

MULTNOMAH COUNTY, OREGON
HISTORIC CONTEXT STATEMENT

SEPTEMBER 1990

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HISTORIC CONTEXT STATEMENT

Prepared for Multnomah County, Oregon
Division of Planning and Development
Portland, Oregon

By

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September 1990

This project was funded by Multnomah County and by a matching grant from the National Park Service, Department of the Interior, in cooperation with the Oregon State Historic Preservation Office.

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PREFACE

This document represents a major step by Multnomah County toward development of a comprehensive Cultural Resource Protection Plan. The document is modeled after the Resource Protection Planning Process (RP3) developed by the United States Department of the Interior and modified by the Oregon State Office of Historic Preservation (SHPO). The purpose of the report is to provide a framework for consistent decisionmaking in the management of cultural resources.

The project is also a major step by the SHPO toward compliance with the National Historic Preservation Act of 1966 (NHPA), which requires the State Historic Preservation Officer to survey and inventory cultural resources throughout the state; and, with state land use law, which requires local jurisdictions to identify and protect significant resources.

The project was conducted from May 1990 through September 1990 by Koler/Morrison Planning Consultants of Oregon City under contract with Multnomah County. The study area encompasses all the unincorporated area in the county, exclusive of federally owned land and urban areas adjacent to the City of Portland.

The project consisted of four major phases: literature search and preparation of an overview of Multnomah County history; update of existing inventory forms; preliminary evaluation of resources; and, preparation of final inventory forms and the final document.

There are four sections in the following report. The *Preface* is followed by section one which provides an overview of Multnomah County history. This chapter focuses on the major events and periods of county history and provides a framework for analysis of resources. The chronological parameters are approximately 1792 to 1940, with some discussion of Native American pre-history. This section also includes a comprehensive bibliography of sources consulted.

The *Identification* section outlines the types of cultural resources in the study area and categorizes them into resource groups. Discussion of each group includes brief historical data summarizing the development of important themes represented by the group, and an outline of the physical characteristics of property types and styles within the group. It includes information on the distribution of resources; number of resources that currently exist and their physical condition; as well as data on past cultural resource surveys in the study area; research and data gaps; and, future survey/inventory priorities.

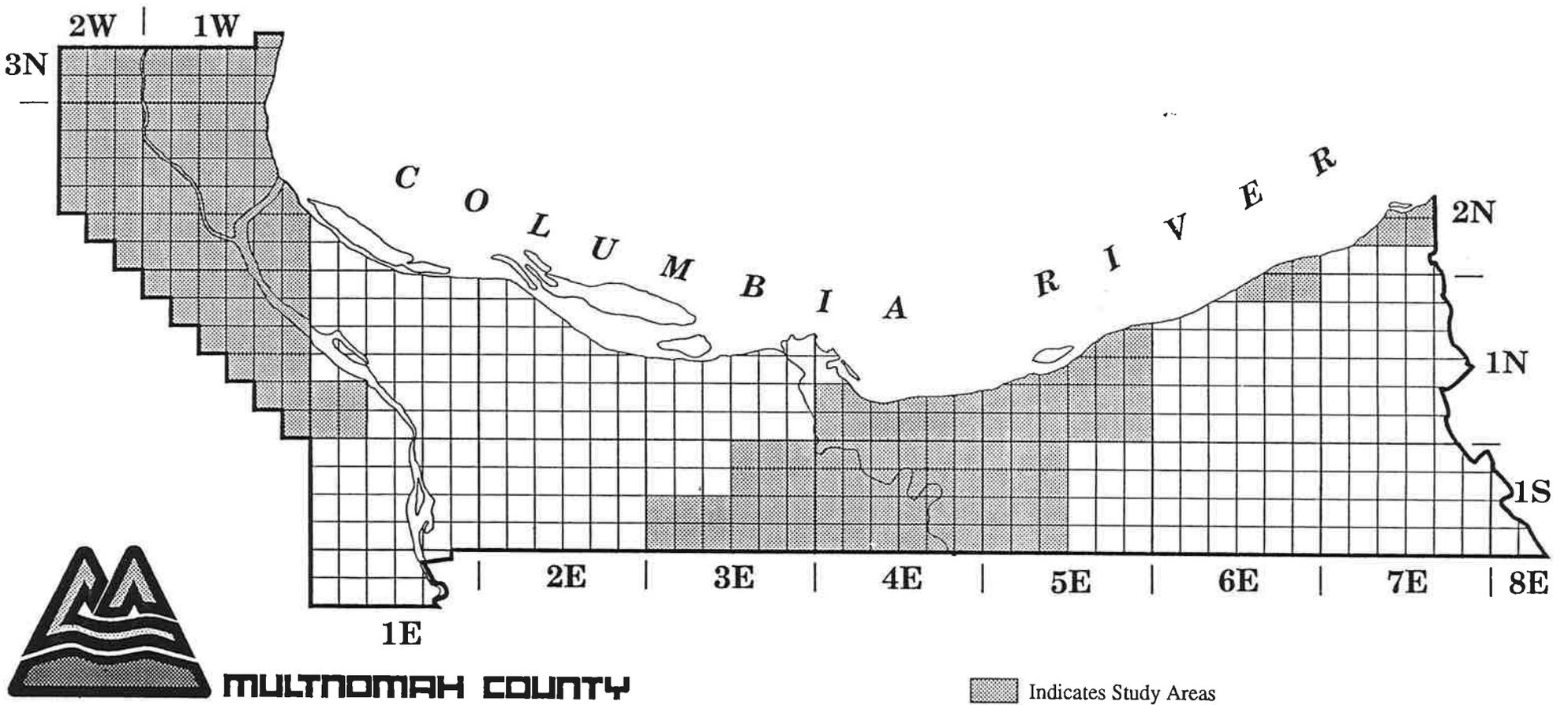
The third section, *Evaluation*, outlines the methodology used for determining significance. It also includes a discussion of the condition and integrity of inventoried resources by resource group.

Section four, *Treatment*, identifies strategies for protecting the County's significant cultural resources.

The *Multnomah County Historic Context* is an evolving document. It will require regular updating and review. Resources that were not identified in this phase of the project may be included at a future date and others should be removed if they no longer meet eligibility requirements. All materials generated in the course of this project are the property of Multnomah County.

FIGURE I

MAP OF STUDY AREA



HISTORIC OVERVIEW

INTRODUCTION

The *Multnomah County Historic Overview* is a geographically oriented study of significant historical events and themes in Multnomah County history. It is formatted according to the chronological periods outlined in the *Handbook to Historic Preservation Planning in Oregon* prepared by the State Historic Preservation Office (SHPO). Within each period the historic themes identified in the SHPO's *Guide to Historic Themes and Chronology* are addressed in summary form.

Temporal Boundaries: 1792-1940

The *Overview* covers the period from 1792 through 1940. The year 1792 marks the initial Euro-American exploration of the Columbia River Valley, in May, by the American Captain Robert Gray, aboard the *Columbia Rediviva*. The Gray exploration was followed in October of 1792 by the first British exploration of the area conducted by Lt. William R. Broughton, commander of the *H.M.S. Chatham*. The year 1940 is the end of the "Motor Age" period. It also corresponds with the 50-year criterion established by the National Park Service for inclusion in the National Register of Historic Places.

Spatial Boundaries

For the purposes of the *Overview* the study area conforms to the current political boundaries of Multnomah County. Established as the sixteenth county in the Oregon Territory, December 22, 1854, Multnomah County was created from parts of Washington County, west of the Willamette River, and Clackamas County, east of the Willamette River. Changes in the original boundaries have been minimal, making its total area at the end of the historic period 434 square miles.

Only a portion of this area was intensively surveyed and inventoried in the course of this project. Please see Figure I Study Area Map.

Topography

Multnomah County is located at the northern end of the Willamette Valley in northwestern Oregon. Although the smallest of Oregon's counties, it encompasses a number of varied and distinct topographic features that have had a significant effect on the area's development.

The eastern boundary of Multnomah County follows the summit of the Cascade mountains to its northern terminus at the Columbia River Gorge. The oldest formation underlying the Cascade Range at this point is a series of late Miocene lava flows overlain by Pliocene (Troutdale formation) and Pleistocene (Boring lava) flows and tuffs (Baldwin 1976:53). These eastern elevations are the highest in the county, ranging between 500 and 3500 feet, with several peaks in excess of 4600 feet. This mountain boundary effectively blocked early overland immigration into the northern valley, forcing the early settlers to hazard the water route and the cascade rapids of the Columbia River Gorge.

The northern boundary of the county follows the main channel of the Columbia River for over 50 miles, from "the foot of the Cascade Falls" (Deady 1876:542) to a point approximately five miles below the confluence of the Willamette and Columbia Rivers. From 1792 until 1834 the

Columbia was the primary artery of exploration and trade used by those coming from both sea (Gray and Broughton) and the interior (Lewis and Clark, Thompson, etc.).

With the beginning of the missionary period in 1834 and continuing until 1846, overland travel was dependent on the Columbia as the point of entry into the Willamette Valley. Rafting down the upper and lower cascade rapids of the Columbia River Gorge was the last, and in many cases most hazardous, leg of the overland "Oregon Trail." In 1846, the Barlow Road circumvented the rugged eastern barrier of Multnomah County, and brought overland immigration into the Willamette Valley around Mount Hood and across Devil's Backbone, approximately three and one-half miles south of the Multnomah County line.

Although the western boundary conforms to specific section lines, it generally follows the summit of the Portland (Tualatin) Hills. This steep, narrow range of hills varies in elevation from 800 to 1300 feet, and separates the Portland Basin from the Tualatin Plains. Composed of Columbia River basalt flows, the range is a series of small volcanics of mid- to late-Miocene origin, and is overlain with Portland Hills silt, a light brown silt from 25 to 100 feet thick, corresponding to the Columbia River floodplain of the middle Pliocene era (Baldwin 1976:44).

The precipitous character of the Portland Hills, in combination with fine, thick silt and the more recent Pleistocene alluviation, made early travel and road building difficult, and helped to define specific historical routes and later architectural characteristics of the structures and buildings constructed in the west hills. One of the primary reasons for the creation of Multnomah County in 1854 was the difficulty in travel from Portland over the west hills to Hillsboro, the Washington County seat. This barrier became the natural western boundary between Multnomah and Washington Counties.

The southern boundary of Multnomah County is also defined by section lines, separating it politically from its eastern parent, Clackamas County. Three distinct topographical divisions within Multnomah County's boundaries have played differing roles in the historical development of the county. From west to east, the divisions are: (1) the Portland Hills; (2) the Portland Basin, the northern terminus of the Willamette Valley; and, (3) the butte and mountain terrain to the south and east composed of the Boring lava flows that rise to meet and cap the older Cascade formations. Within this last division is a distinct subsection formed by glacial outwash and recent alluviation, known as Powell Valley.

The western division, the Portland Hills described above, is the smallest topographic section, totaling approximately 66 square miles. The second general topographic division is the Portland Basin south of the Columbia River. Portland, at an elevation of 77 feet, is underlain by deposits of sand and fine gravel "which may be as thick as 500 feet in places," variously known as "Portland delta gravels," and "Portland gravels" (Baldwin 1976:45). These deposits, overlain along the banks of both the Columbia and Willamette Rivers by more recent alluviation, cover an area of more than 150 square miles in Multnomah County. The Willamette Meridian survey of 1850-1854 described the basin as "land gently rolling, soil 2nd rate, gravelly" (Hunt 1854).

The more recent Pleistocene alluviation in the Portland Basin has formed the Columbia Slough or Bayou, as it was originally termed, a subsection of approximately 40 square miles. Alluviation at the confluence of the Willamette and Columbia Rivers formed Sauvies Island, of which approximately 23 square miles lie within Multnomah County. Both these areas were important in early settlement of the county.

The Portland Basin east of the Willamette River is marked by occasional buttes or cinder cones, including Rocky Butte and Mount Tabor, which are capped by the Boring lava flows.

The county's third general topographic division is composed of rough and irregular terrain of the middle Pliocene Troutdale formations, overlain in many areas by the Boring lava flows of the late Pliocene era. As these rise in elevation from the southwest to the eastern boundary of the county, they begin to overlay the much earlier Miocene formations of the Cascade Range.

This division may be described as beginning at the northern face of Mount Scott on the southern county line, and continuing in a northeasterly direction toward Troutdale; taking in the eastern half of the county, or approximately 200 square miles. The rising elevations, from 500 to 900 feet, are broken in several places by glacial outwashes that have created more level valley forms, one of the most significant of which is Powell Valley, running in a southeasterly direction from Gresham to the county line. East of the Sandy River, the Troutdale formation and Boring lavas cap the older Columbia River Group in the Cascade Range, forming the highest peaks in the county.

Vegetation

Of the three major Oregon provinces--Forest, Shrub-Steppe, and Alpine--only the Forest province is represented in Multnomah County while only three of thirteen vegetation zones defined within the larger Forest province are represented in the county. The "Western Hemlock Zone," covering most of the mountainous eastern division of the county and the higher elevations of the Portland Hills, is the largest of these zones.

Although named for the shade-tolerant western hemlock which would dominate in the complete absence of fire and logging, the Douglas-fir predominates under present conditions (Loy 1976:58).

Early settlers tended to avoid this area of the county, but as the need for timber increased with the population growth of the late 19th century, this area became far more significant.

The "Pacific Silver Fir Zone," a subalpine forest zone, is found in the extreme southeast corner of the county. Of the three primary zones this has had the least direct effect on the settlement and economic growth of the county. The smallest zone, it is also the best preserved, lying within the Bull Run Water Reserve.

The third zone, the "Willamette Forest-Prairie Zones," covers the Portland Basin and the lower elevations of the Portland Hills and eastern hills.

Forest, woodland, prairie, and riparian deciduous forest occupy the alluvial bottomlands of the Willamette Valley and the lowest surrounding foot-hills. The most persistent zone includes the Douglas-fir with admixtures of grand fir and big-leaf maple. On drier sites and often representing successional vegetation is a woodland of Oregon white oak. This species also occupies isolated positions in prairies which are maintained by burning...A deciduous forest of Oregon ash, black cottonwood and willow flanks the river (Loy 1976:58).

This zone in Multnomah County varied from the same zone in the upper valley--above Willamette Falls--in one way that significantly affected the early growth and development of the county. The Kalapuya Indians of the upper valley burnt off large tracts of land to help capture game and to encourage the growth of various seeds. These fires retarded the establishment of conifers and deciduous trees on the open prairie lands--with the notable exception of the Oregon white oak. (Carbon tests on stumps in the upper valley have indicated dates as early as the 1690s for the earliest field burnings.) Due to the Native American practice, the first settlers found areas of open prairies in the upper valley that did not require extensive clearing

before a first crop could be planted; and as many of the pioneers arrived exhausted and destitute, the importance of an early "cash" crop was paramount.

The Native Americans inhabiting the lower valley did not practice field burning; therefore, the Portland Basin presented a very different landscape to the overland pioneers on their arrival. The lands of Multnomah County were still covered with ancient coniferous and riparian deciduous forests, and what appeared to be an impenetrable understory. Prior to 1850, this led the vast majority of early immigrants to locate on the prairies in the upper valley.

Confronted with the Portland Basin's ancient forest lands, early agrarian settlement in Multnomah County located first on Sauvies Island and along the south shore of the Columbia River, north of the "Bayou" (Columbia Slough). Early farming claims also included those areas along the Willamette and Sandy River waterways where more recent alluviation and the annual inundation hindered growth of the dense forests of the Willamette Forest Zone. In many instances these were the same areas which were inhabited by Native Americans before they succumbed to diseases introduced by Euro-Americans in the early 19th century.

HISTORIC PERIODS

(1792)-1811: Exploration

On May 11, 1792, Captain Robert Gray, commanding the *Columbia Rediviva* out of Boston, became the first Euro-American to cross the Columbia River bar, and to initiate the exploration of the "Great River of the West"--naming it after his ship. Captain Gray thus established the first link in the claim of the United States to the Oregon Territory. As early as 1775 the Spanish Captain Bruno Heceta had voyaged to the mouth of the Columbia but was unable to enter the river; Spanish maps for the following 60 years referred to the river as San Roque, the name Heceta applied to the northern promontory, Cape San Roque, on the Washington side (Barry 1932:444). Later explorers mention genetic traits such as red hair and blue eyes in certain coastal and Columbia River Native Americans. These reports, together with certain legends and Native folklore, suggest the possibility of castaway Spanish sailors living at or near the mouth of the Columbia prior to 1792, but no documentation substantiates actual Euro-American contact with the Columbia River region prior to Gray's voyage.

The discovery of the Columbia River and the exploration of the Oregon Territory are tied to the burgeoning North American fur trade. Although Russian fur interests had begun exploiting the Pacific as early as 1711, it was British Captain James Cook's voyage of 1776-1780 that led to the expansion of Euro-American trade interests in the North Pacific beginning in the 1780s, and the subsequent exploration of the northwest coast.

Captain Robert Gray had first sailed the northwest coast between 1787 and 1790 to "obtain a cargo of furs on the American coast and to proceed with the same to China to be exchanged for a cargo of tea and to return with the tea to Boston" (Bancroft 1886:445). It was on his second voyage, after the reorganization of his Boston Fur Company in 1790, that the discovery of the Columbia was made.

After crossing the Columbia's bar on May 11, 1792, Gray stayed on the river until May 20, exploring approximately 25 miles above the mouth and trading with the lower Chinookan tribes. John Boit, a member of the *Columbia* crew, wrote in his Journal:

The river extended to the NE. as far as eye cou'd reach, and water fit to drink as far down as the Bars, at the entrance. We directed our course up this noble River in search of a village. The beach was lin'd with natives, who ran along the shore following the

ship. Soon after, above 20 canoes came off and brought a good lot of furs and salmon, which last they sold two for a board Nail. The furs we likewise bought cheap, for Copper and Cloth. They appear'd to view the Ship with the greatest astonishment and no doubt we was the first civilized people that they ever saw (Carey 1922:141).

Gray's trading exploration stopped far short of the Multnomah County region, but on his return to Nootka Sound he gave a map of his discoveries to the commandant of the Spanish fort. A copy of this map was obtained in September by Captain George Vancouver, commander of a British survey squadron sent to chart the northwest coast. Composed of Vancouver's commandship, *H.M.S. Discovery*, the *H.M.S. Daedalus* in command of Lieutenant Whidbey, and the *H.M.S. Chatham* in command of Lieutenant William Robert Broughton, Vancouver's squadron had sailed past the mouth of the Columbia River as early as April 27, 1792--two weeks before Gray's discovery--but had failed to distinguish the entrance from the general shoreline. With Gray's map, Vancouver and Broughton returned south, down the Washington coastline from Nootka, arriving off the mouth of the Columbia on October 19, 1792 (Carey 1922:142).

Lieutenant Broughton was able to bring the smaller 135-ton brig *Chatham* over the bar on October 20, but Vancouver was unwilling to risk the larger 340-ton war sloop *Discovery*, and on October 21 "weighed and stood to sea" (Vancouver 1817:73), leaving the first actual survey of the lower Columbia River, and the first European contact with the Multnomah County region to his lieutenant, William Robert Broughton.

Broughton sailed the *Chatham* as far as the present Point Ellice on the Washington side of the Columbia, then continued his surveying expedition "in the ship's boats with a crew of oarsmen" (Barry 1932:446). He reached the confluence of the Willamette Slough (Multnomah Channel) and the Columbia River, in present-day Columbia County, October 28, 1792, naming the channel "Call's River."

On October 29, 1792, Broughton became the first European to enter present-day Multnomah County, and bestowed the first two English geographic place names in the region, naming the Willamette River, "River Mannings," and the point on which he stood to view River Mannings, "Belle Vue Point." Located on Sauvies Island, this point still carries that name. Broughton also named Mount Hood, "a very distant high snowy mountain...rising beautifully conspicuous in the midst of an extensive tract of low or moderately elevated land" (McArthur 1981:510). Vancouver states in "Voyage of Discovery" that Broughton was standing on Belle Vue Point when he first saw Mount Hood in the distance. Broughton named Hayden Island "Goose Island," which he later changed to "Menziess Island" in honor of Archibald Menziess, the famous British botanist who accompanied the expedition. Broughton also named what is now the Sandy River "River Baring."

The expedition continued up the Columbia, charting the river for approximately 120 miles from its mouth. On October 30, 1792, at "Point Possession," somewhere in the vicinity of present-day Corbett, Broughton raised the British flag "claiming the country in the name of King George III--five months after the river's American discovery and prior claim by Robert Gray" (Corning 1956:36). On the same date Lieutenant Broughton, continuing east, named Point Vancouver on the north bank of the Columbia, before terminating his exploration at the beginning of the Columbia River Gorge.

The section of the Columbia River between Corbett Station, in Multnomah County, and Point Vancouver, in Clark County, Washington, has been named "Broughton Reach," commemorating this first European explorer. "Broughton Bluff," a prominent landmark east of Troutdale and immediately north of Lewis and Clark State Park, is also named for the explorer.

On November 2, 1805, 13 years after Broughton's chartings, Captains Meriwether Lewis and William Clark entered the region. They had traveled overland 537 days from their beginning "not far from St. Louis," Missouri (Carey 1922:187). Navigating the Cascades of the Columbia, which they named the "Great Shoot," they entered the lower river valley and encamped that night on the north side of the river opposite Corbett. The following day, November 3, 1805, they named the Sandy River, "Quicksand River," exploring it to a point above Broughton Bluff, in the immediate vicinity of present-day Lewis and Clark State Park. For the remainder of their westward journey through the Portland Basin, the expedition kept to mid-channel or to the north bank of the Columbia. They named Government Island, "Diamond Island," and Hayden Island, "Image Canoe Island," but failed to notice the mouth of the Willamette River from their passage on the opposite bank. On November 4, 1805, they encamped opposite the northern end of Sauvies Island, and on November 5 the company traveled out of the Portland Basin. The journal entry for November 5th, 1805, describes the northwestern boundary of the basin, as the Scappoose Mountains (Portland Hills) bisect the Columbia, coupled with a description of the Portland Basin:

The river is here deep, and about a mile and a half in width. Here, too, the ridge of low mountains, running northwest and southeast, crosses the river, and forms the western boundary of the plain through which we had just passed. This great plain or valley begins above the mouth of Quicksand River, and is about sixty miles long in a straight line, while on the right and left it extends to a great distance; it is fertile and delightful country, shaded by thick groves of tall timber, and watered by small ponds on both sides of the river. The soil is rich, and capable of any species of culture; but in the present condition of the Indians, its chief production is the wappatoo root, which grows spontaneously and exclusively in this region. Sheltered as it is on both sides, the temperature is much milder than that of the surrounding country; for even at this season of the year we observed but very little appearance of frost. It is inhabited by numerous tribes of Indians, who either reside in it permanently, or visit its waters in quest of fish and wappatoo roots. We gave it the name of Columbia Valley (Thwaites 1842:88-89).

The most significant discovery made by the Lewis and Clark expedition on its return journey eastward the following spring was the discovery of the mouth of the Willamette River, and the information obtained from local natives concerning the valley above the Falls. On March 30, 1806, Lewis and Clark once again passed by the confluence of the Willamette and Columbia Rivers without noticing it. Encamped opposite the mouth of the Sandy on the morning of the April 2, 1806, Lewis and Clark reported the following visit:

About eight o'clock several canoes arrived with visitors, and among the rest were two young men who were pointed out as Cushooks. They said that their nation resided at the falls of a large river which emptied itself into the south side of the Columbia a few miles above us; and they drew a map of the country with a coal, on a mat. In order to satisfy himself as to the truth of this information, Captain Clarke persuaded one of the young Cushooks, by a present of a burning-glass, to accompany him to the river, in search of which he immediately set out with a canoe and seven of our men (Thwaites 1842:164).

