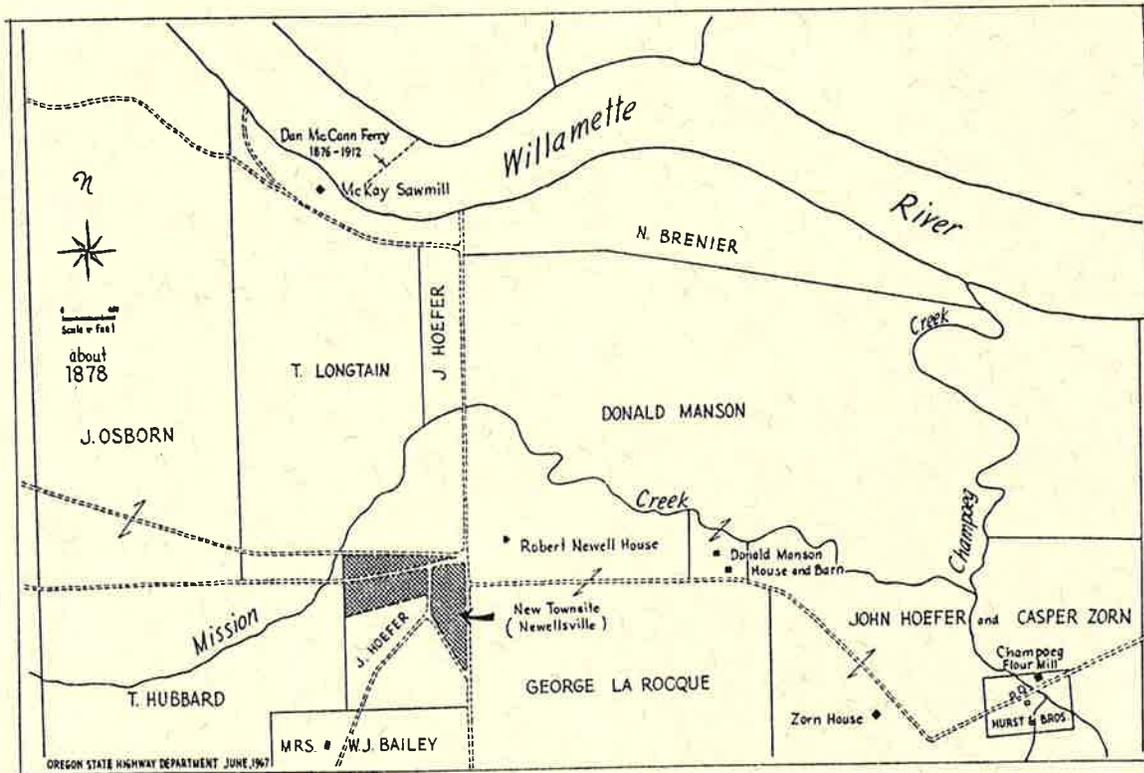


HISTORIC RESOURCES EVALUATION OF A PORTION OF THE OLD CHAMPOEG-SALEM ROAD, MARION COUNTY, OREGON

Jill A. Chappel



HISTORIC RESOURCES EVALUATION OF A PORTION OF
THE OLD CHAMPOEG-SALEM ROAD,
MARION COUNTY, OREGON

By

Jill A. Chappel

Submitted to

Century West Engineering Corporation
825 NE Multnomah, Suite 425
Portland, Oregon 97232

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

July 17, 1992

HERITAGE RESEARCH ASSOCIATES REPORT NO. 126

ABSTRACT

During April 1992, a reconnaissance survey and site evaluation of historical resources was undertaken in the proposed area of a Marion County road-widening project adjacent to Champoeg State Park. The intent of the field visit was to initially determine the physical integrity and historical significance of landscape, architectural, and archaeological resources and to determine the potential effects on those resources. A literature search was conducted prior to the fieldwork phase to identify broad historical themes and patterns of development that ensued after Euro-American settlement commenced. An understanding of the historic context of the project area is fundamental to identifying resources and assessing their significance.

The road corridor landscape, four buildings, and one site were identified as possessing certain levels of historical significance or architectural integrity. The resources were inventoried and analyzed according to the criteria established by the National Register of Historic Places, and a determination of significance was formed. No prehistoric resources were observed in the project area.

Although some resources in the project area were found to be historically significant, none of the resources will be directly impacted by the proposed road-widening construction. One area exhibiting possible historical archaeological potential was identified, but an adverse effect on that resource is not anticipated. A monitoring strategy is suggested during the construction phase of the project to ensure that significant archaeological resources are not destroyed during roadwork excavations.

ACKNOWLEDGEMENTS

The historical resources fieldwork at the Marion County road widening project area reported in this document was carried out under the terms of an agreement between Century West Engineering Corporation of Portland, Oregon and Heritage Research Associates, Inc. (HRA) of Eugene. Ron Weigel, P.E., was the project manager for Century West and provided HRA with the detailed maps and other project information necessary to complete the work task effectively. Kathryn Anne Toepel was responsible for project administration for HRA, while Jill A. Chappel was the project investigator in charge of fieldwork and reporting. Rick Minor, Senior Archaeologist for HRA, assessed the archaeological potential of the project area.

Fieldwork was conducted on April 18 and June 26, 1992 by Jill A. Chappel, and on May 19, 1992 by Rick Minor and Jill A. Chappel. Henry Kunowski, Compliance Officer, and Elisabeth Potter, National Register Coordinator, both with the State Historic Preservation Office, were consulted concerning significance questions about the surveyed landscape and buildings within the road corridor.

TABLE OF CONTENTS

	<i>Page</i>
Abstract	iii
Acknowledgement	iv
List of Figures	vi
1. INTRODUCTION	1
2. HISTORICAL OVERVIEW OF CHAMPOEG	5
3. SURVEYED HISTORICAL RESOURCES	9
Old Champoeg-Salem Road Corridor	9
Newellsville Townsite	11
Adolph Jette House	13
Robert Newell House Museum Property	15
4. EVALUATION OF SIGNIFICANCE	19
Old Champoeg-Salem Road Corridor	20
Newellsville Townsite	20
Adolph Jette House	21
Robert Newell House Museum Property	21
5. RECOMMENDATIONS	23
Sources Consulted	25
Appendix: Oregon Inventory of Historic Properties Survey Forms	27

LIST OF FIGURES

<i>Figure</i>		<i>Page</i>
1	Location of the project area in Marion County	2
2	Location of inventoried historic resources within project area . . .	4
3	Old Champoeg-Salem Road Corridor, looking north	9
4	Map of Champoeg area, 1840s, showing earliest settlement	10
5	Map of Champoeg area, c. 1852, showing plat of townsite and the Champoeg-Salem Road	10
6	Map of the area, c. 1878, showing roads and the location of the Newellsville settlement	12
7	Current transportation routes	12
8	Tax map showing approximate land coverage of Newellsville townsite	13
9	Newellsville townsite, spring 1992	14
10	Adolph Jette House, c. 1861/1925	14
11	DAR's reconstruction of the Robert Newell House	16
12	Northwest view of Butteville Pioneer Schoolhouse	16
13	Butteville Jail	17

1. INTRODUCTION

The project area is located adjacent to Champoeg State Park along Champoeg Road (the old Champoeg-Salem Road) from its intersection with French Prairie Road to the south to its meeting with Vergens Corner Road to the north (T.4S., R.2W., NW¼ of the SE¼ of Section 2, Willamette Meridian). The proposed project involves minimal excavation and the construction of embankment retaining walls affecting an approximate 500-foot-long corridor of existing roadway (Figure 1). The present 26-foot-wide roadway is scheduled to be widened one and one-half feet to the west and three to four feet to the east. Two four-foot-high concrete retaining walls will be constructed on either side of the road. All work will be executed within the existing Marion County road right-of-way, and no taking of private property will occur.

The road traverses a slope from the bottomlands of Mission Creek to a broad, open terrace above the Willamette River floodplain. The project area is bounded on the north by Champoeg State Park, on the east by the Robert Newell House Museum property, on the south by the intersection of Champoeg and French Prairie roads, and on the west by the Norman Jette property. Mature cottonwoods, locusts, and redwoods interspersed with younger maples line the west side of the road. Younger cottonwoods and maples form the eastern project boundary.

Prior to fieldwork, an investigation was conducted to collect information on previously recorded historic sites and buildings in the immediate vicinity of the proposed road-widening project. Both the Statewide Inventory of Historic Sites and Buildings (SHPO 1976) and the Marion County LCDC Goal 5 cultural resources inventory (Marion County 1990) were consulted for previously recorded historic resources. According to these sources, no historic sites, buildings, or landscape elements have been recorded in the project area to date. The Marion County inventory is largely based on architectural resources, and though both the Jette and Newell museum properties were encountered during the county inventory fieldwork, the buildings either were thought to be too altered or were found not to be eligible under the National Register of Historic Places significance criteria (see Section 4 for an explanation of these criteria).

Some archaeological work was executed outside of the project boundary at the Champoeg townsite between 1971 and 1975 (Atherton 1973, 1974), and other research investigations encompassing the surrounding areas have taken place periodically since the early 1980s (OSU 1992; Speulda-Nichols 1986). According to Dr. David Brauner, an Oregon State University historical archaeologist who is currently researching the Champoeg and French Prairie areas, a portion of the

