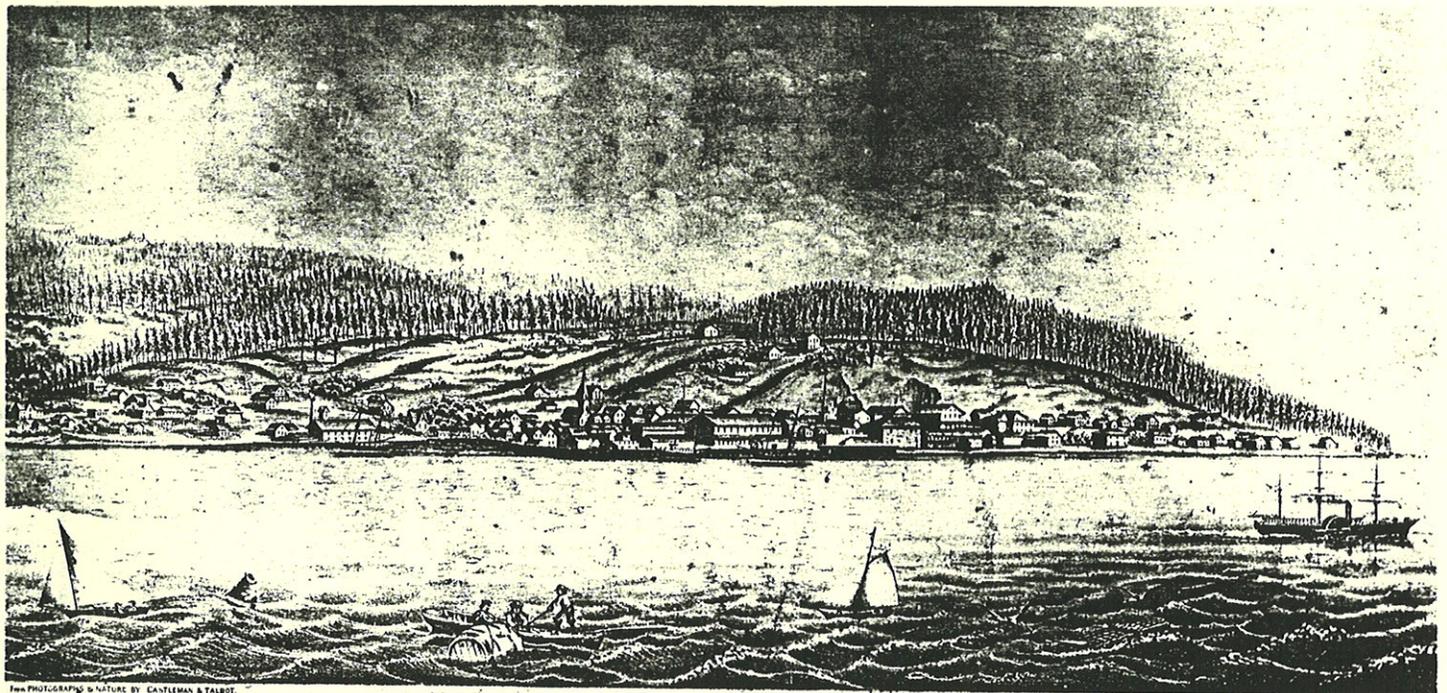


FORT HILL HISTORIC INVENTORY ASTORIA, OREGON

HISTORIC CONTEXT STATEMENT

Jill A. Chappel



From PHOTOGRAPH BY NATURE BY CANTLEMAN & TALBOT.

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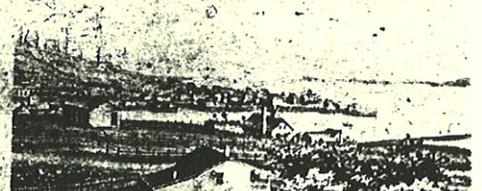
VIA SHIPPING OF THE COLUMBIA RIVER.

ASTORIA

CLATSOP CO. OREGON

THE PROPOSED TERMINUS OF THE NORTH PACIFIC R.R.

Published by Capt. J. G. Hustler



FORT HILL HISTORIC INVENTORY
ASTORIA, OREGON

HISTORIC CONTEXT STATEMENT

by

Jill A. Chappel

Report to

The City of Astoria, Oregon
Office of Community Development
1095 Duane Street
Astoria, Oregon 97103

Heritage Research Associates, Inc.
1997 Garden Avenue
Eugene, Oregon 97403

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PREFACE AND ACKNOWLEDGEMENTS

This document presents a historic context statement for the Fort Hill area of Astoria, Oregon and is meant to be used as a planning tool for the City of Astoria's historic preservation efforts in those neighborhoods. This study was funded in part by a grant from the Oregon State Historic Preservation Office and the U.S. Department of Interior's National Park Service under the provisions of the National Historic Preservation Act of 1966.

Preparation of this report was carried out under the terms between the Community Development Department, City of Astoria and Heritage Research Associates, Inc. (HRA) of Eugene, Oregon. Barb Robinson, Planner, was the City's representative for this contract under the direction of Paul Benoit while Jill A. Chappel, Staff Historic Preservation Specialist, served as Principal Investigator for HRA. All portions of this report were written by Jill A. Chappel, who also conducted the fieldwork and research for this project. Assistance was provided by Christine A. Curran.

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Section I

HISTORICAL OVERVIEW

The following historic context is developed for the City of Astoria in partial fulfillment of the Goal 5 requirements of inventorying and evaluating historic resources for the State of Oregon's Land Use and Development Commission (LCDC). The information contained in this historic context will aid the City in decision-making concerning future development within the Fort Hill neighborhood.

Historic Context Themes

This study encompasses historic resources (buildings, structures, sites, and objects) within the Fort Hill neighborhood, a residential area located in the central part of the City of Astoria, south and southeast of the City's Downtown district. Due to budget constraints, the designated survey area covers only the east portion of the Fort Hill neighborhood yet encompasses many important historical resources commemorating the neighborhood's influential residents and notable city institutions, many of which are listed in the National Register of Historic Places and in the City's Local Landmarks register. Fort Hill includes the western portion of John M. Shively's "Original Plan of the Town of Astoria" plat of 1844 and the far eastern edge of Colonel John McClure's 1854 plat of Astoria. Additional portions of the project area were platted by Cyrus Olney when he extended the McClure plat south in 1867. The Fort Hill neighborhood is composed of a variety of historic resources relating to a number of historical and cultural themes and is located in the oldest settled portion of the City--that which included the 1811 Fort Astoria trading post of John Jacob Astor's Pacific Fur Company.

The Oregon Statewide Inventory Historic/Cultural themes list is the basis for the thematic categories and chronological periods utilized in this study. These categories and periods are established by the Oregon State Historic Preservation Office (SHPO) and the National Park Service. The Broad Themes characterizing the development and architectural and historical features of the Fort Hill neighborhood include the following: Exploration and Fur Trade, Native American and Euro-American Relations, Settlement, Urban Development, and Culture.

Temporal Boundaries: 1811-1945

The temporal boundaries established for the Fort Hill neighborhood correlate with the chronological periods established by SHPO, although the time line is modified somewhat to correspond with the specific historical events that took place in the Fort Hill district of Astoria. Although no known historic resources exist within the study area from the late 18th century Exploration period of the Columbia River (1792-1810) or the period associated with Native American and Euro-American Relations (1792-1851), these themes nevertheless are important to the overall context of the Fort Hill neighborhood and will be discussed in the Historical Overview chapter of this report. This study commences at the time of the first permanent settlement devoted to fur trade on the lower Columbia River (1811) and concludes at 1945, the date determined by the National Register of Historic Places fifty-year-old evaluation criteria.

1811-1842: Fur Trade

John Jacob Astor's dream of establishing an Emporium of the West based on a fur-trading industry in the Columbia River watershed led to the founding of Fort Astoria in 1811, the site of which is located in the Fort Hill district. Ambitious as it was, the success of the endeavor was short-lived under the management of Astor's Pacific Fur Company. The post soon was taken over by the British-Canadian-based North West Company, then the Hudson's Bay Company before its closure in the late 1840s. The activities at Fort Astoria during the first quarter of the 19th century were nationally known. Because of its history and strategic location near the mouth of the Columbia River, settlers were drawn to Astoria during the period of overland migration.

1843-1876: Settlement

In 1843 John M. Shively arrived in Astoria from Kentucky and proceeded to change the hamlet's image from one of floundering settlement to aspiring town. Shively surveyed and platted Astoria in 1844 and was joined that year by John McClure who took up a land claim to the west of him. Other settlers began arriving during the late 1840s, and a successful shipping business was born on the Columbia River. The California gold rush years spurred maritime business in Astoria and gave the settlement its economic start as a shipping center. Maritime trade and the establishment of steamerlines between Portland and San Francisco boosted Astoria's economy during the 1850s through the early 1870s.

1876-1898: Industrial Growth and Railroads

Thirty years after Shively's and McClure's settlement in the Fort Hill district, industry commenced with a great fury. The first salmon cannery in the vicinity of Fort Hill opened in 1876, and salmon canning soon took over as one of Astoria's principal industries. As a result of the canneries and other maritime enterprises, Astoria's Fort Hill district lured the likes of steamship captains, maritime merchants, bankers, and political figures to construct dwellings on the hillside overlooking all river activities. By the time the Astoria and Columbia River Railroad linked Astoria with the rest of the nation in 1898, the Fort Hill area was already one of the most affluent residential neighborhoods in the city.

1900-1919: Progressive Era

The Progressive Era brought about a crusade to improve working and living conditions in Astoria. Fishermen formed protective unions against the often unfair practices of the canneries. The city undertook street improvements in Fort Hill, the city water system (originating in Fort Hill) was improved, and a sanitation campaign commenced. The Astoria Centennial of 1911 fostered boosterism, community pride, and city beautification efforts. Residential development continued in Fort Hill throughout this period, and the neighborhood became home to some of the most influential citizens of the city.

1913-1938: Motor Age

Automobiles began appearing in Astoria in 1904, and in 1913 the city's first Ford dealership was open for business adjacent to the Fort Hill district. World War I brought about renewed prosperity in the fishing industry and instigated the founding of a barrage of new industries centered around the Port of Astoria. Fire destroyed the entire business district of Astoria in 1922 and nearly engulfed the Fort Hill neighborhood as well. Reconstruction was rapid, and new institutions changed Astoria into a modern city. The city's financial state, however, brought Astoria down even before the Depression got underway, and no recovery was in sight until World War II.

1939-1945: World War II

Astoria was buzzing about with military development during the World War II period, and the Fort Hill district became the temporary home of the Clatsop County Civilian Defense Council. Astoria was situated in a strategic location to guard against enemy attack, and the city was immediately under military jurisdiction because of its

proximity to the mouth of the Columbia River and Pacific coast. Three historic artillery installations were reinstated for the war effort forming a triangle enclosing the mouth of the river, and a naval station was commissioned to the east at Tongue Point. The Columbia River was planted with floating mines. The coastal installation of Fort Stevens was fired upon by a Japanese submarine, but most of the activity remained along the riverfront north of Fort Hill and outside of the city.

Spatial Boundaries

Spatial boundaries for this study are determined by the City of Astoria and encompass approximately 45 acres designated by the City as the Fort Hill district of Astoria. From the period of its initial settlement at Fort Astoria by Pacific Fur Company employees in 1811 to its subsequent architectural growth generated by immigration to the area in 1843, neighborhood development progressed slowly even with the increase in shipping on the Columbia during the 1850s and 1860s. Not until Astoria's waterfront industries created a market economy and the shipping industry matured during the 1870s did Fort Hill's population and elite reputation begin to grow.

The specified survey area includes the residential blocks on both sides of Franklin Avenue from the west side of 17th Street to 12th Street; south to Harrison Avenue to include both sides of 12th Street; south to Jerome Avenue to include the east side of 12th Street only; then east to 17th Street, including the north side of Jerome Avenue.

Historical Overview

Astoria is situated in the extreme northwest corner of Oregon on a peninsula bounded by the Columbia River to the north and Young's Bay to the south and west. The two bodies of water converge at the tip of the peninsula. The Fort Hill neighborhood is centrally located in Astoria immediately adjacent to the south and southeast edges of the Downtown district. Geographically, the Fort Hill area is laid out on the north slope of the peninsula with elevations reaching from 180 to over 200 feet above sea level. The entire neighborhood overlooks the Columbia River. The Fort Hill area historically was situated on a point of land with portions of Franklin, Duane, and Exchange streets comprising the edge of the high-water mark of the river (Dodds 1963:122-23; Fig. 1). Fill material was deposited onto the tidal flats of the river in 1923, and the shore of the Columbia was moved north several blocks from the Fort Hill district.

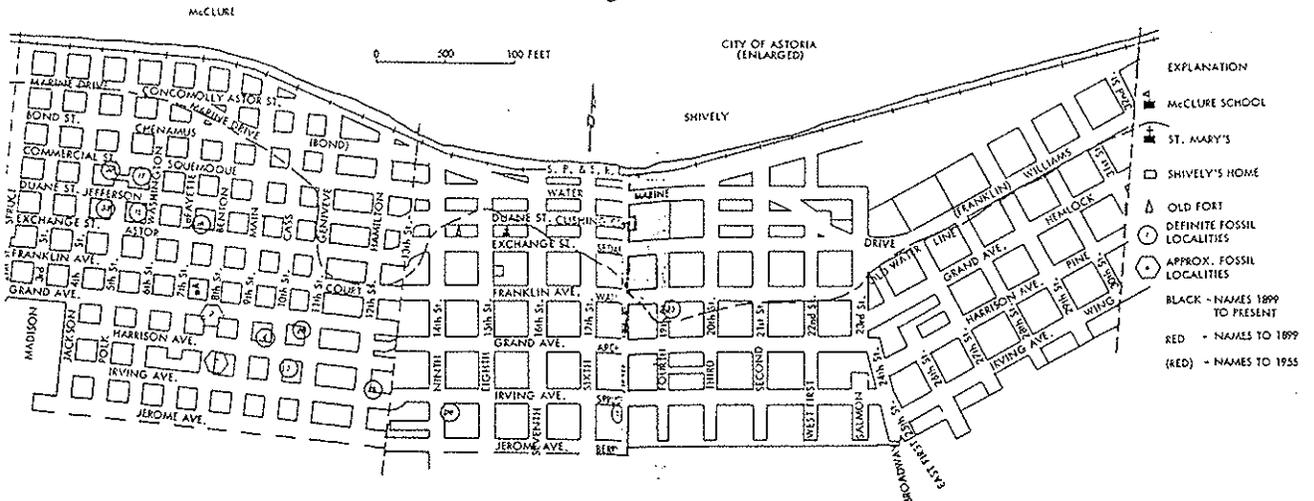


Fig. 1 Dashed line indicates original shoreline of the Columbia River (Dodds 1963 after Oregon Department of Geology and Mineral Industries).

Regional Exploration, Fur Trade, and Indian Relations

Prior to the arrival of Europeans and Euro-Americans in what is known today as Astoria, this territory was the exclusive home of the Clatsop band of the Chinook Indians who occupied the south bank of the Columbia River from Point Adams upstream to Tongue Point and south along the coast to Tillamook Head (Farrand 1907:305; Berreman 1937:15). Their main villages were south and west of Astoria on Point Adams, Youngs Bay, and along the coast. However, they did establish temporary camps along the south shore of the Columbia River on a seasonal basis to fish and gather various food items. The actual site of the City of Astoria was a favored berry-picking area of the Clatsop (Minor 1983:57-60).

Though the Clatsops traditionally were only itinerant visitors to the site that would become Astoria, once European and Euro-American fur merchants established Fort Astoria as a trading post in 1811 on the south bank of the Columbia River, the Indians were a constant presence around the fort. Both Clatsop from the south side of the Columbia (headed by Chief Coalpo) and Chinook Indians from the north side of the river (led by the one-eyed Chief Comcomly) frequented the white settlement for the purpose of trading with the establishment. The Indians usually returned to their respective villages after a day of bartering, however, some Indian women were known to live in huts outside of the fort to trade favors with the Astorians (Ruby and Brown 1976:157-58). By 1817 most of the fort's inhabitants had taken up with native women, and the women lived alongside the men within the confines of the fort (Corney 1821:79A-80A; Morris 1937:417). Eventually a small Indian settlement was set up near the post. In 1825 several Clatsop lodges existed just west of Fort Astoria along the water, and the natives continued to reside there at least through 1848, even after Astoria became open to general settlement (Scouler 1905; McKean 1992).

Relations between the Indians and whites were primarily positive during the fur-trading era, yet hostilities did arise and conflicts were often resolved with violence. Once settlement commenced in Astoria following the demise of the fur trading business at the mouth of the Columbia, the Clatsop found themselves being pushed from the areas they had used traditionally for hunting, fishing, and gathering. In an effort to permanently remove Indians from their settlements on what Euro-Americans viewed as prime real estate, a treaty to form a reservation was signed in 1851 between the U.S. Government, the Clatsop, and other coastal Indian groups. The compact, however, did allow the Clatsop access to their traditional fishing and gathering grounds. Although the treaty was never ratified and the Indians not formally removed from the area encompassing Astoria, encroaching non-Indian settlement eventually pushed them out of Astoria (Beckham 1991:41; Beckham 1990:181).

