MARION COUNTY, OREGON

HISTORIC CONTEXT STATEMENT

AUGUST 1990

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Prepared for Marion County, Oregon
Salem, Oregon

By

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PREFACE

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

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

The project was conducted from September 1989 through August 1990 by Koler/Morrison Planning Consultants of Oregon City under contract with Marion County. The study area encompasses all of unincorporated Marion County exclusive of federally owned land and a small portion of the southeast corner of the county.

The project included preparation of an overview of county history, followed by a "windshield survey" of the study area, and intensive survey and inventory of two northern townships. All inventory forms prepared for the latter townships will be included in the *Statewide Inventory of Historic Sites*, a pool from which nominations to the National Register of Historic Places (NRHP) are drawn. The NRHP is the nation's official list of historic resources worthy of preservation. It is maintained by the National Park Service and may include any building, site, object, structure, or district of local, state, or national significance.

Listing in the NRHP does not impose restrictions on property owners. It is simply federal recognition that a property is worthy of preservation while assuring some measure of protection from adverse effect by federally funded projects. State and local laws and ordinances that establish landmark commissions, design review controls, restrictive zones and so forth are not part of the NRHP program. They have a separate and distinct function from the NRHP which is a planning tool for use by federal agencies.

There are four major sections in the following report. The *Preface* is followed by section one which provides an overview of Marion County history. This chapter focuses on the major events and periods of county history and provides a framework for analysis of resources. The chronological parameters are approximately 1811 to 1940, with some discussion of Native American pre-history. This section also includes a comprehensive bibliography of sources consulted.

Section two, *Identification*, outlines the types of cultural resources in the study area and categorizes them into resource groups. Discussion of each group includes brief historical data summarizing the development of important themes represented by the group, and an outline of the physical characteristics of property types and styles within the group. It includes information on the distribution of resources; as well as data on past cultural resource surveys in the study area.

The third section outlines the evaluation methodology for determining significance. It also includes discussion of condition and integrity of inventoried resources by resource group.

This is followed by section four, *Treatment*, which identifies survey and research needs, and strategies for protecting the County's significant cultural resources.

The *Appendices* include a list of agricultural resource types; properties identified in the windshield survey, properties currently designated as historic properties and properties recommended for designation; and, an annotated list of individuals who played an important role in Marion County history.

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

HISTORIC OVERVIEW

INTRODUCTION

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

The *Overview* covers the period from 1811 to 1940. The year 1811 marks the establishment of Fort Astor as the base of operations for the Pacific Fur Company and, consequently, the first Euro-American exploration of the upper Willamette Valley and Marion County environs by employees of that company. The year 1940 is the end of the "Motor Age" period. It also corresponds with the 50 year criterion established by the National Park Service for inclusion in the National Register of Historic Places.

The geographic boundaries of the study area conform to the current political boundaries of Marion County exclusive of all federally owned land and a small portion of the southeast corner of the county. With the exception of minor variations due to geomorphic changes, Marion County geopolitical boundaries have remained fixed since they were originally established by Provisional and Territorial legislation between 1845 and 1856.

HISTORIC PERIODS

(1543) - 1811: Exploration

Initial Euro-American exploration of the upper Willamette Valley and Marion County environs was made by members of the Pacific Fur Company between 1811 and 1812; however, the utopian image of "the land of milk and honey," as the Willamette Valley was often characterized in early stories and reports, began developing as early as the Lewis and Clark exploration of 1806. In early April of that year, Captain William Clark became the first Euro-American to enter and explore the lower Willamette; the bluff on which the University of Portland is situated in north Portland is believed to be the approximate terminus of his exploration in the area. Although Clark stopped short of the upper valley, he learned from the Native Americans of "a waterfall of considerable proportions" and, conjecturing about the lands above the falls, he wrote:

> [J]udging from its appearance and courses, is it rash to believe that the Multnomah [Willamette] and its tributary streams water the vast extent of country between the western mountains and those of the sea coast, as far, perhaps as the Gulf of California (Thwaites 1904:164)).

Five years passed before further explorations of the Willamette River Valley were undertaken by members of the newly formed Pacific Fur Company.

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

David Thompson, surveyor and "scientific man" for the British North West Company, was sent overland in June 1810 to gain a foothold in Oregon before Astor's company could make a claim. The Pacific Fur Company, in turn, sent out two parties: one by sea aboard the "Tonquin," the other overland in command of Wilson Price Hunt. A number of the people who came to Oregon with these early parties would remain to play important roles in Marion County history; among them, Thomas McKay, Etienne Lucier, Joseph Gervais and Jean Baptiste Desportes McKay. Others, including William Wallace, John C. Halsey and Donald McKenzie, would lead the first exploring parties into the upper valley.

On March 24, 1811, the first Pacific Fur Company party to reach the Oregon territory entered the mouth of the Columbia River aboard the ship "Tonquin." Three weeks later, April 12, 1811, "the ship's launch, with sixteen men and supplies crossed the river from Baker's Bay to Point George," and began building the fortifications that would become Fort Astor, the first American settlement in Oregon. The immediate concerns of the company were the improvement of the fort, the planting of crops and the establishment of a satellite post on the Okanogan in what is now Washington State. Four months after the arrival of the "Tonquin," David Thompson reached the mouth of the Columbia to find that the American trading enterprise was already established. As Joseph Gaston recounts:

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

Given the immediate concerns of the Astorians, the eight months of time between their arrival and their initial exploration of the Willamette Valley can be put in perspective.

On December 5, 1811, Robert Stuart (a partner in the Pacific Fur Company), Francis Pillet and Donald McGillis led the first party into the Willamette River basin since William Clark's initial exploration in 1806. They were to explore the regions of the Willamette and "determine the advisability of establishing a trading post on its banks." Accompanying their party was a free trapper by the name of Regis Bruguier.

> Bruguier went along with Robert Stuart to the Willamette, as an Astorian later recorded, "to follow his pursuits as a trapper." Thus, Regis Bruguier apparently was the first freeman--a trapper or trader not employed by the company--to operate in the Willamette Valley, the pioneer of a group which was to be highly important in the development of the region (Hussey 1967:24).

Although there are no records to indicate the extent of the Stuart party's exploration of the upper valley, the period can be seen closing with this first step toward the opening of the Willamette River Valley to future commercial enterprise.

1812 - 1846: Fur Trade and Mission to the Indians

Journals indicate that Stuart's party returned to Fort Astor prior to March 1812, the month when Donald McKenzie, a partner in the Pacific Fur Company who had come overland in the Price Hunt expedition, led the second party from the post to explore the Willamette. His primary objectives were to explore "the country south of the Columbia and to learn something of the Indians in that quarter." McKenzie is believed to have traveled as far as present-day Lane County and possibly into the upper basin of the river that bears his name. On his return, he described land above the falls as bounding in beaver, teeming with elk and deer, with rich prairies and "delightful beyond expression" (Hussey 1967:24). Although this and subsequent explorations of the valley considerably reduced William Clark's estimation of the actual size of the Willamette's drainage area, the natural abundance of the valley described by McKenzie would be echoed repeatedly well into the second half of the century.

During his trip McKenzie found two distinct Native American linguistic groups inhabiting the present day Marion County region: the Kalapuyan and the Molallas. The largest native population was composed of at least two, and possibly as many as six, bands of Native Americans speaking Kalapuyan. The Ahantchuyuk, commonly referred to as the French Prairie or Pudding River Indians, lived between the Willamette and Pudding rivers and as far south as present-day Salem.

> The Ahantchuyuks were alarmed when the Astorians first came in 1812 seeking furs and venison to feed the employees at the company headquarters at Astoria on the lower Columbia River. They did not wish to gather pelts for the Astorians; or their successors, the North West Company; or the men of the Hudson's Bay Company (Ruby 1986:3).

As many as four distinct bands have been mentioned as residing within the Ahantchuyuk territory, those most often sited being the Champoeg. Stephen Dow Beckham lists the Champoeg as a distinct band in his study, *The Indians of Western Oregon*, while Lu Anne Speulda, in *Champoeg: A Frontier Community in Oregon, 1830-1861*, writes:

> Ethnographic and historical studies suggest that a discrete group may be associated with the Champoeg area (Figure 2). The Kalapuyan name for the Champoeg vicinity was "pooitch," after a type of root plant which grew in abundance there, while "champ" is a French derivative meaning field or plain. Thus, the combination of "champ" and "pooitch" or "field of pooitch" has become Champoeg (Speulda 1988:3).

Whether other bands resided in the Ahantchuyuk's territory is still unclear, but at the point of Euro-American contact the Champoeg vicinity was being used as a "council ground of the Indian . . . and here various tribes came to trade, to play games of chance and skill, and not infrequently to intermarry" (Lyman 1900:175).

The second large Kalapuyan-speaking band inhabiting the Marion County region was the Santiam. They ranged over a territory from present-day Salem to Albany and from the Willamette River east to the base of the Cascade Mountains. Both the Ahantchuyuks and the Santiams spoke the mid-Kalapuyan dialect, which, given the proximity of their territories, tended to unite their separate bands. The Kalapuyan tribes living directly north of the Ahantchuyuks spoke the Tualatin-Yamhill dialect. Although of the same linguistic family, the mid-Kalapuyan and Tualatin-Yamhill dialects would have been mutually unintelligible (Jacobs 1945:7), and tended to accentuate territorial claims.

The second linguistic family inhabiting Marion County at the time of Euro-American contact was made up of the bands of Northern Molallas. Closely related to the Klamaths, the Molallas have traditionally been placed in the Waiilatpuan linguistic family with the Cayuse of eastern Oregon. Although there is now some disagreement over their linguistic classification, the Molallas were a distinct and separate nation from that of the Kalapuyan-speaking bands. The Molallas were pushed westward "into the Willamette watershed, west of Mount Hood in the Molalla River country and on the south in the Santiam River watershed" sometime prior to 1800 (Ruby 1986:137). In Marion County they ranged as far west as the Pudding River and Abiqua Creek regions, putting pressure on both the Ahantchuyuk and Santiam people.

McKenzie came in contact with several of the Kalapuyas, but it is not known when the first contact with the Molallas took place.

Throughout this period, the Ahantchuyuks and Santiams were resentful of the encroachments of the early trappers and settlers while the Molallas in many instances were openly hostile.

The next recorded exploration of the upper Willamette occurred in November 1812 when William Wallace and John C. Halsey--for whom Wallace Prairie and the town of Halsey are named--with a party of fourteen, were sent to establish an outpost in the Willamette Valley. Sometime between December 1812 and March 1813, the Wallace House was built on Wallace Prairie north of the original plat of Salem. This trading and hunting outpost was the first building constructed in the Willamette Valley. A second structure was built approximately two miles west of the original town site of Champoeg sometime in mid-to-late 1813. It is unclear whether this post, referred to historically as Willamette Post, was built by the Astorians or the arriving North West Company employees, but with the sale of Fort Astor to the North West Company in October 1813, British interests and the North West Company controlled the Willamette Post and were the dominant force in the Oregon territory, effectively ending

American influence for more than 20 years. Hussey, in *Champoeg: Place of Transition,* describes the Willamette Post under North West Company management in January 1814:

> [T]he establishment consisted of one dwelling house for North West employees and two "huts" for free men and for the Nipissing Indians employed as hunters. Since there was no trading house, the traffic with the natives was carried on out of doors. The staff consisted of two clerks and thirty men in addition to the free trappers and the Indian hunters from east of the Rockies. A swarm of Kalapooian tribesmen were clustered about the post, living without shelter on the open prairie during fine weather moving under nearby trees during foul (Hussey 1967:28).

With the Willamette Post as the primary encampment in the valley, coupled with its close proximity to the Native American meeting grounds at Champoeg, the prairie of what is now northern Marion County was the earliest gathering, trading and dissemination point in the valley, predating the Willamette Falls as an important--while somewhat primitive--regional center by almost two decades.

During the time between the North West Company's initial entry into the valley and the year 1821 when the Hudson Bay Company absorbed the North West Company, the Willamette River watershed was extensively trapped. Although there were several episodes between trappers and Native Americans that led to momentary retreats by the trappers, for the most part free trappers and North West Company employees kept substantial pressure on the native game and fur resources of the region. By the time John McLoughlin was appointed Chief Factor for the Columbia Department of the Hudson Bay Company in 1824, the upper valley was no longer considered important in relation to the furs it could produce.

According to some sources, a free French trapper named George Montour was the first settler on French Prairie sometime between 1812 and 1815. Although there is no evidence to substantiate this claim, it is likely that a free trapper may have been the earliest settler.

Free trappers from the Astor party, beginning with Regis Bruguier, had made a significant impact on the French Prairie area by the mid 1820s. They had established trading and wintering encampments in the region, had been key components in the early North West Company trade, and many had married or brought their Native American wives and children to the area. Etienne Lucier, a member of the Wilson Price Hunt party of 1810-1812, began raising horses "as a sideline" as early as 1826 in order to mitigate the "uncertainties of hunting and trapping" (Hussey 1967:47). As early as 1821-1822, Lucier and Joseph Gervais, another French-Canadian voyageur and member of the Price Hunt expedition, were influencing the place names of Marion County:

> Joseph Gervais and Etienne Lucier and their families were camped on the stream, which was called Hons-u-cha-chac, and in a period of severe weather had the good fortune to shoot some elk. The squaws immediately made a favorite French dish known as a blood pudding which went a long way toward overcoming the discomfort of rain and snow. While this feast was being enjoyed, Gervais and Lucier christened the stream Riviere au Boudin, or Pudding River (McArthur 1928:501).

The area between the Pudding River, now the northwest boundary of Marion County, the Willamette River to the west, Champoeg on the north and extending south to present-day Salem, became known as French Prairie as a result of the settlement of these free French-Canadian trappers between 1829 and 1832.

John McLoughlin wanted to discourage the settlement and leave the land open to Hudson Bay Company control. The joint occupancy treaty of 1818 between Great Britain and the United States was renewed in 1827, which "was by itself another mere confession of inability to agree on a basis of division of the disputed territory" (Carey 1922:468). Although there were only a few American free trappers in the Willamette River Valley at this time, and no direct settlement pressure coming from the United States, McLoughlin saw settlement of the rich valley prairie lands as inevitable but wanted to forestall it as long as possible--or until the issues of Hudson Bay Company control and the border division were settled. McLoughlin considered the free trappers, both French-Canadian and American, a "troublesome and unruly lot," beyond the direct control of the Hudson Bay Company, but somewhat dependent on McLoughlin for their economic/trading positions.

> [McLoughlin] began to scheme as early as 1827 to "get the Willamette freemen out of that place"; and during 1828 one of his chief purposes in forming a trapping expedition to the Umpqua and beyond was "the hope that we would find a place where we could employ our Willamette freemen so as to remove them from a place where they were anxious to begin to farm (Hussey 1967:45).

These early southern expeditions blazed a trail through the hills immediately south of Scappoose, crossed the Tualatin plains east of Hillsboro, dropping down through the Chehalem Hills west of Newberg and coming out on the Willamette approximately across from the old Willamette Post; from there they crossed over to "Campment du Sable," or the general Champoeg area on the south bank of the Willamette River in Marion County, rendezvousing there with many of the free trappers and their families who joined the brigades for the southerly trek. These Hudson Bay Company brigades blazed several trails through the Marion County region during the late 1820s and the 1830s: one followed the west side while a second went through the Silverton area, forking at the North Santiam River near Mehama. One route continued south; the other followed portions of the ancient Klamath Indian Trail, the western branch of which led by way of the north fork of the Santiam River across the Cascades to the settlements of the Northern Molalla "where it merged with a trail running north from Mehama" (Stern 1956:233). The Hudson Bay Company trail continued over the Cascades, but it is unclear where it diverged from the Klamath Trail in the North Santiam watershed.

McLoughlin's southern expeditions were responsible for creating many new trails which would be used by early settlers, and which would open up the Umpqua watershed to settlement. However, the expeditions could not forestall the settlement of the fertile northern Marion County prairies. Sometime between 1829 and 1832, the first French-Canadian free trappers settled on French Prairie, becoming the first farmers in the Willamette Valley and the first settlers in what would become the State of Oregon. While there is disagreement as to whether Etienne Lucier, Joseph Gervais or Jean Baptiste Desportes McKay was the first to actually till, plant and harvest a crop while residing on his own claim, Hussey writes:

> [B]y the end of 1831 or early in 1832 there were at least three farms on the upper Willamette--those of Gervais, Lucier, and J.B. McKay. At least one other French-Canadian, Louis Labonte, was living as a farmer in the area but not on his own place. These may be the four Canadians who were described by the British Army officers, Lieutenants Warre and Vabasour, in 1845, as having been the first persons to settle above the falls (Hussey 1967:55).

McLoughlin, seeing the inevitable, gave these early French-Canadians the credit, tools and seeds that only the Hudson Bay Company could supply at that time, and he continued to help the early American settlers as they arrived.

The first American to establish a farm in Marion County was John Ball, who had come overland with the original Wyeth party. On Ball's arrival at Fort Vancouver in late 1832, McLoughlin asked him to teach some of the children at the post during the winter months, thus Ball became the first teacher in the Oregon territory. In the spring of 1833, with the assistance of McLoughlin, John Ball moved to French Prairie to establish a farm. The location of his claim is unclear; however, a neighbor of his was "a half-breed, J.B. Desportes, who had two wives and seven children, and plenty of cats and dogs" (Ball 1901:102). Since it is known that J.B. Desportes (McKay) settled near the site of Champoeg, the John Ball farm is believed to have been in the Champoeg vicinity. Ball's journal describes the original construction of his farm:

> I caught from the prairie a span of horses with a lasso, made a harness and set them to work. For harness I stuffed some deerskins, sewed in proper form, for collars, fitted to them for the harness, crooked oak limbs tied top and bottom with elk skinstrings. Then to these strips of hide was fastened four tugs, which I tied to the drag made from a crotch of a tree. On this I drew out logs for my cabin, which, when I had laid up and put up rafters to make the roof, I covered with bark pealed from the cedar trees. This bark covering was secured by poles crossed and tied at the ends with wood strings to the timbers below. Then out of some split plank I made a bedstead and a table, and so I dwelt in a house of "fir and cedar" (Ball 1901:102-103).

Calvin Tibbets and Solomon H. Smith also had accompanied Nathaniel Wyeth on his initial trading/commercial venture into Oregon, and had remained. Solomon Smith opened the first school in Oregon while residing with Joseph Gervais. Calvin Tibbets lived with John Ball for a short time, later residing near La Butte. On Nathaniel Wyeth's second trip into the Oregon territory, he too established a farm in the general vicinity of Champoeg Creek, but there is little information concerning this; Wyeth's primary farming venture was centered on Sauvie's Island, north of Portland.

The single most significant event in Marion County history during the decade of the 1830s was the establishment of the Methodist Mission in 1834. Jason Lee was sent out by the Methodist Mission Board to work among the Flathead Indians who lived north and northwest of the Columbia. With Lee were his nephew Daniel and laymen Cyrus Shepard, Philip Edwards and Courtney Walker. When the party arrived at Fort Vancouver in September 1834, John McLoughlin persuaded the Lees to settle in the Willamette Valley. In an autobiographical sketch some years later McLoughlin wrote:

> [I]t was too dangerous for them to establish a mission [in Flathead country]; that to do good to the Indians they must establish themselves where they could collect them around them; teach them first to cultivate the ground and live more comfortably than they do by hunting, and as they do this teach them religion; that the Willamette afforded them a fine field and that they ought to go there, and they would receive the same assistance as settlers (Scott 1906:356).

The site selected was approximately ten miles north of present-day Salem and 60 miles from the mouth of the Willamette River. Situated on the river for ready transportation, the first Methodist Mission house was built of rough logs--"into which they moved their goods while the roof was only partially completed" (Carey 1922). Located in the southern section of French Prairie near the Joseph Gervais claim, the Methodist Mission "tipped the scales in favor of the 'upper settlements'; from that time the portion of French Prairie near the Gervais farm began to pull ahead of the Champoeg district (Lucier, Bellique and McKay had settled in the northern prairie) in population and development" (Hussey 1967:72). This area would remain the center of American settlement until the establishment of Oregon City at the Willamette Falls.

Jacob Lee's mission received 14 Native American children the first year, of whom five died and five ran away; of the remaining four children, two died the following year. Children were recruited from the Ahantchuyūks and Santiams as well as other tribes. The "cold sick" that had swept through the valley's Native American population between 1829 and 1831 had reduced the Native American population by as much as 70 per cent in some areas. The second year the mission received 25 more children, of whom 16 fell sick with a form of diphtheria (Carey 1922:336).

> Through lack of accommodations and also in order to separate the sick from the well, all the stricken ones were kept in a single room, and the death rate was fearful. By 1842, eight years after the Mission was established, the Indians had almost disappeared from the Willamette Valley, and this the missionaries ascribed to the ravages of small-pox and other diseases (Carey 1922).

In 1836 and 1837, the Mission Board sent out reinforcements to the Oregon territory, which increased the number of Americans in the Willamette Valley. Ewing Young and Hall Kelley also arrived in 1834, increasing the number of American trappers in the region. This slow growth began to increase after 1838 when Jason Lee went east to extoll the virtues of the Oregon Country, seeking reinforcements for his mission, and bearing as well "a memorial drawn up in Oregon, asking for the protection of the United States Government" (Carey 1922: 338).

The Peoria Party, the first overland party of settlers to arrive in Oregon for the purpose of settlement, was a direct result of one of Lee's lectures in Peoria, Illinois. Jason Lee came west as a missionary and became an avid promoter of American settlement and development of the northwest.

> Jason Lee had given up his original plan of converting, educating and civilizing the Indians and had substituted a policy calculated to make Oregon an American state. He had planted American colonies at the strategic points . . .memorialized Congress to put Oregon under the protection of its laws . . . and laid the foundations for its accomplishment (Bain 1937:71).

Seeking to free themselves from dependency on the Hudson Bay Company and the goodwill of John McLoughlin, the American missionaries and settlers established the first commercial enterprises in the Willamette Valley and Marion County. In 1835, Webley Hauxhurst who had arrived with Ewing Young the previous year, built the first mill in Marion County. The location is uncertain, but most accounts place it on Champoeg Creek.

In 1837, Ewing Young organized the Willamette Cattle Company with the assistance of William Slacum of the United States Navy, who had been appointed by President Jackson in 1836 to report on the American position in the Willamette Valley and Oregon territory. The Willamette Cattle Company met first at the Methodist Mission and then with settlers in the Champoeg area. "In this venture he (Young) and 10 other fellow settlers were successful in bringing 600 head of cattle" from California, overland, into the Willamette Valley (Corning 1956:277). Until this time the only additions to the first farm animals brought by the Astor party in 1811, had been made by the Hudson Bay Company when they imported cattle from California by sea. Young's venture effectively broke the Hudson Bay Company monopoly on cattle in the territory.

With the expansion of the mission and extended farming, the French Prairie settlements began to produce a surplus of wheat and other agricultural commodities. Wheat became the standard of exchange at this point between the settlers and the Hudson Bay Company. It remained the

standard of exchange until settlers returning from California brought in a considerable amount of gold in 1849 and 1850. Sometime between 1840 and 1843 the Hudson Bay Company built a receiving house at Champoeg to accommodate the surplus wheat it was buying from the settlers.

In 1839, Father Francis Norbert Blanchet established the first Catholic Mission in Oregon at St. Paul on French Prairie. In 1843, St. Joseph's College was founded at St. Paul.

In 1840, Jason Lee returned from his two-year sabbatical in the east. Arriving with Lee aboard the ship "Lausanne," in what has been termed the "Great Reinforcement of 1840," were 14 families, and four single women. Most of these people settled in the Salem area. Prior to the reinforcement, the population of the French Prairie settlement was approximately 40 men most of whom had Native American wives. The influx of American settlers began to shift the population in the region in favor of Americans.

Among those arriving with Lee in 1840 were George Abernethy and Ira Leonard Babcock. In 1845, Abernethy platted Butteville, an important early shipping point downstream from Champoeg, and later was elected the first governor of Oregon. Ira Babcock, elected "supreme judge with probate powers" at the first Willamette settlers' meeting of February 1841, served as chairman of both the Champoeg meeting of May 2, 1843, and as chairman of the subsequent legislative committee that drafted the Organic Laws in 1843. A two-story building located on the southern end of Wallace Prairie, within the present city of Salem, was built in 1842-43 and used for the initial meetings of the Legislative Assembly that created the Organic Laws.

In 1840, employees of the Methodist Mission began construction of a sawmill and grist mill at the present site of Salem, and in July 1841 Rev. Jason Lee "removed the Mission school from the former location just above Wheatland, to the principal base of operations at what is now the city of Salem" (Brown 1871:11).

> Early in the summer of 1841, the edifice known as the Old University was commenced, and so far completed early in the summer of 1842, that the mission school, with the overseers and teachers thereof, thenceforward occupied the same (Brown 1871:11).

The year 1842 also witnessed the formation of the Trustees of the Oregon Institute. The association adopted a constitution defining its objective as the "education of white children, and also the half-breed children of white men" (Brown 1871).

With the increasing population and the unresolved question of territorial jurisdiction and international sovereignty, American settlers and missionaries began to call for civil government. The Willamette settlers' meetings of February 7 and 17, 1841, presaged the formation of the Provisional Government. Jason Lee, at the height of his influence in the settlement, presided over these meetings, the first of which was held at Champoeg, the second at the Methodist Mission. Convened ostensibly to settle the estate of Ewing Young, who had died intestate, a committee was chosen to draft a code of laws and to form a constitution--going considerably beyond mere probate powers. Dr. Ira Babcock, elected "supreme judge with probate powers," held that position until the "wolf meetings" of 1843.

The so-called "wolf meetings" were held with the avowed intention of finding a way to eradicate predatory animals; however, the underlying issue was that of civil government. The initial meeting, held at the Oregon Institute and chaired by Babcock, held to the predatory animal issue which the assembly was originally convened to address. The second meeting, held at the home of Joseph Gervais, "submitted a resolution dealing with bounties" and "boldly called for another meeting to form a provisional government, to be held at Champoeg May 2,

1843" (Corning 1956:272). At the Champoeg meeting the assembly voted to organize a civil community in the Oregon territory. Two months later, on July 5, 1843, the group reconvened at Champoeg, there initially adopting the Organic Laws. In 1844-1845, the second executive committee meeting, consisting of P.G. Stewart, Osborne Russell and Dr. W.J. Bailey, was held.

> Because conflicts of authority grew out of the three-man executive system, the office of governor, with veto powers, was created by the newly revised laws,and George Abernethy, elected to fill that post, taking office June 3, 1845 (Corning 1956:206).

One of the initial acts of the first Legislative Committee was to divide the Oregon territory into four legislative districts--redesignated in 1845 as "Counties"--to establish "such functions of local government as were required and desired by the steadily increasing number of American settlers" (Corning, 1956). These four original districts (counties) were: Tuality, Yamhill, Clackamas and Champooick. Champooick, or Champoeg, was bounded by:

> [A] supposed line drawn from the mouth of the Haunchauke (Pudding) River, running due east to the Rocky mountains; on the west by the Willamette River, on the south by the boundary line between Oregon and [the Mexican Territory of Alta] California, and on the east by the summit of the Rocky Mountains (Carey 1922:384).

Champooick County, renamed Marion County in 1849, was reduced to its present configuration by Provisional and Territorial legislation between 1845 and 1856.

The Supreme Court of the Provisional Government was empowered to perform the duties of county commissioners, exercising the same judicial and probate functions as enacted in the laws of the Territory of Iowa. In 1846 modifications concerning the basic laws of county government were made as follows: all county officers were to be elected by the people; three justices of the peace were to be elected to each county; the sheriff was to be the ministerial officer of the County Court as well as "conservator of the peace"; and the justices of the peace, or any two of them, were authorized to act as probate courts and as the board of commissioners in their county (Wharton 1962:1).

With the influx of American immigration commencing in the early 1840s settlement patterns began to change. Prior to 1842, immigrants to the Marion County region were, in most instances, either formerly connected to the fur trade, or associated in some capacity with the Methodist Mission. The year 1842 "marked a turning point in the overland migration to Oregon," when Elijah White led the "first typical wagon train to the Pacific Northwest" (Bowen 1978:12), bringing the first families to settle in the Willamette Valley with the express purpose of agrarian colonization. From 1843 to the end of the period, increasing numbers of American settlers crossed overland to establish claims in the Willamette Valley.

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

One of the primary forces behind the pre-territorial colonization of the valley was a bill introduced by the United States Senator from Missouri, Lewis Fields Linn, providing "liberal land grant policies" to settlers (Corning 1956:149). Although prior to 1846 the United States Senate had no jurisdiction over the land policies of the jointly occupied Oregon Territory,

Linn's bill managed to pass the Senate in February 1843. Many of the newly arriving settlers came armed with copies of the bill as substantive proof of their right to lay claim to the land. The settlement and colonization that Linn's bill helped to promote had an impact greater than any question of its legal force. The First Organic Laws adopted by the Provisional Government in July 1843 encompassed the key components of Linn's bill in primary land policies:

> Article l. Any person now holding, or hereafter wishing to establish a claim to land in this territory, shall designate the extent of his claim by natural boundaries, or by marks at the corners, and on the lines of such claim, and have the extent and boundaries of said claim recorded in the office of the territorial recorder, in a book to be kept by him for that purpose, within twenty days from the time of making said claim. Provided, that those who shall already be in possession of land, shall be allowed one year from the passage of this act to file a description of his claim in the recorder's office.
>
> Article 2. All Claimants shall, within six months of the time of recording their claims, make permanent improvements upon the same by building or enclosing, and also become an occupant upon said claim, within one year from the date of such records.
>
> Article 3. No individual shall be allowed to hold a claim of more than one square mile, or 640 acres in a square or oblong form, according to the natural situation of the premises; nor shall an individual be allowed to hold more than one claim at the same time.

The increase in American population brought a shift in power away from the Methodist Mission and the Hudson Bay Company. By 1844 Oregon City was fast becoming the center of American "urban" population, and the seat of Provisional Government and American political thought in the territory. Enhancing Oregon City's position was the replacement of the Reverend Jason Lee by the Reverend George Gary as superintendent of the Oregon Mission in 1844. As commissioned by the Missionary Board, the Reverend Gary proceeded to close the institution and to sell off its secular holdings. A number of the Mission employees and members remained on land claims adjoining the site, or bought parcels of land from Gary. Although Chemeketa--the original name of Salem, meaning "place of rest" or "place of peace"--was platted in 1846, it remained a small rural settlement without urban pretensions, until the capital was moved to Salem the following decade.

American settlement in Marion County was initially concentrated around the older Mission settlement, then began to spread south toward the Santiam River, and west into the hills (Black 1942:42).

> During the years of 1844 and 1845, the settlement extended southwards as far as the bottom lands of the Santiam river, a few miles north and west of the present town of Jefferson (Brown 1871:19).

As settlement moved beyond the established centers in French Prairie, the adjoining prairies and hills received their first settlers as early as 1843, with Daniel Waldo, Jesse and John Looney, Thomas and Wesley Howell--all members of the "great immigration" of 1843--staking claims in those areas that bear their names: Waldo Hills; Looney Butte; and Howell Prairie.

The 1845 census made by the Provisional Government recorded 361 people residing in the Champoeg District. The "typical" Oregon pioneer of this and the following period can be characterized as emigrating from the midwest frontier and fringe states, including Missouri,

Illinois, Ohio, Kentucky and Indiana, with a high concentration in Marion County of emigrants from the South Atlantic states as well. The county's largest immigrant group during this period came from Missouri.

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

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

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

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

Marion County had a large concentration of Missouri pioneers who settled near the Daniel Waldo farm in what is now called the Waldo Hills area. Along the east bank of the Pudding River and Butte Creek were a number of immigrants from Ohio. Pioneers born in Kentucky and the South Atlantic states settled throughout the Waldo Hills and on the north bank of the North Santiam. American-born immigrants inclined to settle in the east, south and southeast regions of the county, as French-Canadian and other foreign-born settlers had, to a great extent, taken up the prime prairie lands in the west and northwest sections of the county. Expansion of American settlement into the eastern and southeastern prairies and hills brought a corresponding need for roads to provide transportation for their produce.

Prior to the 1840s, transportation was primarily by canoe on the Willamette and its navigable tributaries, and overland by horse or oxen on Native American and Hudson Bay Company trails. By the 1840s, a series of trails connected the Methodist Mission and the Champoeg settlements in Marion County. Early market roads were built from the French Prairie farms to river landings, where wheat was transported by rafts and canoes to the Hudson Bay Company warehouse at Champoeg. Native Americans were often employed as paddlers for this purpose.

The Provisional Government in 1844 appointed Thomas McKay, Allen Davie and D. McKay to "view and mark out" a road between the Methodist Mission mills and Oregon City (Downs 1926:231). This road contributed to the initial settlement of the eastern region of the county bounded by the Pudding River and "to the settlement of the Butte Creek falls area by making it more conveniently accessible to immigrants traveling south from Oregon City." (Scotts Mills Historical Society 1983:13).

> This road was known as the Immigrant Road, later [sections of it were] to become the Territorial Road, and passed through the local area along the route

presently known as State Highway 213 (Scotts Mills Historical Society 1983:13).

In 1847 this road crossed the Molalla River at Wright's Ferry, then continued south through Daniel Waldo's claim into the upper valley. By 1846 settlement had reached into the Silverton and Scotts Mills area. Thomas McKay operated a mill at the latter site, while James Smith and John Barger established a sawmill on Silver Creek approximately two miles above the present site of Silverton. As roads were opened, settlement and commerce followed.

Although initial settlement had expanded throughout the county by the end of the period, the Willamette River remained the primary transportation route well into the second half of the century. Market roads tended to be "feeder lines" leading to the nearest convenient landing of the river, while the primary roads remained impassable for much of the rainy season. Access to the river and to the Hudson Bay Company warehouses and stores remained a primary consideration of the settlers. With wheat as their primary unit of exchange and the Hudson Bay Company their only ready market, the settlers of the early 1840s found ease of access to the Willamette River corridors of vital importance, thus it was a key element in agrarian settlement patterns:

> The settlement pattern of the first settlers to plant most of their acreage in wheat with a smaller kitchen garden reflects the needs of the frontier lifestyle. For many years [until 1849] the basic currency of the Oregon country was wheat, beaver skins or peas. Thus, in order to purchase supplies the settler found it necessary to grow wheat as a medium of exchange (Speulda 1989:4).