The afternoon of April 2, 1806, Captain Clark entered the river "which the Indians call Multnomah [Willamette], from a nation of the same name residing near it on Wappatoo [Sauvies] Island." He encamped that night near a Native American lodge "thirty feet long and forty deep, built of broad boards, and covered with the bark of white cedar," on the east bank

of the Willamette approximately three miles above the Multnomah Channel (Thwaites 1842:168).

The following morning, April 3, 1806, Clark reached a point believed to be in the general vicinity of Portland University, before returning to the main camp.

Clark returned with verification of the the Multnomah [Willamette] River, and information on the Falls and the upper valley, including maps of Wappatoo Island and the Multnomah copied from drawings by Natives. The journal entries for these dates were to supply invaluable geographic and ethnologic data, along with information that was not entirely accurate; however, it would help propogate the myth of the Willamette Valley as a "land of milk and honey" and unlimited resources--a myth that continued to persist well into the second half of the century, long after reality could accommodate the myth. Clark himself believed that the Multnomah (Willamette) River could serve shipping as far as his explorations had taken him, which was remarkably accurate regarding what was to become the site of Portland. Along with this observation, Clark also surmised:

Its regular, gentle current, the depth, smoothness, and uniformity with which it rolls its vast body of water, proves that its supplies are at once distant and steady; nor judging from its appearance and course, is it rash to believe that the Multnomah and its tributary streams water, the vast extent of country between the western mountains and those of the seacoast, as far, perhaps, as the Gulf of California (Thwaites 1842:168).

With the publication of the Lewis and Clark journals in 1842, at a time when interest in the Oregon Country was eagerly sought but extremely scarce, Lewis and Clark's observations served the purpose of educating those who had access to the information, and adding fuel to the myth of a country of unlimited agricultural potential and resources.

During Clark's brief exploration of the Willamette he also gained information relating to the three nations of the upper Chinookan tribes that had occupied Multnomah County since precontact days. This is the only first-hand information on certain specific cultural characteristics of the Multnomah County Native Americans and it has proved invaluable to historians, anthropologists and ethnologists studying the area.

The three divisions of the Chinookan linguistic families occupying Multnomah County were the Multnomahs, Clackamas and Cascades.

The Multnomah nation, composed of as many as ten bands, one of which was the Multnomahs proper, resided in the northwest section of Multnomah County including Sauvies Island, and along both banks of the Willamette River from its mouth to the Guild Lake site, and along the south bank of the Columbia from the mouth of the Willamette to the southern tip of Hayden Island.

The Clackamas nation originally ranged from along the Clackamas River into the southern area of Multnomah County, and along the Willamette from the mouth of the Clackamas River to East Portland. Their original range was augmented for a short time to include the southern bank of the Columbia River, after the "cold sick" epidemics of 1829-31 decimated the native inhabitants composing the third largest nation of Chinookan stock, the Cascades.

The Cascades resided on the southern bank of the Columbia from the "Great Shoot," to Hayden Island and on several of the Columbia River islands within the county boundaries. Lewis and Clark referred to this group as the Shalala nation, and gained a considerable amount of information from members of the various Shalala bands.

On Clark's return trip to camp after his exploration of the Willamette, he stopped by a Cascades' lodge where he encountered a number of older natives who were blind, and the ruins of abandoned native abodes nearby. On inquiring about their condition he was presented with a woman,

...very much pitted with the smallpox, and said that, when a girl, she was very near dying with the disorder which had left those marks, and that all the inhabitants of the houses now in ruins had fallen victims to the same disease. From the apparent age of the woman then, connected with what it was at the time of her illness, Captain Clarke judged that this sickness must have been about thirty years before, or about the period we had supposed that the smallpox probably prevailed on the coast (Thwaites 1842:169).

Over the following 25 years the Native American population of Multnomah County would be decimated by the epidemics brought by Euro-American coastal traders. Two main lines of infection led into the Columbia River Valley. The first was by way of the long-established Native American trade routes.

For over 300 years a Native American trading route had existed from British Columbia and the Nootka Sound region, south along the coast, through the Puget Sound country and on into the Columbia River Basin and Willamette Valley. This native trading route served to pass smallpox, "ague fever" and other communicable diseases from the northern British Columbia tribes--those with earliest contact with the western traders--to the Columbia and Willamette Valley Native Americans, without requiring actual contact with the Euro-Americans. This justifies Clark's computation placing the first epidemic that affected the lower Willamette Valley natives at least a decade before Gray and Broughton's arrival.

The second line of infection came from the west, with the Euro-American coastal traders stopping first at the mouth of the Columbia to trade manufactured goods for native items, then "the Euro-Americans traded the Columbia River articles to warring tribes on the upper Northwest Coast for sea otter pelts, which they in turn traded in China for products such as teas and silks" (Ruby 1986:23). Just before Lewis and Clark's arrival at the mouth of the Columbia in 1805, they had been informed that three schooners had been sighted trading with the natives, but as long as Euro-American trade could be initiated and supplied at the mouth of the river, there had been no need for exploration of the interior. Contact at the mouth of the river had been almost continuous and had affected the lower Willamette Valley Native American population even prior to actual Euro-American contact.

In 1805-1806 Lewis and Clark estimated the population of the Multnomah nation at approximately 800. Ethnologist James Mooney has estimated the population of Wappatoo Native Americans, including the Multnomahs and their neighbors, at approximately 3,600 at that same time. Rev. Samuel Parker, having traveled overland with Marcus Whitman, visited the Sauvie Island area in 1835, and witnessing the effects of the 1829-31 epidemic, judged that the Multnomahs were then extinct. Various ethnologists have put the date for the actual extinction of the Multnomahs (Wappatoos) as late as 1910, with as many as 10 individuals still living in 1907; however, as a cultural unit, they did not survive the 1829-1831 epidemic (Ruby 1986:142).

The Clackamas are estimated to have numbered 2,500 before Euro-American contact. Lewis and Clark estimated their numbers at 1,800, the majority residing along the Clackamas River. With the decimation of the Cascade tribes in the 1830s, the Clackamas claimed the south bank of the Columbia, as well as the entire Sandy River drainage basin, as theirs, including southern Multnomah County. It is unclear whether the Clackamas actually resided beyond the confines

of the Clackamas river after 1850. A treaty signed by the members of the tribe in 1855, relinquishing their claims to the Multnomah and Clackamas County lands, listed only 88 surviving individuals (Ruby 1986:26).

The Cascades, or Shalalas, had been seriously reduced in numbers by the time of the Lewis and Clark expedition, but no information has been found to give a realistic estimate of the number residing within Multnomah County at that time. The few who survived the epidemic of 1829-31 left their habitations on the south bank of the Columbia and joined related bands above the "Great Shoot." By 1855, only 70 remained alive, but it is unclear how many of these, if any, had actually lived with, or were related to, those tribes that formerly resided in the Multnomah County region.

Lewis and Clarks' expedition can be viewed as the single most significant event affecting the Oregon Country, and Multnomah County, during the period of exploration. The expedition proved the feasibility of an overland route and it more firmly established the United States' claim to the Northwest, including the Columbia and Willamette River Valleys. In Multnomah County history, the expedition has supplied historians and other disciplines with the earliest information concerning Native American culture in the immediate area.

The next step in exploration, and a vital link in the United States' claim to the region, came at the end of this period, with the establishment of Fort Astor in 1811 by the Pacific Fur Company.

John Jacob Astor, New York financier and patriarch of the affluent Astor family, was the primary force behind the formation of the Pacific Fur Company in 1810. As a general partnership, the company was composed of Astor and several Canadians, "young Scotsmen," and Americans, many of whom had seen service in the North West Company. Exploitation of the vast fur regions beyond the Continental Divide, coupled with the establishment of a trading center at the mouth of the Columbia that might one day rival the great eastern trade centers, was the primary goal of the company. The question of international sovereignty and trading rights in the Oregon territory was undecided at this time--and would remain the overriding political and economic question of the next 45 years. Astor realized the importance of establishing American trading rights by means of actual occupancy and settlement of the region.

It is of note to later Multnomah County history, that David Thompson, surveyor and "scientific man" for the British North West Company, was sent overland in June 1810 to gain a foothold in Oregon before Astor's company could make a claim.

On March 24, 1811, the first Pacific Fur Company party to reach the Oregon Territory entered the mouth of the Columbia River aboard the ship *Tonquin*. Three weeks later, April 12, 1811, "the ship's launch, with sixteen men and supplies crossed the river from Baker's Bay to Point George, and began building the fortifications that would become Fort Astor, the first American settlement in Oregon. Shortly thereafter, David Thompson arrived from the west, to find Astor's party already in place. As Joseph Gaston reported:

Right here the contest between England and the United States for the possession of old Oregon commenced in earnest. The English had sought through the cloak of their fur company to seize the country by strategy. Thompson had performed a wonderful feat, but he was nearly four months too late. The agents of Astor were beforehand. They had built their fort, mounted their cannon and run up the stars and stripes (Gaston 1912:45).

Even though Thompson was not first to the lower river valley, his survey of the Columbia from its source to its mouth, including the immediate Multnomah County environs, helped to

advance the British claim to the interior basin of the Columbia, and added significantly to the mapping of the region.

On December 5, 1811, Robert Stuart (a partner in the Pacific Fur Company), Francis Pillet and Donald McGillis led the first party into the Willamette River basin since William Clark's initial exploration. They were to explore the regions of the Willamette and "determine the advisability of establishing a trading post on its banks." Although no records exist reporting the extent of the Stuart party's exploration of the lower valley, this exploration of the Willamette Valley marks the end of the period of exploration in the region, and ushers in the period of the fur companies and exploitation of the valley's resources.

1812-1846: Fur Trade and Mission to the Indians

Journals reveal that Stuart's party returned to Fort Astor before March 1812, the date when Donald McKenzie, a partner in the Pacific Fur Company who had come overland in the Price Hunt expedition, led the second party from the post to explore the Willamette. His primary objectives were to explore "the country south of the Columbia and to learn something of the Indians in that quarter" (Hussey 1967:24). McKenzie is believed to have traveled as far as present-day Lane County and possibly into the upper basin of the river that bears his name. On his return, he described land above the Falls as teeming with beaver, elk and deer, with rich prairies and "delightful beyond expression" (Hussey 1967:24). McKenzie's trip is believed the first to travel the length of the lower valley, from the Falls to the Willamette's confluence with the Columbia.

Although this and subsequent explorations of the valley reduced William Clark's estimate of the actual size of the Willamette's drainage basin, the natural abundance of the valley as described by McKenzie, along with Clark's observations, would be echoed repeatedly into the second half of the century. As early as 1830s, actual mission reports indicated that much of the game had already been killed off, and that dependence on the hunting and gathering existence of both Native Americans and trappers must now be supplemented with agricultural pursuits.

With the sale of Fort Astor to the North West Company in October 1813, British interests supplanted the American position in the Willamette Valley for the next two decades. Fort Astor, renamed Fort George, became the operational base for the North West Company's trapping interests in the Lower Columbia and Willamette River basins. Between 1813 and 1816, the Multnomah County region, including the Columbia, Willamette and Sandy Rivers and their smaller tributaries, had been extensively trapped. By the end of the decade the area was bypassed, its Columbia and Willamette waterlanes leading to the richer trapping grounds of the upper valleys.

On several occasions, beginning in 1816, problems with the Native Americans at the Falls led to closing the lower Willamette, and forced trappers to use the overland Native American trails from Fort George into the upper Willamette Valley.

In 1821, the North West Company was absorbed by the Hudson Bay Company. In 1824, Dr. John McLoughlin (1784-1857), chief factor at Fort William, Lake Superior, for the North West Company, was appointed chief factor for the Hudson Bay Company's Columbia Department. The consolidation of the British fur companies and the appointment of McLoughlin had a significant effect on Multnomah County history.

Shortly after McLoughlin's arrival Fort George was closed, and the command of the Columbia District moved to Fort Vancouver, still under construction. As the region's seat of authority and center of trade for nearly 20 years, Fort Vancouver's position on the north bank of the Columbia greatly enhanced the value of the lands on the south bank of the Columbia, in

Multnomah County as well as on Wapato [Sauvies] Island and along the lower reaches of the Willamette during early settlement. The establishment of Fort Vancouver also signaled the beginning of overland travel and trade routes.

The earliest routes were created by McLoughlin's Umpqua Brigade formed in 1827. Rendezvousing at Campment du Sable in the vicinity of Champoeg, Marion County, the Hudson Bay component of the brigade transported horses and supplies over the Portland Hills and down through the Tualatin Valley. The old trails of the Native Americans were widened, and overland access to the upper valley through Multnomah County was begun. An early Hudson Bay trail is approximated by sections of the present Logie Trail Road crossing the Portland Hills north of Burlington and Folkenberg. The Willamette Meridian Survey Map of 1854 shows this trail beginning opposite the Logie donation land claim, part of the old Hudson Bay Company dairy.

The earliest overland route in the County east of the Willamette, was a Native American trail, widened to some extent by the increased trade with Fort Vancouver. It originally ran from the eastern end of Hayden Island, in a southeasterly direction through Township 1 north, Range 2 east, to Section 25; from this point it ran in a southwesterly direction toward the river; then south, roughly paralleling the river through the site of Milwaukie. The route then followed the same course as the present-day River Road in Clackamas County, and ran south to the Clackamas river. On the Willamette Meridian Survey, 1854, the northern section of this trail was labeled "Path From Portland To Vancouver." Unlike the Logie Trail Road, there is no present-day route that follows this path.

The distinction of being Multnomah County's first Euro-American settler has been claimed by several individuals. French-Canadian free trapper Etienne Lucier has been credited with taking up a claim in the area of east Portland, south of present-day Hawthorne Street, in the 1830s. Lucier supposedly lived at that site for only a few months. The actual evidence suggests that Lucier was working his Marion County claim between 1832 and 1840, and before those years he engaged in horse trading and trapping in the upper valley. Possibly he had established a winter camp at the Multnomah County location, but the transient nature of wintering would discount evidence of this freeman being the first actual white settler. Several years later, the Hudson's Bay Company built a cabin near Lucier's encampment for a retired employee named Porier who has been suggested as a secondary candidate for first white settler in the county. The earliest possible date for Porier's habitation is the spring of 1835. If this date is used for comparative purposes, his claim falls several months short of Porier's. The American Nathaniel Jarvis Wyeth (1802-1856) becomes then the leading candidate for the distinction.

Wyeth had been successful as manager of an ice business in Boston, Massachusetts. Lured by the speculative profits from the fur trading and salmon packing business and also falling under the spell of Hall J. Kelly, the Boston crusader for the colonization of the Pacific Northwest, Wyeth left his wife, family and business, organized the Columbia River Fishing and Trading Company, capitalized it for \$40,000, and in 1834 led an expedition to Oregon country (Spencer 1950:40).

Wyeth located his enterprise at a site called Fort William on the west side of Wapato [Sauvies] Island, on high ground fronting the Multnomah Channel. Jason Lee's party had accompanied Wyeth from the west, and it was from Sauvies Island that Lee began his trip over the Hudson's Bay trail into the Tualatin Plains, south to French Prairie and the Marion County region, to begin the first missionary work in Oregon. Although Wyeth abandoned his venture in September of 1835 due to economic misadventure and illness, his resourcefulness called further attention to Oregon and the Multnomah County region and was the forerunner of the county's agricultural and commercial enterprises.

Fort William was composed of several dwellings and barns, storehouses, and an iron and a wood-working shop. Wyeth is credited with introducing the first cattle, sheep, goats and hogs into the county which were brought from the Hawaiian Islands. He also planted the first crops, including wheat, potatoes, beans, peas and turnips, and set out the first fruit trees and grafts (Coming 1956:275).

Wyeth is credited as the first Euro-American to build boats in the county. In addition to a 60-foot canoe, "a houseboat seventy feet long was commenced for conveyance to the various fisheries" (Spencer 1950:42). Wyeth's foresight in recognizing the potential of Oregon fisheries would be justified in the late 1860s when salmon canning became one of Portland's leading industries, and fisheries sprung up along the south bank of the Columbia. Later communities such as Warrendale grew around such commercial fisheries.

Following Wyeth's departure from the island, Chief Factor McLoughlin established a dairy farm on the site of Fort William. Records are unclear on the exact date the Hudson Bay farm was begun, but it "was in operation by at least 1838 and possibly earlier" (Spencer 1950:43). From its inception in the 1830s, until its decline in the 1920s, dairy farming would remain one of the most important agricultural enterprises in Multnomah County.

Laurent Sauve, a French Canadian and employee of the Hudson Bay Company, was put in charge of the dairy operation in 1838. It was from Laurent Sauve that Wappato Island gained its present name, Sauvies Island.

In 1839, in order to supply a butter contract with the Russians, McLoughlin began a second dairy on the island, and possibly a third:

Aside from the dairy in charge of Sauve' near the site of Fort William, there was a second dairy on the Island operated on Marquam Lake by one Marquam, an employee of Hudson's Bay Company. Marquam Lake was connected with the Columbia by Dairy Creek, so-called because of the location of the dairy on it. No information is available as to the third dairy and it is probable that the change in the Russian contract from eight to one and one-half tons of butter made a third dairy unnecessary (Spencer 1950:45).

In 1842 these farms had approximately 100 milk cows and "there are 200 or 300 cattle that were left, merely with a view to their breeding" (Simpson 1847:83). In 1844 Sauve retired to St. Paul, Marion County, Oregon, and in May of 1845 James and Isabelle Logie (Logie Trail Road was named for these early settlers) took over the operation of the original dairy. They operated the dairy until the border dispute was settled in 1846. With removal of Hudson Bay Company's interests, the Logies remained to settle a donation land claim on the site of the dairy.

The Sauvies Island farms remained the nucleus of the Multnomah County settlement until American immigration began to affect the Hudson Bay settlement and new commercial and agricultural interests in the county were asserting themselves.

With the influx of American immigrants in the early 1840s, settlement patterns began to change. Prior to 1842, immigrants to the Oregon Country were primarily either employees or former employees of the fur companies, or associated in some capacity with the Methodist Mission. Settlement was concentrated in three localities: French Prairie, the Tualatin Plains, and the growing urban nucleus at Willamette Falls.

The year 1842 "marked a turning point in the overland migration to Oregon," as Elijah White led the "first typical wagon train to the Pacific Northwest" (Bowen 1978:12), bringing the first families to settle in the Willamette Valley for the express purpose of agrarian colonization. From 1843 to the end of the period, increasing numbers of American settlers traveled overland to establish claims in the Willamette Valley.

The initial overland migration preceded by almost four years the international boundary dispute. In 1843 the wagon trains of what has been termed the "great immigration" brought between 800 and 900 settlers into the region, and each year thereafter the trains grew in number and size as the "Oregon Trail" was cut across the country between Independence, Missouri, and the Willamette Valley.

A major force behind the pre-territorial colonization of the valley was a bill introduced by the United States senator from Missouri, Lewis Fields Linn, providing "liberal land grant policies" to settlers (Corning 1956:149). Although prior to 1846 the United States Senate had no jurisdiction over the land policies of the jointly occupied Oregon Territory, Linn's bill managed to pass the Senate in February 1843. Without legal foundation, the bill nonetheless gave confidence to early settlers that federal help would be available if the boundary dispute was not settled in their favor. Many newly arriving settlers of the "great immigration" came armed with copies of the bill as substantive proof of their right to lay claim to the land. The settlement and colonization that Linn's bill promoted had an impact greater than any question of its legal force. The First Organic Laws adopted by the Provisional Government in July 1843 encompassed the key components of Linn's bill:

Article 1. Any person now holding, or hereafter wishing to establish a claim to land in this territory, shall designate the extent of his claim by natural boundaries, or by marks at the corners, and on the lines of such claim, and have the extent and boundaries of said claim recorded in the office of the territorial recorder, in a book to be kept by him for that purpose, within twenty days from the time of making said claim. Provided, that those who shall already be in possession of land, shall be allowed one year from the passage of this act to file a description of his claim in the recorder's office.

Article 2. All Claimants shall, within six months of the time of recording their claims, make permanent improvements upon the same by building or enclosing, and also become an occupant upon said claim, within one year from the date of such record.

Article 3. No individual shall be allowed to hold a claim of more than one square mile, or 640 acres in a square or oblong form, according to the natural situation of the premises; nor shall an individual be allowed to hold more than one claim at the same time.

The majority of immigrants of 1843 were primarily interested in the agricultural claims the Linn land bill had promised them. Pioneers of the "Great Immigration," after negotiating the rapids of the Cascades in the final leg of their overland journey, were confronted then with heavily forested lands that gave little inducement to settle. Often impoverished and malnourished after their journey, the settlers wanted to plant crops as soon as possible. The upper valley offered the French Prairie settlements, the social and cultural life associated with Lee's Methodist Mission, and, most important, prairies that in many cases required very little clearing or preparation before the first "cash crop" could be planted.

This "cash crop" was wheat, which remained the Oregon economy's medium of exchange until the California gold rush brought enough bullion into the state in 1849 to change the form of currency.

Among the immigrants of 1843 were Morton Mathew McCarver and Peter Hardeman Burnett. McCarver was co-founder of Burlington, Iowa (1834); founder of Sacramento, California (1849), and Tacoma, Washington (1868). He sat in both the Oregon Provisional Legislative body and the first California State Legislature. Peter Hardeman Burnett was one of the nine original members of the Oregon legislative committee, and in 1845 he was appointed judge of the Supreme Court. He was a member of the Territorial Legislature in 1848, and became the first governor of the State of California. In many ways McCarver and Burnett represent the professional pioneer and promoter: both had followed the frontier, previously settling in Iowa and Missouri respectively; both were farmers, McCarver an orchardist; and Burnett took a late law degree. Both men were intensely interested in land development and community upbuilding.

In 1843 McCarver and Burnett platted Linnton, the first town in Multnomah County. The town was named in honor of Senator Linn of Missouri and was sited on the west bank of the Willamette, above the present-day city of Portland. The builders felt this would be the probable head of navigation on the Willamette, and would become the trade center of the region, usurping Oregon City. In 1844 Burnett cut a trail through the Portland Hills to the Tualatin settlements, establishing the first trade route for the Tualatin wheat crops other than Oregon City-Champoeg (Burnett 1917:251). The "Road From The Plains To Linton," as denoted by the Willamette Meridian Survey, followed the general course of present Germantown Road, but about 200 yards north. Lots were sold and traded in the new town, Burnett trading lots in Linnton to John McLoughlin for two lots in Oregon City.

Linnton never gained more than "a few inhabitants" who were "very poor and severely persecuted by mosquitoes day and night" (Carrey 1922:751). Among these inhabitants was James John, later founder of the community of Saint Johns. Linnton's demise is attributed not only to its location and other rival river towns, but also to the fact that both McCarver and Burnett moved on to other interests, leaving no strong promoters for the town--unlike the fate of the second city to be platted in Multnomah County, Portland.

In 1844, William Overton laid out a 640-acre claim in the dense timber on the site that would become Portland, "but lacking the 25 cent fee needed for filing his claim," he sold half to Asa L. Lovejoy. "By 1845, four streets and 16 blocks had been cleared," and the "cluster of log cabins among the stumps was named Portland" (Corning 1956:201). Both the original developers of Portland had abandoned or sold their interests in the city by 1846; however, unlike the case of Linnton, individuals who had taken adjoining claims or held interest in the city became actively involved in its promotion:

James Terwilliger established a claim to the south where in 1846 he built a blacksmith shop, while Daniel Lowndale built the first tannery in the Northwest...Stephen Coffin and W.W. Chapman came and formed the Townsite Promotion Co. Coffin using an old whipsaw brought across the plains, started Portland's first sawmill. By 1850 the town had churches, a school, stores, boarding houses, and nearly 200 buildings of log and frame (Corning 1956:201).