Interest in the Pacific Northwest coast for fur-trading exploits led to a number of exploratory voyages from Europe and the eastern coastal United States to the mouth of the Columbia River. The river, thought to be part of a vast navigable passage across the continent (known earliest as the "Strait of Anian"), had been hypothesized as early as 1603 by Spanish explorer Martin Aguilar (Gaston 1912:7-8). Throughout the 18th century it was known by many names--the "River of the West," the river "Ouragon," and the river "Oregon" (Howay 1990:396n). The river itself remained undiscovered by early maritime explorers in search of its opening to the Pacific Ocean. Captain Bruno de Heceta, a Spanish explorer, sighted the Columbia estuary in 1775 but did not venture into the river. There was great debate about the validity of Heceta's claim, and the voyages of Meares in 1788, Cook in 1778, and Vancouver in 1792 all failed to confirm the Spaniard's findings (Gaston 1912:11; Moulton 1990:36n, 51n). The reports of trading exploits with the Indians along the coast was what brought attention to the area. Captain James Cook's success in the fur trade with the Pacific Northwest Coast Indians, the extraordinary quality of the furs, and the wealth they bore in Canton China encouraged others to explore the trade.

As early as 1792, American ships anchored along the coast to trade with Indians for furs and other goods. Among these was the vessel *Columbia Rediviva*, commanded by Captain Robert Gray of Boston. Gray was sure of the river's existence and in May of 1792 located the estuary of the Columbia that Heceta had originally reported. Fifth mate John Boit recorded one of the first impressions of the country on May 12, 1792:

. . . the River extended to the NE as far as eye cou'd reach, and water fit to drink as far down as the *Bars*, at the entrance. we directed our course up this noble *river* in search of a Village. The beach was lin'd with Natives, who ran along shore following the ship. . . . they appear'd to view the Ship with the greatest astonishment and no doubt we was the first civilized people that they ever saw (Boit 1792:397).

They first explored the north shore of the river then the south from Tongue Point to Point Adams, trading with both the Chinook and Clatsop people they encountered along the river. Their exploration covered a distance of about 30 miles upriver before

returning to their original point of anchorage in Baker Bay (Haswell 1792:336). Boit felt confident of the fur-trading prospects of the area:

This River in my opinion, wou'd be a fine place for to sett up a *factory*. The Indians are very numerous, and appear'd very civill (not even offering to steal). during our short stay we collected 150 Otter, 300 Beaver, and twice the Number of other land furs. the river abounds with excellent *Salmon*, and most other River fish, and the Woods with plenty of Moose and Deer, the skins of which was brought us in great plenty, and the Banks produces a ground Nut, which is an excellent substitute for either bread or Potatoes, We found plenty of Oak, Ash, and Walnut trees, and clear ground in plenty, which with little labour might be made fit to raise such seeds as is nessescary for the sustenance of inhabitants, and in short a factory set up here and another . . . in the Queen Charlotte Isles, wou'd engross the whole trade of the NW Coast (with the help [of] a few small coasting vessells) (Boit 1792:399).

After the departure of the *Columbia* and her crew from the region, Gray's chart was deposited with the Spanish territorial governor at Nootka on Vancouver Island, Don Juan Francisco de la Bodega y Quadra, where the British Captain George Vancouver first encountered knowledge of the passage. His interest in the river was sparked since he himself had failed discovery of its mouth during earlier reconnaissance voyages, and under his command a flotilla of three ships were dispatched to follow Gray's route. Upon reaching the mouth of the Columbia in October 1792, only one vessel of Vancouver's team was able to cross the bar--the *Chatham* commanded by Lieutenant William Broughton (Barry 1926:397-98). Broughton's party anchored, then sent a cutter upriver to survey the waterway.

These initial explorations confirmed the richness of the Columbia River's resources, particularly the sea otter and beaver whose favored fur yielded a high price in the Orient. As trade voyages to the Pacific Northwest coast continued by sea, land explorations were launched in hopes of pioneering a transcontinental trade route between the two coasts. The success of these ventures, including the Lewis and Clark Expedition of 1804-05, caught the attention of east coast fur merchants whose trapping and trading territory had been limited to Canada and the upper northeastern United States. Among these merchants was John Jacob Astor who formulated his own scheme to organize a series of trading posts along the Missouri and Columbia rivers westward to the Pacific Ocean, the point at which trading house headquarters would be located. This chief trading post would be the hub from which smaller satellite posts would be installed along Columbia River tributaries.

The vision became reality for Astor when in 1810 the Pacific Fur Company was born in partnership with Alexander McKay, Duncan McDougall, and Donald Mackenzie (Ronda 1990:58-59). Astor organized two expeditions, one by land led by Wilson Price Hunt and one by sea led by Captain Jonathan Thorn. The ocean expedition's ship *Tonquin* reached the mouth of the Columbia in the late afternoon on March 25, 1811, and with considerable difficulty entered the breakers at nightfall. Surprisingly, the crew safely sailed into Baker Bay that evening (Ross 1849:58-62;

Ronda 1990:113-15). In the following several days reconnaissance crews were sent to examine both shores of the Columbia to choose a suitable location on which to build a trading post. A spot on the south shore was chosen "on a small rising ground situate[d] between Point George on the west and Tonquin [Tongue] Point on the east, distant twelve miles from the mouth of the inlet or bar" (Ross 1849:69). Alexander Ross's description of the Astoria site was replete with both wonder of the country's beauty and dismay at the work it would take to settle the land:

From the site of the establishment, the eye could wander over a varied and interesting scene. The extensive sound, with its rocky shores, lay in front; the breakers on the bar, rolling in wild confusion, closed the view on the west; on the east, the country as far as the Sound had a wild and varied aspect; while towards the south, the impervious and magnificent forest darkened the landscape, as far as the eye could reach. The place thus selected for the emporium of the west, might challenge the whole continent to produce a spot of equal extent presenting more difficulties to the settler: studded with gigantic trees of almost incredible size, many of them measuring fifty feet in girth, and so close together, and intermingled with huge rocks, as to make it a work of no ordinary labour to level and clear the ground (Ross 1849:70-71).

The challenge was taken. The tenacious Astorians cleared trees and vegetation and commenced to build a log fortification for its trading post, christening it "Astoria." As the first to be established in the region, the Astoria post held the monopoly on the fur trade along the Columbia and its inland waterways and had a promising beginning. After a year of labor a number of buildings were erected and enclosed within a log stockade measuring roughly 75 feet by 80 feet. Ross Cox, one of the youngest of the Pacific Fur Company's clerks, described the results of the Astorians' work in his journal:

The buildings consisted of apartments for the proprietors and clerks, with a capacious dining-hall for both, extensive warehouses for the trading goods and furs, a provision store, a trading shop, smith's forge, carpenter's workshop, etc. The whole surrounded by stockades forming a square, and reaching about fifteen feet above the ground. A gallery ran round the stockades, in which loopholes were pierced sufficiently large for musketry. Two strong bastions, built of logs, commanded the four sides of the square: each bastion had two stories, in which a number of chosen men slept every night. A six-pounder was placed in the lower story, and they were both well provided with small arms.

Immediately in front of the fort was a gentle declivity sloping down to the river's side, which had been turned into an excellent kitchen garden; and a few hundred yards to the left, a tolerable wharf had been run out, by which *bateaux* and boats were enabled at low water to land their cargoes without sustaining any damage (Cox 1832:69).

Construction of the post continued through the fall of 1812, but misfortunes with the natives of the area and problems with acquiring the supplies necessary to keep both the post and trade operations viable soon left the Astorians disgruntled and pessimistic about the continued success of the endeavor. Dissatisfaction with John

Jacob Astor's policies, his perceived lack of attention to the needs of the Astorians, and the outbreak of war with the British in 1812 soon brought the activities at Astoria to a halt. Doubt that the operation could continue to be profitable under such primitive conditions contributed to the low morale of the Astorians. In a convincing oration, senior partner Donald Mackenzie urged the Astorians to shut down operations and abandon the post:

We owe it to Astor--we owe it to ourselves; and our authority for adopting such a course is based on the . . . articles of the copartnership, which authorize us at any time within the period of five years to abandon the undertaking, should it prove impracticable or unprofitable. . . . Astor's policy, and a chain of misfortunes, have ruined it all (Ross 1849:245).

The possibility of British attack by sea and Fort Astoria's undefendable position were also serious considerations. Once news of the war reached the post, the partners of the Pacific Fur Company concluded to sell all property to the British-Canadian-owned North West Company. Negotiations of the sale commenced on October 16, 1813, and the bills were finally signed on November 12 of that same year (Ross 1849:252-54). On November 29 British Captain William Black and his sloop of war the *Raccoon* anchored across the river from Astoria and proceeded to the post two days later. Captain Black seized the settlement in the name of Britain and rechristened it "Fort George."

Although the Treaty of Ghent at the close of the war restored Fort George to United States possession, Americans did not return to claim sovereignty of the settlement immediately. Captain James Biddle arrived at Fort George on the sloop *Ontario* in August of 1818 to officially restake America's claim to the country, however, the North West Company continued to use the post as its headquarters for fur-trading on the Columbia (Elliott 1918a:181).

Trade continued between the Indians and the Nor'Westers, amicably with the Chinooks, but not so with other tribes of the region. Difficulties arose with Willamette, Umpqua, and Cowlitz natives over which the company lost too many valuable furs, while internal problems plagued the company stemming from a bitter rivalry with the Hudson's Bay Company (Ruby and Brown 1976:165-66). The rivalry ended with a merger of the two in 1821, and the Hudson's Bay Company, under the governorship of George Simpson and on-site superintendency of Dr. John McLoughlin, took charge of the trade center at Fort George. Almost immediately change was at hand. Plans were begun to remove Hudson's Bay Company operations from Fort George to the other side of the river, and a request was made of Simpson by British Foreign Secretary George Canning in 1823 to implement the plan (Elliott 1918b:276-82). Simpson visited Fort George in 1824 to evaluate the post and was rather alarmed with what he saw upon arrival. In his diary he described Fort George as "a large pile of buildings covering about an acre of ground well stockaded and protected by Bastions or Blockhouses, having two Eighteen Pounders mounted in front and altogether an air

or appearance of Grandeur & consequence which does not become and is not at all suitable to an Indian Trading Post" (Merk 1931:65; Hussey 1957:37). Clearly Simpson felt that the North West Company had unnecessarily endowed the post at the expense of the fur trade:

Everything appears to me on the Columbia on too extended a scale *except the Trade* . . . I cannot help thinking that no economy has been observed, that little exertion has been used, and that sound judgement has not been exercised but that mismanagement and extravagance has been the order of the day. It is now however necessary that a radical change should take place and we have no time to lose in bringing it about (Merk 1931:65).

Simpson's main argument against Fort George, not to mention the over indulgence of its architecture, was that it could never be transformed into the self-sustaining agricultural establishment that he wished it to become. A priority during his near 40-year governorship of the Hudson's Bay Company was to eliminate dependency on outside markets for basic subsistence supplies, therefore cutting operational costs. Large-scale farming would greatly contribute to this. This is not to say that nothing could be grown at Fort George. Simpson acknowledged that even though "the soil is poor at Fort George . . . it . . . produces excellent Potatoes, Cabbages and Turnips . . ." (Merk 1931:105). Nevertheless, poor soil, rough terrain, and dense timber all weighed against extensive agricultural development at the site. In the past the post was able to support gardens, goats, and cattle, but only on a small-scale. Simpson emphatically argued that "the ground is so uneven [at Fort George] that a Farm to any considerable extent cannot be made and there are not above 15 to 20 acres where a Plough can be used" (Merk 1931:106).

The North West Company was dissatisfied with the site from the moment they took over the post in 1814. The Company's men complained about the damp climate, its injurious effect on furs, supplies, and the health of the men, the site's inconvenient location for trade, and the fact that it was open to attack by sea (Clark 1927:146). In addition to these negative points, the territory was officially under American ownership, and the Americans could take possession of the post at any time. The north side of the river was still politically open country. The North West Company had first thought about moving to the confluence of the Willamette and Columbia rivers on the north bank because of these problems and because of mounting difficulties with the Clatsop Indians.

Convinced that moving the post could only help the fur trade and not hurt it, Simpson took immediate action to move the post upriver. Main operations were moved to Vancouver, a more strategic location near the river's confluence with the Willamette River, and the Astoria settlement was virtually abandoned (Cleveland 1903:131). With some resistance from the natives, the transfer of goods from Fort George to Fort Vancouver was completed by June 1825. Not long after the company abandoned the area, the Indians (presumably the Clatsop) began wreaking havoc at the

fort, the destruction of which was observed by Dr. John Scouler, a scientist who visited Astoria with botanist David Douglas in September 1825. Scouler wrote in his diary that Fort George was "entirely abandoned by the settlers and taken possession of by the Indians, who were rapidly reducing it to a state of ruin & filth" (Scouler 1905:277).

In 1829 Dr. McLoughlin sent Donald Manson to Astoria as a look-out for trade ships entering the Columbia River (Merk 1931:323n). His business was to deter ships from trading with the Indians at the mouth of the river and to operate a secondary outpost at the former location of Fort George. Little was left of the earlier establishment, as the Indians had destroyed nearly everything, and Manson was obliged to live in a tent until a house could be constructed. Fort George after the reoccupation was a mere shadow of its former self, however, both in appearance and activity (Fig. 2). John Kirk Townsend, a Philadelphia physician, naturalist, and member of Nathaniel J. Wyeth's second expedition to the Oregon country, visited Astoria on December 8, 1834:

. . . we anchored off *Fort George*, as it is called, although perhaps it scarcely deserves the name of a fort, being composed of but one principal house of hewn boards, and a number of small Indian huts surrounding it, presenting the appearance, from a distance, of an ordinary small farm house with its appropriate outbuildings. . . . One of the chimneys of old Fort Astoria is still standing, a melancholy monument of American enterprise and domestic misrule. The spot where once the fine parterre overlooked the river and the bold stockade enclosed the neat and substantial fort is now overgrown with weeds and bushes, and can scarce be distinguished from the primeval forest which surrounds it on every side (Townsend 1839:421-22).



Fig. 2 Fort George as it appeared in 1839 to Captain Sir Edward Belcher of the Royal Navy during a reconnaissance mission to the Columbia River (Ruby and Brown 1976).

The condition of the post remained the same in 1840 according to the documentation of Henry Bridgeman Brewer, a missionary aboard the *Lausanne* on its journey from The Dalles to Fort George:

Astoria or more properly Fort George, what is it? This is Washington Irving's New York of the West. It consists of one house and some out buildings owned by the Hudson's Bay Company, and when I have said this of Fort George it is about all, though there are two or three indian hovels or lodges, there is no fort here (Brewer 1928:356-57).

Traces of Astoria's bygone era had been erased by the 1840s. Overland migration of land seekers was underway in 1843, and Astoria, already legendary in its history, was located at the end of the Oregon Trail.

Settlement Migration to the Fort Hill Area

The first non-Indian settlers to arrive in the Fort Hill area of Astoria came via the Oregon Trail. James Birnie, the Hudson's Bay Company trader stationed at Fort George at the time of the Great Migration of 1843, was joined by two other individuals by 1844: John M. Shively, who arrived in 1843 from Kentucky claiming the land from 14th Street to 32nd Street;¹ and Colonel John McClure, who settled on a claim to the west of Shively between 2nd Street and 12th Street (Cleveland 1903:132; Miller 1958:99). Both claims covered an area from the south shore of the river to present day Jerome Avenue. In March 1844, Shively laid out the original plan of Astoria, and the plat was officially recorded in the Clatsop County Courthouse in September 1850 (Clatsop County n.d.a.:84; Dell 1893:13). McClure platted his land claim in 1854² (Clatsop County n.d.a.:68), however, the Fort Hill neighborhood falls almost entirely within the Shively plat (Figs. 3, 4, 5, 6).

McClure laid out his own Astoria without any regard to Shively's town. Apparently the two were not the best of friends, and the incongruence of their plats shows an unwillingness to cooperate with each other or design a consistently laid-out, single town. The blocks for each plat were of different size (Shively's were 50 feet wide by 150 feet deep, while McClure's were 50 feet wide by 100 feet deep), the streets were of different widths (Shively's were 60 feet wide while McClure's were 50 feet wide), and the streets did not line up from one plat to the other (Dodds 1963:115).

¹James Welch arrived in Astoria in 1846 and took over Shively's land claim during an absence Shively took from Astoria between 1846 and 1847 (Cleveland 1903:133).

²The McClure plat was added onto in 1867 by Cyrus Olney (Clatsop County n.d.b.:74). Together the three plats comprise the Fort Hill district.