In 1845 Marion County had the oldest and best-established agricultural base in the upper valley. The early French-Canadian settlers had created orchards with seeds acquired from the Hudson Bay Company and these orchards had been producing for a number of years, while wheat production had begun to exceed the Hudson Bay Company's ability to handle it efficiently. This agricultural abundance, coupled with a rapidly growing population, gave birth to one of the first commercial transportation ventures above the falls. In late 1845 or early 1846 (the exact date is unknown), Robert Newell, Medorum Crawford and Aaron Cooke began hauling freight, grain and passengers between Champoeg--Newell's donation land claim site--and Oregon City, on the keelboats "Mogul" and "Ben Franklin":

> These boats were among the first, if not the very first, keelboats placed in commission on the upper Willamette . . . and the business is said to have paid a profit of $300 during the four or five years they were operated (Hussey 1967:203).

These "Indian-powered, paddle-driven craft" made the 18-mile trip in seven to ten hours. Newell's business grew rapidly, and by May 1846 he added a third keel or flatboat, the "Great Western," to handle the growing river trade (Corning 1949:25), foreshadowing the primacy of the Willamette River shipping route in the following decades.

With the resolution of the boundary dispute between England and the United States in 1846, the expansion and development of the Oregon country would now be unhindered politically. Settlement at the close of this chronological period had spread from its origins near the Mission and Champoeg sites, to include sections of most prime prairie and hill lands between the Willamette River and the east line of Range 2 West of the Willamette Meridian, including all of French Prairie. With increasing American immigration in the early 1850s, the following period would witness the growth of the Marion County economy from one of subsistence dependent on local markets, to one of agricultural expansion, experimentation and market growth.

1847-1865: Settlement, Statehood and Steampower

Settlement patterns in the Willamette Valley and Marion County underwent a period of transition in the final three years of the 1840s:

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

An estimated two-thirds of all men in the Oregon territory left for the gold fields in California between 1848 and 1849. James H. Brown in his *Sketches of Salem* wrote:

> [B]y the middle or last of September (1848) nearly every able-bodied man or boy above 18 years of age, in Oregon, and some under that age, took their departure for the gold fields of California. Business in Salem, during the winter of 1848-49, was nearly suspended (Brown 1871:27).

Those settlers who chose to remain in the county to take advantage of the burgeoning new California market were richly rewarded:

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

Fruit, lumber and wheat found a ready market in California, which remained Oregon's primary market until the late 1850s when the gold fields of eastern Oregon and Idaho created another large market for agricultural products.

On August 14, 1848, the United States Congress passed its "Act to Establish the Territorial Government of Oregon." On March 2, 1849, Governor Joseph Lane arrived in Oregon City and the Territorial Government was formally inaugurated the following day.

On September 3, 1849, the Territorial Legislative Assembly passed an Act that changed the county's name from Champoeg to Marion in honor of Revolutionary War hero Francis Marion. This Act also established Salem as the county seat. In compliance with the newly adopted Territorial law, in October 1849 a special Marion County election of county officers was held. Those elected were T. Crump, Benjamin Walden and James Brown, Probate Judges; Isaac N. Gilbert, Probate Clerk; William Gilliam, Sheriff; A.A. Robinson, Assessor; Aaron Purdy, Treasurer, and David Presley, School Commissioner.

Until the construction of the first county courthouse in 1854, the Commissioner's Court was held in church buildings, available halls and private residences. The first meeting of the Court under Territorial Government was convened November 19, 1849, in the Judson-McLain building, the former residence of Jason Lee.

At the time Salem was designated county seat, there were only 16 wood-frame buildings within the original plat, and only one mercantile store which was established in the summer of 1848 by Thomas Cox. By early spring of 1849, Marion County and the City of Salem experienced an influx of wealth as returning miners brought gold bullion and new merchandise into the region, which had heretofore been solely an agrarian economy based on agricultural exchange, dependent on the Hudson Bay Company stores.

> [In May of 1849] J.B. McClane, one of the owners of the North Salem Mills returned with goods purchased in San Francisco, costing there about $2,500, which, in a very few months, sold for more than $6,000, still leaving a considerable portion of the same on hand. This was the second stock of goods opened in Salem (Brown 1871:27).

McClane's store was followed by the opening of the mercantile business of Holman and Carter in the summer of 1849. In the summer of 1850, Philester Lee brought stock from San Francisco and founded the fourth mercantile enterprise in Salem. The year 1850 saw 26 buildings within the Salem city plat and the platting of the towns of "North Salem" and "East Salem."

Among those settlers who remained in the county during the California Gold Rush was William Parker (1814-1857), a native of Derby County, England, who had immigrated with his family to the United States when still a child. An Oregon pioneer of 1846, Parker settled on a claim west of the site of Silverton, then in 1848 relocated to a Pudding River site at the north end of Lake Labish. There he established a sawmill and flour mill "where in the next ten years he made fifty thousand dollars" (Clarke 1927:570). Parkersville, as the location came to be called, was the primary trading center for the northern Howell Prairie vicinity. The Willamette Meridian survey of 1852 shows Parkersville near the south line of the northwest quadrant of section 6, T6S R1W, comprising a sawmill, a (flour) mill, one store, three residences and one undefined structure. This is the largest "town" recorded on the survey outside of Salem, Champoeg and Butteville--all Willamette River landings--and the largest settlement in the interior prairie country. Situated on the "Oregon City to Syracuse Road," Parkersville had routes to Fairfield landing on the Willamette, to Salem by way of Howell's Prairie, to the "forks of the Santiam" and Syracuse to the south.

Although Parkersville declined and died after the railroad passed it by, its early growth and location--along with such early towns as Lebanon and Howell--represented the first attempts to establish population centers as settlement expanded into this area.

The most significant event leading to further settlement of the Oregon Territory during this period was passage of the Donation Land Act by the United States Congress on September 17, 1850, granting:

> a citizen of the United States, or one who had declared intentions before December 1, 1850, and who had resided upon and cultivated the land for four consecutive years, 320 acres; if married within one year, 640 acres, one half to be held by the wife (Corning 1956:75).

With the rapid increase of population following the Donation Land Act, settlement spread southward up the valley. "The most significant effect of the Donation Land Act was the scattering of population" (Black 1942:44). This meant longer distances for settlers to travel in order to reach urban and political centers. To help mitigate this problem, the Territorial Legislature designated Salem as capital of the Oregon Territory in 1850. The first legislative session was held the following year; however, several members of the Legislature refused to recognize Salem as the state capital and four of the dissenters met at Oregon City during the first 1851 session.

For two years the dispute raged over Salem's legality as capital until in 1852 the United States Congress settled the question in favor of Salem. This did not, however, end the more general dispute as to whether Salem was the best choice as Oregon's capital.

> In 1855, even after money had been granted by Congress for the construction of a capitol building at Salem and work on the structure had begun, the legislature voted to locate the capital at Corvallis. The Governor and other officers removed there and the legislature opened its session there in December (Clark 1927:410-11).

Asahel Bush, founder and editor of *The Oregon Statesman*, was caught up in this dispute as he moved his paper, first, from Oregon City to Salem, then to Corvallis, and again back to Salem with the Legislature when that body discovered it had no legal right to change the capital's location without consent of the United States Congress. In 1856 the question was put to popular vote, with both Eugene and Corvallis receiving more votes than Salem; however, neither had a majority as required by Territorial law.

A special election followed in October 1856, in which Eugene received 2,559 votes, Salem 444, and Corvallis 318. Eugene clearly had the majority; however, the election results were abrogated:

> There was a strong sentiment among the politicians against recognition of the right of the Legislature to delegate the duties conferred upon it by the Organic Act, which provided that . . . "the legislative assembly shall proceed to locate and establish the seat of government for said territory. . . which place, however, shall thereafter be subject to be changed by the said legislative assembly." It was contended therefore that the popular election had no binding effect . . .As a consequence, the result of the special election was ignored by people and Legislature alike, and the territorial officers remained at Salem. (Carey 1922:535-536).

While the dispute continued, Salem began building a solid foundation for future commercial growth. Among other business enterprises in the 1850s, a number of mills were established, including the Willamette Woolen Manufacturing Company. The flood of 1861, however, destroyed a large area of Salem.

> The Willamette river swept every mill, warehouse and dwelling house, from the mouth of the creek on Mill street, north and west of Front . . including Durell's steam saw-mill [and] the Brown & Rector cider manufactory (Brown 1871:41).

Many of Marion County's river settlements never fully recovered from the 1861 flood. Salem, however, began a period of steady rebuilding and growth following the devastation.

In 1864, five years after statehood, Salem was chosen the state capital by popular vote, putting to rest the 14-year dispute over Oregon's seat of government.

Willamette University was incorporated by the Legislature in January 1853. "The indirect outgrowth of Jason Lee's missionary efforts," the university is the oldest institution of higher learning in the Pacific Northwest. It strengthened its place as Oregon's early center of education by establishing "numerous satellites, among which were Wilbur Academy in Umpqua County, Sheridan Academy, Dallas Academy, and Sheridan Academy" (Carey 1922:724).

With its growing commercial base, represented by such enterprises as Willamette Woolen Manufacturing Company and Salem Flouring Mills, Salem became the dominant urban center between Portland and Corvallis. Incorporated in 1860, Salem was the seat of both County and State government.

United States census tracts for this period reveal the impact of the Donation Land Law upon Marion County population. In 1849, the Territorial census recorded 9,083 people in Oregon, of who 1,682 lived in Marion County, which included all of present Marion County and that portion of Clackamas County south of an east-west line drawn from the confluence of the Pudding River to the Rocky Mountains--or approximately 18.5% of the population of the territory. In 1850, the United States census counted 2,749 people in Marion County. By 1860, four years after expiration of the Donation Land Law, the first United States census of Marion County with its present-day boundaries recorded 7,088 persons, representing an 11-year population increase of over 400 per cent.

Settlement slowed in the late 1850s and during the Civil War years, although the Federal Homestead Act of May 20, 1862, provided means by which settlers could acquire land. While its terms were not so generous as those of the Donation Land Law, the Homestead Act encouraged agrarian settlement:

> For a nominal fee of $34, all eligible citizens over 21 years of age who so desired could locate upon 160 acres of unoccupied land and, after five years of residence, obtain final title. Such land could also, after six months of residence, be obtained upon fee payment of $1.25 to $1.50 per acre as a commuted homestead. By 1883, 4,717 final entrees had been taken in Oregon, totaling 638,843 acres (Scotts Mills Historical Society 1983:1).

In 1865, the end of this chronological period, state population figures record the population of Marion County at 8,371, an increase of approximately 500 per cent from 1849 to 1865.

As agrarian settlement increased and claimed greater areas of Marion County prairie and prime hill lands, towns and urban population centers began to develop. The first to appear during this period were associated with river landings as the Willamette River was the primary means of transportation.

In 1851, the "Hoosier," the first steamboat on the upper Willamette began service between Willamette Falls and Salem. While Robert Newell's "Passengers' Own Line" keelboats had established the first commercial shipping line on the upper river, the advent of steampower brought river transportation on the Willamette to its peak. Between 1851 and the turn of the century, no fewer than 40 river landings were located in Marion County. From several of these landings rose the first "urban" settlements of the county. Champoeg, which had been a transportation port since the Hudson Bay Company first established its warehouse there in the early 1840s, continued to be one of the primary landings or "wheat ports," until the 1861 flood devastated the site. Butteville also achieved prominence in the 1840s, and in the 1850s became one of the county's most active communities. It too suffered great loss in the flood of 1861 and never regained its prominence, although it remained locally significant. Fairfield, Syracuse and Jefferson were other river landings that achieved status as wheat ports during the steam era. Jefferson, considered the head of navigation on the Santiam, was the only major river-landing city in Marion County, other than Salem, to survive the demise of the steamboat era. It gained prominence primarily by becoming a station on the Oregon-California Railroad in the 1870s. Salem's central position on the Willamette River corridor enhanced its position in Willamette Valley commercial and political life and led to its extensive development.

By the close of the period, the population of interior Marion County had coalesced into several burgeoning townsites: St. Louis (1847), Jefferson (1850s) and Silverton (1854). In 1857, Dr. William Keil established the Aurora colony, or Aurora Mills, with approximately 500 German-Dutch followers:

> The community was named Aurora Mills, in honor of Keil's daughter. For over 20 years the colony operated under a communal code . . all members were artisans and produced more than colony needs; many goods were sold outside the community. . . Men fashioned fine furniture, clothing, basketry, chests and implements. Women were adept at glovemaking and embroidery. The colony gained fame throughout the United States for the excellence of the clarinet reeds made there (Corning 1956:15).

As an agrarian communistic colony, the Aurora colony established large farms in the northeast region of Marion County and brought extensive tracts of land under cultivation. Well organized and planned, Aurora Mills developed more rapidly than many pioneer settlements and soon became a primary link between Salem and Oregon City. It also became in the 1860s a key station for the California Stage Company. This "new daily stagecoach service between Sacramento City and Portland--which crossed Marion County from Salem to Dutchtown (Aurora)--was inaugurated on September 15, 1860" (Winther 1934:135). The colony of Aurora Mills contributed much to the county's social life with its musical band, meetings and various celebrations. It also made a major contribution to commercial, artistic and agricultural development with its distinctive architecture, crafts, farming methods and implements.

This chronological period closes with Marion County, now well beyond the agricultural subsistence stage, expanding to meet new markets, both locally and abroad. In 1864, Marion County was number one in Oregon in the production of wheat, still the primary crop and export of the state. The county was also first in the production of oats, rye, hay, potatoes and apples, while holding fourth place in wool production and eighth in barley yield. Experimental crop cultivation was expanding and in 1864 the county placed second in production of tobacco, processing 10,395 pounds. The first planting of hops in the Silverton area in 1865 presaged the county's agricultural dominance in the Willamette Valley in the coming period. Agriculture in Marion County would continue to thrive throughout the 1800s.

1866-1883: Railroads and Industrial Growth

By the late 1860s, Marion County's growth and agricultural expansion had reached a point where further development was dependent on improvements in its transportation system. Agitation for rail lines began during the 1850s, but was interrupted by the Civil War. Then, in 1866 Congress passed a bill creating Oregon's first land grant railroad.

> Beginning in the 1850s, Congress, in a policy of opening up otherwise inaccessible areas of the west, and as an impetus to immigration and land speculation, made extensive grants of land to projected railroad companies in aid toward their construction (Corning 1956:140).

The 1866 bill granted sections of public land--20 alternate sections per mile (10 sections on either side of the right-of-way)--to the first company in Oregon to lay 20 miles of track, and patents thereafter on completion of each 20-mile section.

Beginning in 1868, two companies, The Oregon Central or "West Side Company," and the Oregon and California Railroad Company or "East Side Company," began competition out of Portland "when both companies let construction contracts under federal stipulation that the first company to complete 20 miles of road by January 1, 1870, should receive the grant" (Carey 1922:691). Ben Holladay's Oregon & California Railroad Company was the first to complete the required section of track, thereby receiving the congressional land grant of 3,821,902 acres. The Oregon & California pushed south from Portland to Oregon City, entering Marion County at Aurora and continuing southwesterly, reaching Salem on October 11, 1870, and Jefferson on November 27, 1870. Although following Holladay's 1873 financial collapse, the Oregon

& California Railroad stalled at Roseburg until the 1880s when the line was finally completed (the first through train from San Francisco to Portland arrived on December 19, 1887), its impact on Marion County was considerable.

Numerous towns sprang up along the Oregon & California right-of-way, or were platted with the hope the railroad would generate speculation and subsequent settlement of the area.

> Gervais was not laid out until 1870, upon the completion of the Oregon and California Railroad. It had two large storage warehouses for wheat. Brooks (population 135) and Hubbard (population 150) also were shipping points for French Prairie. Woodburn was laid out in 1870 and was growing rapidly (Black 1942:49).

Other Marion County towns that owe their initial growth to the Oregon & California Railroad are Turner, with a population of 70 by the end of the period, and two large granaries for storage and shipping; and Marion, population 80, with two granaries and a steam sawmill. Jefferson expanded during the 1870s to become the primary shipping point for southwestern Marion County during this period.

This era witnessed the first major movement toward town building in the interior of the county away from the Willamette River; however, the river remained a vital freight and transportation artery into the 1890s.

Marion County population at the beginning of this period was approximately 8,500 people. By 1883 the population had reached 15,949, with the greatest increase in towns and urban areas. While the majority of new arrivals were American immigrants, an increasing number were foreign born. Germans, representing the largest foreign-born nationality, tended to settle in the northern area of the county in the Aurora Mills region.

The population increase brought a corresponding need for roads--a need that would steadily grow over the next five decades--as county roads remained secondary to the rail and water transport systems. Roads remained primarily feeders to rail or water transport during this time. The Marion County map published by Edgar Williams & Company in 1878 reveals a road system in excess of 650 miles. These roads were primarily single-lane, poorly drained, dirt roads--with the exception of the main "territorial" or county roads that were wider and, in some sections, planked--and all, to one degree or another, were impassable during the rainy seasons. A negative effect of the railroad was its diversion of attention and funds from the road-building system, thus halting improvements, other than basic maintenance, until the turn of the century.

The governing bodies in Salem expanded during this period to address the social concerns of the growing population. The first state penitentiary was built in Salem in 1866 followed by the Deaf and Dumb School (the State School for the Deaf) in 1870; the State School for the Blind in 1872; and the State Hospital and Asylum in 1883, the latter having relocated from east Portland.

In 1869, the second state capitol house was destroyed by fire, and the third state house completed in 1876. The first state capitol building, built in 1854, burned in 1856.

By 1870 Salem had a population of 1,139 and an expanding manufacturing base. The Salem Flour Mill, one of only three operated by steam, was the largest flour mill in Oregon. In Salem there were also: two additional flour mills; two lumber mills; the Pioneer Oil Mill, an "oil manufactory" producing linseed oil; one box factory; three breweries; one chair factory; the Willamette Woolen Manufacturing Company--the first woolen mill on the Pacific Coast; and the Drake & Moore Foundry, all of which, with the exception of the woolen mill, were

established between 1865 and 1871. To serve Salem's increasing population, there were also five hotels in 1871, 11 groceries, 13 physicians, three druggists, four dentists, and three newspapers--*The Weekly Mercury, The Oregon Statesman,* and *The Willamette Farmer.*

Numerous mining ventures were incorporated and advanced into the eastern hill country of Silver Creek, the Abiqua drainage and south into the North Santiam drainage. In the late 1850s and 1860s, prospectors from southern Oregon fields began arriving in the region:

> Rich finds were made on Gold Creek, a tributary of North Santiam. Here many gold and silver lodes were uncovered. Five companies were incorporated to engage in extensive mining. One hundred and fifty claims were staked out and recorded (Clarke 1927:554).

Silver, quartz, copper and coal were all mined throughout the historic period in eastern Marion County although "the region failed to develop productively." While not as productive as hoped, the initial exploration and on-going mining activity opened trails and roads in the area, thereby improving access for future development.

In 1880, construction began on the eastside branch of the Narrow Gauge Railroad.

> Ground was broken at Silverton, April 19, 1880. . .The line was opened from Ray's Landing, on Willamette River, near Saint Paul, to Silverton via Woodburn, October 4, of that year (Scott 1919:148).

This railroad was completed to Coburg in July 1882; however, the projected bridge connecting Marion and Polk Counties, between Ray's Landing and Fulquartz Landing, was never built. Although the Narrow Gauge was never linked to its westside branch, it did serve to open up the Silverton country and bring the Waldo Hills region into the rail system. The towns of Pratum, Geer, MacLeay, Shaw and West Stayton developed with this rail line. In 1887, the Narrow Gauge came under control of Southern Pacific and was converted to standard gauge on the Southern Pacific's Woodburn-Springfield (Wooburn-Natrona) line, using the original right-of-way. "Connection by rail to the national marketplace established a consistent demand for Oregon products" (Speulda 1989:13).

With increasing demand for farmland and the growth of urban centers the size of farms began to decrease, while at the same time technological improvements began to increase production. Wheat, oats, hay, rye and corn still led in Marion County's agricultural production; while hops, alfalfa and barley were seeing greatly increased production.

With increased access to national markets through improvements in transportation, the close of this chronological period finds rapid expansion taking place in Marion County's agricultural industry. The county's industrial base is also markedly increasing, particularly in relation to timber resources.

1884-1913: Progressive Era

This period witnessed Marion County's population grow from approximately 16,000 at the beginning of 1884, to 39,780 in 1910. About 73 per cent of those entering the county settled in Salem, Silverton or one of the smaller "urban" centers. During this time Salem increased in population by 11,556 people--from 2,538 at the beginning of the era, to 14,094 in 1910. Two factors accounted for this urban settlement pattern: 1) increased production in agriculture that led to the expansion of agriculturally related industries in urban areas, such as processing and canning plants, and 2) growth of the timber industry and the concurrent development of

lumber-related industries. These plants, creameries and mills located in or near population centers for access to the labor force and transportation facilities.

The expanding lumber industry brought significant growth to the North Santiam region in eastern Marion County. Stayton was the primary industrial center of the lower North Santiam. Platted in 1872, the town included a grist mill, sawmill and wool-carding mill, all of which were in operation before 1884. With increasing lumber activity on the upper river during this period, Stayton's industrial base grew to include the Leigh & Company Chair Factory, the J.W. Thomas Furniture Plant and the Clark & Company Door and Sash Factory. Between 1890 and 1910 small communities above Stayton including Mehama, Gates, Niagara and Idanha also experienced growth with increased logging and mill construction.

Mill City is unique in Marion County as a "company town," established in 1888 around the newly constructed Santiam Lumber Company Mill, an enterprise organized by John Shaw, W.H. Hobson and Lee Brown of Sublimity. The first general store in the town was built by the Santiam Lumber Company. The streets and extended roads into the surrounding region resulted directly from the industry that created the town.

> [In 1898] the Curtis Lumber Company acquired the Santiam Lumber Company mill and expanded operations four times over. It was at this time that Mill City experienced its greatest period of growth. . . The Hammond Company took over the mill and town in 1911, which continued as their operation until 1935 (Golliet 1951:5).

In 1893 the Oregon Pacific Railroad became the third rail line to enter Marion County. Originally envisioned as a transcontinental line from Newport, Oregon through Hogg Pass and east, it crossed into Marion County at Mill City, and by 1893 had reached Idanha, where it terminated due to a series of financial setbacks. The line served to open the upper reaches of the Santiam to lumber interests. It was reorganized in 1907 as the Corvallis & Eastern by A.B. Hammond, who with his partner E.L. Bonner extended their lumber interests into the North Santiam and Marion County environs, including purchase of the Mill City mill. Hammond sold the line to Southern Pacific in December 1907. Southern Pacific continued service on the line through World War I with one mixed train--freight and passenger--serving the Albany-Idanha run. The line continued its lumber and freight service through World War II and was subsequently abandoned.

Silverton also developed its lumber industry during this time, with logging companies and mills extending into the upper Santiam region. The Silverton Lumber Company, in the first decade of the 20th century, extended a rail line 12 miles into the Abiqua and Silver Creek area. This line was purchased by the Silver Falls Timber Company in 1912 and "developed into Silverton's most flourishing industry during the 'Motor Age'" (Drake 1959:3).

Salem was the leader in the lumber industry with such thriving concerns as the Charles K. Spaulding Logging Co., established in 1905, which included a sawmill, sash and door factory, lath factory and box factory. The Spaulding enterprise employed as many as 200 individuals in its mills and logging camps.

To accommodate increasing agricultural production, Salem also expanded its food-related manufacturing and processing plants in the early 20th century. By the beginning of the "Motor Age," Salem was the center of the Willamette Valley canning and processing industry. Although wheat remained its highest valued crop, Marion County had undergone a shift toward diversification and crop rotation which gave rise to its dairy industry and subsequent establishment of the condensing and canning industries in the second decade of the 20th century.

During this period the majority of new arrivals in the county settled in its urban centers, while approximately 27 per cent settled in rural areas. By 1900 Marion County ranked first in the state in total number of farms--2,754--and thirtieth in average farm size--116.2 acres. The large land holdings of the early settlement period had diminished in size due to increasing population and rising land prices, as well as the intensification of land use and farming techniques. By the early 20th century farms were of a size that best accommodated the available technology. This is illustrated in the production statistics from the 1900 United States census. Marion County ranked third in total wheat production--behind only Umatilla and Linn Counties--which had larger total acreage devoted to farming. Marion ranked fourth in corn production, fourteenth in barley, and thirteenth in rye statewide. In total valuation of orchard products, Marion County was tenth, and before the end of the 19th century it ranked second in poultry production.

A more telling statistic is that, despite Marion County's rank of eighth in total acreage statewide--behind both Umatilla and Linn--and third in improved acreage--again behind both Umatilla and Linn--Marion County farmland was valued higher than any other in the state, at $10,186,780. Umatilla County, with over twice the improved acreage of Marion County, ranked second in total valuation, at $9,301,870. Linn County, with approximately 17,000 more acres in production than Marion County, ranked third, valued at $7,516,860.

Settlement by various ethnic groups during this period continued to increase but remained at about seven per cent of the population. German immigrants led in number, with Swiss-German arrivals settling in the Mount Angel area. Originally known as Roy, Mount Angel then became Fillmore until the Benedictine Fathers selected the nearby butte for their monastery and school. They changed the name to Mount Angel after Engelberg,"the mount of angels," Switzerland, where the mother house of the monastery was located. The Benedictine Sisters established their convent at Mount Angel in 1886. These orders then began the colonization of the vicinity, resulting in supplantation of the local population with Catholic families primarily of Swiss-German extraction.

Other Swiss-Germans settled in the Waldo Hills area during the 1890s and early 1900s. A town by the name of Switzerland existed for a brief time during this period at the present junction of DeSart and Selah Springs roads. Scandinavians comprised the second most numerous nationality to settle in Marion County, many settling in the Silverton region.

Salem had now not only broadened its industrial base but had begun to acquire the accoutrements of an established city. Its first cement sidewalk was laid at the southwest corner of Commercial and Chemeketa Streets in 1883. By 1889 both electric and horse-drawn trolleys were serving the urban center. In 1884, the first home telephone system was installed, and by 1890 long distance service was instituted between Salem and Portland. The Carnegie Library was opened in 1912, and would ultimately become the nucleus for the Salem Public Library Association.

In the early years of the new century, Salem was a leader in the Good Roads Movement. As early as 1902, Otto J. Wilson brought the first automobile to the city. The Good Roads Movement began in the mid-1890s, and became a strong grassroots lobbying effort on behalf of improved roads. The Rural Free Delivery (RFD) program, which began on October 1, 1896, also influenced the county and state road-improvement movement:

> R.F.D. was of tremendous importance in the good-road movement. . . Rural Free Delivery routes were laid out only where the patrons numbered at least one hundred and the roads were judged good enough for the carrier to travel. In the attempt to keep their roads in good repair and eligible for service, farmers

> (nationally), it was estimated, expended over $70,000,000 by 1908 (Hoyt 1966:192).

Although the Rural Free Delivery program was slow to catch on in Oregon as a whole, Marion County had more RFD routes than any other county in the state by the end of this period. Farmers found the service the most expedient form of road maintenance as well as delivery. For the most part, the market roads in the county remained at the mercy of the weather. With expanding population, however, and ever increasing industrial development there was increasing demand for road-improvement legislation.

As early as 1907, Salem had paved its first city street, Court Street from Commercial to Church. In 1908, Commercial Street was paved from Center to Trade Street, and State Street was paved from Commercial to 12th Street. Two years later North Capitol Street was paved. As the number of automobiles and motor stage lines increased around the county, the demand for county-wide road improvements increased. In 1913, the close of this period, the Legislature created the State Highway Commission.

> Members were the governor, secretary of state, and state treasurer. This commission, with an initial sum of $1,735,000 for road building soon progressed in the development of a pattern (system) of highways that was eventually to make all sections of Oregon available to vehicular traffic. . . As (initially) mapped, the state's primary highways were: the Columbia River Highway, and Old Oregon Trail, or U.S. 30; the Pacific Highway, or U.S. 99 (running north and south). . . (Corning 1956:113).

The subsequent construction of Highway 99 (East), coupled with the market and forest road legislation of 1919 and 1920, would bring Marion County into "The Motor Age."

1914-1940: The Motor Age

Formation of the State Highway Commission in 1913, together with creation of new highway legislation and funding measures between 1917 and 1920, radically changed Marion County's dirt and corduroy road system. Initial funding for road improvements began in 1907 when the first car licenses were imposed. These early fees went into the state general fund, and were not specifically earmarked for county road improvement. Inadequately funded, road improvement continued to flag, although both rural and urban lobbying groups--the Good Roads Movement, the State and National Granges--continued to press for financing and improvements.

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

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

This new funding source made construction of the modern state highway system a reality. Similar to the pattern of early railroad construction, early highway development focused on the "mainlines" or arteries through the county, such as Highway 99 (East), but did not deal with the market roads. While the Forest Highway Act of 1915-16 allotted monies for the construction of forest roads in the national forests, the Market Road Act of 1920 initiated the most radical change in the county road system, allowing for revenue distribution to counties for the specific purpose of improving the market roads.

Between 1920 and 1940, every primary market road in the county had been graded, the majority graveled, and approximately 60 per cent paved. Better roads increased traffic volume which undermined commuter and freight markets on the short rail lines. This led to the demise of the Oregon Electric Railroad in the early 30s--the primary commuter line in Marion County between Portland and Salem, and Salem and the upper valley. Built in 1907, the Oregon Electric extended from Portland through Garden Home, Tigard, Tualatin, Wilsonville and into Marion County. Many small stations were built along the right-of-way in the county. Between Wilsonville and Salem alone were the stations of Wallace, Chapunish, Donald, Broadacres, West Woodburn, St. Louis, Waconda, Chemetaka, Claxtar and Highland--ten stations on a 50 mile run. The actual mainline "construction of the Oregon Electric, begun by the Willamette Traction Company, started from Salem" (Throckmorton 1962:80). When completed, 38 trains made the daily run from Portland to Salem (1908-1911). Passenger traffic on the Oregon Electric system reached its peak in the years 1914 to 1916; with the expansion of the highway system, however, the era of the interurban train came to a rapid close.

Improvement of the transportation network led to rapid expansion of Marion County's agricultural industry. With improved market roads, crops could be harvested and transported for processing much faster. A boom period followed in the county's agricultural processing industry. In 1914, the Hunt Cannery Company was established, employing 400 persons on a seasonal basis, it was one of the largest canneries in the northwest. Kings Food Products Company became the largest fruit and vegetable dehydration plant in the United States with an annual capacity of 1,250,000 tons. The Kurtz & Company evaporation plant and cannery was built in 1919; and the Oregon Packing Company was established the same year. The Phez Company, also built in 1919, became nationally known through the expanding markets for Phez and Appleju, "Pure juice of the Loganberry." The Phez Company also owned the largest jam and jelly plant west of the Mississippi River, located in Salem.

Although Marion County's industrial output was significantly reduced during the first four years of the depression (1930-1934), its agricultural industries made a considerable comeback by the mid-1930s. A list of industries in 1935 included: seven fruit and vegetable canneries in Salem; a cannery in Mt. Angel; one in Woodburn; one in Silverton; and one in Stayton. There were six creameries in the county: three in Salem, one in Mt. Angel, one in Hubbard, and one in Silverton; four butter and cheese factories, all in Salem; three fresh-and-barrelled cherry plants and shippers, all in Salem; one Salem-based milk condenser; and, two fruit juice plants, one in Salem, and the second in Woodburn. Vast acreages were devoted to English walnuts and filberts as well. During the depression years the state established a huge flax mill in Salem to encourage the flax industry in the county.

The lumber industry reached its pinnacle in Marion County during this period. The longest privately built logging railroad in the county was built into the Silver Creek and Abiqua Basin by the Silver Falls Lumber Company.

> At one time over 800 men were employed in the mill and logging operations, with more than 50 miles of main line and spur tracks (Drake 1959:3).

In addition to the Silverton Lumber Company, other mill and logging operations along the North Santiam entered a period of growth. Salem's timber-related industry was thriving, represented by such companies as the Charles Spaulding Logging Company and the Oregon Pulp & Paper Company. Constructed at a cost of $1,200,000, Oregon Pulp & Paper employed more than 150 men during operations. The lumber industry was drastically reduced between 1930 and 1937, but by 1938 had begun to grow once again.

Salem underwent its most intensive growth during this period. As the industrial and agricultural shipping center for the mid-Willamette Valley, as well as county seat and state

capital, it had reached its maturity. From a population of 15,000 in 1914 Salem's population had grown to 30,908 by 1940. The Supreme Court Building was completed in 1914, the State Office Building in 1930, and on October 1, 1937 the current Capitol Building was dedicated, two years after the third Capitol Building was destroyed by fire as were its two predecessors.

The Agricultural Adjustment Administration's policy of subsidizing farmers for what they did not grow, while encouraging them to plant crops that would conform to predicted market needs, drastically changed the type of plantings and traditional farming practices throughout the country.

> The family-owned farm was faced with the collapse of traditional markets and forced into a close reliance on government support which has continued to the present (Speulda 1989:18).

Marion County felt the impact of these conditions; however, given the strength of the county's industrial base and agricultural system, Marion County farmers were able to recover sooner than those in many other Oregon counties, maintaining many of their home markets. In general, however, traditional fields gave way to experimental crops, and the government dictated plantings. Several industries developed out of this period, including the grass seed industry. The period ends with Marion County returning to a sound economic base, with the recovery of its agricultural and lumber-related industries by 1940.

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IDENTIFICATION

The following narrative is focused on the identification of historic themes and resource types. Data compiled in the course of this project served as a system by which to identify types of resources and to define gaps in the survey and research effort.

METHODOLOGY

In addition to preparation of a historic overview of Marion County history, this project consisted of a windshield survey of 3105 properties identified in Marion County tax records as being 50 years or older. The properties were distributed over 39 townships. Field work revealed discrepancies in the total count, as 486 additional historic properties were discovered and recorded. After completing 29 townships, the survey phase was discontinued in order to begin an intensive level inventory of properties in two specific townships: Township 4 South Range 1 West, and Township 4 South Range 2 West. This area was chosen for intensive inventory because it is one of two areas identified by the County which are facing intensive development pressure, and it also contains a high concentration of resources. This leaves ten townships unsurveyed and 37 needing intensive level inventory work. [Townships completely surveyed: all of 3S, 4S, 5S, 6S, 7S, 8S (except 6 sections in 8-1E), 9S-4W, 3W, sections 23, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 of 2W. Needing survey work: 8-1E sections 29, 30, 31, 34, 35, 36; 9-2W sections 1-22, 25; all of 9-1W & 1-4E; all of 10s].

