

**THE WORKS PROGRESS ADMINISTRATION IN PORTLAND, OREGON:
AN HISTORICAL NARRATIVE AND SURVEY REPORT, 1935-1942**

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the requirements for the degree of**

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Abstract

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May 1996**

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The Works Progress Administration (WPA) was established in 1935 by Presidential executive order to provide jobs for unemployed workers during the Depression. The central office of the WPA in Washington, D.C. established policies, issued directives, and distributed funding, but state offices oversaw implementation of the program and the work relief projects. The state office in Oregon operated out of Portland. Between 1935 and 1942, the WPA in Portland employed approximately 25,000 workers, including men and women in a variety of construction, engineering, and service projects. This study briefly surveys the history of the WPA in Portland, Oregon, describing the activities undertaken by WPA relief workers, and then focusing on the local debate over the merits of the WPA. It concludes with a cultural resource survey of thirty-two buildings, structures, and objects created by WPA relief workers in the city of Portland. Each cultural resource is identified by a survey form, a map, and at least one photograph.

The records of the WPA (Record Group 69) housed at the National Archives in Washington, D.C. proved crucial for reconstructing the history

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of the WPA in Portland. The Oregon State Library in Salem, Oregon, and the Portland Archives and Records Center in Portland, Oregon, contained useful reports, bulletins, and correspondence regarding the activities of the agency. Local newspapers, particularly the Oregonian, provided additional information. Secondary sources relating to the New Deal era yielded further insights into the WPA and its critics, supporters, and policies.

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HISTORICAL NARRATIVE

The Great Depression dealt Portland, Oregon, a severe blow. Portland, along with the rest of the Pacific Northwest, experienced unprecedented levels of bankruptcy, unemployment, unpaid mortgages, and delinquent taxes.¹ While historians typically identify the crash of the New York Stock Exchange in October of 1929 as the start of the depression, it is evident that in many parts of the country, including Portland, hard times had existed long before Wall Street took its dramatic plunge. The timber industry, the basis of much of Portland's economy, had been mired in economic doldrums for several years. As early as 1927, timber mills in the Portland area began to shut down, laying off large numbers of workers.² Eventually ninety percent of the timber companies in the state teetered on the edge of bankruptcy.³

The year 1927 also saw the failure of the prominent Northwestern National Bank of Portland. The Oregon Journal reported a chaotic scene in which "frantic depositors swarmed in and around it [the bank], clamoring for their money. The drawn and serious faces of depositors around a bank,

¹Carlos Schwantes, The Pacific Northwest: An Interpretive History (Lincoln, NE: University of Nebraska Press, 1989), 302.

²E. Kimbark MacColl, The Growth of a City: Power and Politics in Portland, Oregon, 1915-1950 (Portland, OR: Georgian Press Company, 1979), 368-69.

³Schwantes, The Pacific Northwest, 302.

struggling to get their money, is a pitiful sight."⁴ Several more bank failures would follow.⁵

Especially alarming was the unemployment problem, which the growing incidents of homelessness served to dramatize. "Hooverilles" sprouted up throughout the city. Over 330 people lived in a shantytown in Sullivan's Gulch that stretched from Northeast Grand Avenue to Northeast 21st Avenue. Another 100 lived under the west end of the Ross Island Bridge.⁶

In response to the growing economic crisis, concerned citizens, private charities, and local and state government agencies stepped in to provide relief. A local dairy owner, for instance, pledged a weekly ration of buttermilk to a group of unemployed workers on the east side of the city.⁷ A local charity, operating out of a church basement, provided sandwiches to the destitute.⁸ The city council approved a special bond election in order to generate emergency employment opportunities through the funding of public works projects.⁹

⁴Oregon Journal, 30 March 1927, p. 1.

⁵MacColl, The Growth of a City, 379-405.

⁶Oregonian, 27 February 1933, p. 1; Oregonian, 1 February 1933, p. 4. The Portland Hooverilles functioned as highly organized, semi-autonomous communities. Inhabitants of the Sullivan's Gulch shantytown elected their own mayor, and designated another man to oversee policing duties, including enforcing the ban on alcohol. The shantytown also operated its own commissary that distributed donated food and clothing throughout the community.

⁷Oregonian, 27 February 1933, p. 1.

⁸Oregonian, 12 September 1935, p. 2.

⁹MacColl, The Growth of a City, 455-56.

Meanwhile, the state government, in the words of one historian, "had neither the resources nor the creative leadership to meet the challenge" of the economic crisis.¹⁰ Republican Governor Julius Meier, whose background in business led him to focus his attention on cutting costs and balancing the budget, repudiated the notion that the state should embark on an emergency assistance program. Meier argued that relief was the responsibility of charities and local government.

Mounting pressure from constituents and local government officials eventually forced Governor Meier to modify his hands-off approach to relief. In December 1930 he created the State Emergency Employment Commission, which was later replaced by the State-Wide Relief Council. The move on the part of Meier amounted to nothing more than a token gesture. Neither agency had the authority to provide relief funding; rather, they primarily functioned as advisory boards, coordinating relief efforts among counties. Finally, by the fall of 1932, the Relief Council reported that the counties no longer had the financial ability to provide unemployment relief.¹¹

Portlanders painfully realized that the economic crisis surpassed the normal ability of their institutions to provide relief. The depression had exhausted the emergency relief funds of Multnomah County and Portland.¹² Charities were similarly overwhelmed. Despite the best efforts of these

¹⁰Robert Burton, "The New Deal in Oregon," in The New Deal (Columbus, OH: Ohio State University Press, 1975), 357.

¹¹Burton, "The New Deal in Oregon," 357-58.

¹²Ibid.; "Rocky Butte Scenic Drive Historic District," National Register of Historic Places Registration Form, Oregon State Historic Preservation Office, Salem, OR., sec. 8, p. 6.

charities, the crush of the hungry and the homeless had overtaxed the resources of many Portland area relief agencies. The Oregonian, for instance, reported that a young man and his pregnant wife could not find adequate care in Portland's relief shelters. The article recounted how the couple visited numerous missions, having to walk a distance of ninety-two blocks throughout the city, in order to receive a meal, which in the end consisted of nothing more than two jelly sandwiches.¹³

Portlanders began to look to the federal government for assistance. Even Governor Meier, despite his public assurances that the state had "practically everything necessary to meet the existing emergency," underwent a change of view. A short eight days after his overly optimistic assessment of the situation, the governor privately contacted President Hoover to request federal aid. "We must have help from the federal government," Meier pleaded, "if we are to avert suffering . . . and possible uprisings."¹⁴

Hoover responded to the depression in a limited and cautious manner. In contrast, Franklin Roosevelt promised "bold, persistent experimentation" to bring the country out of the economic crisis.¹⁵ In his acceptance speech at the Democratic Convention in Chicago, the triumphant candidate pledged a "new deal for the American people."¹⁶ The phrase "New Deal" would become synonymous with his legislative agenda of relief, recovery, and reform initiatives. Central to the New Deal were

¹³Oregonian, 12 September 1935, p. 2.

¹⁴Burton, "The New Deal in Oregon," 358.

¹⁵William Leuchtenburg, Franklin D. Roosevelt and the New Deal (New York: Harper and Row, 1963), 5.

¹⁶*Ibid.*, 8.

numerous agencies aimed at reducing unemployment, including the Public Works Administration (PWA), Civilian Conservation Corps (CCC), and Civil Works Administration (CWA).

During the early years of the New Deal the PWA represented Roosevelt's primary weapon in the war against unemployment. Backed by a previously unheard of \$3.3 billion appropriation, the agency sought to "prime the pump" of the national economy through a massive public works program.¹⁷ Officials anticipated that the stimulation of the construction industry would in turn provide jobs for unemployed men. Unemployed women, in the meantime, had to wait; the PWA omitted women from its projects.¹⁸

Efforts by the federal government in the early 1930s to provide relief and work for the unemployed had not produced the results that President Roosevelt or the nation had anticipated. Pressure mounted on the federal government to take more dramatic action. Cities across the nation witnessed riots as unemployed workers clamored for increased levels in relief spending. Demagogues such as Louisiana Senator Huey Long and Michigan's Father Charles Coughlin attracted national followings as the public, frustrated with the glacial rate of the economic recovery, flocked towards their radical plans to end the depression.¹⁹

In response to these pressures, Congress passed the Emergency Relief Appropriations Act of 1935. This act authorized the Roosevelt

¹⁷Robert McElvaine, The Great Depression (New York: Times Books, 1993), 152.

¹⁸Nancy Rose, Put to Work: Relief Programs of the Great Depression (New York: Monthly Review Press, 1994), 26.

¹⁹Leuchtenburg, Franklin D. Roosevelt and the New Deal, 95.

Administration to spend \$4.88 billion to aid the unemployed. The President used this funding to create several new relief agencies, including the Works Progress Administration (WPA), which Roosevelt established by executive order on May 6, 1935.²⁰

The creation of the WPA ushered in a new era of federal activism. While the PWA represented an unprecedented level of involvement by the federal government in unemployment relief, it did not, like the WPA, constitute the federalization of local relief. This was one of the major distinctions between the PWA and the WPA. The PWA awarded contracts to private firms, which in turn became responsible for hiring workers. In contrast, the WPA put relief workers directly onto the federal payroll.²¹

The WPA consisted of several administrative layers. Beneath the national headquarters in Washington, D. C. were the regional, state, and district offices. The state offices played crucial roles in the organization of the agency. State offices prepared project applications for consideration and placed the approved projects into operation. As the largest city in the state and as the site of the state office, Portland was the hub of WPA activities in Oregon.²²

The WPA moved quickly in order to implement its program at the state level. President Roosevelt immediately appointed Emerson J. Griffith to head the WPA in Oregon. Born in California and educated on the east coast, Griffith came to Portland in 1913 to manage the local office of the

²⁰Federal Works Agency; Final Report of the WPA Program, 1935-43 (Washington, D.C.: Government Printing Office, 1946), 7.

²¹Rose, Put to Work, 26.

²²Oregonian, 6 July 1935, p. 1.

Associated Press. After leaving Portland to pursue business interests in Seattle, San Francisco, and New York City, Griffith returned in 1924 to establish Griffith Transport Company, a highly successful brokerage office and steamship agency.²³

Throughout his career Griffith proved to be a loyal Democrat. In 1928 he served as the president of Oregon's Al Smith for President Campaign. Griffith also campaigned for Roosevelt. During the 1932 election he headed the Roosevelt for President League in Oregon, while also serving as the Financial Director of the Democratic National Committee in Oregon.²⁴

Griffith's dedication to Roosevelt made him an obvious choice for a political appointment. His hard work and organizational skills had impressed Roosevelt's campaign director, James Farley, who in turn recommended to Roosevelt that he appoint Griffith to head the Oregon WPA.²⁵ Along with tremendous power, the position also included a comfortable yearly salary of \$5,600.²⁶

The responsibility of filling subsequent positions within the Oregon WPA fell to Griffith. His selections of department heads read like a "Who's Who" of Portland. John Albright, a railroad executive with Union Pacific, became the deputy administrator.²⁷ Henry Hughes took temporary

²³Oregon Voter, 20 July 1935, pp. 58-60. Despite his prominence in commerce and media, Griffith was perhaps best known as a novelist. He and his wife co-authored numerous works of fiction, including a popular mystery novel titled The Monkey Wrench.

²⁴Oregon Voter, 20 July 1935, p. 60.

²⁵Ibid.

²⁶Oregonian, 19 January 1941, sec. 1, p. 4.

²⁷Reuben Norman, ed., Capitol's Who's Who for Oregon: 1948-1949 (Portland, OR: Capitol Publishing Company, 1948), 22.

leave as president of Hughes and Company investment bankers in order to serve as director of finances.²⁸ Robert Dieck, an Ivy League-educated civil engineer, was appointed director of projects.²⁹ The head of the personnel division went to James Dedman from the Portland office of Pacific Telephone Company.³⁰ Walfred Shuholm, who had worked with the state relief commission and also served as a business representative for the Portland plumbers' and gas fitters' union, became director of labor management.³¹ Griffith appointed Mary Jane Spurlin director of women's work. Spurlin, who had a remarkable background as a lawyer and district judge, gained fame as the only woman in Oregon to have served on the District Court bench.³²

The arrival of the New Deal in Portland generated tremendous excitement throughout the city. The local press carefully monitored the activities of the WPA, updating the public on how much money was appropriated and what projects had been approved. A large picture of a grinning, debonair E. J. Griffith graced the front page of the Oregonian as headlines announced the beginning of the WPA in Portland.³³ Even individual citizens seemed to get into the spirit. One local businessman ran an advertisement in the paper offering potential customers "a New Deal" in real estate prices. The advertisement picked up on Roosevelt's own

²⁸Oregonian, 6 July 1935, p. 1.

²⁹Ibid.; Norman, ed., Capitol's Who's Who for Oregon, 151.

³⁰Oregonian, 6 July 1935, p. 1.

³¹Ibid.

³²Ibid.; Norman, ed., Capitol's Who's Who for Oregon, 526.

³³Oregonian, 6 July 1935, p. 1.

optimism and promised a rosy future in the real estate market. "Buyers are more optimistic: a new president, spring is here," the advertisement proclaimed.³⁴

Against this background of optimism, the local WPA began to lay the groundwork for the implementation of its work relief projects. At the most basic level, WPA projects were organized into two categories: engineering and construction projects, or "blue collar" projects, and service projects, or "white collar" projects. Engineering and construction projects involved building roads, bridges, dams, public buildings, and airports as well as the development and improvement of parks and school playgrounds. Service projects included art, music, theater, and writing programs along with social welfare programs and the historic records and buildings survey.

The projects carried out during the first years of the WPA were very labor intensive, designed not so much to produce useful public improvements, but to employ the optimum number of unemployed workers. The Oregon WPA admitted in its final report that in the beginning, "a relief viewpoint was placed ahead of sound operating principles."³⁵ This was certainly the case in Portland.

In their haste to enact the program, WPA officials frequently failed to properly organize the operation of the projects. In order to provide maximum employment opportunities, the projects emphasized the use of hand tools over more efficient power equipment. Often the number of

³⁴Oregonian, 5 March 1933, p. 5.

³⁵William Pidduck, ed., The Final State Reports, 1943, Archives of the Works Progress Administration and Predecessors, 1933-1943, series 1. (Sussex, England: Harvester Press Microform Publications, Ltd., 1987), 11.

workers assigned to a given project far exceeded what was necessary. The situation became so bad that in some cases there were simply not enough tools to go around for all the workers.³⁶

Many of the early projects focused on the improvement and development of city parks. This type of work proved to be ideal for the WPA; large numbers of unskilled workers could be employed while the output for construction materials could be kept to a minimum. Armies of relief workers descended on city parks and municipal golf courses to build rock walls, fences, comfort stations, trails, and footbridges. Workers cleared underbrush and graded landscapes to establish new parks. The work performed at Macleay Park is indicative of the character of the Portland WPA during its early years. For a six month period beginning in 1935, 164 men worked at the park, clearing the heavily wooded site of underbrush, snags, and stumps while constructing several miles of trails and access roads. In the end the WPA spent over \$61,000 on labor costs. Funding for equipment and materials, in contrast, totaled a paltry \$611.³⁷

Road construction and improvements attracted more funding than any other type of project. Like the work performed in the city parks and golf courses, the WPA favored these projects because they were labor intensive, employed large numbers of unskilled workers, and could be completed with hand tools. Photographs of these projects typically show dozens of laborers crowded into a work site using rakes and shovels to resurface the

³⁶Ibid., 7.

³⁷City of Portland, Oregon Department of Public Works, "Works Progress Administration, City Projects," Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

roads.³⁸ By 1939 WPA workers had graded and resurfaced in excess of 500 miles of roadway in the Portland area.³⁹

As the Portland WPA grew into its role as an administrator of work relief and local sponsors became more familiar with the potential of WPA grants, the organization, efficiency, and quality of the projects improved. Work on roads and parks remained popular projects among WPA organizers; however, the WPA began to undertake larger and more complex projects. Building construction, for instance, became more widespread. Nevertheless, the emphasis of the WPA always remained on projects which employed large numbers of unskilled workers and involved minimal expenditures for materials and equipment.

In terms of total cost and the number of relief workers employed, the two largest, single construction projects undertaken by the Portland WPA were the development of Rocky Butte Scenic Drive and the new municipal airport. Rocky Butte, located in the north^{WESTERN}western corner of the city, is a knob 400 feet in elevation that offers sightseers dramatic views of Portland, the Cascade Mountain Range, including Mt. Hood and Mt. Saint Helens, along with the mouth of the Columbia River Gorge. Talk of developing Rocky Butte had circulated among city planners for several decades. Finally, in the early 1930s, the nearby Hill Military Academy donated several acres of land for the expressed purpose of developing the area for public use. In 1934 relief workers, using emergency funds from the state, began to build a road to the top of the butte. Shortly thereafter,

³⁸E. J. Griffith, "Report of the Works Progress Administration in Oregon, Third Congressional District," Oregoniana Collection, Oregon State Library, Salem, OR.

³⁹Ibid.

the WPA took over operations, completing the road and building an impressive stone viewpoint at the crest of the butte. The WPA eventually finished the project in 1939 at a cost of over \$500,000.⁴⁰ At the height of the project an average of 200 workers, ranging from supervisors to unskilled laborers, were employed on the site.⁴¹

The final product was an outstanding example of WPA work and the rustic architectural style that Depression era public works projects frequently adopted. Buildings, structures, and landscape improvements associated with rustic architecture relied heavily on native building materials; thus, throughout Portland, basalt stone--extracted from a quarry on Rocky Butte--figured prominently into the projects that adopted the rustic style. The use of simple hand tools is another defining trait. In this regard, the work of the stone masons at Rocky Butte and elsewhere was very much in keeping with the rustic style. Of course the WPA endorsed the use of hand tools for reasons other than attempting to achieve an Arts and Crafts ideal. Hand tools, while obviously lacking the efficiency of modern power equipment, helped the WPA maximize the employment opportunities for relief workers. Rustic architecture also strove to be as compatible and congruous as possible with the natural surrounding. In part this goal was achieved by using local building materials, but it was also realized by applying proper scale and avoiding unnaturally straight lines and excessive sophistication.⁴²

⁴⁰"Rocky Butte Scenic Drive Historic District," sec. 8, p. 6.

⁴¹Ibid., sec. 8, p. 12.

⁴²Carol Ahlgren, "The Civilian Conservation Corps and Wisconsin State Park Development," Wisconsin Magazine of History 71 #3 (1988): 186.

In capturing the essence of the rustic style, the design of Rocky Butte emphasized the use of indigenous building materials, as well as an approach to construction that linked the structures to their natural setting. Architects working on the Rocky Butte project kept the roadway and its accompanying structures in a proper scale while avoiding elaborate, decorative features and rigid lines that would otherwise clash with the surroundings. Indeed, the narrow, winding roadway to the top of the butte appears to be an almost natural occurrence as it hugs the contour of the hillside. The use of native basalt stone in the construction of the tunnel, guard rails, retaining walls, and viewpoint structure is similarly compatible to the setting.

Another characteristic of the Rocky Butte project that links it to the rustic style is its celebration of craftsmanship. In his landmark study of rustic architecture, Albert Good observed that the style "gives the feeling of having been executed by pioneer craftsmen with limited hand tools."⁴³ This feeling is certainly evident at Rocky Butte. The project called for the widespread use of hand cut stone, a process which called for specially trained laborers. Few of the hirees possessed masonry skills, but they learned on the job, working side-by-side with workers who had a background in masonry. Eventually about twenty masons worked on the project.⁴⁴

Ralph Curcio, a Italian immigrant who learned masonry in his native country, oversaw the stone work on the butte. Curcio had already left his

⁴³Albert Good, Park and Recreation Structures (Washington, D.C.: Government Printing Office, 1938), 1: 5.

⁴⁴"Rocky Butte Scenic Drive Historic District," sec. 8, p. 12.

mark on Oregon as a stone mason through his work on the Columbia River Gorge highway, Vista House, and Multnomah Lodge.⁴⁵ Curcio employed many of the same techniques on the Rocky Butte project that he used on the Columbia River Gorge highway. Rocky Butte features stone walls and guard rails made of scrupulously fitted basalt, arranged in patterns reflective of the stone work in the Gorge.

The basalt used in the project came from a quarry on the east side of the butte. The quarry provided much of the basalt for other WPA projects in the area, including, the construction of Rocky Butte Jail (since demolished), tunnels on Cornell Road and Burnside Street, comfort station at Overlook Park, and countless retaining walls, guard rails, and stone bollards that line Portland streets. The quarry also served as an important source of stone for the Timberline Lodge project, a massive, WPA-built ski lodge located at Government Camp on Mount Hood.⁴⁶

The construction of the new airport, while lacking the artistic craftsmanship of Rocky Butte, was Portland's most significant public works improvement during the New Deal. Since the late 1920s the city had relied on the woefully inadequate Swan Island airport. Portland voters, recognizing the need to build a larger airport capable of handling heavier air traffic, approved a bond issue allowing the city to purchase a parcel of land adjacent to the Columbia River as the site for a new airport. The WPA responded in kind with a grant for \$1.3 million.⁴⁷

⁴⁵Ibid., sec. 8, p. 11-12.

⁴⁶Jim Knapp, interview by David Lewis, 6 March 1987, Tape recording, personal collection of interviewer, Portland, Oregon.

⁴⁷MacColl, The Growth of a City, 502-04.

Officials of the WPA and Port of Portland, the local sponsor of the project, faced enormous difficulties in preparing the site for construction.⁴⁸ The low lying area did not drain properly, and because of its location near the Columbia River, flood waters frequently covered the site, compounding the drainage problems.

In hopes of alleviating the drainage problem, the WPA initiated a massive earth moving project.⁴⁹ Workers covered the area with four million cubic yards of sand dredged from the river. In addition, workers constructed a series of dikes to control flooding from the river. With the drainage problem addressed, two runways capable of serving the most modern aircraft of the day were built. Workers completed the project in 1941. All told, the airport project steadily employed over one thousand men.⁵⁰

Aside from such massive public works projects like Rocky Butte and the airport, few opportunities existed in the Portland area by which large numbers of unskilled workers could be employed. Again, the WPA turned towards road building as the solution. The WPA joined the State Highway Department in building the ambitious Wolf Creek and Wilson River highways.⁵¹ Engineers considered the undertaking, which involved carving passable roadways out of the side of steep coastal mountains, to be

⁴⁸Griffith, "Report of the Works Progress Administration in Oregon."

⁴⁹Ibid.

⁵⁰"Progress" [Monthly Bulletin of the Oregon Works Progress Administration], September 1936, Oregoniana Collection, Oregon State Library, Salem, OR.

⁵¹Oregonian, 27 December 1936, sec. 1, p. 3.

one of most difficult highway building tasks in the United States.⁵² When completed, these highways provided Portlanders with a new, more direct route to the Oregon Coast. The opening of the new highways not only improved access to the coast, but also dramatically changed the economies of small, littoral communities such as Seaside, Cannon Beach, and Tillamook. The unprecedented influx of recreational motorists established the groundwork for the development of a tourist-based economy along the Oregon coast.

Relief workers employed on the highway-building project gathered early in the morning under the Vista Avenue Bridge, where WPA trucks drove them on the approximately three hour journey to the work sites west of Portland.⁵³ As work on the Wolf Creek Highway progressed, it became more economic to house workers from Portland at work camps rather than transport them in from the city. The WPA secured Sunset Camp, an abandoned CCC camp located on the Wolf Creek Highway approximately thirty miles west of Portland, as a base of operations for the project. Soon two large camps were constructed just beyond Sunset Camp. These camps eventually housed 1,500 workers.⁵⁴

Along with road workers and engineers, the engineering and construction division of the Portland WPA hired highly trained artisans. These craftsmen included a crew of iron workers that produced works of ornamental wrought iron for a number of projects throughout Oregon.

⁵²Oregonian, 9 September 1938, p. 3.

⁵³The WPA only paid for the first hour of the commute to the work sites.

⁵⁴Pidduck, ed., The Final State Reports, 7.

Orion Dawson supervised the iron work operations, which was based out of a workshop on Boise Street.⁵⁵

Many of the products that came out of the Boise Street workshop were designed for Timberline Lodge. Along with straps and hinges for doors, keyholes, and door handles, these craftsmen also created spectacular examples of ornamental wrought iron.⁵⁶ The stunning gates at the entrance to the Lodge's main dining room are indicative of the work performed by Dawson and his crew. Strongly designed with bold horizontal and vertical bars, the gates are simply decorated with sun and moon designs, Indian symbols, pine cones, and animal heads.⁵⁷ In addition to the work at Timberline Lodge, the Boise Street shop created a series of decorative iron gates for the University of Oregon library at Eugene along with various examples of iron work at Oregon State University in Corvallis.⁵⁸

The service projects, in contrast to the engineering and construction projects, provided employment opportunities on a much smaller scale. One of the most visible components of the WPA's service projects in Portland was the Federal Music project, which operated under the supervision of Frederick Goodrich.⁵⁹ Portland's forty-eight piece band, whose directors

⁵⁵"Oregon Art," 22 September 1936, Federal Art Project, Office of National Director, Records Relating to Publicity and Exhibitions, 1936-1937 [Box 20, Entry 562], WPA General Subject Files, 1935-1942, Record Group [RG] 69, National Archives [NA], Washington, D.C. Dawson had a background in opera, but after facing limited job opportunities, he began to study design and wrought iron under a European craftsman in Los Angeles.

⁵⁶Ibid.

⁵⁷Friends of Timberline, Timberline Lodge: A Guided Tour (Government Camp, OR: Friends of Timberline, 1991), 33.

⁵⁸"Oregon Art," WPA General Subject Files, RG 69, NA.

⁵⁹Oregonian, 14 February 1937, p. 4.

included local musicians Mischa Pelz and Ashley Cook, proved to be particularly popular, playing hundreds of concerts around the city.⁶⁰ A temporary bandstand was erected in the South Park Blocks to accommodate the band during a series of outdoor summer concerts. In addition, the band performed before students at local schools and played regularly scheduled summer concerts at Laurelhurst Park, Reed College, Washington Bowl, and Peninsula Park.⁶¹

Portland's WPA orchestra, headed by conductor Harry Linden, consisted of twenty-seven musicians, many of whom were employed by the Portland Symphony Orchestra.⁶² During the regular concert season the Portland Symphony paid the wages of the musicians, but during the balance of the year they received no salary from the organization. Symphony officials feared that the lack of work would drive many of the musicians out of Portland in search of employment elsewhere.⁶³

In response to these fears, the WPA entered into an agreement with the symphony in which it would pay between twenty and thirty percent of its musicians to participate in the Federal Music project during the off

⁶⁰"Monthly Narrative Report, July 1937," Division of Information: Press Information and Publicity Materials, 1936-1942 [Entry 308, Box 44], WPA General Subject Files, RG 69, NA; "Progress," August 1936; Griffith, "Report of the Works Progress Administration in Oregon."

⁶¹Griffith, "Report of the Works Progress Administration in Oregon"; Gladys Everett to Kenneth Cooper, Park Bureau Superintendent Correspondence Files, Folder 2, Record Group 7290-01, Portland Archives and Records Center, Portland, OR.

⁶²"Progress," August 1936; Oregonian, 10 February 1937, p. 13.

⁶³"Monthly Narrative Report, July 1937," Division of Information: Press Information and Publicity Materials, 1936-1942 [Entry 309, Box 44], WPA General Subject Files, RG 69, NA.

season.⁶⁴ Drawing from Portland's talented community of classical musicians, the WPA symphony performed at venues throughout the city. For example, a string ensemble performed a series of Sunday afternoon concerts at the Portland Art Museum. Musicians and vocalists presented a light opera at Marylhurst College. Works by Mozart were featured in a concert at the Reed College chapel.⁶⁵

Productions by the Federal Theater Project were similarly popular. The Oregon Theater Project, which operated under the direction of Bess Whitcomb, got off to a slow start due to a lack of "legitimate" actors. Most of the early efforts, therefore, featured amateur thespians in unsophisticated productions. The first performance, a simple vaudeville production, debuted in June 1936 at the Fort Vancouver barracks.⁶⁶

Gradually more elaborate, sophisticated productions emerged. By January 1937 the actors presented a forty minute play based on Chekov's The Boor. This one act farce featured performers engaged in traditional Russian dance and folk songs.⁶⁷ Nevertheless, the lack of talent prevented the Oregon Theater Project from ever approaching the level of professionalism evident in other cities. Productions, for the meantime, continued to focus on vaudeville and simple comedies.

Finally, in the summer of 1937, the WPA brought in actors and actresses from Los Angeles in order to supplement the Portland talent pool.

⁶⁴Griffith, "Report of the Works Progress Administration in Oregon."

⁶⁵Ibid.; "Progress," December 1936.

⁶⁶Griffith, "Report of the Works Progress Administration in Oregon."

⁶⁷Ibid.

Whitcomb traveled down to Los Angeles in order to personally select these "loan" actors.⁶⁸ Imported talent brought new legitimacy and professionalism to the theater project. By the end of the 1938 season, a satisfied Griffith reported that the "Oregon Federal Theater . . . seems to have hit stride with legitimate drama and vaudeville running side by side."⁶⁹

The first play coming out of the revamped theater project was Pinocchio. Directed by Yasha Frak, another Los Angeles talent brought into Portland, Pinocchio played for several weeks before enthusiastic crowds at the WPA theater.⁷⁰ A cast of thirty actors--in addition to the roles of marionettes, clowns, mermaids, soldiers, jugglers, and animals--dazzled audiences with what the Oregonian called a "fast-moving, mirthful musical spectacle."⁷¹ Several other plays followed, including: Pursuit of Happiness, Welded, Power, and Timberline Tintypes.⁷² The brief run of the Oregon Theater Project ended in June 1939 when pressure from conservative elements in Congress forced Roosevelt to terminate the controversial program.

While the popular Theater Project and Music Project attracted the attention of thousands of Portlanders, dozens of relief workers labored in relative obscurity as writers, researchers, and secretaries for the Federal

⁶⁸Oregonian, 29 August 1937, p. 7.

⁶⁹Griffith, "Report of the Works Progress Administration in Oregon."

⁷⁰Ibid.

⁷¹Oregonian, 6 June 1938, p. 4.

⁷²Griffith, "Report of the Works Progress Administration in Oregon."

Writers' Project. Griffith appointed Alfred Powers, a noted author and dean of the Extension Department of the University of Oregon, to head the Oregon Federal Writers' Project.⁷³ Throughout its operations the number of workers employed on the Writers' Project varied any where between twenty and fifty-four workers.⁷⁴

Griffith, with his background in journalism and writing, took a great deal of interest in the Writers' Project. He worked closely with Powers and Edmonds, and even developed the idea for one of the books that was eventually written.⁷⁵ In addition to producing several books, workers also created numerous studies, surveys, and pamphlets, as well as the monthly magazine of the Oregon WPA. The WPA also developed a regularly scheduled radio program, "Oregon Oddities," based on the work of the Writers' Project and the Historic Records Survey. "Oregon Oddities" featured vignettes and trivia relating to Oregon history. Many of the programs celebrated themes of equality and community, concepts which may have added to the suspicions of many critics that the Portland WPA harbored elements sympathetic towards communism. The episode "Aurora," for instance, told the story of Aurora, Oregon, a small town in the Willamette Valley founded in 1844 by utopianists. The narrator for "Oregon Oddities" described Aurora as an ideal "little community where no one ever suffered want, where none were rich and none were poor [.]"