Even the street names differed between each plat (Table 1). Because of these discrepancies, Harrison Avenue does not exist in the Shively portion of Fort Hill, and 13th Street, the line between the two men's claims, was omitted from both plats but



Fig. 3 Donation land claims of the Astoria peninsula and Fort Hill area showing McClure's claim west and Shively's claim east (Trutch and Trutch 1856).

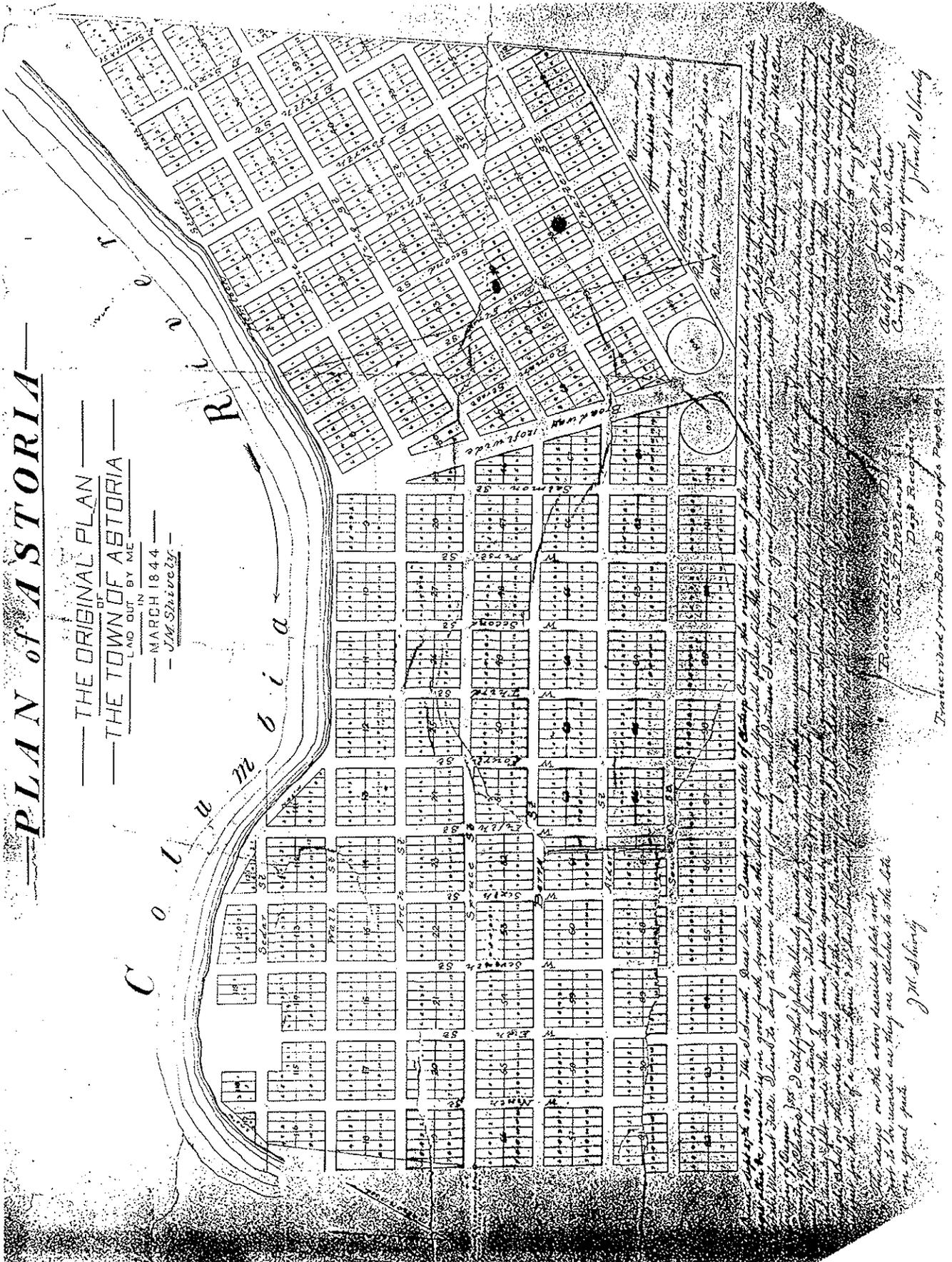


Fig. 4 Plat map of Shively's Astoria, 1844.

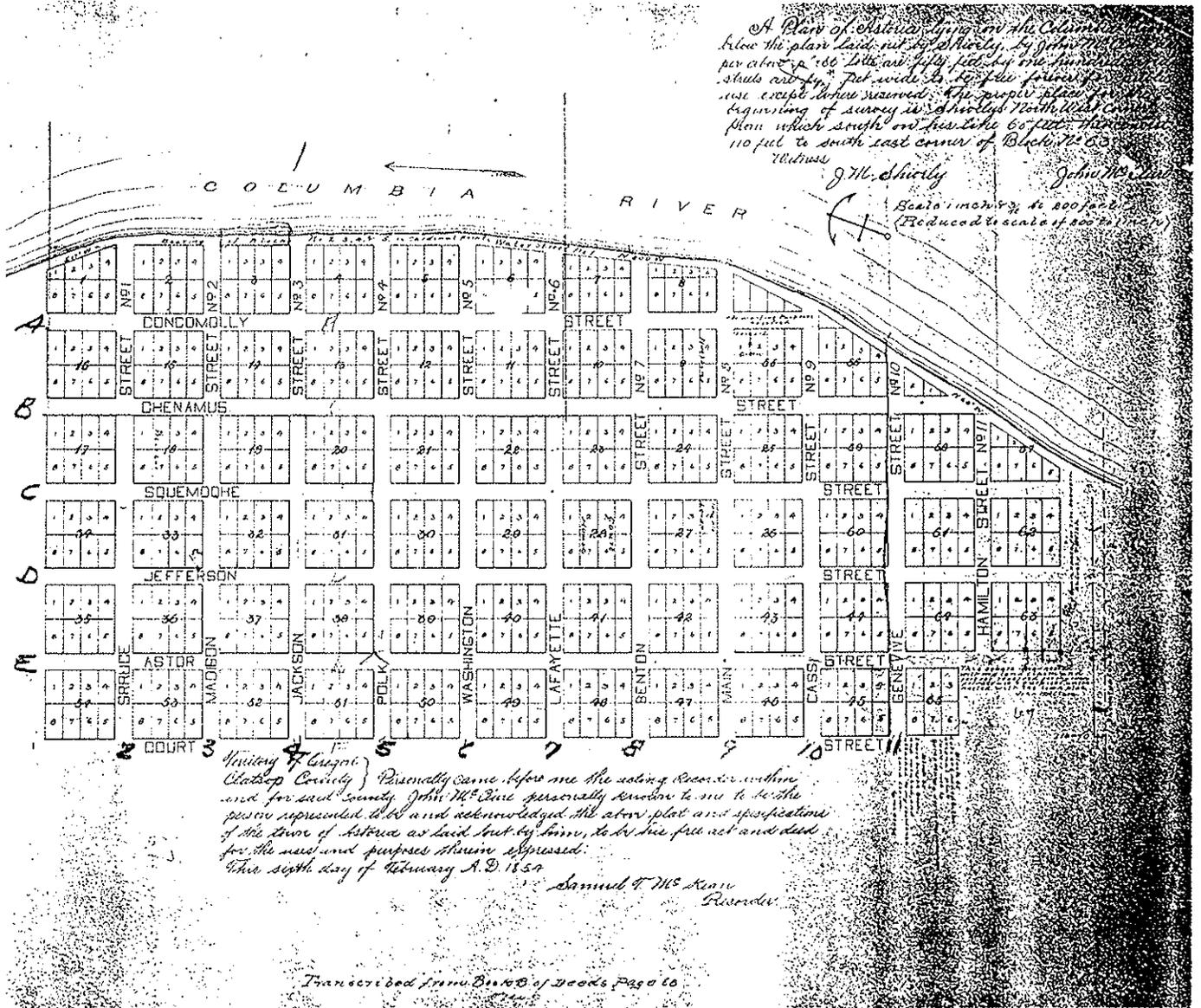


Fig. 5 Plat map of McClure's Astoria, 1854.

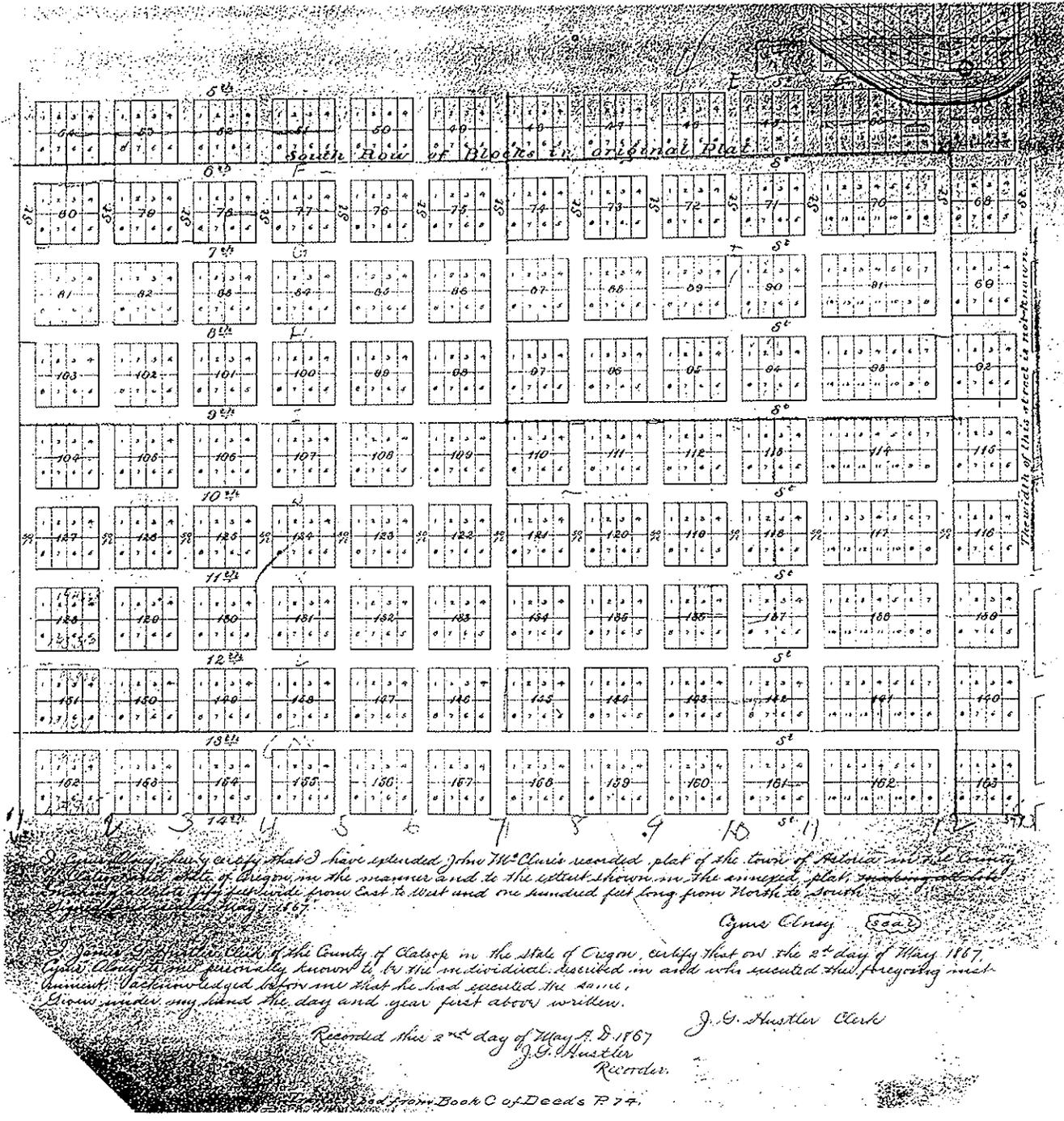


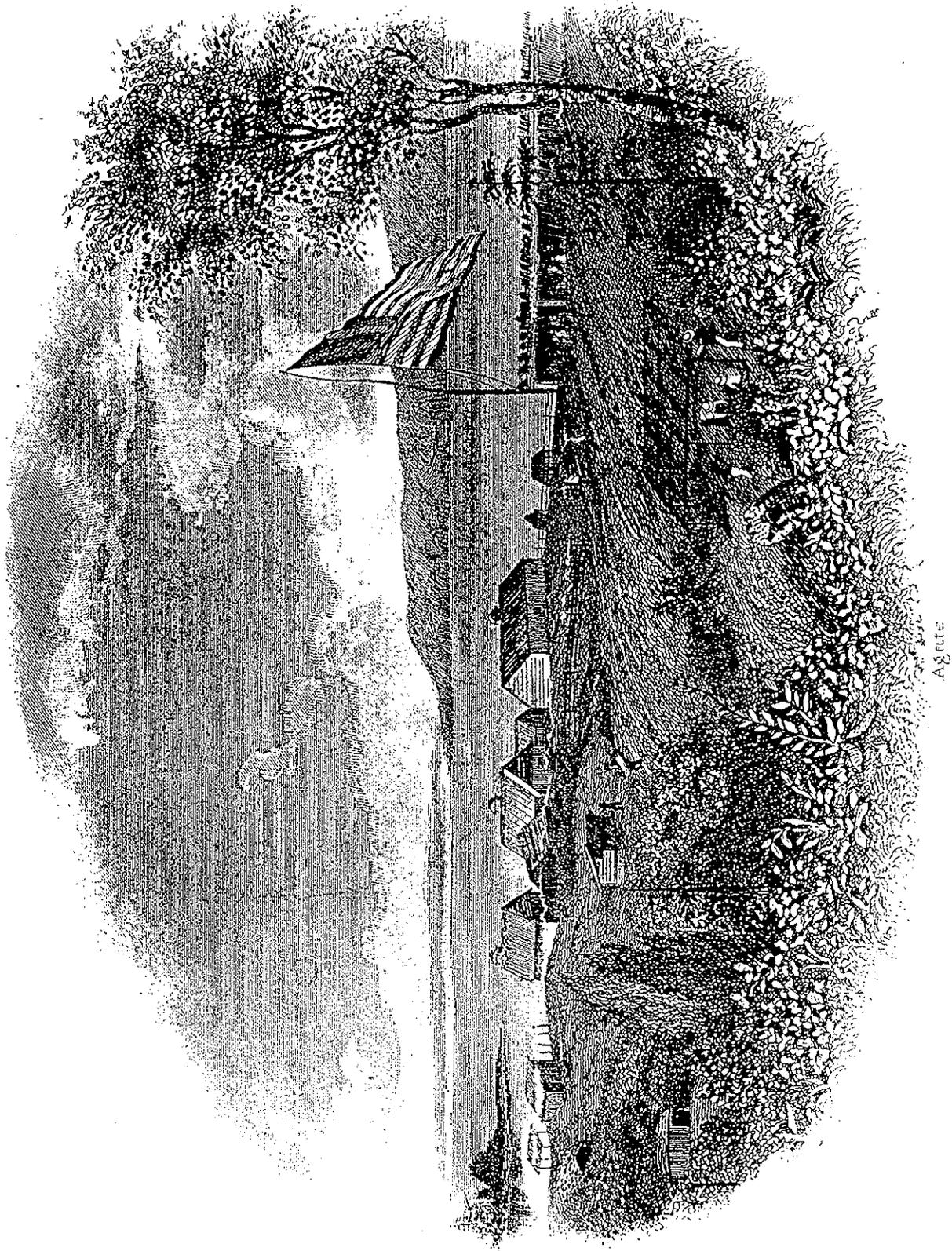
Fig. 6 Cyrus Olney's southern expansion of McClure's Astoria, 1867.

Table 1. Street names as originally platted, Fort Hill neighborhood.

Shively, 1844	north to south:	Sedar	(Exchange)
		Wall	(Franklin)
		Arch	(Grand)
		Spruce	(Irving)
		Berry	(Jerome)
	east to west:	W. Sixth	(17th)
		W. Seventh	(16th)
		W. Eighth	(15th)
		W. Ninth	(14th)
McClure, 1854	north to south:	Astor	(Exchange)
		Court	(Franklin)
	east to west:	Hamilton	(12th)
		Genevive	(11th)
		Cass	(10th)
	Main	(9th)	
Olney, 1867	north to south:	7th	(Grand)
		8th	(Harrison)
		9th	(Irving)
		10th	(Jerome)

was agreed to be an "uninhabited wild area." This move was perhaps an assurance that the two "Astorias" would remain physically and politically separate. During the formative years of the city, the two areas were referred to as "McClure's Astoria," or "Old Fort George," and "Shively's Astoria" (Cleveland 1903:132; Morris 1937:424).