During the field work, a determination of physical integrity was made for each property. Those assessed as having no integrity were recorded on a field form that contained basic locational and architectural information. Those properties retaining physical integrity were more thoroughly documented using photographs, site plans, and notations concerning history and architectural features. Brief interviews with local informants, usually the property owners, were conducted whenever possible. The photographic negatives were later catalogued and roll/frame numbers were recorded on corresponding field forms. Title searches at Ticor Title Company and basic historical research for each resource was conducted simultaneously with the intensive level field work.

Following survey and inventory, all inventoried properties in Township 4 South Ranges 1 and 2 West, were evaluated using the Secretary of the Interior's guidelines for evaluation, established by the National Park Service. A citizen's task force is scheduled to review these recommendations and make final recommendations for landmark designation and protection.

The final phase involved preparation of this document, which includes a property type analysis in addition to the historic overview. Inventory forms were also completed during this phase, including architectural descriptions, statements of significance, and a legal description, site plan, and photograph.

All owners or occupants of surveyed properties received a flyer describing the nature of the project. Owners were contacted and interviewed by the consultants, and a questionnaire was mailed to them seeking additional historical information. In July of 1990, a public meeting was held at Champoeg State Park to discuss the project and its purpose with the owners and any other interested parties. Citizens-at-large were made aware of the project through a series of articles that appeared in the *Statesman Journal*.

PREVIOUS SURVEYS

This project represents the first comprehensive survey and inventory of cultural resources in the unincorporated areas of Marion County. Previous survey work in the study area was conducted by Stephen Dow Beckham in 1976 for the *Statewide Inventory of Historic Sites and Buildings,* sponsored by the Oregon State Historic Preservation Office. In 1982 a list of 37 historic buildings, sites, structures, and objects was compiled by the County, with the aid of the Marion County Historical Society and the State Parks Historian.. These are included in the *Marion County Comprehensive Land Use Plan..* All previous survey and nomination work was updated and included in the current inventory which served as the basis for the analysis which follows. All resources which have been demolished since the earlier studies were completed were removed from the data base.

RESOURCE TYPES

The 95 inventoried resources in Township 4 South Range 1 and 2 West have been categorized under the broad themes of Agriculture and Culture. These themes were selected for in-depth analysis because they represent the bulk of the study area's known resources.

Categorizing properties by theme provides a context for making consistent decisions in the identification, evaluation, and protection of historic resources. The themes used here are consistent with those defined by the Oregon State Historic Preservation Office.

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

1. Agriculture

Agricultural properties, with 55 entries, represent 58 percent of the resources in the study area. Fourteen resources are suspected to be farm-related; however, a lack of empirical or historical evidence necessitated labeling these properties as unknown. Agriculture has been the dominant land use activity throughout the history of Marion County, and the present-day rural landscape of the study area well illustrates that farming past. There are numerous examples of the evolutionary-general type farm, that feature buildings constructed over time, such that diversity of form and function is the norm. Evolutionary farm types and buildings span a broad time frame from the 1860s to the present. Specialty farming including hops, poultry, and dairying is in evidence from the 1914-1940 period. There are some isolated remnants of historic walnut and filbert orchards in the study area; however, nut dryers and other outbuildings associated with the industry were not identified. Buildings and farm complexes dating to the 1847-1865 period are quite rare.

A three-tiered division of the farm complex is used here to simplify the definition and discussion of farm groups. The division is based upon the number of extant outbuildings that are associated with the primary structure, usually a dwelling, rather than specific building types. This format is relatively consistent with that outlined in the *Agricultural Context Statement*. prepared by the Oregon State Historic Preservation Office. Further elaboration of the characteristics of farm complexes is based on Philip Dole's observations which appear in a series of articles on early Oregon farmsteads (Dole 1974a, 1974b, 1974c).

> *Multi-unit Farm:* A primary dwelling accompanied by four or more outbuildings. Generally the farmsteads are laid out either perpendicular or parallel to the main road. Outbuildings are positioned behind or to the side of the house in an elongated, linear fashion or compact courtyard arrangement. Infrequently outbuildings are sited across the road, opposite the farmhouse. The outbuildings are further clustered into two distinct functional groups--those related to domestic activities and those centered around the farming operation. A listing of agricultural building types common to this study area appears in Appendix A.
>
> *Basic-unit Farm:* A primary dwelling accompanied by one to three outbuildings. The layout conforms to that of the multi-unit farm.
>
> *Isolate:* A single remnant of the original farm ensemble, often the house or an outbuilding such as a barn.

There are 34 multi-unit farm complexes, 19 basic farm units, and two isolated farm-related properties in the study area. The 13 resources that are labeled as unknown farm-related are not included in this count.

In addition to defining farm complexes according to the number of existing buildings, the type of farm was also considered. Four farms types were identified in the study area: 29 evolutionary-general, two hops, two poultry, and four dairy. Due to a lack of empirical and historical evidence 18 of the farm-related properties must be categorized as unknown farm types. Because an overwhelming number of farms are evolutionary and thus span two or more time periods, it is difficult to assign them to a specific historic period as outlined in the *Overview.*

In outlining the characteristics of farm types, a descriptive list of outbuildings common to each is presented. The farmhouses are discussed in the section called *Culture: Domestic Buildings,* however, almost all the complexes discussed under *Agriculture* have at least one primary dwelling as part of the ensemble.

a. Evolutionary-general

This is a farm operation that spanned more than one historical period and produced a variety of different crops according to market demands; many are still in operation. The resulting complex exhibits a wide variety of functional outbuildings that are either built for a specific purpose or adapted over time for reuse according to need.

This type of agriculture dates to the first subsistence farms established in the vicinity of French Prairie. Initially stock raising and grain production were the principal activities. Hop culture was introduced in the 1880s. Beginning in about 1910, farmers diversified their crops to include fruits and vegetables. By 1935 a wide variety of fruits and vegetables were grown for processing by the canneries. By 1910 many dairies had also been established in the study area.

The Giesy Farm (14663 Ehlen Road) is an excellent example of an early farmstead devoted to general farming. The farmhouse and three of the outbuildings date before 1880. The Lettenmaier Farm (12847 Donald Road) is an evolutionary farm dating from c.1900 to the present. The diverse complex includes a multi-purpose barn, granary, large poultry house, and hop dryer.

Many of the outbuildings associated with the evolutionary farm complex occur regularly with the other farm types. Outbuildings associated with domestic activities will be described first. These buildings are located in close proximity to the farmhouse, usually towards the rear.

The *garage,* either free-standing or attached to the house, occurs regularly, and is a 20th century outbuilding. It is a small, rectangular wood-framed structure with a roof form and architectural style that often mirrors the house. Occasionally the building is constructed of masonry such as hollow clay tile. With end-opening doors, most of the single-storied garages have space for one or two automobiles. Some have windows, lean-tos, or a shop area. It is not uncommon for a large farmstead to have more than one garage.

The *cool house* is an even smaller rectangular, one-story building. It is most often constructed of hollow clay tile, but wood framing occurs. The roof is gabled and sometimes has a cupola or vent for air circulation. The building is entered by a single door and can have one or more windows. The cool house is an above-ground root cellar, used before the availability of refrigeration. Many are still used today for storing home-canned goods and fruits. The Grim Lembcke-Johnson House (17707 Front Street) near Hubbard has an excellent example of a tile cool house.

The *woodshed* is a small to medium-sized building, that is either free-standing or attached to the rear of the dwelling. Usually one-story, it is rectangular, wood-framed, and often

constructed to compliment the house in appearance. Roofs are most often gabled, and there is at least one entry door. One or more windows can occur, but the earlier woodsheds are windowless. These utilitarian buildings are still used for wood storage. The Henry C. Ehlen House at (11543 Ehlen Road) has an attached woodshed, while the Lettenmaier Farmstead (12847 Donald Road) has the free-standing type.

The *pumphouse* is a small, one-story, rectangular building that marks the site of a well. It is a regular feature of the farmstead and is usually identified by an electric power pole and line connected to one elevation. Pumphouses are either wood-framed or of masonry construction. They have gable roofs, no windows, and one entry door. The pumphouse sometimes doubles as a coolroom. The Keil House (21830 Boones Ferry Road) and the Coleman Dairy (21045 Arbor Grove Road) exhibit two types of pumphouses.

The *fruit and nut dryer* is an uncommon house-related outbuilding. It is a one-story, rectangular, wood-framed building, that is gable-roofed and windowless. Only one dryer, c.1920s, is extant in the study area on the Geisy Farmstead (14663 Ehlen Road).

The *smokehouse* is another small outbuilding. Tall and wood-framed, the building has a gable roof and no openings except an entrance. These buildings are also rare. The Stauffer-Will farm complex (13551 Stauffer Road) has a smokehouse.

The *chicken house* is a small, rectangular, wood-framed building with a gable roof. It is intended to house a small flock of chickens raised for family use. The chicken coop usually has a pen attached to it. The Stauffer-Will Farm (13551 Stauffer Road) has a good example of the family size chicken house.

The *privy* is a small one-story building with a form similar to the smokehouse. It is always wood-framed and shed or gable-roofed, while one elevation is completely taken up by the entry door. Although a common outbuilding historically, the privy is quite rare today. The Sanders House (18360 Fobert Road) has the best example of a privy.

The *water tower* is a distinctive multi-story building that is either free-standing or connected directly to the house. It soars in height over the dwelling and originally contained a windmill and water storage tank at its top. The hip-roofed, wood-framed building is nearly square in plan, and each ascending level is smaller than the one below. The Zorn Water Tower (8398 Champoeg Road) is especially decorative with an encircling balcony with turned posts and balustrade at the top story. The middle story is also enhanced by gabled wall dormers; windows are placed on all levels.

The *washhouse* is specific to Aurora Colony farmsteads. Two survive in the study area on the Becke Farm (23001 Boones Ferry Road) and the Geisy Farm (14663 Ehlen Road.) Rectangular in plan, gabled roofed, and wood-framed, they each served a dual function, as a portion of the building was used as a woodshed. Both buildings are two-story and contain facilities for heating wash water; a room for hired hands is also included.

Often a second dwelling is included in the house-related complex. It was usually built to accommodate a family member or hired hand. These houses assume the style of architecture popular during the time of construction and normally have outbuildings of their own, i.e. garages. The appearance and mode of building varies, but they are always later in time than the main farmhouse. The Singer Farm (21875 Butteville Road) has a good example of two family dwellings built 25 years apart.

Migrant housing is a 20th century phenomenon although lodging for hired help was not uncommon on early farms. This type of dwelling is built to house seasonal farm workers

without families. Its minimal design reflects the temporary nature of migrant labor. The rectangular wood-framed buildings occur in groups. They have gable roofs, one or two entry doors, and small windows along one or more elevations. Chimneys give evidence of some type of heating facility. This type of housing is localized along Davidson Road and appears to post-date World War II. They are abandoned today. An example of migrant housing is located on the Edward Davidson Farmstead (4608 Davidson Road).

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

The most prominent of the farm outbuildings, the *barn* is a large, two-story, rectangular wood-framed building. According to Dole (Dole 1974a:86-95), the earliest barns in Oregon (c.1840-1870) have a hewn-framing system, low-pitched gable roof, and a simple overall appearance. They rest on fieldstone foundations and may have leant-tos. The windowless barns are both end-opening and side-opening. Although a tall building, the early barn did not have a floored second story. Functionally its use was multi-purpose, providing space for stock, feed storage, and threshing. The pre-1870 barn on the Stauffer farm (13551 Stauffer Road) is the best example of an early Oregon barn in the study area.

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

The majority of historic barns that remain in the study area are the later Western barn, dating from around 1900 into the early 20th century. They all have wood siding--either horizontal or vertical boards or vertical board and batten. The tall Hunter Hay Barn (21245 Arbor Grove Road) includes shingle siding. The early barns have gabled roofs, followed by gambrels (dating from c.1910); the 1935 Becke-Jeskey Barn (23001 Boones Ferry Road) has a round roof. Most of the buildings have one or more lean-tos, either attached to the lower elevations or built within the main structural system, under the roof eave. The long side of the barn is the favored position for a lean-to. Small windows are common, especially in dairy barns. An equal number of barns have end-opening sliding doors as opposed to side-opening. Most have hay hoods and a few feature a vented cupola or sheet metal ventilators atop the roof ridge. The Charles Keil Barn (22421 Boones Ferry Road) and the McKay Barn (6177 McKay Road) are good examples of two types of Western barns.

An unusual barn type that occurs on two farms in the study area is called a bank barn. It differs from the other types in that it is built into a hillside or sloping embankment, thereby creating a basement and giving the structure a full three stories. The Schwader Barn (19580 Fobert Road) and Hopkins Dairy Barn (11714 Broadacres) are two excellent examples of the bank barn.

Granaries are rectangular, one-story, wood-framed buildings that vary in size. The Zorn granary (8398 Champoeg Road) is barn-like in proportions, while the others in the study area are much smaller. One building, dating to the 1930s, is quite small and of hollow clay tile. The roof form of a granary is always gable. Because ventilation is important for keeping the

grain dry, granaries are built high off the ground. Some feature vented cupolas or metal ventilators atop the roof ridge. Granaries are windowless except for a small sash high in the gable end. A lean-to, once used as a wagon drive for unloading grain, may also be present on a side elevation. The long side is also the favored location for doors. The Henry C. Ehlen Granary (11543 Ehlen Road) and the Feller Granary (10773 Fellers Road) are two of the finest examples of the smaller granaries.

The *machine shed* is the most common of the major farm outbuildings. It is always a long, rectangular, wood-framed structure, with a gabled roof and one open elevation divided into two to four parking bays for farm equipment. There are no doors or windows. Some, however, contain a shop area, requiring the enclosure of one or more bays as well as openings for entry and light. The Hopkins Dairy (1174 Broadacres) and Coleman Dairy (21045 Arbor Grove Road) have typical machine sheds.

A *shop* may also be a free-standing outbuilding. They are medium-sized, rectangular, wood-framed structures with gable roofs. A building used for the repair of farm equipment was common on a farm historically. Many of them contained a blacksmithy; however, none remain today in the study area. The McKay Farmstead (French Prairie Road) has a free-standing shop.

The *fuel shed*, a 20th century outbuilding, is small and almost square in plan, with a gable roof. Wood-framed or of hollow clay tile, it is entered by a single door and has no windows.

The *hog shed* is a medium to large-sized, rectangular, gable-roofed, wood-framed outbuilding that is sometimes called a hog barn. Small versions are generally windowless and have single entrance doors. The larger hog buildings have windows and one or more entries. Both sheds have small square doorways positioned low for the hogs to pass in and out of the building. Attached pens are associated with these buildings. The Hopkins Dairy (1174 Broadacres) has the best example of a hog barn.

The use of many outbuildings present on every farm complex is unknown. Some are probably equipment storage sheds. The buildings are always rectangular, single-story with shed- or gable-roof. Size varies from quite small to barn-like proportions. Most are wood-framed, but masonry is also found. A few are windowed and all have either a doorway or a large entrance similar to that on a garage.

b. Dairy:

This type of farm is solely engaged in milk production. Dairy farming began in the study area around 1910 and continues to the present. Small dairy operations were also part of some evolutionary-general farms. There is evidence of four dairies in the study area. The Coleman Farm (21045 Arbor Grove Road) is the best example of a working dairy; established in 1935, it has 23 outbuildings.

The *dairy barn* is distinguished by banks of low windows that line at least two elevations. The rectangular barns are either wood-framed structures with board and batten/vertical wood siding, or a combination of wood-framing over a hollow clay tile base. Gable and gambrel roof forms prevail, while a cupola or sheetmetal ventilator often crowns the central roof ridge. The large buildings feature hay hoods and are two-story, with the upper level devoted to hay storage. Both endwall and sidewall sliding doors are present. The Coleman Dairy (21045 Arbor Grove Road) is a good example of a tile-based dairy barn.

The *milkhouse*, sometimes called a dairy, is either built into or positioned near the barn. Used for separating the cream and cooling the milk, the medium-sized buildings are frequently

constructed with a hollow clay tile base topped by wood-framing. Some are wood-framed. Like the dairy barns, they use windows and a ventilator or cupola atop gabled roofs. The best example of a milkhouse is located on the Hopkins Dairy (1174 Broadacres).

Tower silos are tall, free-standing, cylindrical structures, often occurring in groups of two or three. They are banded by metal belts that secure the cement or concrete block staves of the sidewalls. Domed roofs are covered with sheetmetal. Cement-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced in their construction, especially during the decade of the 1920s. Examples of tower silos can be found on the Coleman Dairy (21045 Arbor Grove Road).

The *silage pit* is usually a large open pit heaped with silage used for dairy cattle feed. Most pits have concrete retaining walls on three sides and are quite odoriferous. The silage pit ,an older form of ensilage storage than the tower silo, is also called a horizontal silo. The Coleman Dairy (21045 Arbor Grove Road) has a silage pit.

Stock sheds are medium to large, rambling, wood-framed buildings with vertical siding and gable roofs. Some are open on two or more elevations, and all contain pens and feeding facilities. These buildings are specifically designated as barns for bulls, heifers, dry cows, or calves. The Coleman Dairy (21045 Arbor Grove Road) has the best example of stock sheds.

c. Hops

Hop farming in the study area dates from the 1880s. Hops were produced not only as a singular crop but also as part of an evolutionary farm operation. The industry fluctuated widely with a "boom or bust" market until, in the 1930s, a disease called "downey mildew" destroyed hop production altogether. The hop industry did not recover until the modern period.

A farm devoted to raising hops used a specialized structure(s) in the drying and processing of its crop. Called a *hop house, dryer or kiln,* this large distinctive outbuilding stands out on the rural landscape. Hop dryers are two-story, wood-framed, rectangular buildings, with vertical board or board and batten siding. Roofs are either gabled or hipped, and cupolas and dormers are common. Beginning in the 1930s, fans were mounted in the cupolas to facilitate the upward movement of heated air. The kilns have no windows and have at least one large loading door on the lower level. The small hop houses have an ell off one elevation that would have served as a cooling and baling shed. The larger dryers contain the cooling/bailing room under a single roof and often have more than one drying room. The kilns were often built as an interconnected group of two or more structures.

Two hop houses in the study area are excellent examples of this type of outbuilding: the Carothers Kiln, c.1920s (19601 Boones Ferry Road) and the Smith Dryer, c.1930s (19833 St. Paul Highway). The Smith building retains its original bailer. Most of the surviving hop dryers in the study area are believed to date to the decade of the 1930s; there are two historical hop complexes remaining.

d. Poultry Farm

Poultry farming, dating to the 1920s and 1930s in the study area, is similar to dairies or growing hops. It can be a single pursuit or part of an evolutionary farm. Both turkeys and chickens were raised, requiring specialized *poultry houses* that are much larger and more efficient than the common chicken coop. They are elongated, rectangular, single-story buildings with low-pitched gable roofs. Constructed either of wood or hollow clay tile, they

are made distinctive by their rooftop ventilators and banks of low windows that line the long elevations.

Two other smaller buildings, called an *incubator* and a *brooder house*, were part of a large-scale poultry operation. Small, single-story, and rectangular, the gable-roofed structures are constructed of hollow tile or wood-framing. The incubator was used to hatch fertilized eggs, and the brooder house sheltered the newborn chicks.

The turkey buildings of the c.1920s Coyle Century Farm (18881 & 18891 River Road) and 1934-35 chicken houses of the Feller Farm (21026 Butteville Road) are the only examples of large-scale poultry operations.

2. Culture: Architecture

a. Domestic Buildings

Single-family dwellings, with 69 entries, constitute 73 percent of the cultural resources in the study area. Although all of these are included under the theme of Architecture, a majority are farmhouses and thus represent an integral part of the Agricultural theme. In addition, one dwelling is associated with the Oregon theme of Ethnic.

The *Vernacular* architectural style is one of the most common in Oregon and one that spans the broadest time period. Houses of this style in the study area date from the 1870s to about 1930, with the majority dating to the period from 1870 to 1900.

Distinguished by its simplicity and lack of distinctive stylistic features, a Vernacular building does not fit any stylistic category. It may, however, borrow some of the qualities or decorative features of popular styles of the day. The Vernacular-style buildings are characterized as one and one-half to two-stories, wood-frame, composed of rectangular volumes, often arranged in a T or L plan. Roofs are always gabled; windows are double-hung sash, some with crown molding. Any ornamentation is usually applied to the front porch. It is not uncommon for these dwellings to evolve over time, with various additions built onto the side or rear elevations. The Vernacular is a conservative house form which, except for decorative features, changes little over time. This conservatism is reflected in the c.1870s Gearins House (6177 McKay Road), the 1892 Ehlen House (11543 Ehlen Road), and the c.1900 Keil House (23270 Boones Ferry Road). Excellent examples of the evolutionary Vernacular residence are the Zorn House (8398 Champoeg Road) and the Kirk House (4686 St. Paul Highway), both constructed in stages from the 1870s through the 1890s.

Another type of Vernacular is the *Saltbox*, which features a sloping shed-roof lean-to addition that is attached across the rear of a two-story rectangular volume. Two Saltbox houses--the Becke House (22660 Boones Ferry Road) and Keil House (21860 Boones Ferry Road)--occur in the study area.

A house form unique to the study area is the *Aurora Colony* type. The Aurora Colony, a utopian society, was founded in 1856 by Oregon emigrants from communes in Pennsylvania and Missouri. The Oregon experiment in rural communal living lasted until 1881 when the colony disbanded and property was divided among the membership. The residential architecture of Aurora had its origins in Germanic and Pennsylvania Dutch building traditions (Dole 1974d:141-142).

Patterned after the central-hall Pennsylvanian farmhouse, an Aurora Colony dwelling is a two to two and one-half story, wood-framed, rectangular volume with gable roof, symmetrical facade, and twin internal end-chimneys. Some of the houses have two full-width porches on

the long sides, while others have only a single bay porch on the front entrance. Windows are single, double-hung sashes with six-over-six or four-over-four panes. On the side elevations the windows get progressively smaller with each story, the sashes on the ground floor being the larger. Aurora houses dating from the 1870s to the 1890s have kitchen wings off the rear elevation.

The study area has seven houses of the Aurora Colony type, a majority of which date to the 1860s and 1870s. Most uncommon in the hewn-log house of John Stauffer (13551 Stauffer Road), one of the few surviving log houses in Marion County. The Frederick Keil House, 1866-1867 (21883 Airport Road), and the Geisy House, 1869 (14643 Ehlen Road), are the best examples of Aurora Colony house forms.

The Case House, 1860 (off Case Road), is a rare stylistic type in the study area. Patterned after a *Mississippi River French* plantation house in the *Classical Revival* tradition, this large, L-shaped house has one and one-half stories, a low-pitched gable roof, six-over-six double-hung sashes, and several exterior doors. Its most distinguishing characteristic is the broad columned porch built under the main roof eave on three elevations. This sheltered gallery served as an exterior hallway and has Classical Revival detailing. Because the Case Farm was located among the early settlers of French Prairie, it is believed the building style was influenced by the French people of that area (Clark 1983:40; Dole 1974a:116-117).

One of the earliest styles that occurs in the study area is the *Gothic Revival*. Introduced into Oregon in the 1850s through the publications of Andrew Jackson Downing, the Gothic style remained popular for dwellings into the 1870s. Three variations of the form prevail in Oregon. One, the Vernacular or Rural Gothic, is represented by two houses, one of which is a modern reconstruction (8089 Champoeg Road). A second dwelling, the Cosgrove House, c. 1875 (20384 French Prairie Road), aptly illustrates the characteristics of a Gothic farmhouse: steeply pitched gabled roof, prominent facade gables, bilateral symmetry, and wood-framed rectangular volumes that form angular compositions. Detailing is simple and straightforward (Clark 1983:46).

From the late 1880s through the early 1900s, the *Queen Anne* style was popular for residential building in Oregon. Numerous pattern books illustrating designs inspired by the English manor houses of architect Richard Norman Shaw led the way toward more imaginative architectural forms (Clark 1983:85). The elaborate wood detailing, characteristic of the Queen Anne, was made accessible through the expansion of the railroad system, which carried woodworking machinery and supplies of pre-cut ornament to communities across the nation (McAlester and McAlester 1984:310).

The predominant characteristics of the Queen Anne are variety of form and ornamentation. The plan and massing are made irregular by towers, porches, bays and dormers. Varied window shapes occur, frequently in combination, accented by small panes of colored glass. The wood-framed Queen Anne can feature banded and contrasted wall surfaces using shingles, horizontal siding and paneling (Clark 1983:85). Porch and gable detailing is often enriched with spindlework, bracketing, and jigsawn verge boards. Two examples of the high-style Queen Anne are found in the study area: the Coleman House, c.1880s (21193 French Prairie Road), and the Bents House, c.1887 (22776 Bents Road).

A more restrained version of the Queen Anne developed between 1900 and 1910. Noticeably lacking are the excessive ornamentation and extreme irregularity of form. The study area has seven residences of the more modest Queen Anne style. The Yoder House (14404 Whiskey Hill Road) and the Van Wesenhoe House (21454 Arbor Grove Road) are good representatives of the Vernacular Queen Anne.

The study area contains one example of the *Colonial Revival* style, a house form popular between c. 1890 and c. 1915. The John Singer House (21875 Butteville Road) was built in 1908. The style sought to establish an indigenous American building form based upon Colonial antecedents. Strict interpretation of the ideals of Greek, Roman and Renaissance architecture was the hallmark of the Colonial Revival (Clark 1983:114).

Characteristics of the style include wood-framed rectangular volumes with low-pitched gable, gambrel or hipped roofs. Bilateral symmetry and classical entablature accent the elevations. Ornamentation follows Classical forms, i.e., dentil moldings and ordered columns on the porches. Doors can be framed with transoms and side lights; windows are double-hung sashes (Clark 1983:114).

From about 1900 to 1925, a truly indigenous style called the *Bungalow* developed, with impetus from the English Arts and Crafts movement, Frank Lloyd Wright's Prairie houses, and the Craftsman Bungalows of Charles and Henry Greene. The basic philosophy of Bungalow design stressed reliance on indigenous designs that used hand-crafted construction techniques and natural building materials (Clark 1983:135). Bungalow interiors with open, flowing spatial arrangements and built-in furniture were designed to fulfill the ideal of a comfortable, informal lifestyle.

The Bungalow is a one to two-story, rectangular, wood-framed building. The low-pitched hip or gable roof has wide overhanging eaves with exposed rafters and bracketed purlins. A prominent porch and one or more dormers are characteristic features. Decorative elements vary and include porch details, eave ornament, and the use of natural materials.

The earlier Bungalows in the study area show influences from three sources:

(a) Some constructed c.1900 to 1915 resemble the Prairie house of Frank Lloyd Wright, which is characterized by a horizontal emphasis--low-pitched hipped roof and wide, almost flaring eaves. Most of these residences are two-story, box-like buildings, although shorter versions occur. There are eight of this type of Bungalow, which include the Mayhew House (2870 Schmidt Lane); the McKay House (6507 St. Paul Highway); the J.D. Coleman House (19521 River Road); the Matthieu House (10526 Mattieu Lane); the Kirk House (4866 St. Paul Highway); the Harley House (4485 Ray Bell Road); and the Gilbertson log Bungalow (14497 Keil Road). They feature natural building materials and detailing that shows quality workmanship. Craftsman features extend to the houseyard of the Kirk residence, with its concrete circular drive, brick piers, and a patio area that has built-in seating and cooking facilities.

(b) A third type of early Bungalow in the study area dates between 1910 and 1920; there are three of these. This is a two-storied, rectangular vernacular house form with Bungalow elements limited to exposed rafters or bracketed purlins. Ornament is restrained and restricted to the front porch. The Pulley House, year? (14607 Whiskey Hill Road), and the Sanders House, 1914 (18360 Fobert Road), are illustrative of the vernacular Bungalow.

(c) By the 1920s, the Bungalow design was given extensive publicity in numerous publications and pattern books. Some companies offered mail-order, pre-cut packages of materials and plans to be assembled in any locality. The "Builder Bungalow" became the most popular, inexpensive, small house in the country (McAlester & McAlester 1984:454). It retained the primary features of the Craftsman and continued to be built through 1940.

Although the "Builder Bungalow" has most of the Craftsman elements, it presents a more crisp, compact appearance that could be attributed to the pre-packaged format. The buildings appear smaller and the roof pitch has steepened. They are wood-framed, one to one and one-half stories, with gabled roofs and dormers. Slightly overhanging eaves feature exposed rafters and bracketed purlins. Porches are prominent and the double-hung windows have small panes in the upper sashes. Although natural materials can be seen on chimneys and porch posts, wall surfaces are all plain horizontal wood-siding. It is interesting to note that the nearer a dwelling dates to 1940, the simpler become the Bungalow elements.

Twelve "Builder Bungalows" occur in the study area. Among the best examples are the Keil House (22141 Boones Ferry Road), and the Carothers House (19601 Boones Ferry Road).

The *English Cottage* style is a singular example of a Historic Period Revival styles that appeared between World Wars I and II in the study area. Period styles came in part from the Beaux Arts academic tradition stressing correct interpretations of historic European styles. Such houses were designed for wealthy clients, but advances in building technology made a Period style dwelling accessible to the masses. Romanticized interpretations of Period fashions drew upon a broad range of historic styles used in European and American housing. (Clark 1983:153; McAlester and McAlester 1984:319).

The English Cottage is characterized by a steeply pitched, cross-gable roof, asymmetrical plan, and decorative details that evoke the medieval house form: half-timbering, false-thatched roof, prominent chimneys, gable ornamentation, and oriel or grouped windows with small panes. Masonry, stucco and wood shingles or clapboard are used for exterior cladding, often in combination (McAlester and McAlester 1984:355).

The Brown House, 1929 (9494 Broadacres), and the Bernal House, 1932 (3795 Ray Bell Road), are two of three examples of the English Cottage style in the study area.

b. Public and Social Buildings

School buildings, with two entries, represent 3 percent of the cultural resources in the study area. These buildings are also associated with the theme of Education. Neither of the buildings is used today as a school.

Champoeg School (7808 Jette Court), 1911, is a fine example of conservative vernacular architecture. The wood-frame, rectangular building has double-hung sash windows, a daylight basement, and a gable roof crowned with a classic bell tower. A second schoolhouse (21942 Airport Road), c.1920s, reflects the Bungalow style. Rectangular and wood-framed, the building features a broad, low-pitched hip roof, with exposed rafters and cupola. The long elevations of both buildings are pierced by a row of double-hung sash windows.

c. Commercial Buildings

A single entry for this category represents one percent of the study area's cultural resources. Local informants claim the building was a store once located on the now abandoned townsite of Champoeg near the Willamette River. The store was moved to its present location on the Zorn Farm (8398 Champoeg Road) after a major flood in 1861 washed away the town. The two-story wood-frame building is rectangular in plan and capped with a gable roof. Drop siding and four-over-four double-hung sash windows suggest a building date in the 1870s rather than pre-1861. The lower rear section of the building is crib-constructed, similar to that of grain storage bins.

DISTRIBUTION PATTERNS OF RESOURCES

Following is a discussion of the distribution patterns of property types in the study area. The narrative is based upon the Inventory rather than a predictive model.

The study area, first settled in 1829, is located in the area which was known as French Prairie. French Prairie is a broad floodplain bounded on the north and west by the Willamette River, on the east by the Pudding River, and on the south by the city of Salem. The landscape is composed of relatively level prairie areas and gently rolling alluvial plains that border the drainage system. Several small tributary streams, tending in a north-south direction, bisect the region.

Important to the distribution of the cultural resources is the 19th century road system of French Prairie, along which settlement commenced. An 1878 atlas of Marion County illustrates the early roads of the area: River Road, French Prairie, Arbor Grove, Case, Butteville, Boones Ferry, Airport, Territorial, Ray Bell-Champoeg, Arndt, McKay-Yergen-Ehlen, St. Paul, Donald, Fellers, and Miller. By 1929 the road system had expanded to its present configuration.

The northeast sector of French Prairie was occupied by the Aurora Colony, an agrarian commune established in 1857. Colony forms were generally located within a three-mile radius of the Aurora townsite. The resources are distributed along the early road system: Ehlen, Boones Ferry, Airport, and Territorial Roads.

1. Agriculture

The chronological division of farm properties follows the time frame outlined in the *Historic Overview:* 1847-1865, 1866-1883, 1884-1913, and 1914-1940. In addition to the division of historic periods, the farms of the study area are further categorized by function if such information is known. Remnants of poultry farming, hop culture, and dairying are in evidence, while a majority of operations could be termed evolutionary-general farms. Because of lack of data, some of the farms must be categorized as "unknown" with regard to function and dates of operation.

Few farm complexes date completely to one specific historic period. Rather, the agricultural building group is a product of evolutionary growth, with the houses and outbuildings added over the years of the farm's operation. Occasionally a complex may date to one certain time frame, but this is unusual. Even a farm that is devoted to a single activity, i.e., dairying, usually will have buildings that span a wide range of dates.

Representative of the first historic period are four farms that retain buildings from the 1860s. The two best examples are the Stauffer Farm (13551 Stauffer Road) and the Geisy Farm (14643 Ehler Road), both located in the Aurora Colony. The Feller Granary (10773 Fellers Road) and the Gearins Granary (6188 McKay Road) are stylistically dated to the 1860s; they occur in the vicinity of presentday Donald and old Champoeg.

The period from 1866 to 1883 is represented by several farmhouses identified either as isolates or as part of an evolutionary farm in the Aurora Colony area and near the communities of St. Paul and old Champoeg. The Giesy Farm (14643 Ehlen Road), outside of Aurora, contains a barn, granary and washhouse/woodshed that reportedly predates 1880. The Zorn House (8398 Champoeg Road), Mullen House (4162 Mullen Lane), Kirk House (4686 St. Paul Highway), and Harding House (17673 French Prairie Road) all date to the 1870s. The complexes that were established in this period are considered general farms.

Many resources date to the period 1884 to 1913. Still sited along the old road system, dwellings, barns, granaries and various house-related outbuildings are spread across the study area. Water towers, once common around 1900, are found intact on two farms located on Champoeg and Butteville Roads. Many of the historic barns in the study area are outfitted with hay forklift assemblages, which places them in the latter part of this time frame. Three dwellings--the Bents House (22776 Bents Road), Hunt House (18380 Boones Ferry Road), and Coleman House (21193 French Prairie Road)--are known to date to the 1880s, and numerous c.1900 houses occur.

