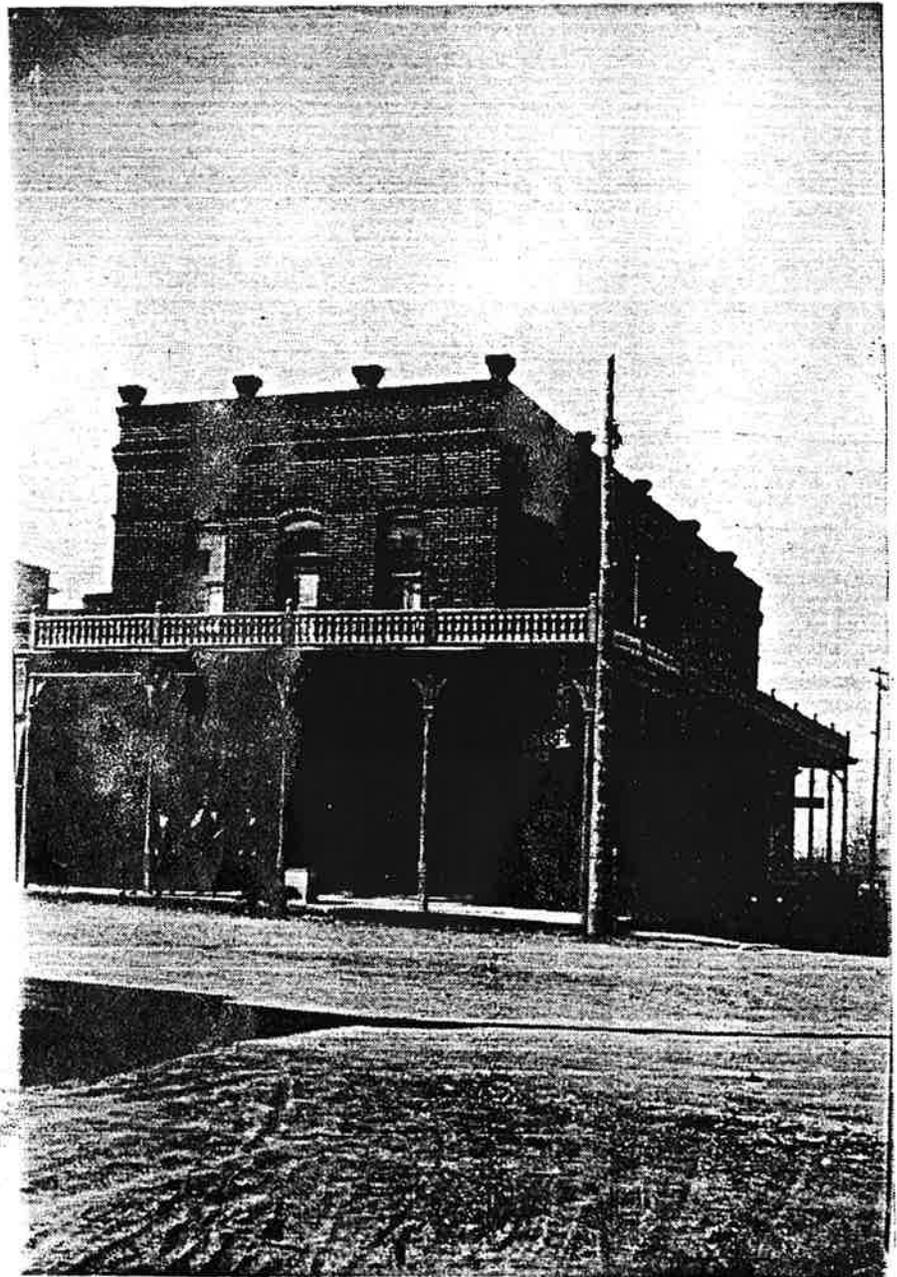


HISTORICAL RESOURCE SURVEY LAKEVIEW, OREGON



Ward

Tonsfeldt

July 1989

**HISTORICAL RESOURCE SURVEY
OF LAKEVIEW, OREGON**

**Ward Tonsfeldt Consulting
August 1, 1989**

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PREFACE AND ACKNOWLEDGEMENTS

This survey was begun in August of 1988 and completed in July of 1989. The project was sponsored by the Town of Lakeview Planning Office. Data collected in the survey will help the Planning Office make informed decisions about historic resources within the town. An important goal of this and similar projects is the hope that a better understanding of Oregon's cultural heritage will stimulate people to appreciate it and take steps to preserve it.

The survey includes two parts--a narrative report and a set of inventory sheets prepared for about 80 properties located throughout Lakeview. The narrative report follows a standard format established by the Oregon State Historic Preservation Office (who provided grant-in-aid funds for this project), and the inventory sheets follow a format for the Oregon statewide inventory of historic properties.

A question that people frequently ask is, "What makes some properties historic and others not?" This is a very good question, but the answer is a little complicated. The National Register for Historic Places (NRHP) criteria include four basic points. The property in question must have an association with (a) events or (b) persons significant to the broad pattern of local history, or (c) embody distinctive design or construction techniques, or (d) be likely to yield information important to our understanding of history or prehistory.

Beyond these considerations, the properties should normally be at least 50 years old and retain their integrity; that is, they should not be modified too far from their original form and materials.

In practice, this survey began with an overview of every building in Lakeview that was built before 1938. The address of each building was noted. Those that retained their integrity, or demonstrated distinct design or construction characteristics, were photographed and put on a list for potential inclusion in the final survey. Copies of this first survey list, which had about 100 properties on it, were sent to 25 citizens who had some knowledge of Lakeview's history. Copies of the list were also posted

around town.

In the meantime the project team prepared a list of people and places associated with Lakeview's history. This list came from our reading of books and articles about

Lakeview, as well as the complete run of the Lake County Examiner from ca. 1900 to 1938. We then tried to find evidence of these people and places "on the ground." When we were successful, we added these to our list.

The people who read and responded to the first list added about 20 properties, and the total list was up to 140 potentially historic places. In addition, an earlier survey conducted by Steven Dow Beckham in 1976 had listed 12 properties, and 6 Lakeview property owners had listed their homes or buildings on the National Register.

We then narrowed the project list down to 85 properties that seemed to have the best integrity, or the clearest historic connections, or the most distinctive design characteristics, or served as the best examples of historic building styles.

The properties on the final list, then, are not the only "historic" properties in Lakeview. They are, however, the properties that seem to meet the NHRP criteria best at this particular time. It is entirely possible that we have overlooked some properties well worthy of inclusion.

We hope that this survey will be seen as a starting point rather than an all-inclusive inventory, and that the Lake County Historical Society will continue to identify and inventory additional properties.

A second question that people often ask is, "Where did you get your information?"

The best historical information comes from sources written at the time the events occurred. This is why we spent a great deal of time and effort reading all the editions of the Examiner. Other useful documentary sources include old maps, property records, photographs, and private correspondence. The account book kept by Lakeview carpenter John Arzner, for example, is a remarkable record of one builder's activities.

While newspapers carry stories about the building of schools and businesses, they rarely mention private residences. Property records do not include these either, so much of the information about the actual dates of construction comes from oral sources.

I would like to thank the people who have provided me with information for their kindness and patience. Jack and Charlotte Pendleton have been especially helpful, and Jack's title office files have been invaluable. Ann and Roehl Watts, Dr. Wilbur, Dola Flynn, Cliff Carter, Ruth Howard, Bob Weir, Robert Utley, Skip Thornton, Lois Streiby, Norma Gumser, Bob Alger, Eleanor Lynch, and a host of others have contributed information which was unavailable elsewhere.

I would also like to thank my associates Jean Tonsfeldt, Kay Atwood, Paul Queary, and Ben Francy for their good and timely work.

Ward Tonsfeldt
Bend, Oregon

HISTORICAL CONTEXTS

The following survey of historic resources in Lakeview, Oregon, analyzes the elements of Lakeview's "built environment." This includes buildings, such as houses, stores, factories, schools, and office buildings. It also includes other structures, such as bridges, canals, viaducts, railroads, and barns. In short, any fixed product of human activity in Lakeview that remains above ground came under scrutiny. The survey excluded, however, those structures that no longer remain extant. Many buildings that have been demolished or burned were important to Lakeview's history, but these do not enter our study.

Temporal Boundaries of the Study Unit - 1871-1939

Since the focus of our interest is the town of Lakeview, which is a political rather than geographical entity, the first settlement in 1871 forms a convenient beginning point for this study. Europeans and Americans, as well as Native Americans, visited the upper reaches of the Goose Lake Valley long before 1871, of course, but the two claims that M. W. Bullard filed in 1871 began a political process that led to the founding of Lakeview in 1876, the platting of the original townsite in 1877, and the incorporation of the town in 1889.

The end point for this study is provided by the guidelines of the National Register of Historic Places, which requires all structures to be at least 50 years old before they can be considered "historic."

Spatial Boundaries of the Study Unit

The Town of Lakeview is located in the north east corner of the Goose Lake Valley, which extends for approximately 50 miles on a north-south axis across the Oregon-California border. Historically, the town was sited along Bullard Creek between a range of hills to the east and the shore of Goose Lake to the west. As the marshy shoreline has been reclaimed, the lake has retreated south and east.

Early additions to the original townsite include the North and South additions, the West addition, the County Property addition, Walter's addition, McCallen's addition, and Lane's addition. Subsequent additions include Clause's, Vernon's, Watson's, Sherlock's, Fairfield, Mt. View, Westwood, Drenkle's, Thornton's, and Millview additions.

The current city limits enclose all of section 10 and the southern half of section 10, Township 39 south, Range 20 east.

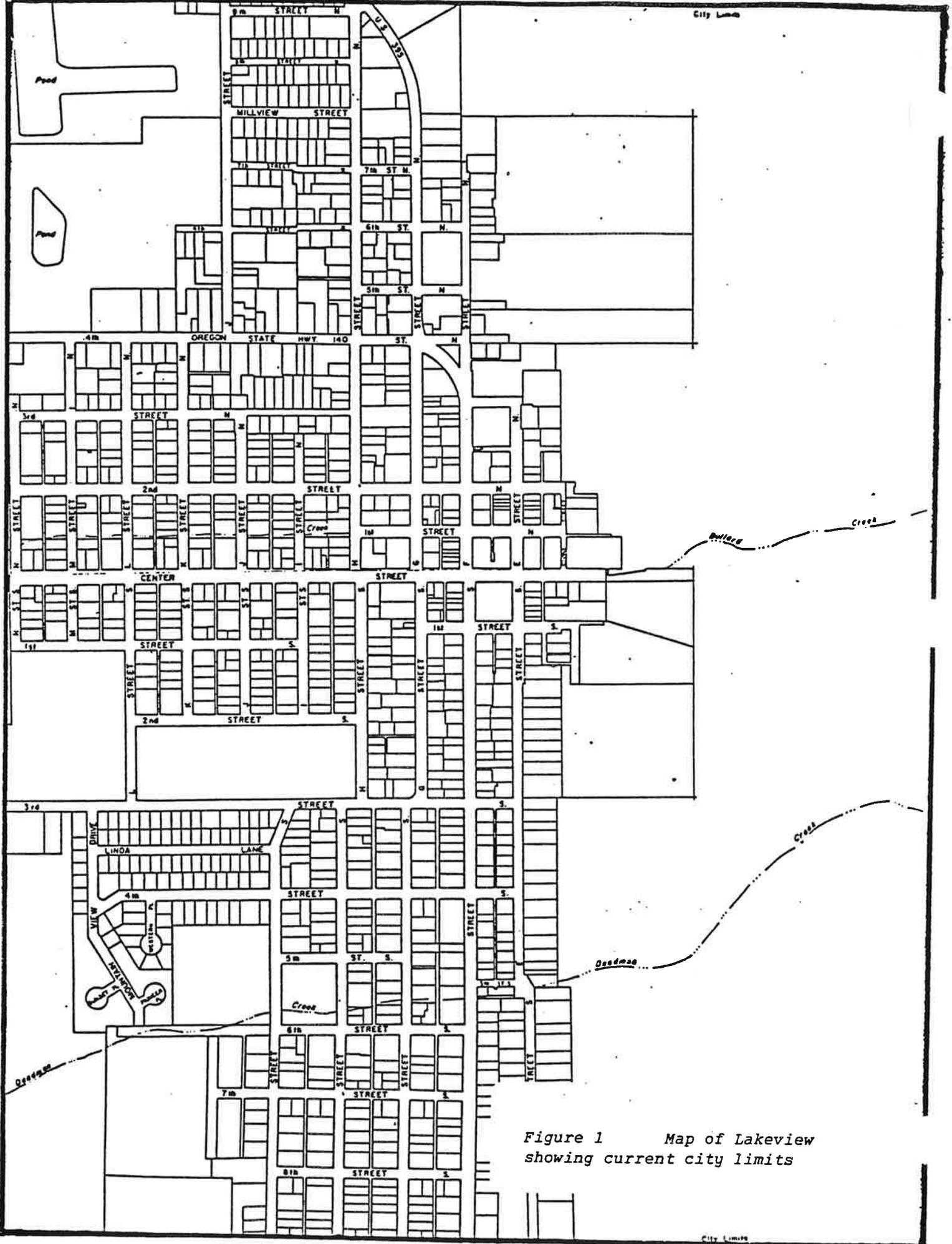


Figure 1 Map of Lakeview showing current city limits

The western half of this rectangle constitutes the developed area of Lakeview; the eastern half is undeveloped hillside land.

South 9th street forms the southern boundary of the city limits. The eastern boundary begins at the section corner (21-16/22-15) and then follows Maple Street and 15th Street north, generally along the Goose Lake Railroad tracks into the industrial area. There are two extensions east; one reaches east to South "S" Street, and the other reaches east to North "P" street. The northern boundary generally follows North 9th street, extending north to North 12th street and then east to the eastern boundary which is the east section line for section 10. The eastern boundary then follows the section line south to the SE corner of section 15, where it meets the southern boundary.

Historical Contexts for the Study Unit

The temporal boundaries of the project include the following standard contexts of Oregon history, with their dates adjusted to the circumstances prevailing in central Oregon:

1860 - 1885: SETTLEMENT TO INDUSTRIALIZATION

This period begins with the first Euro-American settlement in central Oregon's Great Basin and lava plains regions, and in eastern Oregon's Great Basin and Blue Mountains regions during the 1860s. The Indian wars conducted during the 1870s impacted settlement. By the mid-1880's, the influence of transcontinental railroads and their attendant industries was apparent, although the railroads did not enter the region until ca. 1910.

1885 - 1912: RAILROADS AND INDUSTRIAL BEGINNINGS

This period begins with the influence of the transcontinental railroads--the Union Pacific in eastern Oregon and the Columbia Gorge, and the Southern Pacific in northern California and southern Oregon. The livestock industries grow during these years, mining technology changes from placer to quartz processing, and lumber firms from the midwest begin to acquire their vast holdings of timber land. Towns like Lakeview and Linkville are founded as commercial centers. Railroads enter Klamath falls in 1909, Bend in 1911, and Lakeview in 1912.