Astoria was little more than a few log houses of the Hudson's Bay Company's Fort George when these newest Astorians arrived (Fig. 7). To visitors of Astoria in the 1840s, the future of the settlement did not seem promising: "The only importance which is now attached to this fort, is derived from the fact, of its being the former site of Astoria" (Hastings 1845:52). It was up to these newcomers to transform the settlement into what Astor hoped it would be in the first place, an emporium of the West. They did not have much to work with, as Joel Palmer observed on his arrival in December of 1845. Palmer saw the place as "five or six old dilapidated buildings . . . and a few old looking lodges upon the bank of the river, filled with greasy, filthy Indians" (Palmer 1847:95). Regardless of his unglowing description of Astoria, he did recognize the potential of Astoria's location in regard to maritime enterprise: "With the advantages of light houses, buoys, and skillful pilots, which the increasing commerce of the country must soon secure, the harbor at the mouth of the Columbia would compare well with those on the Atlantic coast; and I may say that it would be superior to many of them."



ASTORIA

Fig. 7 View of Astoria, 1841, from what is today the Fort Hill neighborhood looking north-northwest. This sketch was drawn by a member of the Charles Wilkes U.S. Navy expedition (courtesy of Clatsop County Historical Society #9278-900).

The procession of homeseekers to Astoria was on with force by the late 1840s, and some progress had been made to civilize the settlement. When the Samuel McKean family arrived in 1848, they were welcomed by signs of a promising beginning for Astoria:

There seemed to be nothing but forests and hills on the one side and water on the other. Upon closer inspection, however, I found that was not all there was to be seen. Looking to the eastward, there was an open grass-covered tract where there were four or five small buildings. These houses were occupied by some of the Hudson Bay Company people, one as a store, others as dwellings, etc. . . . A little nearer the hills, looking about southeast, I discovered another little green spot like an oasis in the desert of forest, upon which stood a house of very good size, but plain in appearance, which we soon learned was the residence of Mr. James Welch In the foreground, looking in the same direction, was a little cluster of Indian shanties, ranging from the water's edge up the side of the hill Immediately south of us and close to the beach was a little log house in a clearing which we ascertained was the residence and headquarters of Mr. McClure, Colonial McClure, as he was called, and it was about all there was of McClure's Astoria so far as buildings were concerned. He had a garden and small orchard of apple trees stretching west from the house which made the place look inviting and home-like, if not city-like (McKean 1992:7).

Though Astoria as a city was not quite mature, business on the river was steadily increasing. A newly established shipping business fueled by lumber mills on the Columbia River offered opportunities for many. Even though some newcomers to Astoria participated in the exodus for California and the 1849 gold rush, no house in the up-and-coming burg was left vacant for long. The gold rush was largely the stimulus for the shipping business in Astoria, creating a "virtual transportation revolution" on the Columbia River between 1849 and 1853 (Throckmorton 1961:108). By 1850, there was "considerable commerce carried on" between the Columbia River and San Francisco, the major Pacific coastal port at the time (Strong 1879:19-20). Lumber became the chief export and merchandise the main import. The first saw mills were a distance upriver from Astoria, but in 1851-52 James Welch built a mill in Astoria proper just west of the Fort Hill area between 9th and 10th and Commercial and Bond streets (Cleveland 1903:133).

Astoria continued to develop in forward progression, and the town's potential for greatness in shipping and commerce was gaining attention in Washington, D.C. In response to the increase in shipping on the Columbia River, a custom house was established in Astoria in 1848. Astoria's population two years later had grown to about 250, only about 25 of whom were settlers, however. Activity on the river seemed to be more lively than in the "city" of Astoria itself, as a visitor noted in 1850, though its founders had great aspirations for Astoria's future:

We saw before us a straggling hamlet consisting of a dozen or so of small houses, irregularly planted along the river bank, shut in by the dense forest. . . . There were avenues and streets, squares and public parks, wharves and warehouses, churches, schools and theaters, and an immense population--all upon the map. Those proprietors

were men of large ideas, large hopes. They assured us that in no short time Astoria was to become the commercial metropolis of the Pacific coast (Strong 1879:19).

The remainder of Astoria's population consisted of transients associated with sailing vessels docked at the Astoria wharves and a U.S. Army artillery company commanded by Major J.S. Hathaway. The company had been transferred from Vancouver during 1850 as a deterrent for gold-seeking soldiers who were smitten with the California rush (Ledbetter 1935:52-53, 79).

River and sea trade prompted merchant development in Astoria during the 1850s and 1860s. The California gold rush created the need for rapid development of reliable lines of transportation between the Columbia River and San Francisco. For the first time, regular delivery of mail, freight, and passengers to and from Astoria was made available by the Pacific Mail Steamship Company in 1850 (Throckmorton 1961:112). California's demand for Oregon flour and lumber led to heavy traffic on the Columbia and kept the port of Astoria busy through the 1850s. All this activity resulted in the incorporation of the Shively claim and a portion of the McClure claim into the City of Astoria in 1856 (Cleveland 1903:135; Fig. 8).

Successive gold rushes in eastern Oregon, Idaho, and Montana spurred trade and transportation during the 1860s. This early activity along the Astoria waterfront and in the business sector of town created an escalation in residential development in the Fort Hill neighborhood by the late 1860s. Judge Cyrus Olney had acquired John McClure's land claim and, in 1867, expanded McClure's original plat south (Cleveland 1903:137; Clatsop County n.d.b.:74). Olney set up a lottery to encourage residential development of the area and sold tickets at \$50 a piece entitling the ticket holder to one lot plus a chance to win the highest prize of two lots and a house (McClure's original house lot--see McKean 1992:7). The lottery was successful, and new houses rose in the western portion of the Fort Hill district.

The early 1870s marked an important transition period for the city, and for the residential development of the Fort Hill neighborhood. The shipping of grain, wheat, and lumber, the primary ventures that dominated river commerce, persisted during this decade and was complimented by the formation and growth of Astoria's most significant industry of the 19th century: the salmon canning business.

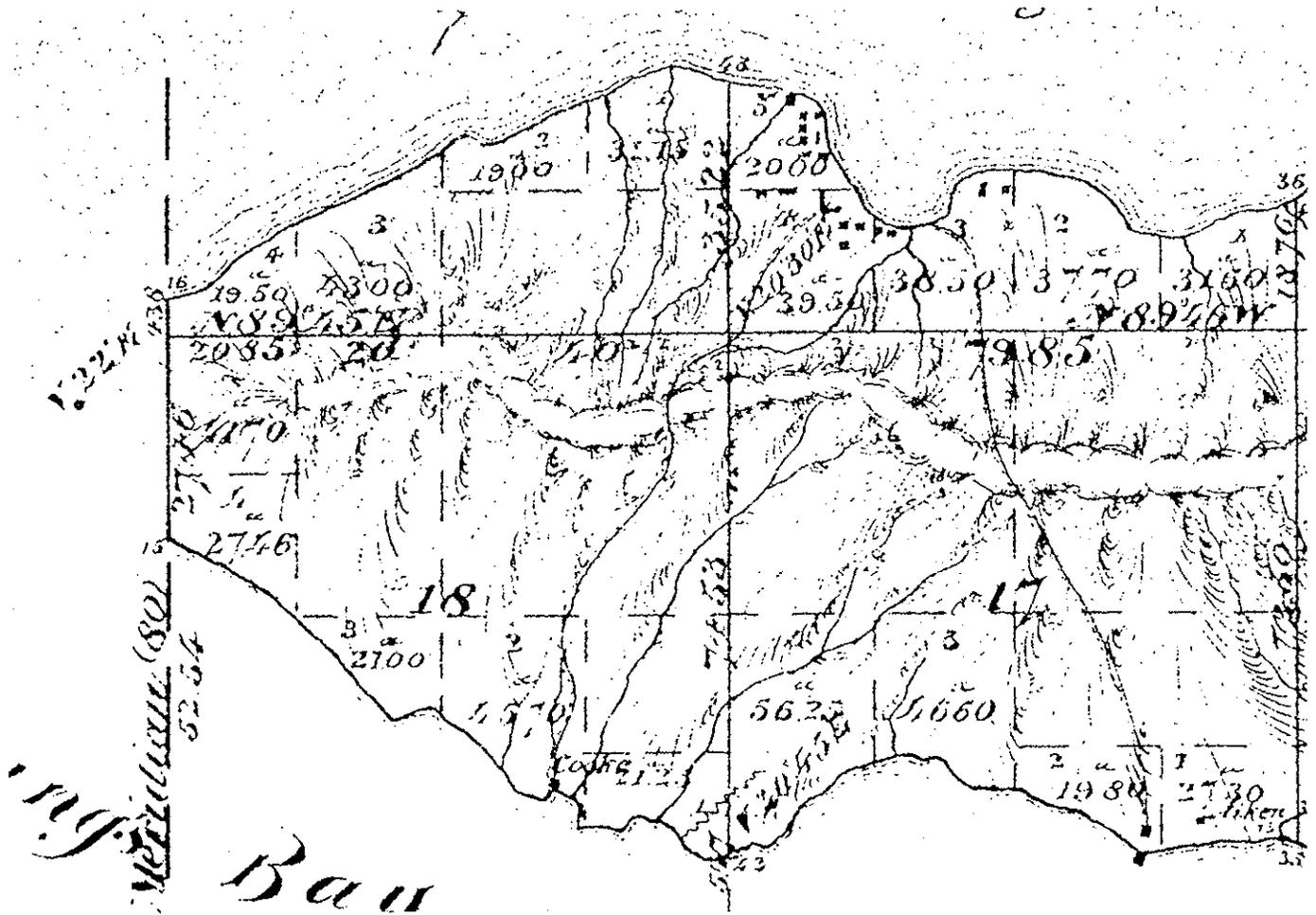


Fig. 8 Cadastral survey plat, 1856, showing some development in the Fort Hill area. Left arrow points to McClure/Shively line; right arrow indicates site of Fort Astoria-Fort George.

The Effect of Industry and the Railroad on the Fort Hill District

The 1870s marked a boom in shipping, the advent of salmon canning, and an increased demand for residential development in the Fort Hill area because of the boost in the maritime economy. Immigration to the port city was at an all time high. The *Astorian* noted that in April 1877 "2,628 immigrants landed at Astoria by steamers [and approximately] 1,700 proceeded inland in search of homes." Most had come to the area to work in the newly instituted salmon fishing and cannery industry and the long established shipping industry. Steamboat captains and maritime merchants found the Fort Hill district especially appealing and had houses erected for their families in this up-and-coming area of Astoria. Astoria finally was shaping itself into a port city of significance with a hopeful future. Architectural expansion of Astoria, however, was challenging. The steep terrain of the peninsula's north slope made house building

demanding. The tidal flats of the river abutted the foot of the hill slope and left little level dry ground upon which to build. The townspeople solved this problem by constructing buildings upon wooden piles above the high water mark of the river. Not only were buildings constructed in this manner, but streets were as well. Most of the commercial and industrial districts of Astoria stretched out into the water, with the tide ebbing and flowing underneath. Wallis Nash, a prominent London attorney with a keen interest in Oregon's potential for railroad and land development, stopped in Astoria during his travels through the state in 1877 and offered this picture of the port's development:

. . . The sun shone brightly on the white houses dotted about on the hill-sides, and grouped among the pine-trees. The slope of the hills behind is so steep as to afford no room for the rapidly-growing town, and piles are being pushed far out into the water, on which rows of houses and shops are built. But American enterprise is hard at work; and already a broad gap in the sky-line behind shows where a road is cut through, the displaced rock and stone being run in waggons [sic] rapidly down the steep slope and tilted into the margin of the river. Firm foundations are thus gained, and before long a solid line of wharves, lined with substantial warehouses, will accommodate the extending trade. Several large ships were lying at anchor, and the little town was full of life and bustle (Nash 1878:243-44).

The city limits officially were established and a city charter passed in 1876. Shively's claim and all of McClure and Olney's additions were included in the "City of Astoria." The eastern portion of Shively's Addition (known as Uppertown) and Hustler and Aiken's Addition (on the south side of the peninsula overlooking Young's Bay) were also embraced in the city limits at this time.

The salmon canning industry was one of Astoria's earliest commercial successes, beginning with the small-scale shipping of salted Columbia River salmon in the 1830s (Craig and Hacker 1940:148). Commercial salmon fishing eventually grew into an industry by the late 1860s, and in Astoria, the first cannery was opened in 1873 by John Badollet (Badollet and Company), one of eight canneries in existence on the lower Columbia River at that time (Craig and Hacker 1940:151; Smith 1979:20). Near the Fort Hill district, Marshall J. Kinney was the first to open a cannery in downtown Astoria during 1876. Even before canneries made their appearance in Astoria, smoked and salted salmon was shipped from the city's port to national markets in New York, St. Louis, Chicago, Memphis, and New Orleans and to international markets in South America, China, and the Hawaiian Islands during 1871, and Australia, England, and New Zealand in 1874 (Craig and Hacker 1940:158-159).

Ten extremely productive and lucrative years passed before the salmon packing industry reached its peak in 1883 and 1884 when there were 39 plants in all in production on the Columbia River. The waterfront north of Fort Hill was a mass of warehouses servicing the shipping and packing industry by 1884.

The success of the commercial and industrial establishments of Astoria was reflected in the residential development of the Fort Hill district. Impressive estates with spectacular views of the river were a trademark of the neighborhood in the late 1870s and 1880s. These dwellings were the family homes of sea captains such as John W. Babbidge, J.H.D. Gray, Hiram Brown, and John Lawler and some of Astoria's better known businessmen, bankers, maritime merchants, and political figures--Charles Heilborn, Peter Cherry, Charles Stevens, and Clatsop County judges Charles H. Page and John Q.A. Bowlby. In 1874 a Catholic church was erected on Grand Avenue between 14th and 15th streets, one of the first houses of worship in the Fort Hill district. Construction of the Grace Episcopal Church on Franklin between 15th and 16th in 1885 followed the establishment of the Catholic church.

The Fort Hill area was the birthplace of the Astoria Water Works in 1876. James W. and Nancy Welch and Wilder W. and Inez Parker excavated the first city reservoir at 16th and Irving which serviced the city by means of a gravity flow system (Tetlow 1982:10-11). It was sold by them in 1883 to Frank Dekum and D.P. Thompson of the Columbia Water Company for \$6,750. This group refurbished and expanded the utility and operated the works until they sold to the City of Astoria in 1892 for a greatly appreciated value of \$75,000.

Until the 1880s the citizens of Astoria relied primarily on river transportation as the highway of commerce between cities. Wagon roads, though only in fair condition, transported people overland. The age of the railroad was already upon other areas of Oregon, yet Astoria remained isolated from the rail network of the nation. Astoria needed a rail connection to keep up with the rest of the state and to further its goals of economic development:

Ocean, river, harbor, timber, coal and iron, fruitful soil, exhaustless fisheries, enchanting scenery, matchless climate, wealthy and intelligent people--Astoria has them all. What is there lacking to make it the "proud emporium of trade" its far-seeing founder designed it to be? What is there lacking to insure [sic] it the imperial throne of northwestern commerce, to make it the undisputed queen-city of the North Pacific Coast?

But one thing--railroad connection with the great lines leading east. It is a strange lacking. There is no other city of 12,000 people in the United States without a railroad. There are no transcontinental railways north of San Francisco. There can be none, that does not terminate in Astoria. There is no other deep-water harbor at which a road can end. The Northern Pacific, the Union Pacific, and the Great Northern, are transcontinental lines in name alone. They can be nothing more until they reach the ocean; and that they can do only at Astoria (Donan 18--:n.p.).

Astoria's rail development had several false starts and was slow to come. The Northern Pacific Railway Company was the first to commit to a construction project to the port city. In 1883 the company built 40 miles of track along the Columbia River from Portland west to Goble, 58 miles east of Astoria (Culp 1972:115; Miller 1958:155). Instead of continuing west from Goble to Astoria, however, the train was

ferried across the river to Kalama, Washington. Finally in 1888 a number of businessmen planned a railroad from Astoria to Hillsboro, called the Astoria and South Coast Railroad, that would run south to Clatsop Beach, up the Lewis and Clark River, across the Coast Range, and into Forest Grove and Hillsboro (Miller 1958:156). Construction was started at both Hillsboro and Astoria concurrently in 1889, but work on the Hillsboro end ran into financial difficulties and was stopped. Several other rail-building schemes were attempted, but all failed. The one project that was eventually successful was Andrew B. Hammond's Astoria and Columbia River Railroad. With much will and determination, Hammond completed the line from Astoria to connect with the Northern Pacific at Goble. The first train ran through Astoria in 1898 (Culp 1972:115-18).

The Progressive Era

The effects of the Progressive Era on Astoria were most evident between 1900 and 1919 when community members crusaded against the social, political, and moral ills of the time. Through political and organizational channels, citizens rallied for occupational safety and fair wages using the power of union formation and worked toward public health concerns and city betterment. Even before the emergence of the Progressive Era, Astoria made lawful efforts to preserve morals by cutting down on crime in the city and enforcing appropriate and orderly conduct. Restrictions on the use of firearms, regulations to keep women from working in saloons, and the institution of evening curfews were all instituted prior to 1880. Keeping women out of taverns apparently was a regular issue. In 1896 an ordinance was enacted to "prevent women from loitering in bar rooms, drinking shops, or club or gambling rooms" (Miller 1958:132). Public health and safety concerns led to the passing of another city ordinance that forbade livestock to run at large.