General farming prevailed during this time, with hop culture beginning in the 1880s and dairying appearing after 1910. No hop yard or dairy from this period is known to survive, although several evolutionary farms may have early dairy barns such as the c.1910 Schwader Barn (19580 Fobert Road). The McKay Dairy (6507 St. Paul Highway) may date to this period.

The greatest number of historic resources remain from the 1914-1940 period. They include farmhouses and all types of outbuildings. The locations of these closely spaced farmsteads show newly settled areas along an expanded road system. The Hubbard locale, the area just south of St. Paul and the area west of Aurora contain significant clusters of resources from this period.

Specialty farming during this period is represented for the dairy, hop and poultry industries. Evidence of three dairies are found: Paulsen Dairy (11973 Fellers Road), Hopkins Dairy (11714 Broadacres), and Coleman Dairy (21045 Arbor Grove Road). Remnants of hop farming are mainly located on the northern plains of French Prairie, although the best surviving example of a hop yard (#33) lies near the corner of Feller and Boones Ferry Roads. Two former poultry farms, dating to the 1920s and 1930s, occur within the study area--a turkey operation on the Coyle Century Farm (18881 River Road) and the Feller Chicken Farm (20126 Butteville Road). Many evolutionary-general farms contain outbuildings that relate to the above agricultural activities; for example, the Singer Farm (21875 Butteville Road) contains a dairy barn, a large poultry house and a converted hop dryer.

2. Culture: Architecture

The oldest surviving dwellings are located in either the Aurora Colony or the western French Prairie area. Seven distinctive Colony-style houses are sited on the Ehlen, Boones Ferry, Airport, Stauffer and Fobert Roads. The Case House, a distinctive example of classical revival architecture, sits back from Case Road. A single Gothic Revival-style dwelling is located just south of old Champoeg on French Prairie Road.

Four c.1870s Vernacular farmhouses occur along River Road, St. Paul Highway, French Prairie, McKay and Champoeg Roads. Vernacular housing dating between 1880 and 1905 is more numerous and clusters along Ehlen Road and on either side of Arbor Grove where it meets Yergen Road. Another set of three c.1900 Vernacular dwellings is found on Boones Ferry Road in the Aurora Colony; two of these are Saltboxes. Isolated Vernaculars are on Boones Ferry Road and Grim Road.

Queen Anne-style houses are scattered across the study area. A group of three vernacular Queen Anne dwellings is located in the Hubbard area. Two high-style Queen Anne dwellings are on Bents and River Roads; they both date to the 1880s.

A singular example of the Colonial Revival style is located on Case Road, north of Donald.

Of all surviving house forms in the study area, the Bungalow is found in greatest number throughout all sectors. Clusters of the Bungalow style tend to appear in the Hubbard locality, along Fellers Road, and outside the St. Paul community.

EVALUATION

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

METHODOLOGY

Criteria for evaluation are based on guidelines established by the National Park Service for inclusion in the National Register of Historic Places. The quality of significance addresses four main areas of consideration: 1) association with events that contribute to broad patterns of history; 2) association with significant historical persons; 3) architectural significance; and 4) significance as an archaeological site. The criteria were used to evaluate properties for inclusion in the Marion County Historic Resource Inventory.

All resources predating 1940 were evaluated within the context of the study area. After a determination of physical integrity, each property was evaluated for significance using the above-noted criteria. Because the study area is primarily an agricultural locality, an important focus in evaluation was the farm unit including house and associated outbuildings. Other categories examined and assessed were domestic, public and commercial buildings. The domestic building category included the primary dwelling that anchors the farm complex. Properties considered to have no physical integrity or which postdated the year 1940 were excluded from the evaluation process.

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

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

CONDITION OF RESOURCES

1. Agriculture

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

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

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

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

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

2. Culture: Architecture

a. Domestic Buildings

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

Eight architectural styles are represented, spanning the years 1860 to 1940. The Vernacular and "Builder Bungalow" are the most common stylistic types. Because these are so common, only the best examples of each type were inventoried. A Gothic Revival-style dwelling, c.1875, survives intact and follows a design found in a pattern book by A.J. Downing. In addition, a collection of distinctive Aurora Colony dwellings is unique to the study area; three of these dwellings are in their original condition. The Queen Anne style occurs in two forms, high style and vernacular, with the simple, unadorned Queen Anne being the more numerous. Farmhouses, for the most part, tend to be conservative in form.

A majority of the houses retain relatively good physical integrity. Most alterations are confined to the rear elevation and are commonly modern window replacements and lean-to or ell additions. Porch enclosures are also common and were accepted for Inventory purposes if compatible with the historic character of the house. Two Colony houses have had their front porches changed and rear additions on two others were questionable; however, rarity of type made these alterations acceptable.

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

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

b. Public and Social Buildings

Resources in this group are represented by two (possibly one) former educational buildings. The Champoeg School, 1911, retains a high level of integrity although it is now used as a private dwelling. It is located near Champoeg State Park. An interview with the current owners revealed that they intend to build an addition on the rear of the school in the near future. The second schoolhouse, dating to the 1920s, is located outside the Aurora community and is intact except for a large garage door cut into the south elevation. Adaptive reuse has enabled these buildings to survive.

c. Commercial Buildings

Only one commercial building survives in the study area. One source claims the building was originally a store moved from the now-abandoned townsite of Champoeg. It dates to the late 1860s or 1870s. In extremely poor condition, the structure was included because of its age and rarity of type. The Champoeg State Park plans to move the old store to the park area and restore it to its original condition. It is currently located on the Zorn Farm.

TREATMENT

SURVEY AND RESEARCH NEEDS

1. Complete windshield survey in 8-1E sections 29, 30, 31, 34, 35, 36; 9-2W sections 1-22, 25; all of 9-1W & 1-4E; all of 10s].

2. Complete intensive level survey and inventory for all unincorporated portions.

3. Conduct intensive level survey and inventory of rural historic landscapes throughout unincorporated county.

4. Complete countywide survey and inventory of archaeological resources.

5. Prepare comprehensive Context Statements for broad themes of Agriculture and Commerce/Industry.

GOALS AND PRIORITIES

1. Adopt regulatory measures which provide for designation and protection of resources (including archaeological resources). Minimum protective measures should include creation of a Landmarks Commission with authority to designate landmarks, review alteration and demolition requests for landmarks, and recommend policies for documentation and relocation of properties which cannot be preserved on site.

2. Develop interpretative and educational programs which encourage appreciation of local history, the goals and objectives of preservation and how to rehabilitate in a compatible manner. Encourage public education and interpretation through production of brochures, signage of significant properties, video tapes for classroom use, and workshops for property owners on appropriate rehabilitation techniques. Devote one issue per year of County newsletter to preservation issues. Develop traveling exhibit illustrating findings of the current project as well as future projects. These types of activities are equally important, if not more important, than the regulatory aspects of an effective preservation program.

3. Upon adoption of a program, all significant properties including districts and conservation districts should be considered for designation.

4. Apply for Certified Local Government (CLG) status. (The County may qualify once it has developed appropriate designation and protection policies and procedures). The CLG program is administered by the State Historic Preservation Office and makes available funds which can be used for staff support, financing basic preservation projects such as survey and inventory, and special projects such as development of interpretive materials.

5. Continue to solicit grant monies to carry out survey and inventory work, to complete historic context statements for specific themes, to implement educational and interpretive programs, and to assist in designation of resources.

6. Update survey information on a regular basis by systematically reviewing inventory data with field checks on the status of resources. Such information will assist in analyzing changes in condition between the initial documentation and subsequent updates, and will assist in refining strategies for protection.

7. Incorporate all new or updated information into a computerized data base file. Consistency with SHPO system will expedite review and compliance procedures mandated by state and federal law, as well as National Register of Historic Places nomination review.

8. Support the use of federal tax credits for rehabilitation of income producing National Register properties.

9. Encourage property owners of National Register listed buildings to consider making application for the Oregon Special Assessment Program which allows owners to freeze property taxes for a fifteen year period.

10. Investigate tax abatement or other financial incentives to encourage and assist property owners to preserve and protect their buildings.

11. Distribute information on incentives/benefits of preservation to all property owners of inventoried properties on an annual basis.

12. Provide planners and other compliance reviewers with information on inventoried properties for use in planning and review procedures for both private and public projects, including but not limited to, EFU special conditions related to historic buildings.

APPENDIX A

AGRICULTURAL BUILDING TYPES

AGRICULTURAL BUILDING TYPES

The following list of agricultural resource types is derived from the survey and inventory of Township 4 south Ranges 1 and 2 west, Marion County, Oregon. The resources are specific to four types of agriculture practiced in the study area: evolutionary-general farming, hop culture, dairying, and poultry farming.

1) Evolutionary-general:

   Garage(s)
   Cool house
   Woodshed
   Pumphouse
   Fruit/nut dryer
   Smokehouse
   Chicken house
   Privy
   Water tower
   Wash house
   Second dwelling
   Migrant/hired hands housing
   Barn(s)
   Granary
   Machine shed
   Shop
   Fuel shed
   Hog shed
   Misc. outbuildings

2) Dairy:

   Dairy barn
   Milkhouse
   Tower silo(s)
   Silage pit
   Bull, heifer, dry cow, and calf barns

3) Hops:

   Hop dryer

4) Poultry:

   Poultry house
   Incubator
   Brooder house

APPENDIX B

PROPERTIES IDENTIFIED IN WINDSHIELD SURVEY

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;2W;06	300		
4;2W;06	500	23072	RIVERSIDE DR
4;3W;24	1900		BLANCHET
4;3W;1	700	22242	RIVERSIDE DR
4;2W;04	600		
4;2W;8	500		RIVER RD NE
4;2W;8	200		RIVER RD NE
4;2W;18	500		
4;2W;8	200		
4;2W;4	1400		
4;2W;4	1100		
4;3W;13D	100 (300)	20893	RIVERSIDE DR
4;2W;20C	500		ST. PAUL HWY
4;2W;2	1500		
4;2W;2	1400		
4;3W;1	100		YEAGAN LANDING RD
3;2W;32	1400	5338	CHAMPOEG
3;2W;31	600		
3;2W;32	1500	5438	CHAMPOEG
3;2W;33	600		CHAMPOEG
4;2W;2	700		CHAMPOEG RD
4;2W28	600	19172	FRENCH PRAIRIE RD
4;2W;25	3200	8494	BROADACRES
4;2W;25	3100	8644	BROADACRES
4;2W;13	500		ARBOR GROVE RD
4;2W;13	1600		ARBOR GROVE
4;2W;25	2800	9033	BROADACRES
4;2W;25DD	900		BROADWAY/BROADACRES
4;2W;25DD	800		BROADACRES
4;2W;25	2600		BROADWAY/BROADACRES
4;2W;36	900		BUTTEVILLE RD
4;2W;36	1200		
4;1W;30C	1900		
4;1W;31A	1200	834	BROADACRES
4;1W;31A	1300		BROADACRES
4;1W;31A	1200	10124	BROADACRES
4;1W;31A	900		BROADACRES
4;1W;32	100		BOONES FERRY
4;1W;32	300	18241	BOONES FERRY RD
4;1W;32	700	10852	BROADACRES RD
4;1W;33B	600		BROADACRES
4;1W;33B	900		BROADACRES RD
4;1W;33B	1100		BROADACRES RD
4;1W;33	100		BROADACRES
4;1W;33AC	7600		
4;1W;30C	600		BUTTEVILLE RD
4;1W;30C	400	18876	BUTTEVILLE
4;1W;30C	800		BUTTEVILLE
4;1W;30C	100		BUTTEVILLE RD
4;1W;30	500		
4;1W;30BA	400		BUTTEVILLE/WISEACRE

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;1W;30A		10024	WISEACRE
4;1W;30A	1100	10093	WISEACRE LANE
4;1W;29B	1000	10764	WISEACRE
4;1W;30A	500		WISEACRE LANE
4;1W;19C	1200		BUTTEVILLE RD
4;1W;30A	2300		WISEACRE
4;1W;19B	900	20142	OLMSTEAD
4;1W;18C	1200		OLMSTEAD
4;1W;18C	1500	2062	OLMSTEAD
4;1W;19C	900		OLMSTEAD
4;1W;19C	1500		OLMSTEAD
4;1W;19C	600	19762	OLMSTEAD
4;1W;19C	800		OLMSTEAD
4;1W;19B	800		OLMSTEAD
4;1W;19C	700		OLMSTEAD
4;1W;19C	1100		OLMSTEAD
4;1W;18C	300		OLMSTEAD
4;1W;20	1300	11203	FELLERS RD
4;1W;19A	200		BUTTEVILLE RD
4;1W;29A	100	19297	ALLENSON RD
4;1W;28	1500		ARABIAN LN
4;1W;21C	1200		FELLERS
4;1W;8B	500		BUTTEVILLE RD
4;1W;17	800		
4;1W;17	900	21256	BUTTEVILLE RD
4;1W;18	500		BUTTEVILLE RD
4;1W;21C	300		FELLERS RD
4;1W;21C	1400		FELLERS RD
4;1W;29	400	19181	GREENBRIAR
4;1W;29A	500		GREENBRIAR
4;1W;29A	700	19207	ALLINSON RD
4;1W;29A	1000		ARABIAN
4;1W;28	900		
4;1W;28	1200		ARABIAN LN
4;1W;4B	1500		YEARY LN
4;1W;9	300		FARGO RD
4;1W;07	500		MATTHIEW
4;1W;8A	200		FARGO RD
4;1W;05	1100		FARGO RD
4;1W;400	2700		FARGO RD
4;1W;4CD	2500		FARGO RD
4;1W;4CD	2900		FARGO RD
4;1W;4CD	2100		FARGO RD
4;1W;4CD	3000		FARGO RD
4;1W;4CD	900		PLUM AVE
4;1W;4CD	600		PLUM AVE
4;1W;5	1800	23222	SCHULTZ RD
4;1W;4C	800	22892	SCHULTZ RD
4;1W;4D	1800		FARGO RD
4;1W;5	1700		SCHULTZ RD
4;1W;5	500	11962	ARNDT RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;1W;5	800		BUTTEVILLE RD
4;1W;3	400		ARNDT RD
4;1W;3	500		ARNDT RD
4;1W;2B	1100		BOONES FERRY RD
4;1W;2B	1300		ARNDT RD
4;1W;11D	1300	14394	EHLEN RD
4;1W;4A	500		BENTS RD
4;1W;4D	600		BENTS RD
4;1W;6A	700		SCHULER RD
4;1W;5B	700		CHAMPOEG/BUTTEVILLE
4;1W;6D	100		CHAMPOEG RD
4;1W;18A	300		DONALD RD
4;1W;18A	100		EHLEN RD
4;1W;15	400		EHLEN RD
4;1W;15	100	13424	EHLEN RD
4;1W;11C	1500	13853	
4;1W;11C	1400		
4;1W;11C	1600	13694	EHLEN RD
4;1W;11C	500	13503	EHLEN RD
4;1W;11	700		CEDARWOOD LN
4;1W;10	1100		CEDARWOOD LN
4;1W;14A	2400		OAK LANE-RT 1
4;1W;11D	1400		EHLEN RD
4;1W;110	1100		COLE RD
4;1W;11D	800		COLE RD
4;1W;12C	1300		COLE RD
4;1W;12C	2100		EHLEN RD
4;1W;12C	2000		
4;1W;12C	1900		EHLEN RD
4;1W;12D	600		HWY 99E
4;1W;12CA	1400		AIRPORT RD
4;1W;12CA	1500		AIRPORT RD
4;1W;12CA	500	22126	AIRPORT RD
4;1W;12CA	400		AIRPORT RD
4;1W;12B	400		AIRPORT/KEIL RDS
4;1W;11A	1400		BOONES FERRY RD
4;1W;11BC	600		
4;1W;11BC	2200		WISTERIA/ERICA DR
4;1W;11CA	3000		BOONES FERRY RD
4;1W;11CA	3500		BOONES FERRY RD
4;1W;11	500		BOONES FERRY RD
4;1W;11	200		BOONES FERRY RD
4;1W;11	100		BOONES FERRY RD
4;1W;20C			BOONES FERRY
4;1W;15D	1800		DONALD
4;1W;16C	1100		DONALD
4;1W;14B	1800		OFF DONALD
4;1W;2D	300		BOONES FERRY RD
4;1W;2C	1000		BOONES FERRY RD
4;1W;15D	600		DONALD
4;1W;22B	1300		

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;1W;21A	2000		
4;1W;21A	600		
4;1W;21A	1200		
4;1W;21A	900		
4;1W;22B	900		
4;1W;22B	1100		
4;1W;15C	600		
4;1W;16	1300		ZACHER FARMS
4;1W;16	1000		
4;1W;16C	900		
4;1W;15D	900		
4;1W;22	600		BOONES FERRY RD
4;1W;27A	700		OFF GRIM RD
4;1W;26BB	100		GRIM RD/99E
4;1W;22D	400		GRIM RD
4;1W;13C	1100		HWY 99E
4;1W;13C	1500		HWY 99
4;1W;13C	900		HWY 99
4;1W;13C	600		
4;1W;23	100		99E
4;1W;13CA	700		OTTAWAY RD
4;1W;13B	500		KAHLE RD
4;1W;14A	1200		KAHLE RD
4;1W;11A	1600		BOONES FERRY RD
4;1W;13	500		PARK AVE NE
4;1W;13	400		PARD AVE NE
4;1W;13AC	100		PARK AVE NE
4;1W;22	600		
4;1W;22B	2000		BOONES FERRY RD
4;1W;32	1300	17661	BOONES FERRY RD
4;1W;32	1200		BOONES FERRY RD
4;1W;26	500		99E
4;1W;32D	1500		BOONES FERRY RD
4;1W;28	400		MINERAL SPRINGS RD
4;1W;23	500		
4;1W;26	200		FOBERT RD
4;1W;32CD	400		BOONES FERRY RD
4;1W;32CD	300		
4;1W;32CD	100		
4;1W;32	1200		BOONES FERRY
4;1W;32D	700		BOONES FERRY RD
4;1W;23C	100		HWY 99E
4;1W;33	DC		
4;1W;23	600		
4;1W;23	1100		
4;1W;26	800		FOBERT
4;1W;26	300		SCHROLL
4;1W;26DA	3800		SHIRLEY AVE
4;1W;27AD	700,900,1800,1200		HWY 99E
4;1W;36B	100		FOBERT
4;1W;27DB	1000		

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;1W;27DB	900		99E
4;1W;27DB	800		99E
4;1W;35D	1300		
4;1W;35D	1000		PULLEY RD
4;1W35A	1000		
4;1W;36B	1100		WHISKEY HILL RD
4;1W;36A	1600		WHISKEY HILL RD
4;1W;34D	1000		SHANK RD
5;3W;13	1400		RIVER RD
4;1W;35C	600		MONNIER RD
4;1W;35C	500		MONNIER RD
4;1W;34D	900		
4;1W;34D	700		
4;1W;35C	300		MONNIER RD
4;1W;34D	600		
4;1W;34D	1300		WHISKEY HILL RD
4;1W;34D	1400		
4;1W;34CD	1000		PAINTER LOOP RD
4;1W;34D	1100		
4;1W;34D	1200		
4;1W;34CC	400		PAINTER LOOP RD
4;1W;34CC	300		
4;1W;34CC	200		
4;1W;34	700		WHISKEY HILL RD
4;1W;34CB	1200		DOWN ST
4;1W;34CB	900		DUNN
4;1W;34CB	3800		WHISKEY HILL
4;1W;34CB	1000		DUNN
4;1W;28DD	100		
4;1W;33	400		WOODBURN-HUBBARD RD
4;1W;27	600		CR 438
3;2W;33	200		CHAMPOEG RD NE
3;2W;33	700	6259	CHAMPOEG RD NE
5;3W;13	400		RIVER RD
5;3W;13	400,500,600,700,1400		RIVER LANDING
5;3W;13	700		RIVER RD
4;1W;22A	400		BOONES FERRY RD
4;1W;4D	200		BENTS RD
4;2W;8	600		RIVER RD NE
4;2W;17B	400	21202	RIVER RD NE
4;2W;30	700	19141 OR 19131	RIVER RD NE
4;2W;5	900	4695	RAY BELL RD
4;2W;05	1300	5254	RAY BELL RD
4;2W;2	600		CHAMPOEG RD
4;3W;13	200,100		END OF MISSION RD
4; 2 & 3W 7 &1	200, 700		OFF RIVERSIDE DR ON
4;3W;13D	700	20713	RIVERSIDE DR
4;3W;24A	1600	3318	BLANCHET
4;3W;24A	100	3487	BLANCHET RD
4;3W;24	500		HORSESHOE RD
4;3W;23	600		

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;3W;13D	700		
4;3W;24A	1000		
4;3W;23D	500		
4;2W;28	1500		KIRSCH RD
4;2W;21	1600		FRENCH PRAIRIE RD
4;2W;33	300	18343	FRENCH PRAIRIE RD
3;1W;32CD	400		ARNDT RD
3;1W;32CC	200	10767	BUTTE ST NE
3;1W;32CC	800	10716	BUTTE ST NE
3;1W;32CC	700	23707	FIRST NE,BUTTEVILLE
3;1W;32CC	1900		A PRIVATE DR NO NAME
3;4W;32CD	1400		THIRD ST
3;1W;32CD	900		THIRD ST
3;1W;32CC	POSS 700	23701	FIRST ST,BUTTEVILLE
3;1W;32CD	300		ARNDT RD
3;1W;32D	100	23772	SCHULTZ RD
3;1W;32CC	600		CORNER OF 1ST & BUTTE
3;1W;32CA	500		
3;1W;32CC	100		
3;1W;32CB	300	23815	NO ST ADDRESS
3;1W;32CC	1300		
3;1W;32CB	400	23785	FIRST ST
3;1W;32CB		23765	FIRST ST
3;1W;32CD	1300		
3;1W;32CD	2100		ARNDT & UNION
3;1W;32CD	1500		
3;1W;32CD	1700		
3;1W;32D	1700		ARNDT & SCHULTZ
3;1W;32CD	300		ARNDT RD
3;1W;34	1700	12713	ARNDT RD
3;1W;33	700	24025	KLUPENGER RD NE
3;1W;33	100/300?	24355	KLUPENGER RD NE
3;1W;33CC	3000	11683	ARNDT RD NE
3;1W;33	1300	12433	ARNDT RD NE
4;2W;21	1700	19533	FRENCH PRAIRIE RD
3;1W;33	900	23875	KLUPENGER RD NE
3;1W;32CA	1000		
4;2W;12	1300	8405	MCKAY RD
4;1W;18	1800		YERGEN RD
4;2W;13	100	9533	YERGEN RD
4;2W;12	1400		
4;2W;11	1200		YERGEN RD
4;2W;22	100	7251	ST PAUL HWY
4;2W;22	400		ST PAUL HWY
4;2W;25	500		ST PAUL HWY
4;2W;25	700		ST PAUL HWY
4;2W;24	700	19887	CASE RD NE
4;2W;24	800		CASE RD NE
4;2W;34	2900	7369	CROSBY RD
4;2W;34	2500		ARBOR GROVE RD
4;2W;34	2400		ARBOR GROVE RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
4;2W;35	500	18204	ARBOR GROVE RD
4;2W;26	1300	18624	ARBOR GROVE RD
4;2W;12	800		CASE RD
4;2W;12	600		CASE RD
4;2W;34	1200	6564	KINNS RD
4;2W;13	1100		CASE RD
4;2W;12	300		CASE RD
4;2W;13	2200		CASE RD
4;2W;25	700	19487	CASE RD
4;2W;25	600	18969	CASE RD
4;2W;25A	1200	9008	ST PAUL HWY
4;2W;25A	1400	8964	ST PAUL HWY
4;2W;34	1700		KINNS RD RT 1,BX323
4;2W;25A	1300		
4;2W;35C	300		SLEEPY HOLLOW RD
4;2W;35D	1300		SLEEPY HOLLOW RD
4;2W;36C	800		MARSH RD NE
4;2W;36C	900		MARSH RD NE
4;2W;36CD	800		SLEEPY HOLLOW RD
4;2W;26	600	19095	ARBOR GROVE RD
4;2W;26	400		ARBOR GROVE RD
4;2W;26	500	19215	ARBOR GROVE RD
4;2W;34	2300		ARBOR GROVE RD
4;2W;?	100	19554	ARBOR GROVE RD
4;2W;24	900	19604	ARBOR GROVE RD
5;2W;19	1700		RIVER RD
5;3W;35	400	1581	MATHENY RD
5;3W;36CA	200	2862	MATHENY RD
5;2W;31	1200		RIVER RD
5;2W;31	1500		RIVER RD
5;3W;31	1400		RIVER RD
5;2W;30	100		RIVER RD
5;2W;07	600		MATHONY RD
5;2W;07	500		MATHONY RD
5;2W;8	300	16173	FRENCH PRAIRIE
5;3W;34	400		WHEATLAND FERRY RD
5;2W;19	700		RIVER RD
5;2W;19	600		RIVER RD
5;2W;31	900		RIVER RD
5;2W;31	400		MATHENY RD
5;2W;31	300		MATHENY RD
5;3W;36	700		
5;3W;36A	800		MATHENY RD
5;3W;36	401		MATHENY RD
5;3W;36A	500		MATHENY RD
5;2W;31A	1200	12234	RIVER RD/CONCOMLY
5;2W;30	1000		
5;2W;31A	500		
5;2W;31A	300	12524	RIVER RD
5;2W;31A	400		RIVER RD/RUNCORN RD
5;2W;31A	900		RIVER RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;2W;30	500		RIVER RD
5;2W;30	700		RIVER RD
5;2W;29	1100		RIVER RD
5;3W;35	800		WHEATLAND RD
5;2W;17C	800		MARTHALER RD
5;2W;17C	900	4657	MARTHALER RD
5;2W;05	1100		MATHONEY RD
5;2W;07	200		MATHONEY RD
5;2W;05	400	4830	MATHONEY RD
5;3W;35	900		
5;3W;36	200		MATHONEY RD
5;3W;36A	200		MATHONEY RD
5;2W;04	800		HWY 214
5;2W;05	300		MATHONEY RD
5;2W;05	100		MATHONEY RD
5;2W;5	500		MATHONEY RD
5;2W;17C	100		FRENCH PRAIRIE RD
5;2W;17A	600	15043	FRENCH PRAIRIE RD
5;2W;8	1300		FRENCH PRAIRIE RD
5;2W;8	1000		FRENCH PRAIRIE RD
5;2W;08	100	16263	FRENCH PRAIRIE RD
5;2W;35	1900,1800,1600,1700		WACONDA
5;2W;20	800	14313	FRENCH PRAIRIE RD
5;2W;34	1200		KEENE RD
5;2W;35	1700	12017	DUCK INN RD
5;2W;35B	1400		DUCK INN RD
5;2W;35B	1500	11938	DUCK INN RD
5;2W;35	900		DUCK INN RD
5;2W;21BD	1000	14013	MANNING RD
5;2W;21BD	1000		MANNING ST
5;2W;34	300		KEENE RD
5;2W;35	600		DUCK INN RD
5;2W;34	400		KEENE RD
5;2W;28	800	5844	MANNING RD CR 524
5;2W;28	2000		
5;2W;28	1000		
5;2W;28	800	5704	KEENE RD
5;2W;29	500		KEENE RD
5;2W;31A	100	4431	RUNCORN
5;2W;32B	300		RUNCORN
5;2W;32B	100	4731	RUNCORN
5;2W;32	900		CONCOMLY
5;2W;31A	600		CONCOMLY
5;2W;31A	1100	4271	CONCOMLY
5;2W;35	700		
5;2W;20	2300	5073	KEENE RD
5;2W;20	400		ST LOUIS RD
5;2W;21BD	2000		MAIN ST ST LOUIS
5;2W;21BD	1700		MAIN/NAPOLEON
5;2W;21BD	600		MANNING RD
5;2W;21	1300		ST LOUIS RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;2W;21	2100	6055	
5;2W;21	1800		ST LOUIS RD
5;2W;21DA	100		ST LOUIS RD
5;2W;22	1000		ST LOUIS RD
5;2W;22	1600		ST LOUIS RD
5;2W;22	900		ST LOUIS RD
5;2W;22	1300		ST LOUIS RD
4;1W;36B	1000		WHISKEY HILL RD
5;1W;26AB	500		5TH ST GERVAIS
5;2W;36B	400		MT ANGEL GERVAIS RD
5;2W;36A	400		MT ANGEL GERVAIS RD
5;2W;36D	100	9344	MT ANGEL GERVAIS RD
5;2W;21	1200		MANNING RD ST LOUIS
5;2W;14	1300	14905	BRITTENBUSH RD
5;2W;04	200		HJWY 214
5;2W;3	1000	7080	HWY 214
5;2W;3D	1100		HWY 214
5;2W;2C	1600		LEARY RD
5;2W;11B	1000	1000	HWY 214
5;2W;11B	400		HWY 214
5;2W;26AB	200		SIXTH STREET
5;2W;26C	200		12716 CHECKERBOARD
5;2W;26C	400	12635	CHECKERBOARD
5;2W;35B	900	12236	CHECKERBOARD
5;2W;36D	500		MT ANGEL/GERVIAS RD
5;2W;21B	900		
5;2W;20	300		ST LOUIS RD
5;2W;16	700		LEBRUN RD
5;2W;16	1400		LEBRUN RD
5;2W;16	300		MANNING RD
5;2W;14	500		BUTTEVILLE RD
5;2W;3	800		HWY 214
5;2W;3D	700		HWY 214
5;2W;03D	800	7219	HWY 214
5;2W;3D	1000		
5;2W;2C	400		HWY 214/LEARY RD
5;2W;3D	100	16857	LEARY RD
5;2W;2C	1300		LEARY RD
5;2W;2C	400		HWY 214
5;2W;2C	300		HWY 214
5;2W;20	100		FLERSCH WESLER LN
5;2W;11B	100		HWY 214
5;2W;11AC	500	16056	HWY 214
5;2W;3	1100	16645	ARBOR GROVE
5;2W;16AD	300		MANNING RD
5;2W;16	1300		MANNING RD
5;2W;16	1200	14703	MANNING RD
5;2W;21	2500	13693	MANNING RD
5;2W;23	600	7475	JENSEN RD
5;2W;11C	1100		STAFNEY LANE
5;2W;11A	1000	16406	BUTTEVILLE

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;2W;2D	400	16646	BUTTEVILLE
5;2W;2D	604		BUTTEVILLE RD
5;2W;10	600		ARBOR GROVE
5;2W;15	200		
5;2W;11B	700		
5;2W;11AB	1000		MCCORMICK-WOODBURN
5;2W;23AC	300		
5;2W;23	1900		
5;2W;16	1100		MANNING
5;2W;11AB	2400		BUTTEVILLE
5;2W;11C	1300		
5;2W;14	1200		
5;2W;14	1500		
5;2W;2D	2000		BUTTEVILLE
5;2W;2	200		CROSBY RD
5;2W;13BD	1200		PARR RD
5;2W;13BD	200		STUBB
5;2W;13BD	100		STUBB
5;2W;13	300	15227	STUBB
5;2W;19	400		BLEVINS LANE
5;2W;1C	400		
5;2W;2A	1200		CROSBY RD
5;2W;2A	1100		CROSBY RD
5;2W;2	700		CROSBY RD
5;2W;2D	2700	16788	MOUNTAIN VIEW RD
5;2W;2D	3400		MOUNTAIN VIEW RD
5;2W;2D	3200	16929	MOUNTAIN VIEW RD
5;2W;2D	2500		
5;2W;1D	400		CROSBY RD
5;2W;1D	500		CROSBY RD
5;2W;1D	800		CROSBY RD
5;2W;1D	1100		
5;2W;1D	1200		
5;2W;1	100		CROSBY RD
5;2W;1D	600		ARNEY RD
5;2W;13	900		PARR RD
5;2W;1C	900		ARNEY RD
5;2W;13BD	900	15057	STUBB
5;2W;13BD	400		STUBB RD
5;2W;24	1200		BOONES FERRY
5;2W;24	1600		BOONES FERRY
5;2W;25	700		HWY 99E
5;2W;25	1400		HWY 99E
5;2W;25	1600		HWY 99E
5;2W;25	1800HI		HWY 99E
5;2W;26	1700		HWY 99E
5;2W;35	400		HWY 99E
5;2W;25	900		HOWELL PRAIRIE
5;2W;25	1700		99E
5;2W;35	1800		HWY 99E
5;2W;25	300		HOWELL PRAIRIE