These early urban developers realized that townsite development depended on tapping the resources of the Tualatin Plains and upper valley in order to induce shipping to their Front Street wharves. In 1845 the "Road To Portland From The Tualatin Plains" (Willamette Meridian Survey 1854) was blazed through the timber passing Lowndale's tannery and over

the Portland Hills, following the general course of present-day Barnes Road down the Burnside Street canyon.

While the early growth of Portland was the dominant force in Multnomah County development during the final two years of this period, agricultural settlement also played an important role in the county's development.

The two primary motivations for migration to the Northwest were escape from years of economic uncertainty following the Panic and Depression of 1837, and escape from the disease and illness endemic to the bottomlands of the Mississippi, Missouri and Ohio River valleys:

If pioneer journals and reminiscences are interpreted literally, concern for physical health ranked at least as high, if not higher than, economics as an inducement to overland migration. Scores of contemporary observers lingered on the subject of sickness and disease . . . Lists of contagions found in the lowlands during the first half of the century read almost as a lexicon of sickness (Bowen 1978:18-19).

Characteristic of early pioneer settlement patterns was the tendency of neighbors, families and extended clans to immigrate together, establishing claims and kinship ties in close proximity to one another:

The journey to Oregon was too dangerous, and the northwest frontier too wild and distant for a man to risk the lives of his family merely on the public statements of complete strangers. . . For members of a particular family or neighborhood the system meant that the choice of migration routes and eventual destination was in some degree restricted to those areas with which their close acquaintances were familiar. This in turn created a tendency for existing groups to migrate as units and to maintain themselves as more or less spatially definable bodies in new lands (Bowen 1978:23).

These immigration patterns were well established in the upper valley between 1843 and 1845. As settlement extended beyond the established centers in French Prairie, the adjoining prairies to the south and the foothills began to be settled. Settlement of the valley proceeded from north to south during this period, until the southern route was opened in 1846 and the prime prairie lands were settled. As the best lands in the upper valley were claimed, and the less heavily forested prairie lands were settled, immigrants began to look toward the lower valley. By 1845 claims were being laid out on the south bank of the Columbia River and on Sauvies Island--sites where yearly inundation had lessened riparian vegetation and where topsoil was enriched by recent alluviation.

Settlement patterns developed in the upper valley were transferred to the lower valley, including much of the study area, between 1845 and 1850. The settlement of Sauvies Island provides a good example of this pattern with friends, relatives and acquaintances settling in close proximity to one another and developing strong community bonds. The first American settlers on Sauvies Island after Nathaniel Wyeth were Jacob and Mary Cline. The Clines, from Missouri, settled in April 1845. Their claim adjoined the Hudson Bay Company dairy, later the James and Isabelle Logie claim. In 1847, Alexander McQuinn and James F. Bybee, both from Missouri, established claims on the island.

James Bybee was the first of five sons-in-law of Robert Miller to settle on the south end of the island. Bybee was followed in 1848 by Joseph Charlton, Kentucky; in 1850, by two more fellow-Missourians, Ellis Walker and James Menzies; and in 1851, by Horace J. McIntire, also from Missouri. Other immigrants from Missouri included Martin Gillihan, in 1850, and

Benjamin Howell in 1854. Of the 16 families which settled on Sauvies Island before 1855, eight were from Missouri and six settlers had members of their households who were born in Kentucky. Five families were directly related, while two families, the Logies and the Taylors (James Taylor's donation land claim was immediately north of the Logies'), were both originally associated with the Hudson Bay Company (Spencer 1950:55-56).

The remaining four claims were settled by people from the Missouri and Ohio River valleys: 1849, Edward Morgan, Ohio; 1850, Mathew White, Iowa; 1851, Leonard Jewett, Iowa; 1854, Simon M. Reeder, Indiana. (The J.L. Reeder farm, Reeder Road, is sited on the Simon Reeder donation land claim.)

The south bank of the Columbia was the second area of concentrated rural settlement beginning in this period. In 1846, John Switzler from Missouri settled opposite Fort Vancouver, and north of Woodlawn. Three of Switzler's relatives established claims in the immediate vicinity. By 1850, there were ten households between Switzler's and the western end of Government Island that held individuals born in Missouri. There was also a concentration of people born in the Middle Atlantic states. To the east and south were small concentrations of people from Indiana, Iowa and Kentucky.

In 1848, Clinton Kelly immigrated from Kentucky, and with his brother and relatives, including three sons, settled in the Kelly Butte region of the county. By 1850 there were seven households with individuals born in Kentucky. The Kelly clan settled widely over Multnomah County, including the Powell Valley and Orient region .

The 1850 Federal Census for Multnomah County shows an immigration pattern in the rural population similar to that of the upper valley: number of people born in Missouri, 27; Kentucky, 19; Middle Atlantic, 18; Indiana, 15; South Atlantic, 15; Illinois, 13; Ohio, 10; Tennessee, 9; Iowa, 7; Foreign-born, 7; New England, 5; Canada, 4. Although the rural population shows a lower percentage of Canadians and foreign-born than might be expected, the percentages are very close to those living in the upper valleys, with Missouri contributing the largest number of immigrants to the rural population.

Multnomah County's population differed from the rest of the valley by 1850 in the place of origin of those living in the developing urban center of Portland, many of whom were single. In Portland, 53 households had occupants born in New England; 48, Middle Atlantic states; 42, Ohio; 33, Foreign-born; 32, Missouri; and 30, South Atlantic, with declining numbers from the other states represented. The large number of individuals from the eastern urban centers might be expected, as young merchants and developers, to move west. Also, the Ohio, Missouri and foreign-born group represents a growing, single, working class, many arriving with the California gold rush.

With the resolution of the boundary dispute between England and the United States in 1846, the development of the Oregon country was no longer hindered politically. Settlement at the close of this chronological period had spread from Sauvies Island, along the south shore of the Columbia, and along the Willamette, centering at the new townsite of Portland.

Transportation remained primarily by water on the Willamette and Columbia rivers, although the Linnton Road and Tualatin-to-Portland Road had opened the North Plains settlements to the lower Willamette. At the close of the period John Switzler began the first "regular public ferry service across the Columbia" from Multnomah County to Fort Vancouver. "It was to carry mainly foot traffic of Oregonians trading at the post that he established that year his row ferry which was probably equipped with a sail" (Ruby 1982:29). This foot traffic used the north-south "Path to Portland" until the first county road, following the course of the present Union Avenue, was completed early in the following period. James Stephens, who had acquired a

640-acre claim opposite the Portland townsite, established the first Willamette River ferry in Multnomah County about this same time.

Settlement in the interior of the county was sparse in 1846. The few early claims located in the interior of the county were close to the Sandy River. One was George Flinn's claim near Sycamore, 1844-1845; another, the Rev. William Johnson's claim on "Milwaukie" [Johnson] Creek in 1846. Several other claims were marked during this period, but they were never "proved up." Other than these few claims, eastern Multnomah County remained a land of virgin timber and dense undergrowth, broken only by occasional windfalls and lightning burns. The event which led to the eventual settling of the interior of Multnomah County was the opening of the Barlow Road.

In 1846, Samuel K. Barlow formed a partnership with Philip Foster. After obtaining funds and licensing from the Provisional Government, they began construction of a wagon road which skirted the southern side of Mount Hood then descended into the lower valley over Devil's Backbone and across the Sandy River, approximately three and one-half miles south of the present Multnomah County line. From this point the main road then followed a southwest track into Oregon City. It opened in July 1846 as the Barlow Road. By 1848 increasing immigration led to the opening of northern cutoffs from the Clackamas County/Sandy region to Portland, through the Powell Valley area. This opened up eastern Multnomah County to increased settlement in the next period.

1847 - 1865: Settlement, Statehood and Steampower

Settlement patterns in both the Willamette Valley and Multnomah County underwent transition in the final three years of the 1840s:

In many respects 1847 may be regarded as the decade's last normal year of migration. Destruction of the Whitman Mission, and resulting Indian hostilities east of the Cascades, combined with the discovery of gold in California to alter dramatically the direction and scale of westward movement. Countless thousands crossed the continent in the next several years, but relatively few favored Oregon over the mines of its southern neighbor (Bowen 1976:13-14).

During the first years of the period, before the decline of immigration, the eastern section of the county between the Willamette and Sandy Rivers began receiving overland settlers over the Barlow (Foster) Road's northern cutoff. This led northwest through Powell Valley, which saw its initial settlement during this period. Among the early pioneers was Jackson Powell, who settled here in 1848 and is considered the founder of Gresham.

The Barlow cutoff continued through Powell Valley, running northwest, avoiding the rough terrain of the buttes to the west, past the site of Gresham; then north of Grant Butte, turning southwest to meet the road from Oregon City to Sandy. By the early 1850s, three roads converged just west of William Johnson's claim: Milwaukie and Oregon City Road; the Road To Sandy (Willamette Meridian Survey 1854); and, the road running from the junction to Portland, (present-day Foster Road--named for Philip Foster). This historic junction was several hundred yards west of present-day Lents (Junction).

With the discovery of gold on California's American River in 1848, immigration was drastically reduced for two years. An estimated two-thirds of all men in the Oregon territory left for the gold fields in California between 1848 and 1849. Those settlers who chose to remain in the county to take advantage of the burgeoning California market were richly rewarded:

The discovery of gold in California again was felt, when Oregon fruit found a ready sale in California at high prices, apples yielding their growers as much as \$1 a pound by the box and selling at retail for \$1.50 apiece (Carey 1922:800).

Fruit, lumber and wheat found a ready market in California, which remained Oregon's primary market until the late 1850s when the gold fields of eastern Oregon and Idaho created another large and lucrative market for Oregon and Multnomah County agricultural products. Between 1848 and 1850, those who chose to stay and supply the southern markets were rewarded with substantial monetary gains. Although Saint Helens and Milton to the north, and Milwaukie, Oregon City and the rival Falls communities to the south, attracted shipping, this two-year period saw Portland begin to pull ahead of its rivals as the probable head of navigation and trade in the valley. Portland's position, however, would remain uncertain into the next decade.

On August 14, 1848, the United States Congress passed its "Act to Establish the Territorial Government of Oregon." On March 2, 1849, Governor Joseph Lane arrived in Oregon City, and the Territorial Government was formally inaugurated. One of the first items on the Territorial agenda was a comprehensive census. By late 1849, many of those who had left the County for the California goldfields had returned. Many returned with the capital to justify their time in California, and many did not. The Territorial Census for 1849 showed a population south of the Columbia of 8,779. This was an increase of 6,669 over the first Provisional Census of 1845. By 1850, the population south of the Columbia had reached 11,631.

In 1850, Multnomah County west of the Willamette was part of Washington County, while the area east of the Willamette was part of Clackamas County. No separate statistics exist for Multnomah County at this time, although census tracts for the 1850 Census indicate an approximate population, in what became Multnomah County, of 1,163, of whom 821 were living in Portland. The following year, 1851, Portland was incorporated with an area of 2.1 square miles and a population of 1,027. The remainder of the decade witnessed steady growth in county population.

Growing commercial interests associated with increased shipping trade brought new people and investment into Portland. The returning miners, many with capital to invest, were among the factors contributing to population growth and wealth. Two other townsites destined to become part of Portland were platted during this period: James John [Johns], a former resident of Linnton (which the gold rush had totally depopulated), platted the city of St. Johns in 1852, initiating ferry service the same year at the approximate site of the current St. John's Bridge. In 1850-1851, James Stephens laid out the townsite of East Portland, which would become a serious rival to Portland during the railroad era.

The Multnomah County rural population also began a period of rapid growth following the passage of the Donation Land Act by the United States Congress on September 17, 1850, granting:

...a citizen of the United States, or one who had declared intentions before December 1, 1850, and who had resided upon and cultivated the land for four consecutive years, 320 acres; if married within one year, 640 acres, one half to be held by the wife...[and] all white male citizens, or those having declared intentions, above age 21, emigrating to and settling in the Oregon Territory within three years after December 1, 1850 [later extended to 1856], were granted 160 acres if single; if married within one year after becoming 21 years old, 320 acres, one half to the wife (Corning 1956:75).

The generous terms of the Donation Land Act brought a wave of immigration into the county. A map of Portland Area Land Claims of 1850 shows both the area in the immediate vicinity of Portland, and the lands extending east of the Willamette River as far as present-day Fairview, covered with adjoining claims. Many of these claims were of a speculative nature, the owners doing little to improve the actual value of the holdings, while other claims were made solely for the purpose of homesteading and working the land.

The primary criticism of the Donation Land Act was that it scattered the population of the valley and diminished the immediate potential of the land by making the holdings too large to be worked to their full potential, given the era's technology and labor pool. Portland's early growth helped to mitigate these effects in Multnomah County. Land speculation generated by commercial growth and early population pressures reduced the size of rural agricultural holdings at a comparatively early date. Land values and the demand for forest products helped clear the vast tracts of forests that impeded agricultural growth in the eastern County. By 1860 Multnomah County had 246 farms averaging 238.0 acres, with an average of 23.9 acres, or 10.1 percent, improved (Marvis 1925:34). This compared to a statewide average of 354.9 acres per farm, but with 43.5 percent of the land improved (Swift 1937:87). Continued population growth and speculative pressures would increase the need for improved acreage, while continuing to reduce the size of the county farms throughout the end of the historic period.

Potatoes, grown in the rich soil bordering the Columbia River and on Sauvies Island, were the number one crop of Multnomah County, followed by apples and corn. Out of 22 counties in 1865, Multnomah County ranked third in production of potatoes, fourth in hay, fifth in corn, and eighth in apples.

During this period seven sawmills were located in the county, outside Portland. One of the earliest sawmills was owned by Rev. William Johnson on Johnson Creek east of Lents. The mills were small in size, usually employing only two or three persons. Many settlers created cottage industries marketing wood products--shakes, fencing, rails, etc.--to supplement their income. Lumber and wood products "from the forest that covered the entire county" (Maris 1925:33) found a ready market in Portland. In turn the Portland market's demand for agricultural products stimulated the clearing of land for farm use.

By 1854, with Portland's population exceeding 1,100, the area's merchants and traders began lobbying for the creation of a new County. Since Portland was the rising trade center of the valley--a trade center that supported a population larger than several of the counties in the Territory--the lobbyists argued it was unreasonable to have to travel the arduous and often-impassable canyon road, over the Portland Hills, to conduct business at the County seat in Hillsboro. On December 22, 1854 the legislature created Multnomah County out of parts of Washington and Clackamas Counties; Portland was established as the county seat (Carey 1922:910).

The first officers were appointed by the legislature to hold office until the next election. They were G.W. Vaughn, Emsley R. Scott and James F. Bybee, representing the Board of County Commissioners; Shulbick Norris, Auditor; A.D. Fitch, Treasurer; R.B. Wilson, Coroner; and L. Limerick, Superintendent of Public Schools. The first meeting of the Board of County Commissioners was held January 17, 1855. The Board's first official act was to rent office space on the second floor of the Robinson Building on S.W. Front Avenue (Board of County Commissioners 1969:93).

The powers and legislative functions of Multnomah County government remained the same throughout the historic period. The Board of County Commissioners' authority was

administrative and its power conferred by the state legislature. In contrast, City of Portland commissioners possessed almost complete legislative and executive power (Dugdale 1941:3). In 1966 the voters of Multnomah County adopted the Home Rule Charter establishing a board of five county commissioners. Under the new charter, the board was given additional legislative functions as well as the policy and budgetary responsibilities previously held (Board of County Commissioners 1969:10).

Lot Whitcomb, founder of Milwaukie, Oregon, and Judge Samuel S. White built the first steamboat on the Willamette River, the *Lot Whitcomb*, christened on Christmas day, 1850. This event ushered in the steamboat era on the Willamette. John C. Ainsworth was brought from San Francisco to command the *Lot Whitcomb*. Originally the boat was built to run between Astoria and Milwaukie/Oregon City to compete with the Portland and California shipping interests that had developed during the gold rush; however, commercial interests and water hazards soon put her on the Portland-Astoria route. "Because of her power she towed nearly all the sailing vessels coming up the Columbia until 1854" to the growing Portland waterfront (Corning 1956:152).

In 1860, with John C. Ainsworth as president, the Oregon Steam Navigation Company was formed to consolidate the various shipping interests on the Willamette and Columbia Rivers. Among the stockholders were Simeon Reed and Benjamin Stark of the Columbia River Steam Navigation Company; Harrison Olmstead and J.S. Ruckel of the Oregon Transportation Company; and Robert R. Thompson and L.W. Coe, operating on the upper Columbia above the Cascades (Gillette 1904:120). In their consolidation these companies achieved nearly complete control of shipping interests on the upper and lower Columbia at a time when the Columbia would become the vital link to the boomtowns of the eastern Oregon and Idaho gold mines of the early 1860s.

With steam shipping inaugurated between the upper and lower Columbia River in the early 1850s, portage improved around the Cascades, and more direct trade lines were opened with the upper Columbia River Basin. Soon after incorporation of the Oregon Steam Navigation Company, gold was discovered in eastern Oregon and Idaho, creating another gold rush with its demands for goods and commodities that Portland and the Oregon Steam Navigation Company were in a position to supply and command.

In addition to bringing wealth into the county through the expanding urban center at Portland, Columbia River shipping made the south bank of the Columbia an attractive place to settle. Previously the area between the mouth of the Sandy and the Cascades had been isolated, its rough terrain circumvented by overland travel.

George Griswold had begun a ferry business in 1852 to transport Willamette Valley-bound immigrants between the Upper Cascades and Multnomah County. He operated a boat that ferried travelers to the north shore above the Cascades, and from there they traveled downstream to a point opposite the Sandy River, where he ferried them across to the south shore (Ruby 1974:29). At this point roads ran to the present site of Troutdale, to Lents Junction and Oregon City and along the course of the present Columbia Boulevard to Portland. Griswold's ferry remained an important route, accessing the middle County lands, but did not accommodate the lands along the Columbia above the Sandy.

With increased trade resulting from the recent discovery of gold in eastern Oregon, the south bank of the Columbia above the mouth of the Sandy became a more attractive place for settlement. Among the families settling in this area of the county during the period were the Taylors, Latourells, Staffords, Erricksons and Russells (Willamette Meridian Survey 1860). The site of Corbett was originally called Taylor's Landing, named for E.J. Taylor who had settled here in the 1860s. Taylor might be taken as a representative example of those early

settlers. Each claim along the river had its landing, and many of the early settlers, including Taylor, supplemented their income by cutting cordwood for the steamers that would stop to pick up fuel. Taylor hauled his produce to the Portland markets by scow, and took secondary employment on the riverboats when necessary (Lockley 1928:876). Although road building continued throughout the era, the river remained the primary route of transportation.

Much of the success of the river trade in western Oregon has been attributed to the region's winter rains (Holtgrieve 1973:38):

Even as late as 1869, the river afforded the quickest transportation in the valley, for public roads were most difficult to build in a forested country with a heavy rainfall (Clark 1927:274).

One of the earliest and most common complaints about Oregon during this time was the region's lack of passable roads, a complaint that would echo through the turn of the next century. Senator Samuel Thurston reported to Congress that "no teams, or stock, or freight of any kind, can reach the settlements in the Willamette Valley, except by water" (Thurston 1850:10).

The territorial roads were improved when Oregon became a state by the passage of a federal law requiring that 5 per cent of the net proceeds from public land sales go into road building and other internal improvements (Holtgrieve 1973:71).

One of the indirect benefits of these improvements was the inauguration on September 15, 1860, by the California Stage Company, of daily service from Sacramento City to Portland, Oregon. A primary motivation behind the construction and initiation of the route was a contract awarded the company by the Postmaster-General in June of 1859 to carry the mail between these points, "at a rate of \$90,000 per annum." Despite some road improvements, the contract suggests what road conditions were during winter months in its stipulation that the service shall run "through in seven days, from April 1 to December 1, and in twelve days the balance of the year" (Winther 1934:135).

While some improvements were made on county and territorial roads, they were the exception rather than the rule. In 1851, the Portland and Valley Plank Road Company was chartered. After the company's reorganization in 1856, an "all weather" route was completed into the Tualatin Plains; however, not until improvements in grade and structure were made in 1872 could it reasonably be termed "all weather." The Macadam Road, the first in Oregon, was completed in 1856, leading out of Portland south along the west bank of the Willamette. In the early 1860s the County road leading to the Switzler Ferry was planked, as were sections of the old Barlow Road cutoff leading north through the Powell Valley. Taylor's Ferry Road, leading south from Portland over Palatine Hill to John Taylor's ferry, was also planked on one side during this period. In many instances the coming of the railroads actually slowed the construction and improvements of the county's roads by drawing attention and local funding away from roads.

By 1860, four years after the expiration of the Donation Land Act, the first United States Census of Multnomah County recorded a population of 4,150. While settlement slowed in the late 1850s in most of the valley, Multnomah County continued to expand, with its new commercial interests, and markets to the east. During the Civil War years, the Federal Homestead Act, passed on May 20, 1862, provided means for settlers to acquire land. While its terms were not so generous as those of the Donation Land Act, the Homestead Act encouraged agrarian settlement on lands that might not otherwise have been claimed:

For the nominal fee of \$34, all eligible citizens over 21 years of age who so desired could locate upon 160 acres of unoccupied land and, after five years of residence, obtain final title. Such land could also, after six months of residence, be obtained upon fee payment of \$1.25 to \$1.50 per acre as a commuted homestead. By 1883, 4,717 final entries had been taken in Oregon, totaling 638,843 acres (Scotts Mills Historical Society 1982:31).

Claims filed in Multnomah County under the Homestead Act were primarily located in the eastern sections of the county on less accessible lands.

In 1865, at the close of this period, Multnomah County had a total population of 6,386, which placed it behind Linn and Marion Counties as the third most populous county in the state (Langley 1867:121). Commercial interests and speculation during the Railroad Era would continue to stimulate the urban and rural growth of Multnomah County.

1866-1883: Railroads and Industrial Growth

Railroad and land speculation in this period continued to add to the growth of Portland and the unincorporated areas of the county. Reflecting its growth during the early half of the decade, Multnomah County constructed its first courthouse in 1866. Designed by architects Burton and Piper at a cost of \$64,545, it was sited on the block now occupied by the present Multnomah County Courthouse, built in 1913, between S.W. Salmon, Main, 4th and 5th Streets (Carey 1922:910).

The relative grandeur of the new courthouse was in sharp contrast to the condition of many of the rural schools in the county. Thomas Lamb Eliot, superintendent of public schools for Multnomah County, reported to the newly created State Office of the Superintendent of Public Instruction in August 1874 that the "prevailing need is [for] good and commodious, well furnished school houses" (First Biennial Report 1874:11). At the time of this report, Multnomah County had 32 organized districts with 35 public schools and three high schools. Since the condition of school property was often in direct relationship to the wealth of its district, the Portland schools were in much better condition than most of the rural schools. Portland's public school system had been developing since the organization of the first "Free School" was established in the city in 1851, with John T. Outhouse as the first public school teacher in Oregon (Lockley 1928:436). The disparity between the Portland schools and the rural county schools only widened; by the 1880s the Portland public schools organized into a separate district with its own superintendent.

Until the turn of the century the rural county schools remained primarily one, two and three-room schoolhouses that were dependent on the quality of the school boards, as much as on the teachers, for their condition and resources. The condition of the Linnton public school in 1903, as described by teacher Lucy Sophia Ransom, serves to point out some of the same conditions in the rural schools that Eliot had sought to correct 29 years earlier.