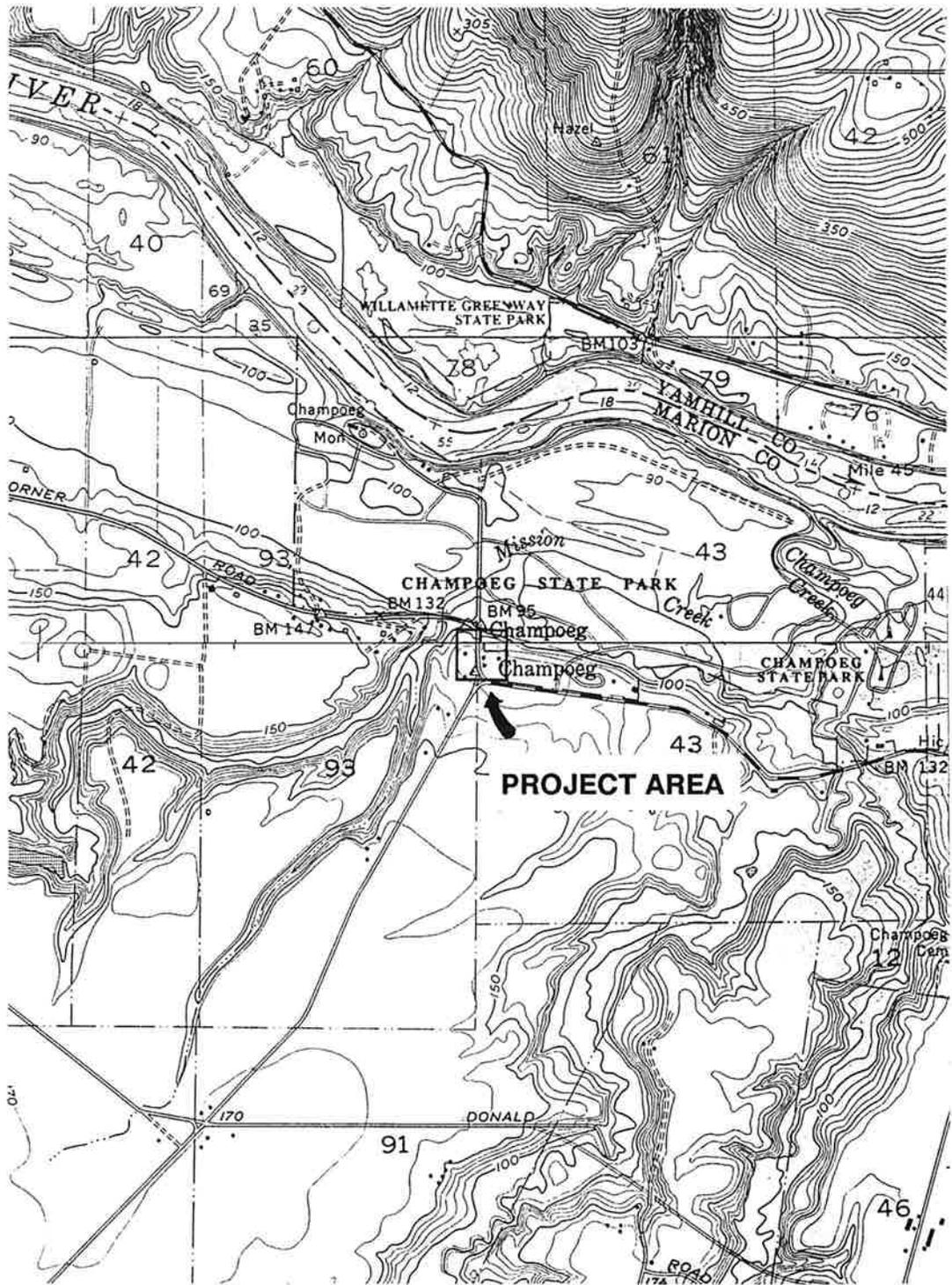
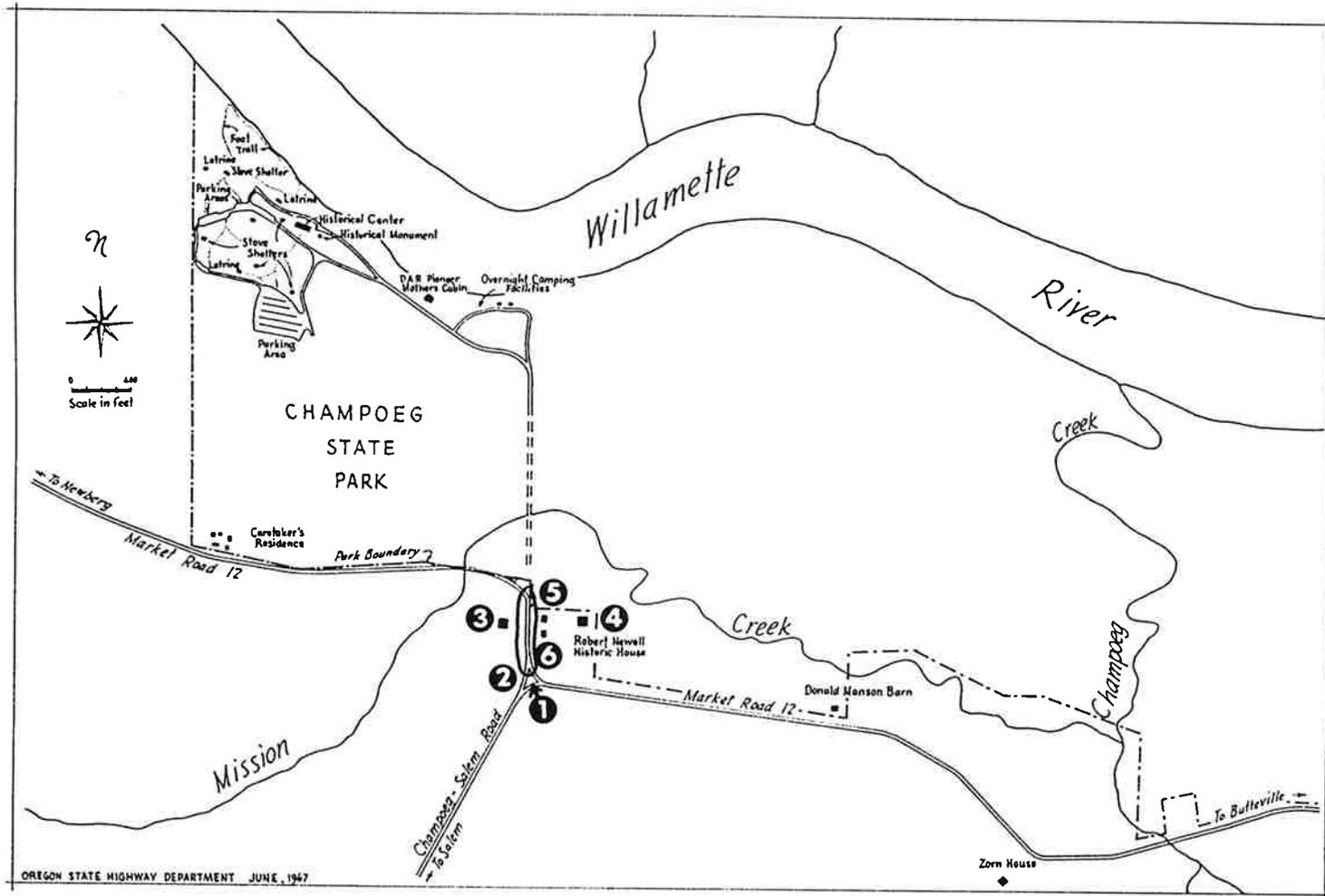


Figure 1. Location of the project area in Marion County (USGS 7.5 minute St. Paul, Oregon and Newburg, Oregon quadrangles).

Newellsville townsite is included in the proposed road-widening corridor (OSU 1992). The Newellsville settlement was an attempt by former residents of Champoeg to reconstruct the town's commercial district after it was obliterated by Willamette River flood waters in 1861. Maps and photographs reproduced in J.A. Hussey's 1967 work, *Champoeg: Place of Transition*, confirm that the north edge of Newellsville once overlapped with the project area.

After the initial inquiry was made to determine the project area's potential for historical resources, a reconnaissance survey was conducted. All properties over 50 years old or that appeared to possibly meet the National Register significance criteria were inventoried. Oregon Historic Resource Survey forms were completed for the properties, site plans were sketched, and black and white photographs were taken. Whenever possible, in-field interviews with landowners were performed, or telephone interviews were conducted at a later date with non-local informants. The State Historic Preservation Office (SHPO) was kept abreast of the survey results and was consulted concerning questions of significance for individual properties. A discussion of possible mitigative measures pertaining to certain historic properties also transpired during the SHPO-consultant coordination effort.

No prehistoric resources were observed, but four individual historic areas, consisting of six resources, were identified during the course of the cultural resources investigation of the project area (Figure 2). These include the Old Champoeg-Salem Road corridor, the Norman Jette property, the Newellsville townsite, and the Robert Newell House Museum property. The physical integrity of the resources identified in each area varies from good to poor, and overall, the historical significance of the surveyed resources is high. The following report conveys a brief historical overview of the area, introduces the resources in the defined historic areas, and discusses the methodology and field techniques used to determine the significance of historic sites, buildings, and landscapes existing within and directly adjacent to the project corridor. An explanation of the significance of the surveyed properties follows, and the report concludes with recommendations.



OREGON STATE HIGHWAY DEPARTMENT JUNE, 1947

KEY

- | | | | |
|---|----------------------------------|---|------------------------|
| 1 | Old Champeog-Salem Road Corridor | 4 | Robert Newell House |
| 2 | Newellsville Townsite | 5 | Butteville Schoolhouse |
| 3 | Adolph Jette House | 6 | Butteville Jail |

Figure 2. Location of inventoried historic resources within project area (adapted from Honey 1967:222).

2. HISTORICAL OVERVIEW OF CHAMPOEG AND VICINITY

The Willamette Valley was not seen by Euro-Americans until the winter of 1811-12. At this time, the territory now known as Oregon was under British and American joint occupancy. British interests in the fur business resulted in the establishment and of fur-trading posts and colonization along the Columbia River and an intensive exploration campaign to seek out available resources in new areas. An exploration party was sent from Fort Astoria to determine the hunting, trapping, and trade potential along the Willamette River (Franchere 1967:63). Other parties continued the exploration efforts the following year, and eventually a trading post was established near present-day Salem and, soon after, another along the Willamette three miles upriver from the Champoeg site.

Willamette Post, as it was designated, continued to serve as a trade center for various trapping parties traversing the Willamette Valley until 1824 (Kaiser 1956:27). The location, however, was a favored resting point for those invested in the fur business even after the post ceased to operate. The geography of the 150-square-mile area included abundant, timber-free meadowlands perfect for pasturing. The French-Canadians, who constituted the majority of the fur trapping populace, knew the region as *Campment du Sable* or *Champooitch*, the former after "sandy camp," the latter describing the wild camas that dominated the meadows (Hussey 1967:18).

The landscape was so enticing that many trappers gave up their transient profession, took in women from the native Kalapuyan population, and settled down to farm. Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company (which during the 1820s held the monopoly in the fur-trading business), recognized Champoeg as an ideal settlement site:

Champoeg . . . was the only region along the Willamette River and down the Columbia to the Pacific Ocean where any considerable expanse of open prairie bordered on navigable water. It was one of the few places where a wagon could be driven to the stream without going through a forest. This had influenced Doctor McLoughlin in recommending it as a place of residence for servants of his company whose terms had expired and who did not desire to return to Canada, and these earliest settlers had formed here the nucleus of a farming community (Carey 1922:378).

The Company was authorized to send their retired employees back to their original homes, but most of the French-Canadians had wed Indian women and were content to settle in the Willamette Valley, and most particularly, in the Champoeg-French Prairie area. Thus, by the early 1830s, Champoeg was beginning to take on the appearance of a stable, agricultural community. A Methodist mission was organized

appearance of a stable, agricultural community. A Methodist mission was organized a few miles downstream on the Willamette, just south of Champoeg and attracted some settlers to its vicinity. The establishment of a grist mill at the confluence of Champoeg and Mission creeks in 1834-35 marked the birth of the commercial, political, and social center of Champoeg.

The Great Migration of 1843 brought nearly 1,000 people over the Oregon Trail, a number that increased on a yearly basis. The final destination for the majority of these newcomers was the Willamette Valley, and the Champoeg-French Prairie area, one of the more "civilized" regions because of its proven community, was targeted for settlement (Speulda-Nichols 1986:29). Yet along with settlers came a barrage of quandaries that primarily stemmed from lack of property rights:

The influx of pioneers had a profound effect on Oregon. Suddenly the problems inherent to a populated area were present in the Willamette Valley. Property rights became a major issue, but there was no formal way to resolve land claims. The economy was based on a barter system which was not efficient for a rapidly expanding population. There was no legal or justice system in operation besides the omnipresent Hudson's Bay Company and the missionaries. And, of increasing importance, there was no established way to defend the communities from possible Native hostilities. . . . Before the arrival of such large numbers of Americans the population had been fairly evenly distributed between French-Canadian and American, Catholic and Protestant. Problems such as operating a still or marauding wolves were handled through community meetings. These meetings often had a political undercurrent, but attempts to form a government always ended in factional fights between and within the various groups (Speulda-Nichols 1986:30).

Though the community at Champoeg petitioned the U.S. Senate to draft and implement a protective statute, the federal government did not view the population and economic status of the settlement worthy of their involvement, since any actions on their part would have complicated the previous established joint-occupancy treaty between the U.S. and England. Since the voice of the Champoeg settlement remained unheard and the problems still remained, a committee of citizens was formed in 1843 to formally discuss and organize a provisional government. Early Champoeg settlers Robert Newell, Francis Matthieu, Joe Meek, and William Gray were among the members of this committee to establish the law that would administer the Champoeg community. The Organic Act of 1843 provided the constitution on which the newly instituted government was based.

The first half of the 1840s was a period of development for Champoeg, not only in politics and government but in commerce and industry as well. The Hudson's Bay Company constructed a receiving station which included a warehouse at the Willamette boat landing. Other warehouses, granaries, and other facilities related to agricultural products shipping were erected in the "town" (Hussey 1967:198). Champoeg landing became busy with passenger service and freighting to Oregon City.

In addition, ferry service was fully underway by 1844 and, during that same year, plans for a road from Champoeg to Salem were beginning to form (Kaiser 1956:33).

Growth at Champoeg slowed temporarily throughout the California gold rush years due to a population decrease in the community. The advent of steamboats in the early 1850s, however, considerably boosted the settlement's economy and was the principal mode of transportation in the upper Willamette Valley prior to railroad development. The year 1850 brought road surveyors to the burg, and a direct north-south route to Salem was laid out that ran along the west edge of Robert Newell's property to the edge of the Willamette River. By 1852, a stage line was developed between Champoeg and Salem. Robert Newell erected a flour mill in 1855 to the southeast of the town. Powered by Champoeg Creek, the mill was a commercial success, and by 1857, a road was constructed between the mill and the town. The road was reconstructed ten years later, and began serving as the principal route between Champoeg and Butteville to the east (Hussey 1967:220).

Even though Champoeg thrived as a transportation center and shipping point, the town of 180 people had only about 26 houses in 1860, and its commercial landscape included saloons, a hotel, blacksmith shop, harness shop, and sawmill, among other businesses (Kaiser 1956:33; Hussey 1967:215). It was considered by government surveyors who passed through the community in the preceding five years as no more than a frontier settlement with a handful of clustered buildings, several of which were constructed of logs.

The largest flood in Champoeg's history was one instrumental factor that contributed to the town's commercial and social ruin. In November of 1861, the Willamette River reached unheard of flood levels, reaching a depth of 7 to 30 feet over the bottomlands of Champoeg. All evidence of an established settlement at the Champoeg site, except for the completely wrecked Hudson's Bay Company warehouse, was erased by the tragedy, and visions to rebuild the town were daunted:

The flood brought financial disaster to almost every resident of the town. Describing conditions as they were about two years after the catastrophe, one visitor found that the people in the neighborhood, "having lost their all," still "had not money enough amongst them" to purchase the Company warehouse, even in its ruinous state.