The Progressive Era was a period of city improvements, especially toward sewer systems and streets. Civic improvements were being made all through the city, and in the Fort Hill district, petitions for street improvements (planking; paving with asphalt, concrete, and brick; and curbing) were heard by the city council as early as 1895. Improvement work was ordered by ordinances and was undertaken on every street in the neighborhood between 1900 and 1919 at a cost of thousands of dollars. City officials soon concluded that the old reservoir at 16th and Jerome was quickly becoming obsolete to a growing Astoria. Once the city acquired the Columbia Water Company from private hands, the system was expanded and improved, and in 1895 a large modern reservoir and wooden pipe system was completed on Bear Creek above the city (Tetlow 1982:12-13).

In 1915 the *Astoria Budget* ran a front page article on the need for an updated sewage system for the city, exclaiming that an out-of-control rodent population was thriving on garbage strewn along the waterfront, "some of them [the rats] are almost

as big as tom cats" (*Astoria Budget* 1915:1). The *Budget* expressed its disappointment in the citizens of Astoria for their impassivity toward a healthy environment and for allowing the sanitation problem to reach such an injurious level: "With the evolution of Astoria's method in dealing with its civic affairs, comes the fulfillment of a series of natural laws on sanitation that should be observed by the public without waiting for some officer of the law to show the way. The health of the community demands it." Needless to say, the state of sanitation in Astoria would soon change.

Continued growth necessitated an expansion of Astoria's city limits twice during the 1890s: once during 1891 and again in 1899 (Dodds 1963:117). To avoid further confusion of street names and to rid the city of the geographical and political separation created by the Shively and McClure plats, street names were changed during this period to be consistent throughout the city (Table 1). Beyond improvements to the city proper, efforts were made to facilitate navigation of the Columbia River. In 1891 a jetty was completed which transformed the Columbia's channel from an 18-foot bar with shifting sands spreading over a distance of eight miles to a 30-foot bar with a straight channel three miles in width (Dell 1893:14, 28; Anonymous 1894:297). By 1893 Astoria was advertised as having one of the safest and best harbors in the world, and the city was often compared in Chamber of Commerce brochures with New York City--and always was portrayed as having the advantage over its Atlantic coast counterpart (Dell 1893:5-6; Astoria 1903:n.p.):

On its magnificent location and wonderful natural advantages Astoria bases its expectations of future greatness. Situated on the only fresh-water harbor of importance in the world, with the broad ocean but 10 miles from its wharves, it enjoys marked advantages as a shipping center. The gravity route of the Columbia river is nature's highway for the great Inland Empire, the immense product of which must be exported from the ocean port. At Astoria the largest ships may find safe moorings, and its harbor will accomodate [sic] all the shipping that may ever come to the Northwest coast. It is pre-eminently the Pacific slope port, as New York is the Atlantic port, and must soon receive from the transcontinental railroads the recognition which its advantages justify, as has New York on the Atlantic coast.

Astoria accommodated four steamers a day from Portland and was along the regular route of Union Pacific steamers traveling between Portland and San Francisco in the 1890s. A strong campaign was run by the city's boosters to advertise the safety of the Columbia channel for all types of vessels. The federal government helped assure safe travel of vessels by stepping in during 1914 to improve the channel further. Two modern jetties were engineered at the entrance to the river, and, in 1917, the channel was dredged to eliminate the treacherous bar (Salisbury 1924:7).

Close to 100 dwellings, a public school, and three churches existed in the Fort Hill district by 1892. A number of large Victorian houses were constructed in the neighborhood between 1890 and 1905 by some of Astoria's most favored citizens such as Martin Foard of the Foard & Stokes Company, banker Frank Patton, maritime

businessman George Conrad Flavel, and J.N. Griffin, a well known downtown merchant. Little development, however, took place in the neighborhood until after 1908, and property remained held in the hands of the city's elite well into the 20th century.

The Astoria Centennial of 1911 promoted boosterism and city beautification that included neighborhood landscaping and the development of parks. The Astoria Chamber of Commerce took every opportunity to paint a virtuous, clean-city image of the city, an action that was popular in the eyes of many booster groups throughout cities and communities during the Progressive Era:

Most people like to live in a clean town--a physically clean and shining town, and so most people will like Astoria. There is a great contrast between the smoky, dirty, unkempt small cities of the middle states and those of the Pacific Coast. Astoria exemplifies this. Here one finds broad macadam streets bound by uncompromisingly straight and solid stone curbs, instead of the dirt or brick streets that seem to wander aimlessly through unkempt plots of grass where parking strips should be, but are not. Here are clean straight cement sidewalks. Here are sewage and drainage systems which are models of their kind. And here is pure, sparkling mountain water in such abundance that no one needs to compute the amount which runs through the meter each time. The garden is watered. Let the hose run all day. The Astoria reservoirs have plenty more and to spare (Astoria 1919:10).

A clean city image, positive commercial and industrial prospects, and the class of respected denizens residing in Fort Hill led Astoria into the next period of its history. The Fort Hill district would be spared the destruction of the 1922 downtown fire, and its residents would be among those most influential in raising Astoria from its ashes.

The Motor Age: World War I to World War II

The automobile made its appearance in Astoria in 1904, and in 1913 the city's first Ford dealership opened its doors downtown at the edge of the Fort Hill district (Anonymous 1980:23; Lovell 1988:4). In a relatively short time this new vehicle had largely replaced the use of team and wagon in the streets of the city. Astoria was moving ahead with every hope of becoming the "New York City of the Pacific." The Chamber of Commerce did their part in promoting the city and soliciting new businesses, industry, and immigration:

In every respect Astoria is metropolitan. It enjoys splendid facilities of all kinds, is a pleasure-loving city and thoroughly up-to-date. Thousands of strangers visit Astoria every month, and during the summer season it is the Mecca of those who live in the interior. It has its different quarters, like the larger cities, and, best of all, it is the healthiest spot on earth.

Astoria wants more people. Its natural resources will easily support from 250,000 to 500,000 population, yet there are less than 15,000 people here to reap the benefits that nature has so generously placed at their disposal. The homeseeker will find no better place to locate and few equal places. Labor is always in demand, at the highest wages, and there is much encouragement for the man who wishes to engage in business. Strangers often remark the uniform courtesy of the people and the general effort on the part of Astorians to make matters pleasant for visitors. The homeseeker or investor who fails to visit Astoria will make a great mistake, for no other community in the Pacific Northwest offers such opportunities as the Lower Columbia river district (Astoria1903:n.p.).

The city's Port of Astoria had entered one of its busiest periods. New industries of flour and grain milling, oil and petroleum fuel distribution, iron and steel works, and furniture manufacturing contributed to Astoria's bright future in the 20th century. Lumber handling, canned salmon exporting, and shipping-related business continued to thrive. The major industries by the mid-1920s were salmon packing, butter and ice cream manufacture, and flour and lumber mills (Salisbury 1924). In addition to the iron works and furniture manufacturing trades, other smaller industries included cigar factories, ship building, and vegetable and fruit canneries.

Road construction and road improvement during this period was implemented by Clatsop County beginning in 1913 under the County Bonding Act provided by the State Highway Department (Miller 1958:151). Construction of the Columbia Highway was first launched in 1913 along the south side of the river between Astoria and Westport. The road was continued to Seaside the following year. Construction of the Roosevelt Highway (U.S. 101) running through Astoria was begun in 1914 and completed by 1936 (Smith et al. 1989:34).

The manufacturing needs of the World War I years between 1914 and 1918 stimulated Astoria's economy. Canneries were operating at top production to keep up with the demand for salmon. War time increased the numbers of fishers, canners, and consumers, and the salmon pack increased by one-third, doubling Astoria's exports (Smith 1979:68-69). European sales of canned salmon skyrocketed 250% higher from before 1914, and the annual domestic export averaged to more than 80 million pounds. The number of canneries operating along the Columbia between 1914 and 1931 was comparable to the 1890s (Craig and Hacker 1940:152-53). The great number of pounds of fish caught and cases of salmon packed remained steady through the post-war period and did not markedly change until 1921 when the number of cases packed decreased by nearly half (Craig and Hacker 1940:153). Even during the post-war period there were 20 active canneries and 4,000 employed fishermen in Astoria as of 1919 (Astoria 1919:41).

In response to the increase in economic activity before and after World War I, the housing market in Astoria rose to meet the demands of a boosted economy. The construction of investment housing began for the first time in the Fort Hill district

around the mid-1910s. Though individual houses were erected for investment purposes as early as 1906 (Gault 1975), apartment buildings did not make an appearance in the neighborhood until several years later. The Franklin Apartments, constructed in 1915 at 14th and Franklin, were the first to be built in Fort Hill, followed in 1919 by the Ideal Apartments at 15th and Franklin. The three-story, six-unit Stratford-On-Avon apartment building across the street from the Ideal Apartments was one of the first truly modern housing developments in the entire city when it was completed in 1921 (*Astoria Budget* 1944:2).

Large residences in the Fort Hill neighborhood were also converted into apartments during this period. Dr. Alfred Kinney's proposed office/residence on Franklin between 12th and 14th streets was begun in 1909 but completed in 1917 as the Home Apartments rather than Kinney's office and home. The John Dickinson house, next door to the Home Apartments, was converted into a seven unit complex in 1913, and the Elmore estate at 14th and Grand was altered into apartments in 1926. A number of new houses, however, were also erected in Fort Hill in the 1910s and 1920s. Eight residences were constructed in the neighborhood by one architect alone (the celebrated local designer, John Wicks) between 1917 and 1922 (Berney 1986).

Just when Astoria was revelling in the boom of the early 1920s, disaster struck on December 8, 1922. Fire starting in the basement of a downtown business on Commercial Street between 11th and 12th quickly became out of control and ended up consuming 40 acres of the central business district of Astoria. The fire swept from the waterfront as far south as Exchange Street and engulfed all of downtown between 8th and 17th streets. The construction of the business district on wooden pilings above the tide flats significantly contributed to the uncontrollable spread of the inferno and the total destruction of downtown. Several commercial and residential buildings along the north edge of the Fort Hill neighborhood were sacrificed in a back-burning effort to create a fire line so other residences in Fort Hill could be spared. The total damage was estimated at nearly \$12 million (Lockley 1928:250).

The 1922 fire brought about immediate changes in building code requirements, modernization of public works and essential institutions such as the school system and city transit system, and the manner in which the city government was run. The downtown was reconstructed very differently from the previous era. Dredge material was brought in to cover the beach line and tidal flats, making solid ground to build foundations on. City beautification efforts were stepped up to help in the transformation of Astoria into a model modern city. One of the steepest sections of 15th Street (with a 24% grade) between Irving and Jerome avenues was paved and adorned at each end with an ornamental concrete wall, lamp standards, and urns in 1926. Commemorative monuments, including the Astoria Column on Coxcomb Hill and the Doughboy Memorial at the west edge of the city, were erected throughout Astoria during the mid-1920s as well. The efforts on the part of Astoria's citizenry (many from the Fort Hill district) and newly organized city government especially

contributed to the success of reconstruction: "The new city which has risen on the ashes of that desert in the city's heart has been widely extolled as the finest monument of all to the spirit, the courage, the faith, the vision, and the indomitable will of the people of the Last West" (Lockley 1928:247).

Fort Hill became the site for the birth of significant community institutions in the wake of the downtown's destruction. In 1924 the Masonic Temple, one of the neighborhood's most impressive edifices, was erected at the corner of 16th and Franklin. That same year, the Catholic church constructed a \$60,000 parochial school, the "Star of the Sea," at 14th and Grand. The Columbia Lutheran Conference raised the funds necessary for building Columbia Hospital, completed in 1927, across the street from the Masonic Temple. Lastly, Trinity Lutheran Church went up in 1932 through the efforts of an unemployment and job-creating campaign under the "Astoria Plan," devised by E.A. Finney and F. Crowley, two local insurance agents (*Astoria Budget* 1932:1).

The City and Port of Astoria yearbook for 1924 reviewing shipping, manufacturing, and civic development gives evidence that Astoria was getting back on its feet after the fire. Shipping and general traffic through the Port was up considerably from previous years. Residential construction in the districts closest to the downtown burned area would be tackled once the business district was reconstructed. Fort Hill would see some new house construction before the end of the decade.

The city in general did not fare well economically during the Depression. Astoria was already in debt before the worst hit, and in 1929 two of the city's banks shut their doors. City tax delinquency reached an all-time high of 75%, and talk of bankruptcy resounded throughout the community (Lucas 1986:6). Both the City and Port of Astoria had invested a considerable amount of money in development projects and boosterism prior to World War I in anticipation of luring new business and industry to the city. Because of these investments, and the lack of new money entering the city, heavy debts piled up. By 1932 both the City and the Port of Astoria were forced to default on their accrued loans, but within two years an agreement with creditors was reached to repay the indebtedness on an ability-to-pay basis.

Though hard times fell on the city as a whole, hope was in sight. The community's status heightened at the dawn of World War II. The success of business and industry turned around, and Fort Hill, along with Astoria proper, entered the mid-20th century with its best foot forward.

The World War II Years

The effects of the second World War on Astoria's primary economic institution, the salmon market, were similar to those of World War I. Product demand rose, and

Astoria's fishing industry sought to satisfy the demand. Although the number of canneries in operation on the Columbia River remained relatively stable before, during, and after the war, pounds of salmon caught and cases packed increased noticeably in 1941 and 1942 (Smith 1979:Appendix B). The number of military personnel residing in or near Astoria also rose. This increase in population, however, had little effect on the Fort Hill area. The neighborhood was already well established, and vacant lots for building were unavailable. The population of the neighborhood was also rooted, and few newcomers found housing in Fort Hill.

The Fort Hill district, however, was situated close to some administrative facilities set up temporarily during war time, but the neighborhood itself felt little other than the cumulative effects of the military presence along the Columbia River. The U.S. government regarded the mouth of the Columbia and the entire northwest coast important strategically as well as highly vulnerable to enemy attack. For this reason, Astoria was determined vital to the defense of the nation and was brought under temporary military orders at the onset of the war. For civilians this meant having to observe certain regulations and restrictions including dim-out periods and fishing constraints on both the Columbia and the Pacific. Much to the aggravation of fishers, some of the most productive fishing drifts were deemed off limits by the military. Restrictions were even placed on recreational use of beaches.

The military set up three coast artillery installations at previously established military sites to protect the mouth of the Columbia. The defense unit was called the "Harbor Defenses of the Columbia" and was composed of Fort Stevens (the largest) on the coast and two installations on the Washington side of the Columbia: Fort Canby and Fort Columbia (Kann and Kann 1990a:17).³ In addition to these facilities, a naval station was organized on Tongue Point. Since 1900 the U.S. Navy had been interested in Tongue Point as a base, but not until 1921 did the military secure a parcel of land there (Kann and Kann 1991:28). Clatsop County citizens rallied to purchase the acreage and donated it to the government for military purposes. Accepting the gift, the Navy proceeded to construct piers and undertake other improvements but abandoned the project. In readiness for entering World War II, Congress revitalized the project in 1939 and approved appropriation of the Tongue Point property (Kann and Kann 1991:31). Naval Air Station, Tongue Point was formally commissioned in 1939. A seaplane base was constructed at the station in 1940, and it became a temporary berthing area for ships of the Pacific Reserve Fleet.

Meanwhile, in Astoria proper, the Clatsop County Civilian Defense Council was established in 1941 and set up their headquarters at the edge of the Fort Hill district in City Hall at 16th and Exchange (Kann and Kann 1991:33). By the end of

³Fort Stevens and Fort Canby were initially established during the Civil War (1862-64) and Fort Columbia during the Spanish-American War (1897-98).

the year, the U.S. formally entered the war after the Pearl Harbor attack on December 7. On Christmas Day, the military acquired a ferry boat (the *Octopus*) and began laying buoyant mines in the Columbia River (Kann and Kann 1990a:22).

An 8:00 a.m. to 6:00 p.m. mandatory curfew was put into effect in March 1942 for all Japanese, German, and Italian aliens and all Japanese-American citizens. Within one week after the curfew was instituted, the army began evacuating all Japanese from the coast (Kann and Kann 1990b:13). Three months later Fort Stevens was shelled by a Japanese submarine. The action constituted the extent of aggression on the U.S. installations in the Astoria vicinity but nevertheless made Astorians more nervous and the military more on guard in the ensuing years of the war.

Beginning in April 1944 military units disembarked from the Harbor Defenses because of the improved situation of the war. The Columbia River mine field was ordered removed, and slowly personnel at the forts were scaled down. The end of World War II meant a new beginning for Astorians and a time of considerable change to come.