⁷³Ronald Taber, "The Federal Writers' Project in the Pacific Northwest: A Case Study" (Ph.D. diss., Washington State University, 1969), 87. Powers proved to be an incompetent supervisor and was forced to resign in October 1937. T. J. Edmonds, who had a background in journalism, promptly replaced Powers and served as director until the Writers' Project ceased operations.

⁷⁴Griffith, "Report of the Works Progress Administration in Oregon."

⁷⁵Taber, "The Federal Writers' Project," 86.

Another episode told the story of a hotel in The Dalles, Oregon, where "guests were never asked to pay their bills, where food was to be had by the rich who could pay for it and the poor [who] could not [.]"⁷⁶

The primary objective of the Writers' Project, however, was the publication of the Oregon Guide. All forty-eight states produced a state guide, which included descriptive essays, histories, and tour descriptions. Following the publication of the Oregon Guide in May 1940, the Oregon Writers' Project, following the trend of other WPA divisions, shifted its focus to the war effort. According to one historian, after the completion of the Oregon Guide, the Writers' Project was "virtually converted into an 'information agency' for the United States' armed forces."⁷⁷ The agency produced radio scripts and press releases for the Army and Navy, including a series of radio programs for the U.S. Army recruiting services.⁷⁸

The Oregon Historic Records Survey operated jointly with the Writers' Project. The Historic Records project employed as many as fifty workers at one time.⁷⁹ While these workers were based in Portland, they frequently traveled to other parts of the state that lacked qualified personnel.⁸⁰ The Historic Records project aimed to compile a comprehensive index of historic materials in Oregon as a guide for historic research. Workers scoured county court houses, city halls, history

⁷⁶WPA Theater Radio Scripts, MSS 1327, Oregon Historical Society, Portland, OR.

⁷⁷Taber, "The Federal Writers' Project," 113.

⁷⁸Ibid., 115.

⁷⁹Griffith, "Report of the Works Progress Administration in Oregon."

⁸⁰Ibid.

societies, and public and university libraries in their search for manuscripts and relics.⁸¹

The Women's Division also fell under the service project category. Despite the fact that the depression had hit women especially hard, women made up a disproportionately low percentage of the WPA work force. Several factors explain this trend. Social attitudes and federal policies combined to make it very difficult for even the most deserving women to earn a position with the WPA. During the 1930s and 1940s, in fact, throughout most of American history, the idea of what constituted useful labor was dictated by a masculine vision. According to historian Linda Gordon, this masculine vision controlled the nature of the New Deal work relief programs. "The largest, best known, and least-criticized projects were quintessentially male: building dams and bridges, for example. Construction jobs," Gordon explained, "were for men, of course, and the monumental public works design style perpetuated a masculinist vision of what work was essential, of what the society needed."⁸² This trend towards projects "quintessentially male" was evident in the WPA's emphasis on engineering and construction projects.

WPA officials, Harry Hopkins in particular, reflected the masculine view and proved to be generally disinterested in providing women with work relief. Recognizing the apathy of WPA officials towards the plight of women on relief, Eleanor Roosevelt delivered public speeches and lobbied work relief officials in private in order to increase funding for the Women's Division. In one instance the First Lady asked Hopkins to make

⁸¹"Progress," June 1936.

⁸²Linda Gordon, Pitied But Not Entitled (New York: The Free Press, 1994), 193.

a special effort to impress upon the state administrators the importance of the women's programs, otherwise, she lamented, "They are so apt to forget us!"⁸³

Along with social attitudes of the 1930s, institutionalized sexism within the WPA guidelines made most women ineligible for work relief. WPA policy stipulated that only one member of each family was eligible for a work relief position, and this person was to be the "logical" head of the family. According to the WPA, the head of the family was almost always the husband. "As a general rule, a woman with a employable husband is not eligible for referrals," WPA regulations stated, "as her husband is the logical head of the family."⁸⁴ Women on the work relief roles were therefore almost exclusively unmarried, divorced, or widowed.

Generally women who qualified for relief work were almost all funneled into projects operated by the Women's Division. While figures are not available for Portland alone, it is evident from the national picture that women had limited options when it came to being assigned to a project. Relief authorities defined women's work as sewing, domestic work, fine arts, or white collar positions that were traditionally oriented toward women, such as nursing, teaching, and secretarial work. Women rarely received construction jobs. National WPA statistics reveal that 51 percent of all women employed by the WPA were engaged in sewing or other similar female-typed jobs. Of the remaining women, 41 percent were

⁸³Susan Ware, Beyond Suffrage: Women in the New Deal (Cambridge, MA: Harvard University Press, 1981), 105.

⁸⁴Donald Howard, The WPA and Federal Relief Policy (New York: Russell Sage Foundation, 1943), 278.

employed on various other service projects. Only 3 percent were employed on construction projects.⁸⁵

Matching the national trend, most female WPA workers in Portland worked on sewing projects.⁸⁶ Women worked out of makeshift garment factories, which typically lacked sufficient equipment, that were established in school basements around Portland, including Boise, Grout, Hudson, Failing, Marysville, and Glenhaven schools. Along with providing employment and training for women, the sewing projects also furnished clothing for indigent Oregon families. The Oregonian reported that the sewing project in Portland produced 1,500 articles of clothing and accessories per day, ranging from matching corduroy hats, dresses, and coats for school girls to pillow cases and sheets.⁸⁷

Not all sewing products found their way to needy families. Marjorie Hoffman Smith, assistant director for the WPA Federal Arts Project in Oregon, solicited volunteers from the sewing projects to produce interior finishing for Timberline Lodge. Working out of the Boise school and the WPA headquarters, a team of twenty-eight women produced a plethora of rugs, tapestries, and upholstery for the lodge. To keep costs down, the women worked with whatever materials were available. They transformed strips of old CCC blankets and uniforms into hook rugs. Workers enlivened the olive drab color of the CCC materials by weaving assorted colored scraps of cloth into the rugs.⁸⁸

⁸⁵Federal Works Agency, Final Report of the WPA Program, 44.

⁸⁶Griffith, "Report of the Works Progress Administration in Oregon."

⁸⁷Oregonian, 8 May 1938, supplementary magazine.

⁸⁸Ibid.; Andy Harney, "WPA Handicrafts Rediscovered," Historic Preservation 25 (July-September 1973): 11-15.

Meanwhile, the housekeeping aid project employed more than ninety women. At the request of local relief agencies, these women acted as temporary housekeepers in the homes of families who faced emergency circumstances. For a period not to exceed two weeks, these women entered homes and performed household chores and cared for children. The service was offered under two scenarios: first, in cases of illness or death of the mother and, secondly, in cases where a social worker deemed a household to be lacking in order. In the latter case, an aide would "assist in restoring morale, budgeting finances, and returning the family to the highest standard of living within their means."⁸⁹

Other Portland women were assigned to local schools to serve free hot lunches to needy school children. The WPA proudly reported that, since the implementation of the school lunch program, teachers and principals had noticed "improved school work, better health, rosier cheeks, and brighter eyes" among their students.⁹⁰ In conjunction with this project, the WPA opened a canning operation at the Sauvie Island school. Female workers canned surplus fruits, vegetables, meats, and other perishables for the school lunch programs during the winter months.⁹¹

A household service training center was another option available to women on work relief. Wealthy Portlanders had long complained about the lack of women suitably trained as housekeepers and domestic servants. Thus, this project served two purposes: it provided employment for unemployed women and it filled the needs of Portland's upper-class by

⁸⁹Griffith, "Report of the Works Progress Administration in Oregon."

⁹⁰Ibid.

⁹¹Oregonian, 20 September 1937, p. 15.

creating a pool of domestic workers. Trainees underwent a closely supervised training regimen in which they were drilled in techniques of sweeping, dusting, washing, sewing, mending, cooking, child care, and personal hygiene.⁹²

In considering the projects undertaken by the Portland WPA, both blue and white collar, it is clear that their nature and scope began to gradually change after the first initial years of the program. During the waning years of the WPA, the more extravagant projects--Rocky Butte, Timberline Lodge, and others not involving clear, vital contributions to the well being of the city--gave way to projects that emphasized tangible, practical improvements and other projects more typically associated with public works. This trend repeated itself in cities across the country.

In part this trend away from superfluous projects can be explained by the defense build-up immediately prior to World War Two. As national defense became a priority, the WPA sharply reduced the number of non-defense related projects it undertook. Griffith, reflecting the new emphasis of the WPA, declared in 1941 that "all idle men should be put to work in the interest of national defense."⁹³ WPA workers scrambled to build airports, shipyards, access roads, and cantonments. Coupled with funding from the National Defense Act, the WPA pushed to complete the airport and

⁹²Oregonian, 12 June 1938, p. 13; Portland Journal, 21 April 1938, p. 14; Griffith, "Report of the Works Progress Administration in Oregon"; "Progress," March 1937.

⁹³Address by E. J. Griffith delivered before the Eugene Chamber of Commerce, 13 June 1941, Division of Information: Press Information and Publicity Materials, 1936-1942 [Entry 308, Box 44], WPA General Subject Files, RG 69, NA.

Wilson River and Wolf Creek Highways.⁹⁴ Two hundred workers built pre-fabricated houses that were later used on the North Oregon Coast for housing defense workers.⁹⁵ Meanwhile, the WPA embarked on a new road building campaign in Portland to improve the mobility of troops and wartime supplies and hardware. With the aim of establishing efficient military arterials through the West Hills of Portland, WPA workers, including many of the stone masons from the Rocky Butte project, built a series of tunnels on Cornell Road and Burnside Street.⁹⁶

Political developments back in Washington D.C. similarly altered the nature of the Portland WPA. Historian William Leuchtenburg described the Congressional elections of 1938 as a pivotal turning point in the vitality of the WPA, and the New Deal as a whole.⁹⁷ An economic recession during the previous year had created tremendous anxiety among American voters. The continued sluggishness of the economy and unemployment forced many voters to reconsider their earlier support of work relief and other New Deal policies.

The sum result of this dissatisfaction and anxiety was the reemergence of the Republicans as a national power.⁹⁸ The revitalized Republicans forged a coalition with conservative Democrats that began to dismantle numerous government programs. As the new Congress reduced

⁹⁴"The WPA Week in National Defense," Division of Information: Records Concerning National Defense Projects, 1939-1942 [Entry 301, Box 34], WPA General Subject Files, RG 69, NA.

⁹⁵Ibid.

⁹⁶MacColl, The Growth of a City, 510; Jim Knapp interview.

⁹⁷Leuchtenburg, Franklin D. Roosevelt and the New Deal, 269-73.

⁹⁸Ibid., 272-73

appropriations to various New Deal agencies, the controversial WPA topped off their list.

Accompanying these funding cuts was an overall effort by anti-New Dealers in Congress to discredit the Roosevelt Administration by exposing alleged Communist influence throughout various New Deal agencies.⁹⁹ The House Committee on Un-American Activities and hearings held before the House Subcommittee on Appropriations produced numerous allegations that leftist elements within the WPA were using the agency to advocate the overthrow of the government. Charges focused on service projects, particularly the controversial Federal Theater Project, which was finally abandoned in 1939 largely because conservative elements within Congress objected to productions that celebrated progressive ideas, racial equality, and workers' rights.¹⁰⁰

Leuchtenburg also recognized an important change in the American psyche, a change which contributed to the dissolution of the public's support for the New Deal, and ultimately changed the face of the Portland WPA.¹⁰¹ Leuchtenburg argued that by Roosevelt's second term, when a complete economic recovery seemed unlikely, the American public had grown impatient with the unemployed, and had lost some of the compassion that could be found during Roosevelt's first term. Accordingly, many Americans concluded that aid to the unemployed "had become too exhausting a moral and economic weight to carry."¹⁰² At the time, Harry

⁹⁹McElvaine, The Great Depression, 274-75.

¹⁰⁰Rose, Put to Work, 113-14; Howard, The WPA and Federal Relief Policy, 318-24.

¹⁰¹Leuchtenburg, Franklin D. Roosevelt and the New Deal, 274-74.

¹⁰²Ibid., 274.

Hopkins observed that Americans had become "bored with the poor, the unemployed and the insecure."¹⁰³

Against this backdrop of new construction, improved roadways, and innovative service projects, proponents and opponents of the WPA debated the merits of the program. The debate over work relief was unusually divisive, as demonstrated by a national Gallup poll conducted in 1939 which asked the public to identify both the greatest accomplishment and the worst failure of the Roosevelt Administration. Participants placed the WPA at the top of both categories.¹⁰⁴ The consensus over the WPA usually was divided along ideological lines. One conservative watchdog group denounced the WPA as a "tragic failure" whose inordinate levels of spending earned it the dubious title of "The Most Costly Government Experiment in All World History."¹⁰⁵ Liberals such as Harry Hopkins countered that the agency represented federalism at its best and demonstrated beyond a doubt the importance of an activist government.

The battle over the WPA was every bit as fierce in Portland. In this regard, the experiences in Portland were indicative of other urban WPA programs. From its inception in the summer of 1935 until it was dismantled during the early years of the war, critics lambasted the Portland WPA as intrusive, inefficient, politicized, corrupt, anti-labor, anti-business, and communistic. Local WPA officials responded to these

¹⁰³Harry Hopkins, "The Future of Relief," New Republic XC (1937): 154.

¹⁰⁴Richard Blumberg, The New Deal and the Unemployed (Cranbury, NJ: Associated University Presses, Inc., 1979), 221.

¹⁰⁵"Work Relief: A Record of the Tragic Failure of the Most Costly Government Experiment in All World History," Records Relating to Boondoggling Charges ("Attacks on WPA"), WPA Division of Information, 1935-1942 [Entry 297, Box 1], WPA General Subject Files, RG 69, NA.

attacks with a highly prolific public relations effort. WPA propaganda and favorable press coverage from Portland's two leading newspapers celebrated the accomplishments of the work relief program, especially in the areas of job creation and public works improvements.

One of the most vociferous critics of the WPA was Portland Mayor Joseph Carson. Carson, a conservative Democrat who believed in the Republican orthodoxy of "rugged individualism," led blistering attacks against the WPA, and frequently used his authority to derail certain New Deal initiatives. From Carson's point of view, Roosevelt's call to "prime the pump" amounted to economic blasphemy. Government sponsored projects and deficit spending flew in the face of his conservative fiscal outlook. While many Portlanders called for drastic government action, Carson praised the virtues of economic prudence, self-sufficiency, and a balanced municipal budget. Speaking in 1932 before the Portland Rotary Club at the regal Benson Hotel, located just across the Willamette River from the shantytowns in Sullivan's Gulch, the newly-elected Carson set the tone for his administration by decrying the notion of a paternalistic government. "We must quit asking the government to be a nurse to everything," the mayor told the enthusiastic crowd of business leaders. "We must realize," he intoned "that the people support the government, not that the government supports the people."¹⁰⁶

Additionally, Carson frequently sounded the states' rights alarm, claiming that the agency infringed on the autonomy of local governments. In 1938 Carson delivered a caustic denunciation of New Deal policies in an address to the New York Board of Trade in New York City. He used the

¹⁰⁶Oregonian, 7 December 1932, p. 8.

occasion to reiterate his opposition to the WPA and the principle of an activist federal government. "Oregon and Portland were once self-reliant and independent," observed Carson. "But we, too, are in the handout parade. Business men who knew better," he decried, "are urging our city to 'get ours.'"¹⁰⁷

Several days later, on the eve of the Oregon gubernatorial primary election, Carson urged voters to voice their displeasure with New Deal policies by re-electing Republican Governor Charles Martin. Carson proclaimed that a vote for Martin would send the New Dealers a strong message: "if you mind your own business in Washington, by the grace of God, we'll tend to ours in Oregon." The mayor cautioned against a potential Democratic victory. The defeat of Governor Martin, warned Carson, could only come about if "all the communists and apes in Oregon" turned out in support of the Democrats' candidate.¹⁰⁸

Carson did his best to keep the WPA and other New Deal initiatives in check. The mayor forged a conservative majority in city hall that helped defeat many New Deal programs.¹⁰⁹ City councilmen J. E. Bennett and Earl Riley typically sided with Carson in his opposition to the New Deal, thereby overwhelming the progressive elements in city hall as represented by councilmen Ralph Clyde and Ormond Bean. With the city council firmly in the hands of the Carson-Bennett-Riley alliance, many New Deal proposals went down to defeat by a vote of three to two.¹¹⁰

¹⁰⁷Oregonian, 12 May 1938, p. 1.

¹⁰⁸Oregonian, 21 May 1938, p. 9.

¹⁰⁹Carl Abbott, Portland: Gateway to the Northwest (Northridge, CA: Windsor Publishing, 1985), 110-111.

¹¹⁰Ibid., 110.

While Carson couched his opposition to the WPA in ideological terms, other critics assailed the WPA on the grounds that it was an inefficient agency that engaged in useless make-work projects, or "boondoggles." Throughout the New Deal, the word boondoggle became a familiar part of the American lexicon. The term was originally used in early America as a word synonymous with what today would be called a "gadget" or "doohickey," but during the 1936 election, critics of work relief applied the term to what they considered to be trifling and frivolous projects undertaken by New Deal relief agencies. Similarly, the WPA, in particular its workers, was frequently chided for its inefficiency. One popular joke that circulated around the Portland area suggested that the acronym "WPA" really stood for "We Piddle Around."¹¹¹

Even the American Liberty League entered the fray. An anti-New Deal lobbying group dominated by industrial giants such as DuPont and General Motors, the Liberty League circulated a pamphlet that singled out several WPA projects in Portland as quintessential examples of government boondoggling. According to the pamphlet, "The use of taxpayers' money for all manner of non-essential purposes . . . has become a public scandal." The pamphlet listed several projects in Portland that the league dismissed as frivolous make-work projects. The list included several white collar projects that employed women at area hospitals and government offices.¹¹²

¹¹¹There is no end to the jokes that were made about the WPA. Sybil Plumlee, a long time Portland resident, offered another, somewhat off-color joke: A WPA worker, with his fly undone, is walking down the street when he passes two women waiting for a bus. One woman turns to the other and says, "That is just like those WPA workers, they never put anything away when they are done with it."

¹¹²"Work Relief: A Record of the Tragic Failure of the Most Costly Government Experiment in All World History," WPA Division of Information [Entry 297, Box 1], WPA General Subject Files, RG 69, NA.

The Liberty League was quick to label secretarial and nursing work, sewing and canning projects, and other undertakings that were part of the Women's Division as make-work. The masculine attitude of what constituted "real work" was apparent. Public works improvements, traditionally an all male undertaking, were considered acceptable, by and large, by the Liberty League.¹¹³

The charges of boondoggling were not entirely unfounded. WPA administrator Griffith himself admitted in a speech to the Portland City Club that "there was plenty of shovel leaning and plenty of dandelion picking at the beginning."¹¹⁴ Supporters of the WPA, however, argued that it was unavoidable and necessary that the agency engage in some make-work projects. The WPA tolerated "shovel leaning, dandelion picking" and other make-work assignments because the Roosevelt Administration insisted on avoiding any projects that would arrogate work from regular governmental agencies or the private sector. Regarding the boondoggling charges, historian Robert McElvaine asked rhetorically, "One would wonder what such critics would have said if the organization *had* started to do useful things and thus had begun to compete with private business."¹¹⁵

The most contentious debate over the Portland WPA related to the critics' charges of politicization. Walter Tooze, a ranking official in the Oregon Republican party, rallied against the WPA for playing politics with the business of work relief. Speaking before a crowd in north Portland, Tooze assailed the WPA as nothing more than a thinly disguised arm of the

¹¹³Ibid.

¹¹⁴Portland City Club Bulletin, 12 April 1940, p. 123.

¹¹⁵McElvaine, The Great Depression, 267.

Roosevelt re-election committee. In dramatic fashion, Tooze provided photographs and eyewitness accounts that allegedly revealed numerous instances in Portland where the agency used its power to promote the Roosevelt-Garner ticket. WPA trucks were routinely used in parades for the Democratic party. Relief workers faced dismissal if they failed to register as Democrats. Every government truck working on the new city airport carried a Roosevelt banner and WPA offices and facilities displayed advertisements promoting Roosevelt. From the standpoint of the Oregon Republicans, it was clear that these practices subjected WPA workers to unfair political pressures. "All of which means that these good men and women are nothing more than political prisoners with shackles on their ballot-making hands," insisted Tooze, "forced to become unwilling cogs in the Tammanized new deal machine by circumstances over which they have no control."¹¹⁶

Tooze further charged that the WPA victimized and harassed local businesses that opposed Roosevelt.¹¹⁷ WPA officials allegedly threatened to organize a boycott against businesses that displayed Republican presidential candidate Alf Landon campaign posters. Meanwhile, he asserted that contractors and suppliers who furnished equipment for WPA projects won contracts on the basis of their affiliation with the Democratic party.

The charges of politicization peaked when the Oregonian reported that agency officials pressured relief workers to support Roosevelt's court-packing scheme. The newspaper announced that 15,000 copies of an

¹¹⁶Oregonian, 1 October 1936, p. 4.

¹¹⁷Ibid.

address delivered by WPA chief Harry Hopkins, in which he endorsed Roosevelt's plan, were sent out to relief workers around Oregon under frank of the WPA. Mailed along with Hopkins' speech was a letter from a ranking WPA official who urged all WPA workers to "write or wire Senators McNary or Stevens asking them to endorse the president's stand on the court bill."¹¹⁸

The mailing prompted immediate outrage. Newspapers up and down the West Coast followed the story.¹¹⁹ The Oregonian was particularly critical of the WPA. It declared that the "propagandization of WPA workers at public expense . . . cannot be defended." The usually WPA-friendly editorial board at the Oregonian depicted the circulation of the Hopkins speech as "an abuse of power that is typical of new deal methods."¹²⁰

Griffith tried to smooth over this obvious public relations blunder. The always urbane and gracious Griffith admitted to the circulating of the speech, but argued unconvincingly that it did not constitute propaganda. "Sending out a speech by the head of our staff is not political," Griffith explained. "It is a matter of routine to advise workers of his attitude on a social question of interest to them."¹²¹ Despite the outcry from the Portland press, the controversy soon subsided. By the following month,

¹¹⁸Oregonian, 20 March 1937, p. 1.

¹¹⁹Los Angeles Times, 27 March 1937, sec. 2, p. 4.

¹²⁰Oregonian, 22 March 1937, p. 6.

¹²¹Ibid., 25 March 1937, p. 8.

Griffith reported that a deluge of supporters rallied to defend the WPA.¹²² The citizens of Portland, it seemed, were willing to embrace the work relief efforts of the New Deal, warts and all. One Portland resident dismissed the Hopkins speech controversy as business as usual. After all, it was noted in a letter in the Oregonian's op-ed section, "every congressman and senator is doing [the same thing] in regard to their speeches. We have no kick about that."¹²³

Organized labor was another consistent critic of the WPA. The Portland chapters of the American Federation of Labor, Congress of Industrial Organization, and other local unions sponsored numerous resolutions and demonstrations condemning the WPA. Unions based their opposition to the WPA on two key issues: wages and unfair competition.

Predictably, the most contentious argument between the WPA and organized labor centered on wages. The WPA had established wages for relief workers below that of workers in the private sector. This reflected Roosevelt's fear that unemployed workers might develop a permanent reliance on the WPA for jobs. To prevent this, Roosevelt insisted that relief workers be paid below the prevailing wage so as not to "encourage the rejection of opportunities for private employment."¹²⁴ Unions, meanwhile, insisted that the wage scale for relief workers should reflect the prevailing local wage. Unions feared that workers in the private sector would be shut out of jobs by their lower paid counterparts in the WPA.

¹²²"Monthly Narrative Report, April 1937," Division of Information: Press Information and Publicity Materials, 1936-1942 [Entry 308, Box 45], WPA General Subject Files, RG 69, NA.

¹²³Oregonian, 25 March 1937, p. 8.

¹²⁴Leuchtenburg, Franklin D. Roosevelt and the New Deal, 124.

The wage scale underwent a number of changes and adjustments throughout the life of the WPA. After a year of protests from labor unions, liberals critics, and figures such as Huey Long and Father Coughlin, the WPA acquiesced to the pressure and adopted the prevailing wage scale. In 1939, however, an increasingly hostile Congress forced the WPA to scrap the prevailing wage scale and return to the earlier, lower paying wage scale. This retreat prompted immediate outrage from labor leaders. The Oregon chapter of the American Federation of Labor passed a resolution charging that the low wages paid by the WPA would destroy "private enterprise because legitimate business enterprises cannot compete in a field with cheap labor."¹²⁵ The resolution decried the rejection of the prevailing wage because it would "reduce the workers of this nation to serfdom at the hands of the government."¹²⁶

In the end, however, relief workers probably suffered the most from the low wages of the WPA. Portland relief workers complained that their earnings were woefully insufficient. One worker from Portland who was employed on a transmission line project complained to WPA Administrator F. C. Harrington that he could "hardly live on" his paycheck.¹²⁷ In actuality, relief workers in Oregon were among the highest paid in the country. For example, the average monthly earnings of a Oregon WPA worker in 1938 was \$56.54. Idaho and Washington workers earned \$43.89

¹²⁵Oregon Journal, 20 June 1941, p. 1.

¹²⁶Ibid.

¹²⁷John G. Hill to F. C. Harrington, General Charges, Inquiries, and Complaints, State Series, 1935-1944 [Box 2354], WPA General Subject Files, RG 69, NA.

and \$54.29 respectively.¹²⁸ Nevertheless, as historian Nancy Rose summarized, "WPA payments remained too low to meet peoples' needs, especially those in large families"¹²⁹

While relief workers pondered how they would survive with their meager paychecks, opponents of the WPA launched a new attack on the agency using an old technique: red-baiting. Critics across the country accused the WPA of harboring communists and promoting Marxism. The Portland WPA did not escape these charges of communist infiltration. In May of 1941 the Portland Central Labor council lodged a complaint with Griffith and the Oregon congressional delegation alleging that the Portland WPA office "has in the past and still is" employing communists.¹³⁰ The council demanded the immediate dismissal of the accused employees. A week earlier, S. Eugene Allen, the red-baiting editor of the Oregon Labor Press who was also a member of the council, had published the names of the three alleged Communists with ties to the WPA.¹³¹

Using tactics that Senator Joseph McCarthy would later perfect, the Labor Press, after releasing the names of the accused, proclaimed to have secret knowledge of other communists employed by the Oregon WPA. "If pressed," warned Allen in an editorial, "we might add to the list and amplify these." Foremost among the accused was Kenneth Fitzgerald, a supervisor with the Historic Records Survey. The Labor Press reported that Fitzgerald had deep ties to the Communist Party, at one point having

¹²⁸Howard, The WPA and Federal Relief Policy, 183.

¹²⁹Rose, Put to Work, 98.

¹³⁰Oregonian, 6 May 1941, p. 6.

¹³¹Oregon Labor Press, 2 May 1941, p 3.

even ran as a candidate for the state legislature under the campaign slogan "Communism over Fascism." In more recent years he allegedly spoke at communist rallies and, on at least one occasion, was arrested for disorderly conduct. By March 1941 the WPA cut Fitzgerald from its payroll. WPA officials, seeking to downplay the incident, claimed that budget cuts had necessitated his dismissal.¹³²

The impact of these allegations on the image of the Portland WPA appeared to be minimal. After receiving the complaint from the council, Griffith quietly handed the matter over to the WPA's division of investigation for what he called a "routine" investigation. Even the Oregonian, which typically sensationalized even the slightest WPA scandal, down-played the accusations by burying the articles deep within the paper.

Despite the attacks from Mayor Carson, the Liberty League, business leaders, labor unions, the Oregon Republican party, and various red-baiters, the Portland WPA managed to forge ahead with its programs. The Portland WPA proved to be unusually resilient. It was not unusual for a local WPA program to wither under a barrage of criticisms, or to become mired down in controversy and scandal.

Several factors help explain why the Portland WPA remained intact and dynamic through the New Deal. First, the city's two largest newspapers, the Oregon Journal and Oregonian, generally provided sympathetic press coverage of the agency. Second, each assault on the WPA was matched by a rebuttal from its powerful and effective public

¹³²Ibid. The Labor Press identified two other WPA workers as communists: Ray Neuffer and Earl Goldhammer. It is not clear what position they held within the WPA. The Labor Press, eager to establish a link between intellectuals and subversive activity, did, however, identify Neuffer and Goldhammer as members of the WPA "intelligentsia."

relations division. Third, the by-products of the federal relief efforts, whether in the form of a multi-million dollar city airport or a colorful mural on the wall of a grade school, helped rally public support for the WPA. These projects arguably enriched the lives of every Portlander, and in doing so, created an appreciative, supportive constituency. Fourth, E. J. Griffith was an exceptionally effective administrator, and, more importantly, he steered the agency away from graft and serious scandals, thereby maintaining the integrity of the WPA in the eyes of the local voters. Lastly, while many Portlanders were somewhat skeptical of the agency, Franklin Roosevelt himself remained tremendously popular throughout Oregon, and the sheer power and appeal of his personality helped sustain many of his controversial programs.

The Oregon Journal and Oregonian emerged as stalwart supporters of Griffith and the WPA. Griffith, who had strong ties to the local newspaper establishment from his days with the Associated Press, enjoyed unusually supportive press coverage and editorial support. The papers repeatedly endorsed the concept of work relief and enthusiastically praised the improvements undertaken by the agency. Palmer Hoyt, the publisher of the Oregonian, sent Griffith a letter praising him for "the fine work you are doing as Administrator of the WPA," adding that "I am sure the people of Oregon are grateful for the improvements throughout the states as a result of your administration."¹³³ Griffith returned the favor by publicly thanking the Oregonian for its editorial support.¹³⁴

¹³³Hoyt Palmer to E.J. Griffith, Letters Commending WPA Programs and Works, WPA Division of Information, 1935-1942 [Entry 294, Box 7], WPA General Subject Files, RG 69, NA.

¹³⁴Oregonian, 6 April 1940, p. 8.

On balance, however, the Oregonian periodically condemned the WPA for what it called "abuses and extravagances."¹³⁵ The paper strongly criticized the WPA in the aftermath of the Hopkins speech controversy. The Oregonian also gave extensive coverage to incidents of minor consequence. A front page article reported that hundreds of rubber boots in good condition, many of which had the letters "WPA" stenciled on them, were found in the city landfill. The Oregonian pointed to the story as a prime example of WPA wastefulness.¹³⁶

The WPA Arts Project was another favorite target of the Oregonian. While recognizing the worthwhile purpose and accomplishments of the Arts Project as a whole, the Oregonian editorial board played the role of art critics by questioning the talent of some of the artists on work relief. The paper dismissed many of the artists as "hopeless," who even during the best of times "could not support themselves in these arts."¹³⁷

While the Oregonian and Oregon Journal remained squarely behind the WPA, the black press reflected an uneasy relationship between Roosevelt's New Deal programs and the Portland black community. The Portland Observer and the Advocate, two leading black newspapers active during the New Deal, scrutinized Roosevelt's presidency, particularly the activities of the WPA and other work relief measures. The Advocate vowed, shortly after Roosevelt's election, that "every deed done by the democratic party which in any way affects the Negro, will be watched with keen interest."¹³⁸ Among the many concerns of the black press was the

¹³⁵Ibid., 25 March 1937, p. 8.