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;2W;24	200	1505	BOONES FERRY
6;3W;11	48346-295		WHEATLAND FERRY RD
6;3W;15	48437-000		SALMON ST
6;3W;15	48441-000		SIMON ST
6;3W;16	48442-000	9015	LAURENE RD
6;3W;21D	400		WINDSOR ISLAND RD
6;3W;21	400		WINDSOR ISLAND RD
6;3W;28	200	6980	WINDSOR ISLAND RD
5;3W;33,34		10991	WHEATLAND FERRY RD
6;3W;3,4,9,10		10991	WHEATLAND FERRY RD
5;1W;25DD	43567-000		MONITOR-MCKEE
5;1W;25DD	73410-160		WOODBURN-MONITOR
5;1W;25DD	73410-150		WOODBURN-MONITOR
5;1W;26	1200		
5;1W;25DD	73410-040		WOODBURN-MONITOR
5;1W;25DD	73410-100		MONITOR-MCKEE
56;3W;28D	800		WINDSOR ISLAND RD
6;3W;28C	1400		22ND ST/CR605
6;3W;14	48518-000	8982	RAVENA
6;3W;14	48408-000	8552	RAVENA
6;3W;23AC	500	8150	WHEATLAND FERRY
6;3W;12	48397-000		WHEATLAND FERRY
6;3W;1	700		WACONDA
6;3W;28C	1700		NAPLES/22ND
6;3W;15	48443-000		
6;3W;15	48438-000		
6;3W;15	48433-000		
6;3W;15	48435-000		
6;3W;14	48425-000		
6;3W;11	48350-000		
6;3W;11	1000		
5;2W;35	2200		HWY 99E
6;3W;28B	400		22ND/CR605
6;3W;33	1200		BOWDEN LN
6;3W;11	48427-000		WHEATLAND FERRY
6;3W;33	700		BOWDEN LANE
6;3W;23AC	300		WHEATLAND FERRY
6;3W;23AC	200	8180	WHEATLAND FERRY
6;3W;1	1000		WACONDA
6;3W;1	200		WACONDA
6;2W;6	48309-000	3441	WACONDA
6;3W;	3367-1971		BROOKLAKE
6;3W;13	3453-4196	2201	BROOKLAKE
6;3W;13	3453-4196	2801	BROOKLAKE RD
6;3W;13	770-048		BROOKLAKE RD
6;3W;13AD	1400		BROOKLAKE
6;3W;13AD	48404-090		BROOKLAKE
6;3W;13AD			CORNER BROOKLAKE &
6;3W;13AD	3424-6076		BROOKLAKE
6;3W;13AD	1800		RIVER RD
6;3W;13AD	600		RIVER RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;3W;13AD	100		RIVER RD
6;3W;13	5917-4		RIVER RD
6;3W;13AD	400		
6;3W;13	48368-000	8725	RIVER RD
6;3W;24AC	1100		CLEARLAKE/QUINABY
6;3W;24D	100	7811	35TH AVE
6;3W;24D	1500		35TH AVE
6;3W;24C	2700		RIVER RD
6;3W;24C	2300		RIVER RD
6;3W;24C	3000		CLEARLAKE
5;1W;6A	200		CROSBY RD
5;1W;5	300	10879	CROSBY RD
5;1W;5B	2100	10689	CROSBY RD
6;3W;13	48393-000		RIVER RD
6;3W;13	48394-000		RIVER RD
6;3W;24A	1100		NORTH RIVER RD
6;3W;24A	500		CLEARLAKE RD/QUINABY
6;3W;24A	400		CLEARLAKE/QUINABY
6;3W;24AC	900		QUINABY/CLEARLAKE RDS
6;3W;24AC	700		
6;3W;24AC	1000		CLEARLAKE/QUINABY RD
6;3W;24D	500		CLEARLAKE/QUINABY RD
6;3W;24D	300		CLEARLAKE/QUINABY RD
6;3W;24AD	1400		35TH AVE
6;3W;24AC	2400		RIVER RD
6;3W;24AC	100		RIVER RD
6;3W;24C	400		RIVER RD
6;3W;24C	2900	2290	CLEARLAKE
6;3W;24C	2800		RIVER RD
6;3W;24C	3400		CLEARLAKE RD
6;3W;24C	2100		CLEARLAKE RD
6;3W;24B	1800		
6;3W;25	2800		35TH AVE
6;3W;25	3500	7601	35TH AVE
5;1W;6C	300		CROSBY
5;1W;5D	600		
5;1W;5C	100	10828	CROSBY RD
5;1W;5B	2400	10769	CROSBY RD
5;1W;5	900		CROSBY RD
5;1W;5B	700		BOONES FERRY RD
5;1W;5	200	17480	BOONES FERRY RD
4;1W;31	1600		HOVEND RD
5;1W;6AD	1600	17011	BOONES FERRY RD
5;1W;6D	400	16821	BOONES FERRY RD
5;1W;6D	500	16930	BOONES FERRY RD
5;1W;6C	1000	2991	BOONES FERRY RD
5;1W;4B	300	11827	JONES
5;1W;4BA	100	17377	HWY 99E
5;1W;3B	800		PAINTER LP SE
5;1W;3	300		PAINTER LP SE
5;1W;3	100		SHANK RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;1W;2	1300		PUDDING RIVER RD
5;1W;3	500		CARL RD
5;1W;2	900		SHANK RD
5;1W;5B	100		BOONES FERRY RD
5;1W;5B	600	17221	BOONES FERRY RD
5;1W;5B	400		BOONES FERRY RD
5;1W;6C	900		BOONES FERRY RD
5;1W;5D	200		WOODBURN HUBBARD RD
5;1W;4	1100		
5;1W;4BA	400		
5;1W;5	100		
5;1W;5C	1200		
5;1W;5D	1900		WOODBURN HUBBARD RD
5;1W;5C	1000		WOODBURN HUBBARD RD
5;1W;4BA	1100	11918	JONES RD
5;1W;03B	1000	1000	DUNN ST
5;1W;3B	400		PAINTER LP RD
5;1W;3B	200		PAINTER LP RD
5;1W;3B	500		PAINTER LP RD
5;1W;3	200		
5;1W;4BA	200		JONES RD HWY 99
5;1W;3	700		CARL/SHANK RD
5;1W;3	1400		CARL/SHANK RD
5;1W;3	1300		CARL/SHANK RD
5;1W;4	2600		
5;1W;4	2300		CARL/SHANK RD
4;1W;34CC	1200	17531	DUNN RD NE
4;1W;34CC	200		PAINTER LOOP
4;1W;34B	400		
4;1W;34B	700		
5;1W;4CD	4700	11792	CARL RD
5;1W;4	1000		HWY 99E
5;1W;4C	1000	11590	GOUDY GARDENS RD
5;1W;4C	1100	16770	HWY 99E
5;1W;9	92890-470	2380	MOLALLA RD
5;1W;9	92890-480		MOLALLA RD
5;1W;9	92890-380	2700	MOLALLA RD
5;1W;9	92890-291	2705	MOLALLA RD
5;1W;10	42685-000	13333	KILIAM RD
5;1W;10	42695-000	16040	PUDDING RIVER RD
5;1W;10	42681-000		KILIAM LP RD
5;1W;15	42731-000		KILIAM LP RD
5;1W;10	42743-000	15487	UINON SCHOOL RD
5;1W;15	42754-000		UNION SCHOOL RD
5;1W;16	42758-000	15107	UNION SCHOOL RD
5;1W;16	42749-000		UNION SCHOOL RD
5;1W;4	1800		HWY 99E
5;1W;4CD			CHATEAU DRIVE
5;1W;4	2300		DIMMICK
5;1W;4	2400		DIMMICK RD
5;1W;4	2000	12175	DIMMICK RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;1W;4	1900		DIMMICK RD
5;1W;4C	200		HWY 99E
5;1W;4	1200		HWY 99E
5;1W;5D	1400		GOUDY GARDENS RD
5;1W;4C	800		GOUDY GARDENS RD
5;1W;4C	700		
5;1W;4C	3000		HWY 99E
5;1W;9	92890-086		HWY 214
5;1W;9	92890-510	2300	HWY 214
5;1W;9	92890-320		MOLALLA RD
5;1W;9	92890-340		MOLALLA RD
5;1W;9	92890-370		MOLALLA RD
5;1W;10	42688-000		MOLALLA RD
5;1W;10	42701-000		MOLALLA RD
5;1W;10	42684-000	3013	KILIAM RD
5;1W;10	42714-000		
5;1W;10	42691-000		PUDDING RIVER RD
5;1W;10	42682-000		
5;1W;15	42740-000		
5;1W;15	42773-001		
5;1W;15	42735-000		
5;1W;15	42736-000		
5;1W;21	43505-000	14278	UNION SCHOOL RD
5;1W;9	42649-000	2230	MEADOWLAWN LN
5;1W;9	42673-000	22285	HARDCASTLE
5;1W;16	42768-000	2380	LINCOLN
5;1W;16	42760-000	2100	LINCOLN
5;1W;17	42786-000	15031	WILCO HWY
5;1W;17	42778-000		TERRES RD
5;1W;17	42808-000		TERRES RD
5;1W;17	42803-000		SERRES
5;1W;17	42807-000		WILCO HWY
5;1W;16	42762-000	2340	E LINCOLN
5;1W;17	42776-000		HWY 140
5;1W;17	42775-000		SILVERTON-HILLSBORO
5;1W;21	43507-000		WOODDBURN-MONITOR RD
5;1W;21	43486-000		MCKEE
5;1W;21	43653-000	13589	MCKEE
5;1W;28	2500		MCKEE RD
5;1W;33	43759-000	12356	MONITOR-MCKEE RD
5;1W;21	43652-000		MCKEE
5;1W;17B	42934-000		BLAINE
5;1W;16	42770-000		LINCOLN
5;1W;16	42771-000		LINCOLN
5;1W;17	42822-000		LINCOLN
5;1W;17	42815-000		LINCOLN
5;1W;8C	92840-100		
5;1W;8	42505-000		HWY 214
5;1W;8	92890-070		
5;1W;8D	42625-000	1245	HARDCASTLE
5;1W;8D	42625-077	1270	COOLEY RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;1W;8D	42659-000		COUNTY RD 534/COOLEY
5;1W;9	70920-130		
5;1W;9	70920-040		MEADOWLANE
5;1W;17	42825-000		LINCOLN
5;1W;17	42804-000		SERRES RD
5;1W;17	42793-000		WILCO HWY
5;1W;17B	75840-160		LAUREL
5;1W;17B	75840-220		LAUREL
5;1W;17B	75840-240		LAUREL
5;1W;17B	42915-964		AZTEC DR
5;1W;17B	42918-000		AZTEC DR
5;1W;17B	42933-000		BLAINE
5;1W;17B	42939-000		BLAINE
5;1W;17B	42936-000		BLAINE
5;1W;17	43483-000		
5;1W;21	43509-000		
5;1W;21	43495-000		
5;1W;21	43495-000		
5;1W;21	43506-000		
5;1W;21	43490-000		
5;1W;21	43488-000		
5;1W;28	43484-000		MCKEE
5;1W;21	43652-000	13489	MCKEE
5;1W;28	300		
5;1W;28	600		MCKEE SCHOOL RD
5;1W;28	1400		BEGER LANE
5;1W;28	800		BEGER LANE
5;1W;22	43504-000	12503	ELLIOT PRAIRIE RD
5;1W;22	43537-000		ELLIOT PRAIRIE RD
5;1W;22	43528-000	13006	HITZ LANE
5;1W;22	43524-002		WOODBURN MONITOR RD
5;1W;22	43525-485		WOODBURN MONITOR RD
5;;1W;27	1100		WILCO
5;1W;25	900		WOODBURN MONITOR RD
5;1W;25	1000	14694	WOODBURN MONITOR RD
5;;1W;25	400		WOODBURN MONITOR RD
5;1W;36	43828-000	14934	MONITOR MCKEE RD
5;1W;25	1201	14935	MONITOR MCKEE RD
5;1W;25	100		MONITOR MCKEE RD
5;1W;25DD	43563-000	15174	WOODBURN MONITOR RD
5;1W;25DD	73410-220		WOODBURN MONITOR RD
5;1W;25DD	73410-011		WOODBURN MONITOR RD
5;1W;25DD	43569-000		
5;1W;25	1300		
5;1W;25	1400		
5;1W;25	1500		
5;1W;22	43527-000 & 43525-000		
5;1W;22	43504-000		ELLIOT PRAIRIE RD
5;1W;22	43532-000		
5;1W;22	43533-000		
5;1W;22	43538-000	12844	ELLIOT PRAIRIE RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;1W;15	42726-000		ELLIOT PRAIRIE RD
5;1W;22	43530-000		
5;1W;22	43531-000		
5;1W;21	43494-000		
5;1W;22	43625-000		
5;1W;27A	500		WILCO HWY
5;1W;22	43520-000		
5;1W;27A	100		
5;1W;26	900		
5;1W;26	600	13412	BONNEY RD
5;1W;26	700		
5;1W;23	43542-000		
5;1W;26	800		
5;1W;26	500		SHERDIAN LANE
5;1W;26	1900		
5;1W;26	1700		
5;1W;26	400		SUNSHINE LANE
5;1W;26	300		SUNSHINE LANE
5;1W;25	500		WOODBURN MONITOR
5;1W;25	300		MCKEE MONITOR RD
5;1W;36	43830-000		
5;1w;25dd	73410-120		WOODBURN MONITOR RD
5;1W;25DD	UNK		WOODBURN MONITOR RD
5;1W;25DD	73410-110		WOODBURN MONITOR RD
5;1W;25	1100		MONITOR MCKEE RD
5;1W;34	43805-000		HWY 214
5;1W;23	43517-000		WOODBURN MONITOR RD
5;1W;27	1600	12765	MONITOR MCKEE RD
5;1W;26	2400		MONITOR MCKEE RD
5;1W;26	2300		HWY 214
5;1W;26	3000		MONITOR MCKEE RD
5;1W;25	800		LEAH LANE
5;1W;28	1800		MONITOR MCKEE RD
5;1W;28	1900		MONITOR MCKEE RD
5;1W;33	43767-000		MONITOR MCKEE RD
5;1W;33	43766-000	12096	MONITOR MCKEE RD
5;1W;29	1200		MONITOR-MCKEE RD
5;1W;29	1700	10895	MONITOR-MCKEE RD
5;1W;29	1800		MONITOR-MCKEE RD
5;1W;30	100	10315	MONITOR-MCKEE RD
5;1W;30	200	13379	MILLER RD
5;1W;33	43753-000	11718	BARON RD
5;1W;35	43801-000		WILCO HWY (MR16)
5;1W;34	43800-000		WILCO HWY
5;1W;34	43771-000		DOMINIC RD
5;1W;36	43826-000		MERIDIAN
5;1W;36	43838-000		MERIDIAN
5;1W;36	43834-000		MERIDIAN
5;1W;36	43823-000		MERIDIAN
5;1W;36	43819-000		MERIDIAN
5;1W;36	43821-000		DOMINIC RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
5;1W;35	43806-000		
5;1W;32	43743-000		BARON RD (CR548)
5;1W;30B	100	10116	MONITOR-MCKEE RD
5;1W;32	43745-000		
5;1W;29	600	10798	KAHUT
5;1W;29	500		
5;1W;29	700		
5;1W;29	300	10599	KAHUT LANE
5;1W;29	1400		
5;1W;28	1800		
5;1W;30AC	1500		MILLER RD
5;1W;30AC	1700		MILLER RD
5;1W;31	43731-000		NOSACK RD
5;1W;33	43750-000		BARON RD
5;1W;33	43748-000		DOMINIC RD
5;1W;34	43794-000		WILCO HWY
5;1W;34	43786-000		WILCO HWY
5;1W;34	43787-000		
5;1W;35	43811-000		
6;2W;6	?		ELDRIDGE/WACONDA
6;1W/2W;6/1	?		PARKERSVILLE
5;1W;31	43705-000	9544	HOWELL PRAIRIE/GERVAIS
5;1W;31	43701-000		GERVAIS RD
5;1W;31	43697-000		GERVAIS RD
5;1W;33	43749-080	1183	GERVAIS RD
5;1W;34	43791-000	12357	DOMINIC RD
6;2W;6	47256-000		EGAN
6;2W;6	47244-000		WACONDA RD
6;2W;6	47329-169		WACONDA RD
6;2W;6	47241-000		WACONDA RD
6;2W;5	47302-000		WACONDA RD
6;2W;8	47319-000		WACONDA RD
6;2W;3	47171-000		WACONDA/71 ST
6;2W;11	47398-000		WACONDA RD
6;2W;6	47236-000		WACONDA/RIVER
5;1W;34	43778-000		DOMINIC
5;1W;30	300		HOWELL PRAIRIE
6;2W;6	47257-000		RIVER RD/EGAN
6;2W;6	47252		EGAN
6;2W;6	100		EGAN
5;1W;31	43714-000		GERVAIS RD
5;1W;31	43708-000	10363	GERVAIS RD
5;1W;32	43694-001		GERVAIS RD
5;1W;32	43735-000		GERVAIS
5;1W;32	43740-000		GERVAIS
6;2W;6	47249-000		WACONDA/RIVER RD
6;2W;5	47216-000		WACONDA RD
6;2W;12	47408-000	9286	WACONDA
6;2W;1	?		WABASH/HOWELL PRAIRIE
6;2W;2	47157-000		WABASH
6;2W;1	47198-000		DUCK INN RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;1	47146-000		HOWELL PRAIRIE RD
6;2W;12	71730-150		86TH
6;2W;11	47394-000		HAYES RD
6;2W;14CR	71710-060	7521	RAMBLER
6;2W;1	47160-000		DUCK INN RD
6;2W;1	47153-000		WABASH
6;2W;3	47194-000		WAPATO
6;2W;3	47187-000		WAPATO
6;2W;2	47164-000	7746	WABASH
6;2W;11	47385-000		86TH
6;2W;12	47411		WACONDA
6;2W;12	47412-000		WACONDA
6;2W;14	47438-000		STRATFORD
6;2W;14	47436-000	8399	ROANOKE
6;2W;12	71730-050	8782	UMATILLA
6;2W;14	47470-000		ROANOKE
6;2W14	47429-000	8620	RAMBLER
6;2W14	47428-000		82TH
6;2W;14CC	71710-170		RAMBLER
6;2W;14CC	71710-080	7681	RAMBLER
6;2W;6	47271-000	11383	RIVER RD
6;2W;6	47266-000		RIVER RD
6;2W;7	41293-000		RIVER RD
6;2W;7	47289-001		RIVER RD
6;2W;18	47673-000		RIVER RD
6;2W;8	47311-000		52ND
6;2W;17	47602-000	4925	ROCKDALE
6;2W;17	00091-050	9020	PUEBLO
6;2W;17	70310-380	4910	BROOKLAKE
6;2W;17	70310-410		PUEBLO
6;2W;17	70310-260		ROCKDALE
6;2W;17	70310-220		BROOKLAKE
6;2W;17	47559	5095	BROOKLAKE
6;2W;17	47542-000		BROOKLAKE
6;2W;17	47592	9160	PORTLAND RD NE
6;2W;17	47593-000		HWY 99E
6;2W;17	47595-000	9180	PORTLAND RD NE
6;2W;21	47826-000	5820	BROOKLAKE RD
6;2W;15		8529	67TH
6;2W;17	70310-070		
6;2W;16	47832-000		BROOKLAKE
6;2W;22	72600-120		BROOKLAKE
6;2W;22	47877-000		BROOKLAKE
6;2W;22	72600-220		67TH/BROOKLAKE
6;2W;22	72600-190		
6;2W;22	72600-000		67TH
6;2W;16	47484-000		BROOKLAKE
6;2W;17	47548-000		
6;2W;17	47572		
6;2W;17	47580-000		RAMP
6;2W;17	47577-000		RAMP RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;17	47573-000		RAMP RD
6;2W;16CB	47512-000		RAMP RD
6;2W;17	70310-400		PUEBLO
6;2W;17	70310-120		
6;2W;17	70310-290		JAMAICA
6;2W;18	48394-000		RIVER RD
6;2W;18	48393-000		RIVER RD
6;2W;18	47672-000	9500	RIVER RD
6;2W;18	47647-000		BROOKLAKE
6;2W;8	47318-000		50TH
6;2W;8	47316-000		
6;2W;8	47313-000		
6;2W;8	47618-000		
6;2W;8	47309-000		
6;2W;8	47610-000		
6;2W;6	47262-000	10963	RIVER
6;2W;15	47453-000		ROCHESTER/67TH
6;2W;15	47462-000		
6;2W;16	47487-000		ROCHESTER
6;2W;15	47492-000		ROCHESTER
6;2W;16	47499-000		ROCHESTER
6;2W;17			HWY 99E
6;2W;29	48075-000		LAKESIDE
6;2W;20	47788-000		QUAIL/PORTLAND
6;2W;29	48055-000		54TH
6;2W;32	48183-000		55TH
6;2W;33	48241-000		55TH
6;2W;22	47876-000	8156	65TH
6;2W;21	47778-000	7805	65TH
6;2W;29			
6;2W;29	48070-000		LAKESIDE
6;2W;29	48059-000		LAKESIDE
6;2W;29	48079-000		
6;2W;29	48098-000		LAKESIDE
6;2W;29	48084-000	7256	LAKESIDE
6;2W;31A	72341-210		
6;2W;31A	72541-280		HWY 99E
6;2W;32	48186-000		55TH
6;2W;33	48238-000		55TH
6;2W;28	48108-000	7346	LAKESIDE
6;2W;28	48109-000		54TH
6;2W;28	48107-000		LAKESIDE
6;2W;21	47801-000		LAKESIDE
6;2W;21	47799-000	8126	LAKESIDE
6;2W;28	48104-000		LAKESIDE
6;2W;21	47783-000	7816	LAKESIDE
6;2W;21	47795-000		
6;2W;21	47779-000		LAKESIDE
6;2W;21	47767-000		65TH
6;2W;21	47767-000		65TH
6;2W;28	48035-000		62ND

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;28	48024-000		62ND
6;2W;28	48016-000		62ND
6;2W;2	47202-000	11408	HWY 99E
6;2W;3	47212-000		HWY 99E
6;2W;4	73450-150	10705	HWY 99E
6;2W;9	47331-000	9815	HWY 99E
6;2W;9	47327-000	7725	HWY 99E
6;2W;20	47701-000		HWY 99E/QUINABY
6;2W;19	47735-000	7995	HWY 99E
6;2W;30	48117-001		HWY 99E
6;2W;29	48081-000	7176	HWY 99E/PORTLAND RD
6;2W;30AB	72570-195	4346	SCOTT AVE
6;2W;30AB	72570-580	4314	YORK AVE NE
6;2W;30AB	72570-600	4334	YORK AVE NE
6;2W;30AB	72570-980	4332	DOVER
6;2W;30DA	72571-251	4429	WEBB
6;2W;31	48143-000		HWY 99E
6;2W;30	48115-000		HWY 99E
6;2W;30DB	72570-660		DOVER
6;2W;30DB	72570-770		PEACHTREE
6;2W;30DB	72570-760		PEACHTREE
6;2W;30	48120-000		
6;2W;19	47693-872		HWY 99E
6;2W;20	47748-000		
6;2W;16	51323-000		HWY 99E
6;2W;9	47342-000		HWY 99E
6;2W;3	47200-000		HWY 99E
6;2W;33	4921-5073?		62ND & HAZELGREEN
6;2W;33	48237-000		62ND
6;2W;28	48008-000		62ND
6;2W;28		6736	62ND
6;2W;28	48028-053		67TH
6;2W;27	47991-000		67TH
6;2W;32BA	72540-160	6292	LABISH GARDENS
6;2W;32BA	72540-190		LABISH GARDENS
6;2W;32BD	72540-280	6030	LABISH GARDENS
6;2W;32BD	72540-300		LABISH GARDENS
6;2W;10	47365-000		LABISH GARDENS
6;2W;10	47475-000		72ND
6;2W;22	72560-230	1924	BROOKLAKE RD NE
6;2W;22	72560-200		72ND
6;2W;19	47708-000		QUINABY
6;2W;19	47712-000		
6;2W;30	48129-000		QUINABY
6;2W;19	47693-000		
6;2W;31A	72540-610		LABISH GARDENS
6;2W;32B	72540-147		LABISH GARDENS
6;2W;32B	72540-150		
6;2W;32BA	72540-170		
6;2W;32BA	72540-210		LABISH GARDENS
6;2W;32BA	72540-210		LABISH GARDENS

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;32BA	72540-250		
6;2W;32BA	72540-270		LABISH GARDENS
6;2W;32	72540-330		LABISH GARDENS
6;2W;32BA	72540-500		
6;2W;31A	72540-610		
6;2W;32B			
6;2W;32BD	72540-400	6013	LABISH GARDENS
6;21;10	47351-000		UMPIQUA
6;2W;10	47349-000		72ND
6;2W;15	47466-000	8991	75TH
6;2W;22	72560-080		BROOKLAKE RD
6;2W;22	72560-210	8235	72ND
6;2W;22	72560-301	7315	HAYES
6;2W;26	47970-000	6842	75TH
6;2W;34	50345-000		LINNET
6;2W;23	47901-000	8284	82ND
6;2W;36	50303-000		SHANNON
6;2W;23	47897-000		82ND
6;2W;23	47906-000	8483	82ND
6;2W;23	47902-000		82ND
6;2W;34	48245-000		KILDEER
6;2W;34	48246-000		LINNET/72ND
6;2W;22	47847-000		74TH
6;2W;13	47420-000	9190	RAMBLER
6;2W;13	47423-000		
6;2W;13	47415-000	8860	RAMBLER
6;2W;13	47418-000		RAMBLER
6;2W;22	47837-000		HAYES RD
6;2W;26	47974-000		
6;2W;3	47197-000	7005	WAPATO
6;2W;32BC	72540-600	4605	HAZELGREEN
6;2W;32BC	72540-850	4643	HAZELGREEN
6;2W;32	50429-000	4850	HAZELGREEN
6;2W;32	48166-000	4750	HAZELGREEN
6;2W;32	48176-000		HAZELGREEN
6;2W;32	48164-000		HAZELGREEN
6;2W;34	48261-000		HAZELGREEN
6;2W;34	48258-000	7082	HAZELGREEN
6;2W;35	48287-000	8474	HAZELGREEN
6;2W;36	48291-000		HAZELGREEN
6;2W;36	48305-000	8954	HAZELGREEN
6;2W;36	48306-000		HAZELGREEN
6;2W;32	48180-000		HAZELGREEN
6;2W;33	48210-000	5515	HAZELGREEN
6;2W;33	48190-000		55TH
6;2W;33	48208-000		HAZELGREEN
6;2W;33	48216-000		HAZELGREEN
6;2W;33	48193-000		JUNIPER
6;2W;33	48234-000		HAZELGREEN
6;2W;33	48235-000	6465	HAZELGREEN
6;2W;34	48167-000		HAZELGREEN

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;34	48360-000		HAZELGREEN
6;2W;34	48272-000		HAZELGREEN
6;2W;34	48257-000		HAZELGREEN
6;2W;34	48252-000		LINNET
6;2W;35	48290-000		HAZELGREEN
6;2W;35	48284-000		80TH
6;2W;35	48288-000		HAZELGREEN
6;2W;32BC	72540-590		HAZELGREEN
6;2W;32BC	72540-820		HAZELGREEN
6;2W;32BC	72540-810		HAZELGREEN
6;2W;32BC	72540-800	4743	HAZELGREEN
6;2W;32BC	72540-780		HAZELGREEN
6;2W;32BC	72540-830		HAZELGREEN
6;2W;32BC	72540-900		HAZELGREEN
6;2W;32BC	72540-930		HAZELGREEN
6;2W;31A	72552-780 OR 980		HAZELGREEN
6;2W;31A	72541-150		HAZELGREEN
6;2W;31A	72541-000		HAZELGREEN
6;2W;32	50483-000		KALE
6;2W;22	47870-000		LABISH CENTER RD
6;2W;22	47862-005		LABISH CENTER RD
6;2W;22	5993-????	6786	LABISH CENTER RD
6;2W;22	72560-440		LABISH CENTER RD
6;2W;22	47863-000		LABISH CENTER RD
6;2W;26	47884-000	7824	LABISH CENTER RD
6;2W;26	47979-000		LABISH CENTER RD
6;2W;24		8412	LABISH CENTER RD
6;2W;24	47295-000		NUSOM RD
6;2W;24	47912-000		LABISH CENTER RD
6;2W;13	47422-000		HOWELL PRAIRIE
6;2W;24	47949-000	8241	HOWELL PRAIRIE
6;2W;24	47934-000	7872	HOWELL PRAIRIE
6;2W;24	47923-000		HOWELL PRAIRIE
6;2W;25	48957-000		HOWELL PRAIRIE
6;2W;25	47968-000		HOWELL PRAIRIE
6;2W;36	48303-000		HOWELL PRAIRIE
6;2W;24	47936-000	8032	HOWELL PRAIRIE
6;2W;24	47932-000	7861	HOWELL PRAIRIE
6;2W;24	47945-000		HOWELL PRAIRIE
6;2W;24	47917-000		HOWELL PRAIRIE
6;2W;25	47958-000		HOWELL PRAIRIE
6;2W;25	47959-000		HOWELL PRAIRIE
6;2W;25	47958-000		HOWELL PRAIRIE
6;2W;25	47953-000	6943	HOWELL PRAIRIE
6;2W;36	47964-000		HOWELL PRAIRIE
6;2W;24	47919-000		HOWELL PRAIRIE
6;2W;13	47948-000		HOWELL PRAIRIE
6;2W;24	47920-000		NUSOM
6;2W;13	47427-000		HOWELL PRAIRIE
6;2W;22	47839-000		LABISH CENTER
6;2W;22	47850-000		LABISH CENTER

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;2W;22	72560-430		LABISH CENTER
6;2W;22	72560-410		LABISH CENTER
6;2W;23	47890-000		LABISH CENTER
6;2W;26			LABISH CENTER
6;2W;26	48293-000		HAZELGREEN
6;2W;23	47391-000		LABISH CENTER
6;2W;24	47896-000		LABISH CENTER
6;2W;22	47860-000		LABISH CENTER
6;2W;22	47840-000	7601	67TH
6;2W;22	07261-520		LABISH CENTER
6;2W;22	0977-114?		LABISH CENTER
6;1W;6	44948-000		HOWELL PRAIRIE
6;2W;1	47153-000		WALBASH
6;1W;18	47425-000		HOWELL PRAIRIE
6;1W;8	44993-000		WAYPARK
6;1W;8	44972-000	11580	HOOK RD NE
6;1W;16	45489-000	11750	KIRSH/HOOK
6;1W;15	45445-000	13068	HOOK RD
6;1W;15	45440-000	13278	HOOK RD
6;1W;15	45444-000		HOOK RD
6;1W;9	45003-000	11671	HOOK RD
6;1W;15	45447-000		HOOK RD
6;1W;16	45479-000		HOOK RD
6;1W;18	45511-000		HOWELL PRAIRIE
6;1W;18	45512-000		HOWELL PRAIRIE
6;1W;6	44943-000		HOWELL PRAIRIE
6;1W;6	44953-000		HOWELL PRAIRIE
6;1W;7	44955-000		HOWELL PRAIRIE
6;1W;7	44954-000		HOWELL PRAIRIE
6;1W;5	44945-000		WAYPARK
6;1W;5	44927-000	10825	WAYPARK
6;2W;6	47264-000		RIVER RD
6;2W;20	47753-000		OFF QUINCE
6;2W;31	48137-000		HAZELGREEN
6;1W;2	44791-000	13648	DOMINIC
6;1W;1	44749-000		MARQUAM
6;1W;12	45415-000	15254	MARQUAM
6;1W;1	44752-000		MARQUAM
6;1W;2	44776-000		MARQUAM
6;1W;2	44774-000		MARQUAM
6;1W;1	44753-000		BOEHMER
6;1W;12	45408-000		MARQUAM
6;1W;4	44901-000	12484	FOLTZ LN
6;1W;4	44899-000		MT ANGEL/GERVAIS
6;1W;4	44906-000		MT ANGEL/GERVAIS
6;2W;9	47329-000		TOPAL
6;2W;17	70310-100		BROOKLAKE RD
6;2W;9	47327-000		HWY 99E
6;2W;15	47444-000		67TH
6;2W;1	44793		
6;1W;4	44910-000		FOLTZ LN

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;4	44894-000		
6;1W;4	44892-000		
6;1W;1	44769-000		BOEHME
6;1W;11	45395-000		
6;1W;11	45389-000		MARQUAM
6;1W;11	45386-972		
6;1W;12	45413-000		BUCHOLTZ LN
6;1W;2	44775-000		
6;1W;12	45417-534	15014	MARQUAM
6;1W;2	44771-000		MARQUAM
6;1W;2	44777		
6;1W;2	44772-000		MARQUAM
6;1W;1	44750-000		MARQUAM
6;1W;2	44768-000		MARQUAM
6;1W;1	44752-000		MARQUAM
6;1W;4	44909-000		FOLTZ/PERSHING
6;1W;12	45416-000		MERDIAN
6;1W;4	44917-000	12263	MT ANGEL/GERVAIS
6;1W;4	44921-000	11754	MT ANGEL/GERVAIS
6;1W;1	44748-000	10695	MERDIAN
6;1W;12	45406-001		MERDIAN
6;1W;13	45422-000		MERDIAN
6;1W;13	45425-000	15341	E COLLEGE
6;1W;13	45425-789		E COLLEGE
6;1W;11	45385-000		E COLLEGE
6;1W;10AD	45077-000		TOWERS LN
6;1W;9	45021-000		CHURCH
6;1W;9	45016-000		CHURCH
6;1W;9	45005-000	12234	CHURCH
6;1W;8	44977-000	10991	SARATOGA NE
6;1W;8	44978-000		SARATOGA
6;1W;17	45487-000		SARATOGA
6;1W;17	45486-000	10502	SARATOGA
6;1W;18	45500-000	10352	SARATOGA
6;1W;11	45380-000		E COLLEGE ST
6;1W;10D	90780-180		ACADEMY ST
6;1W;9	45013-000		CHURCH
6;1W;18	45505-131		SARATOGA
6;1W;18	45507-000		SARATOGA
6;1W;18	45501-000		SARATOGA
6;1W;18	45513-000		SARATOGA
6;1W;17	45490-000		SARATOGA
6;1W;8	44973-000		SARATOGA
6;1W;8	44983-000		SARATOGA
6;1W;9	45018-000		CHURCH
6;1W;10D	90780-210		ACADEMY
6;1W;9	45014-000		CHURCH
6;1W;10D	90780-200		ACADEMY
6;1W;10D	90780-190		ACADEMY
6;1W;10	40780-170		ACADEMY

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;24	45626		MERIDIAN
6;1W;13	45421-000		MERIDIAN
6;1W;12	45427-000		MERIDIAN
6;1W;1	44759-000	15234	BUTCH LN
6;1W;1	44760-080		MERDIAN
6;1W;5	44933-000		MT ANGEL GERVAIS
6;1W;4	44913-000		MT ANGEL GERVAIS
6;1W;4	44907-000		
6;1W;4	44900-000		
6;1W;4	44926-000		DOMINIC
6;1W;19	45520-844		NUSOM
6;1W;20	45546-000		NUSOM
6;1W;20	45514-000		NUSOM
6;1W;21	45579-000	12063	NUSOM
6;1W;30	46018-000	7062	SCISM
6;1W;8	45493-000		NORTH HOWELL
6;1W;15	45449-000		HUMPERT
6;1W;14	45429-000	13717	DOWNS
6;1W;14	45432-000		DOWNS
6;1W;14	45436-000		E COLLEGE
6;1W;13	45431-000		MAY
6;1WE;18 & 19	45523-000		NUSOM
6;1W;19	45518-000	9832	NUSOM
6;1W;20	45552-000		NUSOM
6;1W;21	45585-000	11759	NUSOM
6;1W;21	45559-000		NUSOM
6;1W;30	46015		SCISM
6;1W;30	46005-000		SCISM
6;1W;30	45999-000		SCISM
6;1W;3	46000-000		SCISM
6;1W;30	45989-000		SCISM
6;1W;32	46051-000		TORVEND
6;1W;30	45987		MOHAWK
6;1W;29	45975		TORVENE
6;1W;29	45977-000		TORVENE
6;1W;29	45980-000		TORVENE
6;1W;20	45541-000		TORVENE
6;1W;19	45528-000		N. HOWELL
6;1W;19	45533-000		N. HOWELL
6;1W;19	45534-000		N. HOWELL
6;1W;15	45460-000		HUMPERT LN
6;1W;14	45435-000		SCHACHER
6;1W;14	45434-000		SCHACHER
6;1W;13	43420		MAY RD
6;1W;24	45628-000		MERIDIAN
6;1W;24	45631-000		DOWNS
6;1W;23	45617-000		MERIDIAN
6;1W;23	45613-000		MERIDIAN
6;1W;26	45754-000		MONITOR RD
6;1W;26	45786-000		MONITOR RD
6;1W;28	45687-000	313	MONITOR

