town

William Robins House, east side of Main Street at intersection of Rose Street, Elmer Harden and Son contractors

C.C. Crover Rental on Third Street

George Weirich Residence, A.I. Crandall architect, J.M. Burtenshaw builder

Dan Young, rental house, intersection of Hiatt and Isabella Streets

G. E. Warner rental bungalow, south Second Street, J.M. Burtenshaw, contractor

Martin Riland House, three room house between east Grant and Oak Streets

N. D. Keefhauver, farm residence southeast of town on the River Road, C.E. bennett and Son, contractors

1931

Celia Sterling rental house, on Second Street near Sherman, W.E. Harden and Son contractor

Mr. and Mrs. Tom Russell House, on north Main Street just north of the Christian Science Church

Mr. and Mrs. Jake Ackerman Bungalow, Grant street, A.F. Bahrke house

J.W. Lenox Bungalow, Elmore Street

1932

Mr. and Mrs. W.J. Golden House, northeastern part of town, E.L. Keebler and Mr. Pierson contractors

Mr. and Mrs. George Chamberlain House, just across the river from Lebanon

Ed Kellenberger House

Mr. and Mrs. F. Paetsch House, east Sherman Street

Carol Dibble House, Isabella Street

Charles Snyder House, short distance north of town on the highway, Dolph Ayers contractor

Mr. and Mrs. G.W. Simons House, north of the high school

George Harden, second unit of his court apartments on Main Street

1936

Mr. and Mrs. Homer Dowd Residence, north Second Street, Arthur Kelly contractor

Mr. and Mrs. Finkerhagen Residence on Second Street opposite the Lutheran Church

1937

C.H. Ford House, east Grant Street, A.L. Kelly contractor

Vernon Reeves House, Second Street between Rose and Tangent Streets, George Harden contractor

S.C. Myers, two rental houses on Vine Street, "small, compactly built type..." built by Paul Ginther

1941

Vernon Reeves Apartment Court, north Main Street, George Harden contractor, A. I. Crandall was designing court according to newspaper accounts

ERRATA

Chapter One

p. 9 Last line of paragraph 1:
should be added: *By 1853, a ferry was located across the South Santiam River in the vicinity of the current highway bridge.*

p. 10 Paragraph 1, line 3:
timer should read *timber*

p. 10 Paragraph 7, line 2:
1859 should read *1930*

Chapter Two

p. 20 Paragraph 6, line 8:
Thomas Angell was also an early store in Lebanon should read *Thomas Angell also had an early store in Lebanon*

p. 21 Paragraph 1, line 2:
Benjamin Durr should read *Boston Durr*

p. 22 Paragraph 3, line 2:
$20.000.00 should read *$20,000.00*

p. 22 Paragraph 3, line 5:
James I. Cowan should read *James L. Cowan*

Chapter Three

p. 52 Paragraph 2, line 2:
circulated should read *circulating*

p. 56 Paragraph 2, line 3:
O.T. Cotton should read *G.T. Cotton*

p. 57 Paragraph 2, line 9:
should read *Hopkins Brothers*

p. 62 Paragraph 4, line 5:
add *resort of Cascadia* to last line

p. 68 Paragraph 8:
delete last line

p. 71 Paragraph 3, line 12:
they should read *the*

Errata - Cont.

Chapter Four

p. 104 Paragraph 1, last line:
Wuestfeld should read *Wuestefeld*

p. 105 Paragraph 3, line 6:
who should read *which*

p. 106 Paragraph 5, line 3:
1870 should read *1868*

p. 111 Paragraph 1, line 2:
1906 should read *1910*

p. 114 Paragraph 2, line 3:
add *Randolph* before Cap Kuhn

p. 115 Paragraph 3:
Penny should read *Penney*

p. 118 Paragraph 5, line 3:
Lebanon Flouring Mill (this was the former New City/Champion roller mill)

p. 120 Paragraph 1, line 1:
Seymour should read *Seymore*

p. 126 Paragraph 3, line 3:
Seymour should read *Seymore*

p. 131 Paragraph 1, line 7:
1922 should read *1921*

p. 140 Paragraph 7, line 2:
add to the end of the second sentence *and used as a grange hall*

p. 142 Paragraph 3, line 1:
north should read *south*

p. 142 Paragraph 5, lines 1 and 2:
should read *Grant and Grove Streets*

p. 147 Paragraph 3, line 4:
Henderson Stewart should read *Henderson - Stewart*

Errata - Cont.

p. 151 Paragraph 1, line 2:
sentence should read *The Dutch Colonial Revival Style...*

Chapter Five

p. 186 Paragraph 4, line 3:
middle should read *midst*

p. 198 Paragraph 4, line 1:
should read *were located*

p. 200 Paragraph 2, line 2:
should read *were developed for building sites...*

p. 202 Paragraph 4, line 5:
the former creamery was located on Oak Street

p. 205 Paragraph 1, line 2:
Robin should read *Robin's*

Chapter Six

p. 230 Under Joseph and W.S. Elkins:
should read *Lebanon Flour Mills*

p. 231 Under John M. Ralston:
Additions were platted in the 1880's

p. 231 Edward O'Neil should read *Edward O'Neill*

p. 234 Should be added: *George Chamberlain, Governor of Oregon 1903-1909*

p. 241 The word *house* should follow Morris-McPhearson

Appendix J

Title Should read:
Residences built in the Period from 1900 - 1929

Appendix N

1937 Paul Ginther should read *Perry Ginther*

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p. 126 Paragraph 3, line 3:
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p. 131 Paragraph 1, line 7:
1922 should read *1921*

p. 140 Paragraph 7, line 2:
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p. 142 Paragraph 3, line 1:
north should read *south*

p. 142 Paragraph 5, lines 1 and 2:
should read *Grant and Grove Streets*

p. 147 Paragraph 3, line 4:
Henderson Stewart should read *Henderson - Stewart*

Errata - Cont.

p. 151 Paragraph 1, line 2:
sentence should read *The Dutch Colonial Revival Style...*

Chapter Five

p. 186 Paragraph 4, line 3:
middle should read *midst*

p. 198 Paragraph 4, line 1:
should read *were located*

p. 200 Paragraph 2, line 2:
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the former creamery was located on Oak Street

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Chapter Six

p. 230 Under Joseph and W.S. Elkins:
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p. 231 Under John M. Ralston:
Additions were platted in the 1880's

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Residences built in the Period from 1900 - 1929

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