¹³⁶Ibid., 10 October 1940, p. 1; Ibid., 11 October 1940, p. 16.

¹³⁷Ibid., 29 April 1938, p. 10.

¹³⁸Advocate, 12 December 1932, p. 2.

failure to appoint blacks to the multitude of newly created federal jobs. Following the nation-wide trend, an unprecedented number of blacks in Portland voted Democratic in the election of 1932.¹³⁹ Black activists in Portland expected that this switch in party loyalty would help blacks secure appointed positions within the New Deal. The Advocate editorialized that blacks "have a right to expect recognition . . . [in] the hundreds of thousands of Federal, state, and city appointments, jobs and positions soon to be handed out."¹⁴⁰ Black activists must have been bitterly disappointed by the distribution of the positions. Predictably, blacks were conspicuously absent from high ranking positions within the WPA at both the state level and within Portland.

With the support of the largest newspapers behind the agency, the WPA generated public support, not only through the favorable coverage from the Portland press, but also with its own ambitious public relations efforts. The Portland WPA waged a vigorous battle to win the support of city residents. The Division of Information circulated films, magazines, and posters celebrating the accomplishments of the WPA. "Progress," the monthly bulletin for the Oregon WPA, served as the voice of the agency, informing the public about the achievements of the WPA and providing a forum for officials to defend the agency from the attacks of its critics. Several issues also highlighted the works of Portland area writers and poets employed in the Federal Writers' Project. It was soon abandoned, however, in order to reduce expenses.¹⁴¹

¹³⁹Ibid., 24 December 1932, p. 2.

¹⁴⁰Ibid.

¹⁴¹"Progress," June 1937.

The physical accomplishments of the engineering and construction projects also helped to convince Portlanders of the value of the WPA. These projects created a positive impact on Portland by helping to beautify the city and modernize its infrastructure. Improving city parks, building the airport, constructing and improving city roads, and expanding sewer and water systems did not go unnoticed by the citizens of Portland. They realized the intrinsic value of these projects. Eager to claim credit for its undertakings, whenever relief workers developed a new city park or paved another mile of roadway, the WPA erected a large sign set in front of the work site announcing: "WPA: USA AT WORK." Hence, the practical nature of the projects proved to be one of the most effective public relation tools that the agency possessed.

In contrast to the engineering and construction projects, the accomplishments of the service projects were less tangible and dramatic. Recognizing this fact, the WPA took special measures to use the service projects as a vehicle with which to reach out to the public. In the end, the service projects turned out to be a tremendous public relations tool, and their popularity further enabled the WPA to outflank its critics.

The service projects, while frequently targeted by critics of the WPA, remained extremely popular among the general population of Portland. For example, thousands of spectators crowded into city parks to enjoy vaudeville performances during the Federal Theater's summer play series. The WPA band and symphony orchestra proved to be similarly popular. During one summer over 100,000 spectators attended outdoor concerts held downtown in the South Park blocks. Recreation programs made another lasting positive impression on Portlanders. By January 1938, 450,000 citizens had participated in recreational programs ranging

from swimming lessons and boxing leagues to pottery and sewing instructions.¹⁴² Thus, the WPA service projects directly enriched the lives of hundreds of thousands of Portlanders, and, to varying degrees, positively affected the overall quality of life in Portland. Again, as was the case with the achievements of the engineering and construction division, the service projects helped to create a broad base of support for the WPA.

The administrative abilities of Griffith also factored in the perdurability of the Portland WPA. Griffith was widely admired for his "elastic mind" and his ability to adapt himself to changing conditions and managerial challenges.¹⁴³ The local press praised Griffith for the excellent work he did as the WPA administrator for Oregon, and, more importantly, for his ability to keep the agency clear of the scandals and corruption that plagued the WPA in other states. "The vast work of the WPA has been conducted without scandal," observed the Oregonian, "and for that he is in large part personally responsible."¹⁴⁴ Even the conservative, business-oriented Oregon Voter, typically a harsh critic of work relief, applauded the Oregon WPA for having kept "pleasingly free from scandal."¹⁴⁵

Undoubtedly Roosevelt's own personal popularity in Portland also affected the ability of the WPA to withstand the charges of its critics. While Portlanders may have been skeptical about some of his specific programs, the President remained extremely popular. As one historian noted, "The only places where FDR was booed on the campaign trail were

¹⁴²Griffith, "Report of the Works Progress Administration in Oregon."

¹⁴³Oregon Voter, 20 July 1935, p. 58.

¹⁴⁴Oregonian, 29 March 1938, p. 6.

¹⁴⁵Oregon Voter, 25 May 1940, p. 617.

in the Wall Street area and at his alma mater."¹⁴⁶ Portland was no exception. Massive, enthusiastic crowds greeted Roosevelt during his two visits to Portland as President. During the first visit in August of 1934, over 150,000 cheering Portlanders lined the streets as the President and Mrs. Roosevelt, accompanied by Governor Charles Martin and Mayor Carson, paraded through downtown Portland in an open-air touring car.¹⁴⁷

By 1939 the Portland WPA gradually began to slacken its operations. Budget reductions had undercut the effectiveness of the agency, while increased employment opportunities, brought about by the growth of defense related industries, had rendered the relief mission of the WPA obsolete. Work relief became a moot point. As the unemployed returned to work, the public's attention began to shift from economic matters to the growing military crises in Europe and Asia.

In February 1942 Griffith announced his resignation from the WPA in order to run for a seat in Congress. Harrison Devereaux, who had been with the WPA since 1939, replaced Griffith as the head of the agency.¹⁴⁸ During his tenure, Devereaux's primary function was to preside over the down-sizing and eventual dismantling of the agency. On April 15, less than two months after he replaced Griffith, Devereaux announced that the WPA would cease its operations in Oregon. Symbolic of the waning role of the WPA, the Oregonian limited its coverage of Devereaux's announcement to a small front page article, hidden beneath a banner

¹⁴⁶McElvaine, The Great Depression, 280.

¹⁴⁷Oregonian, 4 August 1934, p. 1.

¹⁴⁸Ibid., 28 February 1942, p. 1.

headline pronouncing the latest war news: "U.S. FLIERS BOMB JAPS."¹⁴⁹

During the seven years of existence, the WPA provided work for approximately 25,000 Portlanders.¹⁵⁰ The value of the WPA, however, transcended job creation. As historians have noted, federal work relief programs generated immeasurable psychological benefits. In his study of the WPA in Nashville, Tennessee, James Burran contended that if nothing else, "the fact that the federal government recognized the plight of . . . out-of-work citizens served in many cases to lift spirits."¹⁵¹

Nevertheless, the physical accomplishment of the WPA are its most lasting legacy. The art, public works, recreational facilities, and other projects developed by relief workers are valuable cultural resources, providing a tangible link to the New Deal era. These resources symbolize the unprecedented growth of the federal government, for better or worse, and its creation of the WPA and other work relief programs that fused social humanitarian ideas with innovative service projects and bold engineering and construction projects.

In addition to the associative value of these resources, many of the Portland WPA projects distinguish themselves on the basis of their high artistic value or embodiment of a particular architectural style. For instance, Aimee Gorhan, a relief worker with the Federal Arts Program, created several outstanding examples of marquetry--a highly specialized art

¹⁴⁹Ibid., 16 April 1942, p. 1.

¹⁵⁰Pidduck, ed., The Final State Reports, 1-2.

¹⁵¹James Burran, "The WPA in Nashville, 1935-1943," Tennessee Historical Quarterly 34 (Fall 1975): 305.

form in which thin wood veneers are carefully cut and glued to heavy plywood in a mosaic pattern. Examples can still be found in schools throughout Portland. The work of Ralph Curcio and other stonemasons is similarly significant. The hand-cut stone found at the Rocky Butte project, Overlook Park comfort station, Johnson Creek fish ladder, and other WPA undertakings represent craftsmanship that is less evident in contemporary public works projects.

Further historic significance can be attached to Portland's WPA resources on the basis of their architectural style. Several projects stand out as exceptional examples of rustic architecture, the architectural style that was so prevalent in WPA, CCC, and other work relief programs. The Overlook Park comfort station, Rocky Butte project, tunnels on Cornell Road and Burnside Street, and the stairways on the grounds of the U. S. Veterans' Administration Hospital and the Rose Test Gardens exemplify the spirit and function of rustic architecture.

On the grounds of their associative, artistic, and architectural value, Portland's WPA resources need to be protected. Fortunately, the historic preservation movement has recognized the significance of these projects. Spectacular examples of WPA, CCC, CWA, and PWA projects have already been established as historically significant. Timberline Lodge and Bonneville Dam, for example, were both granted protected status as National Historic Landmarks. In contrast, the thousands of federally-sponsored public works projects completed on a smaller scale are only recently being recognized. In 1991 a group of citizens calling themselves the Rocky Butte Preservation Society successfully nominated the Rocky Butte project to the National Register of Historic Places. These smaller

projects represent an important historic resource which, at the very least, deserves to be surveyed, recorded, and documented before they are lost.

The National Park Service has long recognized the value of a historic resources survey as an important first step in implementing a preservation plan. In fact, Oregon mandates that historic resources be inventoried. The Oregon Land Conservation and Development Commission, in accordance with the provisions of Statewide Planning Goal Five, requires local governments to identify all natural and historic resources within its jurisdiction. The City of Portland conducted such an inventory in 1983. Despite the fact that numerous buildings, structures, and objects built under the work relief programs of the New Deal are located in Portland, the inventory failed to include many of these resources. It is hoped that this inventory of WPA resources and accompanying contextual history will therefore provide Portland's Historic Landmarks Commission with a more complete understanding of the historic resources within the city.

SCOPE AND METHODOLOGY OF SURVEY

Due to the absence of reliable records, the difficulty of conducting the background research for the survey was much greater than expected. To establish a list of WPA projects completed within the survey area, numerous archives and libraries were consulted, including: the National Archives in Washington D.C., Oregon Historical Society, Portland Archives and Records Center, Portland Public Library, Portland Art Museum, Oregon State Archives, Oregon State Library, and Records Management Division of the Portland Public Schools.

The WPA project files, held at the National Archives as part of Record Group 69, was the source for beginning the task of identifying specific projects. Prior to being disbanded, the WPA microfilmed its project files. These files contain the project application, financial information, and assorted correspondence relating to the project. The project files do not, however, always include confirmation that the projects were completed. Proposed projects that received appropriations did not all necessarily come to fruition. For instance, although the WPA approved \$250,000 for the construction of a hangar at the Oregon Air National Guard base in north Portland, records fail to state that the structure, for whatever reason, was never built.

Research was further complicated by the fact that certain projects went unmentioned in the project files. Bill Creech, the archivist responsible for Record Group 69, explained that the project files are an imperfect source. Creech indicated that it was not unheard of for workers

involved in the tedious process of microfilming of the records to overlook certain project files. In such cases, because the original files were not kept, there is no record of the project.

To supplement this inadequate list, other sources were consulted in an attempt to achieve as complete a listing of WPA projects as possible. My research efforts turned towards state and local sources. Because the city of Portland was of the most active sponsors of WPA projects, its archives contain significant information on projects in the area. Likewise, the records of the Portland Public Schools provided details on projects they had sponsored. A well organized index file of the Oregonian and Oregon Journal provided yet another useful source

Additional sources were found in records from the Oregon WPA office, housed in the Oregoniana Collection of the Oregon State Library. Included within this valuable collection were numerous reports written by Griffith that summarized the activities of the agency. Copies of "Progress" were found at both the Oregon State Library and Oregon Historical Society. "Progress" contained many useful feature articles that reported on WPA projects.

With the background research completed, I began to conduct the actual field survey. For organizational purposes, the inventory divided the resources into three categories: buildings, structures, and objects. The inventory includes a physical and legal description of each resource, along with information about its physical condition and any major renovation that it may have undergone. A photograph and map of its location accompanies each resource.

One of the most important steps involved in organizing a survey of cultural resources is to clearly define the scope of the project. What

resources are to be included? Initially this survey involved surveying every existing WPA resource within the current boundary of the city of Portland. The city boundary provided a clear way to limit the scope of the survey: every resource inside the city would be included, while every resource outside the city would be excluded. Almost immediately this approach created a problem. Frequently, research uncovered noteworthy WPA resources just outside the boundary. While these resources are not included in the survey, many are significant enough to warrant mention. Appendix III lists these resources. A more comprehensive survey should undoubtedly document these resources.

Another problem requiring attention involved a more philosophical question over what constituted a historic resource. The WPA had significantly improved Portland's roads and sewage system, but did that mean that every sewer pipe buried under the streets by a WPA worker should be considered historic and therefore be surveyed? The question "what is historic?" is one that constantly challenges the historic preservation community. At a recent conference sponsored by several agencies active in the field of historic preservation, Mario Cuomo addressed this issue:

The mosaic of places and things that constitutes our identity is forever expanding: 18th-Century farmsteads, 19th-Century battlefields, 20th-Century downtowns, canals, factory complexes, grand theaters, roadside diners, even hydroelectric plants. In twenty years, our definition of historic treasures will be expanded by yet another generation. Who can guess which of our creations our children and grandchildren will covet?¹⁵²

¹⁵²Anna Toogood, review of Partnerships in Parks and Preservation: Proceedings and Bibliography, ed. Ron Greenberg, in The Public Historian, 15 #2 (Spring 1993): 108-11.

As Cuomo suggested, preservationists continue to expand the notion of what constitutes an "historic resource." Future generation may decide to preserve modern roadways and sewers, but at this point in time, no mandate exists within the preservation community to survey these types of resources. Exceptions do exist, however. The hand cut stone used at Rocky Butte and the tunnels on Burnside and Cornell Roads distinguishes these resources from other WPA road building projects.

The artwork created by relief workers in the Federal Arts Project raised further problems regarding the scope of the inventory. Large works of art permanently attached to a fixed location--including statues, murals, marquetry, and mosaics--could be easily surveyed. But what about smaller works of art? For instance, WPA artists carved a series of elaborate hand carved wooden screens for the Portland public schools; yet, no one knows the current whereabouts of these screens. Were they thrown away or destroyed? Are they now in the hands of a private collector? Are they hidden away in the basement of a school?

The difficulty of locating easel paintings and other works of art that can easily be move around made it necessary to limit scope of the survey. The resulting survey therefore only includes pieces of art permanently installed in a fixed location. The art work created by the Federal Arts Project is of great interest to historians and the general public, and a more comprehensive survey should document every surviving piece.

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SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Adams Community Garden caretaker's cottage
HISTORIC NAME: Macleay Park caretaker's cottage
WPA PROJECT #: OP 165-1-94-6

ADDRESS: 5000 NW Cornell Rd.
OWNER: City of Portland

ORIGINAL USE: The WPA constructed this building to be used by the city of Portland as a "watchman and caretaker's cottage" for Macleay Park. In addition to the cottage, several out buildings were also constructed.
PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 32
MAP #: 3025
ADDITION: **BLOCK:** **LOT:** Tax lot 1

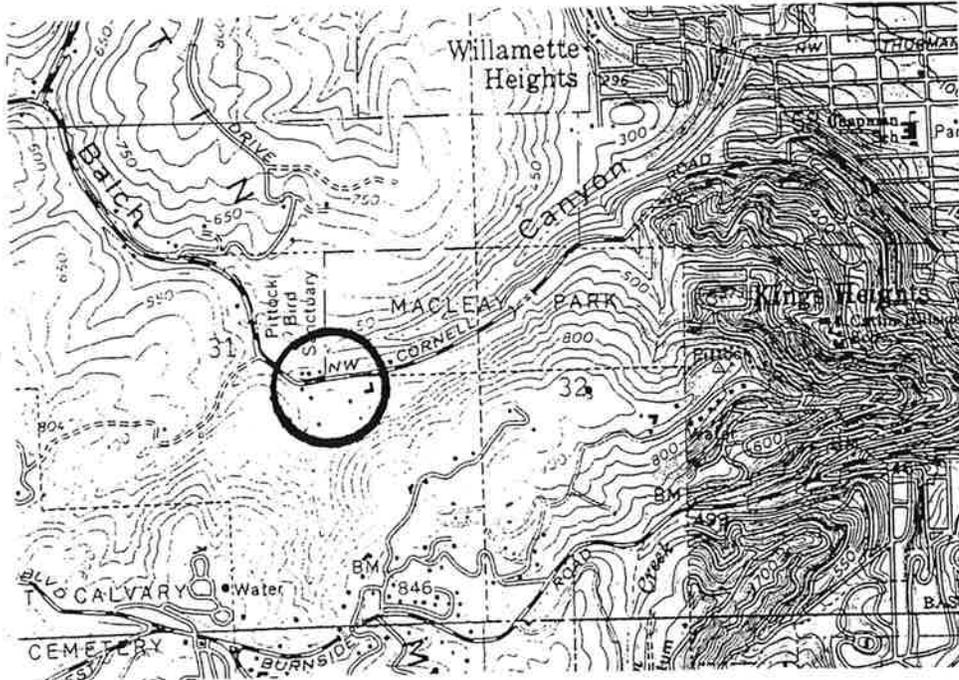
STYLE: vernacular
PLAN TYPE/SHAPE: one story building designed in an "L" shape
FOUNDATION MATERIALS: concrete
ROOF/MATERIAL: side gabled roof covered with composition shingles
PRIME WINDOW TYPE: fixed windows
EXTERIOR SURFACE MATERIAL: combination of wooden coursed shingles, flush horizontal boards, and vertical logs
DECORATIVE FEATURES/MATERIALS: none
SETTING: a hilly, wooded park setting

CONDITION: poor; the building shows signs of rot and its foundation is settling unevenly. With the exception of a relatively new roof, it appears as if the cottage is not regularly maintained by the city.
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Adams Community Garden Caretaker's Cottage



SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Adams Community Garden storage shed
HISTORIC NAME: Macleay Park garage
WPA PROJECT #: OP 165-1-94-6

ADDRESS: 5000 NW Cornell Rd.
OWNER: City of Portland

ORIGINAL USE: The WPA built this garage in conjunction with the Macleay park caretaker's cottage.
PRESENT USE: general storage

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 32
MAP #: 3025
ADDITION: **BLOCK:** **LOT:** Tax lot 1

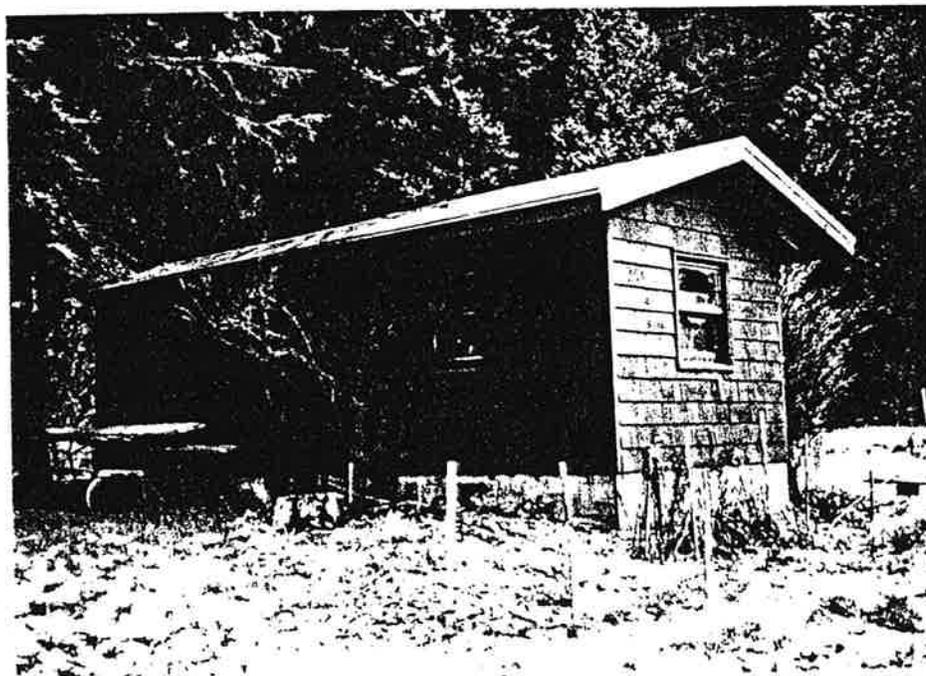
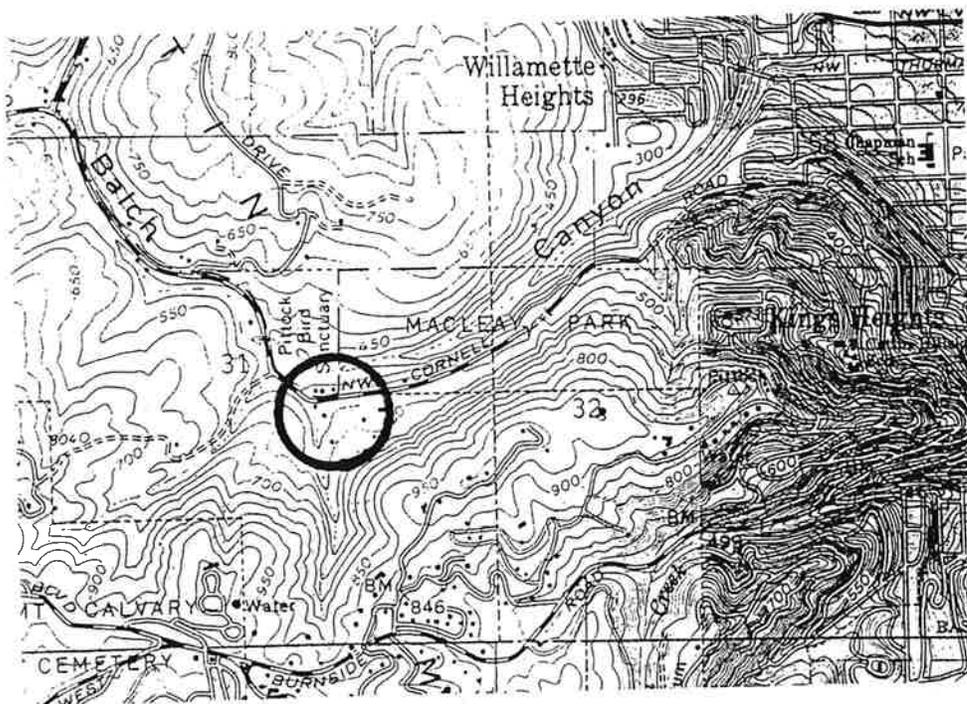
STYLE: vernacular
PLAN TYPE/SHAPE: rectangular shed that measures approximately 8' by 25'
FOUNDATION MATERIALS: poured cement
ROOF/MATERIAL: side gabled roof covered with composition shingles
PRIME WINDOW TYPE: fixed
EXTERIOR SURFACE MATERIAL: wooden coursed shingles
DECORATIVE FEATURES/MATERIALS: none
SETTING: hilly, wooded park setting

CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Adams Community Garden Storage Shed



SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Adams Community Garden woodshed
HISTORIC NAME: Macleay Park woodshed
WPA PROJECT #: OP 165-1-94-6

ADDRESS: 5000 NW Cornell Rd.
OWNER: City of Portland

ORIGINAL USE: The WPA built this woodshed in conjunction with the Macleay park caretaker's cottage.
PRESENT USE: general storage

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 32
MAP #: 3025
ADDITION: **BLOCK:** **LOT:** Tax lot 1

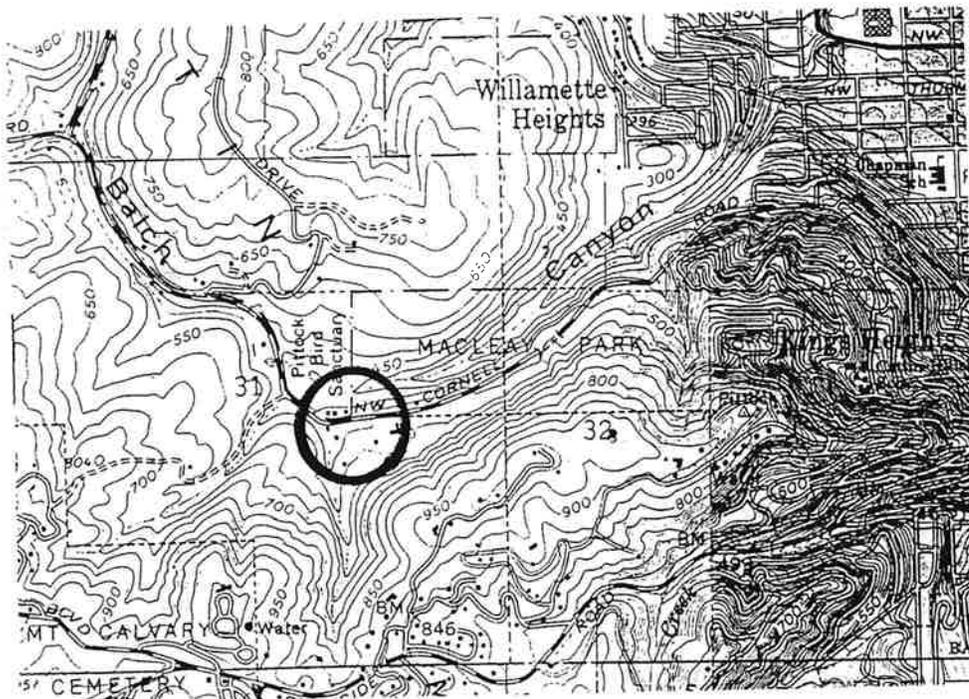
STYLE: vernacular
PLAN TYPE/SHAPE: a simple, rectangular shed that measures approximately 4' by 10'
FOUNDATION MATERIALS: n/a
ROOF/MATERIAL: half-gabled roof covered with wood shingles
PRIME WINDOW TYPE: n/a
EXTERIOR SURFACE MATERIAL: wooden coursed shingles
DECORATIVE FEATURES/MATERIALS: none
SETTING: hilly, wooded park setting

CONDITION: poor; the woodshed shows signs of rot and the lack of a foundation has caused the building to lean
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Adams Community Garden Woodshed



SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Columbia Boys Club gymnasium and auditorium
HISTORIC NAME: Peninsula School gymnasium and auditorium; the school later became known as North Catholic High School
WPA PROJECT #: OP 65-1-94-2093

ADDRESS: 7602 N. Emerald Ave.
OWNER: Boys' and Girls' Club of Portland

ORIGINAL USE: The WPA built this combination gymnasium and auditorium as part of a general plan to develop and improve school facilities in the Portland area.

PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 9
MAP #: 2227
ADDITION: Peninsular **BLOCK:** 5 **LOT:** 71 & 72

STYLE: The simple, functional design of this building suggests a utilitarian design; however, the decorative features on the frieze and the roof reflects an Art Moderne influence.

PLAN TYPE/SHAPE: This rectangular structure (approximately 60' by 82') has a simple, warehouse-like appearance. It is connected on one side to the main school building. The most striking feature of the building is its rounded roof line. Two rounded facades on either end of the roof serve to accent the profile of the structure.

FOUNDATION MATERIALS: cement

ROOF/MATERIAL: n/a

PRIME WINDOW TYPE: none

EXTERIOR SURFACE MATERIAL: n/a

DECORATIVE FEATURES/MATERIALS: The frieze is decorated with a series of simple parallel lines. This same linear pattern is also found on the roof facade.

SETTING: flat residential and commercial neighborhood, situated adjacent to the school's athletic field

CONDITION: good

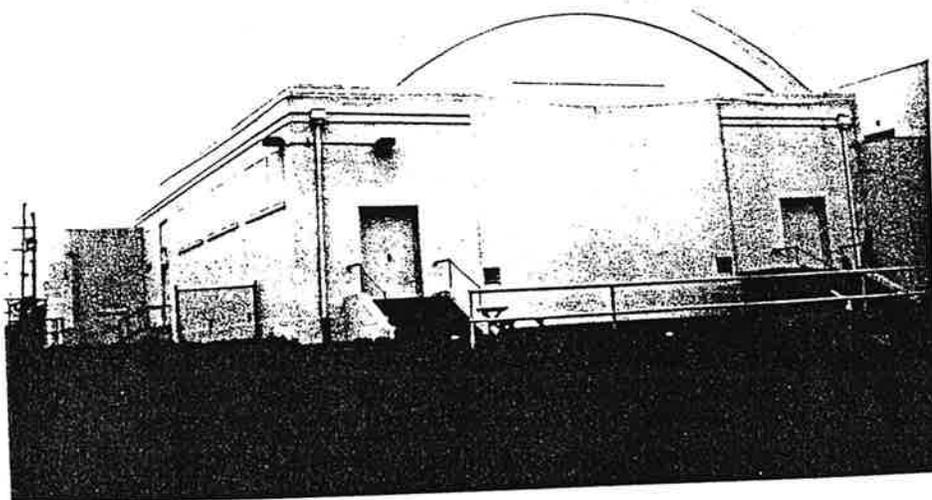
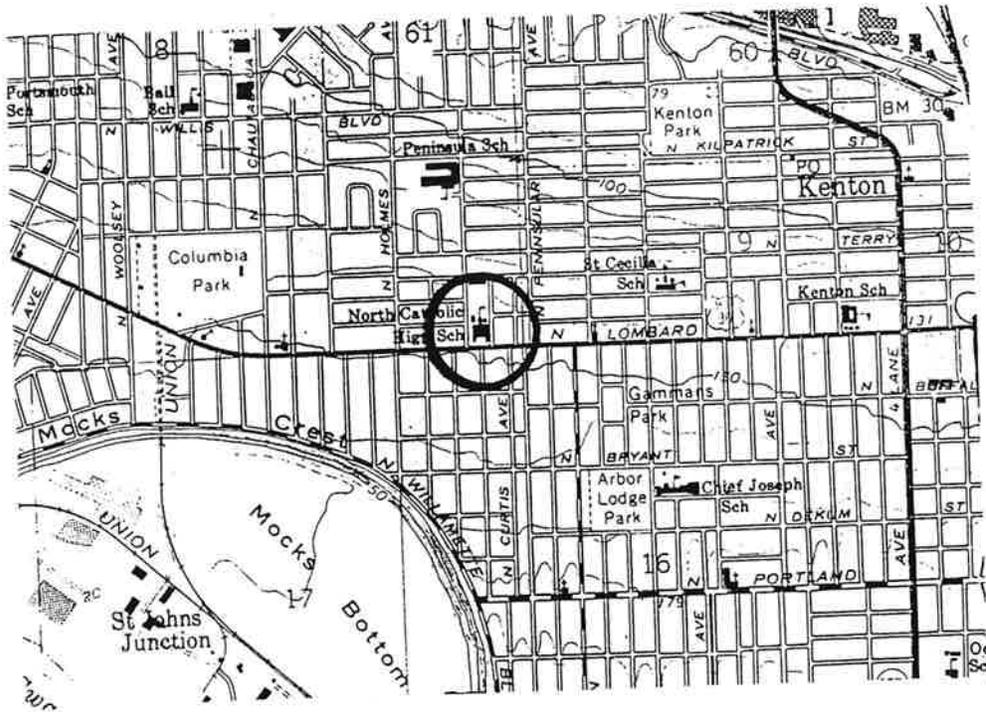
ALTERATIONS/ADDITIONS: minor; windows on the east side of the building have been covered up

SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Columbia Boys' Club Gymnasium and Auditorium



SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Contemporary Crafts Gallery
HISTORIC NAME: Ceramic Arts Lab
WPA PROJECT #: OP 165-94-(indecipherable)

ADDRESS: 3934 SW Corbett
OWNER: Contemporary Crafts Association of Portland

ORIGINAL USE: The WPA built the Contemporary Crafts Gallery, along with its working kiln, to be used as the center for a ceramics arts education program. Portland public schools, the University of Oregon, and various art organizations in Portland shared the facility. WPA officials hoped that this project and the development of an educational program based out of the building would provide long term employment for area artists and craftsmen.