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;26	45682		MONITOR
6;1W;25	45661-000		CASCADE HWY
6;1W;25	45635-000		CASCADE HWY
6;1W;25	45655-000		CASCADE HWY
6;1W;25	46549-000		CASCADE HWY
6;1W;25	46537-000		CASCADE HWY
6;1W;26	45678-000	6078	CASCADE HWY
6;1W;36	47128-000		CASCADE HWY
6;1W;35	46649-000		CASCADE HWY
6;1W;26	46675-000	1067	OAK
6;1W;26	46670-000	1051	OAK
6;1W;35&26	46657-000		OAK
6;1W;35	46628-060		EVANS VALLEY
6;1W;35	91000-520		RESERVE
6;1W;36	47109-000		EVANS VALLEY
6;1W;35	46602-000		EVANS VALLEY
6;1W;22	45608-000		DOWNS
5;1E;31	63385-000		KOSTER RD
5;1E;31	63388-000		KOSTER RD
6;1W;24	45624-000		MERIDIAN/ABIQUA
6;1W;25	45659-000		CASCADE HWY
6;1W;25	45646-000		CASCADE HWY
6;1W;25	47138-000		CASCADE HWY
6;1W;36	47134-021	6138	CASCADE HWY
6;1W;26	46667-000		CASCADE HWY
6;1W;35	46660-000	957	OAK ST
6;1W;35	91000-440		EVANS VALLEY
6;1W;35	46613-000		
6;1W;35			EVANS VALLEY
6;1W;35	46606-000		
6;1W;36	47092-000		EVANS VALLEY RD
6;1W;36	47112-000	14777	EVANS VALLEY RD
6;1W;36	47110-000		EVANS VALLEY RD
6;1W;36	47114		EVANS VALLEY RD
6;1W;36	47102-000		EVANS VALLEY RD
6;1W;36	47118-000		VALLEY VIEW RD
6;1W;36	47103-000		EVANS VALLEY RD
6;1W;36	47089-000		MADRONA HEIGHTS
6;1W;36	47130		VALLEY VIEW
6;1W;36	47132-000		VALLEY VIEW
6;1W;36	47093-000		IKE MOONEY RD
6;1W;22	45600-000		
6;1W;15	45443-000		OAK LN
6;1W;22	45609-000	12906	DOWNS RD
6;1W;22	45606-000	12996	DOWNS RD
6;1W;23	45612-000		QUARRY RD
6;1W;26	45814-000		QUARRY
6;1W;26	45802-000	6867	QUARRY
6;1W;26	45712-000	6738	QUARRY RD
6;1W;23	45812-000		MERDIAN
6;1W;26	45794-000	6746	SETTNESS

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;26	45778-000	13763	HOBART
6;1W;27	45897-000		HOBART
6;1W;22			GALLON HOUSE RD
6;1W;22	45597-000		GALLON HOUSE RD
6;1W;22	45610-000		GALLON HOUSE RD
6;1W;22	45611-000		DOWNS RD
6;1W;23	45614-000		QUARRY
6;1W;16	45461-000		DOWNS RD
6;1W;22	45607-000		DOWNS
6;1W;26	45808-000		QUARRY
6;1W;26	45792-000		QUARRY
6;1W;26	45793-000		QUARRY
6;1W;26	45787-000		QUARRY
6;1W;26	45774-000		HOBART
6;1W;26	45803-000		SETNESS
6;1W;26	45765-000		HOBART RD
6;1W;26	45764-000		HOBART
6;1W;26	45766-000		HOBART
6;1W;26	45772-000		HOBART
6;1W;26	45782-000		HOBART
6;1W;26	45776-000		HOBART
6;1W;26	45777-000		HOBART
6;1W;26	45781-000		HOBART
6;1W;27	45905-000		HOBART
6;1W;27	45901-000		HOBART
6;1W;27	45904-000		HOBART
6;1W;27	45896		HOBART
6;1W;27	45902-000		HOBART
6;1W;27	45903-000		HOBART
6;1W;21	45956-000		HOBART
6;1W;21	45957-000		HOBART
6;1W;21	45959-000		HOBART
6;1W;21	43367-000		MT ANGEL RD
6;1W;20	45536-000		OVERLUND
6;1W;28	45930-000		OVERLUND
6;1W;29	45961-000		BRUSHCREEK
6;1W;32	46038-000		BRUSHCREEK
6;1W;28	45981-000		DAHL
6;1W;4	44873-000		WILCO HWY
6;1W;9	45028-000	890	MARQUAM
6;1W;9	45024-000		MARQUAM
6;1W;16	45481-000		MT ANGEL HWY
6;1W;16	45475-000		MT ANGEL HWY
6;1W;16	45468-000		MT ANGEL HWY
6;1W;16	45464-000		MT ANGEL HWY
6;1W;21	45566-000		MT ANGEL HWY
6;1W;28	45952-000		MT ANGEL HWY
6;1W;28	45929-000		MT ANGEL HWY
6;1W;28	45918-000		MT ANGEL HWY
6;1W;28	45948-000		MT ANGEL HWY
6;1W;28	45943-000		MT ANGEL HWY

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;28	45932-000		MT ANGEL HWY
6;1W;28	45925-000		MT ANGEL HWY
6;1W;28	45923-000		MT ANGEL HWY
6;1W;33A	46106-000		MT ANGEL HWY
6;1W;21	45560-000		MT ANGEL HWY
6;1W;21	45960-000		MT ANGEL HWY
6;1W;21	45586-000		MT ANGEL HWY
6;1W;21	45587-000		MT ANGEL HWY
6;1W;21	45576-000		MT ANGEL HWY
6;1W;21	45573-000		MT ANGEL HWY
6;1W;21	45569-000		MT ANGEL HWY
6;12;21	43367-000		MT ANGEL HWY
6;1W;16	45472-000		MT ANGEL HWY
6;1W;3	44793-000		MARQUAM
6;1W;9	45026-000		MARQUAM
6;1W;3	44877-001		WILCO HWY
6;1W;3	44876-000		WILCO HWY
6;1W;33	46055-000		BRUCH COLLEGE
6;1W;29	45982-000		DAHL
6;1W;29	45972-000		OVERLUND
6;1W;29	45982-000		OVERLUND
6;1W;21	45569-832		SIOUX
6;1W;31	46025-000		HAZELGREEN
6;1W;31	46027-000	10276	HAZELGREEN
6;1W;32	46022-000		HAZELGREEN
6;1W;32	46029-000		HAZELGREEN
6;1W;32	46050-000		HAZELGREEN
6;1W;29	46054-000		GRINDE
6;1W;32	46046-000		HAZELGREEN
6;1W;33B	46112-000		HAZELGREEN
6;1W;28	45933-000		PINE
6;1W;33	46079-000		HAZELGREEN
6;1W;33A	46078-000		HAZELGREEN
6;1W;34	46304-000		PINE
6;1W;34	46201-000		PINE
6;1W;34	46198-000		PINE
6;1W;34	46219-000	1447	PINE
6;1W;34	46216-000	1411	PINE
6;1W;34	46212-667		PINE
6;1W;34AB	94980-250	109	GRANT
6;1W;34AB	90980-260	105	GRANT
6;1W;34	46421-000	1110	PINE
6;1W;34	46237-000	1448	PINE
6;1W;34	46236-000		PINE
6;1W;32	46047-000	11154	HAZELGREEN
6;1W;29	45963-000		GRINDLE
6;1W;32	46043-000		HAZELGREEN
6;1W;34	46242-000		PINE
6;1W;34	46243-000		PINE
6;1W;34	46246-000		PINE
6;1W;34	46247-000		

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;34	48192-000		GRANT
6;1W;34	46235-000		PINE
6;1W;34	46238-000		PINE
6;1W;34	46239-000		PINE
6;1W;34	46195-000		PINE
6;1W;34	46218-000		PINE
6;1W;34	46220-000		PINE
6;1W;34	46211-000		PINE
6;1W;34	46200-000		PINE
6;1W;34	46221-000		PINE
6;1W;34	46210-000		
6;1W;33A	46082-000		HAZELGREEN
6;1W;33B	46114-000		HAZELGREEN
6;1W;33A	46083-000		PINE
6;1W;33A	46102	1758	PINE
6;1W;33A	46095-000		PINE
6;1W;33A	46080-000		PINE
6;1W;33A	46086-000	1619	PINE
6;1W;34	46196-000		PINE
6;1W;33	46063-000	12433	SILVERTON HWY
6;1W;33	46069-000		SILVERTON HWY
6;1W;33	46062-000		SIVERTON HWY
6;1W;33	46056-000		SILVERTON HWY
6;1W;33	46067-001		
6;1W;15	45460-000		HUMPERT
6;1W;30	45987-000		
6;1W;33	46064-000		SILVERTON HWY
6;3W;15	48412-000		
6;3W;23A	800		CLEARLAKE
6;1W;27	45832-000	447	JAMES
6;1W;27	45830-000	443	JAMES
6;1W;27	45827-000	529	GRANT
6;1W;27	45824-000		GRANT
6;1W;34	46189-000	307	FOSSHOLM
6;1W;34	46186-974	302	FOSSHOLM
6;1W;34	46176-000	300	MUNSON
6;1W;26	91211-810		2ND ST
6;1E;5	63391-000		WAGON RD
6;1E;6	63400-000		WAGON RD
6;1E;6	63405-098		WAGON RD
6;1E;6	63402-000		WAGON RD
6;1W;26	91211-840		2ND ST
6;1W;34	46149-000		SALEM-SILVERTON RD
6;1W;34	46148-000		SALEM-SILVERTON RD
6;1W;34	46162-000		SALEM SILVERTON RD
6;1W;34	46146-000		RAILWAY
6;1W;34	46145-000		RAILWAY
6;1W;34	46177-000		MUNSOM
6;1W;34	46172-000		MUNSOM
6;1W;34AC	91110-120		FOSHOLM
6;1W;34	91110-050		SHORT

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1W;34AC	91110-080		SHORT
6;1W;34AC	91110-100		WILSON
6;1W;27	45825-000		GRANT
6;1W;27	45837-000	1103	WESTERN
6;1W;27	45860-000	619 1/2	GRANT
6;1W;27	45843-000		GRANT
6;1W;15	45448-000		WILCO HWY
6;1W;22	45593-000		WILCO HWY
6;1W;27	45861-000		JAMES
6;1W;27	45882-000		JAMES/JEFFERSON
6;1W;27	45850-000		JAMES/WESTERN
6;1W;27	45821-000		JAMES
7;3W;31	300		BROWN ISLAND RD
7;3W;12AA	2700		WARD DR NE
7;3W;12AA	2500	3432	WARD DR NE
7;3W;12AA	2460		WARD DR NE
7;3W;01DD	1200	3480	IBIS CT
7;2W;1	502888-000		SILVERTON RD
7;2W;4D	51074-000/1600		SILVERTON RD
7;2W;4D	51070-000/2100	6023	SILVERTON RD
7;2W;9	51044-000/900	5682	SILVERTON RD
7;2W;9	51061-000/200	6262	SILVERTON RD
7;2W;1	50289-000		
7;2W;1	50300-000		SHANNON
7;2W;1	50299-000		SHANNON
7;2W;1	50302-000		SHANNON
7;2W;4D	1500/50351-000		SILVERTON RD
7;2W;4D	50356-000/900	6393	SILVERTON RD
7;2W;8CD	2500		SILVERTON RD
7;2W;8D	51006-000		SILVERTON RD
7;2W;8	50843-000		SILVERTON RD
7;2W;8	100		SILVERTON RD
7;2W;9	51043-000	5742	SILVERTON RD
7;3W;12AA	2700	3583	WARD DR NE
7;3W;12AA	500		
7;3W;			CHEMAWA
7;3W;4A	300		WILLOW LAKE RD
7;3W;3BB	100		CHEMAWA
7;3W;3BB	700		CHEMAWA
7;3W;30	100		
7;2W;9B	51051-000	4963	SILVERTON RD
7;2W;9B	51065-000/500		SILVERTON RD
7;2W;9B	1100		SILVERTON RD
7;2W;9B	800		
7;2W;9B	51076-000		SILVERTON
7;2W;9B	51054-139		SILVERTON
7;2w;15			HOWELL PRAIRIE
7;2W;13	51217-000	9266	KAUFMAN RD
7;2W;11	8369-005		LARDON RD
7;2W;21B	51798-000		SUNNYVIEW
7;2W;22	51825-000		SUNNYVIEW

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;14	51249-339		SUNNYVIEW
7;2W;13	8421 OR 5186-000		SUNNYVIEW
7;2W;13	51202-000	9085	SUNNYVIEW
7;2;W14	8426	8053	SUNNYVIEW
7;2W;13CA	51238-000		ENCLID
7;2W;13CA	51242-000	8759	ENCLID
7;2W;13	74040-000		88th
7;2W;11	51145-000	4196	76th
7;2W;13CA	51238-000	4326	76TH
7;2W;2	50306-000		76TH
7;2W;09	51030-000		LARDON
7;2W;10	51090-000		
7;2W;10	51029-000		LARDON & 64TH
7;2W;10	51084-000		LARDON
7;2W;10	51082-000		LARDON
7;2W;11	51099-000		76TH
7;2W;11	51106-000		76TH
7;2W;12	51188-000		KAUFMAN
7;2W;13	74040-050		PRATUM AVE
7;2W;13	51215-000	9484	KAUFMAN
7;2W;13	74040-040		EBCLID ST
7;2W;13	74040-010	8856	88TH
7;2W;13	72750-000		88TH
7;2W;13	72750-020		88TH
7;2W;13	72750-010		88TH
7;2W;13CA	51235-039		ENCLID
7;2W;13CA	51241-000		ENCLID
7;2W;13CA	51240-000		ENCLID
7;2W;13CA	51239-000		ENCLID
7;2W;13CA	51243-000		PRTAUM
7;2W;13CA	51231-000		SUNNYVIEW
7;2W;14	51254-000		SUNNYVIEW
7;2W;15	8439	6523	SUNNYVIEW
7;2W;15	51273-000		SUNNYVIEW
7;2W;15	9580		SUNNYVIEW
7;2W;15	51264-000		SUNNYVIEW
7;3W;15	8435	6825	LARDON
7;2W;16	51321-000		LARDON
7;2W;16	51303-000		SUNNYVIEW
7;2W;15	8445		LARDON
7;2W;16A	51306-000	6288	LARDON
7;2W;16B	51320-000		
7;2W;16B	51313-000		LARDON
7;2W;16CC	51809-000		SUNNYVIEW
7;2W;16D	51288-000		SUNNYVIEW
7;2W;17A	51333-001		LARDON
7;2W;17D	51672-000		SUNNYVIEW
7;2W;17D	51687-000		SUNNYVIEW
7;2W;20D	51680-000		SUNNYVIEW
7;2W;21B	51788-000		SUNNYVIEW
7;2W;1	50325-000	4998	BLUEGRASS

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;14	84230-000	3064	82ND
7;2W;14	51252-000		82ND
7;2W;3	50329-000		INDIGO
7;2W;3	51111-000	7208	INDIGO
7;2W;2	50331-000		INDIGO
7;2W;13	51219-000		HOWELL PRAIRIE
7;2W;23	51854-022	8434	DELPHINIUM
7;2W;23	9586-700	1733	HOWELL PRAIRIE
7;2W;24	9604		DEPHINIUM
7;2W;23	70430-270	988	69TH
7;2W;22	9485-001	6655	FRUITLAND RD
7;2W;22	9490	6605	FRUITLAND
7;2W;21CC	1700	5675	FRUITLAND
7;2W;28BA	200		FRUITLAND
7;2W;28A	4300		FRUITLAND
7;2W;25	51907-000		HOWELL PRAIRIE
7;2W;28A	4400		FRUITLAND
7;2W;28A	700		FRUITLAND/63RD
7;2W;28A	300		FRUITLAND
7;2W;27	9538-001		FRUITLAND
7;2W;2	50312-000		76TH
7;2W;2	50311-000		76TH
7;2W;2	50313-000		81ST
7;2W;11	8375-010		81ST
7;2W;11	8371-001		81ST
7;'2W;1	50323-000		BLUEGRASS
7;2W;1	50297-000		HOWELL PRAIRIE
7;2W;1	50287-000		HOWELL PRAIRIE
7;2W;1	50284-000		HOWELL PRAIRIE
7;2W;12	51188-000	3472	HOWELL PRAIRIE
7;2W;23	51848-125		DELPHINIUM
7;2W;23	51857-000		DELPHINIUM
7;2W;23	51852-000		DELPHINIUM
7;2W;24	9606		HOWELL PRAIRIE
7;2W;24	9605		HOWELL PRAIRIE
7;2W;23	9609		HOWELL PRAIRIE
7;2W;26	51939-000		HOWELL PRAIRIE
7;2W;26	9635		HOWELL PRAIRIE
7;2W;25	51886-000		HOWELL PRAIRIE
7;2W;36	52823-000	1050	HOWELL PRAIRIE
7;2W;23	51852-000	7812	HOWELL PRAIRIE
7;2W;22	71100-040		CONIFER
7;2W;23	9591-001		CONIFER
7;2W;22	9582-001		CONIFER
7;2W;22	9480-002	7093	CONIFER
7;2W;22	9487-001		69TH
7;2W;21DD	800		FRUITLAND
7;2W;28BB	1200		FRUITLAND
7;2W;27	9542-001		FRUITLAND
7;2W;22	9484		CONIFER
7;2W;30CC	2800	3650	STATE ST

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;30CC	3000	3690	STATE ST
7;2W;30CD	4400	4170	STATE ST
7;2W;33A	3100		STATE
7;2W;34	10712-000		STATE
7;2W;34	10706		STATE
7;2W;26	9643		STATE
7;2W;35	52797-000		STATE
7;2W;26	51920-000		STATE
7;2W;25	51891-000		STATE
7;2W;27	9653		STATE
7;2W;27	9654	6959	STATE
7;2W;28D	900	6355	STATE
7;2W;30DC	3300	4315	STATE
7;2W;30DC	2800	4255	STATE
7;2W;6CA	10400		LANCASTER
7;2W;6DB	6100		HAYESVILLE
7;2W;5CA	9500	4702	HAYESVILLE
7;2W;6DA	2700	4509	HAYESVILLE
7;2W;6CA	500	4163	HAYESVILLE
7;2W;6DB	1300		HAYESVILLE
7;2W;6DB	1400		STATE
7;2W;6DA	6700		HAYESVILLE
7;2W;5A			HAYESVILLE
7;2W;5D	2500	4695	CORDON
7;2W;5BD	9100	4893	HAYESVILLE
7;2W;6CA	2500		HAYESVILLE
7;2W;6CA	2200	4093	HAYESVILLE
7;2W;6CA	2100		HAYESVILLE
7;2W;27	9661		STATE
7;2W;28C	1300		STATE
7;2W;29C	800		STATE
7;2W;29C	700		STATE
7;2W;30DD	4300	4433	STATE
7;2W;6CA	10300		LANCASTER
7;2W;27	9652		STATE
7;2W;30CC	3300		STATE
7;2W;30DC	4400	4212	STATE
7;2W;30DC	4300	4230 & 4242	STATE
7;2W;30DC	4200		STATE
7;2W;30DC	4100		STATE
7;2W;30DC	4000		STATE
7;2W;29D	2300		STATE
7;2W;33A	3000		STATE
7;2W;33A	300		STATE
7;2W;34	10708		
7;2W;25	51884-703		STATE
7;2W;25	51898-000		STATE
7;2W;25	51889-000		ALASKA
7;2W;25	51901-000		STATE
7;2W;25	51900-000		95TH
7;2W;26			STATE

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;6BC	4300/50503-305	3500	BLOSSOM
7;2W;6BD	74150-410	4752	LANCASTER
7;2W;6BD	74150-340	4182	LANCASTER
7;2W;6CA	74150-110	4173	HAYESVILLE
7;2W;6A	50477-000		KALE
7;2W;5B	71070-100	5052	KALE
7;2W;30BC	52195-000		AUBURN
7;2W;6CD	50572-000	4482	LANCASTER
7;2W;6CD	5700	4472	LANCASTER
7;2W;6CA	74150-430		LANCASTER
7;2W;3	50341-000		72ND
7;2W;6B	1300/50522-000		BLOSSOM
7;2W;6B	1100/50524-000		BLOSSOM
7;2W;6B	1200/50523-000		BLOSSOM
7;2W;6B	1600/505271-000		BLOSSOM
7;2W;6BD	74150-330		MILTON
7;2W;6BD	74150-320		MILTON
7;2W;6BD	74150-310		MILTON
7;2W;6BD	74150-350		LANCASTER
7;2W;6BD	74150-350		LANCASTER
7;2W;6CA	74150-210	4070	MILTON
7;2W;6CA	74150-200		MILTON
7;2W;6CA	74150-188		MILTON
7;2W;6CA	74150-180		MILTON
7;2W;6CA	74150-170		MILTON
7;2W;6A	50477-000		KALE
7;2W;5B	71070-180		KALE
7;2W;5B	71070-149		KALE
7;2W;5A	71070-020		KALE
7;2W;6DB	50596-000	4636	REIMANN
7;2W;6DC	50587-000		REIMANN
7;2W;6CD	50559-000		LANCASTER
7;2W;30BC	73100-010		LANCASTER
7;2W;30BC	73100-000		LANCASTER
7;2W;30BC	52184-000		LANCASTER
7;2W;31BD	1700		LANCASTER
7;2W;6CA	74150-420		LANCASTER
7;2W;3	50337-000		72ND
7;2W;3	30344-000		72ND
7;2W;3	50342-000	7129	JUNIPER
7;2W;3	30338-000		JUNIPER
7;2W;3	50411-000		JUNIPER
7;2W;4C	50362-000	4365	IBEX
7;2W;4B	50398-000		JUNIPER
7;2W;7AA	50658-000	4290	45TH
7;2W;7B	50720-000	3752	WARD
7;2W;18AA	73320-500	4666	ARIZONA
7;2W;18AA	73320-510	4656	ARIZONA
7;2W;18AB	82475-260		HOLLYWOOD
7;2W;18AC	82475-220	3035	HOLLYWOOD
7;2W;4A	50401-000	4689	

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;4C	50374-000		60TH
7;2W;4A	50397-000		60TH
7;2W;4C	50388-000		60TH
7;2W;4B	50408-000		
7;2W;4	50412-000		55TH
7;2W;	71440-000	3790	45TH
7;2W;7AD	50637-000		
7;2W;7	50606-000		45TH
7;2W;7DC	50798-000		45TH
7;2W;7DC	50795-000		45TH
7;2W;7DC	50803-000		45TH
7;2W;7BB	50746-000		WARD
7;2W;7BB		3713	WARD
7;2W;7CB	50679-000		FISHER RD NE
7;2W;BC	50700-000		
7;2W;7BB	50739-000/3200		
7;2W;18AA	73320-480		WYOMING AVE
7;2W;18AA	73320-320	4669	IDAHO
7;2W;18AB	82474-600		HOLLYWOOD
7;2W;18AB	82475-288		HOLLYWOOD
7;2W;18AB	82475-260		HOLLYWOOD
7;2W;18AB	82474-830		
7;2W;18AC	82475-200		HOLLYWOOD
7;2W;18AC	82474-840		HOLLYWOOD
7;2W;18AB	75230-050	4250	SILVERTON
7;2W;5D	50451-000		CORDON RD
7;2W;5D	50440-000		CORDON RD
7;2W;8BD	50880-000		HERRIN
7;2W;24	7729-001	1130	95TH
7;2W;28D	51994-000		63RD
7;2W;28A	70431-430		63RD
7;2W;28A	70431-400		63RD
7;2W;20A	70430-070	5492	SWEGLE
7;2W;20A	70430-050		SWEGLE RD
7;2W;20D	51738-000		ANGLE/HAMPDEN
7;2W;231CC	70430-970	890	NORTHWOOD
7;2W;28BC	52059-000	540	HAMPDEN
7;2W;18AC	82474-850		HOLLWOOD
7;2W;18AB	82474-680		HOLLYWOOD
7;2W;5D	50443-000		CORDON RD
7;2W;8A	50860-000		CORDON RD
7;2W;8A	50864-000		CORDON RD
7;2W;20CA	81450-270		CORDON RD
7;2W;20CD	81450-340	1097	CORDON RD
7;2W;29AC	52075-000		CORDON RD
7;2W;5D	50439-000		CORDON RD
7;2W;5D	50436-000		CORDON RD
7;2W;8A	50844-000	4985	HERRIN
7;2W;8BD	50881-000	4925	HERRIN
7;2W;8BD	50882-000		KERRIN RD NE
7;2W;8BD	50903-000		SCHAEFER RD NE

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;8BD	50902-000		SCHAEFER
7;2W;8DB	50904-000		SATTER DR
7;2W;8BC	50919-000		SATTER DR
7;2W;8BC	73980-140		HERRIN
7;2W;8CA	50995-000		HERRIN RD
7;2W;8CA	50980-000		HEATHWOOD ST
7;2W;8CC	50962-000		
7;2W;12	51191-000		SELAH SPRINGS RD
7;2W;12	51184-000		KAUFMAN
7;2W;24	8419-001		95TH
7;2W;26	51936-000		78TH
7;2W;26	9649		78TH
7;2W;28A	52009-000		63RD
7;2W;21D	70430-490		63RD
7;2W;21D	70430-470		63RD
7;2W;21D	81762-000		
7;2W;22	9554	6567	COTTONWOOD
7;2W;22	3630-6311		COTTONWOOD
7;2W;22	9557		COTTONWOOD
7;2W;21D	51761-000		
7;2W;22	9555		COTTONWOOD
7;2W;21A	71110-070		63RD
7;2W;21A	71110-030		63RD
7;2W;20A	70430-030		
7;2W;20BD	83370-430	4953	SWEGLE
7;2W;20BA	83370-140		HOFFMAN
7;2W;20CA	81450-250		HOFFMAN RD
7;2W;20CA	81450-240		HOFFMAN
7;2W;20CA	81450-220		HOFFMAN
7;2W;20CA	81450-230	1235	HOFFMAN
7;2W;20CA	81450-370	1195	HOFFMAN
7;2W;20CD	81450-580		HOFFMAN
7;2W;20CD	81450-440		WALKER
7;2W;20CA	81450-00070		HOFFMAN
7;2W;20D	51733-000		IVA LN
7;2W;21C	70430-000		
7;2W;21CC	70430-900		NORTHWOOD
7;2W;21CC	70430-940		NORTHWOOD
7;2W;21CC	70430-950		NORTHWOOD
7;2W;21CC	70431-030		NORTHWOOD
7;2W;21CD	70430-760		ANGLE
7;2W;21CD	70430-770		ANGLE DR
7;2W;21CD	70430-720		FRUITLAND
7;2W;28BB	82090-140		HAMPDEN
7;2W;28BC	52048-000		HAMPDEN
7;2W;29AC	52107-000		AUBURN
7;2W;29AC	52101-000		AUBURN
7;2W;29BC	82090-880	4785	AUBURN
7;2W;30AD	82090-730	4613	AUBURN
7;2W;30BB	52206-000	3955	AUBURN
7;2W;30BB	52218-000	518	MORGAN

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;30BB	52223-000	528	MORGAN
7;2W;30BD	70070-310	4080	AUBURN
7;2W;30AC	74532-011		MONROE/SILBY
7;2W;29BC	52174-000	4676	AUBURN
7;2W;29BC	52136-637		AUBURN
7;2W;29AB	82090-380	5100	CENTER ST
7;2W;29AA	82090-290	5304	CENTER ST
7;2W;29AA	52111-000	5303	CENTER ST
7;2W;29AB	52118-000	5133	CENTER ST
7;2W;29BA	52139-000		CENTER ST
7;2W;29BA	52140-000	4953	CENTER ST
7;2W;30AA	82090-060	4603	CENTER ST
7;2W;30AA	83480-002	4525	CENTER ST
7;2W;30AB	71290-171	4435	CENTER ST
7;2W;29BB	82090-580	4694	CENTER ST
7;2W;30AD	73420-130	4545	MONROE
7;2W;30AC	73100-340		MONROE
7;2W;7CD	1600/82474-200	3482	SANDRINGHAM
7;2W;29BC	82090-750	4693	AUBURN
7;2W;7CD	1500/82474-210	3502	SANDRINGHAM
7;2W;17BB	4300/51363-001		48TH
7;2W;17CB	200/51378-000		WALKER
7;2W;17CC	51371-000		WALKER
7;2W;19DC	71290-240	1065	45TH
7;2W;19DD	82090-030		CENTER
7;2W;20CA	81450-450		WALKER
7;2W;28BD	50234-000	440	FIR KNOLL
7;2W;28BD	52047-000		FIR KNOLL
7;2W;28CD	519970-001		STATE
7;2W;29AC	52092-000		AUBURN
7;2W;29AC	52082-000		AUBURN
7;2W;29AD	52046-000		AUBURN
7;2W;29AD	700	5280	AUBURN
7;2W;29AD	52098-000		AUBURN
7;2W;29AD	82091-080	5245	AUBURN
7;2W;29AC	82091-070	5195	AUBURN
7;2W;29BA	82090-960	4953	AUBURN
7;2W;29BA	82090-940	4913	AUBURN
7;2W;29BB	82090-560		CENTER
7;2W;29BB	82090-510		CENTER
7;2W;30AC	70070-080		AUBURN
7;2W;30AD	70070-041		AUBURN
7;2W;30AD	70070-201		AUBURN
7;2W;30AD	70070-041		AUBURN
7;2W;30AD	52169-000		AUBURN
7;2W;30AC	70071-250	4162	AUBURN
7;2W;30AC	70070-190		AUBURN
7;2W;30AC	70070-140	4370	AUBURN
7;2W;30AC	70070-580	4355	MONROE
7;2W;30AA	82090-050	4563	CENTER
7;2W;30AA		4510	CENTER

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;30AA	82090-670		AUBURN
7;2W;29CD	74486-011		49TH
7;2W;30BB	52208-000		MONROE
7;2W;30BC	73100-210	1315	MONROE
7;2W;30BC	73100-170		OSBORNE
7;2W;30BC	73100-170		OSBORNE
7;2W;30CB	70856-021	376	BENJI CT
7;2W;30BB	52241-000	567	MORGAN
7;2W;30BB	52228-000		MIDWAY
7;2W;30BB	52231-000		MIDWAY
7;2W;30BC	52213-000		MIDWAY
7;2W;31BB	1300	3728	LABRANCH
7;2W;31BB	4000	3810	MAHRT
7;2W;31BB	3800	3830	MAHRT
7;2W;30CD	70640-290	4021	MAHRT
7;2W;31BA	100	315	ELMA
7;2W;31AB	5500	462	ELMA
7;2W;31BA	5002	4055	BECK
7;2W;31DB	6100	4140	MACLEAY
7;2W;31CA	100	805	LANCASTER DR
7;2W;32BD	3000	588	49TH
7;2W;33B	1400	5605	CAPLINGER
7;2W;34	52728-10707	585	74TH
7;2W;34	52714-000	1072	62ND
7;2W;34	52694-000	6365	MACLEAY
7;2W;35	52702-000	1550	74TH
7;2W;31AB	5600	480	ELMA
7;2W;34	52754-000		70TH
7;2W;33B	400		OFF 62ND
7;2W;33A	1800		62ND
7;2W;33D	600	1905	62ND
7;2W;33	200		62ND
7;2W;33	300		MACLEAY
7;2W;33C			CARMEL
7;2W;33B	800	850	CARMEL
7;2W;33C	1300		MACLEAY
7;2W;33C	1900		MACLEAY
7;2W;33C	700		MACLEAY
7;2W;33C	2000		MACLEAY
7;2W;32D	3100		MACELAY
7;2W;32D	4900		MACLEAY
7;2W;32D	4800	5480	MACLEAY
7;7W;31DB	5400		MACLEAY
7;2W;31CA	1600		LANCASTER
7;2W;31DB	5300		MACLEAY
7;2W;31AC	7300		MACLEAY
7;2W;31AC	7600		MACLEAY
7;2W;31AC	6900		MACLEAY
7;2W;31AC	7000		MACLEAY
7;2W;31AC	5700		GLENWOOD
7;2W;31BD	1500		DURBIN

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;2W;31BD		4090	DURBIN
7;2W;31BD	2200	4130	DURBIN
7;2W;31BA	5400	4127	BECK
7;2W;31BA	5200	4115	BECK
7;2W;31BA	6900	4070	BECK
7;2W;30DA	73759-001		MONROE
7;2W;30DA	70070-710		MONROE
7;2W;30DA	70070-727		MONROE
7;2W;30DB	70070-810		MONROE
7;2W;30CA	52325-000		HUDSON
7;2W;31AB	2800	342	ELMA
7;2W;31AB	3000		ELMA
7;2W;31AB	5301	410	ELMA
7;2W;31AB	5700	490	ELMA
7;2W;31BA	5800	475	ELMA
7;2W;31BA	900	395	ELMA
7;2W;31BA	500	355	ELMA
7;2W;31BA	400	325	ELMA
7;2W;30DC	5000	250	ELMA
7;2W;30DC	4900	210	ELMA
7;2W;30DC	4800	190	ELMA
7;2W;30DC	4500		ELMA
7;2W;30DC	2700	4021	STATE
7;2W;30CD	70640-340	4085	MAHRT
7;2W;30CD	70640-520		MAHRT
7;2W;31BA	2000	4070	MAHRT
7;2W;31BA	2800		40TH PLACE
7;2W;31BB	4000	3730	MAHRT
7;2W;31BB		3245	MAHRT
7;2W;30CC	72590-1980		37TH
7;2W;30CC	6100/72590-150		37TH
7;2W;30CC	72590-160		37TH
7;2W;31BB	1400		LABRANCH
7;2W;28A	2200		63RD/GINGER LN
7;2W;28D	300		63RD
7;1W;31	100		STATE ST
7;1W;33	2400	12320	STATE
7;1W;	1100 & 2000		DOERFLER
7;1W;36	1400		DOERFLER
7;1W;36	1200		VICTOR POINT
7;1W;36	900	865	VICTOR POINT RD
7;1W;26	800		RICHES
7;1W;21	1100	12390	SUNNYVIEW
7;1W;20	1800		SUNNYVIEW
7;1W;20	900	1610	105TH
7;1W;19	400		SUNNYVIEW
7;1W;19	1300		SUNNYVIEW
7;1W;19	1000		SUNNYVIEW
7;1W;19	600	9665	SUNNYVIEW
7;1W;19	700	9650	SUNNYVIEW
7;1W;20	2600		SUNNYVIEW