1912 - 1930: INDUSTRIALIZATION AND THE PROGRESSIVE ERA

This period marks the development of the industrial

system in central Oregon both as a mode of production and as a force in social organization. Farming declines, ranching stabilizes. Lumber mills are built throughout the region, with mills in excess of 250 mbf capacity in Bend and Klamath Falls. Towns grow as displaced settlers enter the urban labor pool. Internal combustion and electrical technologies challenge steam technologies. Hallmarks of the "Progressive Era" are apparent in the development of educational institutions, civic institutions, and such social programs as the Daly Fund.

1930 - 1942: THE DEPRESSION AND THE MOTOR AGE

With the national depression, the central Oregon lumber industry slows until 1935, when pine production rebounds to 1928 levels. Internal combustion technology replaces steam technology in industrial and domestic applications. Highway development in central Oregon includes Highway 97, US 395, the Yellowstone Cutoff, and new routes to the Willamette Valley.

Broad Themes within the Study Unit

The temporal and spatial boundaries of the study unit, together with the specific details of Lakeview's history, suggested at the outset that the study would encounter the following broad themes embodied in Lakeview's historic resource types:

SETTLEMENT - evidence of the first permanent habitation pattern developed by Euro-Americans

TRANSPORTATION AND COMMUNICATION - technologies related to equine, railroad, water, motor, or air transport, and print or electronic communication media.

COMMERCE AND URBAN DEVELOPMENT - resources related to towns and trade

INDUSTRY AND MANUFACTURING - technologies of producing durable goods or consumable goods.

GOVERNMENT - tangible evidence of local, state, or national government

CULTURE AND ARCHITECTURE - resources such as residences, churches, fraternal organizations, or private schools

Resource Types by Broad Theme

The following list of resource types indicates resources typically associated with the six broad themes identified at the outset of the project:

<u>Broad Theme</u>	<u>Resource Type</u>
SETTLEMENT	residence fencing barn corral cabin water development trail Carey Act canals
TRANSPORTATION AND COMMUNICATION	livery barn farrier shop remuda corral stage station stage road wagon road railroad depot railroad roundhouse railroad shops railroad grades railroad bridges docks navigation canals, locks, cuts garages gasoline stations petroleum distributing highways highway bridges highway maintenance facilities airports telegraph facilities telephone facilities broadcast facilities newspaper printing plants
COMMERCE AND URBAN DEVELOPMENT	stores offices restaurants rooming houses hotels banks doctors' offices

saloons
dance halls
laundry
lumber yards
slaughter houses
woodyards, coalyards
warehouses
elevators
utility buildings
water, sewer structures
hospitals (private)
fairgrounds

INDUSTRY AND MANUFACTURING

mills
factories
foundries
creameries
breweries
brickyards
sand, gravel, concrete plants
stockyards
hydro-electric dams

GOVERNMENT

federal agencies' buildings
military installations
Bureau of Reclamation canals
post offices
state offices
asylums, hospitals, prisons
state militia armories
county courthouse
county agencies' buildings
city hall
city agencies' buildings
public schools
fire station

CULTURE AND ARCHITECTURE

residences
churches
private schools
theatres
fraternal organizations, lodges

LAKEVIEW HISTORICAL OVERVIEW

Introduction

While a comprehensive summary of Lakeview's history is beyond the scope of this study, it is important to have at least an outline of the town's development. Understanding a certain amount of local history is a prerequisite to understanding the historical contexts selected for the inventory. In the case of Lakeview, as with most other Oregon towns east of the Cascade Mountains, there is no convenient published source of historical information.

The following overview approaches Lakeview's development from the standpoint of the three factors which were most influential in shaping the town: the settlement of Lakeview as a mercantile center, the coming of the railroad, and the development of the lumber industry. There were, of course, other forces at work in Lakeview, but these three seem most important. For reasons of space, the overview leaves out local personalities and local color. These two aspects of Lakeview's past are very well presented in Robert Barry's From Shamrocks to Sagebrush (1969) and Forrest Cooper's Introducing Dr. Daly (1986). Both of these excellent books are readily available.

Sources of information for this overview include the Lakeview newspapers (especially the Lake County Examiner), industrial publications (especially the Timberman), and other accounts written at the time the events transpired or from a more recent perspective.

Building the Town: 1875-1900

The best account of Lakeview's founding and early history is available in the Illustrated History of Central Oregon compiled by F. A. Shaver and several others. The Illustrated History was a "subscription history" published in 1905. Subscription histories featured brief biographies of citizens who had "subscribed" a sum of money toward the publication of the book. Although the practice seems rather quaint now, it was common at the turn of the century and provides us with accounts of activities in many rural areas of the U.S. that have not attracted much conventional scholarship.

According to the Illustrated History, renewed settlement of the Goose Lake Valley in both Oregon and California followed the end of the Snake Indian wars in 1869.¹ M.W. Bullard filed a preemption claim on land near the northern end of the Valley in January of 1871, and built a cabin on the site that was to become Lakeview. M.T. Walters, another early settler in the Goose Lake Valley, recorded the scene in 1872²:

I saw the spot on which Lakeview now stands when the calmness of undisturbed nature was upon it. In the spring of 1872, approaching this place from the west, I was obliged to pass around the north end of the valley to get to the east side. The gently inclined plane upon which the town is built was then a beautiful meadow all covered with water. The lake then extended to this point. A mean log cabin belonging to a man named Bullard was standing at the mouth of the canyon of that name and was the only indication that man had been here before me.

In 1874, the Oregon legislature partitioned Lake County from the eastern portion of Jackson County. Old Lake County included the present Lake and Klamath counties, extending from the Goose Lake Basin in the east to the Klamath Basin in the west. Although settlers in the Goose Lake Basin outnumbered settlers in the Klamath Basin, the state legislature selected the small community of Linkville, on the Klamath side, as the county seat until a general election could be held in 1876. Linkville's location made it inconvenient for residents of the Goose Lake Basin. It was, however, the only town in the new county, so its suitability as the county seat was unarguable.

According to most versions of the story, the citizens of the Goose Lake Valley selected Bullard's Ranch or Bullard Creek as a convenient central location for a new townsite which could compete with Linkville. Bullard deeded 20 acres to the county and sold 300 acres to J. A. Moon, who proposed to plat the townsite. The general election in June of 1876 confirmed Bullard's Ranch as the new county seat by a vote of 242 to 181. The name "Lakeview" dates from this period, when the level of Goose Lake was considerably higher and the lake was visible from the townsite.³

Commercial building in Lakeview began with the Snider store and post office, which was built during the summer of 1876. The store was supplied by freight wagon from Red Bluff, California, a distance of 250 miles to the south. Mail came by stage from Ft. Bidwell, California, and later from Redding. Other buildings followed the Snider store after 1876:

A.R. Jones	hotel	1876
J. Moon, M. Walters	livery	1876
M. Hopkins	blacksmith	1876
M. Hopkins	residence	1876
G. Conn	courthouse	1876
T.J. Hickman	saloon	1876
A. Tenbrook	hotel	1877
C.A. Cogswell	pharmacy	1877
C. Henkle	saloon	1877
Odd Fellows	lodge hall	1877
J. W. Howard	store	1877

J. Frankl	store	1877
E.W. Joseph	residence	1877
Watson Bros.	newspaper	1877
Goos	brewery	1878
A. Buckhart	shoe shop	1878
C. Snelling	barber shop	1878
Hagardine, Latta	store	1878
Evans, Conn	land office	1879

Source: Shaver, 1905

In the late 1870s, the Bannock War brought the threat of hostilities to the new community. Chandler B. Watson was Receiver for the U.S. Land Office in Lakeview in 1878. He reported that tension ran high in Lakeview during 1877 and 1878 and that "arms were burnished up and ammunition secured, and a homeguard organized."⁴ In the end, Lakeview emerged from the troubles unscathed, although the Warner Valley settlements suffered extensive damage.

By 1880 Lakeview had a population of 270. Development proceeded steadily during the 1880's, and Lakeview was incorporated at the end of the decade. Newspaper advertisements during February of 1880 called readers' attention to the following establishments:

Overland Stable	livery	Main St.
Latham and Hunt	wagons, cabinets	Main St.
Shaving Saloon		
Overland Hotel		Main St.
Pioneer Saloon		Water St.
Cummings and Rawson	builders	
Conn and Latta	general store	
J. Frankl	general store	
Barnes and White	undertakers	
F.M. Miller	general store	Water St.
A. Snider	general store	
J.W. Howard	general store	
Lakeview Bank		
Lakeview House	hotel	

Source: Lake County Examiner, Feb. 20, 1880

During the 1890's, Lakeview continued its pattern of slow growth as a service and retail center for the ranches of south central Oregon. Lakeview's isolation from the rest of Oregon became more pronounced as railroad and telegraph service connected other Oregon towns together. In his Illustrated History, Shaver comments that Lakeview's location 150 miles from the nearest

railroad gave the little town the "distinction...of being the farthest from a railroad of any county seat town in the United States."³

On the evening of May 22, 1900, a fire started among the downtown buildings and quickly spread to engulf the town. At the height of the fire, a red glow on the eastern horizon was reportedly visible in Klamath Falls, 100 miles away. The next morning, the town lay in ruins. Not only were the majority of the commercial buildings destroyed, but the merchandise that constituted the town's principle source of income was destroyed as well. For a town without rail service, securing a supply of retail goods and building materials was a major problem.

The following list of buildings destroyed in the fire, with their approximate value, was printed in the first edition of the Lake County Examiner following the fire.

<u>Owner</u>	<u>Enterprise</u>	<u>Value</u>
G. H. Ayers	general store	\$13,000
Ayers, Tonningsen	brewery	\$ 5,000
C. Tonningsen	livery stable	\$ 2,000
Beall, Whitney	drug store	\$ 4,500
H.C. Rothe	general store	\$16,000
P. Post	residence	\$ 1,200
G. Jammerthal	saloon	\$ 2,000
B. Daly	store	\$ 4,000
J.C. Oliver	newspaper	\$ 800
G.S. Easter	jewelry	\$ 2,000
O.F. Demorest	dentist office	\$ 1,000
L.F. Conn	personal effects	\$ 250
Bank of Lakeview	bank	\$ 6,000
US Land Office	GLO	n.a.
G. Schlagel	saddlery	\$ 4,000
Miller, Lillenthal	buildings	\$ 6,000
F.D. Smith	barber shop	\$ 300
D.J. Wilcox	buildings	\$ 1,000
H. Schminck	hardware	n.a.
H.C. Whiteworth	hotel	\$10,000
B. Reynolds	general store	\$ 8,000
Lakeview Drug Co.		\$ 200
B. Daly		\$30,000
J. Frankl	store	\$16,000
E. Lake	bicycle shop	\$ 500
Harris, Sublette	furniture, funerals	\$ 3,000
J.W. Howard	store	\$ 5,000
C.U. Snyder	dry goods	\$ 4,000
W.K. Berry	residence	\$ 2,500
S.F. Ahlstrom	saddlery	\$10,000
Ahlstrom Bros.	dry goods	\$ 8,000
Bailey, Massingill	general store	\$18,000
Hart, Beach	tobacco	\$ 800



Figure 2 View of Lakeview on the morning of May 23, 1900

C. Graves	shoe shop	\$ 500
L.B. Whorton	confections	\$ 250
S.D. Coulter	butcher shop	\$ 500
J.J. Magilton	hardware	\$ 2,000
Beach, McGarry	newspaper	\$ 2,000
Mrs. S.D. Coulter	cottage hotel	\$ 1,500
Neilon, Maxwell	millinery	\$ 250
Hudspeth	bicycle shop	\$ 300
C. Dunlap	confections	\$ 1,000
Dr. E.F. Smith	office	\$ 500
Henkle, Turpin	saloon	\$ 1,000
Hong Sang	restaurant	\$ 200
Whorton, Frederick	saloon	\$ 1,000
Commercial Hotel	hotel	\$ 5,000
Beiber, Field	general store	\$ 9,000
J. Aviragnete	barber shop	\$ 800
Odd Fellows	lodge	\$ 9,000
Masons	lodge	\$ 1,800
Town of Lakeview	town hall	\$ 800

Source: Shaver, 1905.

This list reveals that the town was well-supplied with commercial enterprises for its population of 761. As a market town and service center in a frontier ranching area, Lakeview could be expected to have an abundance of stores and saloons. However, the presence of two newspapers (the Rustler and the Examiner), the lodges, and the specialty stores suggests that the town was well on its way to becoming a real community 25 years after its first settlement. Lakeview was rebuilt during the summer of 1900, with brick buildings replacing the wooden structures consumed by the fire.

Railroad Development

At the turn of the century, the three major communities of south central Oregon were landlocked. At the north, Bend had a population of less than 100 people. The nearest railroad service was at Shaniko, 80 miles away. Klamath Falls, to the south, had a population of 1000, and was 30 miles from the nearest railroad at Thrall, California. Lakeview, at the south east point of the triangle, had a population nearly the same size as Klamath Falls, but it was located 150 miles from the rail line.

On the western frontier, railroad service was often perceived as the most important ingredient of community prosperity. To a great extent, this perception was true, since the industries flourishing in the western states--lumber, mining, and ranching--required rail transportation to get their products to distant markets.

As the first decade of the new century drew to a close, central Oregon's isolation came to an end. Within a few years, Bend, Klamath Falls, and Lakeview had rail connections to the outside world. Later, the middle 1920's saw a second period of railroad building.

The Southern Pacific railroad reached Klamath Falls in 1909, and the Oregon Trunk--a line associated with the Northern Pacific--reached Bend in 1911. In 1912, the Nevada, California, and Oregon (N-C-O) completed its track from Alturas, California, to Lakeview. While the Southern Pacific and Northern Pacific railroads were the stuff of national news, the N-C-O was a little known narrow-gauge line that had been working its way north from Reno since 1880. The line was conceived under the short-lived vogue for narrow-gauge railroads that flourished during the 1870's and 1880's. The problem with the narrow gauge was that its equipment was incompatible with standard gauge. As a result, freight loaded onto narrow-gauge cars had to be reloaded onto standard-gauge cars before it could be shipped to transcontinental markets. This double handling rendered the costs of shipping too high to make commodities traded on slender margins--like lumber or agricultural products--profitable for the producer.

Nevertheless, when Lakeview celebrated "railroad day" in January of 1912, the town's prospects looked boundless, and the N-C-O was the key to those prospects. The Examiner reported on December 14, 1911 that "January 7, 1912 is to mark a most important epoch in the history of Lakeview and of Lake County, for upon that date railroad communication with the rest of the world is to be established to Lakeview."

In 1880, when the N-C-O began construction, it was to run north from Reno through the mining, lumber, and ranching country in Nevada. The eventual destination was to be the "Western Shore of Goose Lake" in Oregon.⁶ Another narrow-gauge line ran south from Reno, and Reno was a junction point for the Southern Pacific. Eventually, the founders reasoned, all of the wealth of northeastern California and southeastern Oregon would drain through their railroad on its way to the eastern states.