PRESENT USE: Presently used as an art gallery for the Contemporary Crafts Association of Portland; the kiln is no longer active.

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 10
MAP #: 3429
ADDITION: Caruther **BLOCK:** 178 **LOT:** 5, 6, 7 & 8

STYLE: This simple structure, which lacks ornamentation and whose form follows its function as a ceramic studio, reflects a modern, utilitarian style.

PLAN TYPE/SHAPE: single story, "L" shaped structure

FOUNDATION MATERIALS: brick

ROOF/MATERIAL: hipped roof covered with corrugated metal

PRIME WINDOW TYPE: fixed, plate glass windows

EXTERIOR SURFACE MATERIAL: brick, arranged in an alternating pattern of four stretcher rows per header row

DECORATIVE FEATURES/MATERIALS: brick dentils serve to accent the parapet, providing the only decorative feature to an otherwise understated facade; a single brick, rectangular chimney is situated in the center of the roof line

SETTING: a hilly section of Portland that is both residential and commercial

CONDITION: good

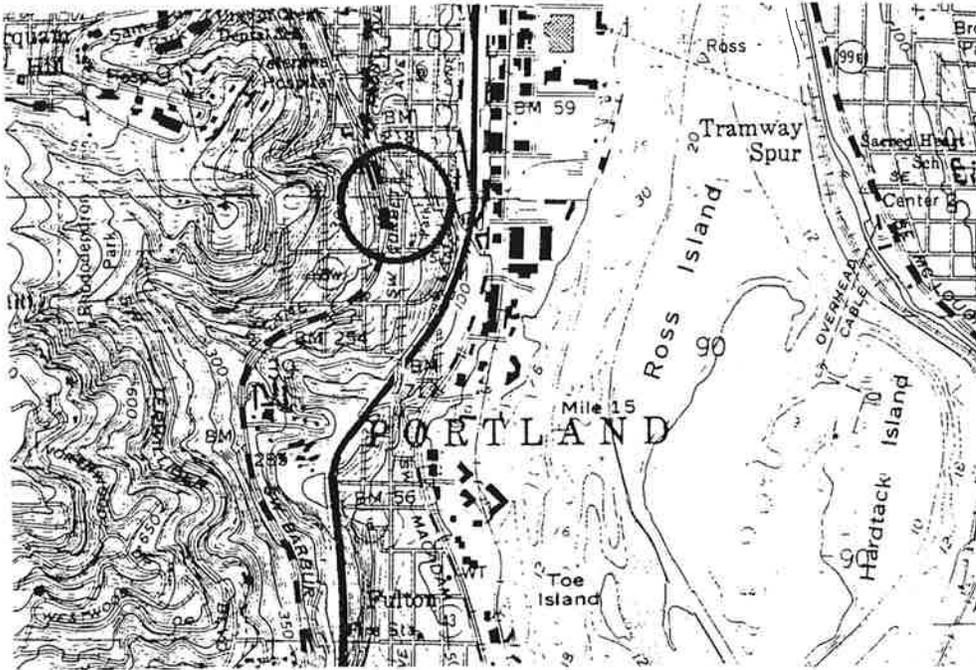
ALTERATIONS/ADDITIONS: The historic integrity of this building has been seriously compromised. A large wooden addition was added to the north of the original structure. A sizable bay window on the west side of the building replaced the original windows. The entrance, which was the most striking feature of the original building, has also been altered. Prior to the remodeling, the entrance featured a smooth, streamlined cement portico that suggested an art moderne influence.

SOURCES:

- Herman, Lloyd. 3934 SW Corbett: 50 Years at Contemporary Crafts.**
Portland, OR: Contemporary Crafts Association of Portland, 1989.
- Griffith, E. J. "Report of the Works Progress Administration in Oregon,
Third Congressional District," Oregoniana Collection, Oregon State
Library, Salem, OR.**
- WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.**

SURVEY REPORT OF WPA RESOURCES

Common Name: Contemporary Crafts Gallery



**SURVEY REPORT OF WPA RESOURCES
-Building-**

COMMON NAME: Fire Department Drill Tower
OTHER NAME(S): Fire Department Drill Tower
WPA PROJECT #: unknown

ADDRESS: 1155 SE Powell Blvd.
OWNER: City of Portland

ORIGINAL USE: The WPA constructed this building to be used by the city of Portland to train new recruits of the fire department. It is equipped with fire escapes, stairs, windows and other structural features so as to create a scenario similar to what a firefighter might expect to encounter in the course of fighting an actual fire.

PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 11
MAP #: 3331
ADDITION: **BLOCK:** **LOT:** Tax Lot 24; 0.65 acres

STYLE: utilitarian

PLAN TYPE/SHAPE: six story tower that measures approximately 48' by 24' at the base

FOUNDATION MATERIALS: concrete

ROOF/MATERIAL: flat, tar roof with parapet

PRIME WINDOW TYPE: window openings are left open without panes

EXTERIOR SURFACE MATERIAL: concrete

DECORATIVE FEATURES/MATERIALS: simple relief work on exterior walls suggests pilasters that extend the entire length of structure

SETTING: flat residential and commercial area

CONDITION: poor; in July 1995 the city engineering department deemed the building to be structurally unsafe, and it now faces possible demolition
ALTERATIONS/ADDITIONS: minor; the historic integrity of the structure remains intact

SOURCES/DOCUMENTS:

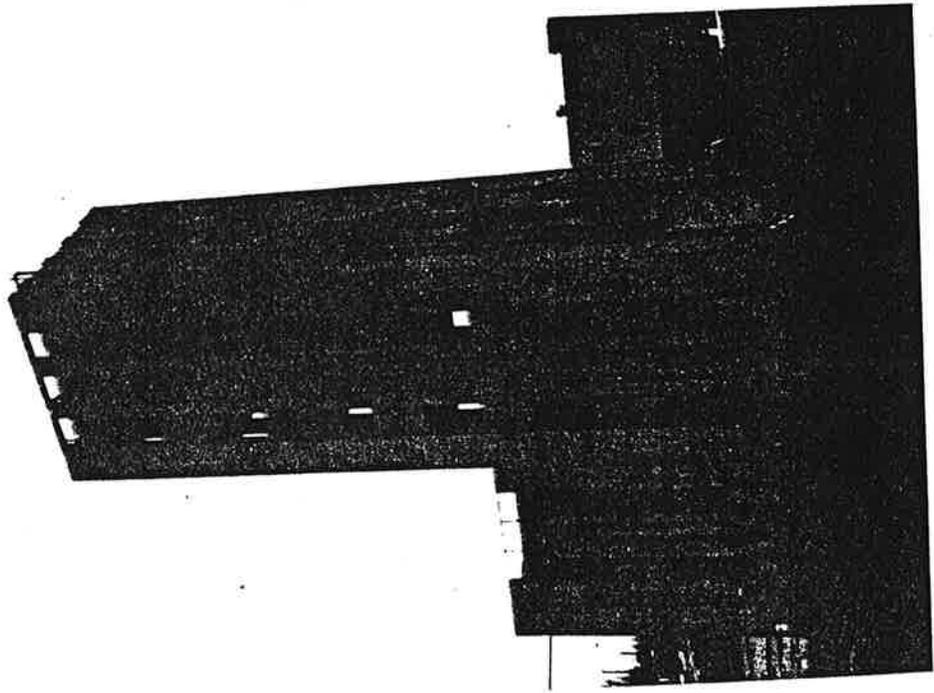
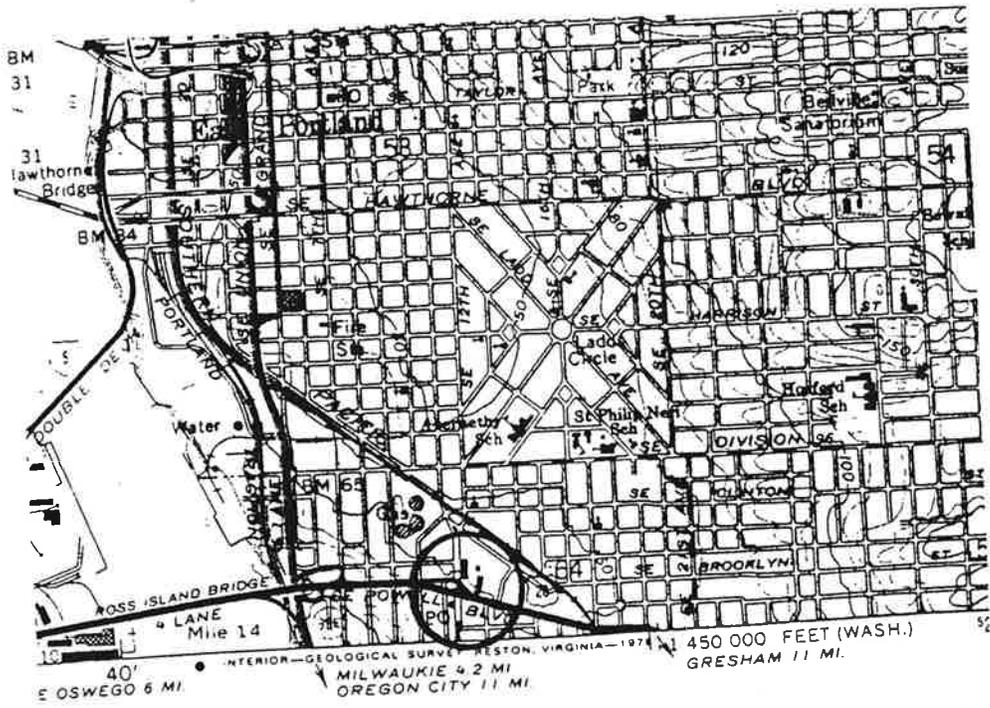
"Progress" [Monthly Bulletin of the Oregon Works Progress Administration], April 1937, Oregoniana Collection, Oregon State Library, Salem, OR.

Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

Griffith, E. J. "Report of the Works Progress Administration in Oregon, Third Congressional District," Oregoniana Collection, Oregon State Library, Salem, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Fire Department Drill Tower



**SURVEY REPORT OF WPA RESOURCES
-Building-**

COMMON NAME: Mt. Tabor Yard Office and Maintenance Shop
HISTORIC NAME: Mt. Tabor Park Department Shops
WPA PROJECT #: unknown

ADDRESS: 6437 SE Division St.
OWNER: City of Portland

ORIGINAL USE: The WPA built this to be used by the city of Portland park department as a workshop
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 5
MAP #: 3237
ADDITION: **BLOCK:** **LOT:** Tax lot 100; 190.28 acres

STYLE: The simple, practical, and functional design of the Mt. Tabor Yard shop suggests a utilitarian design; however, the decorative features on the frieze and frontis piece borrow heavily from the Art Deco style.

PLAN TYPE/SHAPE: rectangular structure that measures approximately 36' by 100'

FOUNDATION MATERIALS: cement

ROOF/MATERIAL: flat, tar roof with a parapet

PRIME WINDOW TYPE: fixed windows; a single triangular bay window adjacent to the main entrance is also noteworthy

EXTERIOR SURFACE MATERIAL: stucco

DECORATIVE FEATURES/MATERIALS: frieze is decorated with a zig zag motif; additionally, the main entrance features a decorative frontis piece

SETTING: adjacent to an open, paved work yard set in the midst of a flat residential neighborhood

CONDITION: good

ALTERATIONS/ADDITIONS: major; buildings have been added on to the north and east of the original structure. These additions, however, do not diminish the integrity of the original structure because they share a common design and style.

SOURCES/DOCUMENTS:

WPA Project Photographs, 1933-1944, Record Group 8402-06, Portland Archives and Records Center, Portland, OR.

SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Oregon Health Science University bus stop shelter
HISTORIC NAME: Oregon Health Science University bus stop shelter
WPA PROJECT #: OP 665-94-2-215

ADDRESS: 600 block of SW Gaines St.
OWNER: Oregon Health Science University

ORIGINAL USE: This bus shelter was built as part of a general plan to develop and improve the grounds of the medical school.
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 9
MAP #: 3328
ADDITION: **BLOCK:** **LOT:** Tax lot 46; 14.23 acres

STYLE: utilitarian

PLAN TYPE/SHAPE: This rectangular building measures 10' by 7'. The north wall, which faces Gaines St., is open.

FOUNDATION MATERIALS: poured cement

ROOF/MATERIAL: pyramidal roof covered with composition shingles

PRIME WINDOW TYPE: n/a

EXTERIOR SURFACE MATERIAL: horizontal wooden boards

DECORATIVE FEATURES/MATERIALS: the eaves extend generously out from the building, providing extra shelter for waiting bus commuters

SETTING: the building, set between a large parking lot and busy street, is located on a hilly university campus

CONDITION: good

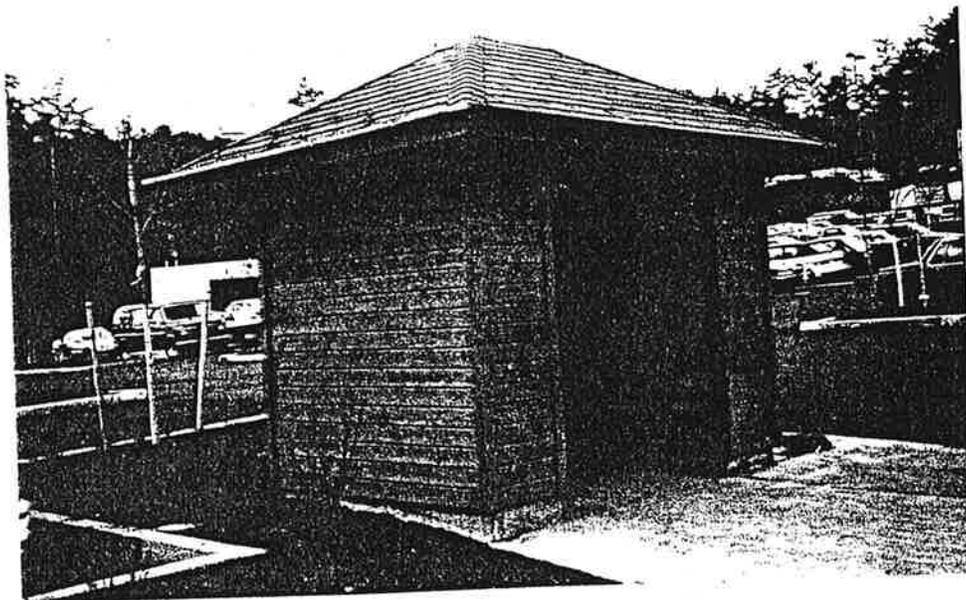
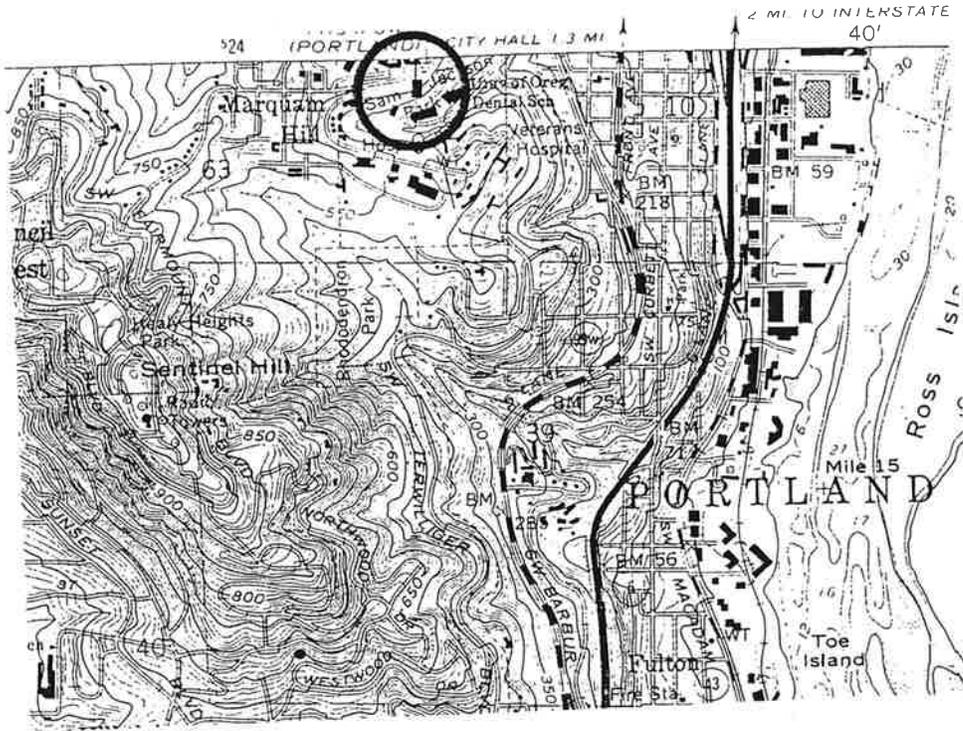
ALTERATIONS/ADDITIONS: minor

SOURCES:

WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Oregon Health Science University Bus Stop Shelter



SURVEY REPORT OF WPA RESOURCES
-Building-

COMMON NAME: Overlook Park comfort station
HISTORIC NAME: Overlook Park comfort station
WPA PROJECT #: OP 665-64-2-150

ADDRESS: 3500 N. Interstate Ave.
OWNER: City of Portland

ORIGINAL USE: The WPA built this combination picnic shelter and comfort station as part of a general plan to develop and improve Overlook Park.

PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 21

MAP #: 2629

ADDITION: **BLOCK:** **LOT:** Tax lot 1; 7.80 acres

STYLE: The Overlook Park comfort station is one of the most outstanding examples of rustic architecture in the Portland area. On a much smaller scale, the comfort station invokes the architectural spirit of Timberline Lodge. The rough cut stone, sturdy stone pillars, and massive shingled roof are all characteristics indicative of the rustic style of architecture.

PLAN TYPE/SHAPE: The Overlook Park comfort station is a rectangular building that measures approximately 25' by 70'. The center of the building is an open air picnic area. The picnic area is framed by a series of massive stone pillars that serve as a structural support for the roof.

Bathrooms and storage areas are located at both ends of the building. A stone chimney juts above the roof line on the east side of the picnic area.

FOUNDATION MATERIALS: stone

ROOF/MATERIAL: side gabled roof covered with wooden shingles

PRIME WINDOW TYPE: a combination of fixed and louvered windows

EXTERIOR SURFACE MATERIAL: rough cut stone set in irregular courses

DECORATIVE FEATURES/MATERIALS: wood doors to the storage areas are original and feature decorative iron hinges, handles, and latches that were likely hand made by WPA blacksmiths

SETTING: an open, neighborhood park set on a high butte over looking the Willamette River

CONDITION: fair; the roof, which appears to be clad with the original wood shingles, shows signs of wear and is missing a number of shingles

ALTERATIONS/ADDITIONS: minor; the fireplace that was built into the wall of the covered picnic area has been filled in with stone

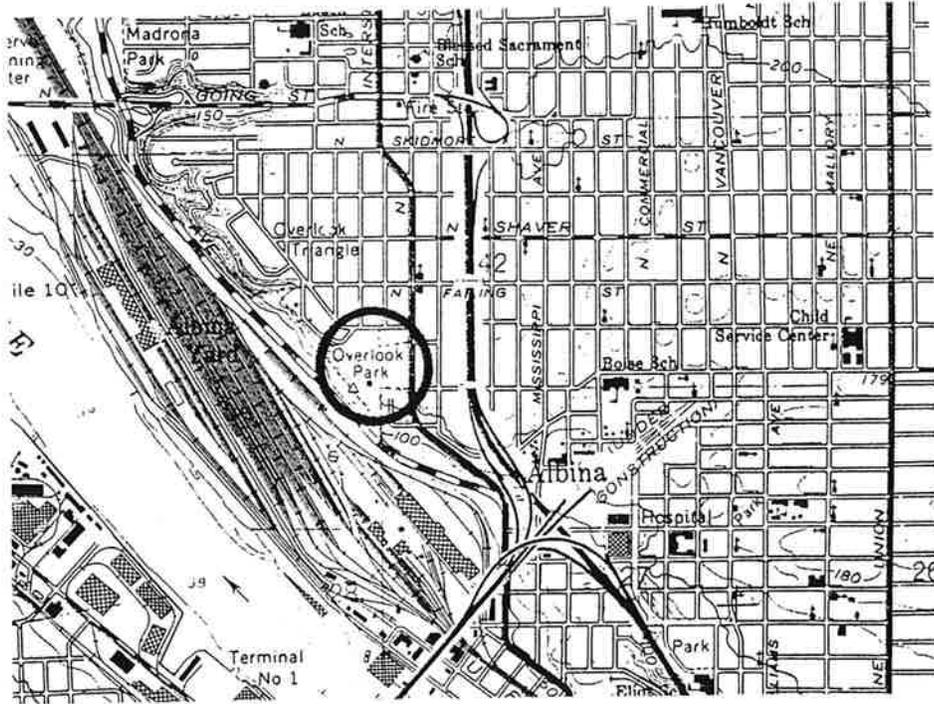
SOURCES/DOCUMENTS:

**WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.**

**Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland
Archives and Records Center, Portland, OR.**

SURVEY REPORT OF WPA RESOURCES

Common Name: Overlook Park Comfort Station



**SURVEY REPORT OF WPA RESOURCES
-Building-**

COMMON NAME: Westmoreland Park maintenance shop
HISTORIC NAME: Westmoreland Park fly casters' clubhouse
WPA PROJECT #: OP 165-94-3026

ADDRESS: 7700 SE 22 Ave.
OWNER: City of Portland

ORIGINAL USE: The WPA constructed this building to be used as a clubhouse and storage facility for fly casting enthusiasts who utilize the casting pool.

PRESENT USE: Currently the building is used by the Portland Parks Department as a maintenance shop and office for Westmoreland Park.

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 23
MAP #: 3732
ADDITION: **BLOCK:** **LOT:** Tax lot 72

STYLE: vernacular

PLAN TYPE/SHAPE: one story building designed in an "L" shape; the building measures approximately 30' by 40'.

FOUNDATION MATERIALS: concrete

ROOF/MATERIAL: hipped roof covered with composition shingles

PRIME WINDOW TYPE: fixed windows

EXTERIOR SURFACE MATERIAL: wooden coursed shingles

DECORATIVE FEATURES/MATERIALS: a brick chimney is situated on the north side of the structure

SETTING: a flat, open neighborhood park

CONDITION: good

ALTERATIONS/ADDITIONS: minor; two large garage doors were added to the east and west sides of the structure

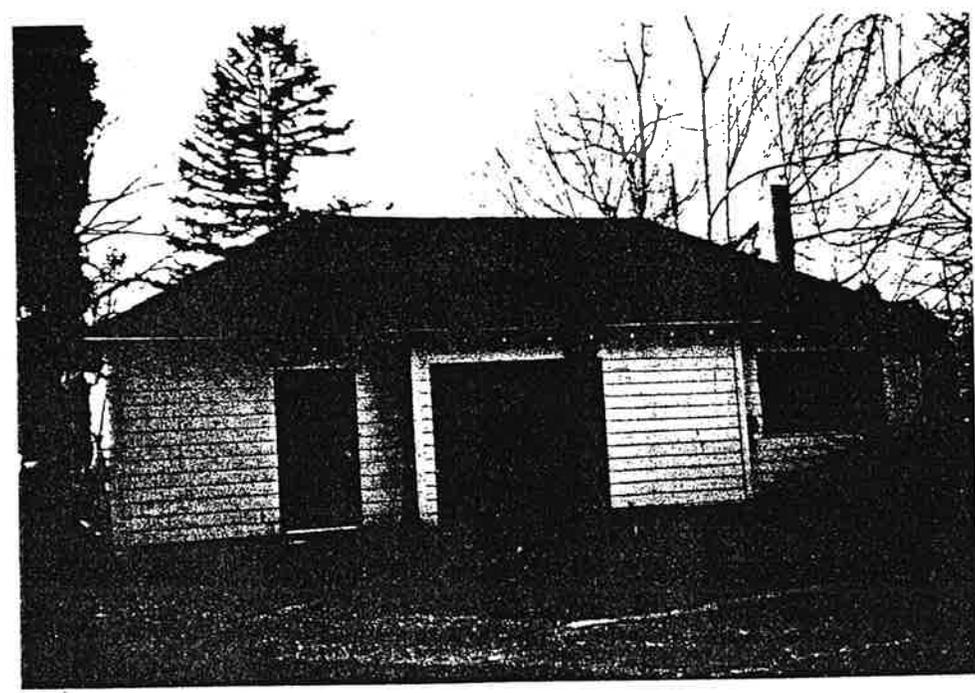
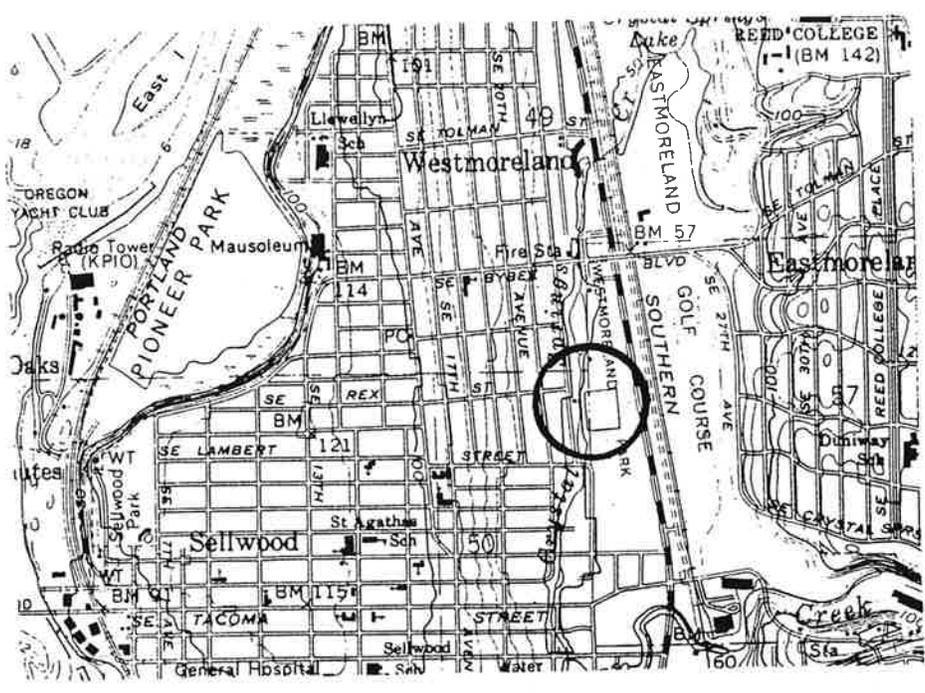
SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

WPA Project Correspondence, 1935-1940, Record Group 8402-05, Portland Archives and Records Center, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Westmoreland Park Maintenance Shop



STRUCTURES

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SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Burnside Street vehicle tunnel
HISTORIC NAME: Barnes Road vehicle tunnel
WPA PROJECT #: unknown

ADDRESS: 4900 W. Burnside St.
OWNER: Multnomah County

ORIGINAL USE: to provide passage of vehicular traffic through the West Hills of Portland
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 6
MAP #: 3124
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: The entrance to this arched tunnel is faced with rubble and squared basalt. This cement-lined tunnel accommodates two lanes of traffic and a narrow sidewalk on either side.

DECORATIVE FEATURES/MATERIALS: The date of completion, 1940, is inscribed above the entrances to the tunnel. Accenting the entrances are a series of massive stone buttresses situated on both sides of each of the entrances.