Another hard blow given by the flood to Champoeg was caused by the fact that its great rival, Butteville, built on slightly higher ground, was not completely washed away. The residents of Champoeg had no heart to rebuild their town, and at least some of them appear to have focused their hopes on Butteville as the next market and shipping center for the community. Land values at Champoeg plummeted. Lots, said at one time to have sold for as much as \$500 each, fell in value by 1865 to less than \$50 for an acre of them; and even at that there appear to have been few, if any, sales of town lots for building purposes after 1861 (Hussey 1967:231).

The townsite was not altogether abandoned in the post-flood years. Champoeg landing remained a vital shipping point for flour and grain. Buildings, including several warehouses and a sawmill, were erected at the site, yet development along the river was limited to transportation- and industry-related structures. Homes and businesses were reconstructed on higher ground one-half mile south of the former townsite. Between 1861 and 1880, a small grouping of residences and commercial buildings was constructed linearly along the Champoeg-Salem Road adjacent to the west edge of Robert Newell's land (Hussey 1967:232). Because of this association, the hamlet was coined "Newellsville," and the former Champoeg Post Office assumed the same name. The town of Champoeg, in a sense, was reincarnated.

Breakthroughs in transit development during the 1870s proved to be another blow to the potential prosperity and urban advancement of this new Champoeg. Completion of a rail line from Portland to Eugene in 1870 presented a grim future for steamboating. Shipping activities at Champoeg landing became less active in the 1870s and 1880s. The speed and convenience of the railroad easily superceded river transportation. This changeover in transportation methods would not have been so destructive to the community had it not been for the railroad bypassing the Champoeg-French Prairie area. The settlement at Newellsville, as well as the shipping activities on the riverfront, waned as a result.

Another flood in 1890 marked the final demise of Champoeg landing and Newellsville. Isolation from market transit routes proved devastating, and the commercial aspect of the community disappeared entirely by the 1930s. The old Champoeg townsite was acquired by the State of Oregon and designated a state park in 1943. Newellsville, its commercial buildings vacant and neglected, survived as a "ghost town" for many years. Eventually the buildings vanished one by one until October of 1962 when yet another force of nature, a violent wind storm, collapsed the last remaining structure.

3. SURVEYED HISTORICAL RESOURCES

Six historical resources were identified during the course of the reconnaissance survey. Below is a description of each resource and its physical integrity at the time of the survey. Historical significance is based, in part, on the condition of a property, its uniqueness or rarity, and its association with notable individuals and/or events important to the history of the area.

Old Champoeg-Salem Road Corridor

The present 26-foot-wide, paved roadway runs north-south within the limits of the project area. Cutbanks on both sides of the road rise approximately 10 to 16



Figure 3. Old Champoeg-Salem Road Corridor, looking north.

feet from the top of the pavement to the top of the cut. A road trace running parallel to and ascending the west cutbank was identified during the field visit. This trace begins at the north end of the project area and ends just south of the Norman (Adolph) Jette house. Several mature trees--cottonwoods, locusts, and redwoods--form a vegetative screen between this road trace and the edge of the cutbank (Figure 3). Two to three smaller cottonwoods and several young maples line the east edge of the cut.

Historic maps reproduced in Hussey's book reflect road development changes that took place between 1844 and 1967 (Figures 4-7). The main north-south route leading into the heart of old Champoeg has changed very little according to these maps. The early road system in the vicinity of present-day Champoeg State Park, however, was altered and improved by Marion County beginning in 1927 (Jette 1992). The roadway that passes through the project area, the old Champoeg-Salem Road, was graded considerably to its present elevation during this time, as Norman Jette, the property owner on the west side of the road, contends. Mr. Jette was living in the house during the time the road work was done and remembered that the deciduous vegetation that currently borders the road grew after this time period. Mrs. Jette planted the row of redwoods to the south of the cottonwoods after the Columbus Day storm of 1962.

Newellsville Townsite

According to a map published in Hussey's *Champoeg* book, the Newellsville townsite is located at the junction of Champoeg and French Prairie roads and runs south roughly 270 yards. The site crosses French Prairie Road and continues into a field to the south of the project area. This portion of the site, because it is outside of the project area, was not investigated. The townsite also extended west from the road intersection approximately 350 yards. It is L-shaped in plan and covers the southeast portion of tax lot 1500 and nearly all of tax lots 1700 and 200 (Figure 8). An interview with the Jette family and historic photographs in Hussey's book confirm that the hamlet once existed in this location (Hussey 1967:238, 244). During the field survey, some surface artifacts (brick, window glass, and ceramics fragments) were found, but the site itself is considerably overgrown with vegetation (Figure 9). The site is fenced with barbed wire, and an old iron gate allowing access to the site exists just west of the road junction.

At least four wood-framed buildings comprised the commercial element of the Newellsville community: two general merchandise stores, a blacksmith and wagon shop, and a saloon/lodge hall. The buildings were standing in 1939 but have all disappeared since 1962 (Hussey 1967; Jette 1992). The saloon/lodge hall site is situated in the southeast corner of the Norman Jette property and is marked by a large holly tree. This structure, which collapsed during the Columbus Day storm of 1962, was the last remaining building from Newellsville. According to the 1880 census, four domestic dwellings were also once components of the townsite.

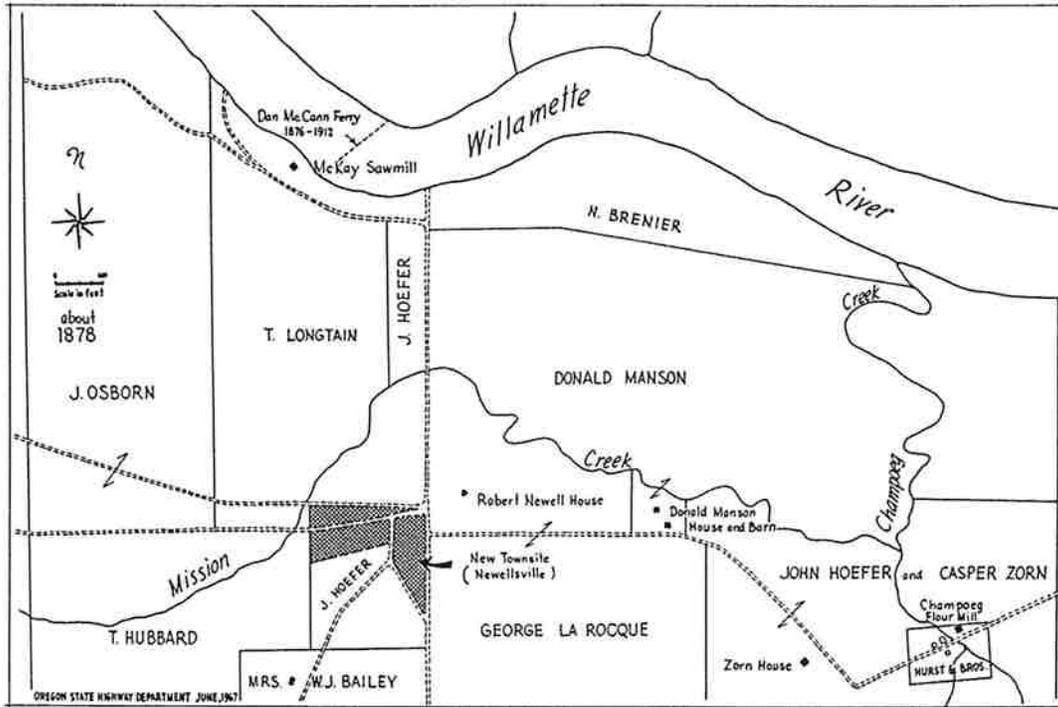


Figure 6. Map of the area, c. 1878, showing roads and the location of the Newellville settlement (from Hussey 1967:222).

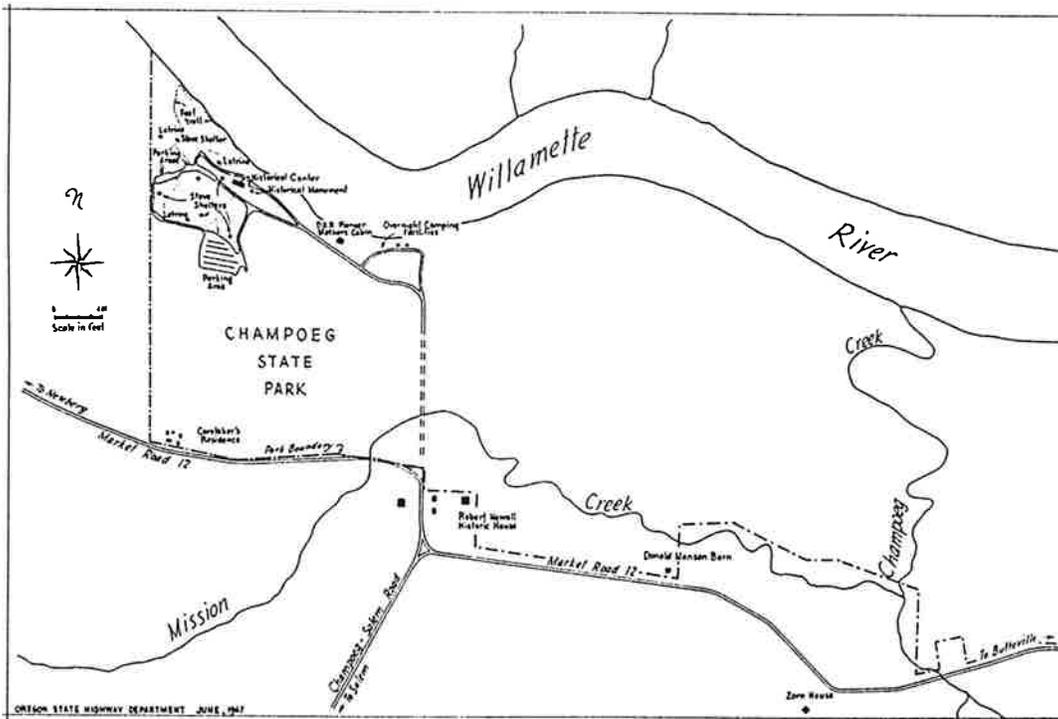


Figure 7. Current transportation routes outside of the Champeog State Park boundary (adapted from Hussey 1967:222).

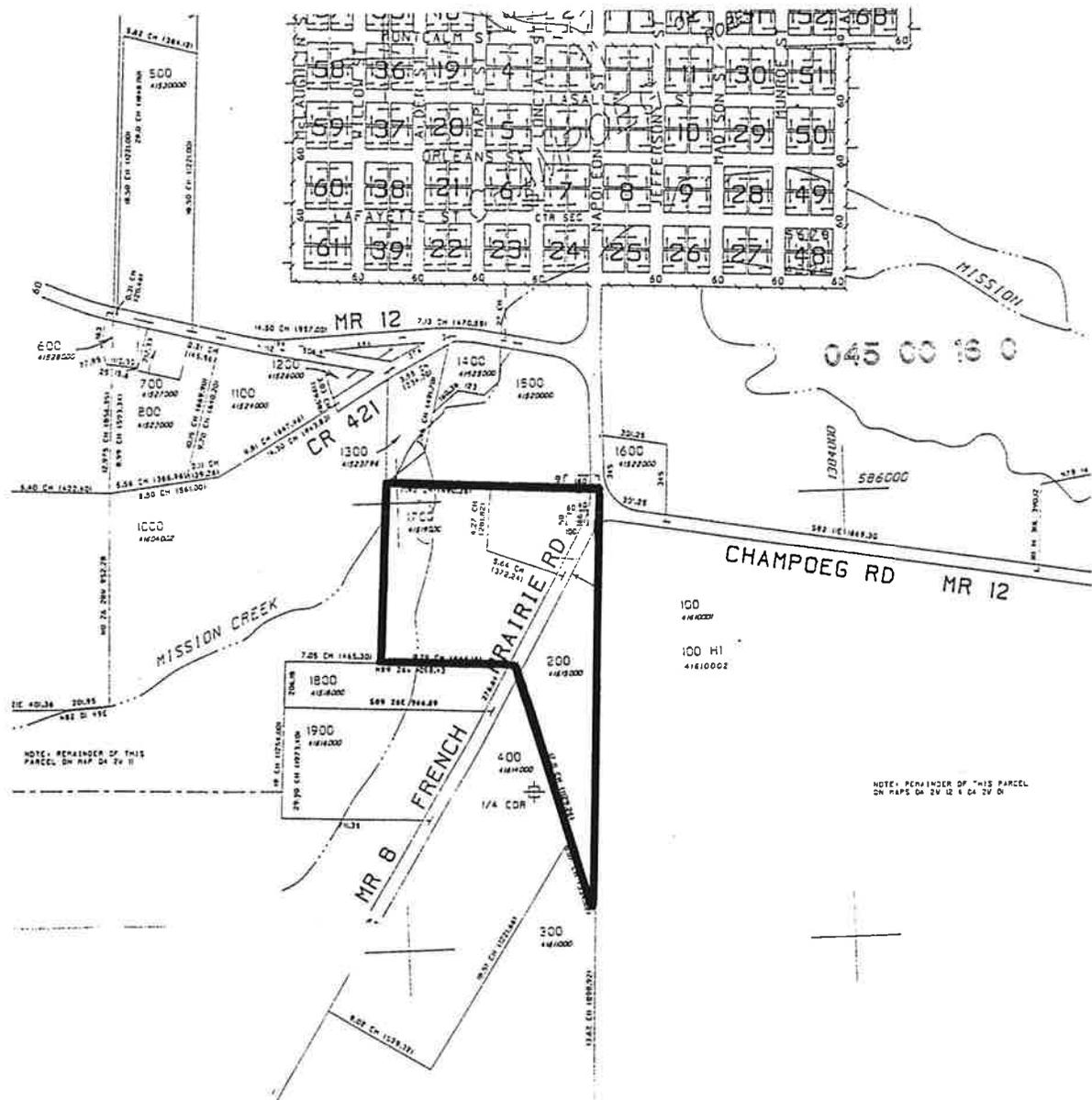


Figure 8. Tax map showing approximate land coverage of Newellsville townsite.