Although it took the N-C-O 32 years to reach its modest objective, the road was by some measures a success. The same was true of other narrow-gauge lines in the mountains. Passenger service, general freight, and mail contracts supplemented the lumber and livestock revenues. Narrow-gauge lines often generated local loyalties, which sometimes took the form of perverse pride in the railroads' limitations. According to railroad historian David Myrick, the N-C-O carried the local sobriquets of "Narrow, Crooked, and Ornerly" and the "Northern California Outrage".⁷

For the 25 years from 1889 through 1913 (including

the depression year of 1893 which sounded the financial death-knell of many roads), there was an unbroken record of profits, however modest. By and large these were plowed back into the road in the form of construction or improvements. In the more lucrative years from 1906 to 1912, the preferred share-holders participated in the profits, but the full 5% dividend was paid only three times in 1908-09-10. ...From 1914 on, deficits were almost universally the rule as expenses, particularly maintenance, increased. These years were to be the most discouraging period in the railroad's history.

In 1917, the N-C-O bowed to the inevitable and sold the southern portion of its line to the Western Pacific, which promptly changed it to broad gauge. Reduced to service between Alturas and Lakeview after that year, the N-C-O's fortunes declined even more abruptly.

A second generation of central Oregon railroads was built during the 1920's. These lines did less to change the lives of the local residents than the first railroads did, but they had an important impact on the lumber industry.

The first of the new lines was the O.C.&E., which ran east from Klamath Falls into the timber of the Klamath Reservation. After an initial halt at the community of Dairy, the line reached the town of Sprague River in 1923, and Bly in 1928. From a contemporary perspective, it appeared that Robert Strahorn, the railroad's builder, intended the O.C.&E. to reach Lakeview. Intentions are hard to judge, however, and this rather humble railroad figured into so many grandiose schemes that nearly anything might have been possible.

Rachael Applegate Good, writing in 1941, compared Robert E. Strahorn to a "new Moses" when he arrived in Klamath Falls in 1916, fresh from railroad building triumphs in Spokane. Strahorn proposed a new railroad that would connect central Oregon's "dead ends"--the end of the S.P. at Kirk, the end of the N-C-O at Lakeview, and the end of the Oregon Trunk at Bend. By this time the "Strahorn System" had taken shape as a \$6,000,000 project which would connect Lakeview, Bend, Klamath Falls, and Burns through a central hub at Silver Lake.⁹

During the 1920's, the O.C.&E. was seen as a potentially useful utility for Lake County. The editor of the Silver Lake Leader displayed his penchant for complicated railroad speculations in his editorial on January 20, 1921:

In any railroad building activity in this section the Strahorn system must not be overlooked for it

is a well demonstrated fact that when other roads can get money with which to construct new lines Mr. Strahorn can do the same and so long as he is actively building in this section he menaces their field if they don't occupy it....

Meanwhile, in Lakeview, the N-C-O had been experiencing financial problems. After selling its southern and western portions to the Western Pacific in 1917, the narrow-gauge line had difficulty staying in business. In 1919, the N-C-O showed an operating deficit of \$92,644.44. The next year showed a deficit of \$41,461.78, and 1921 showed a loss of \$80,168.27.⁹ In 1921, the railroad filed for abandonment. The effect of this action on the citizens of Lakeview was predictable--they were appalled. During February the Examiner was filled with material about the proposed abandonment. The railroad added insult to injury by refusing the Lakeview residents' request for special excursion rates to Alturas so they could attend the hearings at the end of the month. As the time neared, local excitement approached frenzy. The results, however, were somewhat of an anticlimax. The railroad's president, Charles Moran--who was held to be the villain in the case--surprised the audience by his knowledge of "the road and his thorough knowledge of the railroad acts affecting the case."¹⁰ The outcome of the hearing was a compromise in which the line was restrained from abandoning its entire operation but was authorized to abandon a 16-mile section of track and was given a greater percentage of the revenues it shared with the Western Pacific.

Then in the spring of 1925, Southern Pacific president William Sproule offered to buy the N-C-O from the Moran family. The offer was acceptable, and an agreement was signed in April.¹¹ The public announcement came during the third week in May, soon after the announcement that the S.P. had also bought the O.C.&E. With these two lines, the S.P. would be very close to having their route from Klamath Falls through Lakeview to Alturas. The Lake County Examiner noted, however, that the O.C.&E. survey crews had been pulled out of the Lakeview area and shifted to the Williamson Valley "due to the activities of the Oregon Trunk." The paper went on to speculate that "there seems to be a big battle between these lines [S.P. and Oregon Trunk] and some real activity may be looked for at an early date."

In June of 1927, the Southern Pacific announced that it would begin rebuilding the N-C-O to broad-gauge standards. The operation was to be conducted in classic railroad building style with special work trains and a crew of 300 men.¹²

Lakeview After 1912

The advent of the railroad brought new confidence to Lakeview

as well as new commerce. The summer and fall of 1912 saw a building boom that produced several major structures, some noteworthy residences, and a sewer system. The Examiner reported on February 15 that the town was proposing to build a sewer system, and that the sewers would be the "beginning of a broader and more permanent system of future development." Building the system required a bond issue of \$75,000, which was the largest debt that the town had assumed in its relatively short life.

In addition to the sewer system, the summer of 1912 saw the construction of a new opera house on Canyon Street, a creamery, a lumber yard on Center Street, and a high school. New commercial buildings completed in 1912 and 1913 included the Heryford building on the corner of Main and Center, the Daly building on Water Street, and a depot at the N-C-O railroad terminus. The First National Bank, the Bailey and Massingill store, and the Bernard Hardware store were expanded to accommodate the new business that the town anticipated.

By the spring of 1913, it was apparent that Lakeview's face was changing. According to the Examiner, the total investment exceeded \$200,000 in the first year following rail service.

Heryford Building	\$100,000
High School	\$ 65,000
Bailey, Massingill	\$ 5,000 (expansion)
First National Bank	\$ 5,000 (expansion)
Daly Building	\$ 3,000
N-C-O Depot	\$ 15,000
Snider Opera House	\$ 5,000
Reno Brewing Co.	\$ 1,500
Bernard Hardware	\$ 500 (expansion)

Source: Lake County Examiner March 9, 1913

The most conspicuous of the new buildings was the Heryford Building, set on the corner of Main and Center. The three-story steel and masonry building was the largest structure in Lakeview in 1913, and remains the largest structure today. Designed by San Francisco architect F.A. DeLongchamp and built by Lakeview contractor I.A. Underwood, the building contained over 54,000 feet of floor space. The lower front was occupied by the Lakeview Mercantile Company, and the lower east side was leased to the Hall and Reynolds drug store. The second floor was office space, and the third floor was occupied by the Elks Club. The building boasted its own power supply, and an elevator.

On the evening of March 14, 1914, the building was dedicated in a festive ceremony ending in a ball. It was, according to Anna F. Neilson's column in the Lake County Examiner "...without a doubt the largest assemblage of beautifully gowned women ever gathered in Lakeview."

Among the more notable residences built in 1912-1919 were the Bailey house on Park Street, the Kuhl house in the Watson Addition, the Brennan house in the Drenkle Addition, the Lewis house on Slash Street, the Wilson house on Slash Street, and the Catholic rectory.

In the years between "Railroad Day" and the World War I period, the pace of building slowed considerably. The Russel Hospital--also called the Lakeview General Hospital--was built on West Street in the fall of 1913. June of 1916 saw another fire, but this time the damage was confined to residences, shops, and storage buildings on Center street. Construction of the Lakeview Hospital began on September 11, 1919, and continued as funds became available.

Lakeview Lumber Industry 1920-1928

In 1920, two "modern" lumber companies were incorporated in Lakeview. These were the Underwood Lumber Company, incorporating on April 2, and the Lakeview Lumber and Box Company, incorporating on August 20.¹³ The Lakeview Lumber Company was formed by Carl Plath, W.E. Seehorn, and Frank Ward; the Underwood Lumber Company was formed by I.A. Underwood, Andrew Johnson, and S.O. Cressler. All incorporators listed Lakeview as their residence. Later in 1920, an outside firm, the Pennsylvania Door and Sash company, began purchasing timber land on Cottonwood Creek and acquired a mill site in Lakeview.¹⁴

To the local journalists, this flurry of activity signaled Lakeview's coming of age. The new firms were committed to selling Lake County products throughout the nation. Both lumber companies were contemplating box factories, which had been the force behind Klamath Falls' rise to industrial prominence. The Pennsylvania Door and Sash company was an especially exciting venture since it was to be a remanufacturing plant. In operation, it would purchase lumber from local sawmills and manufacture the material into architectural components. The factory would give the county's lumber mills a local market for their product, and add value to that product before it was shipped off to national markets. So eager were the Lake County businessmen for the new ventures that they "subscribed" a sum of \$3000.00 to buy the Pennsylvania firm a mill site on the town's round-up grounds. Among the subscribers were S.O. Cressler, H.A. Utley, and John Ward, all of whom were already active in the county's nascent lumber business.

The rich symbolism of selling the town's round-up grounds to provide a place for the new industry was too clear to be missed: livestock had shaped Lakeview's past, but timber would shape its future.

Unfortunately, the events of 1920 did not provide the anticipated turning-point in Lakeview's fortunes. In June of 1921, the Pennsylvania Door and Sash plant was still not built and the prospects were not good.¹⁵ The Lakeview Box and Lumber Company was also reported to be "awaiting more favorable market conditions."

The 1920-1922 period was slow for the lumber business everywhere in the west. The nation was still absorbing the capacity that had built up to serve the World War I market and prices were off.

Lakeview's problems, however, had more to do with local concerns than with the regional picture. When the ailing N-C-O railroad tried to abandon its line in 1921, local residents perceived that the loss of a railroad would mean the end of the lumber business. Local feelings ran high when the I.C.C. met to decide the matter and--while the decision was fortunate for Lakeview--the whole episode did little to inspire confidence.

In the spring of 1922, while mills throughout the pine belt were striking to preserve the 8-hour day, the few mills operating in Lakeview were still shaking from their narrow escape. At the end of March, the Examiner reported that local "workers have given little expression of their attitude [about the longer hours]" but that "most of the local factories notified their employees about the proposed changes."

A year later, in 1923, the lumber situation was still described as "promising" at best. Two new mills--the Blunt mill and the Jerome mill--were operating in the district. John Fossett, secretary of the Victoria Lumber Company of Shreveport, Louisiana, was in town contracting for the output of several small mills. He was also rebuilding the Lynch mill and buying timber lands to support it.¹⁶ By the end of the 1923 season, the industry in the Lakeview district boasted an output of 25 million board feet, an employment of 250 men, and a payroll of \$30,000 each month the mills operated.¹⁷ According to the Examiner, the six largest mills in the Lakeview district were the following:

Bagley Brothers.....	10 mbf/day
Hartig Mill.....	10 mbf/day
Lynch Mill.....	35 mbf/day
Young Mill.....	10 mbf/day
Meyers Mill.....	10 mbf/day
Underwood Lumber Company.....	20 mbf/day

As the fall of 1923 continued, a group of local businessmen subscribed a sum of \$32,000 to build a box factory at the Underwood Lumber Company mill. The Examiner's editor was jubilant:

For years past this community has apparently been going on the theory that "All things come to him who waits." We have been waiting longingly for the establishment of some industry that would give us a payroll....Now, however, a change is to be made and the hypothesis "God helps him who helps himself" is to be followed.

Unlike the earlier box factory plans or the embarrassing Pennsylvania Door and Sash Company fiasco, the Underwood Box Company project was successful. The newly completed box factory went into production on June 19, 1924.

Lakeview During the 1920s

On January 5, 1920, Dr. Bernard Daly, who was Lakeview's most prominent citizen, died en route to San Francisco.¹⁸ The town that Daly and his generation had built was essentially a market town for the ranches of the south central Oregon valleys. During the World War I years, the desert country of northern Lake County had filled with homesteaders, who added to the population base that Lakeview served.

Ethnic groups associated with the Lake County livestock business included the Irish and--to a lesser extent--the Basques. Both of the groups were involved in sheep raising. The Lake County Irish came from County Cork and other counties of western Ireland.¹⁹ In his leisurely and well-detailed account of the County Cork-Lakeview connection, From Shamrocks to Sagebrush, Robert Barry presents Lakeview as a comfortable, somewhat circumscribed community during the 1920s. Neighbors and relatives in the old country carried on their lives in the new country with a minimum of concern about the outside world. The most famous of all Lakeview Irish jokes makes this point very well. A Lakeview shepherd from County Cork wired his nephew money for passage across the Atlantic and sent some avuncular advice to go with it: "Mikey, my boy, come straight to Lakeview; don't bother stopping in America at all."

With the advent of the lumber industry after 1920, Lakeview gradually changed from a market and livestock town to a mill town. Industry replaced commerce as a dominant economic force in the town. During the early years of the 1920s, the Lake County homesteaders began to "starve out" on their precarious desert claims. Many of these people migrated to Lakeview--as well as Klamath Falls and Bend--to join the pool of industrial labor.²⁰ Later, during the 1930s, the livestock business fell ill during the depression and died when the Taylor Grazing Act closed the open range. Stockmen, cowboys, and shepherders looked for jobs in town. Fortunately, the Lake County lumber business continued to operate during the darkest years of the early 1930s and was

actually expanding by 1935.

Probably because of its narrow-gauge railroad service, Lakeview failed to attract the large national lumber firms that dominated the economies of other central Oregon towns. Such giants of the industry as Weyerhaeuser, Brooks-Scanlon, Long-Bell, and Shevlin-Hixon owned timber in Lake County, but they did not build mills in Lakeview. Corporate records filed with the Oregon Department of Commerce reveal that the firms that did build mills in Lakeview were financed locally, or at least with local partners. The net effect was that as Lakeview industrialized during the 1920s, it participated less in the "colonial economy" of the lumber industry than other central Oregon communities did. This is not to imply that all of the wealth extracted from nearby forests remained in Lakeview, but the slow, small-scale development of the lumber industry encouraged local participation and fostered economic health.

Lakeview newspapers during the 1920's focused on industry, particularly the Crane Creek and Underwood lumber mills, but to a lesser extent on flour milling and brick manufacture. In addition to railroad rumors, the newspapers also followed highway construction projects, which gradually improved motor routes south, north, and west from Lakeview. Tourism was visible in the Lakeview economy by the mid-1920's, with development proposed for Hunter Hot Springs in 1923. Two years later, Al's Service Station and Camp Grounds build seven "cottages for tourists," which served as Lakeview's first auto court or motel.²¹ Public works included sewer projects and a new gymnasium for the High School, as well as canals and culverts to divert water across town. Noteworthy commercial buildings included the Lakeview Mercantile Company building on Water Street (1926), and a new post office built on the corner of Main and Canyon streets (1928).

Residential construction ebbed and flowed during the 1920's. An Examiner article in the spring of 1925 estimated that twenty new residences would be built that year, roughly the same number that had been built in each of the past few years' building seasons. South Lakeview developed slowly during the 1920's. A six-unit apartment house was built "near the high school" in 1925, and another similar structure was proposed for the following year. Nineteen twenty-seven saw the construction of eight "motor apartments" to serve "those who wish to remain in the city a short time."²²

In September of 1927, H.A. Utley, principal of the Favell-Utley Realty Company, began a new residence in his firm's Goldmohr Terraces suburb, located to the north of Lakeview. The house was "patterned after" a model home in the St. Francis Woods suburb of San Francisco and built by Klamath Falls contractor Anthony Doveri. The style of the new house was "Spanish architecture," including light stone walls and a red tile roof.²³

The Utley residence was perhaps the first example Lakeview offers of the prosperity that the 1920s brought to south central Oregon towns. Klamath Falls grew from a small mill town to Oregon's second largest city during the 1920s, and its explosive rate of growth may have been the fastest of any incorporated city in the entire U.S. Bend also enjoyed a boom during these years as the lumber business flourished and the national economy advanced steadily through the decade. Lakeview's boom came late in the 1920s, but it coincided with an industrial expansion and the coming of the long-anticipated broad gauge railroad.