The building was undoubtedly the first schoolhouse built in the sawmill community. The structure was made of logs, decayed, dilapidated, and dreary beyond description, its flooring warped and scarred and impossible to sweep. Nor was there much of any- thing for me to work with inside...but that was not the worst thing about it. Every crack and crevice, every shingle and clapboard was filled or creeping with spiders...The board members told me that they were to build a new schoolhouse the following year, but they were at least five years too late in getting at it, like a good many other school boards everywhere (Ransom 1985:149-152).

The condition of rural county schools must be considered throughout the historic period on a district-by-district, school-by-school basis; however, with state-imposed standards, coupled with the growing awareness of the need for sound public education, the condition of the Multnomah County school system met or surpassed state standards by the end of the historic period.

As late as 1864, and with its considerable growth and wealth, Portland was still not yet secure in its position as the "head of navigation on the Willamette," and the city sought to reassure its shipping interests on the lower river. The death of Lot Whitcomb in 1857 had removed Milwaukie from competition as the shipping center of the lower Willamette, while the flood of 1861 had helped eliminate Linn City and Canemah on the upper Falls--cities whose trade might have combined to bolster Oregon City's position below the Falls as the chief port of call.

Even so, the small community of Springville, approximately one mile south of Linnton and six miles north of Portland, seriously competed with Portland for the Washington County agricultural trade. C.B. Comstock and Lafayette Scoggin established two warehouses, wharves and a road to the Tualatin Plains as early as 1854, making Springville the nearest shipping point to North Plains settlements of Washington County. The present Springville Road still follows the general course of the original route. Although improvements in the Canyon Road out of Portland in 1864 and 1867 drew some of the North Plains trade, Springville remained a key shipping point for the Tualatin Plains farmers (Scott 1927:328).

By 1867 O.B. Surunce had established a barrel factory in Springville and John War operated a saloon. There was a general merchandise store and a blacksmith shop on the site (Langley 1867:289). Ultimately, Springville did not succumb to road or river competition but to that fate suffered by many of the Upper Willamette Valley river towns: the construction of rail lines that tapped their primary sources of trade. In Springville's case it was the completion of the "West Side Company" line into the Tualatin Plains.

Beginning in 1868, two opposing companies, The Oregon Central or "West Side Company," and the Oregon and California Railroad Company or "East Side Company," began construction out of Portland in an effort to be first to complete 20 miles of rail no later than January 1, 1870 (Carey 1922:691). The winner would receive a federal land grant to help finance the first north-south through-state railroad in Oregon. Ben Holladay's Oregon and California Railroad Company, with its terminal in East Portland, was the first to complete the required section of track, and received the congressional land grant of some 3,821,902 acres (Title searches indicate large tracts of land in eastern Multnomah County were involved in the original land grants, while transfers of specific properties--36226 SE Gordon Creek, Corbett; 1245 Evans Road--seem to have occurred between 1876 and 1886).

The rail continued south through Oregon City, reaching Salem in October of 1870, and Roseburg in 1872. With Holladay's financial collapse in 1873, the Oregon and California Railroad stalled at Roseburg and remained there until the 1880s when, under the control of Southern Pacific, the line was completed to California.

Multnomah County and East Portland had an immediate increase in population resulting from construction of the rail lines. In 1860, East Portland had a population of approximately 280, and in 1870, as the shipping point of the Oregon and California Railroad, East Portland counted a population of 830. The completion of the line to Roseburg in 1872 allowed the Oregon and California Railroad to tap the agricultural trade of the upper Willamette Valley. Recovering from the collapse of Holladay, East Portland continued to grow, reaching a population of 2,934 by 1880, an increase of 325.8 percent over the decade.

Two other towns were platted along the east side of the Willamette during this period: Albina and Brooklyn. Albina was laid out in 1874 north of East Portland. It would become a major industrial center in the 1880s, growing with a lower working-class composed of Germans, Russians and Scandinavians around the OWR&N car shops. The middle class in Albina was composed primarily of Germans, Swedes and Poles. Although Albina was not incorporated until 1887, its population had reached approximately 940 by the end of the Railroad Era, and the community was well on its way to becoming an industrial center. Brooklyn, to the south of East Portland, was platted as Brookland in 1870 by Gideon Tibbetts. The Southern Pacific car shops would locate here in the 1890s (MacColl 1976:123).

Late in the period, 1882, the town of Sellwood was platted. Although not directly related to the railroad, Sellwood reflects the growth in small residential centers at this time that would later become the first "garden residential neighborhoods" of Portland (Throop 48:77).

Ben Holladay had taken control of the rival West Side route in the spring of 1871, and the line was completed to Hillsboro by the end of the year. This gave Portland direct access to the Tualatin Plains, with no rival rail interests on the west side.

Both the east and west side lines of the Oregon and California Railroad brought investment capital into the expanding urban centers, while continued land speculation was putting pressure on the rural areas of Multnomah County. Two events during this period had a significant impact on the rural areas of northern Multnomah County: the acquisition in 1879-1880 of the Oregon Steam Navigation Company by Henry Villard, who had previously gained control of the Oregon and California Railroad; and, Villard's formation of the Oregon Railway and Navigation Company.

With this strategy, Villard controlled the right-of-way on the south bank of the Columbia River. In 1881, Villard gained control of the Northern Pacific and pushed through construction of this line from Duluth, Minnesota, west to the Columbia. At the same time, his Oregon Railway and Navigation Company (OR&N) line built east along the south bank of the Columbia. The Northern Pacific met the OR&N in September of 1883 at the town of Ainsworth on the Snake River near its confluence with the Columbia (Carey 1922:703). The Union Pacific Railroad gained control of the Oregon Railroad and Navigation Company after Villard's financial collapse. In the early Progressive era, with transcontinental connections completed at Huntington, November 10, 1884, Union Pacific established the second transcontinental connection with Oregon.

The Willamette Valley now had "continuous railway communication" from the Atlantic seaboard to Portland, with connections south to Roseburg; however, after Villard's financial collapse in December of 1883, further construction on his Oregon and California Railroad was halted. As late as December 1887 the long-awaited completion of the Oregon and California Railroad took place, with the Southern Pacific Railroad having acquired control of the line. Their first through train from San Francisco to Portland arrived December 19, 1887. As of this date Multnomah County had rail lines connecting with all the major markets of both the Atlantic and Pacific coasts.

Several Multnomah County communities began as station stops and shipping points along the Oregon Railroad and Navigation Company's line. Near the eastern county line the railroad named the stop of Bonneville in honor of Captain Benjamin Bonneville, early explorer of eastern Oregon and hero of Washington Irving's "The Adventures of Captain Bonneville." Bonneville became "a popular picnic grounds for people living along the Columbia between Portland and The Dalles." The railroad company maintained "an eating house at Bonneville, where tired travelers paid a modest sum for all they could eat" (McArthur 1974:74). Continuing west, both Dodson and Latourell Stations were named for pioneers with adjacent donation land

claims, while Corbett Station was named after prominent Portland business leader and senator Henry W. Corbett. Corbett was established in the early 1880s as a station stop, although the first store within the town itself was not established until 1888 (Lockley 1928:877). At the request of Captain John Harlow, an early Oregon pioneer from Maine, the OR&N named a station stop "Troutdale" just above the confluence of the Sandy and Columbia rivers. The site of Fairview was the name applied by local residents in 1855 to a Methodist Sunday school near this site. The OR&N named the station Fairview, although the post office was named Cleone to avoid confusion with a Coos County post office previously designated as "Fairview." With the closing of the latter post office, the townsite of Cleone took the name Fairview in 1914.

Commercial and industrial pursuits rapidly expanded during this period to take advantage of the region's natural resources. Both fisheries and lumber became key components in the economy of the county. As many as five salmon-packing houses were located in or near Portland. One was established by Francis Warren and his son Frank in the 1870s. Their interests expanded to include fisheries at several locations on the Columbia, including Warrendale west of Bonneville. Warrendale grew up around the fishery and canning facility. Salmon remained a vital resource in the Multnomah County economy through the 1920s.

The lumber and wood products industries flourished as much of the original forest land became accessible. The growth of Portland and other townsites, together with the railroads' need for ties, poles, beams, and dimensional lumber for their stations and yards, put greater demands on the smaller mills. Although the older cottage industry in shakes, shingles and rails still brought a secondary income to the rural population, toward the end of the period larger logging and lumbering operations were developing to accommodate growing demand. In 1880, the forest products market was valued at \$61,585 (Maris 1925:33).

Clearing of land dominated the activities of many settlers, and as land was cleared, agricultural production supplied the thriving urban markets. New settlers continued to enter the rural areas to develop farms. Germans, Italians and Scandinavians made up the three dominant ethnic nationalities who settled the rural areas.

The population of the county in 1880 reached 25,203; 4,340 lived outside Portland; Portland had 17,577; East Portland, 2,934; St. Johns, 209, and Albina 143. With the increase in rural population, coupled with increasing land values, the size of farms began to decrease at a more rapid rate. The number of farms had increased from 304 in 1870 to 505 in 1880; while the acreage had fallen from an average of 224.9 in 1870, to 143.8 acres in 1880. The average size of a farm in Oregon at this time was 259.9 acres, reflecting the impact that population and land values were having on Multnomah County agriculture.

Market-garden produce was valued at \$43,990 in 1880; orchard fruits accounted for \$26,551. The census of 1880 shows 5,523 acres planted in hay, yielding 9,491 tons. The number one cereal crop was oats with 882 acres; wheat was second with 622 acres, and barley, buckwheat and corn combined for 84 acres. Potatoes, with total production at 210,475 bushels, remained the single largest cash crop (Maris 1925:33).

Powell Valley and the area between Gresham and south through Orient were becoming more closely settled. Fruit, hay, oats and wheat were the primary crops. The areas encompassed by Sauvie Island and along the Columbia River north of the slough still supplied the greater part of the county agricultural produce; however, the area from Fairview south to Powell Valley, and continuing through Orient, was becoming increasingly productive as the land was cleared.

The Portland Hills south of the city began to be more intensely settled and cleared during this time. Commercial dairy farming was introduced here in the late 1880s, and would become this area's primary agricultural industry in the next period. In the steeper terrain to the north of the

city and west of Sauvies Island, the land was also being logged; however, agriculture would be limited in the future to the valley pockets, along roads running through sites such as Folkenburg and towards Dixie Mountain, and on ridges and crests along the general course of Skyline Boulevard.

The organization of the Patrons of Husbandry in Oregon dates from the founding of Grange No. 1, in March 1873 at Marshfield [Clackamas]. Two months later, Multnomah County established its first grange, No. 27, Evening Star, in the neighborhood of Lents. Several months later No. 71, Multnomah, was established. Both these granges operated continuously through the historic period. Multnomah Grange, No. 71, is at present the third oldest grange in the state. During the historical period the movement was widespread in the county with as many as 14 granges operating at the turn of the century. As an educational, social and grassroots agricultural movement, the grange has had considerable impact on both the state and county. One of the first major concerns was the improvement of market roads. Interest in this subject would continue for almost half a century before adequate state and federal legislation in the twentieth century would generate funds for the necessary improvements.

At the close of the period in 1883, Multnomah County supported a population in excess of 30,000. The population of Portland and East Portland exceeded 25,000, and Portland began a period of growth and incorporation that would add significantly to its area of 6,594 square miles on the western bank of the Willamette. This would in turn stimulate countywide growth during the Progressive Era.

1884 - 1913: Progressive Era

Multnomah County's growth continued unabated during this period. The 1890 census recorded a population of 74,884, an increase of 197.4 percent since 1880. The expanding rail network had opened markets for Oregon's lumber and fisheries resources, as well as markets for locally manufactured goods. A shift from the established distribution centers in San Francisco also took place during this period. Portland became a warehousing and distribution center serving the Northwest states. Prior to the "Motor Age", agricultural implements were one of the largest industries associated with secondary distribution. By 1913 East Portland became a warehousing and distribution center for as many as nine implement manufacturers that had previously been located in San Francisco. Advances in technology during the era also proved to have a major impact on the rural and agricultural areas of the county.

The Bull Run Water System, developed between 1887-1895, was one of the most significant advances in utilities technology, supplying Portland and the greater part of the county with clean mountain water. The system was developed by Isaac Smith, chief engineer and designer of the Willamette Falls Locks. By charter and federal legislation, the Portland Water Bureau must allow other regional communities to tap into the main line of the system if necessary. This has developed over the years the largest public water system in the state, supplying over one-third of the population. Bull Run Lake, located in the extreme southeast section of the county, has been federally protected since the 1890s:

Federal action in 1892, 1897, 1904 and 1913 preserved much of the area for the Portland City water supply. Because it serves over one-third of the state's population, it must be counted as the most important body of water in Oregon. In later years, 2 additional pipe lines and 2 dams would be built (MacColl 1976:66).

In November 1888 the first long-distance transmission of electrical energy took place between the Willamette Falls Electric Company and Portland. It was also the first "electric power generating from a water-powered plant" transmitted over transmission wires. "Creation and

distribution of electrical energy was a major development in regional growth in succeeding years" (Corning 1956:80). The new technology developed from this led to the creation of the Portland electric railway lines, in 1889, followed by the "first true interurban in the United States between Portland and Oregon City, in 1893" (Holtgrieve 1973:100).

With the bridging of the Willamette, and the creation of trolley lines servicing the eastside of the river, the developing centers of Albina and East Portland were consolidated with Portland in 1891, creating a city of 50,560, with an area of 25.977 square miles, or covering four times the area of Portland in 1890. Following the first interurban electric line in 1893, came a rapid succession of other lines accessing the eastern county. Interurban lines in operation in Multnomah County before the turn of the century were "a Portland city line to Mt. Tabor in 1894, a motor line, later electrified, to Lents in 1892," (Holtgrieve 1973:___) and the Portland to Oregon City in 1893. These lines ushered in the era of commuting, as rural villages that had been developing in such locations as Mt. Tabor, Sunnyside, Sellwood and Lents entered new proximity with Portland.

Between 1900 and 1914, Multnomah County entered a second period of interurban development. Four lines combined to bring the rural communities into commuting distance of Portland, and opened transportation between other Willamette Valley towns. The largest interurban, incorporated in 1906, was the Oregon Electric Railway Company. "By 1913, the years of peak mileage, the Oregon Electric had reached Eugene, Hillsboro and Forest Grove" from its Portland terminals. Its major impact on the county was opening up the upper valley to commuting and shipping.

The Southern Pacific, with its "Red Electrics," in competition with the Oregon Electric for the Washington County and upper valley trade, electrified some of its lines and built others, serving Multnomah County through its Portland-to-Forest-Grove-and-St.-Joseph route and its Portland-to-Oswego-and-St.-Joseph line, and the connecting route of St.-Joseph-to-Corvallis. The "Red Electrics" never really challenged the Oregon Electric's dominance of the Willamette Valley routes (Holtgrieve 1973:105). The Southern Pacific did serve, as did the Oregon Electric, to open the Portland Hills region south and southwest of Portland to development.

The United Railways Company served in much the same way to open up the western section of the county north of the city. Its line ran north from Portland along the west bank of the Willamette, through Linnton, Harborton and then turned at Burlington in a southwesterly direction to cross the Portland Hills into Washington County, connecting at Helevtia with the Oregon Electric. Both lines were under the control of James Hill's Great Northern and Northern Pacific systems (MacColl 1976:328).

While the Oregon Electric, Southern Pacific and United Railways Company helped to develop the rural areas on the west side of the Willamette near Portland, the agricultural lands and communities of east Multnomah County, between the Willamette and Sandy Rivers, were also being opened by the interurbans.

The east side interurbans, under the various corporate names of East Side Railways and Portland Railway Company, the Portland City and Oregon Railway Company, the Oregon Water Power and Railway Company, and the Portland Railway, Light and Power Company, built lines from Portland to Cazadero, from Sellwood and Gresham, to Bull Run from East Portland, and to Troutdale from the Gresham route (Holtgrieve 1973:102-103).

The development of the eastside interurbans brought most of the agricultural land within easy commuting of Portland, and while the first electrics had opened up the bedroom communities

to the growing Portland work force, these later lines initiated development of three other types of neighborhoods:

First, there were the "garden residential neighborhoods," where part of the land was used "for gardening, for the maintenance of a small flock of chickens, or for other small-scale agricultural enterprises" (Throop 1948:77). Many of the neighborhoods just outside Portland's 1891 boundaries, including the early development of Ladds Addition and Sellwood, within the city limits, could be classified as transitional garden neighborhoods during this period.

Second, "recreational residential neighborhoods" developed as close in as Sellwood, as well as such communities as Troutdale, provided access to "recreation such as boating, swimming, horseback riding, or golf, in combination with year-round residence (Throop 1948:78) (the actual development of recreational neighborhoods in the eastern County was limited and is defined in the broadest of terms).

Third, a significant percentage of rural neighborhoods can be defined as "part-time farming neighborhoods." These neighborhoods are made up of "small tracts from which operators derive part of their family living and frequently, supplemental income" (Throop 1948:78).

With the expanding population base and increasing land values, agricultural holdings continued to diminish. By 1900 the average size of the 1,276 Multnomah County farms was 80.7 acres, of which 33.2 percent of the land was improved. The average area per farm statewide in 1900 was 283.1 acres--3.5 times as large as the Multnomah County farm--with improved land 33.0 per cent of the total. Population growth in Multnomah County following the Lewis and Clark Exposition in 1905 continued to increase land values, and transportation afforded easier access. By 1910, three years before the end of the Progressive Era, the average size of the 1,478 county farms had fallen to 58.4 acres, of which 24.4 acres, or 41.7 percent, were improved.

Many of the farms on the eastside close to Portland were in part-time farming neighborhoods that produced primarily fruits and vegetables--basic truck-gardening to supply the consumer markets in Portland. Transportation was making it possible to work within the urban area while allowing people to continue to farm on a part-time basis. Farms in the eastern county farther outside the urban boundary were generally larger, specializing in dairying, hay, grain, poultry and livestock. As the population continued to increase, the rural community crossroads and villages began to assume the commercial and social aspects of towns.

In 1900, four years before incorporation, Gresham had a population of 250. It became the shipping center for the Powell Valley and the agricultural communities of central and southeastern Multnomah County. The Multnomah County Fair began in Gresham in 1906, and took place annually until 1969. Since Gresham was the heart of the agricultural community, the County Extension Offices were located there during this era. At the close of the period, 1913, Gresham had a population of 540, and supported four churches, a town hall, an Odd Fellows building, stables, two general stores, one bakery, three confectionery stores, two drugstores, two hotels, three lumber yards, and numerous other small businesses (Bureau of Labor 1913:163).

Between 1890 and 1910, in the hills south of Portland in the Fulton, Bertha, Multnomah region, dairying was the prime agricultural pursuit, supplying the growing city market. As many as 17 commercial dairies were in operation in this area at the end of the period (Davis 1976:18-19). Sauvies Island also had an increase in its commercial dairy herds.

Logging and the lumber industry continued to play an economic roll in the rural sections of the county. Portland too had many mills and manufacturing plants for wood products. By the early 1880s, second-growth stands on former logging sites were already established in many

areas of the county between the Sandy and the Willamette Rivers, while first-growth timber was being harvested in the more rugged eastern terrain.

In 1887 L.C. Palmer constructed a mill at Bridal Veil, building a flume one and one-half miles long to bring logs down through the Bridal Veil Canyon from the Larch Mountain timber stands. In this same area, west of Palmer's site, the Latourell Falls Wagon Road and Lumber Company had built a similar flume. Palmer's Bridal Veil Lumbering Company built the longest logging railway in the county to access the upper elevations of the Larch Mountain timber stands; originally completed from the flume to approximately the 1,200-foot level, the road at its limit reached 16 miles of track in 1919. Also associated with this operation was the logging town of Palmer, approximately five miles from Bridal Veil. Palmer's post office was established in 1898.

In 1902, "countless land-clearing and campers' fires were burning in all parts of the county during late August and early September. Strong east winds sprang up and the harmless fires swept over the country with terrifying rapidity in more than 80 known places from the Rogue River to Puget Sound" (Morris 1937:333). Multnomah County suffered heavy losses in the fires. The mill and logging town of Palmer was completely destroyed, and Bridal Veil seriously threatened. Extensive losses occurred in the vicinities of Troutdale, Dodge, Highland, Springwater, Fairview, Lents and Sycamore, all east of the Willamette River. "Losses of farm structures east and southeast of Portland were almost numberless" (Morris 1937:336).

Social welfare became an issue during the Progressive Era, as both public and private reform and welfare programs were initiated or re-examined. A result in Multnomah County was the reorganization and relocation of the County Poor Farm. Originally developed in the 1860s, on Canyon Road southeast of the present Portland Zoo, the Poor Farm came under scrutiny in 1908-1909 and was found to be housing its inmates under extremely poor conditions. Its tuberculosis ward was unsanitary and lacked adequate supplies. In 1909 the County Poor Farm was moved to a location near Troutdale where a renovated house was used as a hospital. By the end of the period in 1913, both lay and medical complaints were brought against the County Hospital, known formerly as the County Poor Farm. This led ultimately to the construction in 1923 of the Multnomah (County) Hospital on Marquam Hill.

In 1911 the Multnomah County Library was built on the corner of S.W. 10th and Yamhill and a satellite system of five branch libraries followed with funds donated by the Carnegie Foundation.

County Government went through a phase of re-examination during this time. "The system of District Courts, existing only in Multnomah County, was set up in 1912 to take the place of Justices of the Peace. In 1915 the State Legislature established a Small Claims Department within the District Court" (Dugdale 1941:12). The present Multnomah Courthouse was built in 1913 at a cost of \$1,600,000, to serve the needs of a rapidly growing population.

The population of the county had reached 103,167 by the turn of the century. Foreign immigration, primarily German, Italian and Scandinavian, continued throughout the period, and following the Lewis and Clark Exposition of 1905, there was another major wave of American immigration. In 1910 the population of the county had more than doubled, to 226,261 people--212,086 living in urban areas, and 14,175 in rural areas. Portland had grown in 60 years from a population of slightly over 800 on 2.1 square miles, to a population in 1913 of 222,547 people on an area of 50.067 square miles.

The burgeoning population and its increasing use of the automobile brought a widespread demand for better roads. The Good Roads Movement had been active in Portland since the

mid-1890s, building a strong grassroots lobbying group. Gaining momentum, many lobbying groups, from the Grange to the Good Roads Movement, brought enough pressure to fuel the legislation that would develop the vast federal, state and county highway systems of the "Motor Age."

1914-1940: The Motor Age

Formation of the State Highway Commission in 1913 and the Multnomah County Road Department in 1914 brought about the first concentrated effort to improve state and county roads. The Road Department was organized "when road building on a large scale got underway with a bond issue to finance construction of the Columbia River Highway" (Board of County Commissioners 1969:93). The Columbia River Highway was the first major road project in Oregon.

The major backers of the highway were Samuel Hill, John B. Yeon, who contributed much of his time as roadmaster to the project, Simon Benson, Rufus Holman and C.S. Jackson. "Its 200-mile length is marked by a number of spectacular vista points which distinguish the route as one of the world's most beautiful" (Corning 1956:58). Sections of this first scenic highway have been nominated for inclusion on the National Register of Historic Places.

In 1915, in conjunction with Clark County, Washington, Multnomah County began construction of the first interstate bridge. The County and two of the early Portland railways and utilities had provided ferry service over the old Switzler Ferry route since the late 1870s, but the rapid growth of the Portland metropolitan area had made ferry service untenable. The interstate bridge, opened on February 14, 1917, also provided the vital link in the unbroken Pacific Highway.

Significant measures were passed in 1917 and 1920 to provide funding for market and forest roads in the County and throughout the state. Initial modern funding had begun in 1907 when the first car license fees were imposed. These early fees went into the state general fund, and were not specifically earmarked for county road improvement. Inadequately funded, road improvement continued to flag, although both rural and urban-oriented lobbying groups continued to press for financing and improvements.