Adolph Jette House

The Jette house is a single-story, side gable-roofed, wood shingle-clad building on the west side of the road corridor (Figure 10). The house is situated at the historic elevation of the old Champoeg-Salem Road and lies on the 1852 Donation Land Claim of Andre Longtain. Longtain owned over 560 acres of land from the banks of the Willamette River south, including the west half of the Champoeg townsite. The owner, Norman Jette, claims his grandfather, Adolph Jette, purchased the house in the 1870s, and that it was constructed in 1861 as a stage stop and boarding house. Hussey notes that Longtain "was forced to rebuild on higher ground" after his first house, located in Champoeg, was obliterated by the 1861 flood

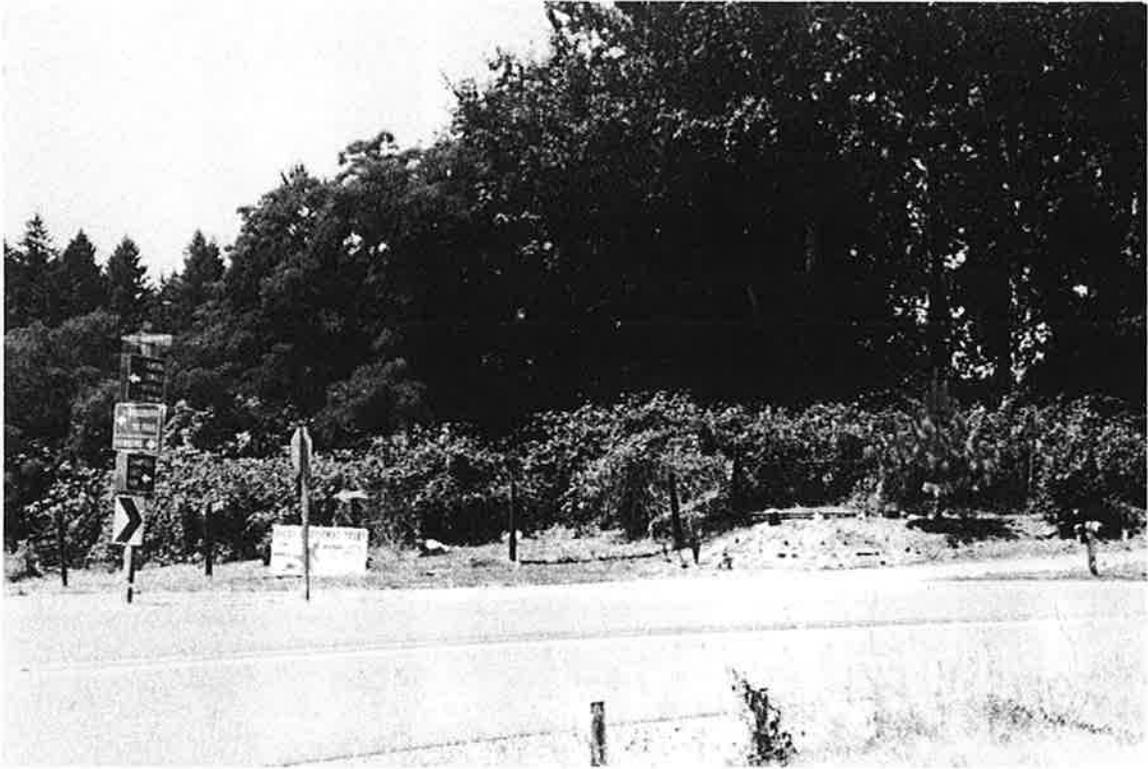


Figure 9. Newellsville townsite, spring 1992. View is to the east.



Figure 10. Adolph Jette House, c. 1861/1925. View is to the northwest.

(Hussey 1967:233). Whether or not this dwelling is Longtain's second house is debatable.

The dwelling was significantly altered during the historic period. Minor alterations have taken place within the last 50 years. A shed and a garage, dating to the early 1900s, exist in the southwest and southeast corners of the property respectively. The building is surrounded by mature plantings of locust, weeping willow, various fruit trees, shrubs, and perennials, creating a vernacular domestic landscape illustrating the Jette family's long tenancy at the property.

Robert Newell House Museum Property

The DAR museum property occupies the east side of the project area. It lies on the northeast corner of the Champoeg Road-French Prairie Road intersection and is bound on the north and east sides by Champoeg State Park. The museum is composed of three display buildings, a caretaker's cottage, and landscaped grounds of mature deciduous trees, a fruit orchard, and various perennials.

The Gothic Revival Style **Robert Newell House** stands in the northeast corner of the museum property and is a 1959 reconstruction of the original 1852 Robert Newell house (Figure 11). It is situated on the western edge of Newell's Donation Land Claim and is set back approximately 250 feet from the present road cutbank. The 1852 building was in deteriorated condition for several years before the Daughters of the American Revolution (DAR) took control of the property in 1959. The DAR demolished all elements of the house except for the chimney and completely reconstructed the dwelling to reflect its 1852 appearance. The design and construction of the house was undertaken by a local individual, and the in-situ chimney acted as a guide for positioning the reconstruction in the exact location, orientation, and arrangement of the earlier building. The building is in good condition, but was sheathed with vinyl siding around 1970. It has been a museum facility since its construction.

The Butteville Pioneer Schoolhouse is situated at the northwest corner of the Robert Newell House Museum property and is within 50 feet of the road cutbank (Figure 12). A board fence surrounds the building on the west and north sides and serves as a rough property boundary for the museum. The schoolhouse is rectangular in shape with a gable roof and a rear (west) porch. It displays architectural elements of the Colonial Style and is in excellent condition.

The building was moved to the museum grounds between 1959 and 1961. In a telephone conversation, Doris Conner, DAR State Chairman of Buildings and Grounds, stated that the building was moved from near Butteville, a few miles to the east, and had formerly been used as a dwelling (DAR 1992). The DAR restored the building during the early 1960s. According to Mrs. Conner, the schoolhouse has undergone only minimal changes, including the replacement of some weatherboard



Figure 11. The DAR's reconstruction of the Robert Newell House. View is to the east.



Figure 12. Butteville Schoolhouse, located in the northwest corner of the Robert Newell House Museum property. View is to the northwest.

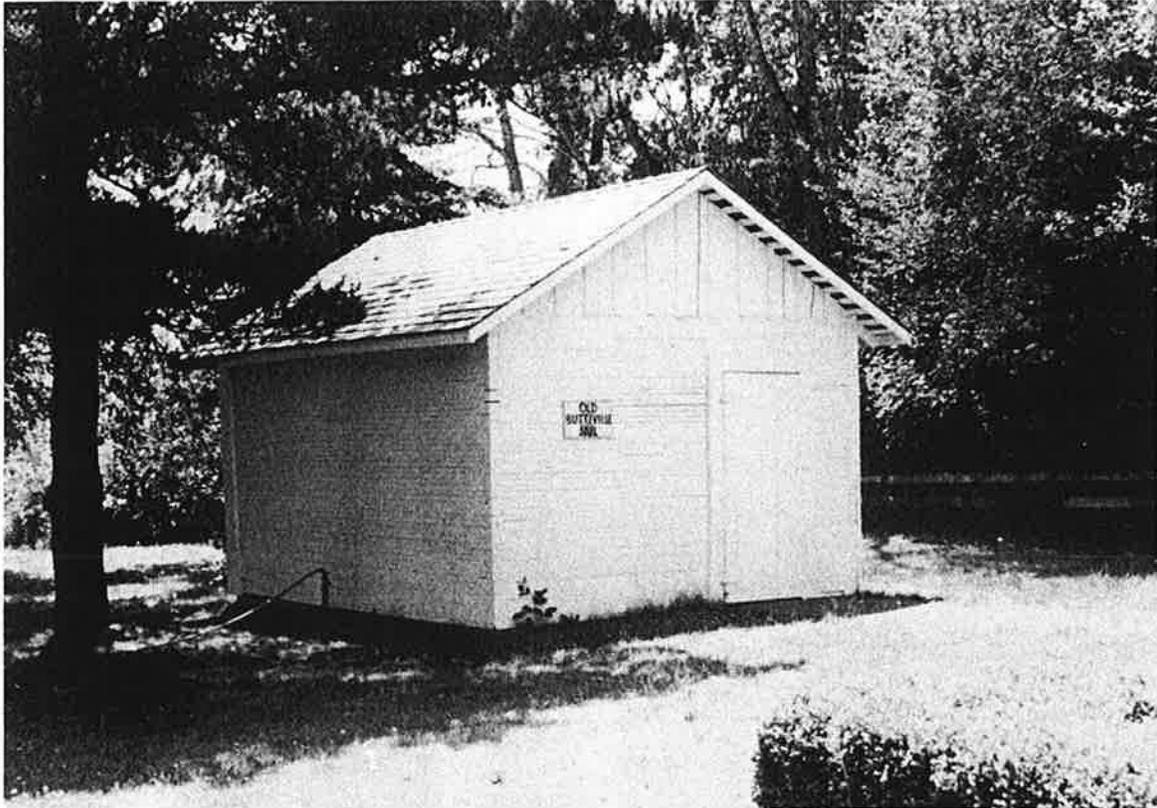


Figure 13. Butteville Jail, Robert Newell House Museum. View is to the southwest.

siding due to deterioration and reroofing, and retains its 1850s appearance and construction materials.

The Butteville Jail was also relocated from the town of Butteville at the same time as the schoolhouse (Figure 13). It is located on the south side of the schoolhouse on the west edge of the museum grounds. The road cutbank is within 75 feet of the building.

The Butteville Jail is a small, one-story structure supposedly dating to the 1850s and is constructed with 2x4 wood studs stacked face-to-face. Some of the 2x4 members were replaced in 1992 because of a dry rot problem, but the majority of the structure is intact and, apparently, as-built. The DAR, after acquiring and moving the building, restored the jail and only replaced, in-kind, those structural members that were severely deteriorated (DAR 1992). The jail appears to be in excellent condition.

4. EVALUATION OF SIGNIFICANCE

Resources are evaluated according to their historical significance and architectural integrity, or the intactness of historic form, original construction materials, or original plantings of vegetation. Historical significance is based on certain criteria that appraises a resource's contributions to broad historical and cultural patterns. The significance assessment applied in this study corresponds with the National Register of Historic Places evaluation criteria. The National Register criteria serve as an accepted standard for the assessment and evaluation of historic resources and is endorsed by the Oregon State Historic Preservation Office (SHPO). This criteria pertains to historic resources (districts, sites, buildings, structures, objects, and landscapes) that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

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

Generally, buildings that have been moved from their original setting and buildings less than 50 years old are not considered under the National Register criteria at this time. The 50-year mark is an arbitrary amount of time in which historical perspective can be developed. There are exceptions, however, specifically with resources that have gained significance within the last 50 years or, if moved, buildings that represent a rare or peculiar architectural style or method of construction. These resources must be integral components of a district and must be illustrative of historic themes or cultural trends that contribute to the understanding of the development of a community.

Old Champoeg-Salem Road Corridor

As previously mentioned, the Old Champoeg-Salem Road was graded to its present elevation during the late 1920s. The road trace, a portion of which passes through the county road right-of-way, is possibly a section of the 1850 road that was the chief route linking Champoeg with Salem (OSU 1992). Map research did not absolutely verify this, and the road improvements completed in the 1920s possibly could have obliterated the historic route. Nevertheless, the grade and location of the trace is consistent with the old Champoeg-Salem roadway. The road trace has been used as an access to the Jette house in the past and is a contributing component of the property's historic landscape.