Related Study Units

The principal Broad Themes that describe the evolution of architecture, industry, and social institutions comprising the Fort Hill area have been outlined in the beginning of this report. Specific Oregon Themes exist within all of these broader categories and include exploration, fur trade, maritime activities, immigration, regional settlement, urban development, 19th century architecture, 20th century architecture, education, and religion. All historic sites, architectural resources, and landscape features identified during the survey and inventory process will be presented and evaluated according to these designated themes.

Section II

IDENTIFICATION

No *comprehensive* intensive-level survey and inventory work has been completed for the Fort Hill district of Astoria, but the area was included in a reconnaissance-level survey completed for the City of Astoria in 1976 (Beckham 1976). Based on information gathered during research for this historic context statement (and the fairly well documented history of the neighborhood), a predictive model can be constructed to identify key Resource Types within the entire project area. This model can be assembled by reviewing currently existing information from the earlier reconnaissance survey that was undertaken for the City of Astoria. Much of the information compiled for these anticipated Resource Types has been provided by reviewing this earlier survey work and information provided in primary and secondary resources (both written materials and maps) studied during the preparation of this document. Also consulted were National Register of Historic Places nominations on file at the City of Astoria Community Development Department and local landmarks and historic sites previously designated by the City and identified in the "Walking Tour of Astoria" brochure written by Vera W. Gault (1975, 1988 revised). The brochure covers a number of historic resources found within the Fort Hill neighborhood. The "Historical Tour of Buildings Designed by John E. Wicks" (Berney 1986) was also consulted to identify buildings in the neighborhood that are the work of Astoria's most celebrated architect.

Previous Fort Hill Surveys

In 1975, a walking tour of historic homes along Franklin and Grand avenues just south of the downtown area was first designed and later updated every two to three years to 1988. The walking tour includes 48 historic resources located in the Fort Hill study area. Of these 48, six are designated local historic landmarks and ten are listed in the National Register of Historic Places (see Appendix A).

The State Historic Preservation Office conducted the Statewide Inventory of Historic Sites and Buildings in 1976, a project which included the identification of some historic properties within the City of Astoria. Forty properties located in the Fort Hill area were included in this initial inventory, 38 of which are also identified in the "Walking Tour of Astoria."

A historical tour of buildings designed by local architect John E. Wicks was written by Bruce Berney, Head Librarian at the Astoria Public Library, in 1986. Eleven buildings (nine dwellings, one church, and one hospital) on this tour are located in the Fort Hill study area, three of which are also on the "Walking Tour of Astoria." In addition to the resources identified in walking tours of the Fort Hill area, one more local landmark building and another National Register building are located within the study area. In total, 59 buildings in the neighborhood--51 houses, three churches, two apartment buildings, one rectory, one hospital, and one fraternal lodge--have previously been identified as significant or noteworthy to the heritage of the City of Astoria.

Resource Types

The economic success of maritime trade and salmon canning from the 1870s through the turn of the century brought about several episodes of residential development in the Fort Hill district. Consequently, the largest percentage of Resource Types found in the Fort Hill study area falls under the Broad Theme of Culture. Several Oregon Themes can be identified under this Broad Theme that contribute to Fort Hill's architectural development, economic state, and civic prosperity since the period of initial settlement in 1811. These include 19th Century Architecture, 20th Century Architecture, City Planning, Fraternal Movements, Medicine, and Religion.

The Historic Context Themes presented in this study are characterized by certain Resource Types found within the boundaries of the Fort Hill neighborhood. Many of these individual Resource Types, specifically those pertaining to urban development and cultural historic context topics, exemplify more than one Broad Theme. Representative Resource Types for the Fort Hill study area include the following categories:

Church	Residence/single family
Church/rectory	Residence/rooming house
Hospital	Road related/street improvement
Meeting hall	School
Residence/apartment	Store/grocery
Residence/duplex	

Buildings and structures found in the Fort Hill neighborhood are constructed of wood-frame and reinforced concrete construction techniques. Of these, wood stud/plank, light-frame construction is the leading building type. With timber historically being so plentiful and easy to procure, it is no wonder that the construction tradition in the area is wood-frame. Concrete and hollow clay tile masonry construction appear in the larger public service-related buildings and multi-family

residential structures built after the 1922 Astoria conflagration, a building technology used to safeguard against any future occurrences of fire.

Architectural stylistic trends in the Fort Hill district represent a combination of early local vernacular tradition and popular national styles (Table 2). Many of the houses reflect the civic and social importance of the neighborhood residents, and many were designed by local architects who were practicing in Astoria from the late 1870s through the end of the historic period (1945). Though settlement in the neighborhood began by the mid-1840s, and is the earliest settled area in Astoria, Fort Hill is mainly characterized today by the residential development that took place just after 1900. Over half of the total number of buildings surveyed during this study belong to the Colonial Revival, Craftsman, and Bungalow stylistic families, early 1900s' architectural trends made popular by trained designers and published literature. Several of these houses were designed by Astoria architect John Wicks who lived in the Fort Hill neighborhood.

Houses exemplifying various forms of vernacular building rank second in abundance. These mainly are identified by three types: (1) the gable-front-and-wing form, (2) a simple 1½-story front or side gable form, and (3) the 2-story hipped roof American Foursquare form (a precursor to the Craftsman style). Many of the earliest vernacular dwellings in the Fort Hill neighborhood are rectangular front gable houses with Queen Anne or Stick style detailing such as decorative wood shingles in the gables and jigsaw cut-outs adorning the front porches. Often these houses have later shed or hipped roof additions at the rear.

The next common style categories of dwellings found in Fort Hill are the late Victorian styles of Italianate and Queen Anne. Many of the Queen Anne style houses were designed by two of Astoria's pioneer architects, Albert and John Ferguson, a father and son team who also lived in the neighborhood. Other late Victorian houses in the neighborhood reflect pattern book designs popular for the time period.

Less numerous, but nevertheless represented, are other popular national architectural styles such as Shingle, Stick, Gothic Revival, Prairie, Tudor, English Cottage, and the late historic period styles of Colonial and Minimal Tract. The churches in the Fort Hill area reflect typical ecclesiastical styles for the era in which they were built--Gothic Revival and Stick styles. The service-related public buildings in the neighborhood (all constructed after 1900) reflect the traditional American monumental and revival styles that were frequently used during the early part of the 20th century--Greek Revival, American Renaissance, and Colonial Revival styles.

Table 2. Architectural Styles Represented in the Fort Hill Neighborhood.

<u>Style</u>	<u>Total Number</u>	<u>Percentage</u>
Bungalow	26	20%
vernacular	23	18%
Craftsman	21	16%
Colonial Revival <i>including</i>	20	15%
--Dutch Colonial Revival	(3)	
--Spanish Colonial Revival	(1)	
Queen Anne	13	10%
Italianate	10	8%

The following styles constitute 3% or less of the total and are represented by no more than four examples from each style:

Gothic Revival	English Cottage
Shingle	Tudor
Stick	Colonial
American Renaissance	Minimal Tract
Classic/Greek Revival	

The Fort Hill area has been constantly built upon since the establishment of Fort Astoria in 1811 and has undergone intensive episodes of development and redevelopment of building lots. Euro-American families settling in the Fort Hill area as a result of overland immigration starting in 1843 tended to take up land close to the Fort Astoria/Fort George site where the Hudson's Bay Company outpost was located. Houses were built upon land formerly used by the first white Astorians (as well as the Native American population). During the 1870s with the rise in maritime commerce on the Columbia River, many of the lots closest to the river (Franklin Avenue and the lower portions of the numbered streets) were built upon in the neighborhood, and some of the earlier homelots may have been redeveloped at that time as well. The most intensive residential development occurred just after the turn of the century with the maturing of the local economy and industry. Building commenced up the hill farther south of the river business district. These waves of development meant that the earliest settlement houses were usually replaced with other homes, and as the community grew, churches and other buildings were erected on former house lots. The result of over 150 years of community settlement and lot subdivision is a mixture of dense development with a scattering of large lots occupied by impressive residences and service buildings.

The following discussion presents a description of the various Resource Types identified during the historic buildings and sites survey of the Fort Hill neighborhood.

Because the Fort Hill area is primarily a densely developed residential neighborhood, the Resource Types found within the study area are associated almost entirely with the Broad Theme of Culture. The Oregon Themes that characterize the neighborhood's historic resources are discussed.

Settlement/Culture: 19th Century Architecture

The Fort Hill neighborhood is situated within a portion of two separate Donation Land Claims, No. 38 deeded to John Shively and No. 40 deeded to John McClure (refer to Fig. 3). Buildings or other historical features related to these early land claims have long since disappeared. However, the Broad Theme of Settlement is represented by some of the earliest constructed single-family dwellings surviving within the Fort Hill district.

Conventional 19th century architectural styles are represented in the Fort Hill neighborhood. The Columbia River, and later the Astoria and Columbia River Railroad, created an exchange of fashion trends, a direct market with major manufacturing centers, and was one factor in determining stylistic criteria for popular domestic architecture. Mass-produced architectural details, such as jigsaw cut-out trim, machine-turned spindles, and fancy shingles--all elements associated with eclectic architectural styles--were inexpensive and locally available from Astoria's sawmills. Gothic Revival, late Victorian styles such as Queen Anne, Stick, and Italianate, and vernacular forms were favored early on in Fort Hill. The father and son architectural team of Albert and John Ferguson was responsible for several late 19th century designs in the neighborhood, including Grace Episcopal Church and the dwellings on the south side of Grand between 17th and 16th.

There are a number of exceptional architectural examples of various design traditions and styles in the neighborhood. The Fort Hill area in general has extremely high architectural integrity--most of its buildings have changed little since they were first constructed. Prime examples of the earliest vernacular building in Astoria can be found in the Fort Hill district along Franklin Avenue and are illustrated by the 1852/1867 Hiram Brown house (the earliest dwelling in Astoria), the Stevens-Gallagher house (1867), and the Warren-Case-Davies-Pilkington house (1866-77). The Captain Gray house (1880) on Grand and 17th, and the Welch-Lauren house (1877) on Grand near 16th are other excellent examples of early vernacular construction in Fort Hill.

Late Victorian styles, particularly the Italianate style, were widely drawn upon in the design of dwelling houses in the Fort Hill neighborhood. The Heilborn-Nelson house (1876) at 1546 Franklin, the Peter Cherry house (1877) at 836 15th, the Page-Houston house (1879) at 1393 Franklin, and the old Grace Episcopal Church Rectory (1887) at 636 16th each exemplify the local interpretation of the Italianate style. The Queen Anne style, both in full and cottage sizes, is well represented in Fort Hill by

the Ferguson-Griffin house (1886) at 1661 Grand, the Griffin-Lofstedt house (1892) at 1643 Grand, the Rogers-Wilson house (c.1893) at 1243 Franklin, and the Ward-Jordan house (c.1893) at 1294 Franklin.

Culture: 20th Century Architecture

The majority of the vacant lots in the upper portion of the neighborhood were built upon after 1900. Certain architectural styles, such as Queen Anne, as well as vernacular building continued in the Fort Hill area. However, within a few years, the Colonial Revival style made its appearance in Fort Hill followed by the Craftsman, Bungalow, and Prairie styles. Excellent examples of these styles are found throughout the neighborhood and often characterize entire blocks, such as the section of 16th between Irving and Jerome. The Colonial Revival style was born from the desire to establish a truly American style of architecture based on 17th and 18th century design. Many examples of this style were built between 1902 and the early 1920s in Fort Hill: the Stokes house at 1588 Grand, the Patton house at Franklin and 14th, three identical dwelling on Grand at the McClure-Shively line, the Franklin Apartments at 1432 Franklin, and the Van Dusen house at 677 17th. The Colonial Revival was a favored style by local architect John Wicks who interpreted it in a number of houses and buildings he designed in Fort Hill such as the Dyer house (1906) at 1482 Jerome and his own home on 16th.

Spurred by the immigration of the Arts and Crafts movement from England to the United States, a new architectural idiom using natural materials, hand craftsmanship, and vernacular expression conveyed an entirely new design, and architecture continued on its way from garish Victorian styles to a more organic language. The most popular styles arising from this movement were the Bungalow and the Craftsman. The Fort Hill neighborhood includes probably the best variety of Craftsman and Bungalow houses and cottages, both elaborate and simple, in all of Astoria. John Wicks was by far the most distinguished architect designing in these styles during this time. Representations of his Craftsman and Bungalow work abound in the Fort Hill district and are some of the most notable early 20th century houses in Astoria. His diversity in design ranged from the most elaborate Sherman-Barrett Craftsman house (1907) at 15th and Franklin to the five economical Bungalow cottages on Grand at 12th and 16th streets (1917) constructed for banker/investor Oluf Petersen. Some of his best known work includes the Craftsman style Allen house (1906) at 1656 Irving, the Young house (1906) at 12th and Harrison, the Noonan house (1917) at 676 Jerome, the Petersen house (1917) at 1264 Grand, the Salisbury house (1922) at 14th and Jerome, and the Bungalow style Improved Order of Red Men Hall at 12th and Grand.

The Colonial style and the Minimal Tract style, dominant during and after World War II, first appeared in Fort Hill by the late 1930s and was the continuum of

the Bungalow's evolution. The styles reflected economic frugality and traditional form, though with restrained ornamentation. Examples of the Colonial style include the Andrews house (designed by John Wicks in 1939) at 1336 Irving and the Hughes-Ransom Mortuary at 12th and Franklin (also a Wicks design). The Minimal Tract style is best represented by three duplexes in the neighborhood built between 1940-41 at 733/739 16th, 1406/1422 Irving, and 1310/1312 Parker Way.

Culture: City Planning/Engineering

This theme is represented in the Fort Hill neighborhood by one historical site, the city's first reservoir water system, and a 1920s' street improvement project. Though the reservoir site was filled and built upon in 1963, and nearly all vestiges of it are now gone, it was one of the most significant features of the neighborhood for decades. Built in 1876 by James Welch and Wiler Parker, the reservoir was Astoria's first water works and was located in the southeast corner of city block 21 at the northwest corner of 16th and Irving. A massive coursed rubble stone retaining wall that is still quite evident today was constructed around the reservoir. The water works continued to serve Astoria through the early 20th century, but the system was enlarged in 1895 by a second reservoir at Bear Creek above the city and eventually a third facility. The city had planned a park at the site in 1934 and called on architect Wicks to design the project, but the plan never materialized.

The year 1926 was a year of several beautification projects to boost the city's image. The Astoria Column was erected atop Coxcomb Hill commemorating the history of the lower Columbia River region, and the Doughboy monument was constructed at the west edge of town as a war memorial. The city's first reservoir at 16th and Irving was improved with a new metal fence surrounding it, and plans were underway for a street improvement project for one of Fort Hill's steepest grades--15th Street between Irving and Jerome. Two impressive low concrete walls adorned with lamp standards and decorative urns created entryways at Irving and Jerome, giving an almost park-like look to that part of the neighborhood.

Culture: Fraternal Movements

An imposing Greek Revival edifice was erected in the Fort Hill neighborhood by the Astoria Masonic Temple Association, organized in Astoria in 1854, after their original temple was destroyed in the 1922 downtown fire. Designed by Astoria architect R. Rensselaer Bartlett, it was built on the site of one of the area's earliest homelots--the Colonel James Taylor property. The Taylor house served as temporary quarters for the Masons until it was moved to Exchange Street. Excavation of the foundation and laying of the cornerstone for the \$60,000+ edifice took place in June 1923. Days before the dedication of the completed building in January of 1924,

arsonists set fire to the structure causing over \$15,000 worth of damage, chiefly due to smoke, extreme heat, and the water used to extinguish the flames. The Lodge's presence in the Fort Hill district is striking and stands as a monument to the local Masonic chapter and the civic-minded community of Astoria.

Culture: Religion (Education, Medicine)

Three churches stand in the Fort Hill district--Episcopal, Lutheran, and Catholic. The earliest established of the three, St. Mary's Catholic Church, has been an institution in the neighborhood since 1874. The church was a continuation of Catholic efforts in Astoria that began in 1840 with the organization of the area's first Catholic mission. The parish members organized and funded a parochial school, St. Mary's Star of the Sea, in 1924 and constructed the building just west of the church. The Convent of the Holy Name was established in the Fort Hill neighborhood at the corner of 16th and Franklin early on and was moved to the Patton house at 14th and Franklin after the church purchased the property and added onto the house in 1950. These institutions are significant to the history of Catholic development in Astoria.

Grace Episcopal Church was constructed in the Fort Hill neighborhood during 1885-86 and has a long history of providing stability and leadership to the community beginning as early as 1867 with the establishment of the Episcopal church in Astoria. Two related dwellings, the old Rectory on 16th Street and the present Rectory just east of the church, are important links to the history of this faith in Astoria.