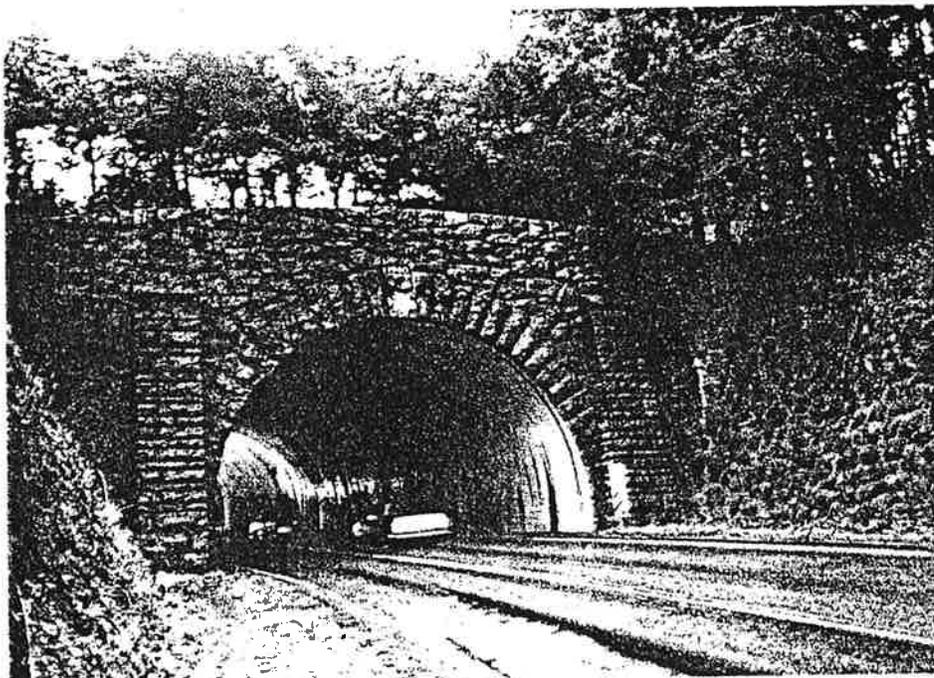
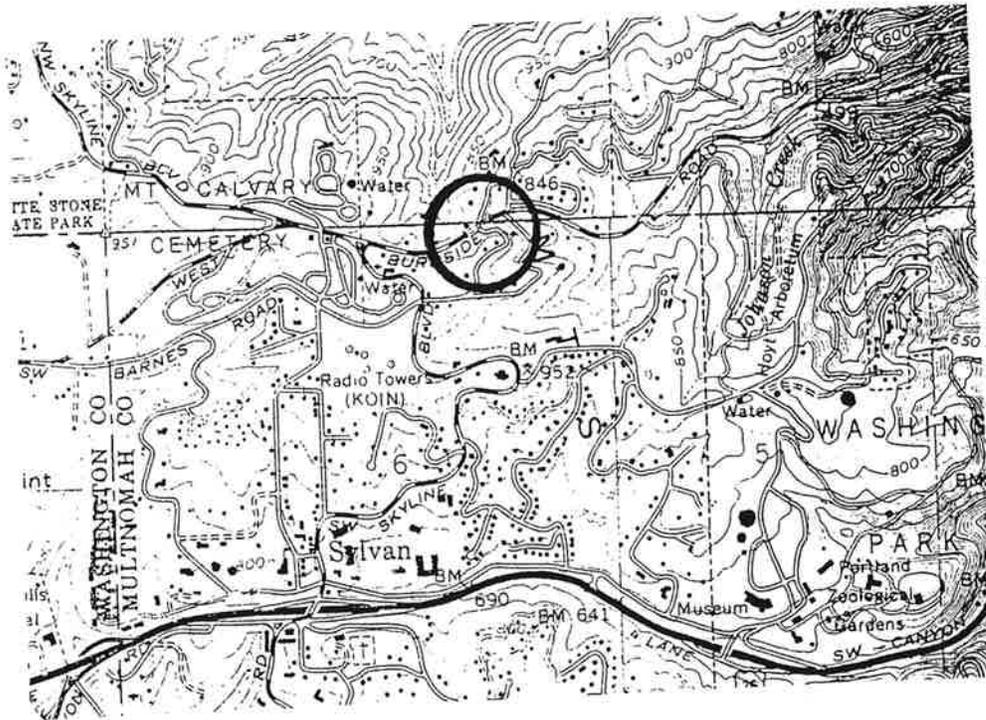
SETTING: hilly and forested, situated within the boundaries of a heavily wooded city park

CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Burnside Street Vehicle Tunnel



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Cornell Road vehicle tunnels
HISTORIC NAME: Cornell Road vehicle tunnels
WPA PROJECT #: OP 665-94-1-65

ADDRESS: 3300 NW Cornell Rd. and 4300 NW Cornell Rd.
OWNER: Multnomah County

ORIGINAL USE: to provide passage of vehicular traffic through the West Hills of Portland
PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 32
MAP #: 2925
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: The entrances to these two arched tunnels are faced with rubble and squared basalt. Each of these cement-lined tunnels accommodates two lanes of traffic and a narrow sidewalk on either side. The tunnels are approximately 1/4 of a mile apart from one another.

DECORATIVE FEATURES/MATERIALS: The dates of completion, 1940 and 1941 respectively, are inscribed above the entrances to the tunnels.

SETTING: hilly and forested, situated within the boundaries of a heavily wooded city park

CONDITION: good

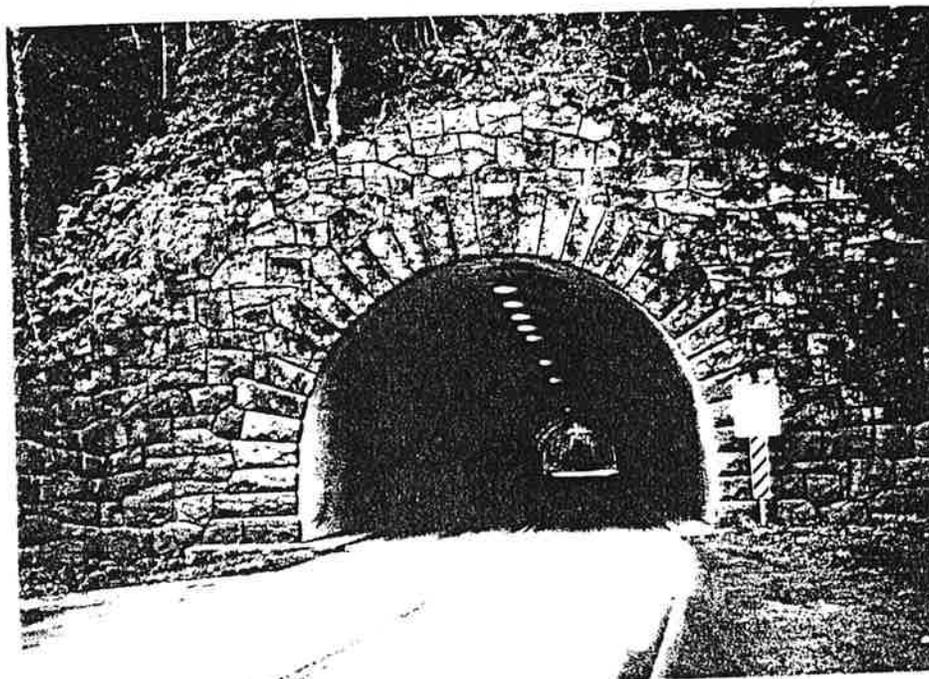
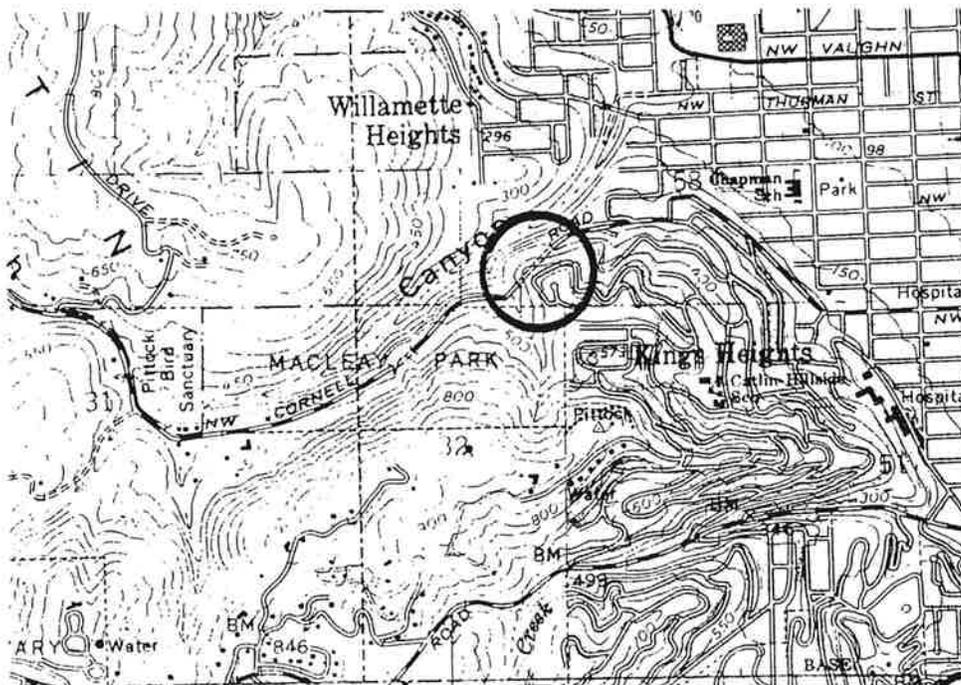
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

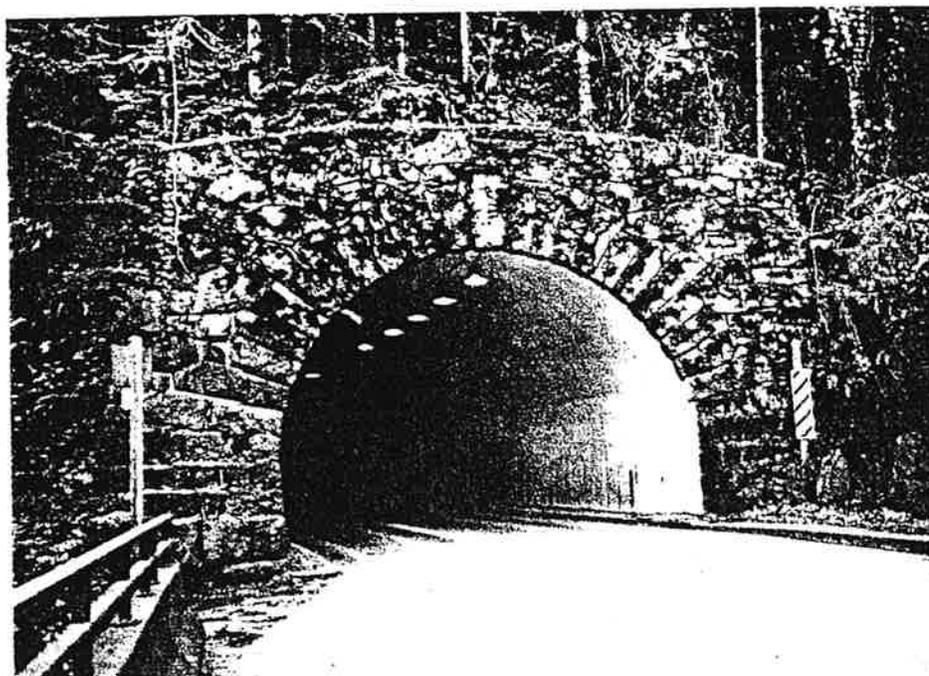
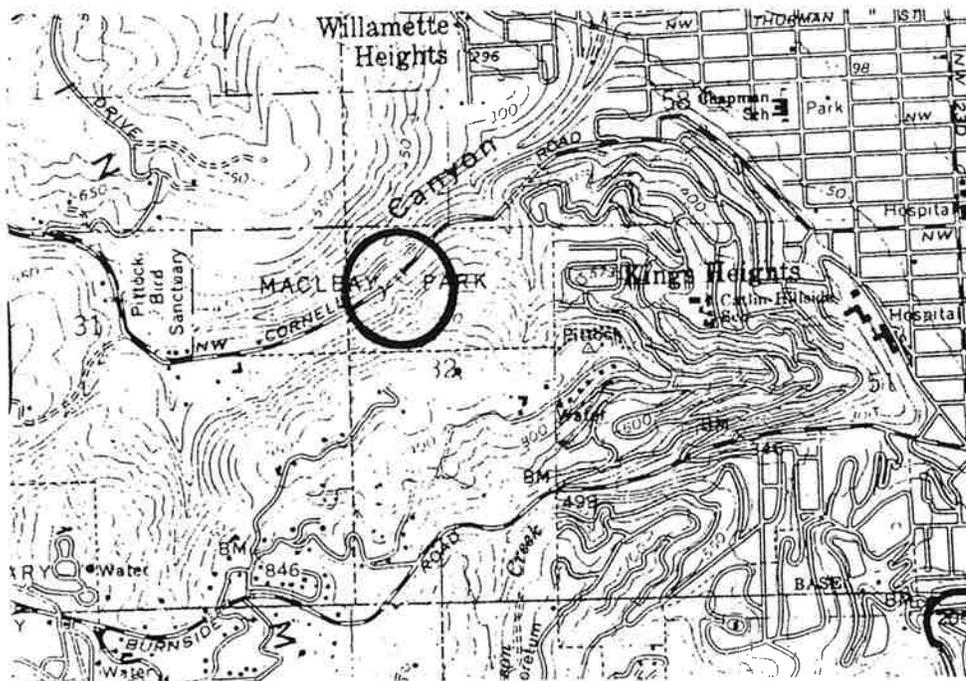
SURVEY REPORT OF WPA RESOURCES

Common Name: Cornell Road Vehicle Tunnel (3300 NW Cornell Rd)



SURVEY REPORT OF WPA RESOURCES

Common Name: Cornell Road Vehicle Tunnel (4300 NW Cornell Rd)



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: General Road Work Appurtenances
HISTORIC NAME: General Road Work Appurtenances
WPA PROJECT #: various

ADDRESS: located throughout the city of Portland
OWNER: various

ORIGINAL USE: flood and erosion control
PRESENT USE: same as original

TOWNSHIP: **RANGE:** **SECTION:**
MAP #:
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: Located on roadways throughout Portland are examples of WPA-produced stone retaining walls, bollards, and freestanding walls. These structures were built as part of larger road construction and improvement projects. Outstanding examples of this type of work can be found on Cornell Road, where WPA workers installed numerous stone walls in conjunction with the Cornell Road tunnel project. However, because the WPA project files in Record Group 69 frequently provide only vague descriptions of the whereabouts of these appurtenances, this survey could not feasibly document every stone retaining wall or stone bollard in Portland. Nevertheless, the craftsmanship of many of these resources is significant, and a more comprehensive survey would certainly want to include all the road appurtenances in Portland.

DECORATIVE FEATURES/MATERIALS: Several of the structures reflect the craftsmanship of the stone work at Rocky Butte and other WPA projects. The rough-cut, basalt stone walls on Cornell Road, for instance, feature the same flat tops and low stone caps found at Rocky Butte.

SETTING: varies

CONDITION: varies

ALTERATIONS/ADDITIONS: varies

SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

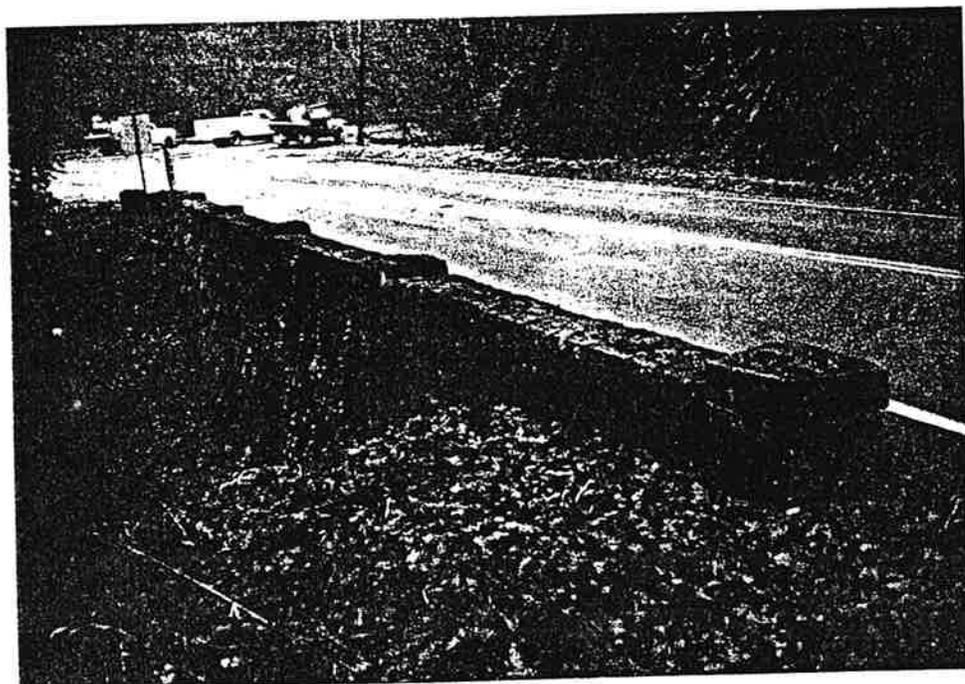
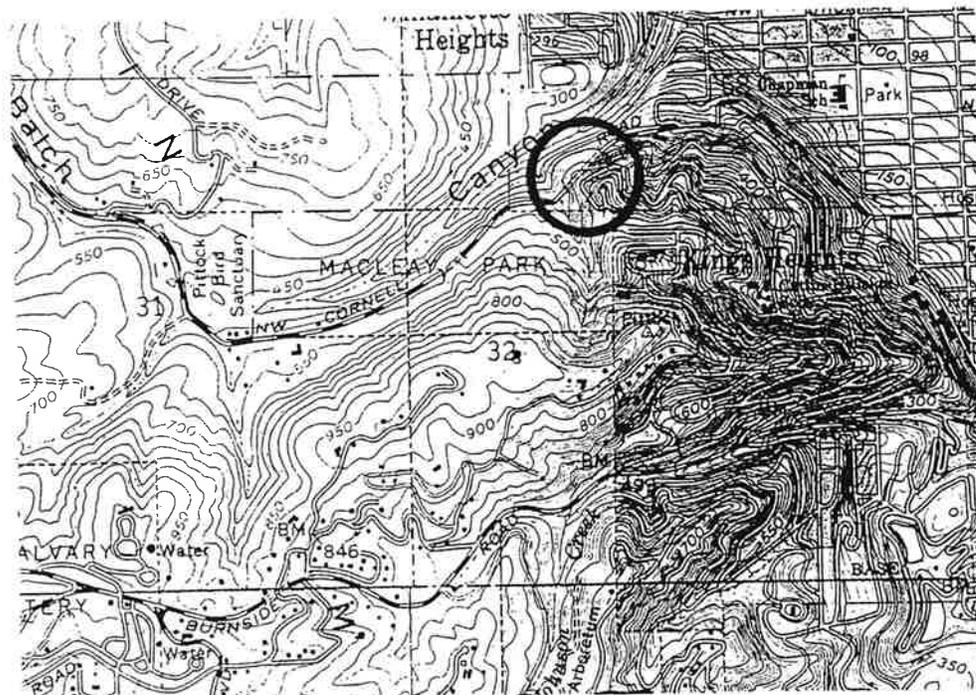
WPA Field Notes, 1936-1937, Record Group 9006-60, Portland Archives and Records Center, Portland, OR.

WPA Project Correspondence, 1935-1940, Record Group 8402-05, Portland Archives and Records Center, Portland, OR.

WPA Project Photographs, 1933-1944, Record Group 8402-06, Portland Archives and Records Center, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: General Road Work Appurtenances (Cornell Rd Appurtenances)



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Harbor Wall Balustrade
HISTORIC NAME: Harbor Wall Balustrade
WPA PROJECT #: OP 65-94-450

ADDRESS: Tom McCall Waterfront Park between SW Jefferson St. and NW Glisan St.
OWNER: City of Portland

ORIGINAL USE: The WPA installed this ornamental concrete balustrade as part of a larger effort to enhance the general appearance of the Portland waterfront as well as improve flood control measures.
PRESENT USE: same as original use

TOWNSHIP: 1S & 1N **RANGE:** 1E & 1E **SECTION:** 3 & 34
MAP #: 3129 & 3030
ADDITION: original town of Portland **BLOCK:** 72 **LOT:**

DESCRIPTION: This concrete balustrade runs along the west side of the Willamette River for a distance of over one mile. Concrete anchor posts are installed at intervals of approximately 12' along the top of the harbor wall. Every eighth post is slightly larger so as to accommodate an electric light standard (although these lights are no longer in place). A metal railing runs between each of the anchor posts. This project also called for the installation of 37 cast steel mooring posts to accommodate docking ships; several of the mooring posts still remain.

DECORATIVE FEATURES/MATERIALS: The anchor posts feature simple decorative moldings.

SETTING: situated in an urban park in downtown Portland, immediately adjacent to the Willamette River

CONDITION: fair; concrete shows signs of wear and exposure

ALTERATIONS/ADDITIONS: The project as it was originally completed featured solid concrete walls between the anchor posts; these walls have since been replaced by the metal railings.

SOURCES:

Oregonian, 26 November 1935, p. 1.

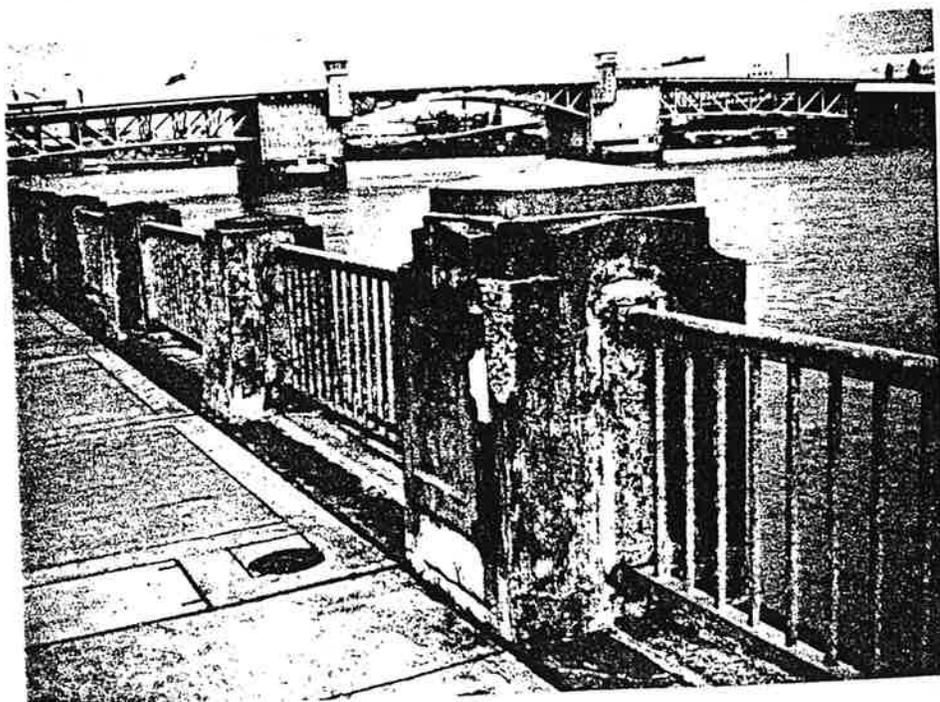
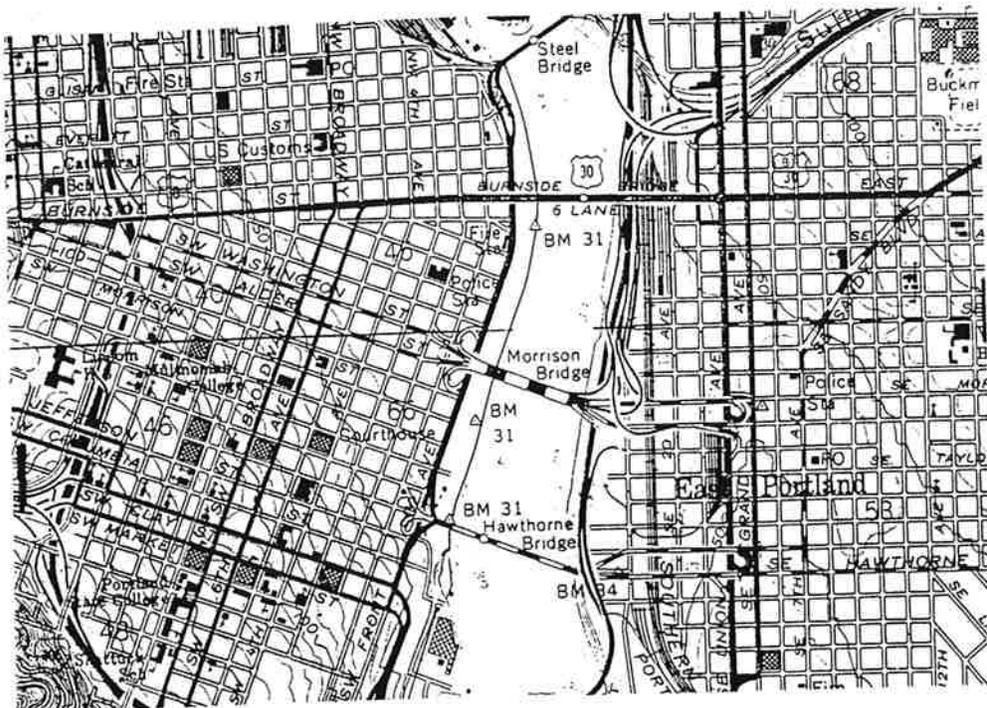
Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

WPA Project Photographs, 1933-1944, Record Group 8402-06, Portland Archives and Records Center, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Harbor Wall Balustrade



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Jefferson High School Stadium
HISTORIC NAME: Jefferson High School Stadium
WPA PROJECT #: OP 165-1-94-146

ADDRESS: 5210 N Kerby Ave.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 22
MAP #: 2530
ADDITION: **BLOCK:** **LOT:** Tax lot 1

DESCRIPTION: This structure is a simple, uncovered grandstand typical of high school sports facilities. The stadium is constructed of reinforced cement and provides seating for approximately 1000 spectators. Restroom and concession facilities are built into the rear of the structure.

DECORATIVE FEATURES/MATERIALS: minimal

SETTING: the structure is on the grounds of Jefferson High School, adjacent to the football field and track

CONDITION: good

ALTERATIONS/ADDITIONS: minor; the press box on top of the grandstand appears to be a recent addition

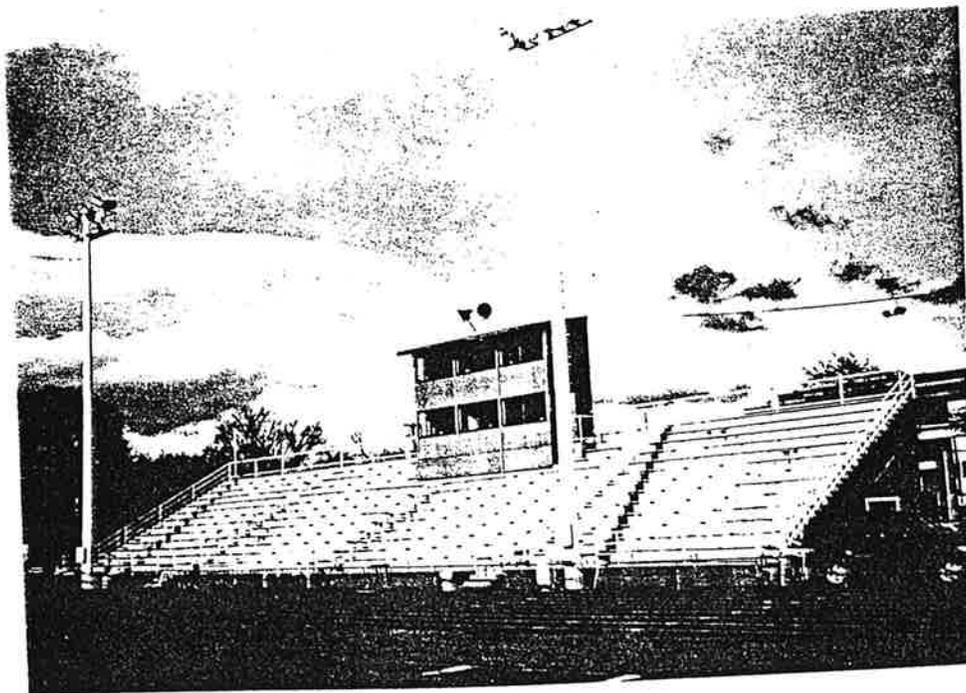
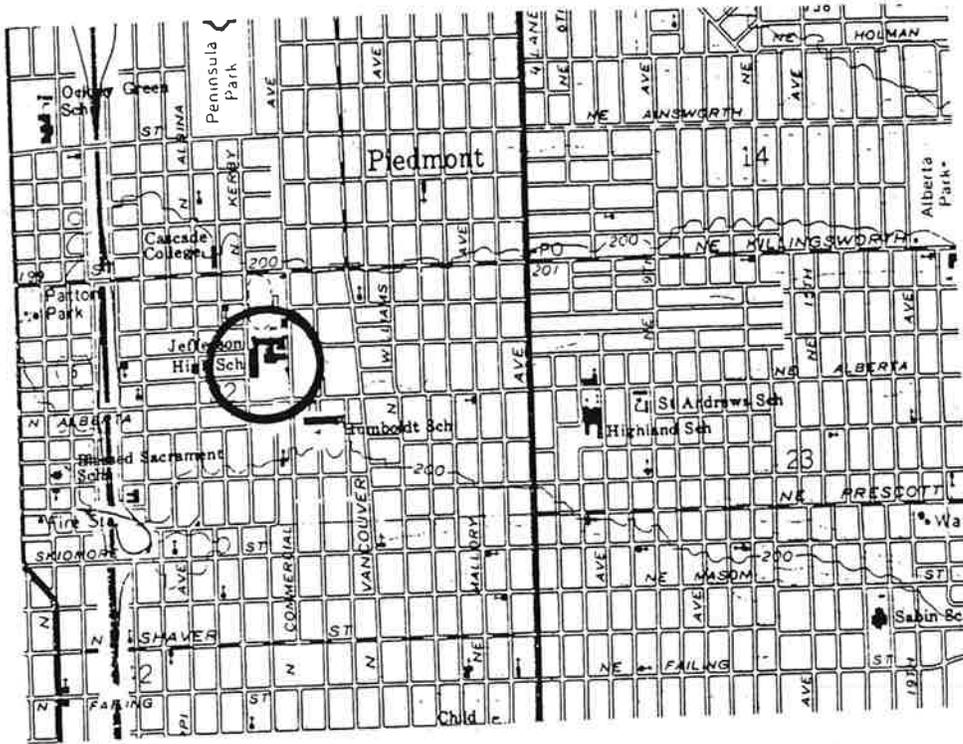
SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

School Board Minutes, School District One, Multnomah Country, OR, 1935-1942, Records Management Division of the Portland Public Schools, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Jefferson High School Stadium



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Johnson Creek fish ladder
HISTORIC NAME: Johnson Creek fish ladder
WPA PROJECT #: unknown

ADDRESS: located in Johnson Creek south of SE 44th Ave.
OWNER: City of Portland

ORIGINAL USE: to provide spawning opportunities for migrating fish
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 24
MAP #: 3834
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: The fish ladder was built as part of the general flood control measures undertaken by the WPA on Johnson Creek. The creek drops about 6' down, over the fish ladder, into a man-made channel that is lined with hand cut basalt stone on both sides of the creek. The steep rock walls lining the channel average between 6' to 8' high. Resting on top of the walls are basalt stone, arched guard rails, which are capped with cement tops.

DECORATIVE FEATURES/MATERIALS: The stone work, particularly the arched guard rails, is reflective of the work done by WPA stone masons at Rocky Butte.