Marion County has not implemented a scenic easement program to date that addresses landscape protection issues (Marion County 1992). The National Park Service, however, does provide important insight on the identification and evaluation of historic landscapes and the National Register eligibility of landscape features (National Park Service n.d.). The cottonwood, maple, and redwood trees are not historically significant as a planned landscape nor do they have a direct historical tie to either the Champoeg or Newellsville settlements. In assessing historical significance, however, even vegetation that has grown up since the period of historic significance must be evaluated since it is a characteristic element of the rural landscape. The cottonwood trees in particular on the west side of the road are over 50 years old and, though naturally occurring, do contribute to a sense of the historic natural landscape between 1930 and 1942. The trees also help to reinforce and define a sense of place within the Champoeg historic and cultural landscape.

Newellsville Townsite

Newellsville, so named because the site was adjacent to Champoeg pioneer Robert Newell's land claim, was organized to replace the commercial buildings at Champoeg that were destroyed in the Willamette River Flood of 1861. Because the town was bypassed by major transportation arteries, it was abandoned during the early 20th century. Newellsville was a last-ditch effort on the part of the local community to revive Champoeg and protect it from further mishap brought on by Willamette River floods. It represents the effect the Railroad Era had upon rural communities and the damaging impacts on a community as a result of being removed from major market routes.

Although the integrity of Newellsville is poor simply because no architectural remains still stand, the potential for historic archaeological resources on the west side of the project area is high. Historic photographs in Hussey's book show four buildings no longer extant along the historic Champoeg-Salem Road as it descended to the original Champoeg townsite. A portion of at least one of these may lie within the planned impacted area of the project. The field reconnaissance identified a sparse scattering of various architectural and domestic artifacts, including ceramic,

glass, and brick fragments, along the western edge of the road cutbank. As a possible archaeological site, Newellsville possesses high significance for the information the site may yield about post-1861 life in the Champoeg community.

Adolph Jette House

J.A. Hussey notes that "[Adolph] Jette was a native of 'Prepontigny' Parish, Canada; and he and his family were prominent figures in the Champoeg region during the latter part of the [19th] century" (Hussey 1967:234). Adolph Jette was one of the few who conducted business at the old Champoeg site after the 1861 flood. Jette owned property and a warehouse at the Champoeg landing and had purchased the stage stop/boarding house along the Champoeg-Salem Road to the west of the Robert Newell house. It was in this building, which he eventually converted into a formal house around 1925, that he raised his family.

Adolph Jette had at least two children, Adolph, Jr. and Arthur. Arthur was born in 1887 in this house and later acquired the property from his father. His brother, Adolph, Jr., owned and operated the saloon and lodge hall in Newellsville (Jette 1992). Norman Jette, Arthur's son, and his wife currently reside in the house.

The Jette House, although significantly altered from its original 1861 appearance, is a surviving residence from the period directly following the 1861 flood that ended intensive settlement at the Champoeg site. Since the remodeling of the house took place during the late historic era, and its current appearance illustrates those period changes, the integrity of the building remains fairly high. Its continuous association with the Jette family contributes to its historical significance. The various historic-period plantings and the property's proximity to the Old Champoeg-Salem Road and to Newellsville, characterize the property as a significant element in the overall Champoeg historic landscape.

Robert Newell House Museum Property

The **Robert Newell House** is a well-executed, and probably the most distinguished, example of the early preservation effort in Oregon. It was a project envisaged and spearheaded in the late 1950s by Mrs. Albert H. (Ruth) Powers, the State Regent for the Oregon Chapter of the DAR. Mrs. Powers, who currently lives in Oregon City, is considered the prime motivator of the historic preservation movement in Oregon during its infancy (SHPO 1992a). She was instrumental in several other DAR sponsored reconstructions, restorations, and history-related projects throughout the state.

Robert Newell was one of the most instrumental figures in Champoeg history. A former fur trapper and mountain man, Newell decided to settle in Champoeg alongside many of his fur-trading comrades in the early 1840s (Elliott 1908:109). However, unlike his neighbors who were engaged in agriculture, Newell chose a

variety of capitalist ventures for his livelihood. He purchased the entire eastern half of Champoeg town and constructed his first house near the river. Because of its location, the house was subject to seasonal flooding, so Newell opted to construct a new house atop a hill nearly a half-mile south of the town. When the great flood swept through the Champoeg bottomlands in 1861, many citizens sought refuge in Newell's hill house.

Robert Newell sold his Champoeg property in 1866 and moved to Idaho where he died three years afterward. Newell was most notable for serving on the committee that formed the Provisional Government. His business enterprises in Champoeg gained him respect throughout his life.

The Robert Newell House holds a high potential for eligibility to the National Register of Historic Places under Criteria Consideration E: Reconstructed Properties because of the accuracy of reconstruction, its location in the previous building's exact setting, and because it represents the only surviving structure left that is most associated with the early development period at old Champoeg. Because the house is less than 50 years old, Criteria Consideration G: Properties That Have Achieved Significance Within the Last Fifty Years would also apply since, as a commemorative museum, the property "continues to achieve significance into a period less than 50 years" and because it has "non-contiguous periods of significance, one of which is less than 50 years" (National Park Service 1991:41). Consultation with the SHPO National Register Coordinator confirmed that the house, even as a reconstruction, possesses high enough significance historically for eligibility to the National Register. Although the construction of the house would need to be fully studied, architectural integrity appears high as well.

Because both the **Butteville Schoolhouse** and the **Butteville Jail** have been moved from their original locations, the integrity of these properties has been compromised, and they would not generally meet the National Register criteria. The buildings are architecturally interesting from a pioneer construction standpoint, and they do appear to be rare surviving examples of early Oregon buildings. Their lack of association with Champoeg development lowers their historical significance, but architectural integrity remains high. A more intensive investigation would need to take place in order to fully assess their National Register eligibility.

At present, the buildings do not lie in the impact zone of the proposed road-widening project. If, however, the need arises, both buildings could be moved again without further discrediting their historical significance.

5. RECOMMENDATIONS

The road-widening project, as proposed, is not expected to create an adverse effect on the Old Champoeg-Salem Road trace and mature vegetation on the west side of Champoeg Road. Though some bank excavation will be necessary on the west side of the road, the bulk of the work will be concentrated on the east side where the vegetation is younger and less dense. Feeling and association within the historic corridor is expected to be maintained once the project is completed. Because of the character of naturally developing vegetation, growth and change typically occur within any one period of significance. Historic photographs available from the turn of the century show the Old Champoeg-Salem Road corridor as being an open landscape completely void of the dense overstory that is present today. However, the canopy has developed during the late historic period as a direct result of previous road improvements and therefore evokes a sense of time and place.

Because of minimal excavation on the west side of the project, impacts to the Newellsville townsite are also not expected as a result of road construction. Although the exposure of significant historical archaeological remains is not anticipated, HRA strongly advocates a monitoring program during the excavation phase of the project. If archaeological remains, either affiliated with Newellsville or the prehistoric native population, are uncovered as a result of project construction, it will be necessary to evaluate the significance and associative value of these remains.

The architectural resources located on both sides of the road-widening project area also do not appear, at this time, to be impacted by the proposed project since they are outside of the county right-of-way. If, however, additional footage is needed for the project on the east side beyond the planned three to four feet previously required, the project may extend onto the DAR's private property. If this should occur, there likely will be a degree of effect on the museum property, particularly on the schoolhouse and jail due to their proximity to the cutbank. Since both buildings were moved to their current location, however, it should be possible to again move both structures a few feet away from the impacted area without adversely affecting any historical import they may have.

From a cultural resources standpoint, Heritage Research Associates recommends that the Marion County road-widening project be executed as proposed. The project as proposed is expected to have little effect on the historical resources identified in this study. Further mitigation measures are not required at this stage of the project beyond what has been presented in this report. Monitoring the

excavation procedure near the Newellsville townsite, however, is highly encouraged to recover any unexpected archaeological resources associated with this or earlier settlement.

SOURCES CONSULTED

Atherton, John

1973 *Archaeological Investigations at Champoeg, Oregon, 1973*. Portland State University, Portland.

1974 *Excavations at Champoeg, Oregon, 1974*. Portland State University, Portland.

Carey, Charles Henry

1922 *History of Oregon*. Pioneer Historical Publishing Company, Portland.

Corning, Howard McKinley

1973 *Willamette Landings*. Oregon Historical Society, Portland.

Daughters of the American Revolution

1992 Telephone conversation with Doris Conner, State Chairman of Buildings and Grounds, 8 July.

Elliot, Thompson C.

1908 Doctor Robert Newell: Pioneer. In *Oregon Historical Quarterly* 9:103-126.

Franchere, Gabriel

1967 *Adventures at Astoria, 1810-1814*. University of Oklahoma Press, Norman.

Hussey, J.A.

1967 *Champoeg: Place of Transition*. Oregon Historical Society, Portland.

Jette, Norman

1992 Personal communication; 18 April, 26 June.

Kaiser, Chester C.

1956 Champoeg, The Birth Place of Oregon. In *Marion County History* 2:27-34.

Marion County Planning Department

1990 Marion County Cultural Resources Inventory. Marion County, Salem.

1992 Telephone conversation with Norm Bickell, Assistant Planner, 10 July.

National Park Service

1982 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Government Printing Office, Washington, D.C. (revised 1991).

n.d. *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes*. Government Printing Office, Washington, D.C.

Oregon State University, Department of Anthropology

1992 Telephone conversation with Dr. David Brauner, May 11.

Speulda-Nichols, Lou Ann

1986 *Champoeg: A Perspective of a Frontier Community In Oregon, 1830-1861*. M.A. Thesis, Oregon State University.

State Historic Preservation Office

1976 *Oregon Statewide Inventory of Historic Sites and Buildings*. State Historic Preservation Office, Salem.

1992a Telephone conversation with Henry Kunowski, Compliance Officer, 22 May.

1992b Telephone conversation with Elisabeth Potter, National Register Coordinator, 10 July.

APPENDIX:

**OREGON INVENTORY OF HISTORIC PROPERTIES
SURVEY FORMS**

Old Champoeg-Salem Road
Newellsville Townsite
Adolph Jette House
Robert Newell House
Butteville Schoolhouse
Butteville Jail

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Old Champoeg-Salem Road DATE OF CONSTRUCTION: 1850/c. 1927
COMMON NAME: Champoeg Road ORIGINAL USE: transportation
ADDRESS: Champoeg vicinity PRESENT USE: transportation
CITY: St. Paul (Champoeg vicinity) ARCHITECT: Oregon Territorial Government
OWNER: Marion County BUILDER: unknown
Salem, OR THEME: Transportation & Communication
T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$) STYLE: N/A
MAP NO.: _____ TAX LOT: _____
ADDITION: _____ BLDG. STRUC. DIST. (SITE) OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: _____ NO. OF STORIES: _____
FOUNDATION MATERIAL: _____ BASEMENT (Y/N): _____
ROOF FORM & MATERIALS: _____
WALL CONSTRUCTION: _____ STRUCTURAL FRAME: _____
PRIMARY WINDOW TYPE: _____
EXTERIOR SURFACING MATERIALS: asphalt
DECORATIVE FEATURES: _____
OTHER: _____
CONDITION: GOOD X FAIR _____ POOR _____ MOVED _____ (DATE) _____

EXTERIOR ALTERATIONS/ADDITIONS (DATED): original road was graded to its present elevation beginning in 1927; portions of road south were rerouted after 1878

NOTEWORTHY LANDSCAPE FEATURES: mature cottonwoods, locusts, redwoods, and smaller maples and cottonwoods line both sides of roadway; possible trace of original road ascends

ASSOCIATED STRUCTURES: slope on the west side of the current road
FEATURES: possible 1850 road trace; Adolph Jette House, west; Newell House, east

KNOWN ARCHEOLOGICAL FEATURES: Newellville townsite, to the southwest, may have an archaeological component

SETTING: historic section begins to the south at intersection with French Prairie Road and slightly descends through a corridor of mature deciduous and coniferous trees, then turns west and crosses Mission Creek. At point of turning prior to crossing creek, road originally continued north into Champoeg and to the Willamette River.

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

This road was the principal north-south route linking the colonial settlement of Champoeg with Salem. Plans for the road had begun as early as the mid-1840s, but surveyors for the Territory of Oregon did not lay out the route until 1850. Construction commenced shortly thereafter. The road was used as a stage route during the 1850s and 1860s and remained virtually unchanged. Portions of the road were rerouted (possibly in the early 20th century) on the north end and south ends, and by 1927, the section separating the Jette and Newell properties was graded considerably. The road corridor is a significant feature of the Champoeg historical landscape. It provided road transportation beginning in the mid-19th century. Its significance increased as the emphasis on river transportation waned in the 1870s and 1880s.

RCES: J.A. Hussey. Champoeg: Place of Transition. Portland: Oregon Historical Society, 1967.
Kaiser, Chester C. "Champoeg, the Birth Place of Oregon." Marion County History 2:27-34, 1956.
Brouner, David. Telephone conversation, 11 May 1992.