On August 30, 1928, the Lake County Examiner published a full issue devoted to the "success achieved in Lake County" by Lakeview's businesses. Specific firms and services featured in the issue include the following:

Bank of Lakeview
First National Bank of Lakeview
Lake County Loan and Savings
Commercial National Bank

Grey's Auto
General Auto Electric
Lakeview Garage
Mammoth Garage
Lakeview Transfer Company

Lakeview Meat Company
Goose Lake Valley Meats

J.C. Penny
Pioneer Jewelry
T.E. Bernard Hardware

Hotel Lakeview

Lake County Library
Lakeview Hospital
Goose Lake Electric (utility)

Residences featured include the Heryford house, the Cronemiller House, the Sult house, the Dykeham house, and the Fetch house. Specifically (and conspicuously) absent from the issue were the references to the railroads, ranches, and lumber mills that dominated the county's industrial development.

The final years of the decade saw the pace of building activity increase to include a remodeling of the Lakeview Hotel, a new building for the Bank of Lakeview on the corner of Center and Water streets, a new school on Flower Street, a facelift for the Thornton Drug Store on

the corner of Canyon and Water streets, The Yellowstone Garage building on the corner of Main and Western, and a utility building for the California Public Service Company on Cogswell Street.²⁴

Lakeview's architectural gem in the late 1920s was the Marius Theatre, located on Canyon Street near the downtown core. The project was organized by four Lakeview entrepreneurs: R.E. Winchester, M.H. Alger, W.V. Miller, and F.H. Miller. The name "Marius" was a reference to Marius Miller, owner of the Lakeview Hotel and Bernard Daly's partners in the Bank of Lakeview. The architect engaged to design the building was J. W. De Young of Portland. The contractors were the Frazier and Hunt firm, also of Portland. The 500-seat theatre featured the latest projection and sound technology as well as a 53' wide thrust stage. The style and ornamentation contributed to a "Persian mosque effect" with a tower, a dome, and a neon sign "visible for miles." The theatre made a statement about Lakeview²⁵:

That much civic pride and patriotism is going into this structure was indicated when it was stated this morning that the owners do not expect to realize on their heavy investment for from two to three years and that the theatre was being built to meet the real public need.

Lakeview Lumber Industry 1928-1940

The June 16, 1927 edition of the Lake County Examiner announced an important piece of news for Lakeview's lumber mills: the Southern Pacific would widen the N-C-O to broad gauge.²⁶

The dreams of a people have been realized.

Those two ribbons of steel extending 150 miles southward from Lakeview to Wendel, now running parallel a distance of three feet apart are to be separated a distance of 56 inches. ...The bottleneck at Wendel, where every ton of freight from Lake County must be handled and transferred will be eliminated. Lake County's fourteen billion feet of pine timber may now proceed to destination intact. Every thousand feet of timber moved heretofore was penalized \$1.50 to \$2.50 for having grown in a county not served by standard gauge rail transportation.

The most immediate response to the prospect for improved transportation was activity in the timber lands market. Favell-Utley Realty reported the sale of several smaller tracts in September and December, and E.T. Dusenbury of San Francisco purchased the old Lakeview Lumber and Box Company holdings. This purchase made Dusenbury one of the major land holders in the

ounty. The Lakeview mills acted to increase their capacity, with the Underwood Lumber Company converting to a band mill, and Edgerton and Adams building a new planing mill during the 1928 season.

In 1929, the mills in the Lakeview district expanded production in a complicated series of ownership changes. During the spring, the Lake County Pine Lumber Company mill increased its capacity to 40 mbf/day, the Fandango mill went into production, the Peterson and Johnson mill west of Lakeview went into production, the Edgerton and Adams mill was sold to Lakeview Manufacturing Company, and the Underwood Box Company was sold to American Box Company. During the summer, the Adams mill doubled production, the Ford and Minton mill moved to Crane Creek, Klamath Moulding announced its intention of building a plant in Lakeview, and the Lakeview Box Company began production. During the fall and winter, the Lakeview Manufacturing Company mill burned, R.S. Adams decided to build a new mill in Lakeview, and E.T. Dusenbury announced plans for a new mill and a logging railroad by the season of 1931.

The Lakeview district's cut for 1929 tallied 47,780,000 board feet--a record for the district, and a significant improvement over 1927's 27 mmbf.

Crane Creek LC (Fandango mill).....	19 mmbf
Crooked Creek LC.....	9.5 mmbf
Lake County Pine LC.....	6 mmbf
Adams LC.....	6 mmbf
Peterson and Johnson.....	3 mmbf
Fish Lake LC.....	1.6 mmbf
Borland and White.....	1.9 mmbf
Camas Prairie LC.....	0.5 mmbf
Mattson Mill.....	0.3 mmbf

Source: Lake County Examiner Jan. 16, 1930)

Through January of 1930, the lumbermen remained optimistic about the market conditions for the new decade. A wet winter promised an abundant California fruit crop, which would require boxes, and the stock market crash would free up money for building, which would require lumber.²⁷

In the economic and social chaos which followed 1929, Lakeview fared better than most lumber-dependent communities. Mills ran--at least sporadically--during the darkest years, and the industry began to show some real signs of life by 1933. By the fall of 1930, it had become apparent that the economy would not bounce back easily or quickly. Lake County production was off 35% from the previous year.²⁸ Production revived slightly in the fall of 1930, with 90 carloads of lumber and 16 carloads of shook

shipped out in November. The DeArmond Brothers planned a new mill, and W.C. Mattson bought the Pennsylvania Door and Sash Company tract. Dusenbury revised his ambitious plans for a logging railroad and a new mill to more modest plans for a truck road and a portable mill.

The next year saw only the Underwood mill and the Mattson mill running steadily. The following year brought an increase in production to the 30 mmbf level and a new roster of mills. Lakeview Lumber Company was operating, as were the DeArmond mill, LaFerniere Lumber Company, Peterson-Johnson, the Illinois Lumber Company, Bailey-Massingill, Martin and Orhan, and the Lake County Pine Lumber Company mill. The 1933 season saw Crane Creek Lumber Company's Fandango mill open after a year's recess, and a new mill--the Buzard Lumber Company--open in the fall.

During the 1933 season, eleven Lake County mills cut 55 mmbf of lumber, a new record. The Woodcock, DeArmond, and R.S. Adams mills ran double shifts, and the Peterson and Johnson and Buzard Lumber Company mills ran single shifts continuously through the season. Both the Timberman and the Examiner estimated the total number of workers employed by the industry at 800--an encouraging number of jobs in a generally discouraging year.

By 1935, Timberman was predicting the Lakeview district cut in the 75 to 80 mmbf range. Lakeview had six large mills: Buzard-Burkhart Lumber Company, Underwood Lumber Company, the R.S. Adams mill, two DeArmond mills, and the Crooked Creek Lumber Company mill. Smaller mills included the A.L. Edgerton mill, the Fields and Wilhelm mill, the Lake County Pine Lumber Company mill, and the Rohr Lumber Company mill. By the end of the 1935 season, all the Lake County mills were running, C.W. Woodcock planned to build a new mill in Lakeview, and the Lakeview Sash and Door Company was remanufacturing local lumber for shipment east.²⁹ Total production for the year actually exceeded 80 mmbf.

During the last four years of the decade, the potential that Lake County had offered for so long seemed closer than ever. Production edged toward 100 mmbf/year. The operating season lengthened, the work force stabilized, and entrepreneurs began new ventures with new confidence. Both mill workers and loggers were unionized by 1941. Lakeview presented a new industrial face. In July, 1936, the Timberman editor commented that "less than two decades ago" the talk in Lakeview was exclusively "beef cattle, range, and cow hands." All that had changed, and the cowboys had now "replaced their high-heeled boots and spurs with the spiked boots of the logger."

When nearing Lakeview from the west, ...[lumber] plants make up a picture of well-founded industry. With the Southern Pacific tracks replacing the old

narrow gauge road long trains of lumber products are seen going from these hills. Add to this the many logging trucks entering the city, [and] a ten-year absentee would hardly recognize the place.

In an similarly reflective article written in 1942, the West Coast Lumberman remarked on Lakeview's change.³⁰

There are seven mills in or close to Lakeview. These start at one edge of town (where the railroad makes its entry) and follow along to the far end of town, making it a regular "sawmill row" from one end of the city to another.

The seven Lakeview mills that survived the turbulent 1930's were the Underwood Lumber Company, the Goose Lake Box Company (former Adams Lumber Company), the Oregon Moulding and Lumber Company (former Lakeview Pine Lumber), the Lakeview Lumber Company (David DeArmond mill), the Buzard-Burkhart Pine Company, the DeArmond Brothers mill, and the Anderson Brothers mill (former DeArmond Brothers Lumber Company).

Lakeview in the 1930s

Along with other small communities throughout the U.S., Lakeview faced the Great Depression with a combination of ingenuity, local resources, and help from the Federal government. Construction of new commercial buildings and residences declined during the early 1930s. The Examiner reported only two new residences under construction during the summer of 1933. The customary summer building report did not appear in 1934, and the 1935 report listed an airplane hangar, one new residence, and a number of remodeling and painting projects.³¹

While private construction slowed during the 1930s, public works projects blossomed. In July of 1933, the Lakeview City Council passed an ordinance creating a city planning commission to recommend improvements in streets, fire control plans, and "city layout." The following months of 1933 saw improvements in city water supplies, sewers, drainage ditches, and a new north highway entrance to the town. These projects were funded in part by New Deal social agencies. By September, 42 men were employed full-time on Federal projects.³² In December of 1933, the Federal PWA (Public Works Administration) approved plans for a new high school. During 1934, Lakeview applied to the PWA and a related agency, the CWA, for additional public works projects.³³ The contract for the new high school was awarded to the A.B. Howkins Company of San Francisco in the spring of 1935. PWA projects in 1936 included a new sewage treatment plant and the town hall.

The crowning achievement of the Federal building projects in Lakeview was the new Federal Building (or Post Office), first proposed in 1936 and completed in 1939. The building would house the Post Office, the Fremont National Forest Supervisor's Office, the Hart Mountain Game Refuge Office, the Taylor Grazing Act Service, the U.S. Land Office, and the Lake County Agent. It would be the largest Federal Building in any town Lakeview's size. The site chosen by the post office officials was slightly out of the downtown core, at the corner of Center and "G" streets.³⁴

The successful bidder was a firm from Springfield, Missouri, the James L. Barnes Construction Company, who were also building a veterans' hospital in Roseburg and another post office in Auburn, Washington. No local contractors submitted successful bids.

On Thursday, October 20, 1938, a cornerstone ceremony brought the Federal project into the Lakeview community. The lead speaker was Congressman Walter M. Pierce, who shared the podium with postmaster Fred Peat, and Chamber of Commerce president Theodore Conn. Master of Ceremonies was local physician Dr. H.E. Kelty. The Lake County High School band played patriotic selections.

It is interesting to compare the sober ceremony held on that windy October afternoon with the excitement that followed completion of the Marius Theatre in 1930 or the ball that inaugurated the Heryford Building in 1913. Each of these three events marks a distinct phase in Lakeview's development.

In 1913, when the Heryford Building was completed, Lakeview was still celebrating its new railroad link with the outside world. The community was no longer isolated and the future promised a great deal. The retail commerce that would be carried on in the Heryford Building--and similar structures--would help shape that future.

The prosperity of the late 1920s was in many respects the first tangible product of Lakeview's promise. Industry was replacing commerce and was distributing wealth to a new social class--the industrial workers who were moving into the growing town. The Marius Theatre was built on the assumption that local residents would have the money and leisure to support it. Expensive, exciting, and--above all--modern, the new theatre was a monument to civic self-indulgence. As the Examiner commented, "An attraction of this sort indicates Lakeview's move to become 'neon'."

Nine years later, the mood of the 'twenties was little more than a memory. Even the name of the "New Federal Building" suggested an impersonal, utilitarian theme. The design of the building was stiff and formal; the material was the gloomy yellowish WPA brick. Two of the tenants of the new building were

especially significant in Lakeview's changing fortunes. The Fremont National Forest would provide the timber to feed Lakeview's mills as private forests were cut out. The Taylor Grazing Act Office (now the Bureau of Land Management), was ending the open range era of public land management, and with it, Lakeview's traditional sheep industry.

In summary, then, Lakeview's development during the 1871-1939 period includes two distinct phases. During the 1885-1928 period, Lakeview served the livestock industry of south central Oregon as a commercial center. The town provided goods and services for a market area of perhaps 20,000 square miles in south central Oregon and north eastern California. Beginning with the construction of a broad gauge railroad in 1928, Lakeview changed from a commercial town to an industrial town containing up to ten lumber mills and remanufacturing plants. As the livestock industry declined during the 1930s, industry made a more substantial contribution to the local economy.

Notes

1. F.A. Shaver, A.P. Rose, R. F. Steel, and A.E. Adams, An Illustrated History of Central Oregon. Spokane, Wn.:Western Historical, 1905.
2. Shaver, p. 844.
3. See Shaver, p. 824 and Lewis MacArthur, Oregon Geographical Names (Portland: OHS, 1973).
4. "Recollections of the Bannock War," Oregon Historical Quarterly vol. 68, 1969, p.317-329.
5. Shaver, p.843.
6. Myrick, p.352.
7. Myrick, p.356.
8. The Timberman April 1917, p.48.
9. Oregon Public Utility Commission Annual Reports, 1919 and 1921.
10. Lake County Examiner Feb. 23, 1922.
11. Myrick, p. 307.
12. Lake County Examiner June 23, 1927.
13. Corporate files, Underwood Lumber Co., Lakeview Lumber and Box Co.
14. Lake County Examiner Dec. 2, 1920.
15. Lake County Examiner June 16, 1921.
16. Lake County Examiner, March 1, 1923.
17. Lake County Examiner, Sept. 13, 1923.
18. Forrest E. Cooper, Introducing Dr. Daly (Bend, OR.: Maverick Publishing, 1986) p.134.
19. Cooper, p. 103ff.
20. Barbara Allen, Homesteading the High Desert, (Salt Lake City: University of Utah Press, 1987) pp. 86-113.
21. Lake County Examiner, July 20, 1925.