Trinity Lutheran Church was constructed during the Depression on the site of the original Catholic Convent of the Holy Name that occupied this lot during the 1890s. The church purchased this property from the Catholic seminary in 1930 for the location of their new church building and commissioned John Wicks to design the structure. The project was financed through a job-creating campaign instigated by the Columbia Conference of the Augustana Synod of the Lutheran Church and the city of Astoria under the city's Depression relief program called the "Astoria Plan" devised by local insurance agents E.A. Finney and F. Crowley and was finally finished in 1936. In 1974 Trinity Lutheran Church merged with the Zion Lutheran congregation to become Peace Lutheran Church, and the congregation was moved to another Wicks designed building at 12th and Exchange.

The Columbia Conference also instigated the construction of another church-related neighborhood institution--Columbia Hospital--in 1922. Again architect Wicks was called to design the \$210,000 Columbia Hospital by the Fraternal Hospital Association, an organization instituted in Astoria by the Finnish Brotherhood, and the Columbia Conference. The building was completed in 1927 and was named "Columbia" commemorating Captain Robert Gray's ship the "Columbia Rediviva" as well as for the Columbia Conference.

Distribution of Resource Types

A total of 173 properties 50 years old or older were included in the historic survey and inventory of the Fort Hill area. Within the designated project boundary, an additional 15 structures were of recent construction (less than 50 years old), making the total number of buildings 188. Inventory forms, however, were completed for Primary, Secondary, and Contributing properties only, a total of 131 properties. Of those, 38 were designated as Primary, 40 as Secondary, 53 as Contributing, and 42 as Historic Non-Contributing (see Section III: Evaluation). The entire neighborhood is unusually intact architecturally, considering its antiquity. There is an extraordinary high degree of integrity for historic buildings in the study area, and the majority of the houses are very well maintained. Alterations to buildings in Fort Hill have largely taken place in the last 20-30 years. The most common of these changes include the replacement of windows and original siding with incompatible modern materials. Data gathered through the review of Sanborn Fire Insurance maps indicate the overall loss of historic structures in the Fort Hill area has been relatively minimal.

Section III

EVALUATION

Upon completing the inventory of historic resources in Fort Hill, each property was assessed for historical significance and architectural integrity. The evaluation process involves weighing individual resources against the Broad Themes presented in the historic context statement and identifying specific resources that illustrate the historical trends that shaped Astoria's Fort Hill district. Only after these tasks have been completed can city planners incorporate this information in their long-range plans for the area. The evaluation section of this study can be integrated into the local preservation ordinance to aid in the future identification, assessment, designation, and treatment of historic properties and districts. The data outlined in this evaluation section also can facilitate decision-making pertaining to design review in any future designated historic districts or plans for commercial district revitalization.

Methodology for Assessing Historical Significance

The methodology for significance assessment applied in this study was compiled by the Astoria Historic Landmarks Commission (see Appendix B). The evaluation criteria used for this study were compiled from several examples of evaluation criteria successfully used in other municipalities in the state and were recently and successfully used in a previous survey and inventory project undertaken by the City. Examples of evaluation criteria were examined and specific criteria chosen that best suited the special conditions of Astoria. Other region-specific criteria were developed to supplement that which was borrowed.

The basis for the evaluation criteria follows closely the criteria used for the National Register of Historic Places, although modified to address historic and architectural contexts of Astoria. The National Register criteria serve as an accepted model for the assessment and evaluation of historic resources and is endorsed by SHPO. The criteria of the National Register pertains to historic resources (districts, sites, buildings, structures, and objects) that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A) that are associated with events that have made a significant contribution to the broad patterns of our history; or

- B) that are associated with the lives of persons significant in our past; or
- C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) that have yielded, or may be likely to yield, information important in prehistory or history.

Generally, buildings that have been moved from their original setting, religious properties, and buildings less than 50 years old are generally not considered eligible to the National Register at this time. There are exceptions, however, specifically with resources that have gained significance within the last 50 years. These resources must be integral components of a district and must be illustrative of historic themes or cultural trends that contribute to the understanding of the development of a community.⁴

In evaluating the historical and architectural significance of the resources inventoried in the Fort Hill neighborhood, three categories were used in the determinations: **Architectural Significance**, **Setting**, and **History**. **Architectural Significance** examines certain *physical characteristics* such as style, rarity, and craftsmanship and materials and *associative characteristics* such as the linking with a known architect/builder. Representative examples of architectural styles and workmanship are ranked high under this criterion. **Setting** deals mainly with the visual relationship of a building to adjacent structures and environmental surroundings. Architectural compatibility and historic landscape features are examined and evaluated under this criterion. The **History** criterion looks at associations with significant people, trends, and events that helped shape the neighborhood through time. Emphasis is placed on how the individual building or site relates to important events and trends that occurred locally or regionally and significant individuals associated with those events. Resources found to be associated with key businesses (maritime trade, for example) that were dominant during the historical urban development of the neighborhood are rated high for historical significance.

⁴Grace Episcopal Church was listed in the National Register in 1988.

Architectural Integrity

Resources are also evaluated on the basis of architectural integrity, or the intactness of historic form and original construction materials. Accordingly, resources that display a high percentage of original elements and materials are ranked high. Alterations, both historic and contemporary, are examined as to their compatibility. Most historic alterations (for example, changes to exterior siding or windows, shed additions, or reconstructed porches) are reasonably compatible, whereby most contemporary additions are viewed as incompatible mainly because of the materials used in the alteration.

After significance and integrity are assessed, buildings and sites are evaluated and ranked for their association with the historic context of Fort Hill and their antiquity, scarcity, and uniqueness. Since the history of the Fort Hill area spans well over 150 years, antiquity is a key characteristic in the final evaluation. Two principal periods of significance are identified for Fort Hill: (1) Primary Period of Significance, 1843-1908; and (2) Secondary Period of Significance, 1909-1929. These dates correspond to important developmental events, both historically and architecturally, that took place in the Fort Hill district. The Primary Period relates to the earliest settlement and architectural development in the neighborhood associated with the commercial development of the downtown central business district. The Secondary Period marks an architectural transition and corresponds with economic changes brought about by a declining maritime industry and reliability on other commercial enterprises.

The rankings establish a resource's level of contribution to the historic cultural landscape of the study area. The ranking system is divided into four categories:

Historic Primary Significant Contributing: Resources in this classification have high associative or architectural significance and integrity. They represent the primary period of construction in the neighborhood and the corresponding economic development in the downtown and riverfront districts and reflect the building styles and historical events at that time. These resources make a major contribution to the understanding of the historical urban development of Fort Hill, are virtually intact representations of a specific period of architecture as it relates to the evolution of the neighborhood, or are associated with notable figures who played an instrumental role in the economic and social development of Astoria and the neighborhood.

Historic Secondary Significant Contributing: Resources in this classification often have less associative or architectural significance. They represent the second significant period of development within the neighborhood and reflect the building styles of that time. These properties are often virtually intact architecturally or display minor

architectural modifications but represent less important aspects of neighborhood development. Resources that have not attained antiquity, but are exemplary of a particular architectural style, are also included in this classification.

Historic Contributing Structure: Historic resources that have little individual associative or architectural significance yet provide a valuable contextual element within the cultural landscape of the neighborhood are included under this classification. Some of these resources may have been modified architecturally, but the alterations do not diminish from the historic continuity of the streetscape.

Historic Non-Contributing Structure: Structures in this classification have been so altered that their historic and/or architectural character has been lost to view. Alterations of buildings in this classification, however, are not deemed irreversible, and if restored, may qualify for reclassification as Primary, Secondary, or Contributing. Also under this classification are resources that may retain integrity but do not offer the best representation of an architectural trend or historic event (i.e., better examples exist in the neighborhood).

Historical significance and architectural integrity must be dealt with individually before a final assessment ranking can take place. A resource may be of high significance historically but altered to such a degree that integrity is lost. This situation would cause the ranking to be lowered. If a resource possessed strong historical associations and high architectural merit, its ranking would be high.

An important note to this study should be kept in mind by the City of Astoria: the survey and inventory process is an *ongoing* activity that requires revision on a routine basis. It is highly likely that resources will shift from one ranking category to another as time passes. A primary-ranked resource may be destroyed by fire or undergo alterations in the future that would diminish its architectural integrity. Depending on this degree of alteration, a resource's ranking would lower. Conversely, if a building is considered contributing at the time of initial survey, and new research efforts find that the building is notable for historical associations, or if restoration of the structure takes place in the future, the ranking might be raised to secondary. Due to budget constraints, Historic Non-Contributing properties were not fully surveyed or officially evaluated. Inventory forms should be completed for these properties in order to have a comprehensive record of historic properties in the Fort Hill district (these properties are listed in the Property Index in Appendix E. In addition, as the few resources within the study that have not yet reached 50 years of age come into maturity, they should be surveyed, ranked, and added to the Fort Hill inventory and historic resources data base.

Section IV

TREATMENT

Survey and Research Needs

This Historic Inventory represents the first intensive review of the area defined by the Astoria Community Development Department as the Fort Hill area (see attached map). This area encompasses the original fur trading settlement of Fort Astoria, the central mid-19th century immigration settlement of Shively's Astoria, and the eastern edge of McClure's Astoria. Although the goals of this project were met, the original goals of the project as initially proposed by the City were compromised due to budget constraints. Therefore, survey and research needs still remain to be addressed. The list of priorities follows:

1. Finish survey and inventory work in the Fort Hill (Central) neighborhood as originally planned by the City. This area is enclosed by the following boundaries: the east side of 9th Street between Franklin and Jerome; the south side of Jerome from 9th to 12th, then south to the south side of Kensington to 14th, then to the south side of Lexington to 17th; the east side of 17th between Lexington and Franklin; and the north side of Franklin between 17th and 9th.
2. Amend the Fort Hill Historic Context Statement to include this additional survey area.
3. Conduct a *complete* inventory of all properties in the Fort Hill neighborhood, including the Historic Non-Contributing and Non-Contributing properties. Using the criteria established for the City's historic resources, evaluate the Historic Non-Contributing properties and add these to the Property Index for Fort Hill (located in Appendix E).

The Astoria Public Library has been the storehouse for historical documentation and reference materials for the city. Library resources, such as the Astoria Household Directory (a compilation of data collected from city directories for each address in the neighborhood) for various neighborhoods in Astoria, the newspaper index (organized biographically and by subject), and the collection of original Sanborn Fire Insurance Maps, have been a tremendous time-saving aid to research. This project is indebted to

Bruce Berney, Head Librarian, and his staff for their curatorial efforts of these resources.

Current Preservation Activities/Planning

City Code

Preservation planning in Astoria is governed by Article 6 of the City Development Code [Sections 6.010-6.090]. The City adopted a Historic Properties ordinance under this code in 1990 that provides historic district and historic landmark designation, review of demolition and building relocation requests, and requires City approval of exterior alterations to all properties designated as Primary or Secondary historic structures (see Appendix D). This design review process requires the involvement of the Historic Landmarks Commission and allows the citizens of Astoria an opportunity to comment before the request for alteration is granted. The document is based on the Secretary of the Interior's Standards for Rehabilitation which are endorsed by the National Park Service and SHPO. At the time of this study, eight buildings in Adair-Uppertown have been designated as "City Landmarks" (see Appendix A). City Landmark designation is automatically given to properties listed in the National Register.

Local Incentive Programs

The City of Astoria encourages owners of income-producing property to take advantage of federal tax credits for the rehabilitation of designated historic properties listed in the National Register of Historic Places. This program remains the only incentive program offered to property owners of historic properties in the city.

The Astoria Community Action Team, Inc. administers the Astoria Housing Rehabilitation Program using Community Development Block Grant funds for moderate- to low-income property owners within specified areas of the city. Within these "target areas," homeowners are eligible for (1) a no-interest, deferred payment housing rehabilitation loan; (2) a loan with an effective interest rate of 3%; or (3) a housing rehabilitation grant. These loans and grants are available for roofing, foundation, rewiring, plumbing, and weatherization projects. Funds, however, are limited and available on a yearly basis only when applied for by the Astoria Community Action Team.

Suggested Treatment Strategies

For preservation to be effective in the long term it must be integrated within the overall land development review process. The following suggestions should set a precedent for ongoing activities to ensure that, as new information regarding Fort Hill historic resources comes to light, these resources will continue to be appropriately documented and, when required, designated and offered the protection under the City's historic preservation code. The Historic Properties ordinance in the City Code covers the majority of principal historic preservation actions for districts and buildings. The code, nevertheless, could be more inclusive of all types of historic resources beyond just buildings and districts. The following recommendations include both suggestions for enhancing the Astoria City Development Code regarding historic resources and specific project-oriented goals based on the fieldwork data presented in this report.

Local Code Actions

1. A detailed set of design standards for both restoration and new construction should be developed and adopted to guide both applicants and the Historic Landmarks Commission during the review process.
2. Provisions for the consideration of historic landscape features, historic sites (including historical archaeological sites), and historic objects should be developed and adopted. Neighborhoods are characterized not only by their historic buildings but by the overall effect of the historic property. Protection of significant landscapes (especially unique plants and mature trees) and historic sites and objects should be considered by the city.
3. Expand the regulatory oversight of the Fort Hill area to include review of other types of resources and projects regarding those resources--road alignments, signage, sewer and mechanical systems, and other public works related resources. The City Engineer should consult with the Historic Landmarks Commission and the Community Development Department on public works projects in the area that may potentially affect the historic ambiance of Fort Hill.

Potential National Register Resources

Eleven buildings in the Fort Hill study area have been listed in the National Register of Historic Places (see Appendix A). Out of a total of 38 properties ranked "Primary" as a result of this study, several would likely merit listing as individual resources. While likely eligible individually, however, these resources would more appropriately be included in a National Register Historic District nomination covering

the Fort Hill neighborhood. The great number of historic resources in the study area, the high integrity of those resources, the intact historic layout of the neighborhoods, the intact setting, and overall historic significance of Fort Hill settlement, development, and its historic residents are important factors in determining the National Register potential of Fort Hill. However, before any action toward Historic District designation is taken, it is crucial that the inventory be completed for the entire Fort Hill (Central) area. It is likely that properties not included within the boundaries of this immediate project would contribute to and enhance the significance of the neighborhood.

A National Register Multiple Property nomination for the John Wicks designed properties might be considered by the City. Wicks was Astoria's most prominent and important 20th century architect, and much of his best residential work can be found in the Fort Hill area. The integrity of these properties is extremely high, the majority being architecturally intact.

Education and Related Activities

Several discrepancies in the Astoria Walking Tour (which includes a good portion of Fort Hill) were discovered during the research phase of this project. The historical information written on the plaques posted on some of the houses was found to be erroneous in certain instances. These discrepancies are discussed in the statement of significance section on individual inventory forms for these properties. The Walking Tour brochure and the house plaques should be updated with the latest information gathered during this study to correct errors and add new knowledge and historical perspectives to the popular historic properties, as well as the lesser known buildings, on the tour.

Interpretive materials such as neighborhood brochures, special area signage (particularly for historic sites), or merchant-based photo displays should be developed and disseminated to the greatest extent possible. Interpretation and education are key factors to successful historic preservation projects. They spark special interest in the historic resources of an area and pride in the community. The city should make an effort to stimulate interest in the heritage of Fort Hill within the neighborhood and by involving the neighborhood association group in historic preservation activities in their community. Owners of historic properties should be advised of the benefits of rehabilitating and preserving their properties through a citizen awareness program.

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*Appendix A**CITY LANDMARK AND NATIONAL REGISTER LISTED PROPERTIES
FORT HILL NEIGHBORHOOD***National Register Listed Properties* (date listed)**

Fisher House, 687 12th Street	(1987)
Flavel (George Conrad) House, 627 15th Street	(1986)
Cherry (Peter) House, 836 15th Street	(1984)
Grace Episcopal Church Rectory (Old), 637 16th Street	(1988)
Stevens (Charles) House, 1388 Franklin Avenue	(1985)
Page House, 1393 Franklin Avenue	(1985)
Grace Episcopal Church and Rectory, 1545-55 Franklin Avenue	(1984)
Noonan-Norblad House, 1625 Grand Avenue	(1988)
Griffin House, 1643 Grand Avenue	(1984)
Ferguson House, 1661 Grand Avenue	(1984)
Captain Gray House, 1687 Grand Avenue	(1984)

*National Register listed properties are also deemed City Landmarks

City Landmarks

Patton House, 636 14th Street
 Danzinger House, 672 15th Street
 Dickenson House, 1370 Franklin Avenue
 Warren House, 1410 Franklin Avenue
 Franklin Apartments, 1432 Franklin Avenue
 Heilborn House, 1546 Franklin Avenue
 Dieleman Rental (Foster Ferry) House, 1607 Grand Avenue

Appendix B

FORT HILL NEIGHBORHOOD EVALUATION CRITERIA

**CRITERIA
FORT HILL INVENTORY**

ARCHITECTURAL SIGNIFICANCE (Maximum 45 Points)

Architectural criteria are concerned primarily with visual aspects and design qualities of structures including vernacular types as well as those of strict academic conventions.

A. Style: (Maximum 15 Points)

Significance as an architectural style, building type or convention.