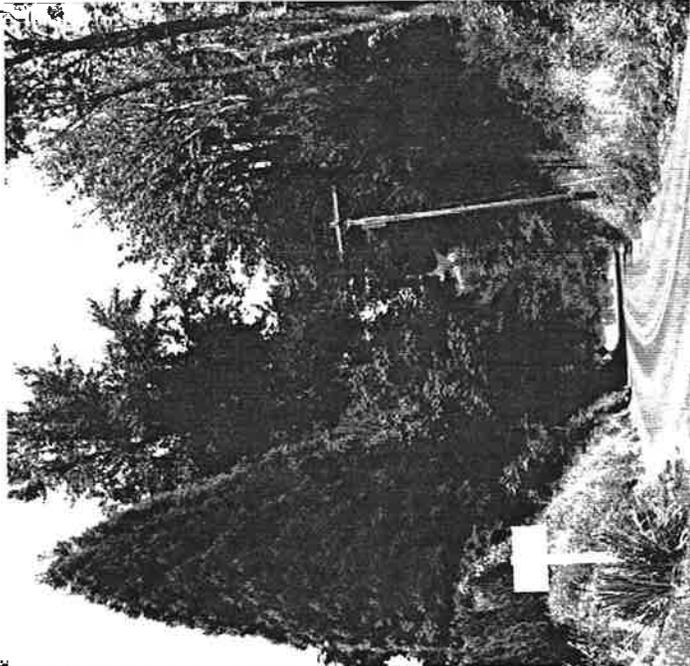
NEGATIVE NO.: 8, 10-13, 18 RECORDED BY: Jill A. Chappel
SLIDE NO.: _____ DATE: 8 July 1992

SHPO INVENTORY NO.: _____

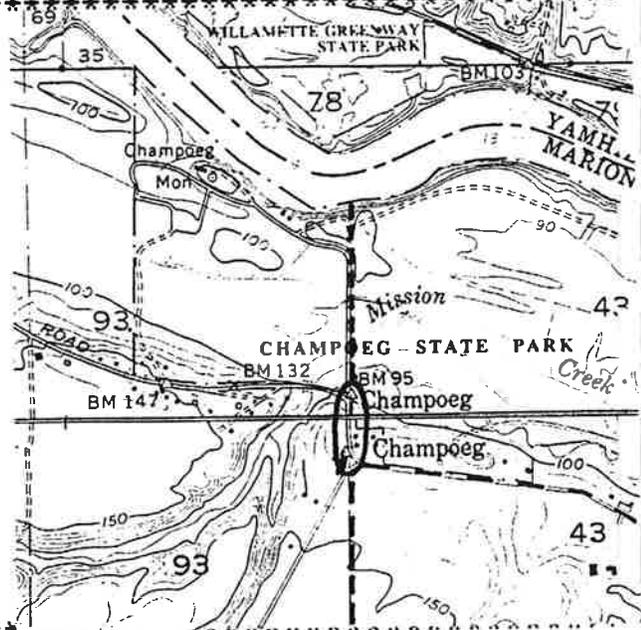
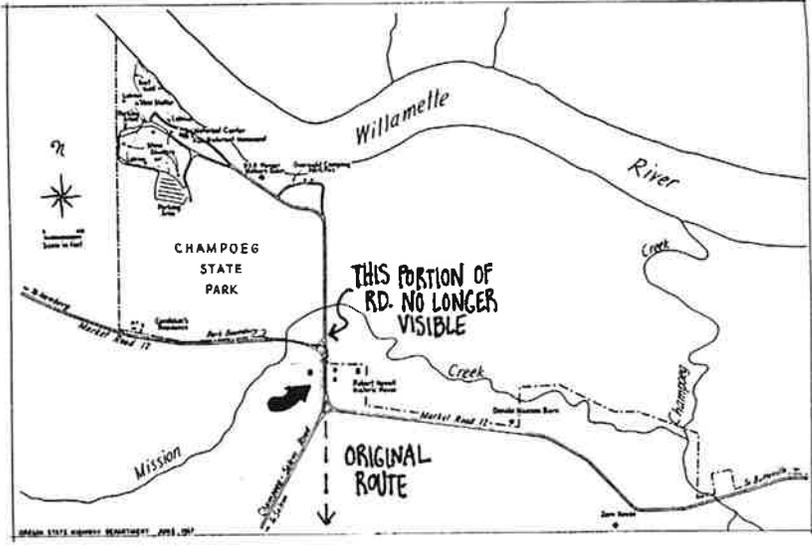
**OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO**

NAME: Old Champoeg-Salem Road
ADDRESS: Champoeg vicinity
St. Paul (Champoeg vicinity)

T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$)
MAP NO.: _____ **TAX LOT:** _____
QUADRANGLE: 7.5 min. Newburg, Ore. (north)
7.5 min. St. Paul, Ore. (south)



NEGATIVE NO.: 10 (8, 11-13, 18) **SLIDE NO.:** _____



GRAPHIC & PHOTO SOURCES: Hussey 1967:insert; Jill A. Chappel, Heritage Research Assoc.
1997 Garden Ave. Eugene, OR 97403

SHPO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Newellsville Townsite DATE OF CONSTRUCTION: 1861-1890
COMMON NAME: Newellsville ORIGINAL USE: commercial/residential
ADDRESS: intersection Champoeg & French Prairie PRESENT USE: abandoned
CITY: St. Paul (Champoeg vicinity) Roads ARCHITECT: N/A
OWNER: Art Jette BUILDER: N/A
8078 Champoeg Rd. NE St. Paul, Ore. THEME: Settlement/Commerce
T/R/S: 04-2W-02 (NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$) STYLE: N/A
MAP NO.: _____ TAX LOT: 1500, 1700, 200
ADDITION: _____ BLDG. STRUC. DIST. (SITE) OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: N/A NO. OF STORIES: N/A
FOUNDATION MATERIAL: N/A BASEMENT (Y/N): N/A
ROOF FORM & MATERIALS: N/A
WALL CONSTRUCTION: N/A STRUCTURAL FRAME: N/A
PRIMARY WINDOW TYPE: N/A
EXTERIOR SURFACING MATERIALS: N/A
DECORATIVE FEATURES: N/A
OTHER: _____

CONDITION: GOOD ___ FAIR ___ POOR X MOVED ___ (DATE) condition of archaeological
component is unknown at this
EXTERIOR ALTERATIONS/ADDITIONS (DATED): N/A time

NOTEWORTHY LANDSCAPE FEATURES: unknown

ASSOCIATED STRUCTURES: Adolph Jette house is directly north of townsite

KNOWN ARCHEOLOGICAL FEATURES: Possible remains of at least four commercial buildings.

SETTING: At intersection of Old Champoeg-Salem Road and Old Champoeg-Butteville Road on west side of intersection. Located near top of slight rise, approximately $\frac{1}{2}$ mile from Willamette River and $\frac{1}{4}$ mile from Champoeg townsite and state park.

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

The hamlet of Newellsville was established shortly after the Willamette River Flood of 1861 destroyed the Champoeg townsite. Champoeg was a Colonial Oregon river shipping community founded on the banks of the Willamette in the late 1830s. A succession of floods in 1844, 1853, 1861, and 1890 caused a total abandonment of the site. Newellsville, named so because the site was adjacent to Oregon pioneer lawmaker Robert Newell's Donation Land Claim, was organized on higher ground $\frac{1}{2}$ mile south of the river and just south of Champoeg townsite. The town was established to replace Champoeg's commercial activities that were lost in the flood. Between 1861 and 1880, the revived community spread linearly along the Old Champoeg-Salem Road.

The 1880 census indicated Newellsville supported 27 people residing in four houses, and commercial endeavors including two general merchandise stores, a blacksmith and wagonmaker, and a saloon. The shipping port on the river at the old Champoeg townsite was kept active until railroad shipping was intensified in the 1880s. In 1890, a final flood destroyed the Champoeg Landing and marked the beginning of the end of Newellsville. By the 1920s, Newellsville was virtually a ghost town. The last remaining structure from the hamlet collapsed during the 1962 Columbus Day storm.

Hussey, J.A. Champoeg: Place of Transition. Portland: OHS, 1967.

NEGATIVE NO.: 9 RECORDED BY: Jill A. Chappel

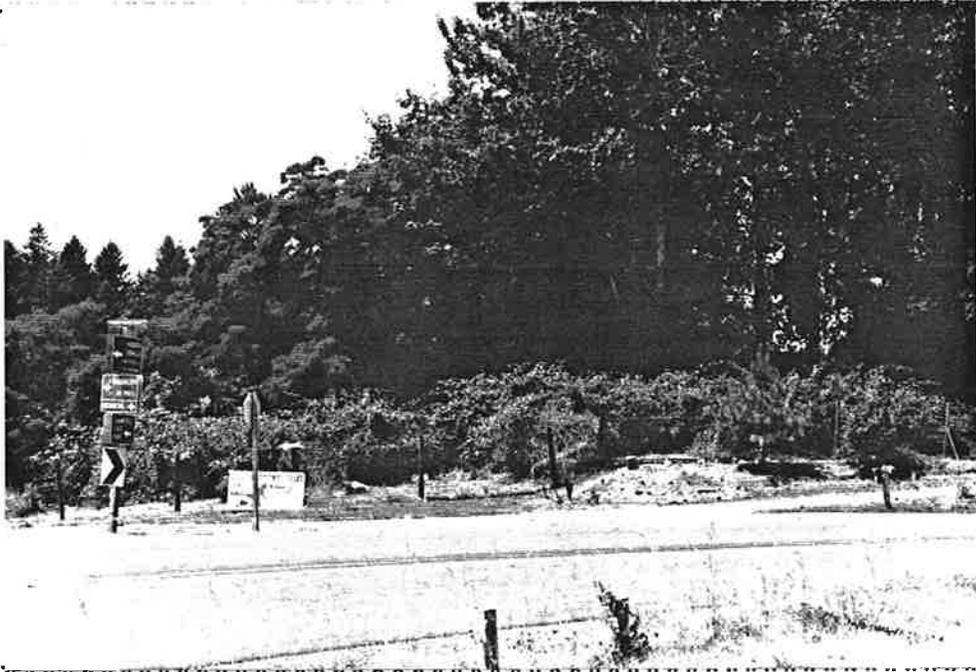
SLIDE NO.: _____ DATE: 8 July 1992

SHPO INVENTORY NO.: _____

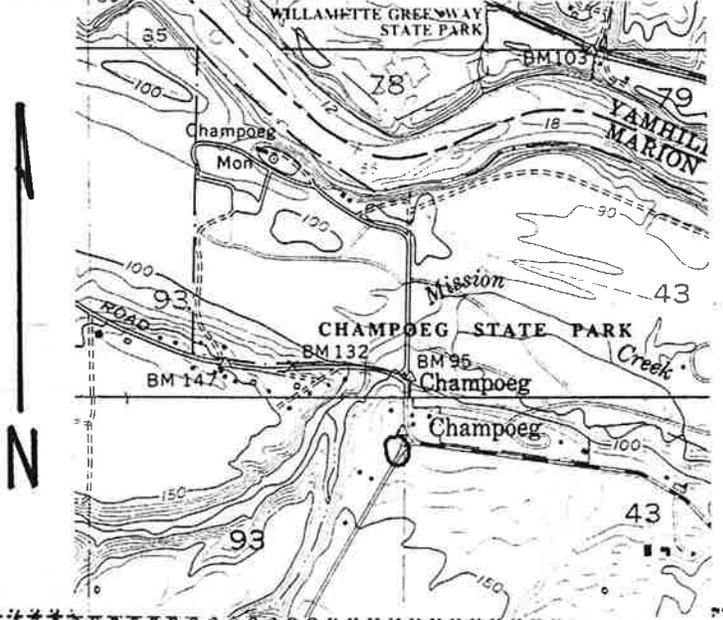
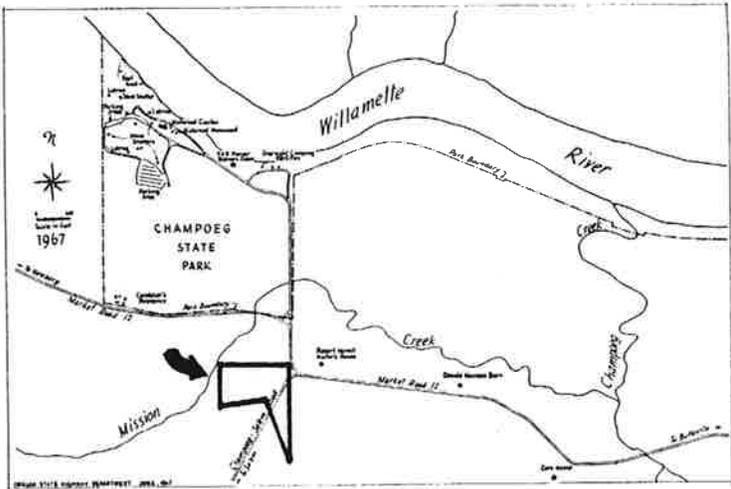
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