22. Lake County Examiner, July 21, 1927.
23. Lake County Examiner, Sept. 29, 1927.
24. Lake County Examiner, Jan. 2, 1930.
25. Lake County Examiner, April 3, 1930. See also the Lake County Examiner, May 29, 1930 and June 5, 1930.
26. Lake County Examiner, June 16, 1927.
27. Lake County Examiner, Jan. 16, 1930.
28. The Timberman, Dec. 1930, p.22.
29. The Timberman, Oct. 1935, p.86.
30. West Coast Lumberman, Dec. 1942, p. 18.
31. Lake County Examiner, August 3, 1933 and May 16, 1935.
32. Lake County Examiner, Sept. 29, 1933.
33. Lake County Examiner, Feb. 7. 1934.
34. For coverage of the Federal Building Project, see the Lake County Examiner July 30, 1936; October 8, 1936; Sept. 28, 1937; Nov. 18, 1937; April 14, 1938; October 20, 1928.



Figure 3 Lakeview street scene
in the mid-1920s

SOME NAMES FROM LAKEVIEW'S HISTORY

Ahlstrom, S.F.

Saddlemaker associated with the development of the Lakeview saddle

Ahlstrom, Elmer

Merchant, owner of the Monogram Store ca. 1900

Alger, Merle

Owner and operator of the Rex Theatre (1920-30), the Marius Theatre (1930-64), and the Alger Theatre (1939-)

Arzner, John

Lakeview builder ca. 1910-1940

Arzner, Xavier

Operator of livery stable and garage

Baldwin, Zim

Operator of Lakeview Garage, car dealer and Lakeview booster

Bailey, Harry

Owner of Bailey and Massingill, large merchant firm

Bernard, T.E.

Owner of Bernard Hardware, large and long-lived retail firm

Conn, L.F.

Receiver for the U.S. Land Office and merchant

Cooper, Forrest

Lakeview city attorney and early land planner; biographer of Dr. Daly

Cressler, S.O.

Investor associated with the First National Bank of Lakeview and the Underwood Lumber Company, among other ventures

Daly, Dr. Bernard

Physician, rancher, attorney, architect, banker, seminal influence in the growth and development of Lakeview during the 1887-1920 period

DeArmond, David

Associated with his brothers in several lumber mills during the late 1920s and early 1930s

Fetch, Frank
Merchant during the 1920s and 1930s

Frankl, J.
Early merchant

Gibbs, Captain O.C.
Attorney and city official

Heryford, W.P.
Settled with his brothers in the Drews Valley and became very successful in ranching and land ventures. Built Heryford building and Heryford House

Kelty, Dr. H.M.
Physician and owner of Hunter Hot Springs north of Lakeview

Miller, Marius
Entrepreneur associated with the Lakeview Hotel, Bank of Lakeview, and subsequent ventures

Priday, E.A.
Sheriff during the 1920s

Schminck, Hugo and Dolph
Hugo Schminck was an early merchant; his son Dolph became a partner in Bailey and Massingill

Snider, A. and C.U.
Uncle and nephew credited with building the first store in Lakeview

Snider, Cleveland
Officer in the Commercial National Bank and the First National Bank of Portland's Lakeview branch

Thornton, A.L.
Pharmacist and businessman, began Thornton's Drugs

Umbach, Charles
Businessman associated with Lakeview's development during the 1920s and 1930s

Underwood, A.I.
Builder and lumberman

Utley, H.A.
Businessman associated with real estate and insurance, as well as ranching and timber lands

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IDENTIFICATION

Confirming Resource Types in the Field

The resource types identified in the preceding section were chosen because of their general relevance to Lakeview's historic contexts and themes, or because they were specifically mentioned in historical documents. These constituted the predictive resource base for the field study. Many of these resources were subsequently identified during the field survey. Others, however, could not be confirmed in the field. The dominant reasons that some specific resource types could not be confirmed are listed below:

- A. Resource type not distributed in Lakeview
Example - no resource types related to water transportation were built in Lakeview although there was some limited navigation on Goose Lake.
- B. Resource type no longer extant
Example - although Lakeview had several brickyards, no evidence of them remains above ground
- C. Resource type not located within spacial boundaries
Example - the historic slaughterhouse that served Lakeview is still extant but is located south of the city limits.
- D. Resource type lacking integrity
Example - lumber mills are an important resource, but those surveyed had been so extensively modified that they were not appropriate for inclusion.
- E. Resource type not distinct
Example - Lakeview's best known dance hall was located above the Kentucky Saloon in the Post and King Building

Identification by Theme

Settlement

The resource type most closely identified with the settlement theme is the single-family residence of the Western Farmhouse vernacular style. This type of residence was the common Nineteenth Century style in Lakeview and in the surrounding rural areas. Although the style is usually



Figure 4 the Payne-Gunther House



the P.P. Barry House

dated from 1875 to 1900, it is a settlement style in Lakeview, since the town's first building occurred in the 1870s. Evidence from extant examples in Lakeview suggests that this style of construction continued through the first two decades of the 20th century.

Structural characteristics of this style include the ell-shaped arrangement of the two wings of the building, and a steep gable roof, typically built with one gable end facing the front and the other gable set at 90 degrees, with its eaves facing the front. At the intersection of the two gables the builder usually provides a porch to shelter the entry. The porch is typically covered with either a shed or a hip roof rather than the flat roof more commonly associated with the Gothic Revival style.

The Western Farmhouse style is usually plain and offers little ornamentation. Rosalind Clark (1983) observes that it derives from the Gothic Revival but offers features taken from Queen Anne, Eastlake, and Italianate residential styles.

The best examples in the Lakeview are the Pendleton House (259 S. "E"), the Phil Barry House (124 S. "H") and the O.C. Gibbs House (184 S. "E"). The Pendleton House, built in ca. 1879, has the characteristic arrangement of gables, a flat porch roof, narrow 1/1 windows, and a bay window with five sashes. Ornamentation consists of some decorative work on the porch posts. The Barry House, which was built later, is more elaborate. Here the decorative scheme includes a front-facing bay window with a band of ornamental panels above the sash. The Gibbs House offers no ornamentation beyond the turned posts on the entry porch.

Other examples of the same style include the Snider House (411 Center) and the Xavier Arzner House (337 S. "G"). Both of these have been substantially altered.

A second style of vernacular structures associated with the settlement period in Lakeview is also derived from the Gothic Revival and retains some features of that style. These houses feature a single gable oriented with its eave side to the front and a flush gable dormer over the central entry. There is a shed-roofed porch across the front and a small gable set in the porch roof, suggesting a pediment over the entry. The result is a bilaterally symmetrical structure with an interesting combination of roof lines.

The earliest example of this style is the Moon-Joseph House (805 2nd St.), which has been modified. The house was built during the 1880s. The Payne-Gunther House (804



Figure 5 the Harry Bailey House



the Nevada-California-Oregon Railway depot

4th St.) was built slightly later (ca.1889), but preserves its characteristics more completely. Beyond the arrangement of gables, the house has no ornamentation.

The Harry Bailey House (306 Center) is the best single example of the style, but it was built in 1890s, after the settlement period. The Bailey House has the steep roof pitches, the narrow 1/1 double hung windows, the horizontal siding, and the arrangement of gables that characterize the style. It is, however, a larger structure than the others and one built very carefully from good quality materials. There is a bay window with Italianate eave brackets on the east side.

Other similar examples include the Ike Kent House (176 "F" St.) and the Carter-Arthur House (739 4th St.).

Transportation and Communication

Resources connected with this theme include the Arzner Livery Barn, the Nevada-California-Oregon Railway Depot, and the Heckman-Landon Garage.

The Arzner Livery Barn was built soon after the fire of 1900. The lesson of the fire was that frame buildings were inappropriate in densely built areas, and as a consequence, the Arzner barn is built of brick. This material is not characteristic of barn construction, of course. The design of the building is utilitarian, with little detailing beyond the arched window in the front.

The N-C-O depot was built in 1912 by Lakeview contractor I.A. Underwood from plans by San Francisco architect F.A. De Longchamps, who also designed the Heryford Building. The depot contains a mixture of architectural styles, with the Mediterranean (or Spanish) Colonial predominating. The Dutch hip roof with red tiles and the arched openings are characteristic of the style. Less characteristic are the brick construction and the heavy eave brackets. The grillwork over the central entry and the tile ornamentation are noteworthy embellishments on the building.

The Southern Pacific Railway is often credited with the idea of introducing exotic architecture in its depots throughout the Northwest. In some instances, this pattern included the use of exotic plants, like palm trees, in the landscaping. Supposedly, the Spanish architecture and palm trees would encourage residents of the Northwest towns to visit warmer climates, especially during the gloomy winter months.

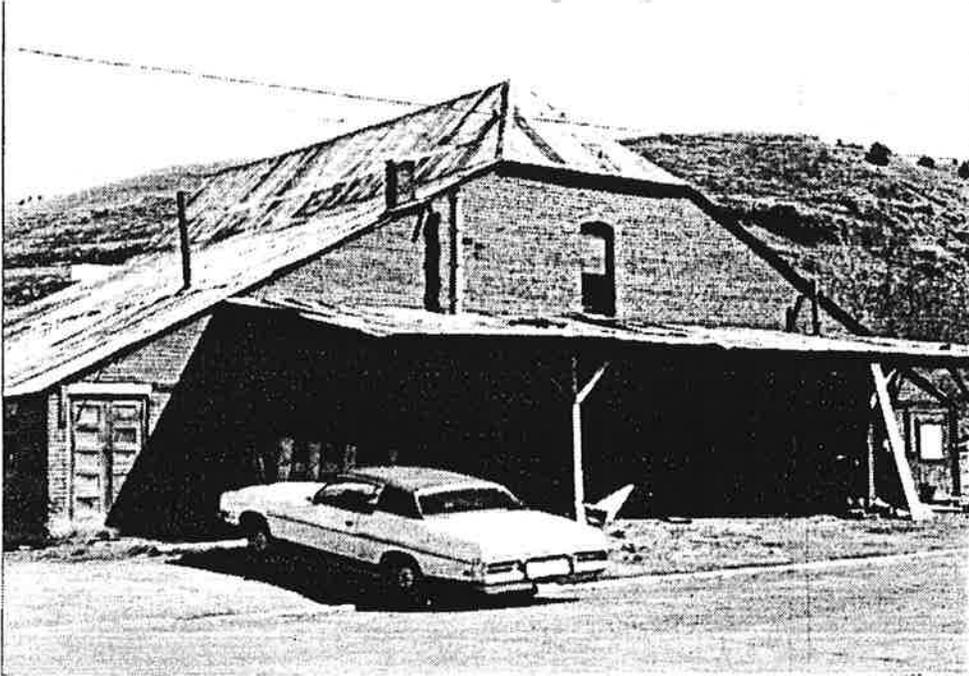


Figure 6 Arzner Livery Barn



Bank of Lakeview

Commerce and Urban Development

The majority of the commercial buildings in Lakeview were built of brick during the 1900-1920 period. There is little architectural detail in most of these structures. They have flat roofs, with a parapet forming a flat facade on the street side. Buildings set on corners typically offer a second finished side, with windows in most (but not all) cases.

An important group of commercial buildings displays elements of the Italianate style. The most conspicuous element is the arched windows and doorways on the facade. Extant buildings in this category include the Ahlstrom Brothers Building, the Favell-Utley Building, the Post and King Building, the Round-Up Tavern, the Wilcox Building, and the Bailey and Massingill Warehouse. The Bernard Hardware Building and the Lakeview Hotel were also built with the arched openings, although they are no longer extant.

Larger examples of this style, like the Wilcox Building and the Post and King Building include modest arches on the second-floor windows as well. The Post and King building has some ornamental concrete castings between at the base of the arches, horizontal bands of brickwork at the floor levels, and as dentil moulding on the top of the parapet. There is also a horizontal band above the second-story windows.

The Bailey and Massingill Building deviates from the town's pattern for commercial buildings with its pressed metal siding. This simulates stone and was apparently an original feature on the building.

The only example of a "historic period" style commercial building is the Bank of Lakeview Building, which was built in 1929. Detailing on this building includes a portico with Ionic columns, arched windows with fan lights, a triangular crest suggesting a pediment, and a continuous cornice.

The Art Deco style is represented by the Alger Theatre and the California Public Services building, located near the railroad. The utility building has been altered, but it retains much of its Art Deco detailing, including cast concrete panels, cast escutcheons, and a mullioned arch window.

Lakeview's most complex commercial building is the Heryford Building, built by I. A. Underwood in 1913 from designs provided by F. De Longchamps. The Heryford



Figure 7 Post and King Building



Wilcox Building

Building is a three story brick structure with rusticated stone pillars on the ground floor and brick pilasters above. The third floor windows are arched. The elaborate sheet metal cornice includes entablature, frieze, and dentils. Currently, the building has a heavy wooden awning suspended over the lower floor.

Industry and Manufacturing

None of the extant lumber mills located within the Lakeview city limits displayed adequate integrity for inclusion in the survey. Other resource types in this category were no longer extant.

Government

Government structures included in the survey include two city buildings, two schools, and the Lakeview Post Office.

Lakeview's current town hall was built as a municipal library in ca. 1910. It is a frame building with a gable roof and a Palladian window set in the gable end. The original design included a inset veranda with a pedimented gable end supported by columns. This has been enclosed to expand the building for its present use.

Next to the Old Lakeview Library is the Old Fire Hall. This is one of the two municipal structures built by the WPA program during the depression. The architecture of the Fire Hall blends quite well with the brick storefront commercial buildings in the business district. The Fire Hall has a small entry consisting of a six panel door with a pediment above it. The two overhead doors for the fire engines complete the first story facade. The second story has three 8/8 double hung windows, and centered above them is a circular ventilating grill. The parapet features a polygonal crest suggesting a gable end.

The Lake County High School, now the Daly Middle School, was built in 1911 by Lakeview contractor I.A. Underwood. The design, by C.H. Burggraf, incorporates some Richardsonian Romanesque elements. These include the rusticated stone work on the first floor walls and the entry, and the arched doorways on the north end. The second story windows are arched, and the building's facade features a pattern of coigning in the brickwork. The present structure differs in some respects from the architect's drawings. Some of these changes appear to have been made by Underwood, and others have been subsequent modifications. The most significant of these is the



Figure 8 Heryford Building



Post Office

deletion of the Romanesque arches. .

Lakeview's Fremont School was built as the South School or South Lakeview School in 1928. The building originally housed four primary grades, complimenting the town's other primary school, the Old North School, which is no longer extant. The South School building is a frame structure with a hip rood. Ornamentation consists of an arch at the entry

The Post Office or Federal Building was an ambitious WPA project completed in 1938. The building was designed to house the postal service plus the other Federal agencies in Lakeview, including the Fremont National Forest Supervisor's Office, the Bureau of Land Management, and the Hart Mountain Game Preserve.

The rather plain light colored brick exterior is ornamented with terra cotta eagle medallion and some cast iron light standards. Windows are 4/4 and 2/2 double hung. There is a mullioned porthole below the eagle medallion.

Culture and Architecture

This theme includes residences, churches, lodges, and theatres.