Legislation finally passed in 1917 created the State Highway Fund, from which license revenues were shared with the counties for highway improvement. That same year a state bond issue of \$6,000,000 for road purposes was passed.

In 1919 Oregon made history: it adopted a gasoline tax for road purposes, the first in history, a form of road financing which has been copied by every state and by foreign countries (Sprague 1940:248).

With adequate funding began the upgrading and construction of the modern state highway system. Multnomah County felt the immediate benefit from several state road projects including the Pacific Highway and the Saint Helens Highway. But it was the Market Road Law that went into effect in 1920, allowing for the distribution of revenues to counties for the specific improvement of market roads that began the work of creating the first all-weather road system.

In 1920, the only graded roads in the eastern county, beyond the urban boundaries of Portland, were Sandy Road to Troutdale; Base Line Road to Troutdale Road; the Columbia River Highway; and Powell Valley Road to Gresham. The only roads paved on the west side of the river, outside Portland, were St. Helens Road; Canyon Road; the Beaverton Highway to Bertha; Capitol Highway to Slavin Boulevard; Slavin Boulevard to Terwilliger Boulevard; and Terwilliger Boulevard into Portland.

Between 1920 and 1940, every primary market road in the county would be graded and paved. The Forest Road legislation during this period also brought into the county revenues for the

improvement of National Forest roads. With better roads came an increase in automobiles and trucks, undermining the commuter and freight markets of the short lines and interurbans, and causing the demise of many of the county's trolleys and interurbans.

The trucking industry began to decentralize the warehouse districts in east and northwest Portland. No longer tied to the rail lines, many agricultural implement companies and other agriculturally related businesses moved into the eastern County, nearer the agricultural centers of Fairview and Gresham. With increased mobility came an increase in the rural population as well.

In 1920, the population of the county reached 275,898, of which 17,610 was rural. This represented an increase of 24.2 percent in rural population since the last federal census. The number of farms in the county grew to 1,828, with a corresponding decrease in the average farm acreage, which was 55.0 acres, with 25.2 acres, or 45.9 per cent, improved (U.S. Census 1920).

Dairying and market gardening remained the primary agricultural interests, followed by berry growing and poultry raising. The dairy industry produced more income than any other agricultural pursuit. "Truck and small-fruit [berries] crops rank next to dairying as a source of income in the county" (Maris 1925:36). Potatoes continued as a main cash crop in the county throughout the historic period.

The immediate effect of the Depression was a reduction in the number of farms in the county, from a high in 1925 of 1,988 farms, to 1,733 in 1930. The overall result, however, was to increase the number of farms as part-time farming and subsistence farming became a part of rural life during the Depression of the 1930s. By 1935 there were 2,180 farms in Multnomah County, averaging 38.1 acres, or 50.7 percent.

The development of the Port of Portland during this era brought a corresponding increase in manufacturing and shipping. Associated with this were several important land reclamation projects in the county. Guild's Lake and Swan Island were filled during the 1920s, creating the large industrial parks of northwest Portland. J.O. Elrod organized Multnomah Drainage District No. 1, in order to dike and drain the Columbia flood plain west of the 1800 Sun Dial Ranch near Troutdale.

Local funding efforts were supplemented by the congressional passage of the Sinnott Bill which provided \$113 million for national reclamation, drainage and diking projects. Representative Nicholas J. Sinnott from The Dalles was a long-time friend of the Elrod family...By the summer of 1921, The Portland Telegram reported the MDD#1 had already increased the wealth of Multnomah County by \$3.5 million, with the county's farm production up by more than 50 percent (MacColl 1979:242).

In all, 8,400 acres were reclaimed, and over 7,000 acres were planted in crops by 1935 (MacColl 1979:244).

In 1938, Sauvie Island residents formed the Sauvie Island Drainage District. Construction of the "Big Dike" on the south end of the island was begun the same year, and finished in 1941. With diking came the leveling and filling of many of the island's lakes and sloughs:

Willow and cottonwood groves were cleared with tractors and bulldozer blades or plowed under with heavy breaking plows. Lakes were drained ... Natural lake or slough banks were leveled, and dirt piled up from ditch

digging called "spoil banks," had to be spread out so the land underneath could be farmed (Spencer 1950:84).

Land use changed after the annual inundations were checked. The natural plants and grasses in the wild meadows gave way to domesticated uses. Cultivation brought a variety of new crops to the Island, including legumes and grasses. The dairy business remained Sauvie Island's primary business, as it has always "been the basis of white man's existence on the Island" (Spencer 1950:84).

With Portland's annexation of Linnton and St. Johns, in 1915, the population reached 232,508, with an area of 66.25 acres. In 1930, the population exceeded 301,000. "In the early days of the Depression of the 1930's, thousands of unemployed men were put to work under a public works program financed by Portland and Multnomah County before the federal government started its programs" (Board of County Commissioners 1969:94). With the formation of the federal Works Progress Administration (WPA), Multnomah County and Portland work relief programs were augmented and replaced by federally funded projects including work on the County highways, bridges, parks, poor farm, drainage districts, the Portland International Airport and numerous other works and improvements.

The largest project associated with the federal government was the construction of the Bonneville Dam. Authorized in the fall of 1933, the dam was dedicated four years later on September 28, 1937. "The Bonneville and the Grand Coulee, the first federal dams on the main stream of the Columbia River, became the cornerstones for the world's largest hydroelectric power system" (MacColl 1979:442). The construction of the dam occurred in the heart of the Depression, providing work and an element of national pride in the very magnitude of the project.

By the end of the Historic Period in 1940, Multnomah County was moving toward a period of renewed economic growth, although it would take a world war to generate the conditions and climate conducive to a full economic recovery.

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IDENTIFICATION

The following narrative is focused on the identification of historic themes and resource types. The *Multnomah County Historic Resource Inventory*, and additional information compiled in the course of this project, served as the basis by which to analyse resource types, and to define gaps in survey and research efforts.

METHODOLOGY

The Multnomah County Historic Context Statement was prepared by Koler/Morrison Historic Preservation and Planning Consultants, Oregon City, Oregon, with the assistance of staff from the Multnomah County Division of Planning and Development. Jane Morrison served as project manager. Her primary responsibilities included coordination of basic property research and the evaluation process. Julie Koler was the project historian, responsible for overseeing preparation of the historic overview which was researched and written by Dana Koler. Ms. Morrison and Ms. Koler prepared the final report. Joanne Garnett, Multnomah County Planner, conducted research associated with preparation of statements of significance, and assisted in assembling the final document.

The project began in May 1990 and was completed in September 1990. It consisted of four major phases: literature search and preparation of an overview of Multnomah County history; update of the existing inventory; evaluation of resources; and, preparation of the inventory forms and the final document. Community involvement in the project consisted of the creation of a Citizens Advisory Committee (CAC) to review inventoried properties, and make recommendations for designation. The Committee also made recommendations for revisions to the County zoning code dealing with historic resources, and the Comprehensive Plan.

In phase one, all existing materials were reviewed, repositories of historical materials and knowledgeable individuals were identified, and historical research completed sufficient to develop an historic overview of Multnomah County history. Based on the *Overview* an outline of anticipated property types and styles was developed.

Phase two consisted of updating existing inventory forms. Photographs were taken as required, site plans updated, and a physical inspection and written description reviewed for completeness. Negatives were cataloged and roll and frame numbers were recorded on the field forms. Basic research for each resource was also conducted during this period. Primary and secondary source materials were consulted including Ticor Title Co. records, business directories, newspapers and photographs. Property owners and people knowledgeable about local history were interviewed. Also during this phase the consultant made personal contact with many of the occupants of inventoried properties.

After the completion of inventory forms, the CAC evaluated the properties. The process consisted of viewing slides of each resource and working from the updated inventory forms.

Phase four consisted of organization of survey data and preparation of the final forms and report. Architectural descriptions and statements of significance were completed for each resource and matched up with miscellaneous data such as legal descriptions, photographs and site plans.

PREVIOUS SURVEYS

This project represents the first intensive survey and inventory of cultural resources in the study area. Previous survey work in the study area included the *Statewide Inventory of Historic Sites and Buildings* conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office. In 1978 the Board of County Commissioners established an Historic Sites Advisory Committee. This body identified resources and installed information placques at the most visually prominent sites. They also established criteria for evaluation of sites as historic landmarks. Also in 1978, the Planning staff conducted a limited survey of resources which resulted in the adoption of an ordinance in 1980 officially designating 18 historic resources. Of these resources, five have been annexed to cities leaving thirteen on the County's register. In 1988, the County contracted with Koler/Morrison Planning Consultants to conduct a comprehensive survey of rural unincorporated Multnomah County. The 68 resources identified in the Koler/Morrison study were documented to the level of a "windshield survey" with locational data, physical description, historic name if known, and brief historical information.

The updated *Inventory* served as the basis for the analysis which follows. Those resources which have been demolished since the earlier surveys were completed were removed from the data base for the purpose of the analysis.

RESOURCE TYPES

The 66 properties included in the *Inventory* have been categorized into the following Broad Theme groups:

Agriculture*
Commerce/Industry
Culture*

* These themes were selected for in-depth analysis because they represent the bulk of the county's known resources.

Categorizing properties by thematic group provides a context for making consistent decisions in the identification, evaluation, and protection of historic resources. The groups used here are based on the concept of historic theme and are consistent with those defined by the Oregon State Historic Preservation Office. Where appropriate, resources are organized into sub-themes.

The following is a discussion of the characteristics of resource types within each thematic group.

1. Agriculture

Agricultural resources, with 21 entries, represent 32 percent of the properties in the study area. The farm ensemble, with 13 entries or 20 percent of the total, is the primary resource type associated with the theme of Agriculture; however, individual buildings and structures such as barns or watertowers which represent an important building technology or other associative value are also included in the *Inventory*. Agriculture played a dominant role in Multnomah County history, and the present rural landscape of the study area well illustrates this farming past. There are several examples of general farms which evolved over time. These evolutionary farm types span a broad time frame from the late 19th century to the present. Specialty farming including fruit, nuts, stock raising and dairying, is in evidence from the turn of the century through 1940, the end of the historic period. The majority of inventoried farm complexes, however, date from approximately 1880 to 1940. There are no known resources dating to the period prior to 1883.

For the purposes of the analysis of agricultural resources which follows, farm complexes have been categorized into two areas: evolutionary-general, and specialty farms. The evolutionary farm is a complex which includes a variety of outbuildings built over a period of time reflecting both changes in farming practices and building technology. These farms were devoted to a variety of activities such as production of foodstuffs, stock raising and they may or may not have included some speciality farming, such as dairying. The specialty farm is an operation which was solely devoted to one specific farming practice such as dairying. These farms may have outbuildings which evolved over a period of time or which were all constructed at more or less the same time.

The typical farm complex in the *Inventory* is a multi-unit, evolutionary-general type. There are very few examples in the inventory of farm ensembles containing features which typify a specific time in the County's agricultural history. Notable examples of the latter are the Zurbrugg and Blanc Farms. The Blanc Farm contains a house, large barn, and milkhouse, all of which were constructed at the same approximate time. With relatively few alterations, the group as a whole is a good example of an early 20th century dairy farm. Because the majority of farm groups are evolutionary in character and generally span two or more time periods, it is not possible to assign them to specific historic periods as outlined in the *Overview*.

For the purpose of consistency, the farm complexes included in the *Inventory* are categorized according to the three-tiered division of farm ensembles developed by the State Historic Preservation Office (Speulda 1989). This division is based on the number of extant outbuildings which are associated with the primary building, usually a dwelling, rather than specific building types. Further elaboration of the characteristics of the typical farm is based on Philip Dole's observations which appear in a series of articles on early Oregon farmsteads (Dole 1974a, 1974b, 1974c).

The following definitions have been proposed by the SHPO to aid in the identification and evaluation of farm ensembles:

1. **Basic Farm:** house and one outbuilding, usually barn;
2. **Multi-Unit Farm:** basic farm with addition of other outbuildings; and,
3. **Isolated Buildings:** singular remaining farm building, such as barn or house.

There are three basic farms, 12 multi-unit farms and 5 isolated farm-related properties in the study area.

While helpful for general categorization purposes, the above described categories are problematic for indepth analysis. It is not always possible to determine the number of original buildings on a farm; therefore, many properties which have been categorized as basic farms may have at one time contained more buildings, or farms which today might be categorized as multi-unit farms might have been basic farms during the historic period. In addition, it is often difficult to determine the date built for various generic sheds and so forth further complicating the categorization process. Finally, domestic outbuildings such as garages were not counted as agricultural outbuildings, therefore a farmhouse with garage was categorized as an isolated resource and not as a basic farm, and a house, barn, and garage was counted as a basic farm, and not a multi-unit farm.

Factors which have effected the integrity of farm ensembles in the study area include the conversion of farmland to residential building lots. Numerous farm ensembles, particularly in the east county, have been lost to development pressures, and those which remain consist primarily of isolated buildings predominantly houses.

The following narrative is a description of building types commonly associated with first, the evolutionary-general farm, and second, the specialized farm. Farmhouses are discussed in the section titled *Culture: Domestic Buildings*; however, it should be noted that the majority of farm complexes include at least one main dwelling as part of the ensemble.

a. Evolutionary-general Farms:

As described above this is a farm operation that spanned more than one historic period and produced a variety of crops over the period of its operation. The inventoried properties in this category contain a wide variety of outbuildings that were either built for a specific purpose or adapted over time to another use. The buildings associated with the evolutionary-general farms are also found regularly with specialty farms.

The *garage*, either free-standing or attached to the house, is found on complexes throughout the study area. It is generally a small, rectangular wood-frame structure with a roof form and architectural style that often mirrors that of the house. With end-opening doors, most of the

single-story garages have space for one or two automobiles. Some have windows, lean-tos, or a shop area.

The *woodshed* is a small to medium-sized building, either free-standing or attached to the rear of the dwelling. Usually one-story, the woodshed is rectangular, wood-framed, and sometimes designed to compliment the house in appearance. Roofs are most often gabled, and there is at least one entry door. One or more windows can occur, but the earlier woodsheds are windowless. These utilitarian buildings are generally still used for storage or have been incorporated into the house as part of the living space.

The *pumphouse* is a small, one-story, rectangular building marking the site of a well. It is found on many of the farms and is usually identifiable by an electric power pole and line connected to one elevation. Pumphouses are either wood-framed or of hollow-tile construction. They have gable roofs, no windows, and one entry door. The pumphouse sometimes doubles as a shed or coolroom.

There is only one example of a *fruit/nut dryer* in the study area. It is a tall, one-story, rectangular, wood-framed building.

The *chicken house* is usually a small, rectangular, wood-frame building. Intended to house a small flock of chickens raised for family use, is often has a pen attached to it.

The *privy* is a small one-story structure similar in form to the smokehouse. Usually wood-framed and shed- or gable-roofed; one elevation is completely taken up by the entry door. A common outbuilding historically, it is rare today except in remote or isolate locations.

The *water tower* is a distinctive multi-story structure that is either free-standing or connected directly to the dwelling. They originally contained a windmill and storage tank at the top. The hip-roofed, wood-framed building which survives today is nearly square in plan.

The farm-related outbuildings in the complexes are usually located in the vicinity of the barn, which historically was the primary outbuilding and center of operations. Generally the farm outbuildings are arranged in one of two ways: (1) around a common work area or courtyard that is or was anchored by the barn; or (2) parallel to a common service road that leads to or from the main barn.

The barn is the most prominent of the farm outbuildings. It is usually a large, two-story, rectangular wood-frame building. According to Dole (Dole 1974a:86-95), the earliest barns in Oregon (c. 1840-1870) have a hewn-framing system, low-pitch gable roof, and a simple vernacular appearance. They often rest on field stone foundations and may have lean-tos. Almost always windowless, these buildings are both end-opening and side-opening. Although a tall building, the early barn do not have floored second stories. The barn's use was multi-purpose, providing space for stock, feed storage, and threshing.

By the 1870s, in response to a series of technological innovations, barns gained a higher profile, rising in height and steepening in roof pitch. The structural framing was of sawn timbers, although some hewn-framing prevailed until c. 1900. By 1890, most barns featured a full second story, hay fork-lift assemblage, and exterior hay hood, all to accommodate the mechanical loading and storing of loose hay. Sliding doors replaced the earlier hinged variety, and concrete floors and foundations were introduced (Dole 1974b:210-214). While retaining many of the features of the earlier vernacular barns described above, these later, more complex buildings are called *Western barns*. Though still multi-purpose, many of the later Western barns were built for specialized uses such as dairy barns, hay barns and stock barns. Large-scale farm operations often had more than one barn.

The Western barns included in this *Inventory* date from approximately 1890 through the end of the historic period (1940). They all have wood siding--either horizontal or vertical boards or vertical board and batten, often in combination. The earliest barns have gabled roofs, followed by gambrel roofs which were introduced in approximately 1910. Many of the barns have one or more lean-tos. Small windows are common, especially in gambrel-roofed dairy barns. Many have hay hoods and a few feature a vented cupola or sheetmetal ventilators atop the roof ridge. The Linder Barn is a good example of the Western barn.

An unusual variation of the Western barn is the *bank barn*. It differs from the other types in that it is built into a hillside or sloping embankment creating an additional level and thereby usually making the barn a full three stories.

The *granary* is generally a rectangular, one-story, wood-frame building that varies in size. The roof form is usually gable. The floors are built high off the ground for ventilation important in keeping the grain dry.

The *machine shed*, is one of the most common of the major farm outbuildings. It is a long, rectangular, wood-frame structure with a gabled roof and one open elevation divided into two to four parking bays for farm equipment. Completely utilitarian in appearance, the machine shed often has no doors or windows. Some, however, contain a shop area, requiring the enclosure of one or more bays as well as openings for entry and light.

Many of the outbuildings in the *Inventory* are of unknown use. Some were probably equipment storage sheds. In many instances these buildings are rectangular, single-story, and shed- or gable-roofed. Sizes vary from quite small to barn-like proportions. Most are wood-framed but masonry is also used. A few have windows, and all have either a doorway or a large entrance similar to that on a garage.

b. Specialty Farms:

Dairy. This type of farm is solely engaged in milk production. Dairy farming began in the study area around 1910 and continues to the present. Small dairy operations were also part of some evolutionary-general farms.

The *dairy barn* is often distinguished by banks of low windows that line at least two of the elevations. These rectangular barns are wood-frame structures with board and batten/vertical wood siding. Both gable and gambrel roof forms are found on dairy barns, while a cupola or sheetmetal ventilator often crowns the central roof ridge. The large two-story buildings generally have hay hoods, with the upper story devoted to hay storage. Both endwall and sidewall sliding doors are found on these barn types. An excellent example of the dairy barn is the Wand barn.

The *milkhouse*, sometimes called a dairy, is either built into or positioned near the barn. Used for separating the cream and cooling the milk, the medium-sized building is usually of either wood construction or a combination of wood and brick. Like the dairy barns, they often have windows and a ventilator or cupola atop a gable roof.

2. Culture: Architecture

Architectural resources, with 126 entries, represent 84 percent of the cultural resources in the *Inventory*. The properties in this category include public, social, commercial, and domestic

buildings. Constructed between 1884 and 1938, the properties include a number of dwellings, four schools, and one grange.

There are very few "pure" architectural styles represented here; most of the buildings are hybrids, incorporating features from a variety of popular styles of the day. These range from the 19th century romantic styles such as the Gothic Revival Vernacular, to 20th century historic period revival styles such as the Colonial Revival. General definitions used here--such as "Romantic"--are taken from Virginia and Lee MacAlester's *A Field Guide to American Housing*. More specific divisions between stylistic types are taken from Rosalind Clark's *Architecture Oregon Style*.

a. Domestic Buildings:

The majority of properties under the subtheme of Architecture are single family dwellings constructed during the period 1914 to 1938 (28 date from 1884 to 1913, and 33 date from 1914 to 1938). They were constructed by farmers to shelter their families. Many of the designs appear to have emanated from pattern books. Very few "pure" architectural styles are represented here; most of the buildings are simple vernacular buildings sometimes incorporating features from popular styles of the day. These run the gamut from the Romantic Styles--Gothic Revival Vernacular--to styles of the Victorian period--Queen Anne--to the 20th century styles--Craftsman/Bungalow, Colonial Revival and historic period revivals.

The two predominant styles are the Vernacular and Craftsman/Bungalow--both of which were widely adapted to local housing and both of which were popular during the area's major periods of development. The Vernacular style was constructed throughout the historic period, but most commonly found during the Progressive Era from 1884 to 1913. Shortly after the turn of the century Craftsman/Bungalow style dwellings began to appear which reflected changing architectural taste. The Craftsman philosophy was a radical departure from the Victorian period, in terms of life style as well as design considerations. It remained popular through the 30s.

The Classical Revival-style Bybee-Howell House on Sauvie Island is the oldest existing dwelling in the *Inventory*. Constructed in the late 1850s by Sauvie Island pioneer James Bybee, the house is a well-preserved and singular example of the style in the study area. The Classical Revival style was built in Oregon in the 1850s and 60s.

Romantic Styles

The only romantic style represented in the study area is the *Vernacular*. Simplified expressions of the *Gothic Revival* style, called the Vernacular style, were constructed in the study area beginning in the 1850s and continuing well through the early decades of the 20th century. These wood frame buildings are one to two stories in height with gable roofs, long double-hung sash windows, and horizontal wood siding. Decorative features, when present, are usually confined to porch details: chamfered or turned posts and jigsawn brackets. The Linder House, constructed c. 1890, is an excellent example of this stylistic type. It is characterized by two rectangular volumes arranged at right angles to form a cross plan. Devoid of ornament, it is articulated by narrow, double-hung sash windows with simple surrounds.

The Rook House, c. 1890, has been substantially altered but nonetheless provides an excellent illustration of the decorative porch treatment which was a common feature of this style.

Styles of the Victorian Period

There are three examples of the *Queen Anne* style in the study area. These one-and-one-half to two-and-one-half story frame dwellings are characterized by asymmetrical plans, multiple roof forms, and decorative detail including gable ornaments, brackets, and spindlework. The James Ritchey House, constructed in 1891, features asymmetrical massing and decorative features including spindlework and brackets.

Eclectic Styles

There are 28 dwellings in the study area designed in the *Craftsman/Bungalow* style. Characteristic elements include a one-and-one-half to two-story box-like volume, and rectangular plan capped by a low-pitched hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule.

The Craftsman/Bungalow dwellings in the *Inventory* may be broken into two subcategories: *Craftsman* (Foursquare); and *Builder Bungalows*. The Craftsman type is distinguished from other versions of the style by the overall form and massing. Here, the large two-story, hip-roofed buildings are much boxier than their Bungalow counterparts. It was commonly built between 1900 and 1913. An excellent and well-preserved example of the style is the Gebhardt House built in 1912. The building's deep eaves are accentuated by prominent outriggers. Although less exuberant, the Sester House, also built in 1912, exemplifies the standard form and massing of a classic Craftsman style dwelling, and is considered a well-preserved example of the type.

From 1905 to 1930, the common "Builder Bungalow" was constructed throughout the study area. These consisted of relatively small, one-and-one-half story buildings with gabled roofs, dormers, and full-width front porches supported by battered, or otherwise stout posts. Like the Craftsman it features deep eaves with exposed rafters, purlins and braces. The Church House, constructed in 1910, is an excellent example of the type. The broad gable roof extending over the fullwidth porch, and the roofline pierced by dormers on the front and rear elevations, work together to create a typical example of this ubiquitous building type. The river rock found on the exterior walls is a good example of the use of indigenous materials, which epitomized the philosophy of the Craftsman tradition.