NAME: Newellsville Townsite
ADDRESS: intersection of Champoeg and French
Prairie roads, St. Paul (Champoeg vicinity)

T/R/S: 04-2W-02 (NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$)
MAP NO.: _____ TAX LOT: 1500, 1700
QUADRANGLE: 7.5 min. St. Paul, Oregon



NEGATIVE NO.: 9 SLIDE NO.: _____



GRAPHIC & PHOTO SOURCES: Hussey 1967:insert; Jill A. Chappel, Heritage Research Associates, Inc.
Eugene, OR
SHFO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Adolph Jette House DATE OF CONSTRUCTION: c. 1861, 1925
COMMON NAME: Norman Jette House ORIGINAL USE: stage stop & boarding house
ADDRESS: 8078 Champoeg Rd. NE PRESENT USE: single family residence
CITY: St. Paul ARCHITECT: unknown
OWNER: Norman Jette BUILDER: unknown
8078 Champoeg Rd. NE THEME: Settlement
T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$) STYLE: Colonial
MAP NO.: _____ TAX LOT: 1500
ADDITION: _____ (BLDG) STRUC. DIST. SITE OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: T with additions NO. OF STORIES: 1
FOUNDATION MATERIAL: poured concrete BASEMENT (Y/N): _____
ROOF FORM & MATERIALS: side gable wood shingle
WALL CONSTRUCTION: wood stud STRUCTURAL FRAME: heavy timber
PRIMARY WINDOW TYPE: 6/6 double-hung, wood
EXTERIOR SURFACING MATERIALS: manufactured wood shingles; cove shiplap; wood shingles; B&B
DECORATIVE FEATURES: _____
OTHER: _____
CONDITION: GOOD X FAIR ___ POOR ___ MOVED ___ (DATE) _____

EXTERIOR ALTERATIONS/ADDITIONS (DATED): building converted to residence in 1925; siding changed; some windows changed; N porch enclosed; pantry wing added W side; E porch

NOTEWORTHY LANDSCAPE FEATURES: 64 year old cottonwoods line main road in E /gone yard; 30 yr. old redwoods along road and S edge of lot; large locusts; fruit trees; willow

ASSOCIATED STRUCTURES: wood-framed, gable-roofed shed in SW corner of lot; wood-framed, gable-roofed, 2-bay garage to south of house.

KNOWN ARCHEOLOGICAL FEATURES: holly in SE corner of lot is site of Newellsville General Store. Remainder of Newellsville townsite approx. 200 yards south of Jette House.

SETTING: Located on top of a small rise above Mission Creek. Creek surrounds the rise on west and north sides. Heart of Champoeg townsite and Champoeg State Park are approx. $\frac{1}{4}$ mile north. Willamette River is less than $\frac{1}{2}$ mile north. Old Champoeg-Salem Road runs parallel to east boundary of lot. Junction to I-5 and St. Paul is adjacent to this property (on south side).

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

The Adolph Jette House was originally constructed around 1861 as a stage stop and boarding house along the Old Champoeg-Salem Road. The house is situated on the original Andre Longtain 1840s' Provisional Government land claim. Longtain owned the west half of the Champoeg townsite, and after the Willamette River Flood of 1861 destroyed his first house, he built another house on higher ground to the south of the river and town. This house may be Longtain's second.

Adolph Jette purchased the building in the 1870s. Jette, a native Canadian, owned a warehouse at the old Champoeg Landing. Hussey noted in his comprehensive history of the area that "[Jette] and his family were prominent figures in the Champoeg region during the latter part of the [19th] century" (Hussey 1967:234). Adolph had at least two children, Adolph Jr. and Arthur. Arthur was born in 1887 in this house and later acquired the property from his father. His brother, Adolph Jr., owned and operated a saloon and lodge hall in Newellsville just south of the house. Norman Jette currently lives in the house, and his father extensively remodeled it in 1925 for the growing clan

SOURCES: Norman Jette--Interview with Jill Chappel, 18 April & 26 June 1992.

Hussey, J.A. Champoeg: Place of Transition. Portland: Oregon Historical Society, 1967.

Brauner, Dr. David. Telephone conversation with Jill Chappel, 11 May 1992.

NEGATIVE NO.: 14, 15, 16, 17

RECORDED BY: Jill A. Chappel

SLIDE NO.: _____

DATE: 8 July 1992

SHPO INVENTORY NO.: _____

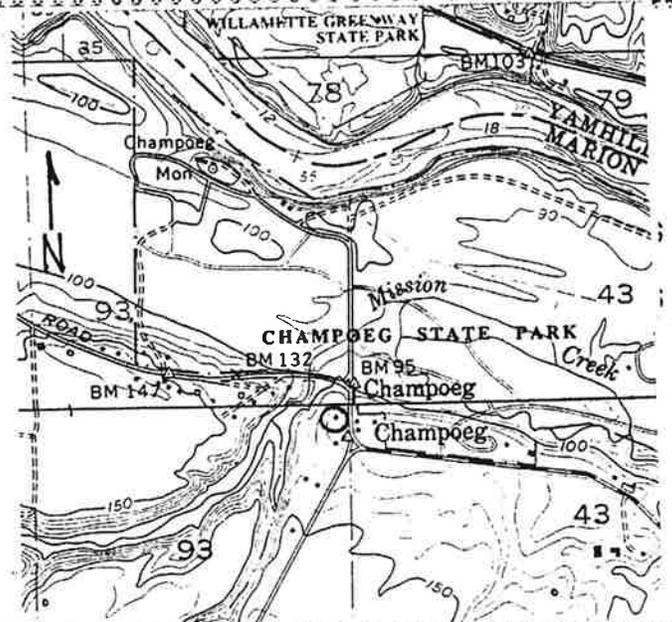
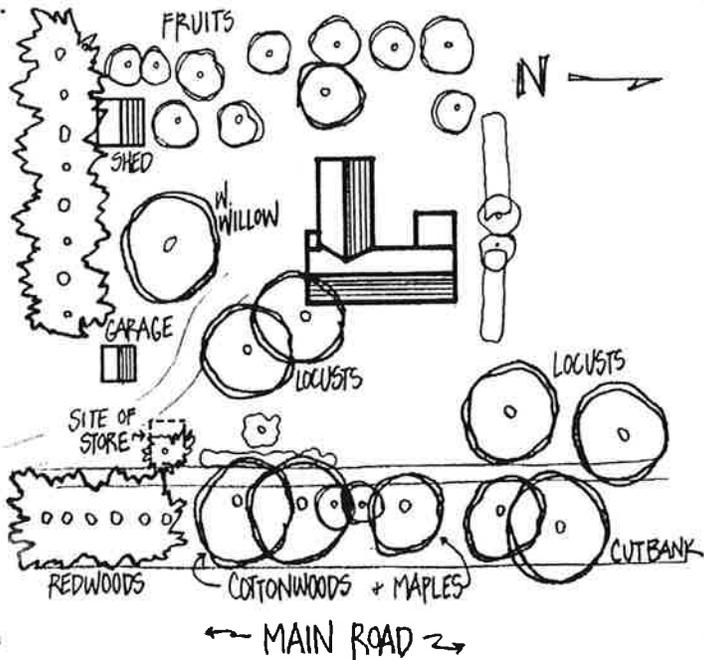
OREGON INVENTORY OF HISTORIC PROPERTIES
 HISTORIC RESOURCE SURVEY FORM - TWO

NAME: Adolph Jette House
 ADDRESS: 8078 Champoeg Rd. NE
St. Paul

T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$)
 MAP NO.: _____ TAX LOT: 1500
 QUADRANGLE: 7.5 min. St. Paul, Orego



NEGATIVE NO.: 15, 16 (outbuildings--14, 17) SLIDE NO.: _____



GRAPHIC & PHOTO SOURCES: Jill A. Chappel, Heritage Research Associates, Inc.
1997 Garden Ave. Eugene, OR 97403

SHFO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Robert Newell House DATE OF CONSTRUCTION: 1852, 1959
COMMON NAME: Robert Newell House Reconstruction ORIGINAL USE: single family residence
ADDRESS: 8089 Champeog Rd. NE PRESENT USE: museum
CITY: St. Paul ARCHITECT: unknown
OWNER: Daughters of the American Revolution BUILDER: unknown
THEME: Culture
T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$) STYLE: Gothic Revival
MAP NO.: _____ TAX LOT: 1600
ADDITION: _____ (BLDG) STRUC. DIST. SITE OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: rectangular NO. OF STORIES: 1 $\frac{1}{2}$
FOUNDATION MATERIAL: poured concrete BASEMENT (Y/N): (N) crawlspace
ROOF FORM & MATERIALS: cross gable wood shingle
WALL CONSTRUCTION: wood stud STRUCTURAL FRAME: light frame
PRIMARY WINDOW TYPE: 6/6 double-hung, wood
EXTERIOR SURFACING MATERIALS: vinyl siding over cedar weatherboard
DECORATIVE FEATURES: Gothic details on front (west) porch; front (west) door
OTHER: _____
CONDITION: GOOD X FAIR _____ POOR _____ MOVED _____ (DATE) _____

EXTERIOR ALTERATIONS/ADDITIONS (DATED): vinyl siding added c. 1970
RECONSTRUCTED 1959
NOTEWORTHY LANDSCAPE FEATURES: two rows of apple, pear, peach, cherry trees off SW
corner of house (orchard forms south border of lot); pines, maples, other large trees
ASSOCIATED STRUCTURES: two other museum buildings to the west of house; museum
caretaker's cottage on south side of house
KNOWN ARCHEOLOGICAL FEATURES: unknown

SETTING: East side of Old Champeog-Salem Road atop a rise approx. $\frac{1}{2}$ mile south of the Willamette
River and $\frac{1}{4}$ mile south of the heart of Champeog townsite. Located on the Robert Newell Donation
Land Claim of 1852. Junction to I-5 and St. Paul is adjacent to the SW of this property.

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

This house is a reconstruction of the original 1852 Robert Newell house that was situated in
the same location. The reconstruction was undertaken in 1959 by the Oregon State Society,
Daughters of the American Revolution (DAR) under the leadership of Mrs. Powers, DAR State Regent.
The original house was in an advanced stage of deterioration when the DAR acquired the property.
The house was demolished except for the chimney, and a local builder was employed to reconstruct
the house around the 1852 chimney. Many of the doors and windows used in the reconstruction were
salvaged from an 1850s' period farmhouse in the vicinity. The reconstruction represents an early
attempt at historic preservation by an organization historically known for its involvement in
preserving and restoring local architectural landmarks.

Robert Newell came to Oregon in 1841 from Ohio and first settled near Tualatin, then Oregon
City, and eventually Champeog. Newell was a member of the legislative committee for the Oregon
Provisional Government in 1843. During the 1861 Flood of the Willamette, the Newell house served

as an emergency shelter for citizens of Champeog who escaped the flood waters.
Conner, Doris. Telephone conversation (DAR State Chairman of Buildings and Grounds), Portland,
8 July 1992. Hussey, J.A. Champeog: Place of Transition. Portland: OHS, 1967.