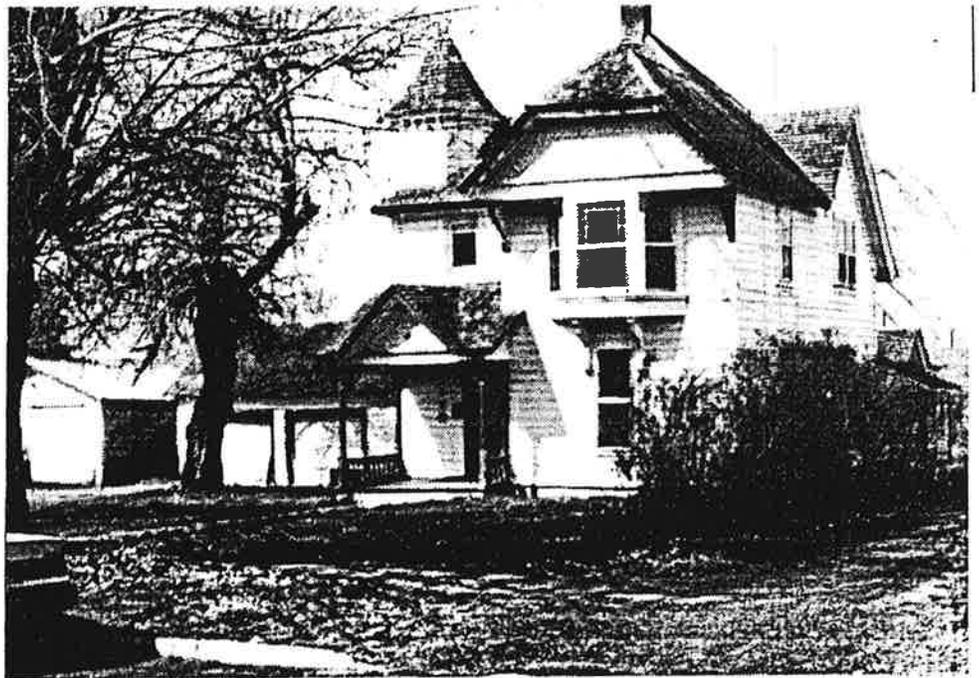
Because of Lakeview's rather late development, it seems appropriate to include the residences influenced by the Gothic Revival style in the Settlement theme. The earliest architectural influence in the Culture/Architecture theme, then were the eclectic or "Victorian" residential styles which were popular in Lakeview and throughout the rest of Oregon as well.

Three residences offer examples of these styles. The W.P. Heryford House (108 S. "F" St.) has stick and Queen Anne elements, the Conn House (170 S. "G") has Queen Anne styling, and the Chandler House (5 N. "G") also has Queen Anne styling.

Perhaps the most elaborate of the three is the Heryford House, which was built for W.P. Heryford when he sold his ranches and moved into town to pursue business interests. The house is brick with crossed gables and stick style ornamentation on the gable ends. The east and north sides have a curving veranda built of coursed ashlar. The veranda roof is supported by columns with Ionic capitals. There is a pediment over the entry and a balcony on the second story. A wooden arch over the second story window



Figure 9 *the Chandler House*



the Conn House

suggests a palladian window design. The front windows are topped with diamond pane transoms.

The Conn house is a frame structure of two stories. The roof form blends gable, hip, and jerkinhead together into the multiple-plane roof design that was so popular among practitioners of the Queen Anne style. The house has a turret with a bellcast roof. A front-facing gable end is sided with ornamental shingles.

The Chandler (or Knox-Watson) House is a one story Queen Anne cottage with rich ornamentation of the front-facing gable ends. Both the Chandler House and the Heryford House are on the National Register of Historic Places.

A vernacular style containing some Queen Anne elements was relatively popular among Lakeview builders during the 1910-1920 period. This style is represented by the Thornton House (232 S. "G"), the Vernon House (118 S. "I"), and the residence at 644 S. "E". There are several other examples of the same style, but they have been heavily altered. Buildings with similar features include the Archer Apartments (250 S. "F") and the Dan Barry House (144 S. "G").

The basic structure in these buildings is a rectangle with a gambrel roof. The house is oriented so that the gable end faces the street and provides the entry point. Treatment of the gable end includes a porch or veranda, or a bay window. The buildings are sided with clapboard siding on the first floor and imbricated shingles on the gable ends. The shingle pattern is the only notable Queen Anne element.

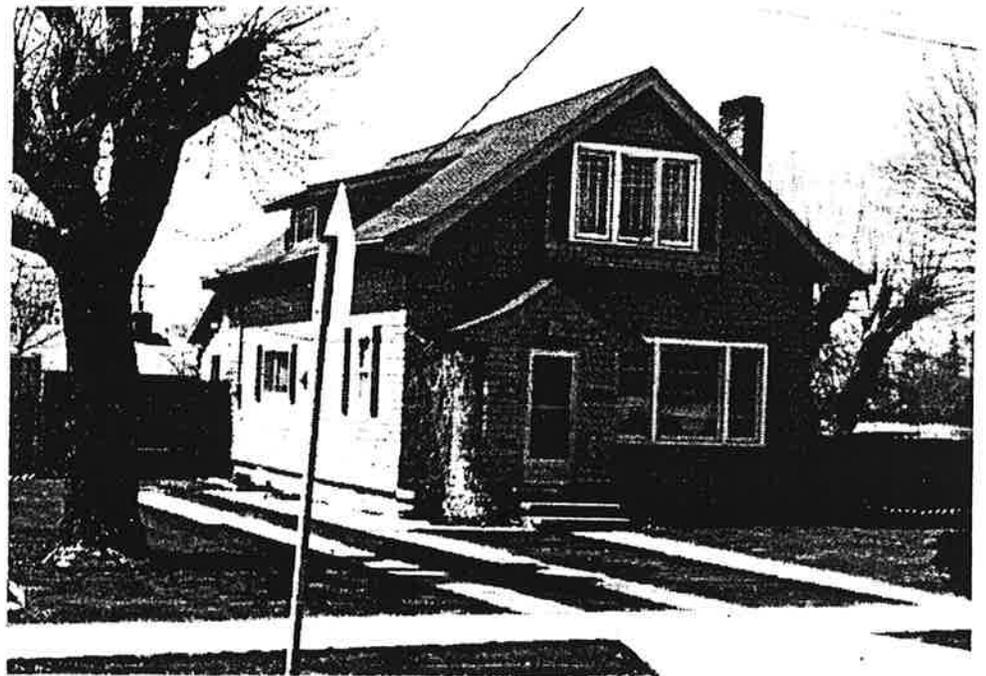
A development of this style is evident in the design of the Archer Apartment building, which is larger and later than the single family residences. The Archer building has stucco siding and an inset front porch. The gable end is sided with bevel siding. Another development of the form is the Dan Barry House, which has a jerkinhead rather than gambrel roof, but otherwise conforms to the pattern.

The Tom Bernard House (610 1st St.) has Italianate elements including a hip roof with ornamental brackets, an ornamental band beneath the roof suggesting entablature, and ornamental detailing on the entry.

The popular craftsman-influenced bungalow is a style especially well-distributed during the 1920s and 1930s. Two patterns of bungalows are represented in Lakeview. The first has a low pitched gable roof with broad overhanging eaves. There is typically a shed dormer facing front and a



Figure 10 the Thornton House



the Cronemiller House

veranda supported by battered columns. This pattern is apparent in the Ousely House (120 S. "G"), the Barnes House (236 S. "F"), the Cressler House (203 S. "E"), and others as well which deviate slightly.

A second pattern of bungalow has a hip roof, again with broad eaves supported with brackets, and four hip dormers. This design is represented by the Sam Bony House (356 S. "F"), the Mike Barry House (266 S. "F"), the Frank Duke House (337 S. "E") and--with variations--the Nolte house (304 S. "F").

The Cronemiller House (408 S. "G") is an interesting variation of the bungalow pattern. It has the broad, low roof and shed dormer of the bungalow form, but the building is oriented with its gable end, rather than its eave side, to the street. As a result, the gable end has a second story bay window (three casement sashes) and a portico entry. The bargeboards are detailed, and the bay is supported with brackets. The house is sided with shingles instead of the conventional clapboard. The result is a tidy structure that caught the public's attention when it was built in 1928 and remains in excellent condition today.

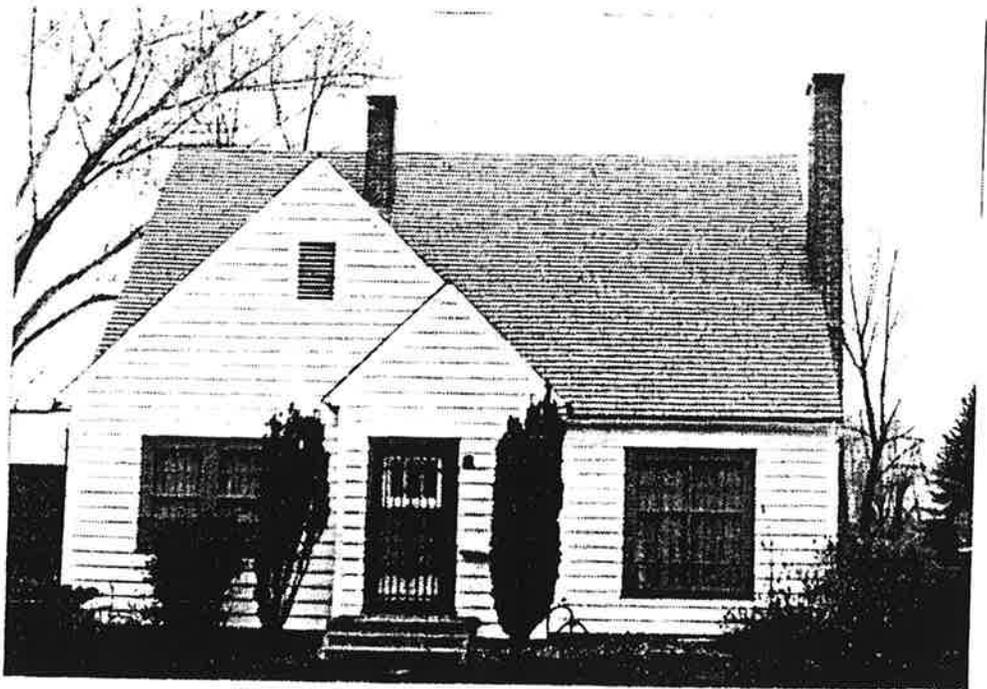
The arts and crafts movement, which produced notable residences in the Willamette Valley towns and cities, was not well represented in Lakeview. A fortunate exception is the James Clark House (241 S. "G"). The Clark house combines the gable and hip roof forms and has a curved roof over the entry. The front-facing gable end has cornice returns and 6/6 double hung windows. The building is sided with large shakes, and the entry is brick.

Historic period styles are represented in Lakeview by residences derived from the Cape Cod Cottage model that was popular during the 1930s. Several of these were built by Ray Harlan, who owned the local building materials company, and remained active as a builder during the depression years. The Harlan House (708 S "G") was built in 1939, near the end of our period. The house has a gable roof with gable dormers forming the entry. the Windows include mullioned (6/6) double hung sash and a large mullioned "picture window" in front. The quality of materials and construction standards--as well as the subsequent maintenance standards--are apparent in this house.

Lakeview's churches include three structures of historic significance. These are St. Patrick's (Center and "G"), The Methodist Episcopal Church (Center and "H"), and St. Luke's Episcopal Church (South "F"). St. Patrick's was built of brick in 1911 in a style that includes Georgian elements. The Methodist Episcopal Church was built ten years later in



Figure 11 the Clark House



the Harlan House

1921. The style of this church is Romanesque. Features include the arched entry, the massive stone exterior, and the flat roof.

St. Luke's Episcopal church was built in 1932. The church is a frame building with a central gable and a gabled entry porch. The rafters are exposed at the eaves, and the building is sided with bevel siding. The windows are leaded with the lights set in a diamond pattern. St. Luke's is one of several Episcopal churches in central Oregon that share very similar architectural features, although they differ in size and configuration.

Builders and Contractors

Like many small-town residents, the householders of Lakeview often built their own residences, perhaps hiring a carpenter to assist them with the framing or hiring plumbers or electricians to supplement their skills. The largest building projects were, of course, contracted to builders.

The most prominent of the Lakeview builders was I.A. (Andy) Underwood, who built the Heryford Building, the Lake County High School, and other smaller structures throughout the city. After Underwood entered the lumber business in 1920, W.L. Webster became the best known Lakeview builder. His son Cecil continued the business after his father's death. Other Lakeview builders in the 1920s and 1930s were Ike Kent, A.W. Ramsdale, Harry Mills, and Frank Brosius. Mungo Lyons was an early Lakeview plumber, and Charles Hawn was an early electrician. Later bundlers were Cliff Carter and Ray Harlan.

John Arzner, of the Arzner Livery family, was active in the building business after 1918. Arzner's account books, now in the possession of his grandson Cliff Carter, show the amazing range of Arzner's work. During the late 'teens and early 'twenties, Arzner built for Frank Fetch, Frank Light, Lloyd Ogle, L. Thornton, the Watson family, the I.O.O.F., P.P. Barry, Elmer Ahlstrom, O.C. Gibbs, Bernard Daly, and many others.

Distribution Pattern of Resource Types

Identifying the resource types in Lakeview required a comprehensive survey of all buildings within the temporal and spacial boundaries of the project. To determine which buildings were at least 50 years old, the project team relied initially upon data from a 1937 city street inventory conducted by the Oregon State Highway Department. This inventory provided the location of all buildings served by city streets in that year. Additional chronological information was provided by Sanborn Insurance Maps for 1898, 1907, and 1913 and a city directory for 1950.

The first phase of the survey identified structures built <1940 that retained their integrity--i.e. that had not been modified beyond recognition or had been allowed to fall into severe disrepair.

The first phase of the survey produced a list of 99 buildings potentially suitable for inclusion in the inventory. The next phase of the project required a determination about the significance of the buildings in question. Association with persons, patterns, or events in local history constitutes evidence of significance, as does unusual architectural significance. Historic and architectural interpretation of the sites led to a second draft of the inventory list, which had been reduced to 78 sites.

An inventory conducted by Professor Stephen Dow Beckham for the Oregon State Historic Preservation Office in 1976 identified 13 historic structures within the Lakeview city limits. Two of these are no longer extant: the Methodist Church and the Baptist Church. Several of the remaining site have been re-examined in light of historical data that has emerged since Beckham's study.