- | | |
|---|----------|
| 1. Excellent or extremely early example | (15 Pts) |
| 2. Good example | (10 Pts) |
| 3. Fair example | (5 Pts) |
| 4. Less identifiable | (0 Pts) |

B. Rarity: (Maximum 15 Points)

Significance as only or one of few surviving or existing buildings of a style, type, design, or use

- | | |
|--|----------|
| 1. Few/one of a kind/last of its type and rare | (15 Pts) |
| 2. One of several | (10 Pts) |
| 3. One of many | (5 Pts) |

C. Craftsmanship and Materials: (Maximum 10 Points)

Significance of uniqueness and/or quality of material, method of construction, craftsmanship, or composition.

- | | |
|----------------------------|----------|
| 1. Excellent example | (10 Pts) |
| 2. Good example | (7 Pts) |
| 3. Fair example | (3 Pts) |
| 4. Shows no special traits | (0 Pts) |

D. Architect/Designer/Builder: (Maximum 5 Points)

Building is associated with an architect, designer, or builder whose work is of local, regional, or national importance.

- | | |
|---|----------|
| 1. Person of local, regional, and national importance | (5 Pts) |
| 2. Person of local and regional note | (4 Pts) |
| 3. Person of local importance | (2 Pts) |
| 4. Person unknown | (0 Pts) |

II. INTEGRITY (Maximum 30 Points)

Integrity criteria are concerned primarily with amount and quality of remaining original fabric in a building, and the compatibility of any alterations to a structure.

A. Original Fabric: (Maximum 15 Points)

Significance of having a large amount of original materials, design features, construction elements, details, and character.

1. Has high percent of original elements intact (15 Pts)
2. Has most original features intact (10 Pts)
3. Some original material or configuration remains (5 Pts)
4. Little or no identifiable original character remains (0 Pts)

B. Alterations: (Maximum 15 Points)

Significance of the compatibility of any identifiable changes or alterations to the design and integrity of a building.

1. Alterations are compatible/no alterations (15 Pts)
2. Most changes are compatible/few alterations (10 Pts)
3. Some changes are compatible/50% alterations (5 Pts)
4. Alterations not compatible (0 Pts)

III. SETTING (Maximum 15 Points)

Setting criteria are concerned primarily with visual relationship of a building to nearby structures, environmental surroundings, and its appropriateness to area zoning and adjacent land use including character of in-fill.

A. Architectural: (Maximum 10 Points)

Significance of contribution to streetscape, an integral part of a representative cluster of buildings, or compatibility with surroundings and activities.

1. Very important to visual integrity of a group or area setting (10 Pts)
2. Distinctive part of neighborhood but not in a cluster setting (7 Pts)
3. Fits into surrounds (well) (3 Pts)
4. Has little or no relationship to adjacent structures, surroundings, or activities (0 Pts)

B. Environment: (Maximum 5 Points)

Significance of presence of historic landscapes, original plantings, or historic plant materials.

1. Historic setting intact, landscape plan still present or maintained (5 Pts)
2. Most original or historic plant materials still maintained, setting mostly intact (4 Pts)
3. Some historic plant material/landscape or not maintained (2 Pts)
4. No historic environmental setting or altered completely (0 Pts)

VI. HISTORY (Maximum 10 Points)

History criteria are concerned primarily with how a building reflects social and cultural trends in the neighborhood; and, any prominent person, group, or event associated with the structure.

A. Person: (Maximum 5 Points)

Building is associated with any person or group who are of local, regional, or national importance.

1. Person of local, regional, and national importance (5 Pts)
2. Person of local and regional note (4 Pts)
3. Person of local importance or of note to the neighborhood (2 Pts)
4. Not associated with notable person (0 Pts)

B. Trends: (Maximum 3 Points)

Significance of representing patterns of social and cultural trends in neighborhood or community (such as immigration, economics, employment, growth).

1. Very indicative of a national trend or pattern (3 Pts)
2. Indicative of a regional trend or pattern (2 Pts)
3. Shows local trends or patterns (1 Pts)
4. Not a part of any trend or pattern (0 Pts)

C. Event: (Maximum 2 Points)

Significance of association with an event of local, regional, or national importance.

1. Event of national or regional importance (2 Pts)
2. Event of local importance (1 Pts)
3. Not associated with a significant event (0 Pts)

SITE SURVEY FORM
FORT HILL INVENTORY

Address: _____ Style: _____

Historic Name: _____

Brief Description: _____

Items of Note: _____

I. Architectural Significance (Max. 45 Points)

A.	Style	15	10	5	0
B.	Rarity	15	10	5	0
C.	Craftsmanship & Materials	10	7	3	0
D.	Architect/Designer/ Builder	5	4	2	0

II. Integrity (Max. 30 Points)

A.	Original Fabric	15	10	5	0
B.	Alterations	15	10	5	0

III. Setting (Max. 15 Points)

A.	Architectural	10	7	3	0
B.	Environmental	5	4	2	0

IV. History (Max. 10 Points)

A.	Person	5	4	2	0
B.	Trends	3	2	1	0
C.	Event		2	1	0

V. TOTAL

Signature: _____ Date: _____

Appendix C

*HISTORIC NON-CONTRIBUTING PROPERTIES
FORT HILL NEIGHBORHOOD*

665 12th Street
818 12th Street
884 12th Street
996 12th Street

660 14th Street
828 14th Street
962 14th Street

575 15th Street
585 15th Street
638 15th Street
642 15th Street
748/752 15th Street
792 15th Street
992 15th Street

997 16th Street

943 17th Street

1263 Franklin Avenue
1313 Franklin Avenue
1571 Franklin Avenue
1681 Franklin Avenue
1691 Franklin Avenue

1269 Grand Avenue

1267 Harrison Avenue

1290 Irving Avenue
1288 Irving Avenue
1306 Irving Avenue
1359 Irving Avenue
1421 Irving Avenue
1475 Irving Avenue
1497 Irving Avenue
1519 Irving Avenue
1585 Irving Avenue
1636 Irving Avenue
1645 Irving Avenue

1264 Jerome Avenue
1332 Jerome Avenue
1378 Jerome Avenue
1438 Jerome Avenue
1524 Jerome Avenue
1572 Jerome Avenue
1558/1568 Jerome Avenue

1374 Parker Place

Appendix D

CITY OF ASTORIA HISTORIC PROPERTIES ORDINANCE



ARTICLE 6

HISTORIC PROPERTIES

6.010. PURPOSE.

It is the purpose of the City to promote and encourage the preservation, restoration, rehabilitation, and adaptive use of buildings, structures, appurtenances, objects, sites, and districts that are indicative of Astoria's historical heritage; to carry out certain provisions of The Land Conservation and Development Commission Goal 5 "Open Spaces, Scenic and Historic Areas, and Natural Resources"; to establish a design review process for historic structures, and to assist in providing the means by which property owners may qualify for Federal and State financial assistance programs assisting historical properties.

6.020. SPECIAL PROVISIONS.

A. Signs.

1. Signs or plaques denoting a historic District, building or site will be permitted in accordance with the sign regulations for the zone in which it is located. Such signs will be of dignified design and positioned in a manner that is compatible with the building or site.
2. Any signs constructed or placed on or in association with a historic building will be reviewed by the Historic Preservation Officer to ensure that they are in scale and relate well to the architectural style of the building.

6.030. HISTORIC DISTRICT ESTABLISHMENT.

- A. The Historic Landmarks Commission, the City Council, or the owners of at least one-third of the privately owned property within a proposed District may initiate the proceedings for designation of a Historic District. If there is multiple ownership in a property, each consenting owner shall be counted as a fraction equal to the interest the owner holds in that property.

A request that an area be designated as a Historic District will be considered by the Historic Landmarks Commission following receipt of a complete application by the Historic Preservation Officer. The Historic Landmarks Commission will transmit its recommendation of the area as a Historic District to the City Council. The City Council shall hold a public hearing in accordance with the procedures set forth in 9.010 through 9.100 except that notices of the hearing date will be mailed only to owners of property lying on or within the boundaries of the proposed District.

Upon receipt of the Historic Landmark Commission's recommendation, the City Council may authorize submittal of a nomination for Historic District status to the State Advisory Committee on Historic Preservation.

6.040. HISTORIC LANDMARK ESTABLISHMENT.

A. Procedure.

The Historic Landmarks Commission, City Council or a property owner may initiate the proceedings for designation of a Historic Landmark. Upon receipt of a complete application requesting that a building or site be designated historic, the Historic Landmarks Commission shall consider the request. The Historic Landmarks Commission shall hold a public hearing on the request in accordance with the procedures set forth in Article 9.

The Historic Landmark Commission may approve, modify or reject such request in accordance with Section 9.030.

B. Existing Listings on the National Register of Historic Places.

For the purposes of Historic Landmark designation, buildings, structures, appurtenances, objects, signs, sites and districts which are listed on the National Register of Historic Places shall be automatically considered an Historic Landmark.

C. Primary and Secondary Classifications.

For the purposes of Historic Landmark designation, buildings, structures, appurtenances, objects, signs, sites and districts which are classified as Primary or Secondary shall be automatically considered an Historic Landmark.

6.050. EXTERIOR ALTERATION.

A. Exemptions.

Nothing in this Section shall be construed to prevent ordinary maintenance of a structure listed or identified as a Historic Landmark or as Primary or Secondary. The following are considered to be normal maintenance and repair and are not subject to this Section including, but not limited to:

1. Replacement of gutters and downspouts, or the addition of gutters and downspouts, using materials that match those that were typically used on similar style buildings;
2. Repairing, or providing a new foundation that does not result in raising or lowering the building elevation unless the foundation materials and/or craftsmanship contribute to the historical and architectural significance of the landmark;
3. Replacement of wood siding, when required due to deterioration of material, with wood material that matches the original siding;
4. Repair and/or replacement of roof materials with the same kind of roof materials existing, or with materials which are in character with those of the original roof;
5. Application of storm windows made with wood, bronze or flat finished anodized aluminum, or baked enamel frames which complement or match the color detail and proportions of the building;
6. Replacement of existing sashes with new sashes, when using material which is consistent with the original historic material and appearance; and
7. Painting and related preparation.

B. Certificate of Appropriateness.

Unless otherwise exempted, no person, corporation, or other entity shall change, add to, or modify a structure or site in such a way as to affect its exterior appearance, if such structure is listed or identified as a Historic Landmark or as Primary or Secondary without first obtaining a Certificate of Appropriateness.

In obtaining a Certificate of Appropriateness, the applicant shall file an application on a form furnished for that purpose with the Community Development Department.

C. Criteria for Immediate Approval.

The Historic Preservation Officer shall approve an exterior alteration request if:

1. There is no change in historic character, appearance or material composition from the existing structure or feature; or
2. If the proposed alteration duplicates the affected building features as determined from a photograph taken during either the Primary or Secondary development periods, original building plans, or other evidence of original building features; or
3. If the proposed alteration is required for the public safety due to an unsafe or dangerous condition.
4. If the proposed alteration relates to signage in scale to the architectural style of the building.

All other requests shall be reviewed by the Historic Landmarks Commission.

D. Historic Landmarks Commission Design Review Criteria.

Those exterior alteration requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission following receipt of a complete application.

The following standards shall be used to review alteration requests. The standards summarized below involve the balancing of competing and conflicting interests. The standards are not intended to be an exclusive list, but are to be used as a guide in the Historic Landmark Commission's deliberations.

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project.
9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and addition do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.
10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

6.070. NEW CONSTRUCTION.

A. Certificate of Appropriateness.

No person, corporation, or other entity shall construct a new structure adjacent to or across a public right-of-way from a Historic Landmark or a structure identified as Primary or Secondary, without first obtaining a Certificate of Appropriateness from the Historic Landmarks Commission.

In obtaining a Certificate of Appropriateness as required above, the applicant shall file an application on a form furnished for that purpose with the Community Development Department.

B. Historic Landmarks Commission Design Review Criteria.

A request to construct a new structure shall be reviewed by the Historic Landmarks Commission following receipt of the request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh the following criteria:

1. The design of the proposed structure is compatible with the design of adjacent historic structures considering scale, style, height, architectural detail and materials.
2. The location and orientation of the new structure on the site is consistent with the typical location and orientation of adjacent structures considering setbacks, distances between structures, location of entrances and similar siting considerations.

6.080. DEMOLITION AND MOVING.

A. Certificate of Appropriateness.

No person, firm, or corporation shall move, demolish, or cause to be demolished any structure listed or identified as a Historic Landmark or as a Primary or Secondary without first obtaining a Certificate of Appropriateness.

In obtaining a Certificate of Appropriateness, the applicant shall file an application on a form provided for that purpose with the Community Development Department.

B. Criteria for Immediate Approval.

The Historic Preservation Officer shall issue a Certificate of Appropriateness for moving or demolition if any of the following conditions exist:

1. The structure has been damaged in excess of 70% of its assessed value by fire, flood, wind, or other natural disaster or by vandalism; or
2. The Building Official finds the structure to be an immediate and real threat to the public health, safety and welfare.

All other requests will be reviewed by the Historic Landmarks Commission.

C. Historic Landmarks Commission Review Criteria.

Those demolition/moving requests not meeting the conditions for immediate approval shall be reviewed by the Historic Landmarks Commission following receipt of an applicant's request. In reviewing the request, the Historic Landmarks Commission shall consider and weigh all of the following criteria:

1. The structure cannot be economically rehabilitated on the site to provide a reasonable income or residential environment compared to structures in the general area.
2. There is demonstrated public need for a new use, if any is proposed, which outweighs the benefit which might be served by preserving the subject building(s) on the site due to the building's contribution to the overall integrity and viability of the historic district.
3. The proposed development, if any, is compatible with the surrounding area considering such factors as location, use, bulk, landscaping, and exterior design.
4. If the building is proposed to be moved, the new site and surrounding area will benefit from the move.

Any review shall be completed and a decision rendered within 75 days of the date the City received a complete application. Failure of the Historic Landmarks Commission to meet the time lines set forth above shall cause the request to be referred to the City Council for review. All actions of the Historic Landmarks Commission can be appealed to the City Council. The Historic Landmarks Commission will follow the procedural requirements set forth in Article 9.

D. Conditions for Demolition Approval.

As a condition for approval of a demolition permit, the Historic Landmarks Commission may:

1. Require photographic documentation, and other graphic data or history as it deems necessary to preserve an accurate record of the resource. The historical documentation materials shall be the property of the City or other party determined appropriated by the Commission.
2. Require that the property owner document that the Historic Preservation League of Oregon or other local preservation group has given the opportunity to salvage and record the resource within 90 days.

E. Appeal - Extension of Review Period.

On appeal or referral, the City Council may extend the review period for demolition/moving requests a maximum of an additional 120 days from the date of receipt of an application upon a finding that one of the following conditions exists:

1. The applicant has not submitted sufficient information to determine if an immediate demolition or moving should be allowed.
2. There has been little or no activity, within a reasonable amount of time, by the permit applicant to explore other viable alternatives.
3. There is a project under way which could result in public or private acquisition of the historic building or site and the preservation or restoration of such building or site, and that there is reasonable grounds to believe that the program or project may be successful.

If, at the end of an extended review period, any program or project is demonstrated to the City Council to be unsuccessful and the applicant has not withdrawn his/her application for a moving or demolition permit, the Community Development Director shall issue the permit if the application otherwise complies with the code and ordinances of the City.

F. Exception.

In any case where the City Council has ordered the removal or demolition of any structure determined to be dangerous, nothing contained in this chapter shall be construed as making it unlawful for any person without prior approval of the Historic Landmarks Commission, pursuant to this chapter, to comply with such order.

6.090. ADMINISTRATIVE PROCEDURES.

- A. The Historic Landmarks Commission will follow the procedural requirements set forth in Article 9 with regard to application, public notice, quasi-judicial public hearing procedure, appeals, action on applications, filing fees, and additional costs.
- B. In the consideration of an exterior alteration, demolition or moving request, the Historic Landmarks Commission will approve or deny the request or recommend changes in the proposal which would enable it to be approved. The property owner will be notified of the Historic Landmarks Commission's decision within 10 working days of the date of action. The applicant may resubmit proposals for which changes have been recommended by the Historic Landmarks Commission.
- C. In approving an exterior alteration, demolition or moving request, the Historic Landmarks Commission may attach conditions which are appropriate for the promotion and/or preservation of the historic or architectural integrity of the structure, appurtenance, object, site, or district. All decisions to approve, approve with conditions or deny shall specify the basis of the decision. Such decisions may be appealed to the City Council.

Appendix E

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FORT HILL HISTORIC INVENTORY

★ = NATIONAL REGISTER OF HISTORIC PLACES

* = CITY LANDMARK

HISTORIC RESOURCE RANKING:

P = PRIMARY

S = SECONDARY

C = CONTRIBUTING

□ (NO NUMBER) = HISTORIC NON-CONTRIBUTING OR NON-CONTRIBUTING