SETTING: the middle of a creek surrounded by residential and light industrial districts

CONDITION: average; graffiti is evident on the guard railing
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

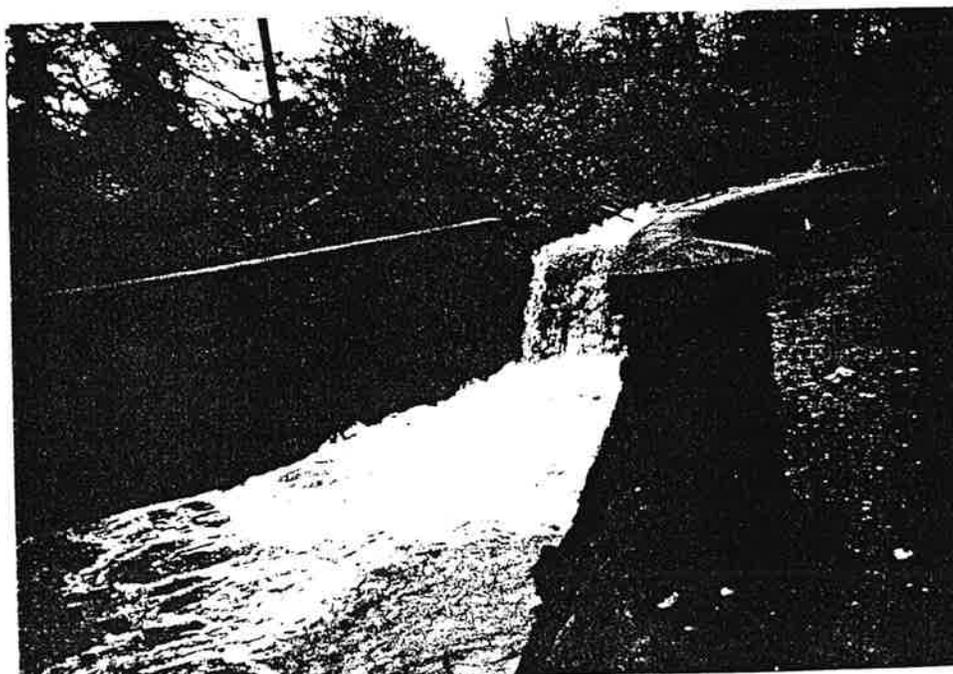
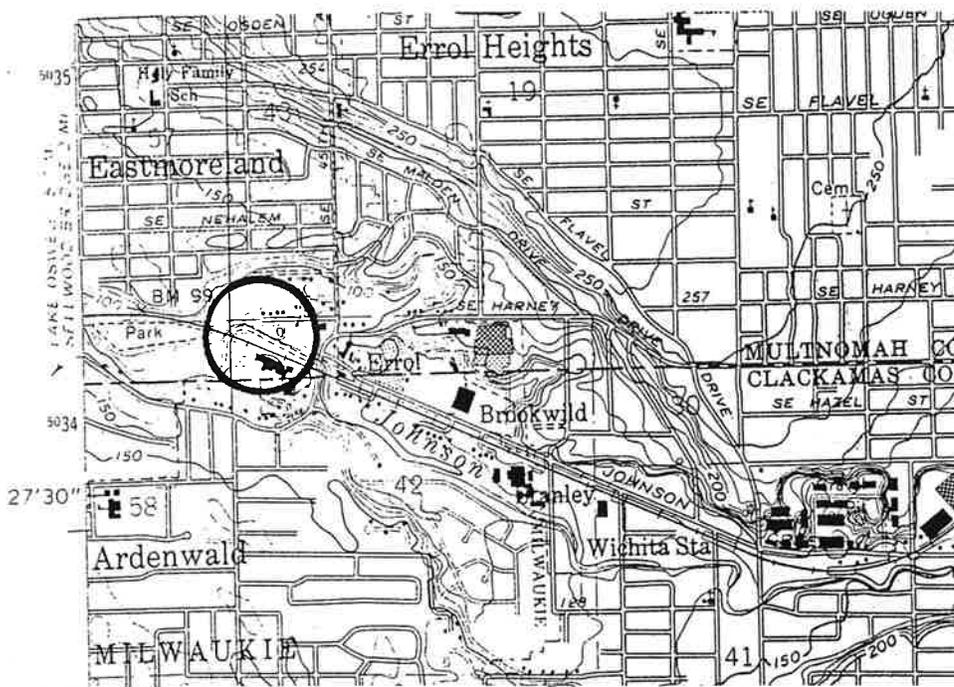
Portland Bureau of Environmental Services, et al. "Johnson Creek Resources Management Program: Abstract of Previous Work" (June 1991). Portland Public Library, Portland, OR.

Griffith, E. J. "Report of the Works Progress Administration in Oregon, Third Congressional District," Oregoniana Collection, Oregon State Library, Salem, OR.

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Johnson Creek Fish Ladder



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Johnson Creek riprap
HISTORIC NAME: Johnson Creek riprap
WPA PROJECT #: unknown

ADDRESS: located throughout a five mile stretch of Johnson Creek
between SE 82nd Ave. and Jeanne Rd.
OWNER: City of Portland

ORIGINAL USE: flood and erosion control
PRESENT USE: same as original

TOWNSHIP: **RANGE:** **SECTION:**
MAP #:
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: Interspersed throughout this five mile stretch of Johnson Creek are several areas where the WPA lined the creek bed with an assemblage of uncut stone. The stones are loosely fit together without the use of mortar.

DECORATIVE FEATURES/MATERIALS: The riprap does not reflect the craftsmanship of the stone work at Rocky Butte or the Johnson Creek fish ladder. It was installed simply to prevent erosion and provide flood control, and with little regard for ornamentation.

SETTING: the creek winds through various residential, industrial, and park-like settings

CONDITION: average; the riprap is overgrown with vegetation in areas
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

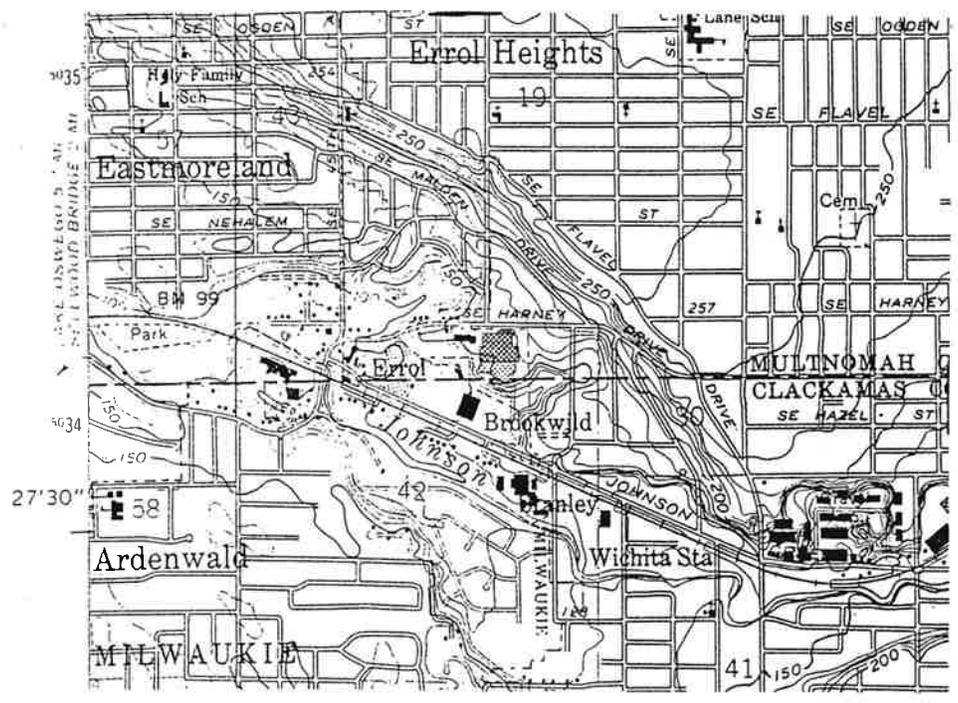
WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

Portland Bureau of Environmental Services, et al. "Johnson Creek Resources Management Program: Abstract of Previous Work" (June 1991). Portland Public Library, Portland, OR.

Griffith, E. J. "Report of the Works Progress Administration in Oregon, Third Congressional District," Oregoniana Collection, Oregon State Library, Salem, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Johnson Creek Riprap



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Oregon Health Science University Rock Wall
HISTORIC NAME: Oregon Health Science University Rock Wall
WPA PROJECT #: OP 665-94-2-215

ADDRESS: 3181 SW Sam Jackson Park Rd.
OWNER: Oregon Health Science University

ORIGINAL USE: This stone wall was built as part of a general plan to develop and improve the grounds of the medical school. It serves as a retaining wall.

PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 9
MAP #: 3328
ADDITION: **BLOCK:** **LOT:** Tax lot 46; 14.23 acres

DESCRIPTION: This stone wall consists of roughly cut basalt stone arranged in irregular courses. The wall is approximately 200' long and ranges from 1' to 5' high. As a retaining wall, it is not a free-standing structure.

DECORATIVE FEATURES/MATERIALS: The wall, while built with hand-cut stone, does not approach the level of sophistication of other WPA walls in Portland.

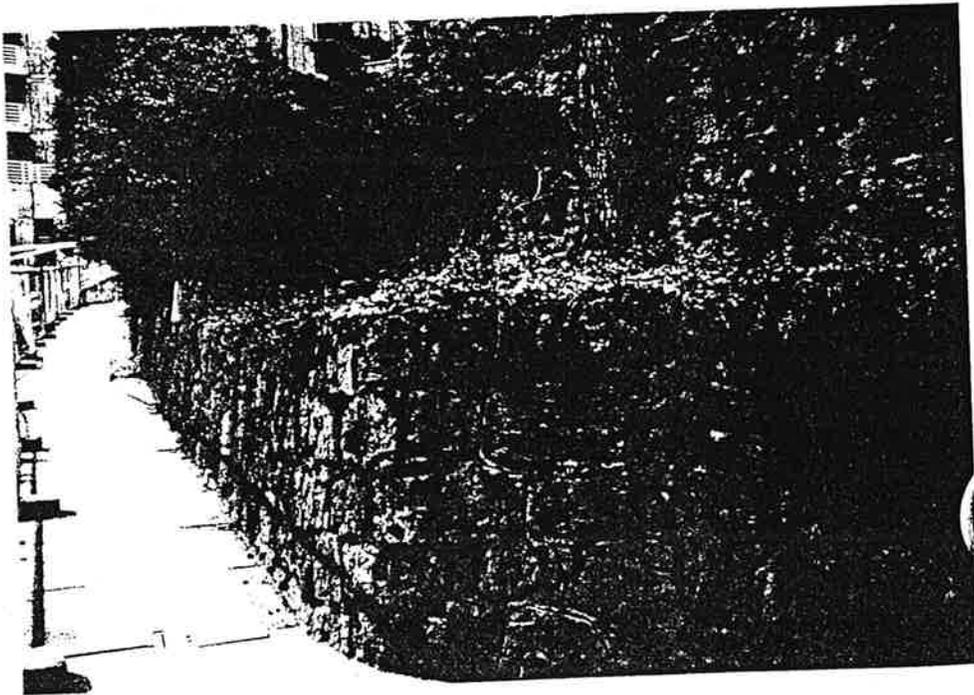
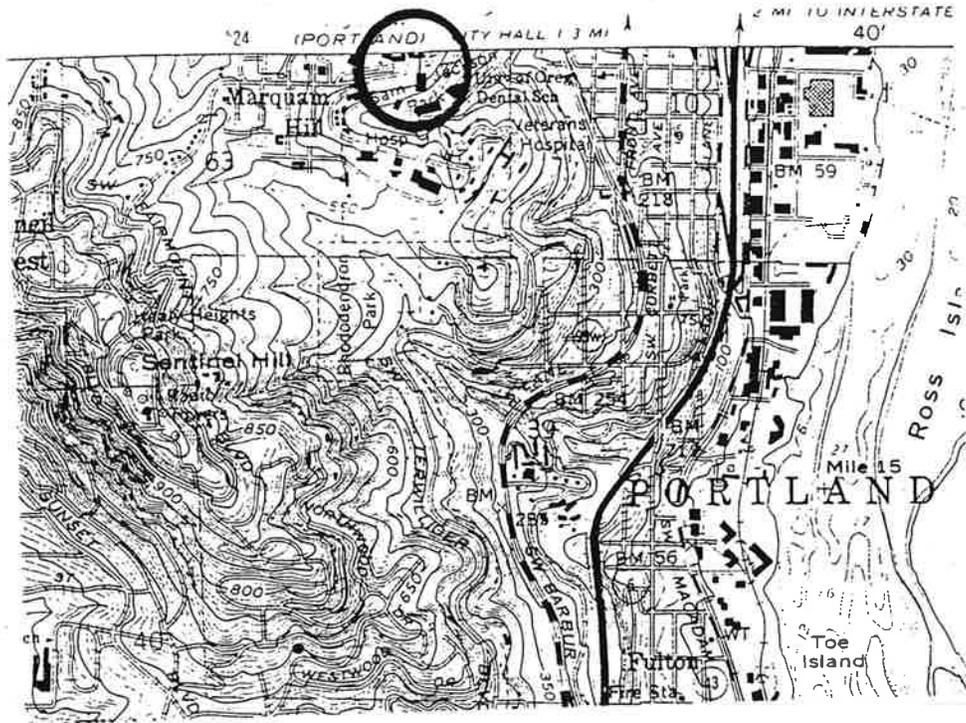
SETTING: immediately to the south of the Fitness and Sports Center, in the center of a hilly university campus

CONDITION: fair; several sizable cracks are evident in the wall
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Oregon Health Science University Rock Wall



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Overlook Park wading pool
HISTORIC NAME: Overlook Park wading pool
WPA PROJECT #: OP 165-1-94-56

ADDRESS: 3500 N. Interstate Ave.
OWNER: City of Portland-Parks and Recreation

ORIGINAL USE: The WPA built this wading pool as part of a general plan to develop and improve Overlook Park.
PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 21
MAP #: 2629
ADDITION: **BLOCK:** **LOT:** Tax lot 1; 7.80 acres

DESCRIPTION: The Overlook Park wading pool is a simple, circular concrete basin surrounded by a concrete walkway. The pool has a radius of 20'. A fountainhead and drain apparatus are located at the center of the pool .

DECORATIVE FEATURES/MATERIALS: minimal

SETTING: an open, neighborhood park set on a high butte over looking the Willamette River

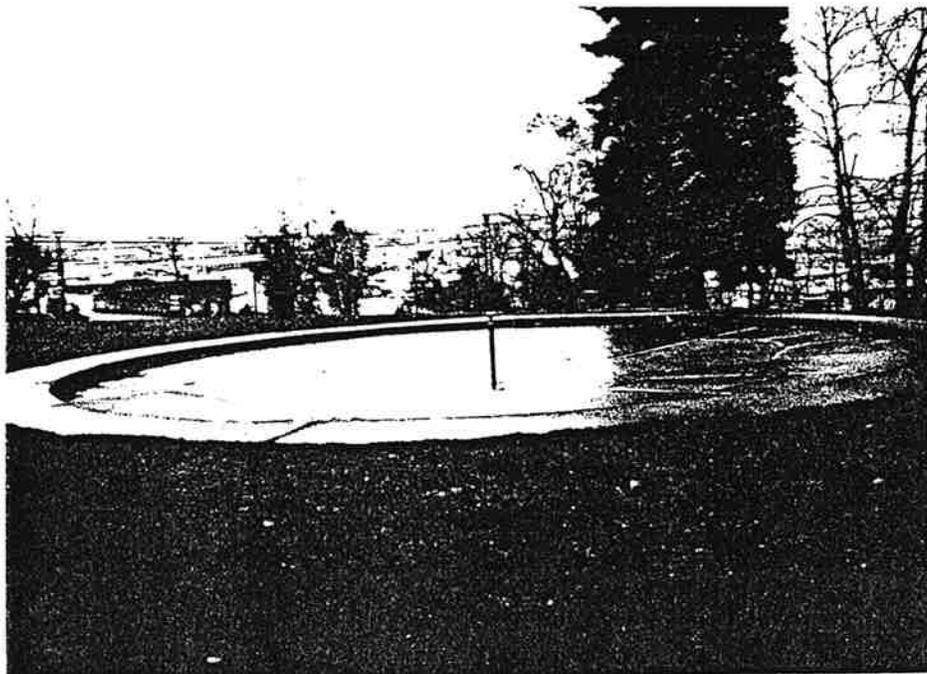
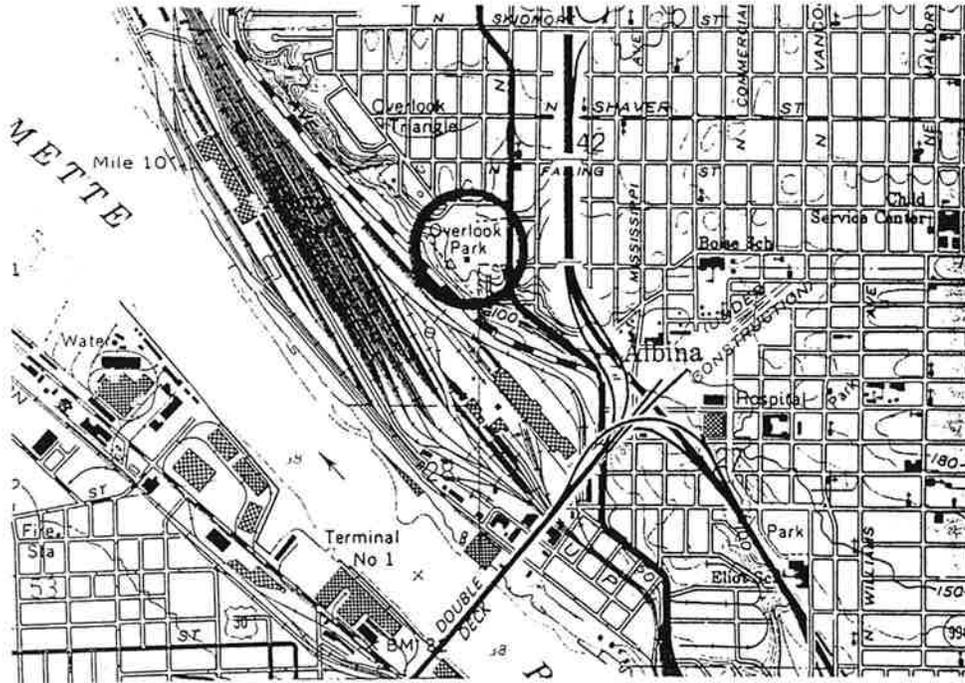
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives,
Washington, D.C.
Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland
Archives and Records Center, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Overlook Park Wading Pool



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Rocky Butte Scenic Drive Historic District
HISTORIC NAME: Rocky Butte Park
WPA PROJECT #: OP 465-94-1-22

ADDRESS: Rocky Butte Rd., NE Fremont Dr., and NE 92nd Ave.
OWNER: City of Portland

ORIGINAL USE: to facilitate recreational driving and passive recreation
PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 2E **SECTION:** 21 & 28
MAP #: 2740
ADDITION: **BLOCK:** **LOT:**

DESCRIPTION: Rocky Butte Scenic Drive is a meandering two lane roadway that ascends through a series of switch backs to the summit of Rocky Butte. The WPA constructed numerous structures and appurtenances alongside the roadway. These additional features, which were built using basalt quarried from the butte itself, include: stone retaining walls, stone drainage structures, a vehicle tunnel, a pedestrian tunnel, stone bollards, and an elaborate fortress like structure at the summit that serves as a viewpoint. Because of the engineering and historical significance associated with these structures and appurtenances, it is necessary to look at their features on an individual basis.

Stone retaining walls. A series of walls made out of rough cut basalt stone line the roadway. These walls were an engineering necessity due to the fact that the steep slopes of the butte are prone to erosion and landslides. The size of the walls vary greatly, with the highest wall being over 40' tall and the longest wall measuring to about 1500' in length. Some of the walls are set with mortar while others are dry.

Stone bollards. These small stone pillars line the roadway at intervals of about 10' so as to prevent vehicles from driving off the road. These bollards are nothing more elaborate than roughly cut basalt stones, partially buried in the ground, that measure approximately 2' tall.

Stone drainage structures. The road is lined with a series of runnels that serve as a drainage system. The runnels consist of two parallel stone curbs between which is a narrow, stone lined gutter. Periodically the runnel is interrupted by stone drain inlets.

Vehicle tunnel. The entrances to this arched tunnel are faced with rough cut basalt. The arches themselves are highlighted with a cut basalt, keyed-arch, face stone. The interior of the cement-lined tunnel accommodates two lanes of traffic and a narrow sidewalk on either side.

Pedestrian tunnel. This proportionately designed arched tunnel is faced with squared rubble basalt. The tunnel allows a footpath that leads to the top of the butte to pass underneath the roadway.

Viewpoint structure. The summit of Rocky Butte is dominated by the massive stone structure that provides visitors with a stunning vista of Portland, nearby mountains, and the mouth of the Columbia River Gorge. The structure consists of a 10' to 15' high parapet wall, built with roughly cut basalt stone, that circumscribes a grassy terrace at the top of the butte. An arching stone railing rests on top of the entire length of the wall. The railing consists of cut basalt. The railing zigs and zags in such a way so as to create a series of bastions that extend out beyond the parapet wall. Each bastion is marked by a stone column, designed to accommodate a light fixture, which juts out above the railing.

The parapet wall is breached on the north and south side of the structure so as to provide a point of entry to the grassy terrace inside the parapet wall. Entry from the south end is gained through a asphalt paved ramp that rises gradually from the roadway. The northern entrance consists of a serpentine stone stairway that winds from the roadway up to the viewpoint. The 8' wide stairway leads to a series of landings which are equipped with a drinking fountain and stone bench. A stone monument and viewfinder are located on the grassy terrace, adjacent to the top of the stairway. Originally the monument was adorned by a series of bronze plaques that commemorated the development of Rocky Butte; however, the plaques have since been removed and their whereabouts are unknown. Similarly, the bronze sighting arrow and an accompanying bronze plaque from the viewfinder are also missing.

DECORATIVE FEATURES/MATERIALS: see description

SETTING: The roadway winds through a hilly, moderately forested residential neighborhood. The 2.4 acres at the summit of the butte, where the viewpoint structure is located, is a city park.

CONDITION: good

ALTERATIONS/ADDITIONS: minor; the National Register of Historic Places maintains that the resource as a whole has preserved "a very high degree of integrity."

SOURCES/DOCUMENTS:

Griffith, E. J. "Report of the Works Progress Administration in Oregon, Third Congressional District," Oregoniana Collection, Oregon State Library, Salem, OR.

Oregon Journal, 20 September 1939, p. 4.

Oregonian, 26 August 1939, p. 4.

"Progress" [Monthly Bulletin of the Oregon Works Progress Administration], September 1936, October 1936, May 1937, Oregoniana Collection, Oregon State Library, Salem, OR.

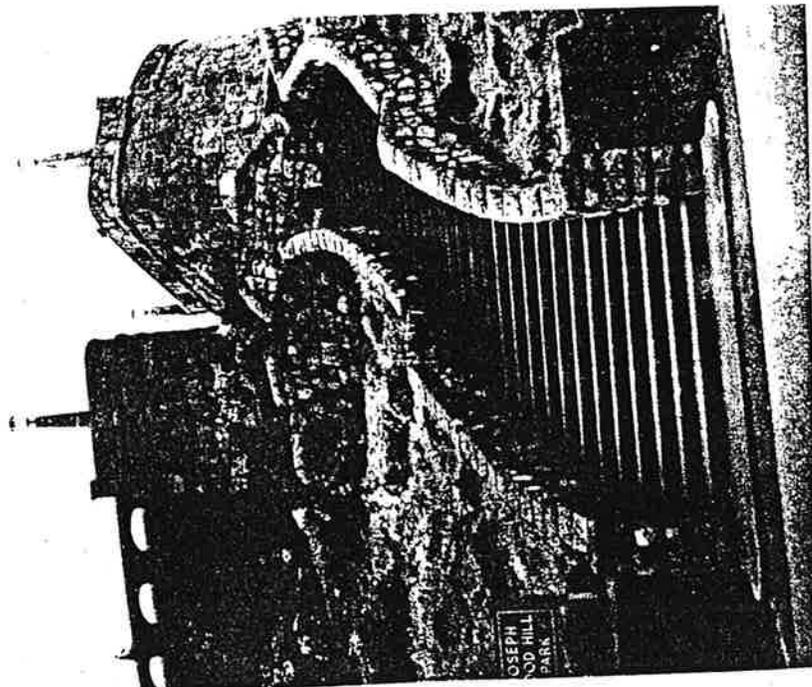
Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

"Rocky Butte Scenic Drive Historic District," National Register of Historic Places Registration Form, Oregon State Historic Preservation Office, Salem, OR.

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Rocky Butte Scenic Drive Historic District



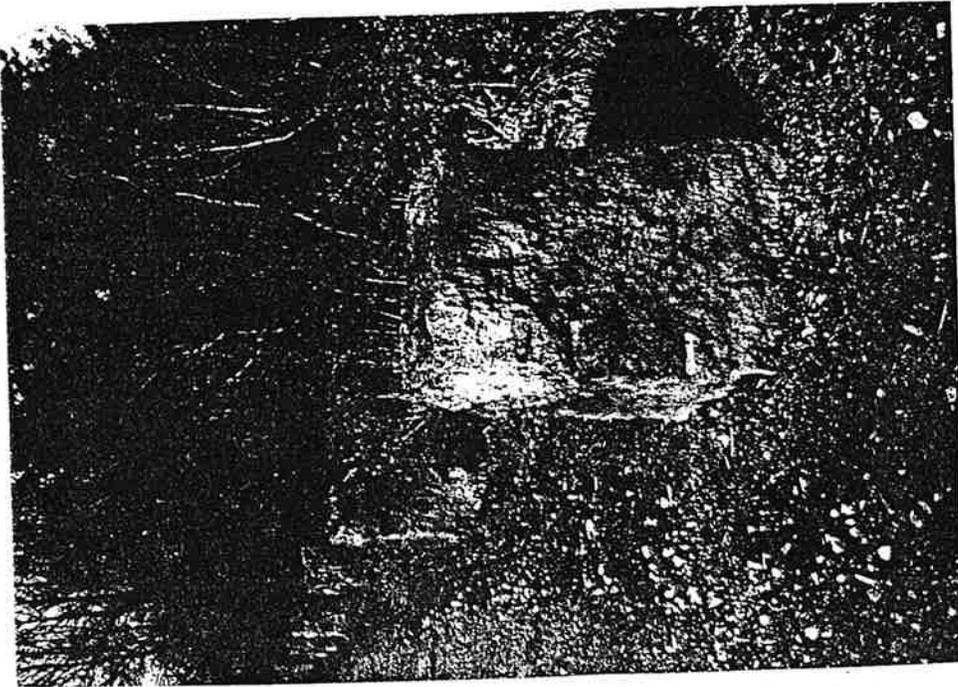
SURVEY REPORT OF WPA RESOURCES

Common Name: Rocky Butte Scenic Drive Historic District



SURVEY REPORT OF WPA RESOURCES

Common Name: Rocky Butte Scenic Drive Historic District



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Rose City Golf Course rock wall and stone curb
HISTORIC NAME: Rose City Golf Course rock wall and stone curb
WPA PROJECT #: OP 465-94-2-68

ADDRESS: 2200 NE 71st Ave.
OWNER: City of Portland

ORIGINAL USE: to provide general improvements to Rose City Golf Course
PRESENT USE: same as original

TOWNSHIP: 1N **RANGE:** 2E **SECTION:** 29
MAP #: 2737 & 2738
ADDITION: **BLOCK:** **LOT:** Tax lot 100; 151.71 acres

DESCRIPTION: The WPA built a 700' long rock wall immediately below the south side of Sacramento Street, just north and east of the utility road. The wall is bisected by 72nd Drive. It is not a free standing wall; rather, it is a dry rock wall, built with uncut rubble, that rests on the side of the sloping landscape. Another feature of this golf course developed by the WPA is the stone curb which lines both sides of 72nd Drive. The curb consists of numerous small, cut basalt stones that are approximately three inches high.

DECORATIVE FEATURES/MATERIALS: see description

SETTING: a rolling golf course located in the center of a residential neighborhood

CONDITION: poor; both the wall and the curb are missing rocks that have been either removed altogether or fallen out of position. The wall has also become overgrown with vegetation

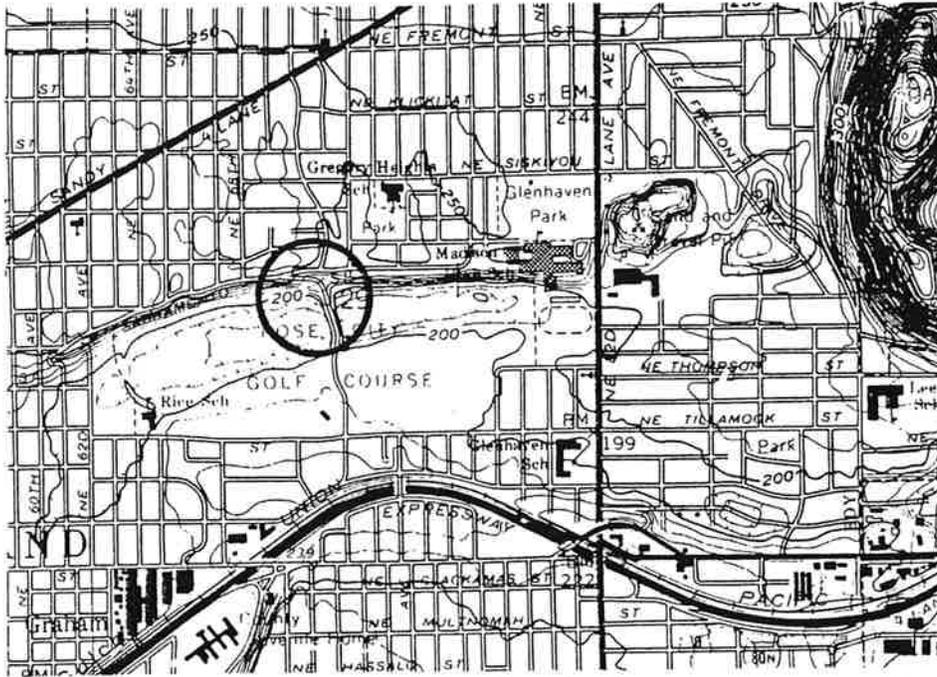
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.
WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

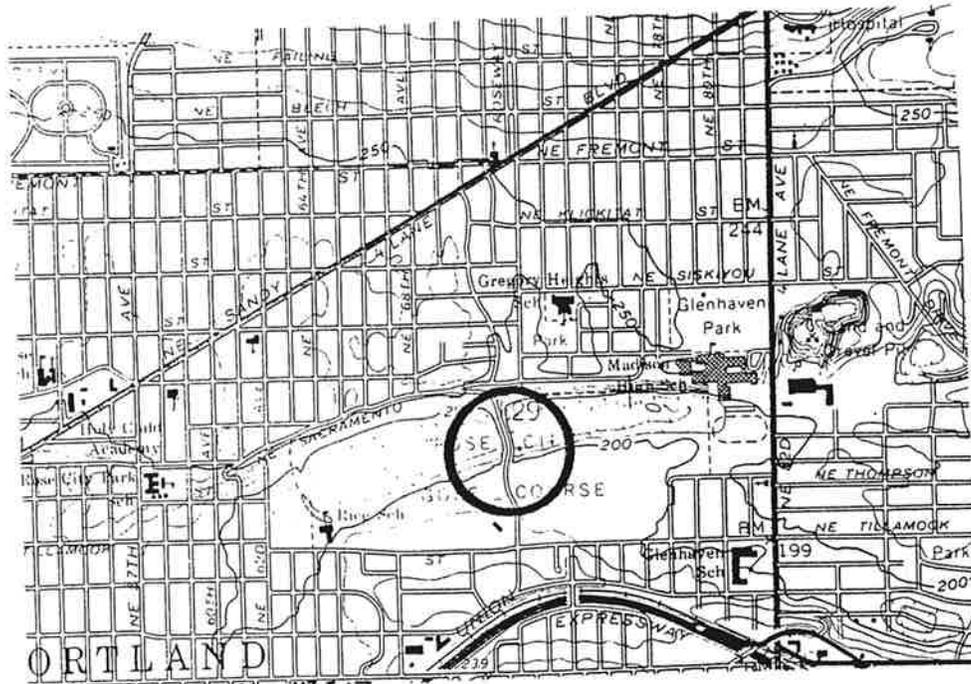
SURVEY REPORT OF WPA RESOURCES

Common Name: Rose City Golf Course Rock Wall and Stone Curb (Rock Wall)



SURVEY REPORT OF WPA RESOURCES

Common Name: Rose City Golf Course Rock Wall and Stone Curb (Stone Curb)



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Rose Test Gardens stairways
HISTORIC NAME: Rose Test Gardens stairways
WPA PROJECT #: OP 65-1-94-2129

ADDRESS: 400 SW Kingston Dr.
OWNER: City of Portland

ORIGINAL USE: to provide general improvements to Washington Park
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 5
MAP #: 3126
ADDITION: **BLOCK:** **LOT:** Tax lot 2; 42.34 acres

DESCRIPTION: This project called for numerous improvements to Washington Park, including building a series of stone stairways that lead into Portland's internationally renowned Rose Test Gardens. There are several sets of stairways in the immediate vicinity of the Rose Gardens, which feature a variety of square-cut and rough-cut basalt stone. Many of the stairways possess decorative features and appurtenances, including stone benches, walls, and pillars. The WPA project files in Record Group 69 unfortunately do not specify how many stairways the WPA built. It is possible that some of the Rose Garden stairways are not related to the WPA, but are the product of other public work undertakings. Additional research of local sources may be able to clarify which of the stairways were built by WPA workers.