Two *English Cottage* style dwellings and one *Colonial Revival* dwellings are the only representatives of period revival styles in the study area. The English Cottage-style houses were built in 1938. Representative features include steeply pitched roofs, round-headed openings, and asymmetrical plans. A good example of the style is the Fehrenbacher House. The Colonial Revival-style Forest Hall, constructed in 1916, features bilateral symmetry, and classically inspired ornament.

b. Public and Social Buildings:

There are five resources in this category including one grange and four schools.

Designed in the Craftsman/Bungalow style, the Pleasant Valley Grange, built in 1933, is a singular example of this building type. The front porch, a single-bay, projecting gable attachment, closely resembles porches on dwellings constructed during this period.

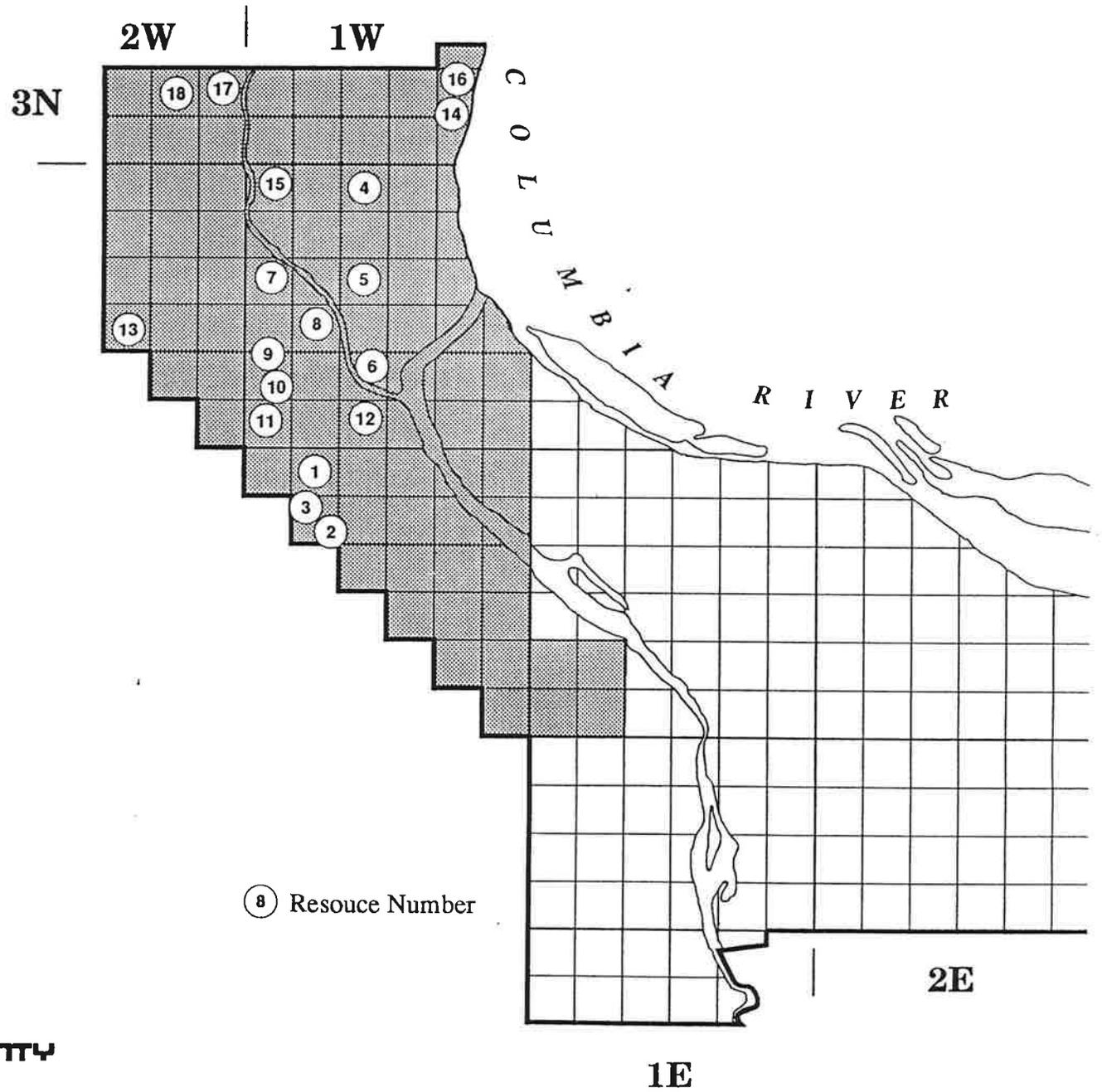
The Folkenberg School is the earliest school building in the study area. Like other schools of the early 20th century, it incorporates design elements of the Craftsman style.

During the Progressive Era construction of schoolhouses proliferated as the county's population increased. The typical school of the period took on the classically inspired features popular for public buildings at the time. The Corbett Grade School and Columbian (Corbett) Union High School are examples of this type.

The Cedar School, a singular example of a historic period revival style, is a handsome composition of brick ornamented with glazed terra cotta.

FIGURE .

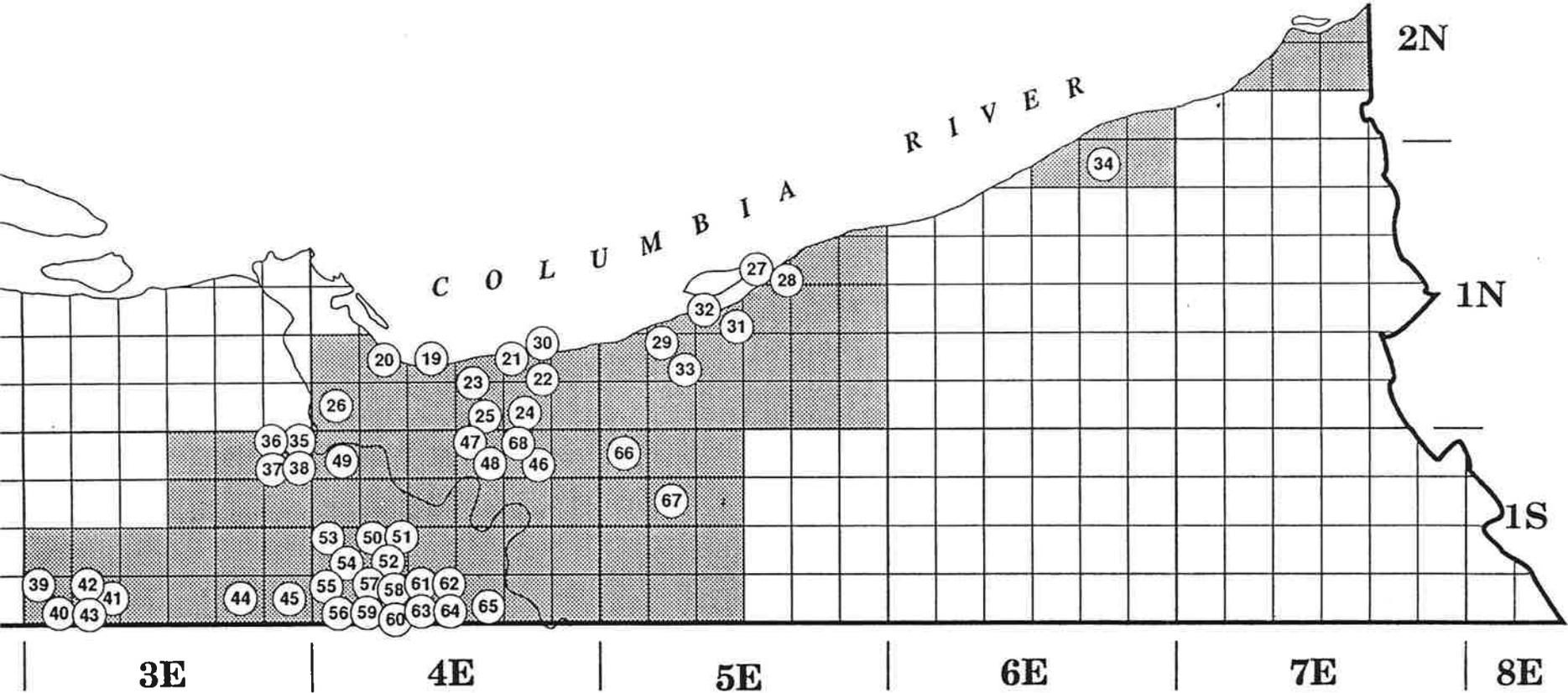
RESOURCE DISTRIBUTION MAP: WEST COUNTY



MULTNOMAH COUNTY

FIGURE III

RESOURCE DISTRIBUTION MAP: EAST COUNTY



⑧ Resource Number



MULTNOMAH COUNTY

FIGURE IV

CHART OF RESOURCE TYPES

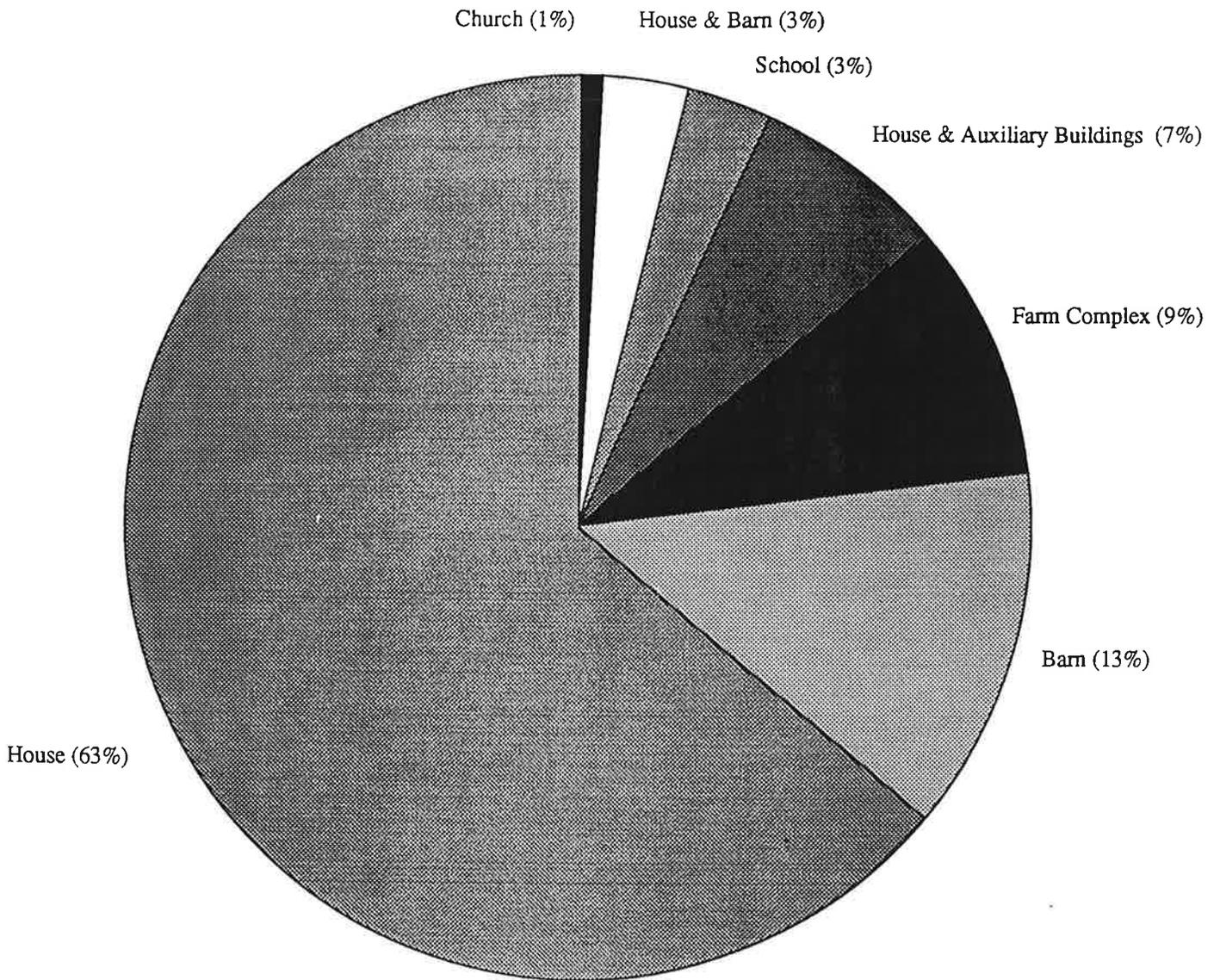


FIGURE V

LIST OF RESOURCE TYPES

<u>Primary Building(s)</u>	<u>Number of Resources</u>
House	43
Barn	9
Farm Complex	6
House and Auxiliary Building(s)	5
House and Barn	2
School	2
Church	<u>1</u>
Total Resources	68

EVALUATION

The following chapter is organized into two sections that discuss the methodology used to evaluate the significance of resources and the current condition and level of integrity of resources. A list of currently designated properties and properties recommended for designation is found in *Appendix B*.

METHODOLOGY

Criteria for evaluation are based on guidelines established by the National Park Service for inclusion in the National Register of Historic Places. The quality of significance addresses three main areas of consideration: 1) association with events that contribute to broad patterns of history; 2) association with significant historical persons; and, 3) architectural significance. The criteria were used to evaluate properties for inclusion in the *Multnomah County Historic Resource Inventory*.

All resources were evaluated within the context of the study area. After a determination of physical integrity, each property was evaluated for significance using the above-noted criteria. Because the study area is primarily an agricultural locality, an important focus in evaluation was the farm unit including house and associated outbuildings. Other categories examined and assessed were domestic, public and social buildings. The domestic building category included the primary dwelling that anchors the farm complex. Properties considered to have no physical integrity were excluded from the evaluation process.

The determination of physical integrity involved assessing the extent to which exterior characteristics and original fabric remain. Buildings with radical replacements of elements and fabric, as well as inappropriate additions or removals of major building parts, were removed from the list of properties considered potentially eligible for designation. Deteriorated historic buildings, beyond reasonable rehabilitation, were not included. Site integrity was also examined, requiring that the resource(s) remain in its original context.

During the assessment of integrity, consideration was given to several exceptions to the rule. These included rarity of type, reversible alterations, appropriate or sympathetic additions to buildings, and minor exterior changes that occurred through adaptive reuse of buildings, particularly farm outbuildings.

With the completion of this project, Multnomah County has a valid Goal 5 inventory of historic resources and can proceed with the economic, social, environmental, and energy (ESEE) analysis of resources. All resources will be evaluated in terms of the ESEE consequences of allowing conflicting uses versus preserving the resource. Based on the *Inventory* results and the ESEE analysis, each resource will either be fully protected through inclusion in the County's Historic Preservation Overlay Zone, partially protected by conditions which minimize the impact of the conflicting use, or not protected due to overriding benefits from allowing a conflicting use.

CONDITION OF RESOURCES

1. Agriculture

The most important agricultural type in the study area is the farm complex, which includes the primary dwelling, one or more outbuildings, and the surrounding acreage that establishes the context. Single farm buildings such as barns and watertowers may also be significant as remnants of an agricultural building type. Some of these occur as isolates while others are part of a farm complex.

The level of integrity and condition of properties in this group varies widely, from the well-maintained, relatively intact property to the severely deteriorated. All properties have undergone some sort of alteration as a natural consequence of building evolution. The addition of new buildings is also a common characteristic of an evolving farm that remains in operation over time. Factors that reduce the integrity of agricultural resources include remodeling or updating of the main dwelling; deterioration resulting from a wet climate; adaptive reuse of farm outbuildings; and the deterioration or obsolescence of the outbuildings, which leads to demolition.

The possibility exists that historic farmhouses may be destroyed due to residential building restrictions in the Exclusive Farm Use zone, which covers most of the study area. Under that zoning designation, only one residence is allowed per parcel; therefore, an owner desiring a new house must first remove or vacate the existing historic building.

Another factor affecting integrity is the use of historic dwellings as rental property. In some instances maintenance is minimal and alterations either incompatible with the character of the building or poorly executed.

The survival of a farm outbuilding is solely dependent upon its continued usefulness to the farmer. Sometimes the adaptive reuse alterations are extreme, but most often the changes involve lean-to additions, sheetmetal coverings, and interior rearrangements which do not seriously compromise the overall integrity of the building. In the case of most outbuildings roofs are now sheetmetal, and the southern or western elevations of many large outbuildings have replacement siding due to deterioration caused by inclement weather conditions.

2. Culture--Architecture

a. Domestic Buildings:

This group of resources includes the primary dwelling of the farm complex and houses that stand alone as private residences. Domestic buildings are found throughout the study area.

Seven architectural styles are represented, spanning the years 1884 to 1940. The Vernacular and "Builder Bungalow" are the most common stylistic types.

A majority of the houses retain relatively good physical integrity. Most alterations are confined to the rear elevation and are commonly window replacements and lean-to or ell additions. Porch enclosures are also common and were accepted for inventory purposes if compatible with the historic character of the house.

The original fabric of most of the dwellings has been retained, although some have deteriorated siding, porches, roofs and foundations. Matching historic materials is not always a priority for the owner. Porches seem to suffer the most from inappropriate replacement materials, but in many cases this type of alteration is reversible.

Occasionally a house with marginal integrity was included because it is an integral part of an important farm complex. Rarity of type and historical association would also override integrity.

b. Public and Social Buildings:

Resources in this group are represented by five buildings including four schools and one grange. The Folkenberg School, 1916, retains a high level of integrity although it is now used as a private dwelling. Two schoolhouses, dating to the 1920s, are located in the community of Corbett. They are intact except for the replacement of some windows. The Cedar School, now abandoned, is intact with the exception of additions to the rear elevation. Because of the scarcity of rural schoolhouses, and the important role they played as focal points for the social life of small communities all should be given careful consideration for designation.

The Pleasant Valley Grange, built in 1933, has had no alterations. Because it is a well-preserved and singular example of its type, and because granges, like schools, played a pivotal part in community social and political activities, this building should be preserved.

TREATMENT

SURVEY AND RESEARCH NEEDS

1. Conduct intensive level survey and inventory of rural historic landscapes on Sauvies Island, and in the Columbia Gorge and Orient/Pleasant Home area.
2. Conduct countywide survey and inventory of archaeological resources.
3. Prepare comprehensive Context Statements for broad themes of Agriculture and Commerce/Industry.
4. Complete historical research for the following properties: #6, 11, 17, 22, 30, 43, 48, and 68.

GOALS AND PRIORITIES

1. Adopt regulatory measures which provide for designation and protection of resources (including archaeological resources). Minimum protective measures should include creation of a Landmarks Commission with authority to designate landmarks, review alteration and demolition requests for landmarks, and recommend policies for documentation and relocation of properties which cannot be preserved on site.
2. Develop interpretative and educational programs which encourage appreciation of local history and the goals and objectives of preservation. Encourage public education and interpretation through production of brochures, signage of significant properties, video tapes for classroom use, and workshops for property owners on appropriate rehabilitation techniques. Devote one issue per year of County newsletter to preservation issues. Develop traveling exhibit illustrating findings of the current project as well as future projects. These types of activities are equally important, if not more important, than the regulatory aspects of an effective preservation program and can also be used in tourism enhancement efforts.
3. Upon adoption of a program, all significant properties including districts and conservation districts should be considered for designation.
4. Apply for Certified Local Government (CLG) status. (The County may qualify once it has developed appropriate designation and protection policies and procedures). The CLG program is administered by the State Historic Preservation Office and makes available funds which can be used for staff support, financing basic preservation projects such as survey and inventory, and special projects such as development of interpretive materials.
5. Continue to solicit grant monies to carry out survey and inventory work, to complete historic context statements for specific themes, to implement educational and interpretive programs, and to assist in designation of resources.
6. Update survey information on a regular basis by systematically reviewing inventory data with field checks on the status of resources. Such information will assist in analyzing changes in condition between the initial documentation and subsequent updates, and will assist in refining strategies for protection.
7. Incorporate all new or updated information into a computerized data base file. Consistency with SHPO system will expedite review and compliance procedures mandated by state and federal law, as well as National Register of Historic Places nomination review.
8. Support the use of federal tax credits for rehabilitation of income producing National Register properties.
9. Encourage property owners of National Register listed buildings to consider making application for the Oregon Special Assessment Program which allows owners to freeze property taxes for a fifteen year period.
10. Investigate tax abatement or other financial incentives to encourage and assist property owners to preserve and protect their buildings.
11. Distribute information on incentives/benefits of preservation to all property owners of inventoried properties on an annual basis.

12. **Provide planners and other compliance reviewers with information on inventoried properties for use in planning and review procedures, including but not limited to, EFU special conditions related to historic buildings.**
13. **Coordinate with Multnomah County Parks Services Division to incorporate historic preservation/cultural landscape planning into overall park planning.**
14. **Coordinate with the Columbia River Gorge Commission to incorporate historic preservation/cultural landscape planning into the Columbia River Gorge Management Plan.**

APPENDIX A
PROMINENT INDIVIDUALS

PROMINENT INDIVIDUALS

Ainsworth, John Commingers, Captain (6/06/1822 - 12/30/1893)

Prominent merchant, financier, banker and pioneer steamboatman. Primary in the formation of the Oregon Steam Navigation Company (1860), and longtime corporate president. Organized the Ainsworth National bank, 1883. Transportation interests stimulated county growth and economic base.

Alderson, W. C.

Educator and community leader. Served as Multnomah County superintendent of schools from 1917 to 1928.

Ankeny, Alexander P., Captain (1813 - 3/24/1891)

Financier, banker and steamboat owner. His investments in Portland and Multnomah County contributed significantly to its early growth.

Armstrong, A.P.

Prominent civic leader and educator. Armstrong was Multnomah County superintendent of schools, 1896-1899, 1913-16.

Atkinson, George Henry, Rev. (5/10/1819 - 2/25/1889)

Congregational missionary, arrived in Oregon City, 1848. Considered the "father of the Oregon public school system," Atkinson served as the superintendent of Oregon City and Clackamas County schools before moving to Portland. He served for three years as Multnomah County superintendent of schools, 1864, 1866, 1867.

Bacon, Charles P.

Multnomah County businessman and county commissioner, 1882-1883.

Badley, O. V.

Prominent civic leader. County commissioner, 1939-1940.

Bain, James R.

Distinguished Multnomah County lawyer and businessman. Served as district attorney, 1935-1944.

Barnes, F. C.

County commissioner, 1903-1909.

Benson (born Bergerson), Simon (10/07/1852 - 8/05/1942)

Lumberman and philanthropist. One of the leading forces behind the construction of the Columbia River Highway. Chairman of the first State Highway Commission.

Boyd, Howard

Early Multnomah County settler. Served as County commissioner, 1868-1869.

Brandon, Thomas S.

Pioneer lawyer. First Multnomah County district attorney, 1855-1858.

Burrell, M.S.

Pioneer of 1855. Prominent businessman; founder of the firm Knapp, Burrell & Company. Served on school board and as county commissioner, 1862-1863.

Burton, Everett M.

Businessman and civic leader. County commissioner, 1870-1871.

Bybee, James F.

Pioneer settler of Sauvies Island, Multnomah County. Came overland from Missouri, 1847. Active in county government. Served on the first Board of County Commissioners, 1854. Bybee-Howell House, National Register of Historic Places.

Cabell, Henry Coalter, Col., and Henry F.

Henry C., Multnomah County businessman and community leader, was influential in county government. With his son, Henry F., he had substantial real estate investments in the county. Henry F. was a civic leader and philanthropist, contributing to city and county interests.

Cake, William M.

Prominent county leader. Served as county commissioner, 1898-1901.

Cameroon, G. J.

Lawyer and businessman. Served on local civic committees and as Multnomah County district attorney, 1908-1912.

Cannon, Roy E.

Distinguished educator. Multnomah County superintendent of schools, 1929-1952.