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1W;19	1300	9865	SUNNYVIEW
7;1W;20	2400	2400	SUNNYVIEW/105TH
7;1W;21	900		SUNNYVIEW
7;1W;28	800		117TH AVE
7;1W;30	1000		OFF STATE
7;1W;27	700		JAKES HILL RD
7;1W;35	500		JAKES HILL RD
7;1W;35	400		JAKES HILL RD
7;1W;26	700		RICHES
7;1W;36	500		FOX RD
7;1W;36	1300		DOERFLER
7;1W;35	1000		DOERFLER
7;1W;35	1200		DOERFLER
7;1W;35	900	13663	DOERFLER
7;1W;35	800		DOERFLER
7;1W;33	800		STATE
7;1W;33	1300		STATE
7;1W;31	400		STATE
7;2W;35	10733-003		74TH
7;2W;35	52764-000		BABCOCK
7;1W;13	49981-000		LORENCE
7;1W;13	49969-000	2485	LORENCE
7;1W;17	49989-000		VICTOR POINT
7;1W;2	49398-786	4195	EDISON
7;1W;2	49431-000		OFF PEACH
7;1W;15	7623		FINLAY
7;1W;2	49405-000		EDISON
7;1W;2	49408-000		EDISON
7;1W;2	49939-000		VICTOR POINT
7;1W;11	49913-000		EDISON
7;1W;14	49983-000		EDISON
7;1W;2	49536-000		CENTRAL
7;1W;2	49574-000		WATER/MONNEY
7;1W;2	49560-000		SCHOOLEY
7;1W;2	49430-000		EUREKA
7;1W;15	50001-000		FINDLAY
7;1W;15	7617		FINDLAY
7;1W;11	49924-000		EDISON
7;1W;14	49987-000		EDISON
7;1W;11	49921-000		VICTOR POINT
7;1W;2	49481-923		EUREKA
7;1W;2	75820-090		EDISON
7;1W;11	49919-000		VICOTR POINT
7;1W;12	49947-000		VICTOR POINT
7;1W;12	49945-000		VICTOR POINT
7;1W;24	100	2057	DRIFT CREEK RD
7;1W;24	1700		VICTOR POINT
7;1W;24	600		VICTOR POINT RD
7;1W;13	49974-000		DRIFT CREEK
7;1W;13	49976-001		DRIFT CREEK
7;1W;13	49965-000		VICTOR POINT

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1W;24	900		VICOTR POINT
7;1W;24	600		VICTOR POINT
7;1W;24	1900		VICTOR POINT
7;1WL8	49819		KAUFMAN
7;1W;17	50041-000		KAUFMAN
7;1W;9	49877-000		CASCADE HWY
7;1W;16	50011-000		EGAN RD NE
7;1W;21	800/50114-000		CASCADE HWY
7;1W;21	50166-1000		CASCADE HWY
7;1W;27	50157-000	160	CASCADE HWY
7;1W;22	100	1758	CASCADE HWY
7;1W;16	7680	2338	CASCADE HWY
7;1W;9	49854-000	3258	CASCADE HWY
7;1W;9	49852-000		CASCADE HWY
7;1W;3	49638-000		VICTOR POINT
7;1W;3	49655-000	504	EUREKA
7;1W;3	49632-818		PARDISE ALLEY
7;1W;4	49698-000		PARDISE ALLEY
7;1W;4	49701-000		SILVERTON RD
7;1W;4	49709-000		SILVERTON RD
7;1W;5	49744-000		SILVERTON RD
7;1W;5	49750-000		SILVERTON RD
7;1W;9	49873		EVERGREEN
7;1W;3	49625-000		PETTIT LN
7;1W;4	49678000		STADELI
7;1W;4	49685-000		STADELI
7;1W;9	49870-000		CASCADE HWY
7;1W;9	49868-000	3458	CASCADE
7;1W;9	49874-000		CASCADE HWY
7;1W;16	50021-000		CASCADE HWY
7;1W;22	400		CASCADE HWY
7;1W;27	1000		CASCADE HWY
7;1W;28	500	377	CASCADE HWY
7;1W;16	50020-000		CASCADE HWY
7;1W;9	499857-000		CASCADE HWY
7;1W;9	49868-130		CASCADE HWY
7;1W;4	49674-000		CASCADE HWY
7;1W;3	49659-000		CASCADE HWY
7;1W;17	50043-000		KAUFMAN
7;1W;18	50058-000	10554	KAUFMAN
7;1W;7	49799-000		KAUFMAN
7;1W;7	49796-000		KAUFMAN
7;1W;7	49787-000		KAUFMAN
7;1W;8	49822-000		KAUFMAN
7;1W;16	50023-000	12264	KAUFMAN
7;1W;16	7598		CASCADE HWY
7;1W;9	49848-000		KAUFMAN RD
7;1W;9	49850-000		KAUFMAN
7;1W;16	50024-000	11664	KAUFMAN
7;1W;	49679-000		MASCHER RD NE
7;1W;4	49605-000		MASCHER RD NE

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1W;10	49905-000		CASCADE HWY
7;1W;10	49899-000	3732	CASCADE HWY
7;1W;3	49652-000	412	EUREKA
7;1W;3	49642-000		PARADISE ALLEY
7;1W;4	49708-000	11886	PARADISE ALLEY
7;1W;4	49716-000		SILVERTON RD
7;1W;4	49710-000		SILVERTON RD
7;1W;4	49713-000		SILVERTON RD
7;1W;5	49742-000		SILVERTON RD
7;1W;5	49747-000		SILVERTON RD
7;1W;5	49746-000		SILVERTON
7;1W;5	49749-000		SILVERTON RD
7;1W;5	49748-000		SILVERTON RD
7;1W;5	49739-000		SILVERTON RD
7;1W;5	49736-000		SILVERTON RD
7;1W;6	49781-000		SILVERTON RD
7;1W;7	51194-000		SELAH SPRINGS
7;1W;7	49798-000		DESART
7;1W;7	49810-000		SELAH SPRINGS
7;1W;8	49846-000		SELAH SPRINGS
7;1W;9	49884-000		EVERGREEN
7;1W;9	49863-000	11604	EVERGREEN
7;1W;9	49881-000	11734	EVERGREEN
7;1W;8	49838-000		EVERGREEN
7;1W;20	50098-000		HUBBARD
7;1W;8	49826-000		HIBBARD
7;1W;36	64927-000		FOX RD
7;1W;1	49315-000		SILVER FALLS HWY
7;1W;1	49348-000		QUALL
7;1W;1	49355-000	4387	MOONEY
7;1W;1	49373		MOONEY
7;1W;4	49694-000		BRUSH COLLEGE RD
7;1W;6	49765-000	10082	SILVERTON RD
7;1W;6	49778-000		SILVERTON RD
7;1W;6	49780-000		SILVERTON RD
7;1W;6	49777-000		SILVERTON RD
7;1W;6	49761-000	4386	DESART RD
7;1W;6	49762-000		DESART
7;1W;6	49754-000		DESART
7;1W;7	49817-000		DESART RD
7;1W;6	50282-000		DESART
7;1W;7	49814-000		DESART
7;1W;7	49806-000		DESART RD
7;1W;7	49818-000		SELAH SPRINGS RD
7;1W;7	49816-000		SELAH SPRINGS
7;1W;5	49719-000	11513	SELAH SPRINGS DR
7;1W;5	49722-000		SELAH SPRINGS
7;1W;5	49723-000		SELAH SPRINGS
7;1W;7	49808-000		SELAH SPRINGS
7;1W;9	49891-000		SELAH SPRINGS
7;1W;4	49675-000		SELAH SPRINGS

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1W;9	49880-000		EVERGREEN
7;1W;9	49886-000		EVERGREEN
7;1W;8	49832-000		EVERGREEN RD
7;1W;8	49837-000		EVERGREEN RD
7;1W;17	50034-000	2314	HIBBARD
7;1W;8	49831-000		HIBBARD RD
7;1W;17	50037-000		HIBBARD
7;1W;8	49835-000		HIBBARD
7;1W;8	49834-000		HIBBARD
7;1W;17	50030-000		HIBBARD
7;1W;17	50029-000		HIBBARD
7;1W;20	600		HIBBARD
7;1W;20	1200		HIBBARD
7;1W;19	50075-000		105TH
7;1W;18	50046-000		105TH
7;1W;17	50032-000		105TH
7;1W;17	50038-000		105TH
7;1W;1	49342-000		SILVER FALLS
7;1W;1	49318-000		SILVER FALLS
7;1W;1	49324-000		SILVER FALLS
7;1W;1	49334-000		SILVER FALLS
7;1W;1	49336		SILVER FALLS
7;1W;1	49307-000		SILVER FALLS
7;1W;1			SILVER FALLS
7;1W;1	49306-000		SILVER FALLS
7;1W;12	49308-000		SILVER FALLS
7;1W;12	49955-000		SILVER FALLS
7;1W;1	49304-000		SILVER FALLS
7;1W;1	49349		QUALL RD
7;1W;7	49372-000		QUALL RD
7;1W;7	49353		MOONEY RD
7;1W;7	49368-000	1526	QUALL RD
7;1W;3	49613		
7;1W;4	49718-000		BRUSH COLLEGE
7;1W;4	49692-743		BRUSH COLLEGE
7;1E;7A	400		SILVER FALLS DR
7;1E;15	300	17865	PFLAUM LN
7;1E;8	1200		SILVER FALLS DR
7;1E;5	700		DAVIS CREEK
7;1E;6	100		FORREST RIDGE RD
7;1E;1C	1200		BRIAR KNOB LP
7;1E;1	100		CROOKED FINGER RD
7;1E;7A	2000		LIEKEM CIRCLE NE
7;1E;7	200		LIEKEM CIRCLE
7;1E;7	300		LIEKEM CIRCLE
7;1E;6D	2000	3820	SILVER FALLS HWY
7;1E;8B	700		SILVER FALLS HWY
7;1E;8B	1000		SILVER FALLS HWY
7;1E;16	300		SILVER FALLS HWY
7;1E;16	400		SILVER FALLS HWY
7;1E;17	800		SILVER FALLS HWY

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1E;21B	500		SILVER FALLS HWY
7;1E;21B	600		SILVRE FALLS HWY
7;1E;21	500		SILVER FALLS HWY
7;1E;21B	400		SILVER FALLS HWY
7;1E;21	1100		SILVER FALLS HWY
7;1E;21		1469	SILVER FALLS HWY
7;1E;27B	700		SHETLAND LN
7;1E;21	900		SILVER FALLS HWY
7;1E;28	100	1019	SILVER FALLS HWY
7;1E;27B	100		SILVER FALLS HWY
7;1E;27	500		SILVER FALLS HWY
7;1E;27D	700		SILVER FALLS HWY
7;1E;35B	700		SILVER FALLS HWY
7;1E;35B	900		SILVER FALLS HWY
7;1E;26C	800		POWERS CREEK RD
7;1E;26	700		POWERS CREEK RD
7;1E;26		18880	POWERS CREEK RD
7;1E;23	300		POWERS CREEK RD
7;1E;26	500		POWERS CREEK RD
7;1E;23	1000	19663	POWERS CREEK RD
7;1E;14	1200		POWERS CREEK RD
7;1E;14	1600		POWERS CREEK RD
7;1E;14	1500	18153	POWERS CREEK RD
7;1E;15	1500		POWERS CREEK RD
7;1E;14	800		POWERS CREEK RD
7;1E;15200			PFLAUM LN NE
7;1E;9D	1800		POWERS CREEK LP
7;1E;9C	100		POWERS CREEK LP
7;1E;8	500		POWERS CREEK LP
7;1E;26D	300		BRIDGE CREEK RD
7;1E;35A	900		BRIDGE CREEK RD
7;1E;35A	700		BRIDGE CREEK RD
7;1E;26	1200		DRAKES RD SE
7;1E;34AA	300		DRAKES RD SE
7;1E;34	800		LOAR RD
7;1E;5	300		DAVIS CREEK RD
7;1E;6B	1400		QUALL RD
7;1E;6C	1200		QUALL RD NE
7;1E;6B	1000		QUALL RD NE
7;1E;7A	100	3844	DAVIS CREEK R
7;1E;9A	600		TIMBER TRAIL
7;1E;2	300		ABIQUA
7;1E;2	600		ABIQUA RD
7;1E;2	2000		ABIQUA RD
7;1E;11DD	700		ABIQUA RD
7;1E;12	800		ABIQUA
7;1E;11DD	500		ABIQUA
7;1E;12CC	800		ABIQUA
7;1E;13	300		ABIQUA
7;1E;11A	100		RICHARDSON
7;1E;12	600		RICHARDSON

TW;R;SEC	TAX LOT	ADDRESS	STREET
7;1E;12	500		RICHARDSON
7;1E;13B	100		ABIQUA
7;1E;1C	200		BRIAR KNOB LP
7;1E;1B	200		CROOKED FINGER RD
7;E;1B	100		ETTLIN LP
7;1E;30D	900		DRIFT CREEK
7;2E;6B	900		ETTLIN LP
7;2E;6	800		CROOKED FINGER RD
7;2E;7	1100		CROOKED FINGER
7;2E;7	200		CROOKED FINGER
7;1E;31	1100		FOX RD
7;1E;31	1000		FOX RD SE
7;1E;32C	100		DRIFT CREEK
7;1E;32	200		DRIFT CREEK RD
7;1E;30	800		DRIFT CREEK RD
7;1E;19	900		DRIFT CREEK RD
7;1E;19D	1300		DRIFT CREEK RD
7;1E;19	400		DRIFT CREEK RD
7;1E;18	800		DRIFT CREEK RD
7;1E;18	300		DRIFT CREEK RD
7;2E;6	300		ETTLIN LP
7;2E;6B	1100		CROOKED FINGER RD
7;2E;6	600		CROOKED FINGER RD
7;2E;7	400	3993	CROOKED FINGER RD
7;2E;7	100		JAKES LN NE
7;2E;8D	200		CROOKED FINGER
7;2E;8D	800		CROOKED FINGER RD
7;2E;16	1000		MOSS LN
7;2E;16	1400		MOSSS LN
7;2E;21	200		CROOKED FINGER RD
8;4W;12C			RIVER RD
8;4W;1	1300		SHROPSHIRE HWY
8;4W;23C	700	6985	RIVER RD
8;4W;27	900		RIVERSIDE DR
8;4W;36B	400		RIVERSIDE DR
8;4W;12BC	900		RIVER RD
8;4W;12BC	800		RIVER RD
8;4W;12C	2100	4516	RIVER RD
8;4W;12BC	500		RIVER RD
8;4W;11D	600		
8;4W;11D	800		HALLS FERRYR D
8;4W;14A	1800	4997	RIVER RD
8;4W;14A	2400		RIVER RD
8;42;14A	3000		RIVER RD
8;4W;14	402		RIVER RD
8;4W;23B	500	6226	RIVER RD
8;4W;23C	600		RIVER RD
8;4W;26	400		ORVILLE RD
8;4W;27	1400		RIVER RD
8;4W;34	400	6985	RIVERDSIDE DR
8;4W;35	200		RIVER RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;4W;35	300		RIVER RD
8;4W;36C	200		RIVERSIDE DR
8;4W;36CD	1100		FOX LN
8;4W;36CD	800		FOX LN
8;4W;36CD	300		FOX LN
8;4W;25	1100		SKYLINE RD
8;4W;24A	300		VITAE SPRINGS RD
8;3W;6			ROBERT COMMUNITY
8;4W;13B	1700	4812	HALLS FERRY RD
8;4W;13B	1100	5089	RIVERDALE RD
8;4W;13B	200	5039	RIVERDALE
8;4W;13A	1001	4978	RIVERDALE
8;4W;12A	800		RIVERDALE
8;3W;6DB	1200	3706	RIVERDALE
8;3W;6DB	700	3709	RIVERDALE
8;3W;6DB	300	3639	RIVER RD S
8;3W;6DB	500	3635	RIVER RD S
8;3W;6DB	1600		RIVER RD S
8;3W;6DB	1700	3596	RIVER RD S
8;3W;5B	400		HOMESTEAD
8;3W;6C	402	3656	RIVER RD S
8;4W;23A	3100		VITAE SPRINGS
8;4W;23D	600		ORVILLE RD
8;4W;23D	1400		ORVILLE RD
8;4W;14A	1100		SAWMILL RD S
8;4W;14A	600		SAWMILL RD S
8;4W;13B	2100		SAWMILL RD S
8;4W;14A	300		SAWMILL RD S
8;4W;13B	600		HALLS FERRY RD
8;4W;14A	100		HALLS FERRY RD
8;4W;13C	2100		RIVERDALE RD S
8;4WE;13C	900	5768	RIVERDALE RD
8;4W;13C	2600		SUNSET VIEW
8;4W;13C	2500		RIVERDALE RD
8;4W;13C	200	5508	RIVERDALE RD
8;4W;15B	1300		RIVERDALE RD
8;4W;13B	100		RIVERDALE RD
8;4W;13A	1000		RIVERDALE RD
8;4W;12D	1300		RIVERDALE RD S
8;4W;12D	1400		RIVERSIDE
8;4W;12D	1800	4760	RIVERDALE
8;4W;12D	2200		SWEET LANE
8;4W;12A	400		RIVERDALE
8;4W;20C	800		RIVERDALE RD
8;4W;12C	100		RIVERDALE
8;2W;12D	1900		RIVERDALE RD
8;4W;12C	1000		RIVERDALE
8;4W;12C	1100		RIVERDALE
8;4W;13A	100		PETTYJOHN RD S
8;4W;12AA	900		RIVERDALE RD
8;4W;13B	2000		HALLS FERRY RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;3W;7B	1300		PETTYJOHN
8;3W;7C	500		
8;3W;7C	400		PETTYJOHN
8;3W;7C	300		PETTYJOHN
8;3W;7C	200		PETTYJOHN
8;3W;7B	1100		RIVERDALE RD
8;3W;7B	2200		RIVERDALE RD
8;4W;7B	900		RIVERDALE RD
8;3W;7B	700	4156	RIVERDALE RD S
8;3W;7B	2800		RIVERDALE RD S
8;3W;7B	500		RIVERDALE RD
8;3W;6C	800		PETTYJOHN
8;3W;6C		3888	PETTYJOHN
8;3W;6DB	800	3786	RIVERDALE RD
8;3W;6DB	400		RIVER RD S
8;3W;6DB	1804		RIVER RD S
8;3W;5B	1900		S RIVER RD
8;3W;6	100		BROWN ISLAND RD
8;3W;5B	300		
8;4W;23A	2800		VITAE SPRINGS
8;3W;5C	1700		HOMESTEAD
8;3W;5DD	1400		CROISAN CREEK
8;3W;5DD	1700	3959	CROISAN CREEK RD
8;3W;7D	400		VIEWCREST
8;3W;8A	3901		CROISAN CREEK
8;3W;17DB	1600		SKYLINE
8;3W;17C	100		SKYLINE
8;3W;16CA	100		LIBERTY
8;3W;16C	800		LIBERTY
8;3W;16C	100	1656	DAVIS CREEK
8;3W;16C	200		DAVIS
8;3W;16C	700		LIBERTY
8;3W;16DA	500		HOLDER LN
8;3W;14BA	1500	1515	BARNS
8;3W;17B	100		KUEBLER
8;3W17DB	200		SKYLINE
8;3W;8A	200		CROISAN CREEK
8;3W;5DD	1600	3951	CROISAN CRK
8;3W;8C	3400		VIEWCREST
8;3W;8B	1300	4631	CROISAN CREEK
8;3W;8A	3300		CROISAN CREEK
8;3W;18B	900		BALLYNTINE
8;3W;18A	100		VIEWCREST
8;3W;17AB			KUEBLER
8;3W17DB	1200		SKYLINE
8;3W;17DB	1500		SKYLINE
8;3W;17DB	1200		SKYLINE
8;3W;17DB	1800		SKYLINE
8;3W;17DB	700		SKYLINE
8;3W;17C	600		SKYLINE
8;3W;16DB	400		LIBERTY

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;3W;16DB	700	5684	SKYLINE
8;3W;16DB	800	117	RAINER
8;3W;16CD	600		LIBERTY
8;3W;16DC	1000		LIBERTY
8;3W;16DC	200		LIBERTY
8;3W;16DA	500		HOLDER LN
8;3W;16DA	900		LONE OAK
8;3W;16DA	700		HOLDER LN
8;3W;14BBB	600		BOONE RD
8;3W;14BA	400		BOONE RD
8;3W;14BA	2200		BARNES
8;3W;14BA	2000		BARNES
8;3W;14BA	3800	1580	BARNES
8;3W;14BA	3400		BARNES
8;3W;14AC	4000		BAXTER
8;3W;14BD	900	1668	BAXTER
8;3W;14DB	200		FABRY
8;3W;14D	700		REED
8;3W;14D	900		REED
8;3W;13D	1500		WILTSEY
8;3W;13A	500		36TH
8;3W;13A	400		36TH
8;3W;13C	1600	5845	BATTLECREEK
8;3W;13C	1900		BATTLECREEK
8;3W;12C	301	2792	MARIETTA
8;3W;12D	400	3362	MARIETTA
8;3W;12D	2401	4865	32ND
8;3W;19A	200		VITAE SPRINGS
8;3W;19D	100		SKYLINE
8;3W;20B	3100		SKYLINE
8;3W;21B	100		LIBERTY
8;3W;21B	500		JORY HILL RD
8;3W;21AC	500	6272	LIBERTY
8;3W;26D	1100		DELANEY
8;3W;11D	1100		BATTLECREEK
8;3W;11D	2200		VOONE
8;3W11DB	201	4595	BATTLECREEK
8;3W;12B	900		STRONG RD
8;3W;12B	1700		27TH ST
8;3W;12C	1000	27TH ST	
8;3W;12C	1600		27TH
8;3W;12D	2000		LITCHFIELD
8;3W;12D	2700		32ND
8;3W;12A	1100		MARIETTA
8;3W;18D	800		VITAE SPRINGS
8;3W;19A	800		INWOOD
8;3W;19A	3500		SKYLINE
8;3W;19A	1601		INWOOD
8;3W;19B	100	3596	VITAE SPRINGS
8;3W;19D	200	6575	SKYLINE
8;3W;19C	500		SKYLINE

8;3W;19C	400		SKYLINE
8;3W;19C	600		VITAE SPRINGS
8;3W;20B	2000	6247	RUGGLES
8;3W;20B	2200		RUGGLES
8;3W;20B	1700		RUGGLES
8;3W;20B	900		STONEHIILL AVE S
8;3W;20B	1900		SKYLINE
8;3W;19A	3000		SKYLINE
8;3W;20C	200		JORY HILL
8;3W;21B	4000		JORY HILL RD
8;3W;21CA	100		LIBERTY
8;3W;21CA	500		LIBERTY
8;3W;21CD	300		LIBERTY
8;3W;21CD	1000		LIBERTY
8;3W;21D	1100		REESE HILL
8;3W;21DA	200		REESE HILL
8;3W;21D	700		LIBERTY
8;3W;21AC	200		LIBERTY
8;3W;22DD	700		REES HILL RD
8;3W;22DA	1200		NEWPORT DR
8;3W22DB	1200		DEVON
8;3W;23CC	5300		SUNNYSIDE
8;3W;23CC	5000		SUNNYSIDE
8;3W;24A	2800	3062	WILTSEY
8;3W24B	1500		BATTLECREEK
8;3W;24B	1300		BATTLECREEK
8;3W;24B	1200		BATTLECREEK
8;3W;24B	4400	6136	BATTLECREEK
8;3W;24B	700		BATTLECREEK
8;3W;24B	900		BATTLECREEK
8;3W;24B	600		BATTLECREEK
8;3W;24D	4000		BATTLECREEK
8;3W;25B	1100	6935	BATTLECREEK
8;3W;24D	4202		BATTLECREEK
8;3W;24D	600		BATTLECREEK
8;3W;24A	1100		BATTLECREEK
8;3W;24A	2200	6386	BATTLECREEK
8;3W;25B	600		BATTLECREEK
8;3W25D	2100		BATTLECREEK
8;3W;26A	500		SUNNYSIDE
8;2W;35	61387-000		LITTLE RD
8;3W;27A	1600		HYLO RD
8;3W;28D	100	452	HYLO
8;2W;11	57211-775		JORDON ST
8;2W;14	75300-920		SHAW SQUARE RD
8;2W;23	74300-900		HWY 22
8;2W;25	57772-000	561	AUMSVILLE HWY
8;2W;34	58240-000		MILL CREEK RD
8;2W;34	58239-000		MILL CREEK RD
8;2W;28	57970-767	7632	WITZEL
8;3W;30CB	700		SKYLINE
8;3W;30B	1900		SKYLINE

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;3W;30B	1700		SKYLINE
8;3W;30B	1800		SKYLINE
8;3W;27A	2000		RAINBOW
8;3W;30B	2100		SKYLINE
8;2W			HWY 22/JORY HILL
8;2W;24	57638-000	6753	SALEM AUMSVILLE RD
8;2W;24	75300-800		SHAW SQUARE RD/HWY 22
8;2W;25	57797-000		SHAW HWY
8;2W;25	57802-000		AUMSVILLE HWY
8;2W;25	57766-000		AUMSVILL
8;2W;25	57793-028	591	AUMSVILLE
8;2W;25	57818-000		
8;2W;36	58292-000	8593	WEST STAYTON RD
8;2W;36	58286-000	8694	W STAYTON RD
8;2W;36	58260-000		W STAYTON RD
8;2W;36			LITTLE RD
8;2W;36	58281-000		LITTLE RD
8;2W;34	58236-000		70TH
8;2W;34	58237-000		70TH
8;2W;36	58294-000		BATES
8;2W;36	58307-000		SALEM-AUMSVILLE RD
8;2W;34	58235-000	8726	70TH
8;2W;35	58258-000		MILL CREEK RD
8;2W;35	58255-000	8074	MILL CREEK RD
8;2W;26	75060-160		TERRANCE LNE
8;2W;34	58241-000		MILL CREEK
8;2W27	57889-000		MILL CREEK RD
8;2W;26	57824-000		BAKER CT SE
8;2W;26	57821-000		MILL CREEK RD
8;2W;26	57858-000		OLNEY
8;2W;28	57981-000		OGLE
8;2W;28	57980-000		WITZEL RD SE
8;2W;28	57921-000		MILL CREEK RD
8;2W;33	58197-000		MARION RD SE
8;2W;32	61473-000		55TH
8;2W;33	58199-000		55TH
8;2W;29	58036-000		DELANEY RD
8;2W;30D	500		DELANEY RD
8;2W;30D	100	4351	DELANEY RD
8;3W26C			SUNNYSIDE/DELANEY
8;3W;5A	200	8232	SQUIRREL HILL
8;3W;26C	500		SUNNYSIDE
8;3W;35AB	700		SQUIRRELL HILL
8;3W;35	800		SUNNYSIDE
8;3W;36	501	1929	METZGER
8;3W;35A	300		SQUIRREL HILL RD
8;3W;26D	2800		SQUIRREL HILL RD
8;3W;26BC	100		SUNNYSIDE
8;3W;26C	2400		SUNNYSIDE
8;3W;26C	2600		SUNNYSIDE
8;3W;26C	1900		SUNNYSIDE

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;3W;35AB	801		SUNNYSIDE
8;3W;35A	700		SQUIRREL HILL
8;3W;35A	1300	8416	SUNNYSIDE
8;3W;35D	700		SUNNYSIDE
8;3W;35	900		SUNNYSIDE
8;3W;35CC	400		JACKSON HILL
8;3W;35CC	100		JACKSON HILL
8;3W;35	5601	8514	JACKSON HILL
8;3W;34	400		JACKSON HILL
8;3W;35A	200		JACKSON HILL
8;3W;26C	1000	7623	JACKSON HILL
8;3W;26C	1400		JACKSON HILL
8;3W;26C	1500		JACKSON HILL
8;3W;36	900		PARRISH GAP
8;3W;36C	400	8532	ENCHANTED WAY
8;4W;23B	500	6226	RIVER RD S
8;3W;33BC	500		BUNKER HILL
8;3W;33AC	900		LIBERTY
8;3W;28A	600	7056	LIBERTY
8;3W;27C	2100	7815	ALEXANDER LN
8;3W;27C	2500	2500	COOLEY
8;3W;27A	1400		HYLO
8;3W;32C	200		BUNKER HILL RD S
8;3W;30A	1200	7442	MOORE RD S
8;3W;30A	1000	7252	MOORE RD S
8;3W;30A	1400		COLE RD
8;3W;29	400		COLE RD
8;3W;29	200		COLE RD
8;3W;28BC	600		COLE RD
8;3W;28BC	200		COLE RD
8;3W;28BD	600		COLE RD
8;3W;28BD	800		COLE RD
8;3W;28BA	1000	7211	OLD LIBERTY RD
8;3W;28BA			LIBERTY RD
8;3W;28B	300		BATES
8;3W;28BA	300		BATES
8;3W;28B	400		BATES RD
8;3W;29AD	600		COLE RD
8;3W;29AD	1900		BATES
8;3W;29D	700		BATES
8;3W;29D	600		BATES
8;3W;29AD	1900		BATES
8;3W;29D	1000		BATES
8;3W;32	500		BATES
8;3W;32A	400		BATES
8;3W;32A	800		BUNKER HILL
8;3W;32A	800	2352	BUNKER HILL
8;3W;32C	300		BUNKER HILL
8;3W;33BC	800		BUNKER HILL
8;3W;33BC			BUNKER HILL
8;3W;33C	1000		BUNKER HILL

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;3W;33C	300		BINKER HILL
8;3W;33C	100		LIBERTY RD
8;3W;33C	200		LIBERTY
8;3W;33C	1400		LIBERTY RD S
8;3W;33D	500		LIBERTY RD
8;3W;33A	100		QUINALT ST
8;3W;34C	300	8556	REDSTONE AVE
8;3W;34	800		REDSTONE AVE
8;3W;33A	700		REDSTONE AVE
8;3W;33A	400		LIBERTY AVE
8;3W;28CD	900		LIBERTY AVE
8;3W;28A	2000		LIBERTY AVE
8;3W;28A	900		LIBERTY AVE
8;3W;28	1800		LIBERTY RD
8;3W;27C	3101		ALEXANDER LN
8;3W;27C	3100		ALEXANDER
8;2W;30	300	4212	DELANEY
8;2W;30C	200	3981	DELANEY
8;2W;19	301		OFF MARKHAM
8;2W;18B	2200	3741	LANGLEY
8;2W;18B	600		BOONE RD
8;2W;18B	1400		KASHMIR WAY
8;2W;18B	1101	3665	KASHMIR WAY
8;2W;16A	1000	6220	AUMSVILLE HWY
8;2W;15	57322-344		AUMSVILLE HWY
8;2W;14	75301-410		AUMSVILLE HWY
8;2W;14	75301-320	8188	SILVER FALLS HWY
8;2W;31	400		DELANEY
8;2W;31	1000		PARRISH GAP RD
8;2W;31CB	400		PARRISH GAP
8;2W;31CB	800		PARRISH GAP RD
8;2W;19B	900		WILTSEY
8;2W;19A	600		COATS DR
8;2W;19A	900		COATS DR
8;2W;19	600		COATS DR
8;2W;20C	200		TURNER RD
8;2W;31	1100		WIPPER RD
8;2W;19B	100		COATS DR
8;2W;18C	300		EASTLAND
8;2W;18CA	1200		EASTLAND
8;2W;18CA	600		LANGLEY
8;2W;18B	2400		LANGLEY
8;2W;18CB	500		LANGLEY
8;2W;18B	2100	3591	LANGLEY
8;2W;18B	400		BOONE RD
8;2W;18B	500		BOONE RD
8;2W;18B	1700		36TH & KASHMIR
8;2W;18B	1900		36TH
8;2W;18CC	3800		36TH
8;2W;18B	1400		KASHMIR
8;3W;36	300		PARRISH GAP RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;2W;17D	1400	5193	GATH RD SE
8;2W;17D	1500	5043	GATH
8;2W;16C	2000		GATH RD SE
8;2W;16B	900		AUMSVILLE RD
8;2W;16A	2400		RADELL DR
8;2W;16A	2500		RADELL DR
8;2W;15	74060-190		FENMERE/AUMSVILLE
8;2W;15	57318		AUMSVILLE HWY
8;2W;15	57316	7195	AUMSVILLE HWY
8;2W;15	57575-000		LIPSCOMB
8;2W;15	1522-4080		LIPSCOMB
8;2W;15	57576-000		LIPSCOMB
8;2W;15	57577-000		LIPSCOMB
8;2W;15	57280-929		LIPSCOMB
8;2W;15	57288-876		LIPSCOMB
8;2W;15	57574-001		
8;2W;16A	2300	5560	WITZEL
8;2W;15	57270-000		AUMSVILLE
8;2W;14	75301-350		SILVER CREEK FALLS
8;2W;14	57268-563		AUMSVILLE HWY
8;2W;14	75301-010	8328	AUMSVILLE HWY
8;2W;13	75300-500	8903	SHAW SQUARE RD
8;2W;13	75300-350	8953	SHAW SQUARE RD
8;2W;13	75300-360	8973	SHAW SQUARE RD
8;2W;13	75300-240	9193	SHAW SQUIRE RD
8;2W;13	75300-040	9194	SHAW SQUARE RD
8;2W;13	75300-240		SHAW SQUARE RD
8;2W;13	75300-010		SHAW SQUARE RD
8;2W;21	600		STAGE LINE LN
8;2W;22	57906-000	6772	72ND
8;2W;13	75300-270		SILVER FALLS HWY
8;2W;13	75300-260		SHAW SQUARE RD
8;2W;24	75300-310	8938	SILVER FALLS
8;2W;15	57331-000		JORDON
8;2W;23	57580		AUMSVILLE HWY
8;2W;21	1300		OGLE
8;2W;23	5593-1376		OGLE
8;2W;23	0712-860		AUMSVILLE HWY
8;2W;23	73150-100		AUMSVILLE HWY
8;2W;24	37645-000	8655	AUMSVILLE HWY
8;2W;23	57582-000		RUSTQUE
8;2W;21CD	2100		WITZEL
8;2W;24	57667-000		AUMSVILLE HWY
8;2W;24	75300-780	8834	SHAW SQUARE RD
8;2W;24	75300-130		SHAW SQUARE RD
8;3W;14	75301-280	7905	AUMSVILLE HWY
8;2W;24	75300-440		OFF SHAW SQUARE RD
8;2W;24	75300-020		SHAW SQUARE RD
8;2W;24	75300-550		SILVER FALLS
8;2W;13			
8;2W;2		MACLEAY	