DECORATIVE FEATURES/MATERIALS: the stone work reflects the same rustic style of architecture that is present at Rocky Butte

SETTING: a terraced garden set within a hilly urban park

CONDITION: good
ALTERATIONS/ADDITIONS: minor

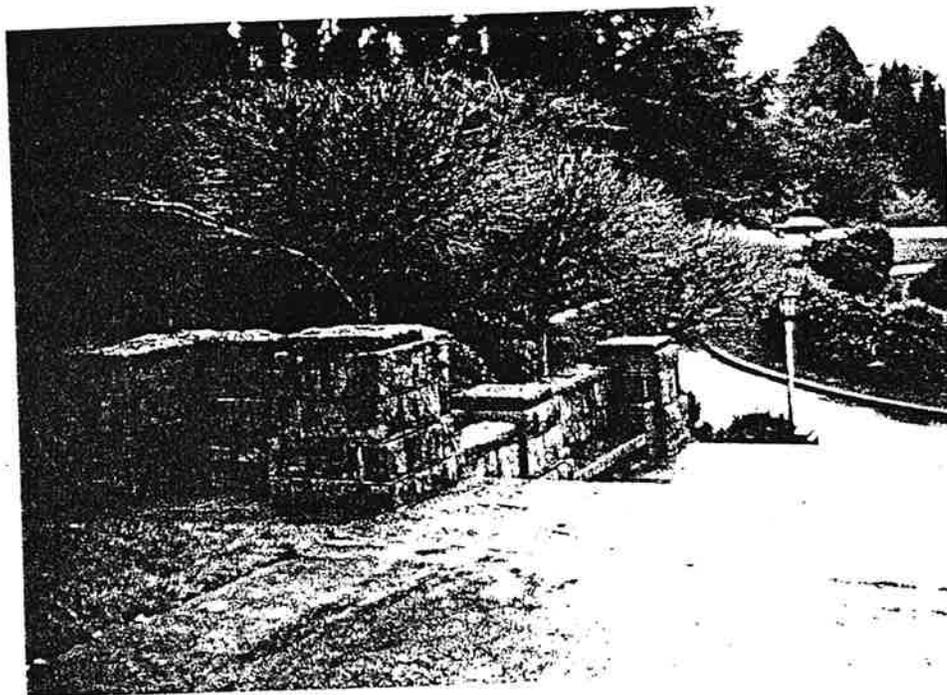
SOURCES/DOCUMENTS:

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

WPA Project Photographs, 1933-1944, Record Group 8402-06, Portland Archives and Records Center, Portland, OR.

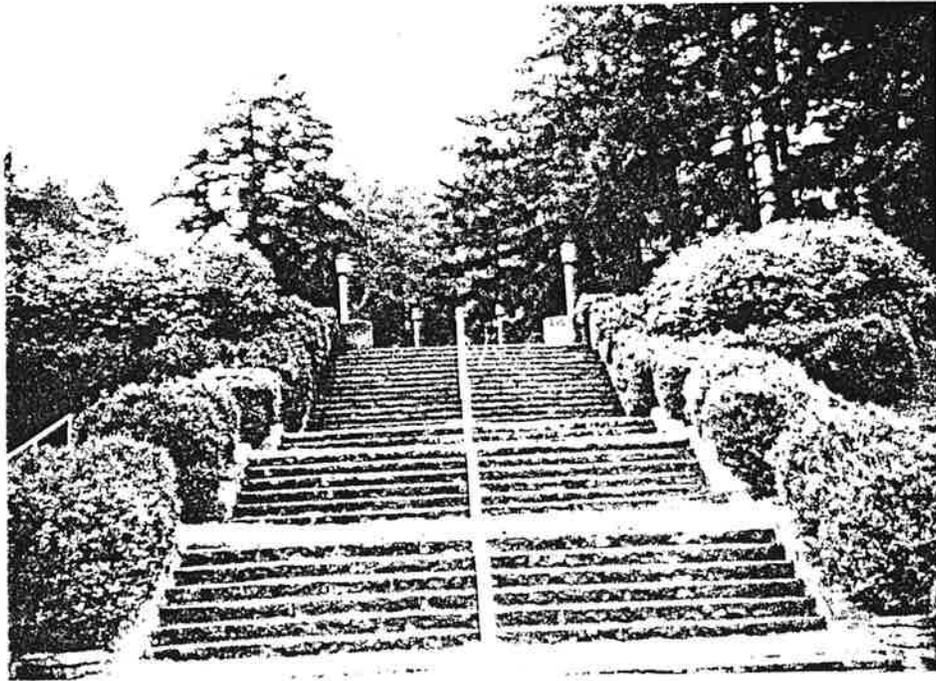
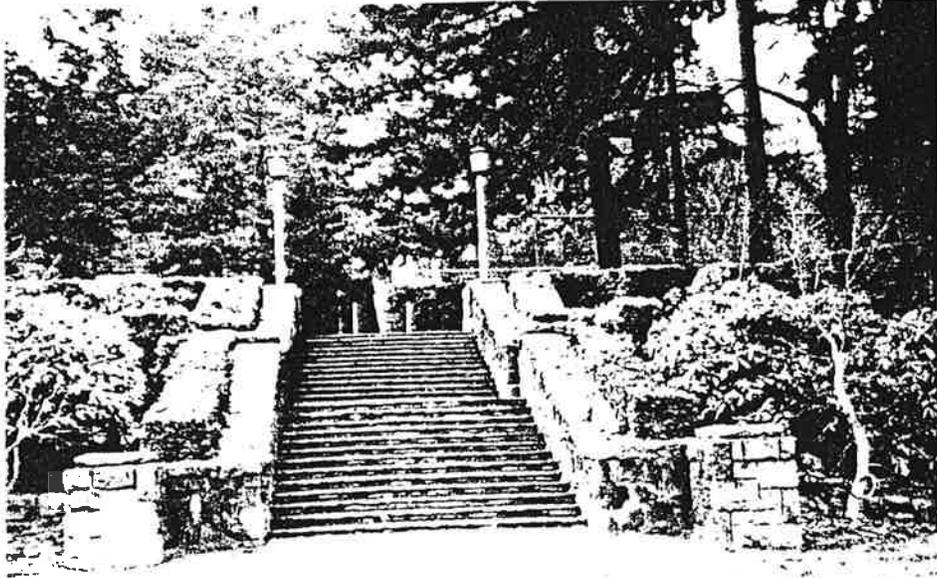
SURVEY REPORT OF WPA RESOURCES

Common Name: Rose Test Gardens Stairways



SURVEY REPORT OF WPA RESOURCES

Common Name: Rose Test Gardens Stairways



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: U.S. Veterans' Administration Hospital stairway
HISTORIC NAME: U.S. Veterans' Administration Hospital stairway
WPA PROJECT #: OP 665-94-2-2

ADDRESS: 3710 SW U.S. Veterans' Hospital Rd.
OWNER: U.S. Veterans' Administration

ORIGINAL USE: to provide pedestrian access from Terwilliger Blvd. to the main administrative building
PRESENT USE: same as original

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 9
MAP #: 3328
ADDITION: **BLOCK:** **LOT:** Tax lot 55; 45.43 acres

DESCRIPTION: This cement stairway climbs several hundred feet up from Terwilliger Boulevard to the east entrance of the main administrative building. A metal railing runs up the center of the stairway. At the top of the stairway is a massive stone, semi-circular wall that is built with roughly cut basalt stone set in mortar. As the stairs reach the wall, the stairway divides into two separate branches that precede to wind around either side of the wall. The stairs ascend around the curved wall until they culminate behind the top of the wall.

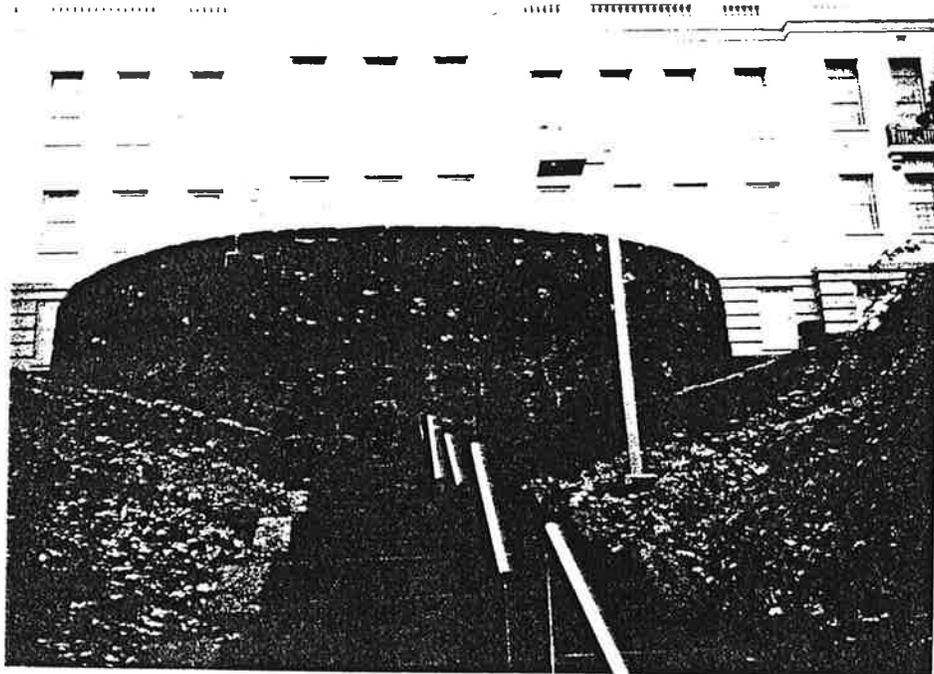
DECORATIVE FEATURES/MATERIALS: the hand cut stone used in the semi-circular wall reflects the craftsmanship and architectural style of Rocky Butte

SETTING: a moderate incline set on the wooded grounds of a hospital
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:
WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: U.S. Veterans' Administration Hospital Stairway



SURVEY REPORT OF WPA RESOURCES
-Structure-

COMMON NAME: Westmoreland Park casting pool and model yacht basin
HISTORIC NAME: Westmoreland Park casting pool and model yacht basin
WPA PROJECT #: unknown

ADDRESS: 7605 SE McLoughlin Blvd.
OWNER: City of Portland

ORIGINAL USE: to provide a shallow basin for recreational purposes
PRESENT USE: same as original; also used as the site for the popular milk carton boat races held during Portland's annual Rose Festival

TOWNSHIP: 1S **RANGE:** 1E **SECTION:** 24
MAP #: 3733
ADDITION: **BLOCK:** **LOT:** Tax lot 72

DESCRIPTION: This rectangular, cement basin measures approximately 350' by 410'. The bottom of the pool is lined with gravel. A cement side walk circumscribes the pool. A series of small concrete piers for casting line the inside perimeter of the pool, while a cement boat ramp is located on the north side of the pool.

DECORATIVE FEATURES/MATERIALS: minimal

SETTING: a flat, open neighborhood park
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Oregon Journal, 6 November 1939, p. 1.

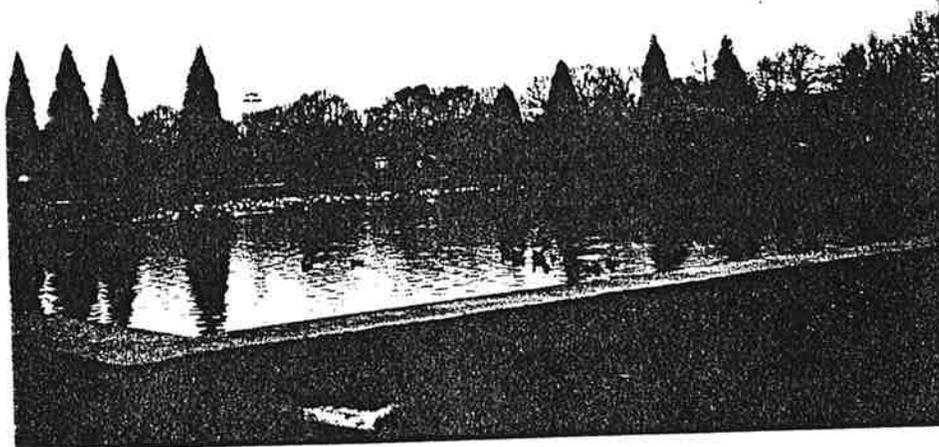
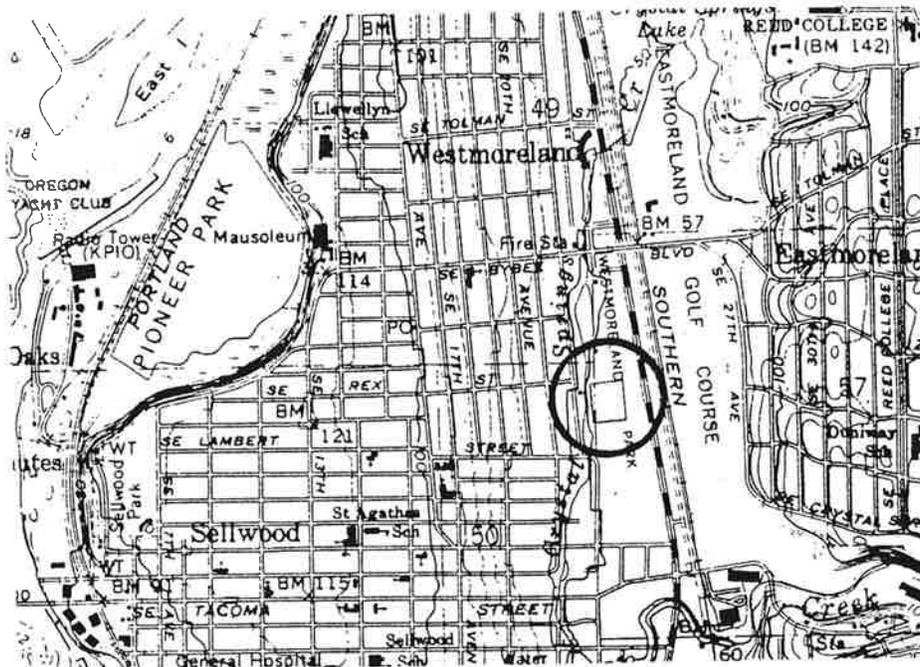
Public Works Relief Projects, 1930-1942, Record Group 8401-12, Portland Archives and Records Center, Portland, OR.

WPA Project Correspondence, 1935-1940, Record Group 8402-05, Portland Archives and Records Center, Portland, OR.

WPA Project Files, 1935-1942, Record Group 69, National Archives, Washington, D.C.

SURVEY REPORT OF WPA RESOURCES

Common Name: Westmoreland Park Casting Pool and Model Yacht Basin



OBJECTS

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SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Alameda Grade School Marquetry
TITLE: unknown
ARTIST: Aimee Gorham
WPA PROJECT #: Federal Project Number One

ADDRESS: 2732 NE Fremont St.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 25
MAP #: 2832
ADDITION: **BLOCK:** **LOT:** Tax lot 1; 3.67 acres

MEDIUM: marquetry

DESCRIPTION: This resource consists of three separate panels of marquetry. The largest panel, which is approximately 9' by 9', depicts a group of settlers in the Willamette Valley. The Cascade Mountains are pictured in the background along with a high, sweeping rainbow. The following words are incorporated within the marquetry: "And we shall leave to the next generation a new world which because of our efforts has become a better place in which to live." Two other panels, each measuring approximately 3.5' by 5', depict, in one instance, a group of Indians participating in a ceremonial dance, and in the other, an Indian tending to his crops.

SETTING: the interior wall of Alameda Grade School (north entry hall)

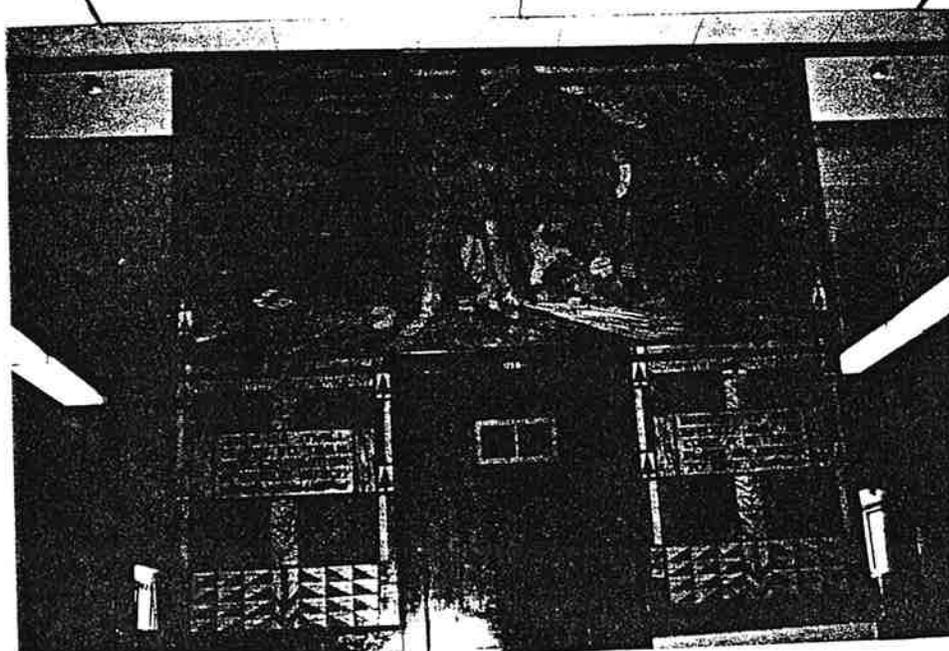
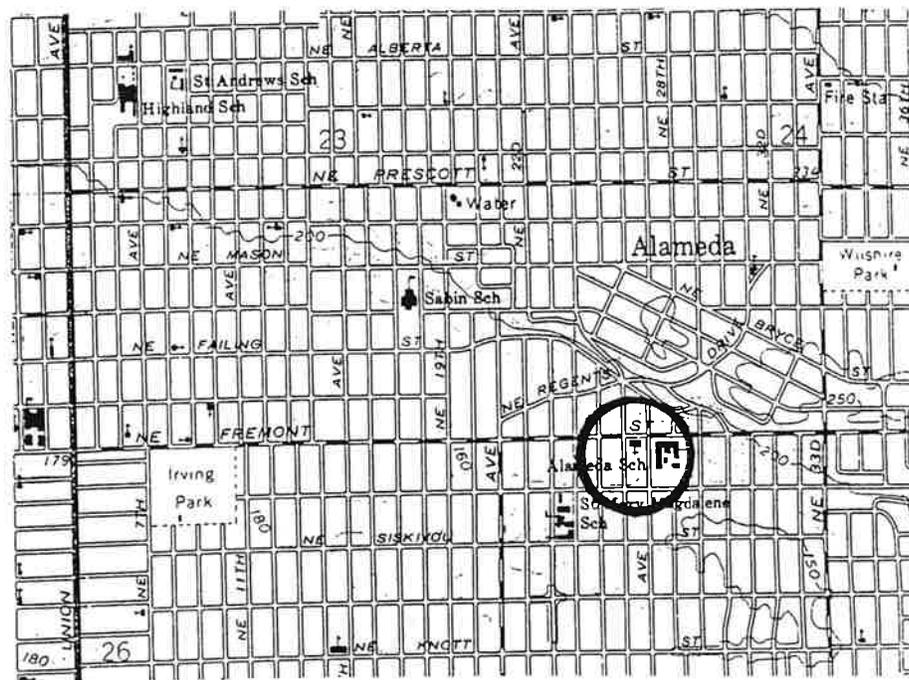
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Unpublished inventory of artifacts in the Portland Public Schools
(December 1969), Records Management Division of Portland Public
Schools, Portland, OR.

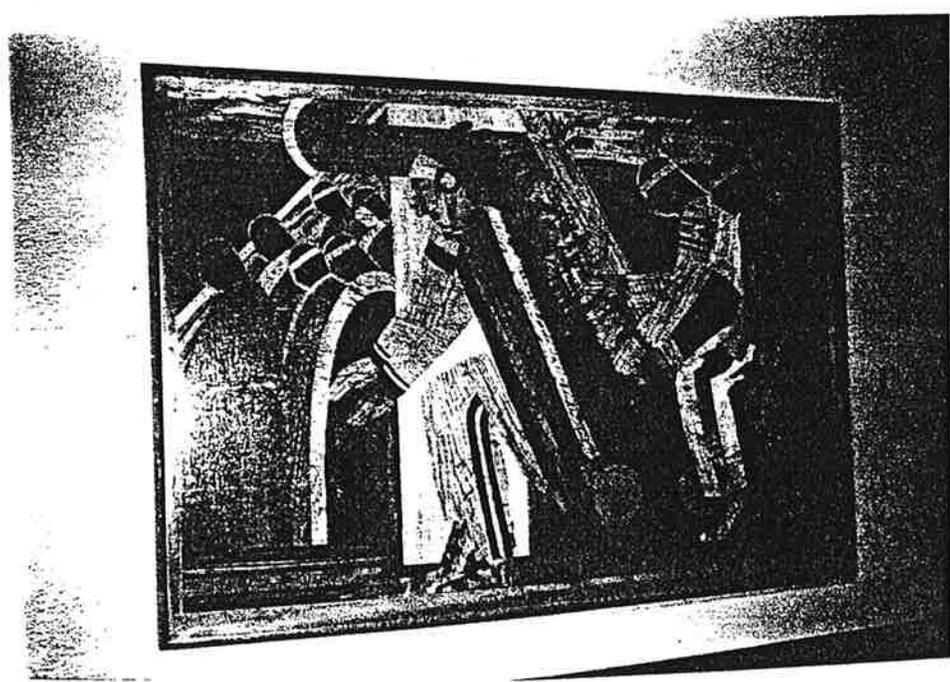
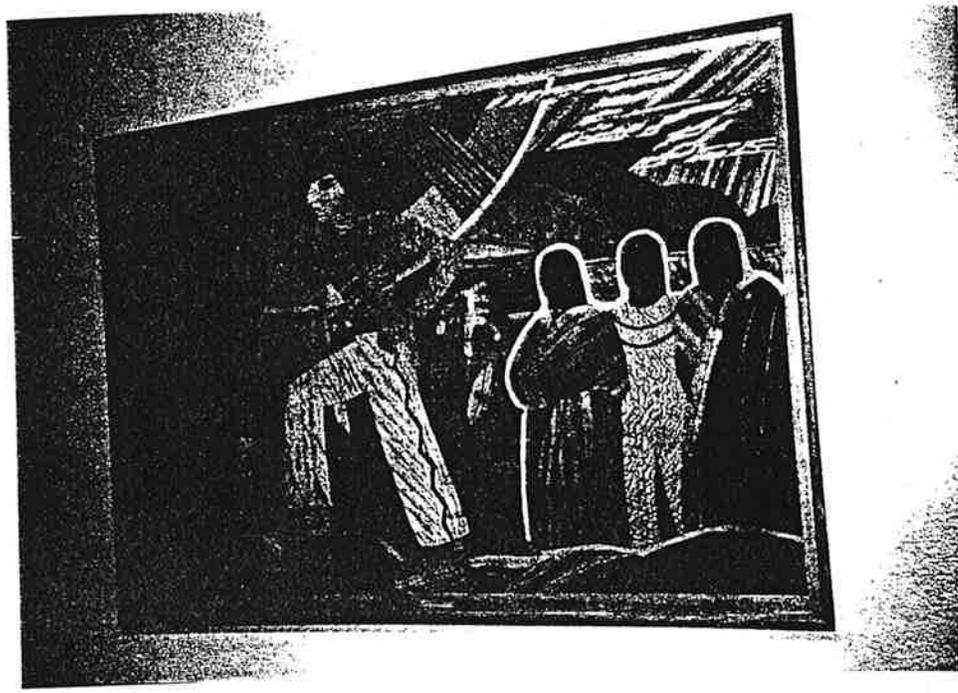
SURVEY REPORT OF WPA RESOURCES

Common Name: Alameda Grade School Marquetry



SURVEY REPORT OF WPA RESOURCES

Common Name: Alameda Grade School Marquetry



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Chapman Grade School Marquetry
TITLE: unknown
ARTIST: Aimee Gorham
WPA PROJECT #: Federal Project Number One

ADDRESS: 1445 NW 26th Ave.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 32
MAP #: 2926
ADDITION: Goldsmiths **BLOCK:** 24 **LOT:**

MEDIUM: marquetry

DESCRIPTION: This single panel, which is approximately 12' by 9', depicts a young boy and girl standing beneath trees. The barefoot girl has a dove resting on her arm, while the boy is holding what appears to be a ball. The following words are incorporated within the marquetry: "Send us forth to be builders of a better world."

SETTING: the interior wall of Chapman Grade School (east entry hall)

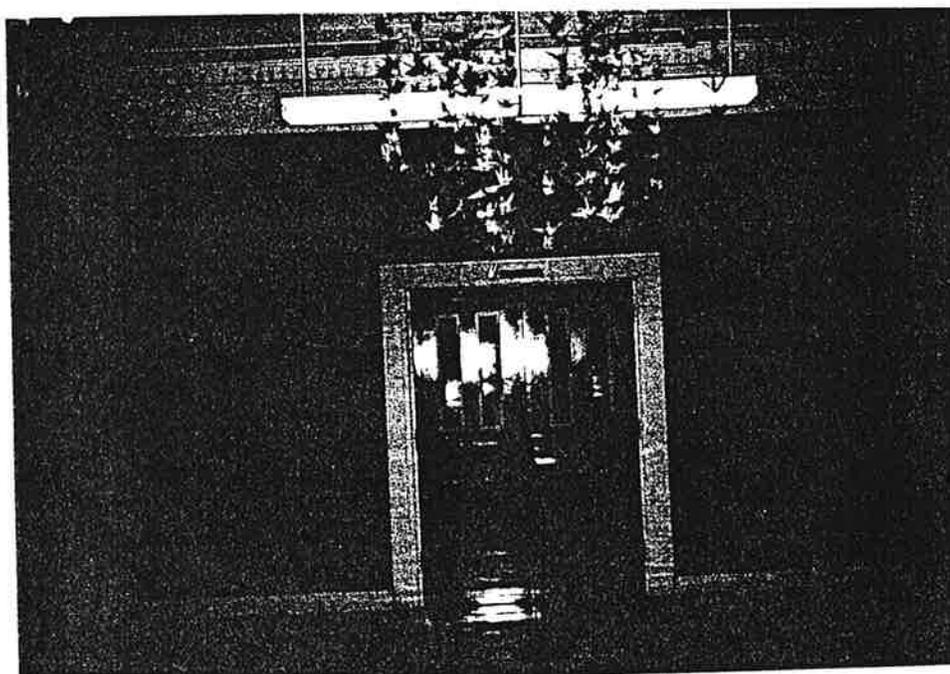
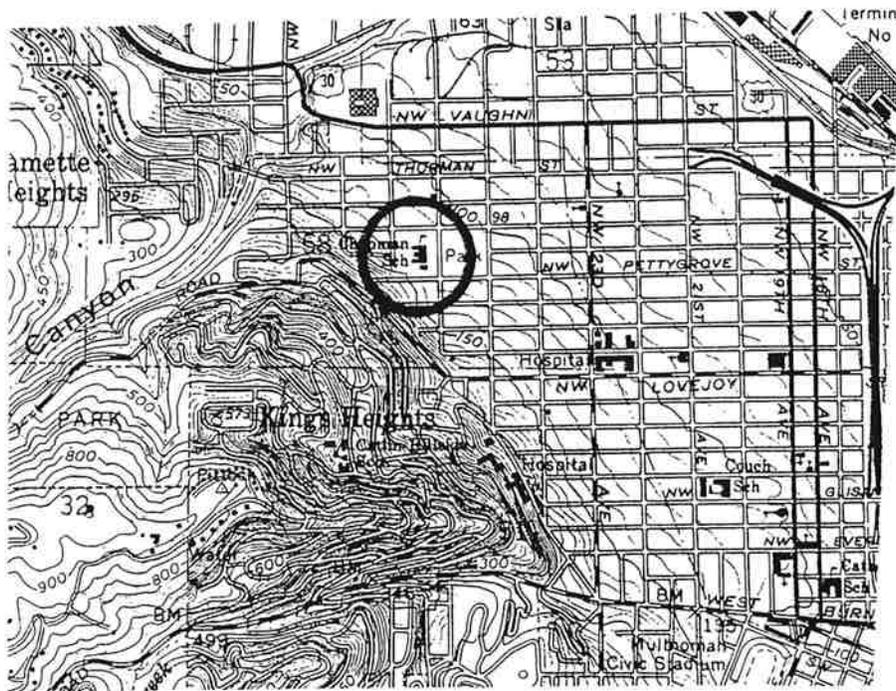
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Unpublished inventory of artifacts in the Portland Public Schools
(December 1969), Records Management Division of Portland Public
Schools, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Chapman Grade School Marquetry



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Franklin High School Statue
TITLE: "Benjamin Franklin"
ARTIST: George Berry
WPA PROJECT #: Federal Project Number One

ADDRESS: 5405 SE Woodward St.
OWNER: Portland Public Schools

TOWNSHIP: 1S **RANGE:** 2E **SECTION:** 7
MAP #: 3336
ADDITION: **BLOCK:** **LOT:** Tax lot 200; 17.60 acres

MEDIUM: sculpture

DESCRIPTION: This sandstone sculpture of Benjamin Franklin measures approximately 15' high, including the pedestal. The broad, concrete pedestal features several built-in benches.