Carey, Charles Henry (10/27/1857 - 8/26/1941)

Historian and lawyer. Leader in the organization of the Multnomah County Law Library, serving as its secretary from 1890-1920. Director and president of the Oregon Historical Society. Nationally recognized historian of Oregon history; author of three volumes and numerous articles and periodicals on the subject.

Catlin, John

Prominent businessman. Leader in community affairs and politics. Served as county commissioner, 1886-1890.

Coffin, Stephen (1807 - 3/15/1882)

Early Portland promoter and road builder. He built several bridges in the county, and donated land and resources to Portland and Multnomah County.

Corbett, Henry Winslow (2/18/1827 - 3/31/1903)

Merchant, banker and political figure. Pioneer of 1851. In 1863 he became owner of the California Stage Line. Served as director of the Oregon Steam Navigation Co., organized the First National Bank of Oregon. Active in county politics, he served as county Commissioner in 1864, and again in 1884-1887. Primary in the organization of the Lewis and Clark Exposition, 1905. He had extensive real estate holdings throughout the county. Corbett, Oregon, is named in his honor.

Cleeton, Thomas J.

Businessman and civic leader. Active in the reform movement. Served as Multnomah county commissioner, 1910-1916.

Charlton, Joseph

Prominent pioneer farmer. Came overland from Kentucky, 1849. Brother-in-law of James Bybee.

Cline, Jacob

First American pioneer to establish claim on Sauvies Island, 1845, after Nathaniel Wyeth.

Doyle, Albert E. (7/27/1877 - 1/23/1928)

Prominent Portland architect. Among his many works was the Multnomah Public Library (on the National Register of Historic Places).

Dunne, D.

County commissioner, 1888-1890.

Eliot, Thomas Lamb, Rev. (10/31/1845 - 4/28/1936)

Early Portland civic and social leader. Arrived in Portland in 1867 as pastor of the First Unitarian Church. He was director of the Portland Library Association, and trustee of Reed Institute from 1904 to 1925. He was Multnomah County school superintendent from 1872 to 1876.

Elrod, James O.

Organizer and president of Multnomah Drainage District No. 1 (MDD#1), Elrod was responsible for much of the initial reclamation work along the Columbia, reclaiming thousands of acres for business and farming.

Evans, Walter

Prominent lawyer and government reform advocate. Appointed special prosecutor in 1912 by Governor Oswald West. Multnomah County district attorney, 1913-1922. Primary in cleaning up and reorganizing police and government departments during reform movement.

Failing, Henry (1/17/1834 - 11/08/1898)

Pioneer of 1851. Mayor of Portland and president of First National Bank. Active in Multnomah County economic and political affairs.

Farman, S.

Early Multnomah County settler and community leader. Farman served as county commissioner, 1855.

Frazier, William

Multnomah County sheriff, 1896-1901.

Fritsch, Frederick Ambrust (8/07/1891 - 10/27/1934)

Portland architect. His designs included the Fruit and Flower Mission, Shriners Hospital, Emanuel Hospital, and the Multnomah County Hospital.

Gaston, Joseph (11/14/1833 - 7/20/1912)

Journalist, historian and pioneer railroad builder.

Gearin, John M. (8/15/1851 - 8/12/1930)

Prominent Portland lawyer and politician. He served as Multnomah County district attorney, 1884-1886.

German, Fredrick W.

Prominent real estate developer. County commissioner, 1929-1932. Had been chairman of the Citizens Anti-Zoning League Executive Committee, 1920, in an effort to stop the Planning Commission's effort to pass the first Portland zoning codes.

Gibbs, Addison C.

Pioneer lawyer and businessman. Gibbs served as Multnomah County district attorney, 1869-1873.

Giese, E.G.

County commissioner, 1882-1883.

Gillihan, Martin

Early Sauvies Island settler, who came overland from Missouri in 1850.

Hamilton, Edward, General (10/03/1801 - 12/10/83)

Multnomah County pioneer, lawyer and jurist. He was the second Territorial secretary and served as Multnomah County judge, 1858-62. He twice served as county commissioner.

Hanson, Hans

Early settler. Hanson served on the school board and for four years as county commissioner, 1866-67, 1874-75.

Harlow, John, Captain

Prominent pioneer of Multnomah County, settling in the Sandy River area. When the railroad was built up the Columbia River Gorge in the early 1880s, he persuaded the railroad officials to name their Sandy River station, Troutdale.

Hart, D. V.

Businessman and advocate of government reform, he served on the Multnomah Board of County Commissioners, 1910-1914.

Hawthorne, J.C., Dr. (1819 - 2/15/1881)

Pioneer county physician and civic leader. With Dr. A.M.Loryea he founded the Oregon Hospital for the Insane in East Portland. He contracted with Multnomah County to take care of the indigent sick.

Holbrook, Philo (1840 - 1908)

Employed by the Oregon Steam Navigation Company, he later became a farmer on the Willamette Slough in the 1860s, then moved to Portland in 1872 to enter real estate development. Holbrook, Oregon, was platted on his farm-site. He was active in Multnomah County politics, serving as Multnomah County commissioner, 1878-1879, 1892-1899.

Holbrook, Phil, Jr. (- 6/11/23)

County surveyor and road-builder, he served as county commissioner from 1915 to 1919.

Holladay, Ben (10/ /1819 - 7/08/1887)

Railroad builder and promoter. His Oregon & California Railroad opened the Willamette Valley to Portland markets and helped open up the county east of the Willamette.

Holman, Rufus

Prominent businessman and political figure. Leader in the progressive wing of the Republican Party. Primary in the reform movement, he served as state legislator and senator. Multnomah County commissioner, 1914-1922.

Howell, Benjamin, Dr.

Prominent early pioneer, a farmer and horse breeder who settled on Sauvies Island in 1854. Bybee-Howell House, National Register of Historic Places.

Howell, John

Prominent Sauvies Island farmer, dairyman and cattleman. Acquired over a thousand acres of land in the vicinity of, and including, the family's donation land claim.

Howell, Joseph

Pioneer botanist in his early years who turned to farming in later life. Son of Benjamin Howell.

Howell, Thomas Jefferson (10/09/1842 - 12/03/1912)

Pioneer botanist, son of Benjamin Howell. He left Sauvies Island and became a grocer in Eugene. "He joined an organization for the advancement of science in the Northwest, and collected and classified the most complete list of plant life of Oregon-Washington to have been assembled up to that time" (Corning 1956:119). He returned to Sauvies Island, and hand-set the type of his work, "Flora of Northwest America." Hoyt, R. W. Businessman and civic leader, served as Multnomah County commissioner, 1919-1922.

Hume, Wilson T.

Lawyer and businessman. Hume was Multnomah County district attorney, 1891-1895.

Hurlburt, Thomas M. (1860 -)

Civil engineer, Multnomah County surveyor, 1886-1891. Member of the engineering staff that developed the Bull Run Water Reserve. Appointed United States Examiner of Survey, 1896-1907. Active in community affairs and county politics. He served as Multnomah County sheriff, 1915-1932, during the period of reform; and Portland city engineer.

Jackson, Charles Samuel (9/15/1860 - 12/27/1924)

Publisher of *The Oregon Daily Journal*, he advocated social and political reforms. A leading proponent of the initiative and referendum, direct primaries, and county political reform. He also advocated women's suffrage.

Kelly, Archon

Prominent Multnomah County farmer in the Powell Valley vicinity. Active on school board and in many civic affairs. Son of Rev. Clinton, and brother of Penumbra Kelly.

Kelly, Clinton, Rev. (6/15/1808 - 6/01/1875)

Pioneer Methodist minister. Located donation land claim near Kelly Butte, 1847. Active in county and city affairs, he platted part of his DLC as an addition to Portland in 1872, and "was instrumental in forming a company to build a bridge connecting the east side with the west side" (Corning 1956:133). Clinton Kelly School is named in his honor.

Kelly, Penumbra (3/29/1845 - 3/13/1908)

Prominent farmer and politician, son of Rev. Clinton Kelly. Elected to the State House of Representatives, 1874, 1872-1878. Active in Multnomah County politics, he was elected county commissioner, 1876-1877, and sheriff, 1889-1893. He remained active

in civic affairs, serving on the school board and numerous community committees for relief and reform.

Kenulty, John Early

County pioneer. County commissioner, 1870-71.

Kerns, William.

Prominent Multnomah County businessman. Served on the Board of County Commissioners, 1862-63.

Ladd, William Sargent (10/10/1826 - 1/06/1893)

Pioneer merchant and first Oregon banker. Arrived in Portland, 1851. Erected first brick building in county. Mayor, 1854; county commissioner, 1859. With C.E. Tilton, established the first bank north of San Francisco, Ladd-Tilton Bank (1859). He developed large land holdings throughout the county, and developed numerous business ventures that broadened the economic base and growth of the county. Among these ventures were his promotion of the Oregon Steam Navigation Company, 1860; the Oregon Telegraph Company, 1862; the Oregon Iron and Steel Company, 1866; the Oregon Central Railroad Company, 1866; and the Oregon and Idaho Telegraph Company, 1868.

Lambert, John H. Pioneer

Multnomah County settler. Served on the school board and as county commissioner, 1858.

Lane, Lafayette (11/12/1842 - 11/24/1896)

Lawyer and politician. He was the Democratic candidate for secretary of state from Multnomah County in 1866, but was defeated. He served in Congress from 1875 to 1877. Compiled Oregon Law "Code of 1874" with Judge Mathew Deady. Was active in Multnomah County affairs from 1866-1874

Langey, L. L.

Prominent attorney and civic leader. Langey served as Multnomah County district attorney, 1931-1934.

Lightner, William

Businessman and civic leader, Lightner served on the Board of County Commissioners during the reform movement, 1910-1916.

Limerick, L.

Prominent early pioneer. First Multnomah County superintendent of schools.

Logie, James and Isabelle

James was in charge of the Hudson Bay Company dairy on Sauvies Island after Laurent Sauve retired. The Logie's took out a land claim in 1845, encompassing the original dairy.

Long, George M.

County commissioner, 1880-1881.

Lovejoy, Asa Lawrence (3/14/1808 - 9/10/1882)

Pioneer (1842/1843) lawyer and merchant of Oregon. Established a claim with Francis Pettygrove and laid out the original 16-block townsite of Portland. Active in Provisional and Territorial governments.

Lownsdale, Daniel H.

Part owner and promoter of the Portland townsite. His tannery, established in 1845, was the first industry in the county. Prominent road builder, surveyor and civic leader.

Lownsdale, John P. O.

Prominent in Multnomah County business and civic affairs, he was a member of the Board of County Commissioners from 1865 to 1867.

Lucas, M. M.

Early settler. Lucas was active in community affairs and early political concerns. He served on the second Board of Multnomah County Commissions, 1856-1857.

Lucier, Etienne (1793 - 3/08/1853)

French-Canadian trapper, member of the Wilson Price Hunt overland party of 1811. He is credited by some sources as being the first settler in Multnomah County, having resided for a short time in 1828 near the east bank of the Willamette, in east Portland.

Macleay, Donald (8/ /1834 - 7/26/1897)

Portland merchant and promoter, he had extensive real estate holdings in Multnomah County.

Mack, John G.

County commissioner, 1900-1902.

Manning, John M.

Prominent attorney; appointed by Governor Chamberlain in 1903 in his reform effort, Manning served as Multnomah County district attorney until 1907.

Marquam, P. A.

Prominent Oregon pioneer and civic leader. Marquam was a leading figure in early Multnomah County affairs. Served as county commissioner, 1862-1869.

Meier, Julius L., Governor (12/31/1874 - 7/14/1937)

Merchant and politician. President of the mercantile firm of Meier and Frank; an active supporter of the Columbia River Highway, and other county projects. He had extensive real estate holdings in the county. Oregon governor, 1931-1935.

McCormick, Stephen J.

County commissioner, 1872-1873. McCormick was a member of the school board and active in many other public affairs.

Moreland, Julius Caesar, Hon.

Multnomah County judge and businessman. He served as Multnomah County judge at the same time that he headed the Portland Real Estate Company, and was secretary of the Willamette Falls Electric Company (MacColl 1976:123). Moreland developed the Portland addition of Westmoreland, and had extensive real estate holdings in the county. He served as county commissioner from 1891 to 1893.

Morgan, Edward

Early settler on Sauvies Island, 1849. Became a prominent farmer and cattleman.

- Morgan, William Henry Harrison (12/08/1840 - 10/12/1929)
Founder of Portland's Union Stock Yards. This stimulated packing concerns and secondary stock breeding throughout the county. He operated a large stock-feeding operation on the family's Sauvies Island donation land claim.
- Morse, Clay S.
County commissioner, 1927-1930.
- Muck, A. A.
Multnomah businessman. County commissioner, 1917-1920.
- Mulkey, Marion F.
Pioneer lawyer and developer. Mulkey served as Multnomah County district attorney, 1866-1869.
- Myers, Stanley
Lawyer and businessman, Myers was district attorney from 1923 to 1930.
- Newell, John S.
Businessman and political figure. Served twice on the Board of County Commissioners, 1884-1885, 1886-1887.
- Northrup, H. H. Prominent Portland businessman. Active in county politics, he served as county commissioner, 1894-1897.
- Overton, William
Staked original claim on the future site of Portland in 1843.
- Pennoyer, Sylvester, Governor (7/06/1831 - 5/30/1902)
Governor, Portland mayor, and early educator. Served as Multnomah County superintendent of schools, 1860-1861.
- Pettygrove, Francis W. (1812 - 10/05/1887)
Pioneer Portland townsite promoter and landowner. He contributed to the early townsite promotion and to county road building.
- Phegley, Grant
Merchant and financier, he served as Multnomah County commissioner from 1924-1934.
- Pittock, Henry Lewis (3/01/1836 - 1/28/1919)
Employed in 1853 as a printer at *The Weekly Oregonian*, he gained ownership in 1860. He is considered one of the founders of the paper making industry in the Pacific Northwest. Active in many city and county concerns.
- Pope, William H.
Businessman and county auditor, 1895-1902.
- Powell, D.
County commissioner, 1855-1857.
- Powell, Jackson

Pioneer settler of 1852 and farmer of Powell Valley. Early member of the school board.

Powell, James

Prominent pioneer (1852) farmer of Powell Valley. Active on the early school board and in civic affairs.

Powell, J. P., Dr.

Pioneer physician and farmer of the Powell Valley area. Active in county affairs, he was a member of the school board, and was Multnomah County coroner (1855). Powell Valley was named for the three (unrelated) Powell families that settled in the vicinity between 1848-1853.

Pratt, Martin T.

Multnomah County sheriff, 1933-1948.

Quimby, E. L.

Early Multnomah County settler, businessman, and county commissioner (1868-1869).

Rankin, J. H.

Multnomah County commissioner elected in 1923, recalled in 1924.

Reed, Simeon Gannett (4/23/1830 - 11/07/1895)

Portland financier and philanthropist. He was involved with many early Multnomah County business concerns, and acquired extensive real estate holdings in the county.

Reeder, Simon M., J.L., Daniel S. and James E.

Pioneer settlers from Indiana, settled on Sauvies Island, 1854. Simon (12/25/1825 - 6/19/02) and his sons and grandsons became prominent Sauvies Island farmers. The Reeder farm and parts of the original donation land claim were retained by J.L. Reeder (8/31/1851 - 8/15/1929), Daniel S. and James Reeder through the historic period.

Rice, S.W.

Prominent Multnomah County businessman. Rice was active in county politics and served as county commissioner, 1878-1881.

Ritchey, Caleb

Early county pioneer, Ritchey was active on the school board and served one year, 1859, as county commissioner.

Robins, R. F.

Multnomah County superintendent of schools, 1900-1912.

Rudeen, Charles

Multnomah County commissioner elected in 1921, recalled in 1924, after a grand jury handed down charges of malfeasance and bribery.

Sauve, Laurent (1789 - 8/02/1858)

Hudson's Bay Company employee in charge of their dairy on Sauvies Island between 1838 and 1844. The island was named in his honor. He retired to French Prairie in 1844.

Scott, Emsley R.

Prominent early pioneer. Served on the first Board of Multnomah County Commissioners, 1854.

Silver, Charles, S.

County commissioner, 1872-1873.

Scott, Harvey Whitefield (2/01/1838 - 8/07/1910)

Historian, author and editor of *The Oregonian* from 1865 to 1870, and then editor and part-owner of the newspaper from 1877 to his death in 1910. He had a significant impact on county politics from his editorial position on the paper.

Sherrard, Thomas Herrick (5/17/1874 - 1/22/1941)

"Oregon Forest Service leader, first to develop the recreational resources of Northwest forests. He was the district forest inspector at Portland, and supervisor of Mt. Hood Forest, 1921-33, doing much to develop the recreational possibilities" (Coming 1956:222).

Showers, William

Multnomah County commissioner, 1901-1904.

Shull, Frank

Financier and officer of the Benjamin Franklin Savings & Loan. Served as county commissioner from 1939 to 1948.

Shaw, A.C.R.

Early Multnomah County pioneer. County commissioner, 1864-1865.

Slavin, John A.

County commissioner, 1880-1881.

Smith, Amadee

Prominent real estate developer. County commissioner, 1924-28.

Smith, B.F.

County commissioner, 1888-1889.

Smith, Isaac William (1826 - 1/01/1897)

Civil and construction engineer responsible for the Bull Run Reserve water system and for designing the Portland Water Works, 1886-1887. He was chief engineer of the company, 1887-1897.

Stearns, L. B.

County commissioner, 1882-1885.

Steel, George A. (4/22/1846 - 6/20/1918)

He and his brother James built the first electric interurban railroad from Portland to Oregon City in 1890-1893. He served as Multnomah County treasurer, 1870-72; Portland postmaster and state treasurer.

Steele, W. B.

Prominent businessman and county commissioner, 1898-1900.

Stephens, James B. (11/09/1806 - 3/22/1889)

Established the first ferry in Multnomah County. Founder of East Portland. Organizer of the Pacific Telegraph Company (1855). Active in Multnomah County civic and community affairs until his death.

Stevens, R. L.

Multnomah County Sheriff, 1906-1912.

Stone, H. S.

Influential county businessman and civic leader. Stone sat on the Board of Multnomah County Commissioners from 1890 to 1897.

Strowbridge, Joseph Alafre (12/01/1835 - 6/30/1903)

Multnomah County pioneer merchant. Represented Multnomah County in the state legislature in 1889.

Swigert, Charles F. (1862 - 1935)

Construction engineer who was major promoter of electrified railroads and the leading constructor of bridges in Multnomah County. President of the Port of Portland and the Chamber of Commerce. Active in both city and county construction and upbuilding. (MacColl 1976:95)

Switzler, John

Pioneer of 1845, he settled opposite Vancouver and initiated the first ferry service over the Columbia from Vancouver to Multnomah County. The interstate bridge is just downstream from the old Switzler ferry crossing.

Taft, Erwin A.

Prominent grain merchant. Twice elected to the Board of Multnomah County Commissioners, 1924-1926, 1935-1939.

Tazwell, George

County Commissioner, 1917-1918.

Terwilliger, James (10/03/1809 - 9/01/1892)

Multnomah County pioneer of 1845, settling in Portland to conduct a blacksmithing and tanning enterprise. In 1850 he purchased 640 acres south of the Portland townsite and became a prominent farmer.

Vaughn, G. W.

Prominent early pioneer. Vaughn served on the first Board of Multnomah County Commissioners, 1854.

Villard, Henry (4/10/1835 - 11/12/1900)

Railroad builder and philanthropist. Brought the first transcontinental rail line into Oregon and Multnomah County along the south bank of the Columbia River Gorge. This line opened up much of the eastern county, and helped stimulate economic growth, and townsites.

Walker, Dow V.

Real estate developer and prominent county businessman. Walker was elected Multnomah County commissioner in 1923. He was recalled in 1924, after a grand jury handed down a charge of bribery.

Walker, Ellis

Pioneer Multnomah County settler. Walker was active in local and county government. He served as Multnomah County commissioner, 1855-1856, 1860-1861.

Warren, Frances M., and Frank M., Sr.

Pioneer Columbia River salmon canners. Frances M. and his son Frank M. organized the Warren cannery in Portland in the 1870s and this became one of the largest fisheries and packing concerns on the Columbia River. Frank was active in city and county government. He was drowned in the wreck of the Titanic, 1912. Warrendale, Oregon, is named in his honor.

Warren, Frank M., Jr.

Son of Frank M. Warren, Sr., he became president of the Warren Packing Co. Prominent in state and local politics. He was a member of the State Game Commission, and president of the Port of Portland during its expansion in the 1920s. His business interests and guidance contributed to the economy and upbuilding of Multnomah County.

Waterman, John Orvis (1826 - 1883)

Editor and educator. He edited the *Oregon Weekly* at Portland. Served as Portland postmaster, and Multnomah County probate judge.

Webster, L. R.

Prominent businessman. County commissioner, 1902-1909.

Wemme, E. Henry (1850 - 12/18/1914)

Prominent Portland businessman and real estate developer. Wemme was one of the primary forces behind the improvement of the old Barlow road in the early 1900s, and the opening of the Mount Hood vicinity to motorists traveling from Portland east. Active in Multnomah County relief programs, he contributed generously to city and county charities.

Wiberg, William M.

County commissioner, 1878-1879.

Wilmot, John F.

Early pioneer and civic leader, Wilmot served on the Board of Multnomah County Commissioners, 1857-1858.

Woodward, J. H.

County commissioner, 1874-1877.

Woodward, Tyler

County commissioner, 1876-1877.