Six buildings in Lakeview are currently on the National Resister of Historic Places:

- Heryford Building
- Heryford House
- Post and King Building
- Watson-Chandler House
- Bailey and Massingill Store
- Nevada-California-Oregon Railway Depot

TABLE 1 - TOTAL RESOURCES BY PERIOD

THEME	1860-1885	1886-1912	1913-1930	1930-1942
SETTLEMENT	(1)	8		
TRANSPORTATION & COMMUNICATION		3	1	
COMMERCE & URBAN DEVELOPMENT		16	6	
INDUSTRY & MANUFACTURING				
GOVERNMENT		2	1	2
CULTURE & ARCHITECTURE		8	33	5

TABLE 2 - SPECIFIC RESOURCE TYPE BY THEME

<u>BROAD THEME</u>	<u>RESOURCE TYPE</u>	<u>INCIDENCE</u>
SETTLEMENT	residence	9
	fencing	
	barn	
	corral	
	cabin	
	water development	
	trail	
	Carey Act canals	
TRANSPORTATION AND COMMUNICATION	livery barn	1
	farrier shop	1
	remuda corral	
	stage station	
	stage road	
	wagon road	
	railroad depot	1
	railroad roundhouse	
	railroad shops	
	railroad grades	
	railroad bridges	
	docks	
	garages	1
	gasoline stations	
	petroleum distributing	
	highways	
	highway bridges	
	airports	
	telegraph facilities	
	telephone facilities	
broadcast facilities		
newspaper printing plants		
COMMERCE AND URBAN DEVELOPMENT	stores	8
	offices	2
	restaurants	1
	rooming houses	2
	hotels	
	banks	3
	doctors' offices	
	saloons	2
	dance halls	
	laundry	
	lumber yards	
	slaughter houses	
	woodyards, coalyards	

COMMERCE AND URBAN DEVELOPMENT (CONT.)	warehouses	2
	elevators	
	utility buildings	1
	hospitals (private)	1
	fairgrounds	
INDUSTRY AND MANUFACTURING	mills	
	factories	
	foundries	
	creameries	
	breweries	
	brickyards	
	sand, gravel, concrete plants	
	stockyards	
	hydro-electric dams	
GOVERNMENT	federal agencies' buildings	
	military installations	
	Bureau of Reclamation canals	
	post offices	1
	state offices	
	asylums, hospitals, prisons	
	state militia armories	
	county courthouse	
	county agencies' buildings	
	city hall	1
	city agencies' buildings	
public schools	2	
fire station	1	
CULTURE AND ARCHITECTURE	residences	42
	churches	3
	private schools	
	theatres	1
	fraternal organizations, lodges	

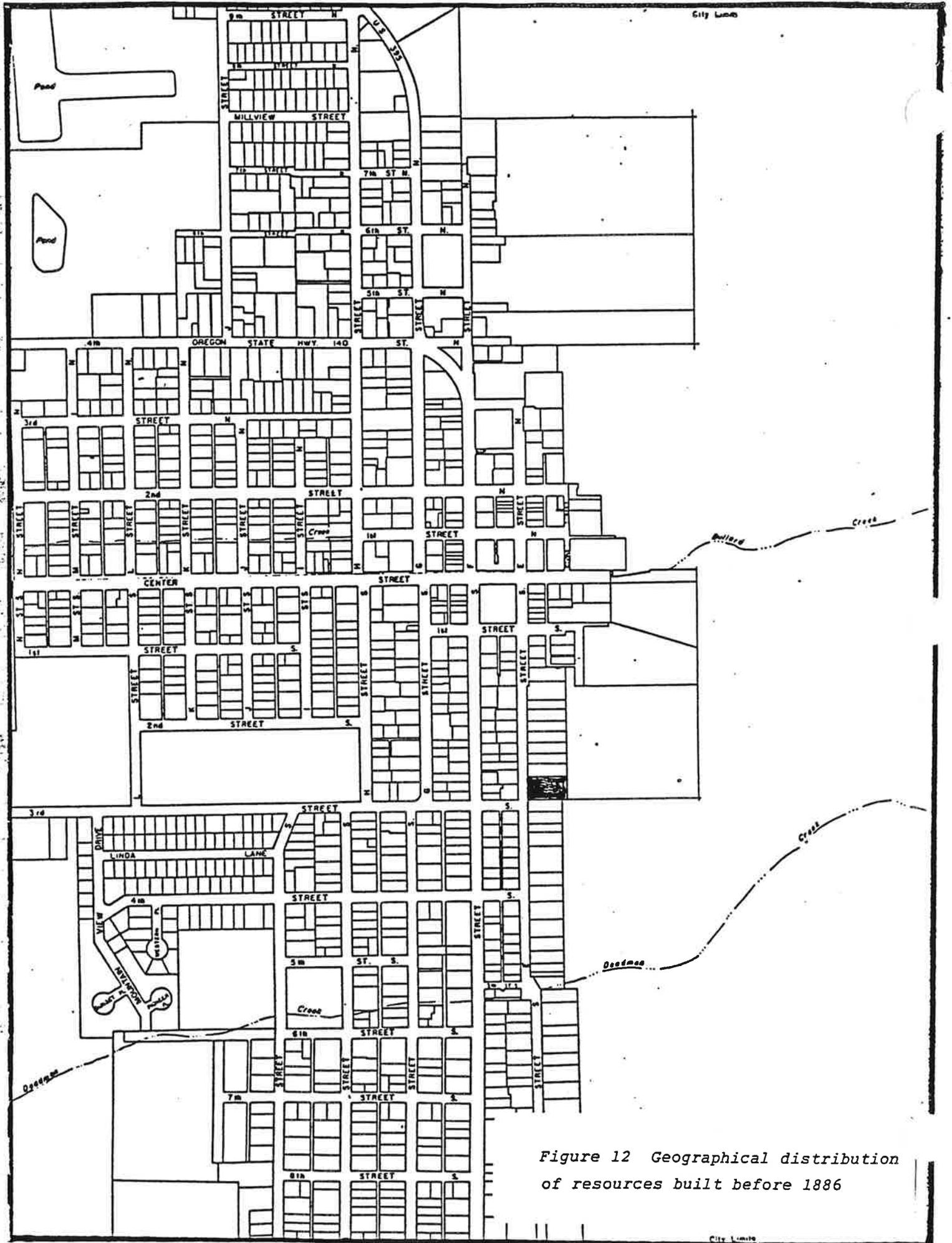


Figure 12 Geographical distribution of resources built before 1886

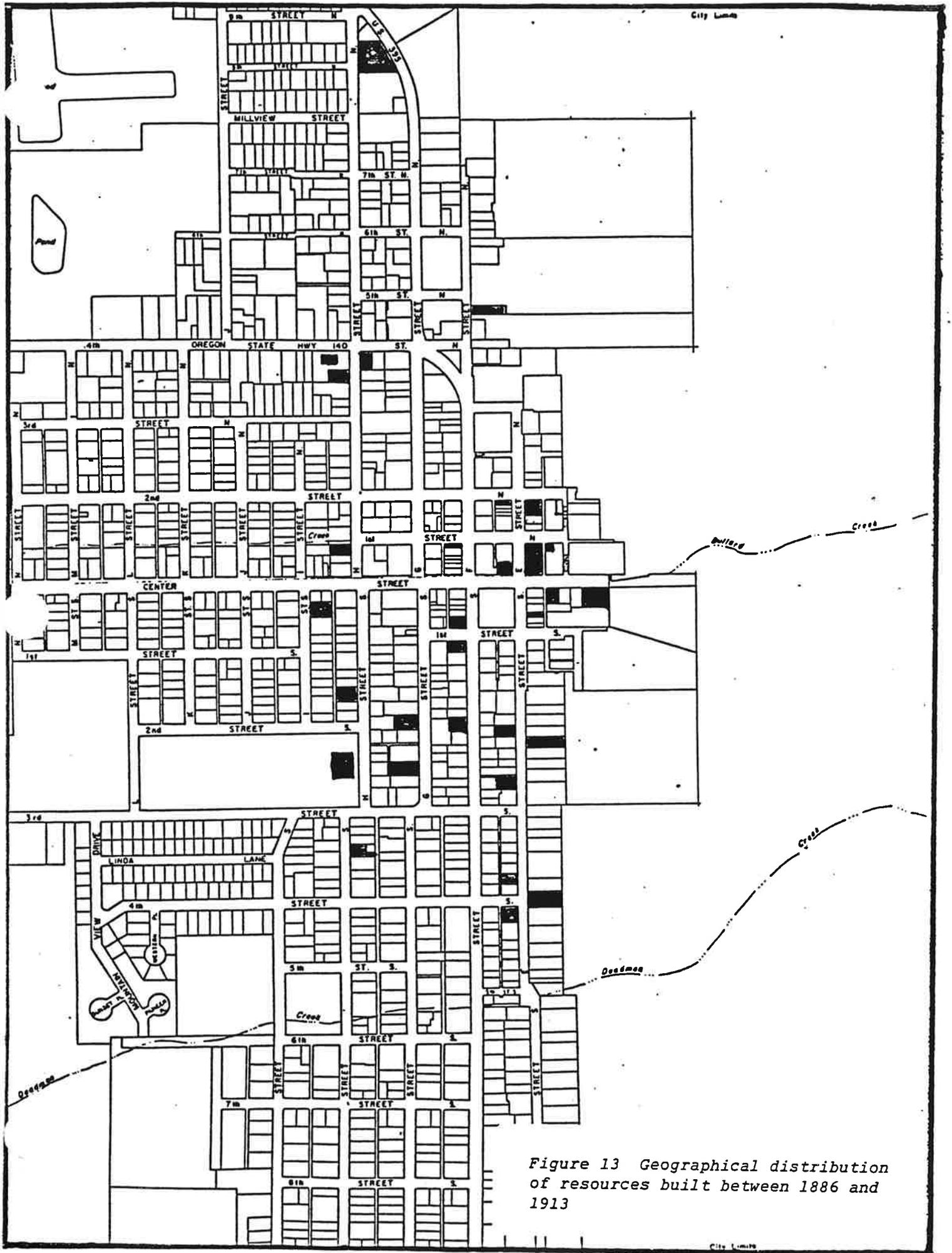


Figure 13 Geographical distribution of resources built between 1886 and 1913

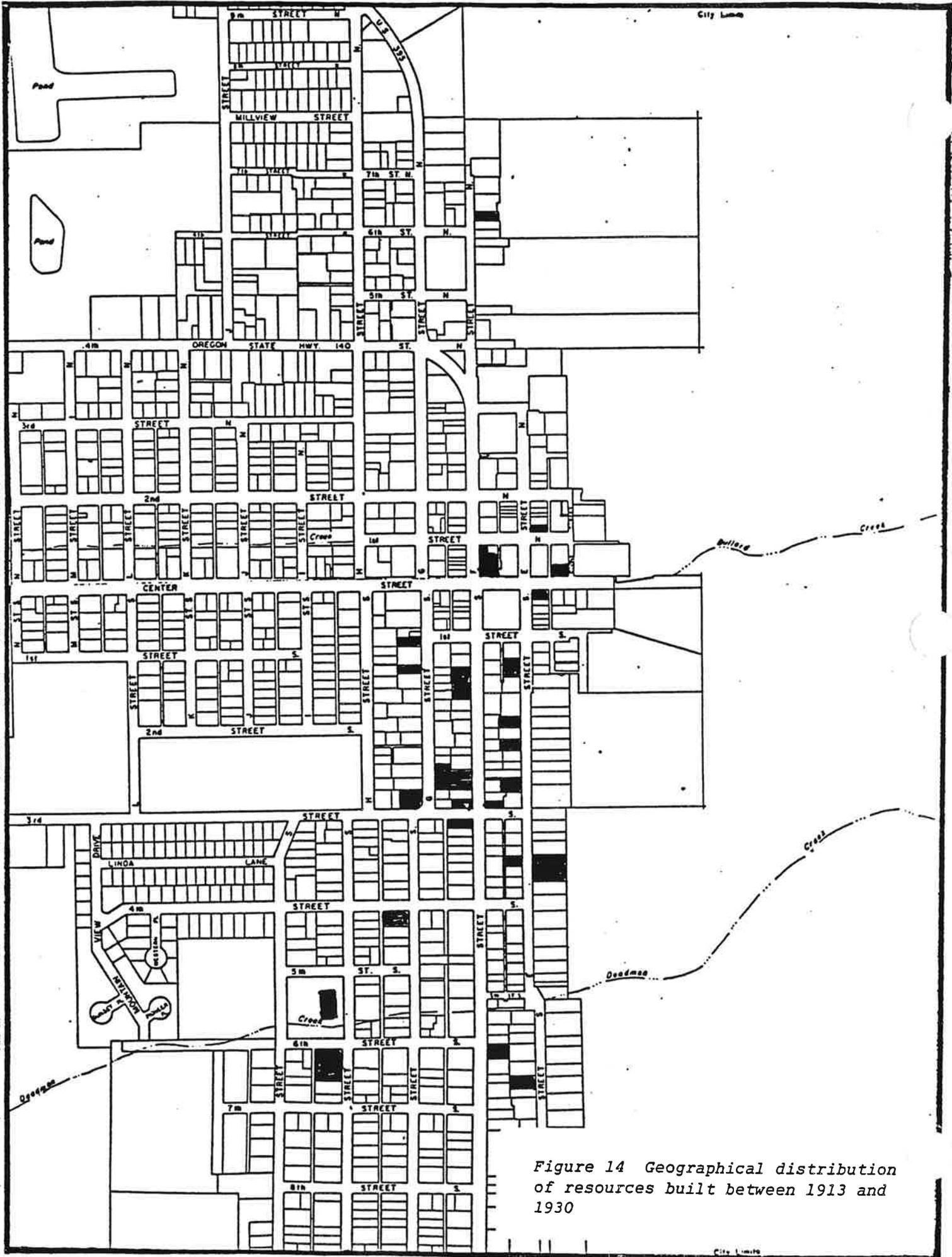


Figure 14 Geographical distribution of resources built between 1913 and 1930

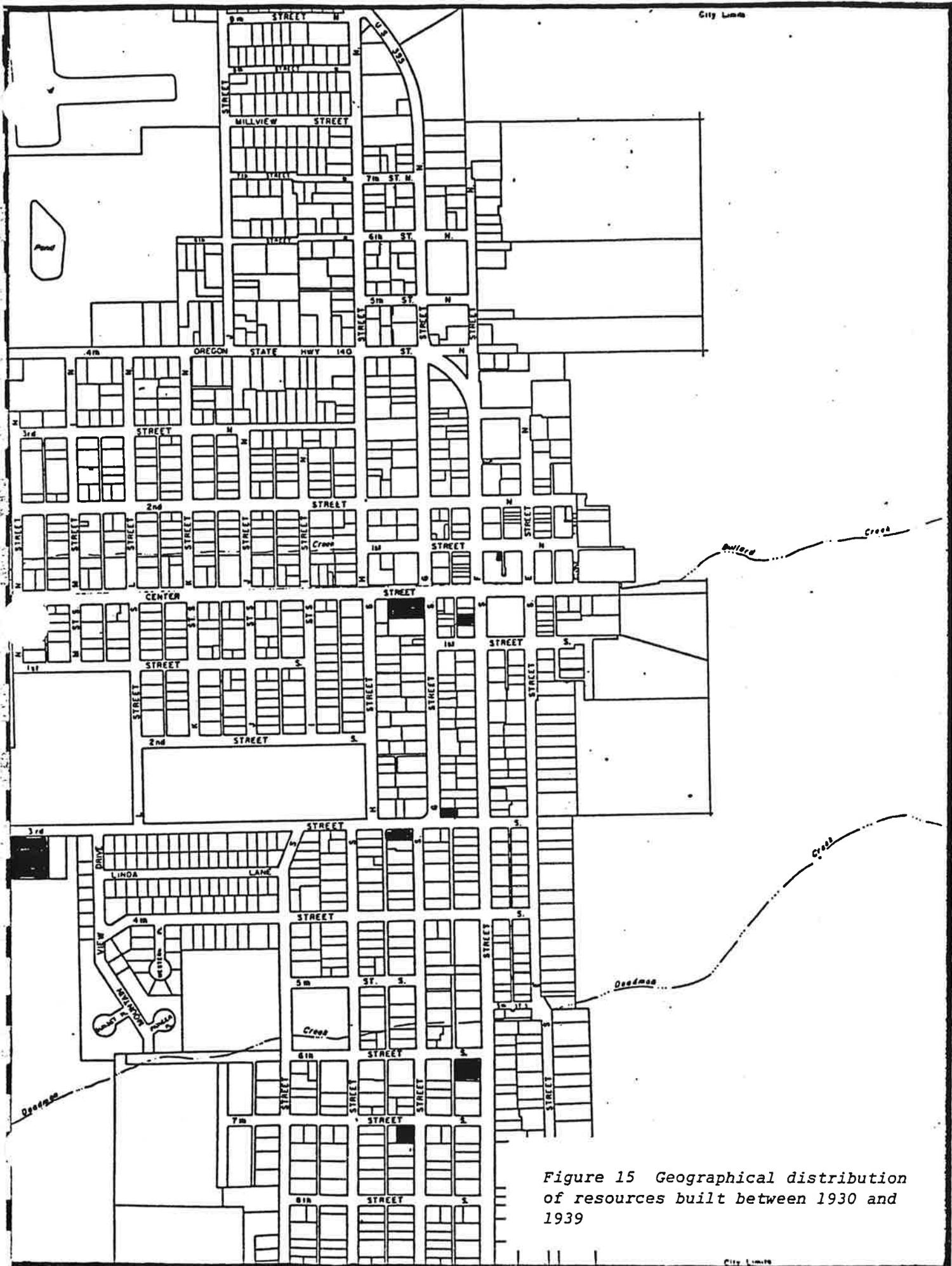


Figure 15 Geographical distribution of resources built between 1930 and 1939

EVALUATION

The survey process involves evaluation at three steps. The initial survey identifies properties that retain enough of their integrity to be identified for survey purposes. In practical terms, this means that the property's original configuration must be discernible (although it may be altered), and that some of its original exterior characteristics must remain. Buildings with low integrity that have important historic associations, or design characteristics, or are very early, were also included in the initial phase of the survey.