SETTING: in front of the north entrance to Franklin High School, overlooking the athletic field

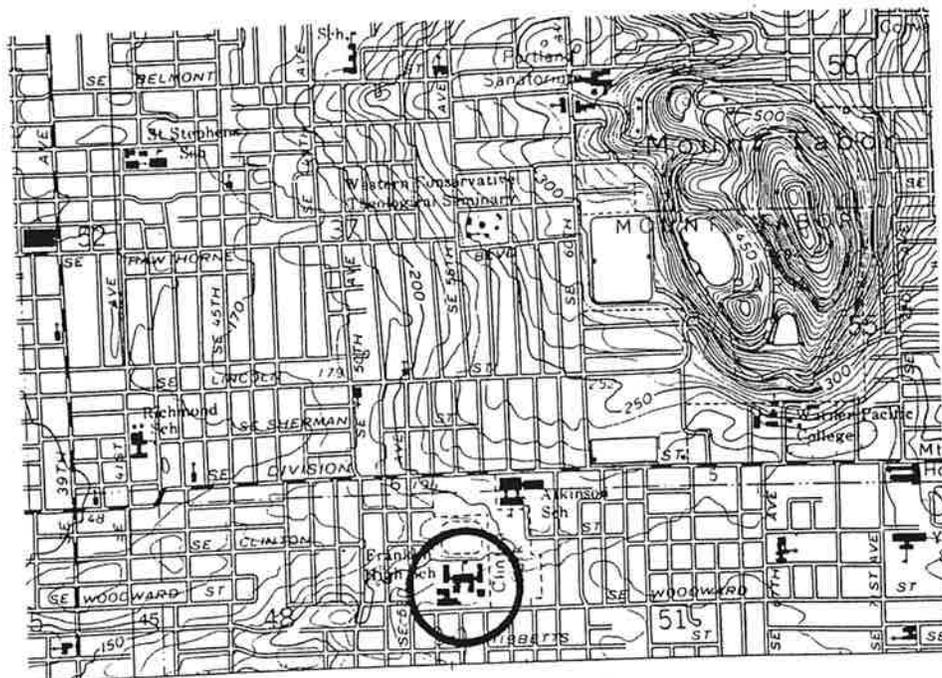
CONDITION: good; graffiti is evident
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Gleason, Norma, et al. Portland's Public Art: A Guide and History.
Portland, OR: Western Imprints, 1983.

SURVEY REPORT OF WPA RESOURCES

Common Name: Franklin High School Statue



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Irvington Grade School Marquetry
TITLE: unknown
ARTIST: Aimee Gorham
WPA PROJECT #: Federal Project Number One

ADDRESS: 1320 NE Brazee St.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 26
MAP #: 2832
ADDITION: Irvington **BLOCK:** 76 **LOT:**

MEDIUM: marquetry

DESCRIPTION: This piece of marquetry consists of one long panel that measures approximately 25' by 3'. It depicts a group, dressed in robes and gowns, surrounding what appears to be a prophet or leader, perhaps Christ. The following words are incorporated within the marquetry: "The true laws of social life is the law of love, the law of liberty, the law of each . . . for all and all for each . . . And now abideth faith, hope, and charity. These three and the greatest of these is charity." Another marquetry by Gorham is located in the first floor hallway. Because it is not permanently affixed to the wall, however, it is not included within this survey.

SETTING: the interior wall of Irvington Grade School (second floor hallway)

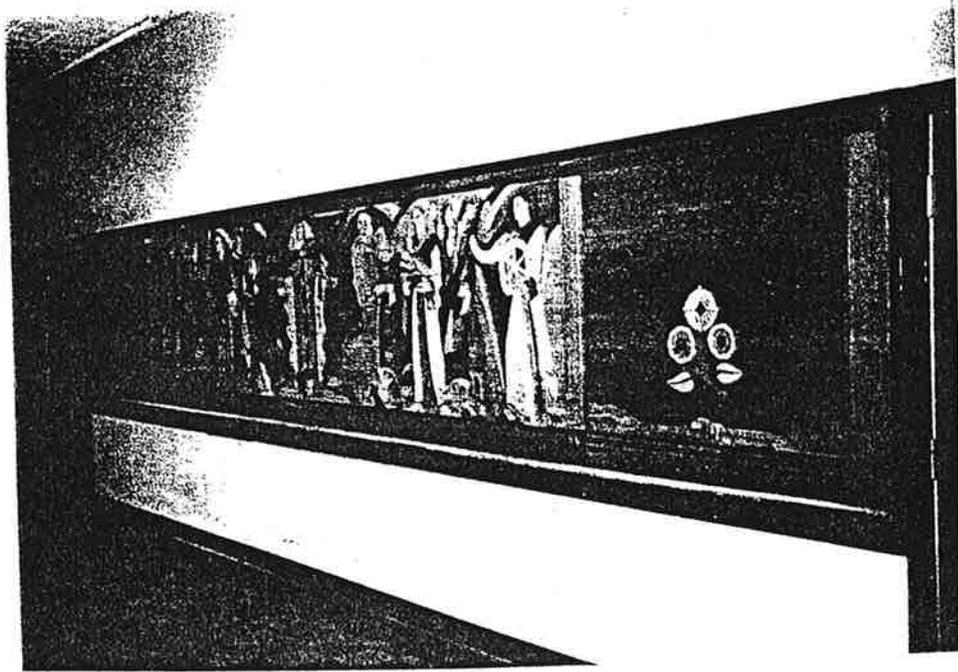
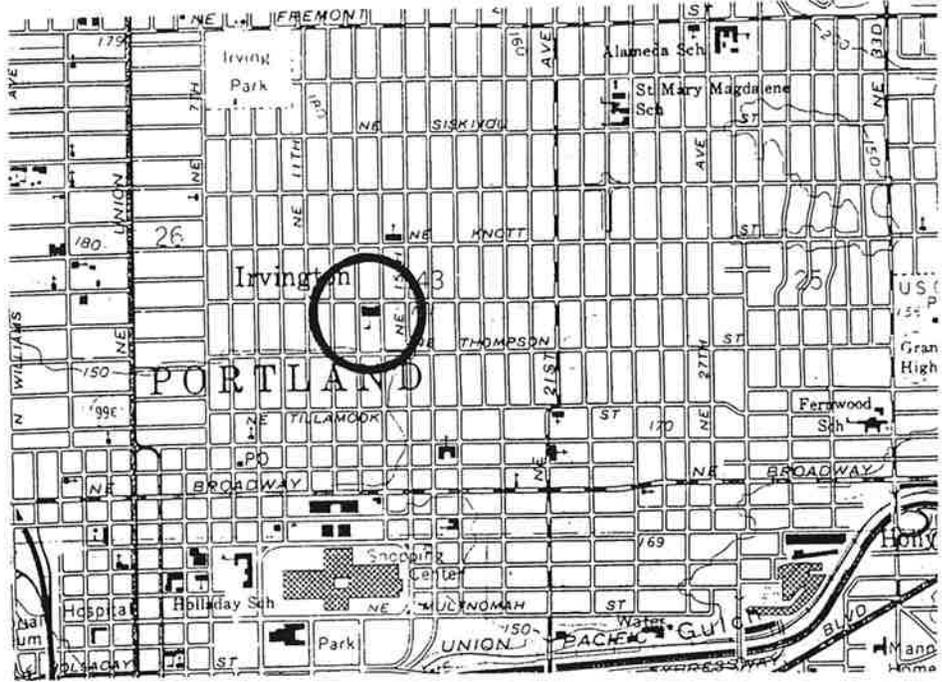
CONDITION: fair; graffiti is evident
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Unpublished inventory of artifacts in the Portland Public Schools
(December 1969), Records Management Division of Portland Public
Schools, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Irvington Grade School Marquetry



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Irvington Grade School Mural
TITLE: "Pioneers"
ARTIST: Edward Quigley
WPA PROJECT #: Federal Project Number One

ADDRESS: 1320 NE Brazee St.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 26
MAP #: 2832
ADDITION: Irvington **BLOCK:** 76 **LOT:**

MEDIUM: mural

DESCRIPTION: This colorful mural decorates the four sides of an entry hall. Quigley's mural depicts a wagon train on the Oregon trail, a Umatilla Indian village and mounted party dressed in ceremonial clothing, and a farmer--the same farmer pictured with the wagon train--plowing fields of his new home with a team of oxen.

SETTING: the interior wall of Irvington Grade School (north entry hall)

CONDITION: good

ALTERATIONS/ADDITIONS: minor

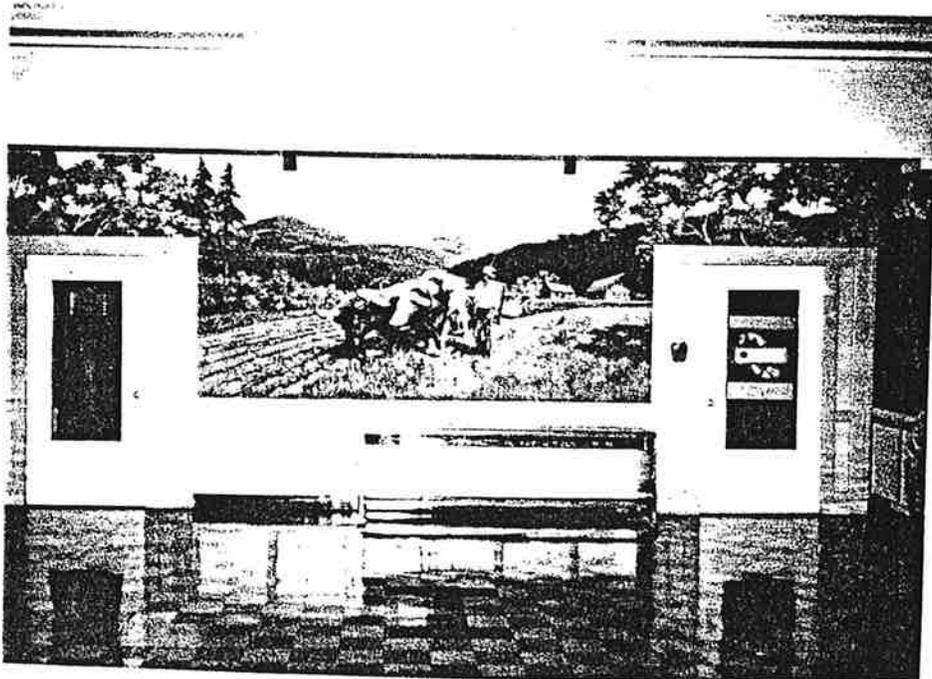
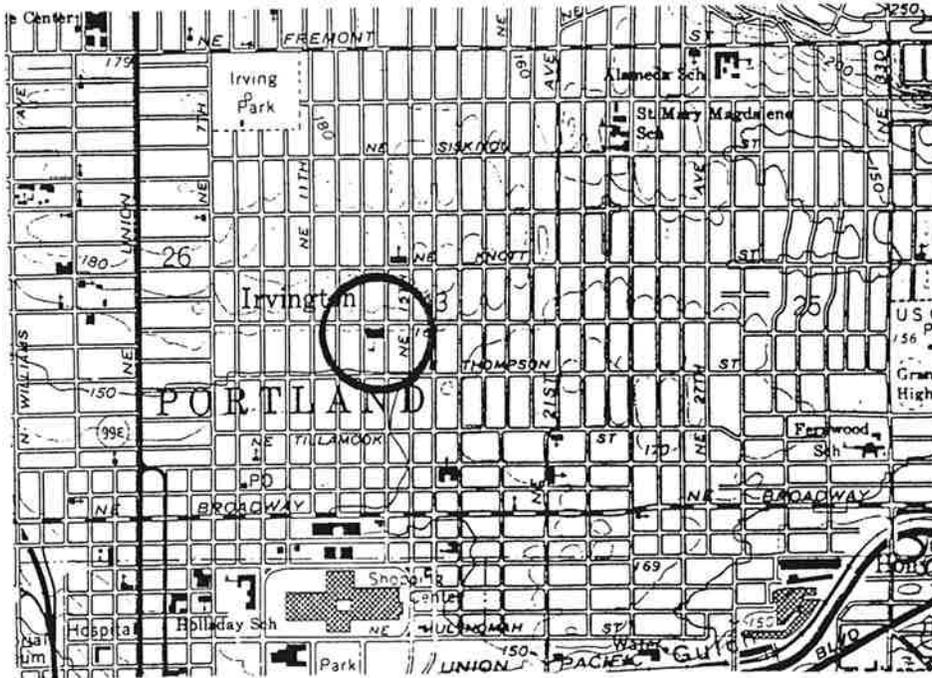
SOURCES/DOCUMENTS:

"Progress" [Monthly Bulletin of the Oregon Works Progress Administration], June 1936, Oregoniana Collection, Oregon State Library, Salem, OR.

Gohs, Carl. Ed Quigley: Western Artist. (Portland, OR: Geneva Hale Quigley, n.d.).

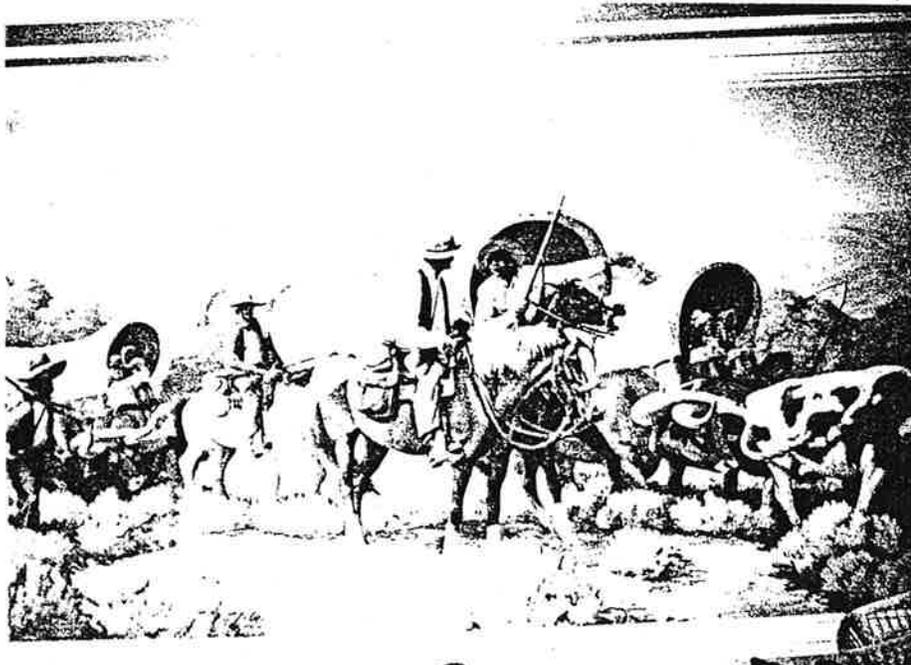
SURVEY REPORT OF WPA RESOURCES

Common Name: Irvington Grade School Mural



SURVEY REPORT OF WPA RESOURCES

Common Name: Irvington Grade School Mural



SURVEY REPORT OF WPA RESOURCES

Common Name: Irvington Grade School Mural



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Jefferson Grade School Marquetry
TITLE: unknown
ARTIST: Aimee Gorham
WPA PROJECT #: Federal Project Number One

ADDRESS: 5210 N. Kerby Ave.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 22
MAP #: 2530
ADDITION: **BLOCK:** **LOT:** Tax lot 1

MEDIUM: marquetry

DESCRIPTION: This resource consists of three separate panels of marquetry, each measuring approximately 8.5' x 3'. The inlay work features the seal of the United States and patterns incorporating the use of stars and bars. Two of the panels are inscribed with a section of the Declaration of Independence: "We hold these truths to be self evident that all men are created equal . . . that they are endowed by their creator with certain inalienable rights . . . that among these are life, liberty, and the pursuit of happiness."

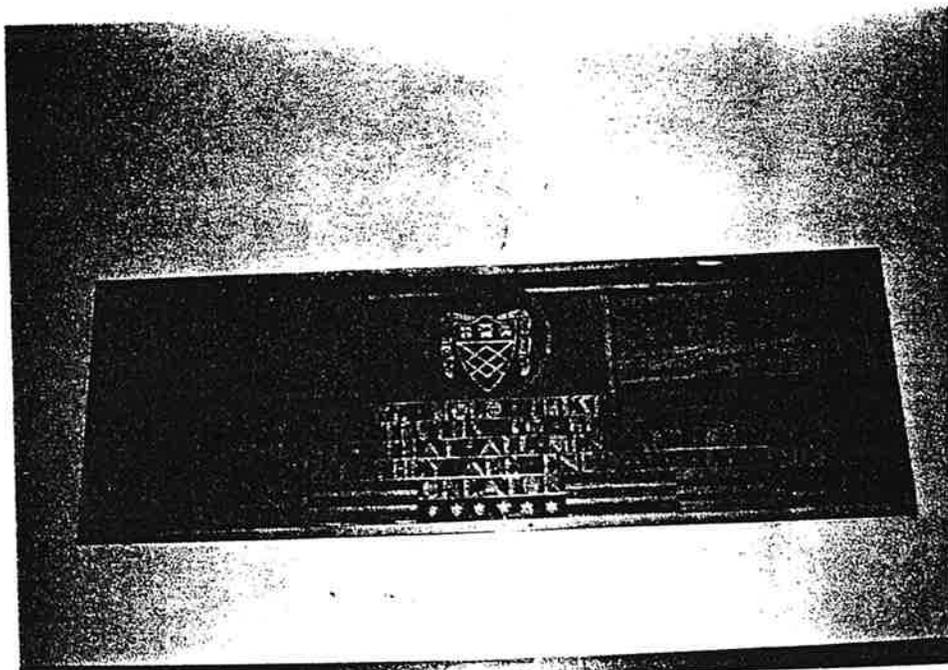
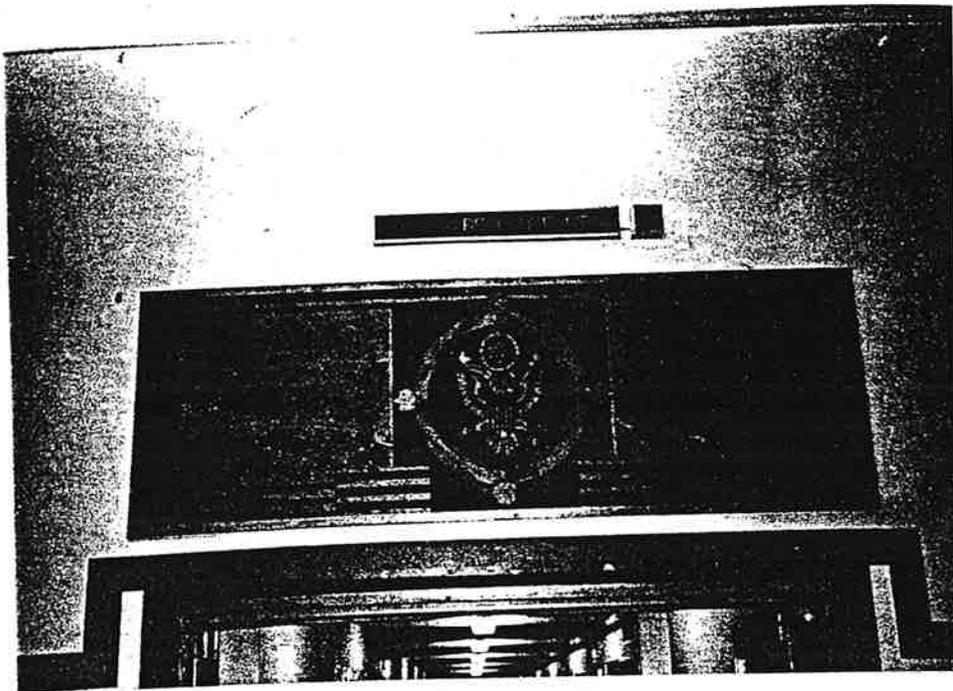
SETTING: the interior of Jefferson High School (B floor hallway)
CONDITION: good
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Unpublished inventory of artifacts in the Portland Public Schools
(December 1969), Records Management Division of Portland Public
Schools, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Jefferson High School Marquetry



SURVEY REPORT OF WPA RESOURCES
-Object-

COMMON NAME: Jefferson High School Mosaic
TITLE: unknown
ARTIST: Flavel (first name unknown)
WPA PROJECT #: Federal Project Number One

ADDRESS: 5210 N. Kerby Ave.
OWNER: Portland Public Schools

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 22
MAP #: 2530
ADDITION: **BLOCK:** **LOT:** Tax lot 1

MEDIUM: mosaic

DESCRIPTION: This framed glass mosaic measures approximately 3' by 5'. Small, colorful glass squares are combined to form an abstract, geometric design.

SETTING: the interior of Jefferson High School (room D-21)

CONDITION: good

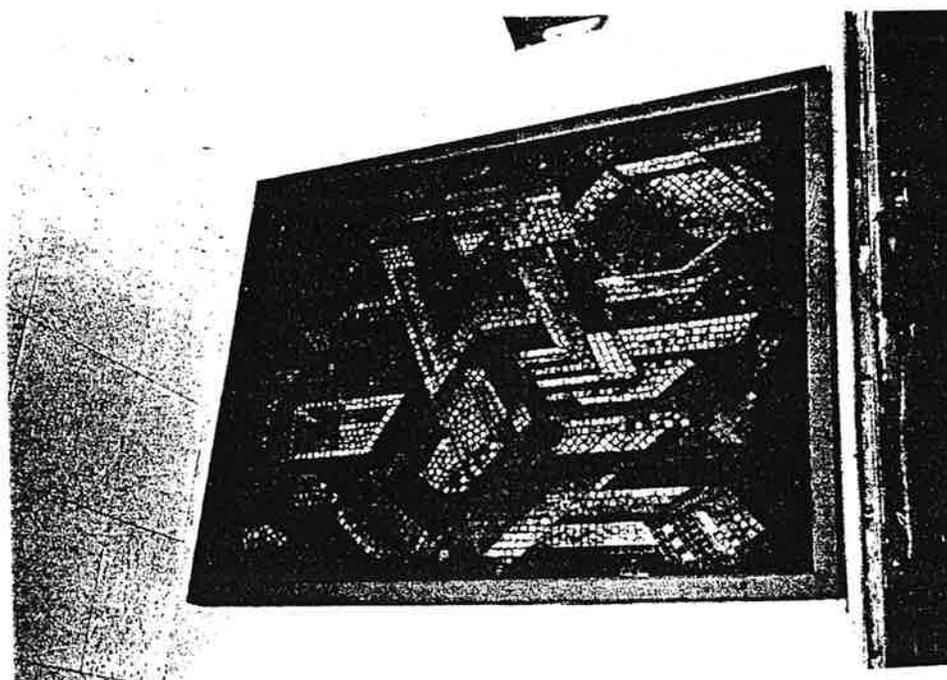
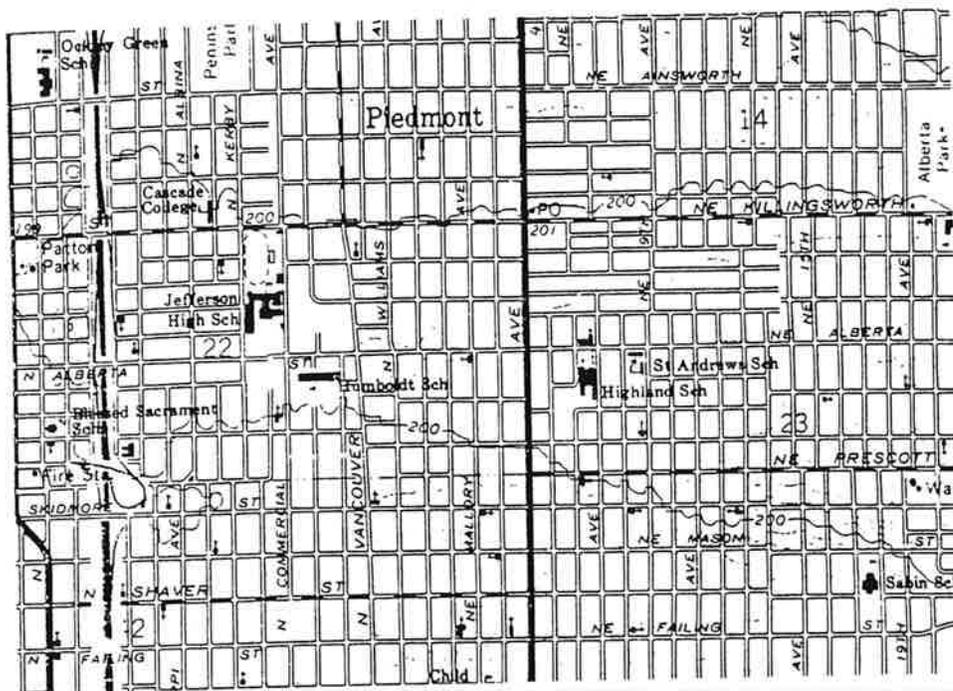
ALTERATIONS/ADDITIONS: minor

SOURCES/DOCUMENTS:

Unpublished inventory of artifacts in the Portland Public Schools
(December 1969), Records Management Division of Portland Public
Schools, Portland, OR.

SURVEY REPORT OF WPA RESOURCES

Common Name: Jefferson High School Mosaic



SURVEY REPORT OF WPA RESOURCES**-Object-**

COMMON NAME: Jefferson High School Sculpture
TITLE: "Lewis and Clark Memorial Plaque"
ARTIST: Adrien Voisin
WPA PROJECT #: Federal Project Number One

ADDRESS: 5210 N. Kerby Ave.
OWNER: City of Portland

TOWNSHIP: 1N **RANGE:** 1E **SECTION:** 22
MAP #: 2530
ADDITION: **BLOCK:** **LOT:** Tax lot 1

MEDIUM: sculpture

DESCRIPTION: This bronze relief is set in a marble frame and affixed to the side of the high school. The relief work depicts a buckskin clad Lewis and Clark, along with Sacajawea, who is portrayed in her familiar pose pointing the way through the wilderness. The background of the relief is decorated with fir trees and snow capped mountains. Beneath the relief work is a separate bronze plaque that is engraved with the following inscription: "In tribute to the intrepid explorers Lewis and Clark who saved the west for the United States. May the youth of the west offer to our country trained minds and high ideals."

SETTING: an exterior wall adjacent to the north entrance to Jefferson High School

CONDITION: good

ALTERATIONS/ADDITIONS: minor

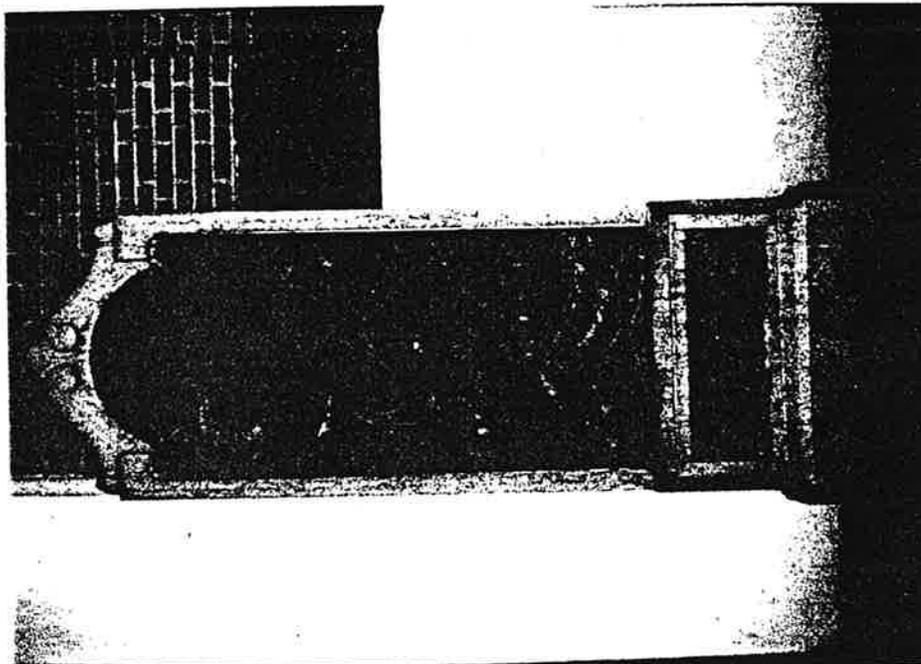
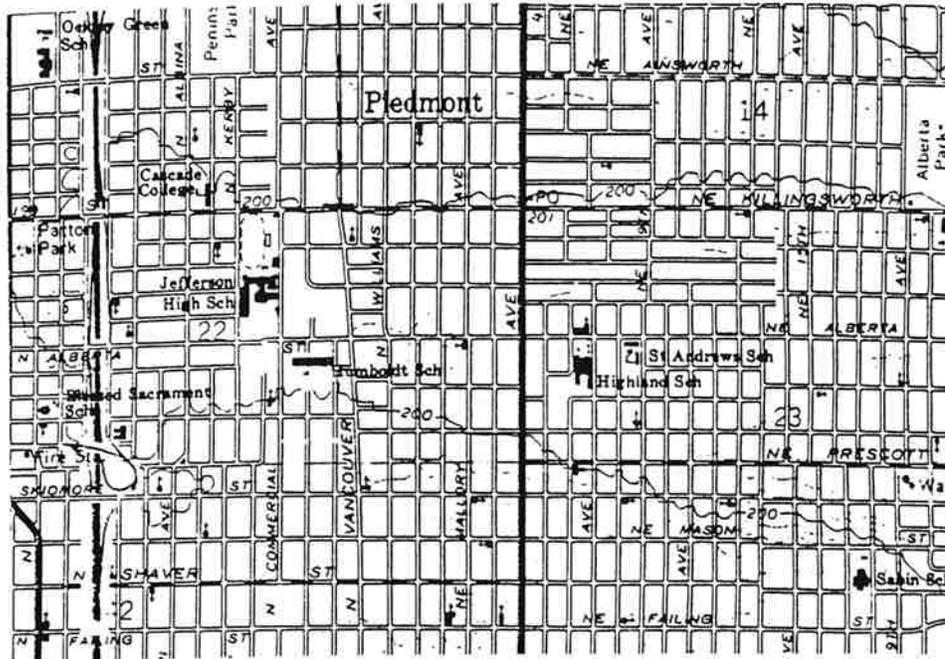
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SURVEY REPORT OF WPA RESOURCES

Common Name: Jefferson High School Sculpture



**LIST OF SIGNIFICANT RESOURCES
ADJACENT TO THE SURVEY AREA**

Skyline Grade School

11536 NW Skyline Blvd., Portland, OR

The WPA built this school, located just beyond the city limits of Portland, in 1939.

Wynne Watts School

930 NE 162nd Ave., Gresham, OR

The WPA constructed this building as a reform school for delinquent girls.

State Highway Division Region I Office

9002 SE McLoughlin Blvd., Milwaukie, OR

The WPA constructed this building as an office for the State Highway Division and State Police. The Oregon Department of Transportation listed the property on its Cultural Resources Inventory in October 1981.

McMenamin's Edgefield

2126 SW Halsey St., Troutdale, OR

The WPA built numerous buildings at this site, which was originally Multnomah County's poor farm. The site is now a popular restaurant and lodge.

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