NEGATIVE NO.: 21 RECORDED BY: Jill A. Chappel
SLIDE NO.: _____ DATE: 8 July 1992

SHPO INVENTORY NO.: _____

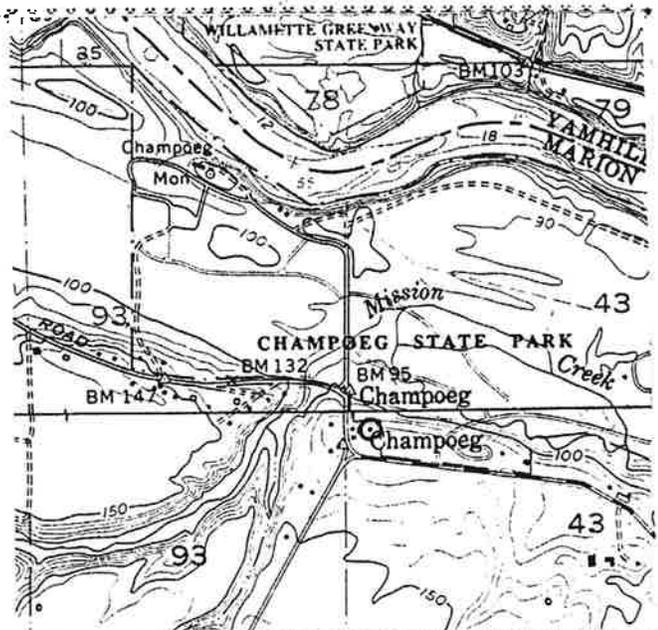
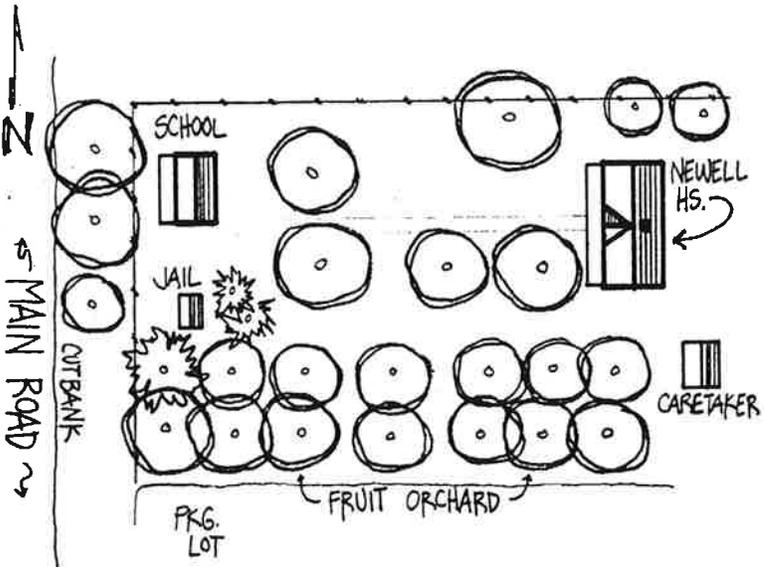
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

NAME: Robert Newell House Reconstruction
ADDRESS: 8089 Champoeg Rd. NE
St. Paul

T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$)
MAP NO.: _____ TAX LOT: 1600
QUADRANGLE: 7.5 min. St. Paul, Oregon



NEGATIVE NO.: 21 SLIDE NO.: _____



GRAPHIC & PHOTO SOURCES: Jill A. Chappel, Heritage Research Associates, Inc.
1997 Garden Ave. Eugene, OR 97403

SHPO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Butteville Schoolhouse DATE OF CONSTRUCTION: c. 1855
COMMON NAME: Butteville Schoolhouse ORIGINAL USE: education
ADDRESS: 8089 Champoeg Rd. NE PRESENT USE: museum
CITY: St. Paul ARCHITECT: unknown
OWNER: Daughters of the American Revolution (DAR) BUILDER: unknown
T/R/S: 04-2W-02 (SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$) THEME: Culture
MAP NO.: _____ TAX LOT: 1600 STYLE: Colonial
ADDITION: _____ (BLDG.) STRUC. DIST. SITE OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: rectangular NO. OF STORIES: 1
FOUNDATION MATERIAL: poured concrete BASEMENT (Y/N): (N)
ROOF FORM & MATERIALS: side gable wood shingle
WALL CONSTRUCTION: wood stud STRUCTURAL FRAME: heavy timber
PRIMARY WINDOW TYPE: 6/6 double-hung, wood
EXTERIOR SURFACING MATERIALS: weatherboard
DECORATIVE FEATURES: Italianate front (east) door; transom above door
OTHER: central brick chimney; rear (west) porch runs length of building
CONDITION: GOOD X FAIR__ POOR__ MOVED X (DATE) 1960

EXTERIOR ALTERATIONS/ADDITIONS (DATED): rear (west) porch may be an addition; some replacement of siding (in-kind) on W and S elevations plus new shingle roof (1987-88)
NOTEWORTHY LANDSCAPE FEATURES: surrounding museum property landscaping-- fruit trees, pines, maples, and other large trees planted by DAR c. 1959
ASSOCIATED STRUCTURES: two other museum buildings: the Butteville Jail and the Robert Newell House; museum caretaker's cottage to the east
KNOWN ARCHEOLOGICAL FEATURES: unknown

SETTING: East side of Old Champoeg-Salem Road atop a rise approx. $\frac{1}{2}$ mile south of the Willamette River and $\frac{1}{4}$ mile south of the heart of Champoeg townsite. Located on the Robert Newell House Museum property (on the west edge of the lot) on the original Newell Donation Land Claim of 1852. Junction to I-5 and St. Paul is adjacent to the SW of this property.

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

Although moved to this location, the Butteville Schoolhouse is a rare surviving example of Oregon Colonial public architecture. Stylistically, the building is an interpretation of East Coast colonial schoolhouses. The building was moved to this site from the community of Butteville a few miles to the northeast to be used as part of the Robert Newell House Museum. The museum, which includes two other buildings and landscaped grounds, is owned and operated by the Oregon State Society, Daughters of the American Revolution.

Mrs. Powers, former State Regent of DAR, was instrumental in purchasing the museum property and moving this building to its present site. Mrs. Powers, a resident of Oregon City, was also key in several DAR sponsored reconstructions/restorations throughout the state, including the McLoughlin House and the Barkley House, both located in Oregon City (Telephone conversation with Doris Conner, DAR State Chairman of Buildings and Grounds, Portland. 8 July 1992).

SOURCES: Clark, Rosalind L. Architecture, Oregon Style. Portland: Professional Book Center, Inc., 1983.

Daughters of the American Revolution. Robert Newell House Museum pamphlet, n.d.

NEGATIVE NO.: 20 RECORDED BY: Jill A. Chappel
SLIDE NO.: _____ DATE: 8 July 1992

SHPO INVENTORY NO.: _____

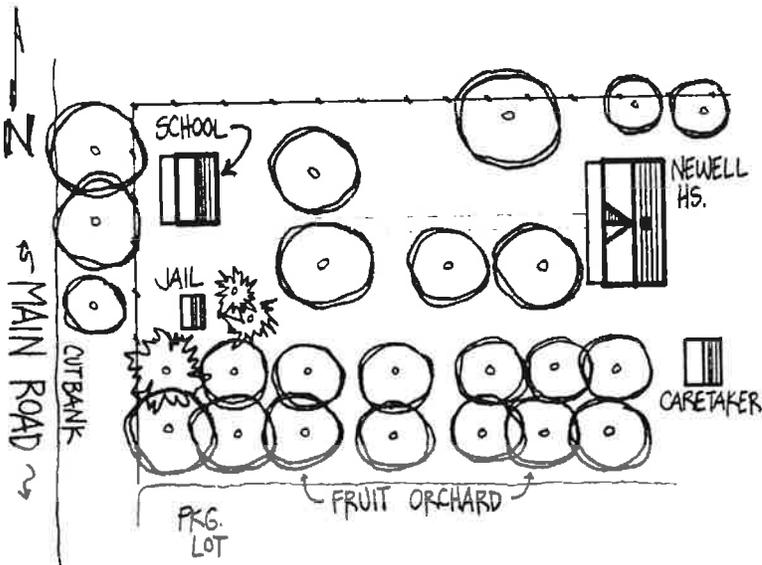
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

NAME: Butteville Schoolhouse
ADDRESS: 8089 Champoeg Rd. NE
St. Paul

T/R/S: 04-2W-02 (SW $\frac{1}{2}$ NW $\frac{1}{2}$ SE $\frac{1}{2}$)
MAP NO.: _____ TAX LOT: 1600
QUADRANGLE: 7.5 min. St. Paul, Orego.



NEGATIVE NO.: 20 SLIDE NO.: _____



GRAPHIC & PHOTO SOURCES: Jill A. Chappel, Heritage Research Associates, Inc.
1997 Garden Ave. Eugene, OR 97403

SHFO INVENTORY NO.: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM
COUNTY: Marion

HIST. NAME: Butteville Jail DATE OF CONSTRUCTION: c. 1850s
COMMON NAME: Butteville Jail ORIGINAL USE: jail
ADDRESS: 8089 Champoeg Rd. NE PRESENT USE: museum
CITY: St. Paul ARCHITECT: unknown
OWNER: Daughters of the American Revolution BUILDER: unknown
T/R/S: 04-2W-02 (NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$) THEME: Government/Culture
MAP NO.: _____ TAX LOT: 1600 STYLE: vernacular
ADDITION: _____ BLDG. STRUC. DIST. SITE OBJ. (CIRCLE)
BLOCK: _____ LOT: _____ QUAD: _____ RANKING _____

PLAN TYPE/SHAPE: rectangular NO. OF STORIES: 1
FOUNDATION MATERIAL: poured concrete BASEMENT (Y/N): (N)
ROOF FORM & MATERIALS: front gable wood shingle
WALL CONSTRUCTION: wood stud STRUCTURAL FRAME: bearing wall
PRIMARY WINDOW TYPE: N/A
EXTERIOR SURFACING MATERIALS: flat-face 2x4s
DECORATIVE FEATURES: none
OTHER: _____
CONDITION: GOOD X FAIR ___ POOR ___ MOVED X (DATE) 1960

EXTERIOR ALTERATIONS/ADDITIONS (DATED): some of the structural members (flat-face 2x4s) replaced; shingle roof 1992; foundation c. 1960

NOTEWORTHY LANDSCAPE FEATURES: surrounding museum property landscaping--fruit trees, pines, maples, and other large trees planted by the DAR c. 1959

ASSOCIATED STRUCTURES: two other museum buildings: the Butteville Schoolhouse and the Robert Newell House; museum caretaker's cottage to the east

KNOWN ARCHEOLOGICAL FEATURES: unknown

SETTING: East side of Old Champoeg-Salem Road atop a rise approx. $\frac{1}{2}$ mile south of the Willamette River and $\frac{1}{4}$ mile south of the heart of Champoeg townsite. Located on the Robert Newell House Museum property (on the west edge of the lot) on the original Newell Donation Land Claim of 1852.

STATEMENT OF SIGNIFICANCE (Historical and/or architectural importance, dates, events, persons, contexts), USE ADDITIONAL SHEETS IF NECESSARY:

The Butteville Jail was moved from its original location three miles east-northeast in the hamlet of Butteville to its present site. The building became a component of a pioneer museum established by the Oregon State Society, Daughters of the American Revolution (DAR) in 1959-60. The DAR group, led by Mrs. Powers (DAR State Regent at that time), secured a portion of the 1852 Robert Newell Donation Land Claim and began reconstructing the Newell house. About a year later, Mrs. Powers and her group moved the jail structure and a schoolhouse to the property from nearby Butteville. Mrs. Powers now lives in Oregon City and was influential in preserving such historic buildings as the Barkley House and the McLoughlin House, both in Oregon City.

The construction technology utilized for the Butteville Jail is unique for its time period. The structural support for the building is provided by stacking and joining 2x4 members face to face. The technique is derived from the crib log type of construction and may be based on folk tradition.

SOURCES: Conner, Doris Telephone conversation (DAR State Chairman of Buildings and Grounds), 8 July 1992.

Daughters of the American Revolution. Robert Newell House Museum pamphlet, n.d.

NEGATIVE NO.: 19 RECORDED BY: Jill A. Chappel
SLIDE NO.: _____ DATE: 8 July 1992

SHPO INVENTORY NO.: _____

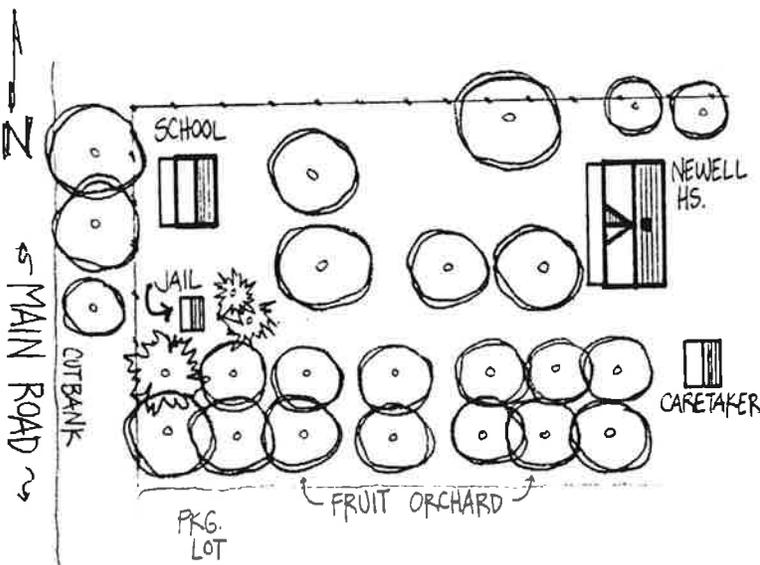
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM - TWO

NAME: Butteville Jail
ADDRESS: 8089 Champoeg Rd. NE
St. Paul

T/R/S: 04-2W-02 (NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$)
MAP NO.: _____ TAX LOT: 1600
QUADRANGLE: 7.5 min. St. Paul, Orego.



NEGATIVE NO.: 19 SLIDE NO.: _____



GRAPHIC & PHOTO SOURCES: Jill A. Chappel, Heritage Research Associates, Inc.
1997 Garden Ave. Eugene, OR 97403

SHFO INVENTORY NO.: _____