A building may have its siding or roofing replaced, for example, or it may have some of its windows replaced, and still be appropriate for inclusion because it retains other distinctions. Or, a building that is very old may be included although it has had more alteration than would normally be acceptable. Buildings that were heavily altered, dilapidated, or retained no design distinction were not included.

For example, many small bungalows were built in the Millview addition during the late 1930s, toward the end of our period. Their original design characteristics were not distinctive, and most have been subject to considerable alteration. This survey has not included those structures, although a subsequent survey 30 years from now might find them appropriate for inclusion. As a contrary example the Alger Theatre, built in 1940 beyond the end of our target period, is included in the survey since it is the best example of Art Deco style in Lakeview and it remains in superb condition.

A second round of evaluation occurred as the resources on the first list were checked for historical associations and design quality. Those properties with no historic associations and no special design quality were then cut from the list.

The final evaluation of an individual property's condition and integrity occurs on the State Inventory sheet, which calls for evaluation of condition on a five-point scale.

The properties that remain on the survey have been divided into three categories: the first group are potentially eligible for National Register Nomination, the second group would be eligible if restoration were done, and the third group are of historic interest but are

probably not suitable for nomination, at least on the basis of the information currently available about the property.

When evaluating any of these properties, it is important to remember that the properties in question need to be considered within the context of Lakeview, and not compared with more sophisticated examples from other communities.

Properties with Potential Eligibility for NRHP

Bailey House	305 Center St.
Bank of Lakeview	Center and "E"
Barry House	124 "H" St.
Conn House	170 "G" St.
Cressler House	203 S. "E" St.
Favell Utley	120 N. "E" St.
Cronemiller House	408 "G" St.
Methodist Episcopal	Center and "H"
Pendleton House	258 "E" St.
Post Office	Center and "G"
Schminck House	128 S. "E" St.
Umbach House	126 S. "E" St.

Properties with Potential Eligibility if Restored

Ahlstrom Brothers	126 N. "E" St.
Ahlstrom House	834 N. "H" St.
Alger House	406 S. "E" St.
Alger Theatre	24 S. "F" St.
Arzner Livery	First St.
Bailey, Massingill	23 S. "E" St.
Bernard House	610 1st St.
Finch House	606 S. "H" St.
Gibbs House	184 S. "E" St.
Glazier House	335 S. "H" St.
Harvey House	246 S. "E" St.
Heckman and Landon	1st and "E" St.
Payne-Gunther	804 4th
Rex Theatre	8 N. "E" St.
Round Up Tavern	11 N. "E" St.
Snider Building	102 N. "E" St.
Thornton's Drugs	1st and "E" St.
Wilcox Building	Center and "E" St.

Properties with Historic Interest

The remainder of the properties in the survey are in the "historic interest" category. Some of these may be eligible for nomination as well.

Evaluation by Resource Types

Commerce and Urban Development

The commercial properties constitute ca. 20% of the total properties in the survey. These are buildings constructed for the most part during the 1900-1930 period, and in continuous use since then. There are exceptions, of course. The Post and King Building has been vacant for many years, and portions of other downtown buildings are vacant as well. In general, however, the buildings have remained in use and have been modified to maintain their utility.

Commerce has been one of the two historic themes critical to Lakeview's development. The commercial buildings tend to be rather plain, but their significance to Lakeview's history is beyond question.

The group of commercial buildings that display Italianate features, including the arched windows, are worthy of special consideration.

Many of the commercial buildings have had their facades altered by overlaying the original brick with stucco, tile, or in the case of the Thornton Building, the Rex Theatre, and the Ousley Furniture Building, different colored brick. In some instances this exterior surface can be removed to restore the building to its original appearance.

Two other aspects that affect the quality of the resources in this category are signing and the construction of the nearly ubiquitous wooden awnings over the commercial buildings' facades. This practice has some historical roots, but seems to have been used inconsistently in the past. Historic photos show the west-facing buildings on "E" and "F" streets fitted with canvas, wooden, and metal awnings. The Post and King Building had a veranda on its east and north sides, and the Lakeview Hotel had a veranda on its east side. Many of the current awnings are placed on buildings not designed for them, however, and the result detracts from their appearance. This is especially true when cooling machines are mounted on top of the awnings.

Government

Two city buildings and one federal building have been included in the inventory, in addition to two public schools. The city structures have been important to

community life, and the historic associations of the Old Municipal Library and the Old Fire Hall are worthy of note. Neither building is especially distinct from an architectural perspective, however.

The Lakeview Post Office, or New Federal Building as it was called during its construction in the Late 1930's, is an interesting case. Although the building was constructed by the WPA and a contracting firm from Missouri and displays the federal government's usual indifference to local architecture, the building incorporates good design principles of the transitional or half-modern style.

More to the point, the historical connections between the federal government and the citizens of Lake County are an important theme in local history. The building was built to house the Supervisor's Office of the Fremont National Forest, the Taylor Grazing Act management staff, and the Hart Mountain Game Preserve staff as well as the postal department.

These federal agencies have been involved in managing the resources that sustain Lakeview and Lake County. In 1938, when the building was finished, Forest Service timber management and Taylor Act range management were controversial topics; they remain controversial today. Despite its emphasis on self-sufficiency and independence of spirit, Lake County--with most of the mountain west--has grown dependent upon resources managed by federal agencies for its ranching, lumber, and tourism industries.

The Lake County High School building has played a significant role in local history as the major secondary school in the county. Rural high schools tend to serve as a community center, and Lake County High has been no exception.

Culture and Architecture

Residential properties are the largest single category of properties in the survey.

Nineteenth century styles include the Western Farmhouse style derived from the Gothic Revival, the Italianate, and the eclectic or "Victorian" styles. The examples of the Western Farmhouse style, especially the Pendleton House and the Phil Barry House, are worthy of note for their architectural and historic significance. This style combined formal with vernacular elements and is a conspicuous of Lakeview's built environment.

The best example of the Gothic influence is the Bailey House, which is also associated with a person important to Lakeview's development. Bailey and Massingill, with its tentacles in Lakeview's retail trade and wholesale wool trade represents the late Nineteenth and early Twentieth Century mercantile firm at its fullest development. The Bailey House also occupies a location in the city that makes it a consistent part of the landscape.

The eclectic styles--especially the Queen Anne--are represented in the Chandler House (5 N. "H"), the Heryford House, and the Conn House. The first two of these are on the National Register. The significance of the Conn House involves both architecture and the settlement theme.

The group of houses with gambrel roofs and ornamental shingles on the gable ends should probably be considered and early Twentieth Century vernacular form with a Queen Anne ornamental scheme.

Twentieth Century styles in Lakeview include the Craftsman/Bungalow and, to a lesser extent, the Arts and Crafts and Colonial Revival styles. The bungalows are important here and elsewhere as a popular and convenient residential form. Craftsman detailing on modest bungalows is not as common in Lakeview as it is in other central Oregon cities, especially Bend and Klamath Falls. If the Lakeview bungalows are plain, they are also plentiful.

The bungalow style seemed to suit the mood of Lakeview burghers during the 1910-1930 period. It was fashionable yet practical, with overhanging eaves to shade the walls and construction requirements well within the scope of local builders. The variation in bungalow forms attests to the local builders' range of improvisations.

An important Twentieth Century residential style not represented in Lakeview is the Spanish or Mediterranean Colonial style. The N-C-O depot is designed in this style, but there are no residences with the stucco walls and tile roofs that characterize the form.

TREATMENT

Survey and Research Needs

This survey considered all of Lakeview within the current city limits. Several resources important to Lakeview's history and development, however, are located outside the city limits. The Goldmohr Terraces suburb is located to the north of Lakeview. It was created by the Favell-Utley Realty Company and began to develop during the late 1920s. Several prominent citizens built residences there, including H.A. Utley and Zim Baldwin. Although the suburb is outside the city, it forms a part of Lakeview's historical context.

Local Treatment Activities

From the standpoint of preserving its historic resources, Lakeview is in a very fortunate position. The town has not been subjected to intense development in recent years. The downtown area is still the central retail area, with good access and reasonable parking. There is evidence of a growing awareness of historical resources among Lakeview's citizens.

Some specific strategies for fostering an awareness and appreciation of historic structures might include the formation of a city or county Landmarks Commission. Structures identified as local landmarks could be eligible for protection or help with rehabilitation projects. The local governments might also request grants-in-aid from the Oregon State Historic Preservation Office for preservation planning, or some educational programs.

State Level Treatment Activities

Owners of the properties listed as potentially eligible for National Register Nomination should be encouraged to learn about the nomination process and consider the potential advantages. The nomination of individual properties is often an excellent way to raise public consciousness about historic resources in the community.

Owners of the six properties currently on the Register should be encouraged to consider rehabilitation measures. The N-C-O depot is vacant now, the Heryford house is in serious disrepair, the Heryford Building needs attention,

the Post and King Building is vacant, and the Bailey Massingill Building has an inappropriate sign.

Historic District Formation

Lakeview's downtown area--especially "E" street between 2nd and the Courthouse--could be considered for Historic District status. The number of non-contributing properties on these blocks is limited to the old Lakeview Hotel (now Indian Village) and the Winchester Meat Market (now the Shamrock Restaurant). Other commercial properties along the street are suitable for either nomination or restoration. Indeed, Lakeview's "E" street may offer one of the best concentrations of commercial buildings from the 1900-1930 period of any town in central Oregon.

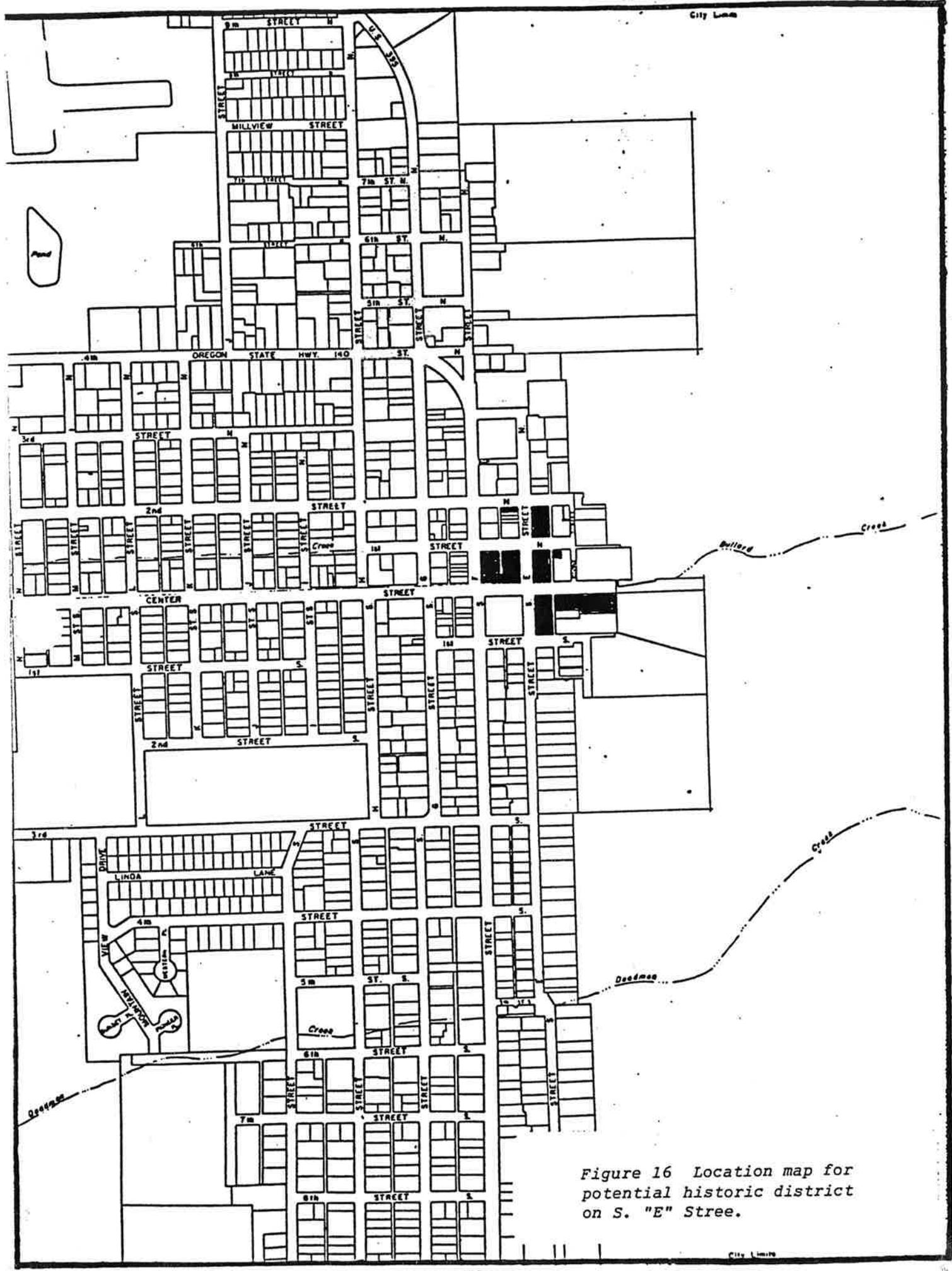


Figure 16 Location map for potential historic district on S. "E" Stree.