APPENDIX B
REGISTRATION

RESOURCES RECOMMENDED FOR DESIGNATION

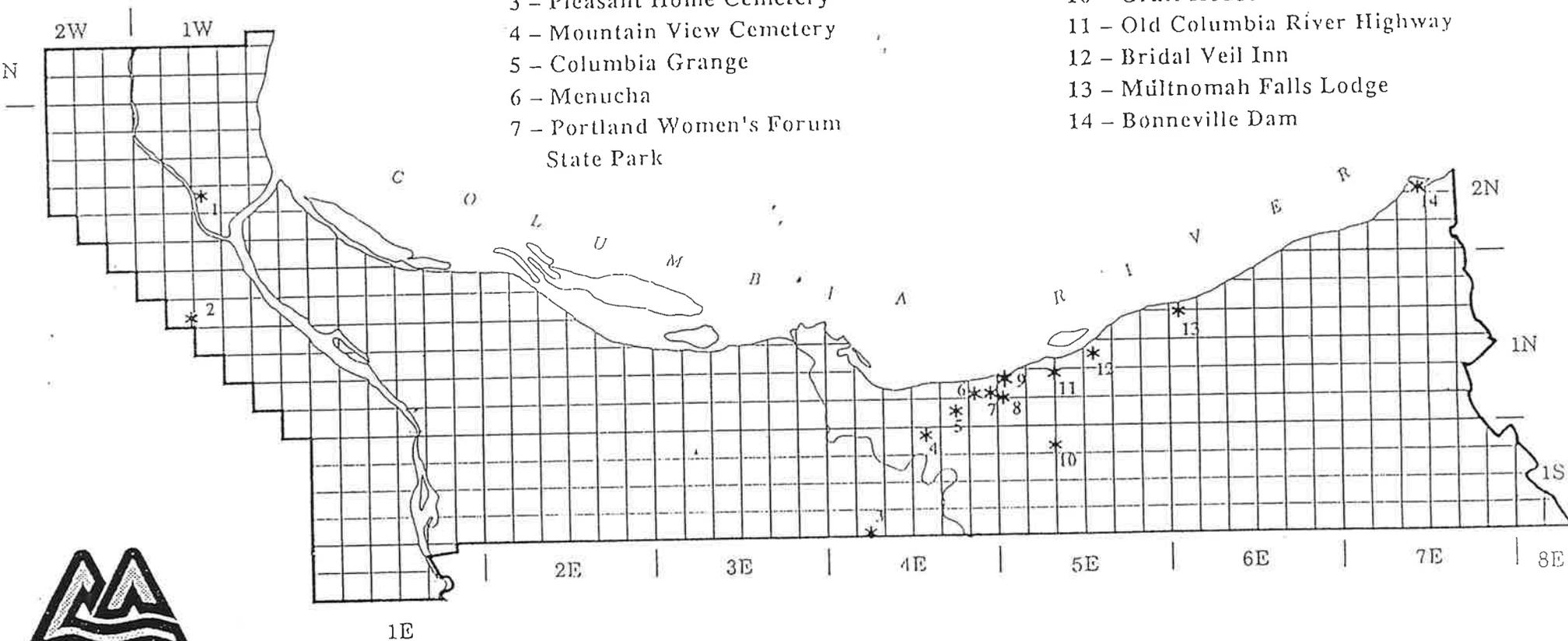
NO. HISTORIC NAME

1. Samuel Luethe House
2. Abe Zurbrugg Farm
3. Jacob Linder Farm
4. William Fraser Farm
5. Philo Holbrook House
6. Louis Folkenberg House
7. Folkenberg School
8. Stehuken-Miller House
9. John Johnson Farm
10. James Taylor House
11. James L. Reeder Farm
12. Edwin Taylor House
13. Isaac Gillihan Barn
14. Ray Byers Barn
15. Frank Wand Farm
16. William Reed House
17. Corbett Union High School
18. Abel Blanc Barn
19. Corbett Grade School
20. W.H. Fehrenbacher Farm
21. Dorothy Jacobson House
22. Charles Coopey Building
23. Henry Latourell House
24. Forest Hall
25. Fritz Luscher House
26. William Kiernan House
27. Corbett Hopkins Farm
28. Cedar School
29. Alfred Baker Farm
30. J. Feser House
31. Pleasant Valley Grange No. 348
32. James Ritchey House
33. Gustave Ritchey Farm
34. Frank Michels Farm
35. Charles Church House
36. Joseph Gill Farm
37. Pleasant Rook Farm
38. Leonard Lauderbach House
39. Kelly House
40. F.J. Erz House
41. Adolph Sester Farm
42. Valentine Gebhardt House
43. Pleasant Home/Orient Rural Historic District

CURRENTLY DESIGNATED RESOURCES

- 1 - Bybee-Howell House
- 2 - Old Germantown Rd. Schoolhouse
- 3 - Pleasant Home Cemetery
- 4 - Mountain View Cemetery
- 5 - Columbia Grange
- 6 - Menucha
- 7 - Portland Women's Forum
State Park

- 8 - View Point Inn
- 9 - Vista House
- 10 - Graff House
- 11 - Old Columbia River Highway
- 12 - Bridal Veil Inn
- 13 - Multnomah Falls Lodge
- 14 - Bonneville Dam



MULTNOMAH COUNTY

APPENDIX C
INVENTORIED RESOURCES

Inventoried Resources

<u>Site No.</u>	<u>Legal Description</u>	<u>Historic Name</u>	<u>Property Type</u>
Western Multnomah County			
1	T1N/R1W/Sec.5:3	Luethe House	House - Bungalow
2	T1N/R1W/Sec.8:17	Zurbrugg Farm	Farm Complex - House - Bungalow garage barn, with milkhouse
3	T1N/R1W/Sec.8:26	Linder Farm	Farm Complex - House - Vernacular barn granary tool shed machine shed/garage coop shed
4	T2N/R1W/Sec.4:1	Fraser Farm	Farm Complex - House - Bungalow barn
5	T2N/R1W/Sec.16:5	Clark House	House - Bungalow
6	T2N/R1W/Sec.28:21	Howell Farm	Farm Complex - House - Vernacular non-historic barn 4 sheds
7	T2N/R1W/Sec.18:94	Holbrook House	House - Bungalow
8	T2N/R1W/Sec.20	Hadley House	House - Bungalow
9	T2N/R1W/Sec.30 Folkenberg Sub., B1 6, Lots 1-3	Folkenberg House	House - Gothic Revival, Vernacular
10	T2N/R1W/Sec.30 Folkenberg Sub., B1 6	Folkenberg School	School - Craftsman
11	T2N/R1W/Sec.31:34	Pauley House	House - Vernacular
12	T2N/R1W/Sec.33:13	Stehuken-Miller Farm	Farm Complex - House - Bungalow barn guesthouse
13	T2N/R2W/Sec.22:5	Johnson Farm	Farm Complex - Vernacular house, and several sheds, plus non-historic barn
14	T3N/R1W/Sec.26:5	J. L. Reeder	Farm Complex - Houses - Vernacular, Craftsman garage barn walnut dryer

<u>Site No.</u>	<u>Legal Description</u>	<u>Historic Name</u>	<u>Property Type</u>
			water tower (3) machine sheds non-historic concession stand and auxiliary buildings
15	T2N/R1W/Sec.6:1	James Taylor House	House - Craftsman, and shed
16	T3N/R1W/Sec.26:23	Gillihan Barn	Barn
17	T3N/R2W/Sec.25:21	Trainor House	House - Bungalow
18	T3N/R2W/Sec.26:47	Duniway House	House - Vernacular

Eastern Multnomah County

19	T1N/R4E/Sec.28:10	Byer Barn	Barn
20	T1N/R4E/Sec.29:6	Wand Farm	Barn - Bungalow and milkhouse; shed
21	T1N/R4E/Sec.26:7	Reed House	House - Bungalow
22	T1N/R4E/Sec.26: 18/50	Hollingshead House/Crestview	House - Arts and Crafts
23	T1N/R4E/Sec.34:15	Union School	School
24	T1N/R4E/Sec.35:11	Blanc Farm	Farm Complex - House - Bungalow Barn
25	T1N/R4E/Sec.34:12	Corbett Grade School	School
26	T1N/R4E/Sec.31:50	Fehrenbacher House	House - English Cottage
27	T1N/R5E/Sec.15:2	Jacobson House	House and carriage house - Mediterranean
28	T1N/R5E/Sec.15:8	Coopey Bldg	House - Vernacular, and non- historic smokehouse
29	T1N/R5E/Sec.29	Latourell House	House - Queen Anne
30	T1N/R4E/Sec.26:76	Reed, Frank House	House - Vernacular garage
31	T1N/R5E/Sec.21:5	Forest Hall	House - Colonial Revival
32	T1N/R5E/Sec.21:9	Luscher House	House - Tudor
33	T1N/R5E/Sec.29:15	Kiernan House	House - Bungalow
34	T1N/R6E/Sec.2:22	Reed, Wm. Farm	Farm Complex - House - Bungalow Barn
35	T1S/R3E/Sec.1:8	Hopkins Farm	House - Bungalow, and barn
36	T1S/R3E/Sec.1:13	Cedar School	School - Mediterranean
37	T1S/R3E/Sec.1:21	Baker House	House and shed - Vernacular
38	T1S/R3E/Sec.1:43	Feser House	House - Bungalow
39	T1S/R3E/Sec.19:21	Grange	Grange - Vernacular
40	T1S/R3E/Sec.19:23	Forsgren House	House - Bungalow
41	T1S/R3E/Sec.20:17	Ritchey, James House	House - Queen Anne

<u>Site No.</u>	<u>Legal Description</u>	<u>Historic Name</u>	<u>Property Type</u>
42	T1S/R3E/Sec.20:30	Ritchey, Gustave	Farm Complex - House - Bungalow non-historic barn 2 sheds
43	T1S/R3E/Sec.20:49	Bliss House	House - Bungalow
44	T1S/R3E/Sec.23:9	Bliss Farm	Farm Complex - Barn 2 sheds
45	T1S/R3E/Sec.24:8	Giltner House	House - Vernacular
46	T1S/R4E/Sec.2:54	Pounder House	House - Craftsman
47	T1S/R4E/Sec.3:71	Church House	House - Bungalow
48	T1S/R4E/Sec.3	Evans House	House - Vernacular, and 2 sheds
49	T1S/R4E/Sec.6:80	Gill Farm	Farm Complex - House - Bungalow barn
50	T1S/R4E/Sec.17:27	Chiode Farm	House - Craftsman, barn
51	T1S/R4E/Sec.17:35	Lundborn House	House - Craftsman, and non- historic shed
52	T1S/R4E/Sec.17:69	Staffenson	House - Vernacular
53	T1S/R4E/Sec.18:95	Gradin Barn	Barn
54	T1S/R4E/Sec.18:132	Alm House	House - Queen Anne
55	T1S/R4E/Sec.19:4	Rook Farm	House - Vernacular, and equipment shed and barn
56	T1S/R4E/Sec.19:120	Harris Barn	Barn
57	T1S/R4E/Sec.20:19	Zeek House	House - Vernacular
58	T1S/R4E/Sec.20:29	Pleasant Home Ch.	Church - Gothic Revival
59	T1S/R4E/Sec.20:68	Lauderback House	House - Bungalow, garage, shed
60	T1S/R4E/Sec.20:203	Unknown	House - Vernacular, watertower
61	T1S/R4E/Sec.21:1	(Demolished)	School - Vernacular
62	T1S/R4E/Sec.21:3	Erz House	House - Vernacular
63	T1S/R4E/Sec.21:17	Goger House	House - Bungalow, and shed
64	T1S/R4E/Sec.21:63	Sester Farm	Farm Complex - House - Craftsman garage barn berry cabin
65	T1S/R4E/Sec.22:6	Davies Farm	Farm Complex - House - Vernacular woodshed/shop barn
66	T1S/R5E/Sec.6:21	Gebhardt House	House - Craftsman
67	T1S/R5E/Sec.8:7	(Demolished)	House - Vernacular
68	T1S/R4E/Sec.2:9	Cohen House	House - Colonial Revival

APPENDIX D
LANDSCAPE FEATURES

Landscape Features

<u>Site No.</u>	<u>Legal Description</u>	<u>Orchard</u>	<u>Fruit Trees</u>	<u>Ornamental Plantings</u>	<u>Mature Trees</u>	<u>Other</u>
Western Multnomah County						
1	T1N/R1W/Sec.5:3					
2	T1N/R1W/Sec.8:17					
3	T1N/R1W/Sec.8:26					
4	T2N/R1W/Sec.4:1					
5	T2N/R1W/Sec.16:5		X			
6	T2N/R1W/Sec.28:21					
7	T2N/R1W/Sec.18:94					Non-historic Concrete pond, benches, fountain
8	T2N/R1W/Sec.20					
9	T2N/R1W/Sec.30 Folkenberg Sub., Bl 6, Lots 1-3					
10	T2N/R1W/Sec.30 Folkenberg Sub., Bl 6			X		
11	T2N/R1W/Sec.31:34	X				
12	T2N/R1W/Sec.33:13					
13	T2N/R2W/Sec.22:5			X		
14	T3N/R1W/Sec.26:5					
15	T2N/R1W/Sec.6:1					
16	T3N/R1W/Sec.26:23					
17	T3N/R2W/Sec.25:21					
18	T3N/R2W/Sec.26:47					
Eastern Multnomah County						
19	T1N/R4E/Sec.28:10					
20	T1N/R4E/Sec.29:6					
21	T1N/R4E/Sec.26:7					Non-historic rock retaining wall and stream
22	T1N/R4E/Sec.26: 18/50					
23	T1N/R4E/Sec.34:15					
24	T1N/R4E/Sec.35:11					
25	T1N/R4E/Sec.34:12					
26	T1N/R4E/Sec.31:50				X	

<u>Site No.</u>	<u>Legal Description</u>	<u>Orchard</u>	<u>Fruit Trees</u>	<u>Ornamental Plantings</u>	<u>Mature Trees</u>	<u>Other</u>
27	T1N/R5E/Sec.15:2					
28	T1N/R5E/Sec.15:8					
29	T1N/R5E/Sec.29					
30	T1N/R4E/Sec.26:76					
31	T1N/R5E/Sec.21:5					
32	T1N/R5E/Sec.21:9					Non-historic terraced front yard, pool
33	T1N/R5E/Sec.29:15					Non-historic rock garden, ornamental stone work, creek, sundial, windmill
34	T1N/R6E/Sec.2:22					
35	T1S/R3E/Sec.1:8				X	Non-historic narrow circular drive
36	T1S/R3E/Sec.1:13					
37	T1S/R3E/Sec.1:21			X		Non-historic circular pool, remnants stone bird bath
38	T1S/R3E/Sec.1:43					
39	T1S/R3E/Sec.19:21					
40	T1S/R3E/Sec.19:23					
41	T1S/R3E/Sec.20:17					Mature lilac bushes, large hedge
42	T1S/R3E/Sec.20:30					
43	T1S/R3E/Sec.20:49			X		Old grape arbor
44	T1S/R3E/Sec.23:9					
45	T1S/R3E/Sec.24:8					
46	T1S/R4E/Sec.2:54					
47	T1S/R4E/Sec.3:71					
48	T1S/R4E/Sec.3					
49	T1S/R4E/Sec.6:80					
50	T1S/R4E/Sec.17:27					
51	T1S/R4E/Sec.17:35					
52	T1S/R4E/Sec.17:69			X	X	

(Non-historic)

structures. Minimum lot size is one acre.

Urban Future (UF-20): Residential use, consisting of a single-family dwelling constructed off-site, including a mobile or modular home, subject to conditions; Residential use, consisting of a single-family dwelling for the housing of help required to carry out a primary use permitted by the Code when the dwelling occupies the same lot as a residence permitted by the Code, with conditions; Wholesale or retail sales of farm or forest products raised or grown on the premises or in the immediate vicinity, with conditions; Home occupations; Other structures or uses customarily accessory or incidental to any use permitted or approved in this district; Temporary uses under provisions of the Code.

Significant Environmental Concern (SEC): SEC is a subdistrict that is used as an overlay on other zones. Its purposes are to protect, conserve, enhance, restore, and maintain significant natural and man-made features which are of public value...and to establish criteria, standards, and procedures for the development, change of use, or alteration of such features or of the lands adjacent thereto. In terms of uses, all uses permitted under the provisions of the underlying district are permitted on lands designated SEC; provided, however, that the location and design of any use, or change or alternation of a use...shall be subject to an SEC permit. The excavation of any archaeological site shall require an SEC permit... regardless of the zoning designation of the site. Any excavation or any removal of materials of archaeological, historical, prehistorical or anthropological nature shall be conducted under the conditions of an SEC permit. Any building, structure, or physical improvement within 100 feet of the normal high water level of a Class I stream, as defined by the State of Oregon Forest Practice Rules, shall require an SEC permit...regardless of the zoning designation of the site.

<u>Site No.</u>	<u>Legal Description</u>	<u>Orchard</u>	<u>Fruit Trees</u>	<u>Ornamental Plantings</u>	<u>Mature Trees</u>	<u>Other</u>
53	T1S/R4E/Sec.18:95					
54	T1S/R4E/Sec.18:132					
55	T1S/R4E/Sec.19:					
56	T1S/R4E/Sec.19:120					
57	T1S/R4E/Sec.20:19					
58	T1S/R4E/Sec.20:29					
59	T1S/R4E/Sec.20:68					
60	T1S/R4E/Sec.20:203		X	X	X	Old rose bushes
61	T1S/R4E/Sec.21:1				X	
62	T1S/R4E/Sec.21:3					
63	T1S/R4E/Sec.21:17					
64	T1S/R4E/Sec.21:63					
65	T1S/R4E/Sec.22:6					
66	T1S/R5E/Sec.6:21					
67	T1S/R5E/Sec.8:7	X				
68	T1S/R4E/Sec.2:9			X (Non-historic)		Non-historic stream, wood bridge, terraced yard, stone retaining wall, mature plantings

APPENDIX E
ZONING AND COMPREHENSIVE PLAN DESIGNATIONS

Zoning and Comprehensive Plan Designations

<u>Resource Number</u>	<u>Address</u>	<u>Resource Type</u>	<u>Historic Use</u>	<u>Zone</u>	<u>Comp. Plan</u>
1	11303 NW Skyline Blvd.	Building	Res	MUF-19	MUF
2	14810 NW Old Germantown Rd .	Buildings	Farm C	EFU	EFU
3	15925 NW Old Germantown Rd.	Buildings	Farm C	EFU	EFU
4	20801 NW Reeder Rd.	Buildings	Farm C	EFU	EFU
5	19120 NW Reeder Rd.	Building	Res	EFU	EFU
6	14037 NW Gillihan Rd.	Building	Res	EFU	EFU
7	18139 NW St. Helens Rd.	Building	Res	MUF-19	MUF
8	16946 NW St. Helens Rd.	Building	Res	RC	RC
9	18212 NW 6th Ave.	Building	Res	RR	RR
10	18110 NW 6th Ave.	Building	School	RR	RR
11	17006 NW Pauley	Building	Res	MUF-19	MUF
12	12941 NW Newberry Rd.	Building	Res	MUF-19	MUF
13	17137 NW Johnson Rd.	Buildings	Farm C	MUF-38	MUF
14	26048 NW Reeder Rd.	Buildings	Farm C	MUA-20	MUA
15	21595 NW Sauvies Island Rd.	Building	Res	EFU	EFU
16	27428 NW Reeder Rd.	Building	Barn	MUA-20	MUA
17	27121 NW St. Helens Rd., Scapoose	Building	Res	MUF-19	MUF
18	21530 NW Gilkison Rd., Scapoose	Building	Res	RR	RR
19	33401 NE Chamberlain, Corbett	Building	Barn	EFU (SEC)	EFU
20	31731-33 NE Wand Rd.	Building	Barn	EFU (SEC)	EFU
21	2761 NE Corbett Hill Rd., Corbett	Building	Res	RR (SEC)	RR
22	1601 NE Crest View Lane, Corbett	Building	Res	MUF-19 (SEC)	MUF
23	35800 E. Crown Point Hwy, Corbett	Building	School	RC (SEC)	RC
24	131 SE Pounder Rd., Corbett	Building	Barn	EFU	EFU
25	36115 E. Crown Point Hwy, Corbett	Building	School	RC (SEC)	RC
26	1330 SE Seidl Rd., Troutdale	Building	Res	EFU (SEC)	EFU
27	48100 E. Crown Point Hwy., Corbett	Building	Res	RC (SEC)	SEC
28	48127 E. Crown Point Hwy., Corbett	Building	Res	RC (SEC)	RC
29	Intersection of Fall and Latourelle Sts.	Building	Res	RR (SEC)	RR
30	37800 NE Reed Rd., Corbett	Building	Res	MUF-19 (SEC)	MUF
31	46125 E. Crown Point Hwy., Corbett	Building	Res	MUF-19 (SEC)	MUF
32	46010 E. Crown Point Hwy., Corbett	Building	Res	MUF-19 (SEC)	MUF
33	44111 Crown Point Hwy., Corbett	Building	Res	RR (SEC)	RR
34	1975 SW 27th Drive	Building	Barn	CFU (SEC)	CF
35	2035 SE Troutdale Rd., Troutdale	Building	Res	UF-20	Urban
36	2326 SE Troutdale Rd., Troutdale	Building	School	EFU	EFU
37	Rt. 2, Box 975, Troutdale	Building	Res	UF-20	Urban
38	28005 SE Stark St., Troutdale	Building	Res	MUF-19	MUF
39	Pleasant Valley Grange, Foster Rd.	Building	Grange	RR	RR
40	17120 SE Foster Rd.	Building	Res	RR	RR
41	18102 SE Ritchey Rd.	Building	Res	RR	RR
42	18960 SE Ritchey Rd.	Building	Res	RR	RR
43	7620 SE 190th.	Building	Res	RR	RR
44	8410 SE Hogan Rd.	Building	Barn	EFU	EFU
45	27739 SE Stone Rd.	Building	Res	EFU	EFU
46	704 SE Littlepage Rd., Corbett	Building	Res	EFU	EFU
47	36226 SE Gordon Creek Rd., Corbett	Building	Res	MUF-19	MUF-19
48	1242 Evans Rd., Corbett	Building	Res	EFU	EFU
49	28622 SE Sweetbriar Rd., Troutdale	Buildings	Farm C	EFU	EFU
50	30532 SE Lusted Rd., Gresham	Building	Res	EFU	EFU
51	30515 SE Pipeline Rd., Gresham	Building	Res	MUA-20	MUA

<u>Resource Number</u>	<u>Address</u>	<u>Resource Type</u>	<u>Historic Use</u>	<u>Zone</u>	<u>Comp. Plan</u>
52	6308 SE 302nd Ave., Gresham	Building	Res	EFU	EFU
53	29639 SE Lusted Rd., Gresham	Building	Res	MUA-20	MUA
54	29345 SE Lusted Rd., Gresham	Building	Res	MUA-20	MUA
55	29429 SE Powell Valley Rd.	Building	Barn	EFU	EFU
56	7125 SE 302nd Ave., Gresham	Building	Barn	RC	RC
57	31544 SE Bluff Rd., Gresham	Building	Res	MUA-20	MUA
58	Bluff Rd., Pleasant Valley Meth. Church	Building	Church	MUA-20*	MUA
59	30602-06 SE Bluff Rd., Gresham	Building	Res	MUA-20	MUA
60	31310 SE Bluff Rd., Gresham	Building	Res	MUA-20	MUA
61	33991 SE Lusted Rd., Gresham-Demo.	Building	School	MUA-20	MUA
62	33752 SE Lusted Rd., Gresham	Building	Res	MUA-20	MUA
63	34116 SE Carpenter Lane	Building	Res	MUA-20	MUA
64	33304 SE Lusted Rd., Gresham	Building	Res	MUA-20	MUA
65	34630 SE Lusted Rd., Gresham	Building	Res	MUA-20	MUA
66	40601 SE Louden Rd., Corbett	Building	Res	MUF-19	MUF
67	43300 SE Deverell Rd., Corbett-Demo.	Building	Res	MUF-38	MUF
68	1130 SE Littlepage Rd., Corbett	Building	Res	MUF-19	MUF

*Historic Site Ord. 239

Explanation of terms

Res: Residential

Farm C: Farm Complex

County zoning classifications and Comprehensive Plan designations are compatible. The zoning classifications may specify minimum lot size requirements, such as MUF-19. The primary uses by the zoning classifications that are found in the project study area are defined in the Multnomah County Zoning Ordinance (County Code Section 11.15) as follows.

Exclusive Farm Use (EFU): Farm use; Propagation or harvesting of forest products; Residential use in conjunction with farm use, consisting of a single family dwelling constructed on a lot of 76 acres or more on Sauvie Island or 38 acres or more elsewhere in the EFU district.

Commercial Forest Use (CFU): Forest uses associated with production, management, harvesting of timber; Wood processing operations; Farm uses, selected; Public and private conservation areas and structures; Residential uses consisting of a single-family dwelling on a lot of 80 acres or more, subject to standards.

Multiple Use Agriculture (MUA-20): Farm uses, selected; Propagation or harvesting of forest products; Residential use consisting of a single-family dwelling constructed on a lot; Public and private conservation areas and structures. Minimum lot size is 20 acres.

Multiple Use Forest (MUF): Forest practices associated with the production, management, harvesting of timber; Wood processing operations; Farm uses, selected; Public and private conservation areas and structures; Residential use consisting of a single-family dwelling including a mobile or modular home, on a lot of 38 acres or more, subject to standards. Minimum lot sizes are 38 acres (MUF-38) and 19 acres (MUF-19).

Rural Residential (RR): Farm uses, selected; Propagation or harvesting of forest products; Residential use consisting of a single family dwelling constructed on a lot; Public and private conservation areas and structures. Minimum lot size is five acres.

Rural Center (RC): Farm uses, selected; Propagation or harvesting of forest products; Residential use consisting of a single-family dwelling constructed on a lot; Public and private conservation areas and