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;2W;13	15873-000	9388	SILVER FALLS HWY
8;2W;13	57264-000		HOWELL PRAIRIE
8;2W;12	57257-000		HOWELL PRAIRIE
8;2W;12	57259-000	3517	HOWELL PRAIRIE
8;2W;10	57147		JOSEPH
8;2W;9D	1200	6455	JOSEPH
8;2W;9C	100		JOSEPH
8;2W;7B	400		34TH & TURNER RD
8;2W;5A	800		GAFFIN
8;2W;5A	500		GAFFIN RD
8;2W;4D	5200		GANNON
8;2W;2	56755-000	3058	74TH
8;2W;2	56712-000		MACLEAY RD
8;2W;2AD	72890-010	8342	MACLEAY RD
8;2W;2AD	72890-050		MACLEAY
8;2W;2AD	72890-000	8372	MACLEAY
8;2W;3	56786		MACLEAY
		6842	75TH NE
8;2W;2	56691-000		82ND
8;2W;2	56690-000		82ND
8;2W;2	56706-000		MACLEAY
8;2W;13	15881-090		SILVER FALLS
8;2W;13	75320-330		HOWELL PRAIRIE
8;2W;13	74510-040		HOWELL PRAIRIE
8;2W;13	74510-030		SILVER FALLS HWY
8;2W;13	74510-070		SILVER FALLS HWY
8;2W;13	74510-080		SILVER FALLS RD
8;2W;13	74510-090	9294	SHAW SQUARE RD
8;2W;13	74510-050	9264	SILVER FALLS RD
8;2W;13	15885-038		HOWELL PRAIRIE
8;2W;13	74520-000		HOWELL PRAIRIE
8;2W;13	15880-002		HOWELL PRAIRIE
8;2W;13	75320-320	5375	HOWELL PRAIRIE
8;2W;13	75320-350		HOWELL PRAIRIE
8;2W;13	75320-190	9027	SILVER FALLS
8;2W;13	75190-160		VILLAGE VIEW CT
8;2W;13	75190-090		VILLAGE VIEW
8;2W;13	75190-080		VILLAGE VIEW
8;2W;13	75190-060		VILLAGE VIEW
8;2W;11	9312		JORDON 83RD
8;2W;11	72330-170		WAGNER
8;2W;10	57177-000	4119	75TH
8;2W;10	57171-000		71ST
8;2W;10	57137-000		71ST
8;2W;7B	1200		57TH
8;2W;9D	900		JOSEPH
8;2W;6AC	3300		LANCASTER
8;2W;5A	2100		GAFFIN RD
8;2W;5A	2900		GAFFIN
8;2W;5	1500		GAFFIN RD
8;2W;4D	3600		CULVER

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;2W;4B	1000		CULVER
8;2W;4B	1200		CULVER
8;2W;4B	1400		CULVER
8;2W;4D	4300		CULVER
8;2W;4D	4000	2800	DEER PARK
8;2W;4A	5000		ARBORDALE DR
8;2W;4A	4300		MACLEAY RD
8;2W;4A	5800		MACLEAY
8;2W;4A	5300		65TH
8;2W;3	74180-110	6691	MACLEAY
8;2W;3	74181-001		MACLEAY
8;2W3	568106-001		DUMSMERE
8;2W;3	56805		DUNSMERE
8;2W;3	56820-000	1870	70TH
8;2W;3	56819-000		70TH & DUNSMERE
8;2W;3	56788-000	7081	MACLEAY
8;2W;3	70700-042		GANNON RD
8;2W;11	9482		JORDON
8;2W;2AD	56746-000	8462	MACLEAY
8;2W;1	56686-001	1745	HOWELL PRAIRIE
8;2W;1	15294	1788	DESHUTES
8;2W;1	56673-000		EDMONDSON
7;1W;2	49461-000	1132	S WATER
7;1W;2	49447-000	1154	S WATER
6;1E;31	63799-000		EVANS VALLEY LP
7;1W;2	49460-000		S WATER
6;1E;31	49385-000	5455	FOREST RIDGE RD
8;2W;2AD	72890-080		84TH
8;2W;2AD	70220-010		84TH
7;1W;2	49454-000	1110	WATER
7;1W;2	49451-000	1146	WATER
7;1W;2	49450-000		WATER
7;1W;2	49448-000	1150	WATER
7;1W;2	49444-000		WATER
7;1W;2	49442-000		WATER
7;1W;2	49440-000	1185	WATER
7;1W;2	49457-000		S WATER
7;1W;2	49455-000		WATER
7;1W;2	49465-000		WATER
7;1W;2	49468-000		S WATER
7;1W;2	49469-000		WATER
6;1E;31	63788-000		FOREST RIDGE
6;1E;31	64085-000		FOREST RIDGE RD
6;1E;31	64089-000	4965	FOREST RIDGE
6;1E;31	21680-1		FOREST RIDGE RD
6;1E;31	63805-000	5648	EVANS VALLEY LP
6;1E;30	63810	6148	EVANS VALLEY LP
6;1E;30	63722-000	6208	EVANS VALLEY LP
6;1E;30	45633-000	6130	EVANS VALLEY LP
6;1E;30	63730-000	6640	VALLEY VIEW RD
6;1E;30	63745-000	15614	S ABIQUA

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1E;29DB	63713-000	16944	S ABIQUA
6;1E;33	63861-000		S ABIQUA
6;1E;32	64091-000	5223	DAVIS CRK RD
6;1E;26	90930-460	6543	CROOKED FINGER RD
6;1E;31	63808-000	5798	EVANS VALLEY
6;1E;30	63725-000		VALLEY VIEW
6;1E;30	63765-000		CASCADE HWY
6;1E;30	63734-000		S ABIQUA RD
6;1E;30	63727-001		S ABIQUA RD
6;1E;30	63747-000		S ABIQUA RD
6;1E;29	63678-000	17424	S ABIQUA RD
6;1E;28	63634-000		S ABIQUA
6;1E;28	63628-000		S ABIQUA
6;1E;33	74030-070		TOWNE
6;1E;29	63672-001		DAVIS CREEK RD
6;1E;33	63812-000		DAVIS CREEK RD
6;1E;33	63837-000		S ABIQUA
6;1E;34	63867-000		ABIQUA RD
6;1E;34	63882-000		ABIQUA
6;1E;34	63886-000		ABIQUA
6;1E;34	63869-000		ABIQUA
6;1E;34	63880-000		ABIQUA
6;1E;34	63879-000		ABIQUA
6;1E;34	63870		ABIQUA RD
6;1E;35	63903-000		MCKILLOP RD
6;1E;35	63904-000		MCKILLOP RD
6;1E;35	63912-000		MCKILLOP RD
6;1E;35	63900-282		MCKILLOP RD
6;1E;35	63895-000	5326	MCKILLOP
6;1E;36	120		CROOKED FINGER
6;1E;36	500		ETTIN LP
6;1E;36B	900		CROOKED FINGER
6;1E;36B	600		CROOKED FINGER
6;1E;35	63918-000		CROOKED FINGER
6;1E;26	90930-440		CROOKED FINGER
6;1E;29	63688-000		S ABIQUA RD
6;1E;19	63516-469	16367	ABIQUA RD
6;1E;29	63685-000	17226	ABIQUA
6;1E;28	63657-000	18108	HAZELNUT
6;1E;21	63585-000		HEINZ RD
6;1E;27	90930-100	6925	GRANDVIEW AVE
6;1E;15DC	90940-220	102	1ST & D
6;1E;15E	70930-050	18649	MT ANGEL SCOTTS MILL
6;1E;16	63445-000	18246	MT ANGEL SCOTTS MILLS
6;1E;16	63447-000	17879	MT ANGEL SCOTTS MILLS
6;1E;17	63499-000		MT ANGEL SCOTTS MILLS
6;1E;19	63512-000		ABIQUA
6;1E;20	63561-000	16984	HEGISTAD RD
6;1E;19	63513-000		ABIQUA RD
6;1E;19	63516-688		ABIQUA
6;1E;28	63653-000		ABIQUA

TW;R;SEC	TAX LOT	ADDRESS	STREET
6;1E;28	63636-000		ABIQUA
6;1E;28	63646-000	17296	ABIQUA
6;1E;21	63580-000	7892	HEINZ RD
6;1E;16	63442-000		MT ANGEL SCOTTS MILLS
6;1E;23	90930-300		CROOKED FINGER
6;1E;23	90930-691		MILL CREEK RD
6;1E;23	90930-700		MILL CREEK RD
6;1E;23	90930-320		CROOKED FINGER
6;1E;26	90930-543		HAZELNUT
6;1E;15	1200		HAZELNUT
6;1E;25	1000		HAZELNUT
6;1E;35	63895-000		BRIAR LP RD
6;1E;26	90930-230		PEAKS VIEW RD
6;1E;26	90930-210		PEAKS VIEW RD
6;1E;27	63611-000		HAINES
6;1E;22	63587-000		HAZELNUT
6;1E;22	90930-040		GRANDVIEW
6;1E;15E	70930-130	18538	SCOTTS MILLS RD
6;1E;15E	70930-140		SCOTTS MILLS RD
6;1E;15E	90940-001		1ST ST
6;1E;15C	70930-080		MT ANGEL SCOTTS MILLS
6;1E;15C	70930-090		MT ANGEL SCOTTS MILLS
6;1E;16	63443-000		MT ANGEL SCOTTS MILLS
6;1E;16	63582-000		MT ANGEL SCOTTS MILLS
6;1E;16	63444-000	17769	MT ANGEL SCOTTS MILLS
6;1E;16	63449-000		MT ANGEL SCOTTS MILLS
6;1E;16	63459-000		MT ANGEL SCOTTS MILLS
6;1E;16	63451-000		MT ANGEL SCOTTS MILLS
6;1E;16	63474-000		MT ANGEL SCOTTS MILLS
6;1E;17	63480-000		MT ANGEL SCOTTS MILLS
6;1E;7	63482-000		CASCADE HWY
6;1E;18	63501-000	15939	MT ANGEL SCOTTS MILLS
6;1E;18	63503-000	15719	MT ANGEL SCOTTS MILLS
6;1E;18	63504-000		MT ANGEL SCOTTS MILLS
6;1E;18	63491-000		MERIDIAN
6;1E;18	63492-000		MERDIAN
6;1E;19	63537-000		MERDIAN
6;1E;19	63532-000		ABIQUA RD
6;1E;19	63529-000		CASCADE HWY
6;1E;19	63530-000		CASCADE HWY
6;1E;20	63566-000		HERIGSTAD RD
6;1E;20	63569-000		HERIGSTAD RD
6;1E;7	63421-000	10296	MERDIAN
6;1E;7	63414-000	9597	MERDIAN
6;1E;17	63464-000	8314	CASCADE HWY
6;1E;19	63535-000		CASCADE HWY
8;1W;1	100	1985	VICTOR POINT
8;1W;12	500	4705	VICTOR POINT RD
8;1W;13	700		SILVER FALLS HWY
8;1W;13	1000	15442	SILVER FALLS HWY
8;1W;12	400		VICTOR POINT RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;1W;12	800		VICTOR POINT RD
8;1W;1	200		DOERFLER
8;1W;1	900		VICOTR POINT RD
8;1W;1	700		VICTOR POINT RD
6;1E;6	63409-000		DOMINIC
6;1E;6	63405-001		DOMINIC
6;1E;6	63432-000		WAGON RD NE
6;1E;6	63437-000		WAGON RD
6;1E;6	63433-000	10141	WAGON RD NE
6;1E;7	63417-000		WAGON RD NE
6;1E;7	63415-000		OTTER LN
6;1E;7	63413-000		OTTER LN
6;1E;7	63424-000	16153	MARQUAM
6;1E;7	63426-000		MARQUAM
6;1E;7	63420-000		MERDIAN
6;1E;19	63526-000		ABIQUA
6;1E;19	63536-000		CASCADE HWY
6;1E;18	63488-690		CASCADE HWY
6;1E;19	63539-400		CASCADE HWY
6;1E;17	63493-000		CASCADE HWY
6;1E;17	63472-000		CASCADE HWY
6;1E;17	63478-000		CASCADE HWY
6;1E;8	63428-0000	8667	CASCADE HWY
6;1E;17	63498-000		CASCADE HWY
6;1E;17	63496-000		CASCADE HWY
6;1E;6	63394-000		MERDIAN
6;1E;6	63399-000		MERDIAN
6;2E;29	100	12220	BUTTE CRK
6;2E;30	200	11990	BUTTE CREEK
8;1E;19	300		SILVER FALLS HWY
8;1W;12	100	14765	WALDO HILLS DR
8;1W;2	500	13835	WALDO HILLS
8;2W;11	600	13836	WALDO HILLS
8;1W;5	100	11555	WALDO HILL DR
8;1W;8	500	10895	EDMUNSON
8;1W;10	800	4182	CASCADE HWY
8;1W;33	56517-000	11771	STEINKAMP
8;1W;24	500		SILVER CRK HWY
8;1W;11	200		WALDO HILLS DR
8;1W;4	1500		WALDO HILLS DR
8;1W;8	300		WALDO HILLS DR
8;1W;8	1400		WALDO HILLS DR
8;1W;6	1300	10125	EDMUNDSON
8;1W;6	800		EDMUNDSON
8;1W;3	500		CASCADE HWY
		4741	CASCADE HWY
8;1W;15	56027-000	5254	TREE HAVEN
8;1W;15	56164-000		CASCADE HWY
8;1W;22	56156-000		SCHMIDT LN
8;1W;27	56217-504		CASCADE HWY
8;1W;27	56218-000		CASCADE HWY

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;1W;27	56216-000		CASCADE HWY
8;1W;27	56215-000		CASCADE HWY
8;1W;22	56161-000		SILVER FALLS HWY
8;1W;16	56041-000		ANDERSON RD
8;1W;16	56031-000		ANDERSON RD
8;1W;16	56029-945		ANDERSON
8;1W;28	56234-000	7495	ANDERSON
8;1W;33	56502-7411	8265	ANDERSON
8;1W;33	56495-000		ANDERSON
8;1W;33	56476-000		SUBLIMITY RD
8;1W;33	56483-000		SUBLIMITY RD
8;1W;33	56486-000		SUBLIMITY RD
8;1W;33	DITTER TRACK		STEINKAMP
8;1W;34	56616-000		CENTER ST
8;1W;35	60365-000		COON HOLLOW RD
8;1W;35	56638-000		COON HOLLOW
8;1W;36	5665-000		COON HOLLOW RD
8;1W;36	56663-000	15016	COON HOLLOW RD
8;1W;36	56667-000	15036	COON HOLLOW RD
8;1W;36	56670-000		COON HOLLOW
8;1W35	56640-000		BOEDENHEIMER
8;2W;35	56648-200		BOEDENHEIMER
8;2W;26	56186-000		BOEDENHEIMER
8;1W;35	56659-281		TRIUMPH
8;1W;26	56188-000		TRIUMPH
8;1W;26	56190-000		TRIUMPH
8;1W;26	56198-000	14079	TRIUMPH
8;1W;25	56183-000		TRIUMPH
8;1E;18	700		GRANGE RD
8;1E;22	100	6545	SILVER RIDGE RD
8;1E;15	400		FRASER CRK RD
8;1E;32	65106-000		COON HOLLOW RD
8;1E;32	65108-000	17055	COON HOLLOW RD
8;1E;32	65105-000		COON HOLLOW RD
8S;1E;07	700	5081	DRIFT CRK RD
8;1E;17	300		OFF DRIFT CR. RD
8;1E;08	900		DRIFT CRK RD
8;1E;08	100		DRIFT CRK RD
8;1E;05	800		DRIFT CRK RD
8;1E;05	100		DRIFT CRK RD
8;1E;04	600		
8;1E;04	900		
8;1E;23	200		
8;01;15		5565	SILVER RIDGE RD
8;1E;08	1700	4790	DRIFT CRK RD
8;1E;19	600		
8;1E;32	65109-000		COON HOLLOW RD
8;1E;32	65107-000		
8;1E;17	1100	17296	SILVER CRK FALLS HWY
8;1E;21	400		SILVER CRK FALLS HWY
8;1E;12	100	4180	SILVER CRK FALLS RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;1E;02	1700	2652	SILVER FALLS DR. SE
8;4E;32BC	74131-061		NORTH FORK RD
8;1E;02	100		
8;1E;18	1000		SILVER CRK FALLS HWY
8;1E;33	65121-369		COON HOLLOW RD
8;1E;33	65119-000		COON HOLLOW RD
8;1E;33	65123-000		
8;1E;17	1400		SILVER CRK RD
8;1E;17	1300		SILVER CRK FALLS HWY
8;1E;17	1000		SILVER CRK FALLS HWY
8;1E;19	300		SILVER CRK HWY
8;1E;27	300		SILVER FALLS HWY
8;16;27	500		SILVER FALLS HWY
8;1E;02	2900		SCHAFER LN
8;1E;02	2100		SCHAFER LN
8;1E;02	1500	2171	SILVER FALL DR
8;1E;02	300		SILVER CRK FALLS DR
8;1E;02	400		SILVER FALLS CRK DR
8;2E;07	600		NORTH FORK RD
8;3E;36	800		NORTH FORK RD
8;4E;31	65280-000		NORTH FORK RD
9;4;W			BUENA VISTA & WINTEL
9;4W;23			BUENA VISTA FERRY
9;4W;26	62851/21060		POTTS
9;4W;26	62833-000	4366	TALBOT
9;4W;24	62823-038	4173	BUENA VISTA
9;4W;24	62817		BUENA VISTA
9;4W;13	62811-000		BUENA VISTA
9;4W;13	62809-000	3803	BUENA VISTA
9;3W;19	62503-042		WINTEL RD
9;3W;30	62650-000	3636	TALBOT
9;3W;30	62653-000		TALBOT
9;3W;30	62837-000	3915	TALBOT
9;3W;30	62676-000	3295	TALBOT
9;3W;30	62660-000	3156	TALBOT
9;3W;30	62662-000	3106	TALBOT RD
9;3W-35	2840660		TALBOT
9;3W;34	62706-000		MILLER RD
9;3W;34	62704-000	1222	MILLER RD
9;3W;34	62698-000		MILLER RD
9;3W;27	62615-000		TALBOT RD
9;3W;21	62520-000	728	ANKENY RD
9S;4W;24	62820-944		
9S;4W;25	62832-000		EMMONS RD
9S;4W;25	62838-000		
9;4W;13	62808-000		BUENA VISTA RD
9;4W;13	20840-		BUENA VISTA
9;3W;18	62813-000		BUENA VISTA
9;3W;30	62640-000	13803	MARLATT RD
9;3W;30	339-1561?		MARLATT RD
9;3W;30	4008-5136		TALBOT & MARLATT

TW;R;SEC	TAX LOT	ADDRESS	STREET
9;3W;30A	62665-001		TALBOT RD
9;3W;18	62491-000		BUENA VISTA RD
9;3W;18	62814-000		BUENA VISTA RD
9;3W;19	62504-000		WINTEL RD
9;3W;19	62506-000		WINTEL RD
9;3W;18	62486-000	3644	BUENA VISTA
9;3W;18	62487-000		BUENA VISTA
9;3W;18	62490-000		
9;3W;18	62489-089		BUENA VISTA RD
9;3W;18	62484-000		BUENA VISTA RD
9;3W;1818CC	62501-000	873	BUENA VISTA RD
9;3W;31	62688-000		MEYERS LN
9;3W;130	62637-000		MEYERS RD
9;3W;29	62641-000		MEYERS RD
9;3W;29	62644-000		MEYERS RD
9;3W;35			
9;3W;35	62766-000		WHITE
9;3W;35	631-0277		WHITE RD
9;3W;35	62743-000		TALBOT RD
9;3W-34	62705-000		MILLER RD
9;3W;34	62711-000		TALBOT RD
9;3W;34	62715-000		TALBOT RD
9;3W;34	62720-000		TALBOT RD
9;3W;34	62738-000		TALBOT RD
9;3W;28	62518-000		JORGENSON RD
9;3W;28	75130-050		TALBOT RD
9;3W;28	75130-030		TALBOT RD
9;3W;28	75130-120	13793	TALBOT RD
9;3W;21	62518-000		WINTEL RD
9;2W;30	62069-017		
9;2W;31	62094-796		PARISH GAP RD
9;2W;33BA		5892	A STREET
9;2W;33BA			STAYTON RD
9;2W;28CD	70900-036	6027	STAYTON RD
9;2W;26	61969-000		STAYTON RD
9;2W;26	61964-000		HILTON LN
9;2W;28CD	0785-02756	14002	MARION RD
9;2W;28	62019-000		DUCKFLAT RD
9;2W;28D	74000-000		MARION RD
9;2W;28	62003-000		MARION RD
9;2W;26	61973-000		PARKER LN
9;2W;23	61823-000		PARKER LN
9;2W;23	706-0347		PARKER LN
9;2W;23	61825-000		PARKER LN
9;2W;23	61826-000		PARKER LN
9;2W;23	61827-000		PARKER LN
9;2W;23	61811-000	7451	MACROBBINS LN
9;2W;23	61865-000		BRICK
9;2W;23	6100-5710		BRICK
9;2W;23	61847-000		OKEY LN
9;2W;23	61835-000		BRICK

TW;R;SEC	TAX LOT	ADDRESS	STREET
9;2W;23	61853-000		BRICK
9;2W;27	61987-000		MARION RD
9;2W;28	62617-000		MARION RD
9;2W;28	62006-000		MARION RD
9;2W;28CD	62029		MARION RD
9;2W;33BA	73050-490		A STREET
9;2W;33BA	BL.4, LOT 5		A STREET
9;2W;33BA	BL.24, LOTS 7&8		A STREET
9;2W;33BA	BL.4 LOTS 1&2		STAYTON RD
9;2W;33BA	BL.4 LOT 6		A STREET
9;2W;33BA		3510	STAYTON RD
9;2W;28CD	BL.2 LOT 7		STAYTON RD
9;2W;28CD	BL.3 LOT UNK	6007	STAYTON RD
9;2W;28CD	BL.2 LOTS 5-8		STAYTON RD
9;2W;28CD	BL.3 LOT 13		STAYTON RD
9;2W;33A	62151-000		STAYTON RD
~~9;2W;33BA~~	~~BL.12 LOTS 6&7~~		MARION RD
9;2W;33BA	13050-500		B STREET
9;2W;33BD	BL.7 LOT 4		MARION RD
9;2W;34	62112-000		ROSEBUD LN
9;2W;34	62136-000		STAYTON RD
9;2W;34	62117-000		STAYTON RD
9;2W;27	62197-000		STAYTON RD
9;2W;28		6157	STAYTON RD
9;2W;28			STAYTON RD
9;2W;35	62190-106		OFF STAYTON RD
9;2W;26			STAYTON RD
9;2W;26	61949-000		STAYTON RD
9;2W;26	61959-000		STAYTON RD
9;2W;26	61972-000		STAYTON RD
9;2W;26	61970-000		STAYTON RD
9;2W;33BA	73050-630		B STREET
9;2W;29	73080-040	4883	MARION HILL
9;2W;32	73080-090	4784	MARION HILL
9;2W;32	73080-130		OFF MARION HILL RD
9;2W;31	62928-000		PARRISH GAP
9;2W;31	62090-633		PARRISH GAP
9;2W;33	73090-010		JEFFERSON-MARION RD
9;2W;32	62109-000		OFF MARION HILL RD
9;2W;32	73080-120		MARION HILL RD
9;2W;32	20544	5034	MARION HILL
9;2W;30	62071-000	3589	VAUGHN
9;2W;33B	62176-000	5703	MARION HILL
9;2W;33B	73050-150		DUCKFLAT RD
9;2W;33B	62160-000		DUCKFLAT RD
9;2W;33B	BL.5 LOT 2	14337	DUCKFLAT RD
9;2W;33B	73050-090	14147	DUCKFLAT RD
9;2W;33B	214-10994		DUCKFLAT RD
9;2W;30			PARRISH GAP RD
9;2W;33BA	62175-000		STAYTON RD
9;2W;29	62038-000		SHADE TREE LN

TW;R;SEC	TAX LOT	ADDRESS	STREET
9;2W;29	62044-000		SHADE TREE LN
9;3W;26	1000/21005		99E
9;3W;35	100-20912	13892	PACIFIC HWY
9;3W;36	62761-000		99E
9;3W;36	62794-000		SKELTON RD
9;3W;25	62579-000	3439	VAUGHN RD
9;3W;2B	1500		ENCHANTED WAY
9;3W;1	800	3165	CLOVERDALE RD
9;2W;6	74820-450		RIDGEWAY DR
9;3W;12A	1400	10763	SUMMIT LOOP RD
9;2W;7	61501-000		
9;2W;6	74820-	3933	RIDGEWAY DR
9;2W;6	74820-521	5853	RIDGEWAY DR
9;2W;7	74820-800	4184	RIDGEWAY
9;2W;6	74820-480		RIDGEWAY
9;2W;6		3463	RIDGEWAY
9;2W;7	61512-000		PARRISH GAP RD
9;2W;7	74810-750		PARRISH GAP RD
9;2W;7	74820-820	4114	RIDGEWAY
9;2W;7	74820-830		RIDGEWAY
9;2W;7	74820-840		RIDGEWAY
9;2W;7	74820-851		RIDGEWAY
9;2W;18	74930-110		SUMMIT LOOP
9;2W;18	158-0104	11400	SUMMIT LOOP
9;2W;19	61691-024		SUMMIT LOOP
9;2W;19	61698-000		SUMMIT LOOP
9;2W;19	62088-000	4087	WINTERCREEK
9;2W;19	62089-000	3897	WINTERCREEK
9;3W;10	1600		RIDGEWAY
9;3W;120	600		SUMMIT LOOP
9;3W;35			PACIFIC HWY 99E
9;3W;36	62790-000		PACIFIC HWY 99E
9;3W;56	62795-000		SKELTON
9;3W;11	100		ENCHANTED WAY
9;3W;2A	500	9122	ENCHANTED WAY
9;3W;1C	100		CLOVERDALE
9;3W;1	400		CLOVERDALE
9;3W;10	200		CLOVERDALE
9;3W;26	700/61-0103		PACIFIC HWY 99E
9;3W;6	20687	3335	SYDNEY-INDEPENDENCE
9;3W;16	62473-000		ANKENY HILL RD
9;3W;09	62380-000	62473	BUENA VISTA
9;3W;22	62526-000		ANKENY HILL RD
9;3W;02B	600	9205	SUMMYSIDE/ELKINS RD
9;3W;02	400		SUNNYSIDE FRONTAGE RD
9;3W;02	400	9483	JACKSONHILL RD
9;3W;14	1490-1143		HWY 99E
9;3W;26	200		HWY 99E
9;3W;5	62373-000		SIDNEY/INDEPENDENCE
9;3W;5	62354-000		SIDNEY/INDEPENDENCE
9;3W;8	62371-000	9903	SIDNEY/INDEPENDENCE

TW;R;SEC	TAX LOT	ADDRESS	STREET
9;3W;16	400	369	ANKENY HILL RD
9;3W;9	62374-000		ANKENY HILL
9;3W;9			ANKENY HILL/OAK DR
9;3W;27	62516-000		WINTEL
9;3W;22			ANKENY HILL
9;3W;22	62530-000		ANKENY HILL RD
9;3W;2B	1100		JACKSON HILL RD
9;3W;10A	200		NEW FRONTAGE
9;3W;10A	700		NEW FRONTAGE
9;3W;15	62467-000		
9;3W;15	62461-000		HOCHSPEIER
9;3W;14	74710-046		STEIWER RD
9;3W;23	62569-000		PACIFIC HWY 99E
9;3W;23	62570-000		PACIFIC HWY 99E
9;3W;23	64-690		LARMER RD
9;3W;23	74710-250		FARMER
9;3W;22	62537-000		ANKENY HILL
9;3W;23	623-0154		FARMER
9;3W;23	1000		ANKENY HILL
9;3W;26	300		PACIFIC HWY 99E
9;3W;27	62612-000		PACIFIC HWY 99E
8;1W;18	56085-000	9032	JORDAN
8;1W;23	56171-000	13934	SILVER CRK FALLS HWY
8;1W;23	56173-000	14194	SILVER CRK FALLS HWY
8;1W;19	75290-180	9861	BROWNELL RD
8;1W;19	75280-051	6791	PETER ROAD
8;1W;19	56088-000	6654	SHAW HWY
8;1W;31	56342-000		MILL CRK RD
8;1W;32	56420-000	10984	MILL CRK RD
8;1W;18	56076-000		SILVER CRK FALLS HWY
8;1W;18	56062-000		SHAW AUMSVILLE RD
8;1W;18	56068-000		SHAW AUMSVILLE RD
8;1W;18	56083-000		JORDAN
8;1W;18	56084-479		SILVER CRK FALLS HWY
8;1W;7	800	9711	JORDAN
8;1W;20	56121-000	10708	SIMPSON
8;1W;20	56130-000		SIMPSON
8;1W;20	56138-000	6308	SIMPSON
8;1W;20	56137-000	56137-000	SILVER CRK FALLS HWY
8;1W;21	56152-000		SILVER CRK FALLS HWY
8;1W;22	56165-000		SILVER CRK FALLS HWY
8;1W;19	75280-120	9972	BROWNELL
8;1W;19	56107-000		BROWNELL
8;1W;19	56094-000		BROWNELL
8;1W;19	75290-120	9974	FRIENDLY ACRES
8;1W;19	75290-150		FRIENDLY ACRES
8;1W;19	56112-000		KEENE LN
8;1W;31	56410-000		MILL CRK RD
8;1W;31	56399-001		MILL CRK RD
8;1W;31	56401-000		MILL CRK RD
8;1W;31	56391-000		MILL CRK RD

TW;R;SEC	TAX LOT	ADDRESS	STREET
8;1W;31	56357-000		MILL CRK RD
8;1W;31	56382-000		MILL CRK RD
8;1W;31	56360-000		MILL CRK RD
8;1W;31			MILL CRK RD
8;1W;31	56372-000	8342	BISHOP
8;1W;31	56337-000		BISHOP
8;1W;31	56369-000	8402	HOLMQUIST
8;1W;31	56354-000		HOLMQUIST
8;1W;31	56352-000		HOLMQUIST
8;1W;31	56348-097		HOLMQUIST
8;31;32	56440-000		MILL CRK RD
8;1W;32	56417-000	10704	MILL CRK RD
8;1W;32	56416-000		MILL CRK RD
8;1W;32	56415-000	10914	MILL CRK RD
8;1W;32	56418-987		MILL CRK RD
8;1W;29	56240-000		SHERMAN
8;1W;29	56268-000		SHERMAN
8;1W;30	56307-000		ALBUS
8;1W;30	56309-000		ALBUS
8;1W;30	56312-000		ALBUS
8;1W;30	56303-000		BISHOP
8;1W;30	56284	7781	BISHOP RD
8;1W;30	56278-000	7831	BISHOP
8;1W;30	56272-000		AUMSVILLE SUBLIMITY
8;1W;30	56279-000	9614	AUMSVILLE SUBLIMITY
8;1W;30	56274-000		AUMSVILLE SUBLIMITY

APPENDIX C

REGISTRATION

SITE NUMBER	HISTORICAL NAME	DATE
1	Lawrence Snyder Farm	1928
2	Charles Becke Sr. House	1872-74
3	Unknown	c. 1900
4	Charles Keil House and Farm	1879
5	Unknown	1873
7	Frederick Bents House	1887
8	Maitland-Yergen House	1860/1890
9	John Michael Singer Farm	1908
10	Peter Feller, Sr. House	1872
11	Lester Matthieu House	1911
12	William H. Ehlen House	1892
13	Henry C. Ehlen House	1892
14	H.A. and Cora Gilbertson House	c. 1920
15	Carl and Paloma Hoffman House	1922
17	Unknown	c. 1890s
18	Unknown	c. 1920s
19	Frederick Keil House	c. 1866-67
20	John Giesy House and Farm	c. 1869
24	John Lettenmaier House and Farm	c. 1900
25	Francis Feller Granary	c. 1860
27	Jacob or John Miller Water Tower	c. 1900
28	Harland E. Feller House and Farm	1933
30	Alfred E. Feller House	c. 1920s
31	George B. Hovenden House	c. 1900
32	George B. Hovenden Farm	c. 1920s
33	Glen and Amelia Carothers House/Farm	1928
35	Adelbert Yergen House	c. 1915
36	Peter Jager House and Barn	1907
37	William Harris House	1891
38	William Schwader House and Barn	c. 1880s
41	Stauffer-Will Farm	1864
45	Unknown	1915
46	Joseph A. Brown House	1929
47	George B. Hovenden House	1900
48	James L. and Mabel Hopkins Farm	c. 1930s
49	James C. and Ida E. Goodale House	c. 1880s
50	Unknown	1905
51	Hezekiah C. Dayton House	1915
54	Daniel J. Yoder House	1890
55	Daniel J. Yoder House	1903
56	J.C. Calvert House	1920
57	Jane Pulley House	1915
58	Cass Sanders House	1914
61	Champoeg School	1911
63	Augustus Hoefer House	c. 1900
64	Hugh B. Gerarin House and Farm	c. 1870s
65	Burnell Olson House	1932
66	Unknown	1910
67	Joseph Blanchette House	1915
68	Casper Zorn Farmhouse	1867-70
69	Alexander J. Van Wessenhove	c. 1900

SITE NUMBER	HISTORICAL NAME	DATE
70	Unknown	c. 1880s
72	Unknown	Unknown
73	Herbert Coleman Dairy	1900
74	David N. Brown House	1894
75	William Thomas Coleman House	1895
76	William R. McKay House	1905
77	Patrick Mullen House	1875
78	Frank N. Coleman House	1920
79	Urban J. Kirk House	1915
80	John W. and Thomas F. Kirk House	1878
81	Hugh Cosgrove House	1875
82	Sylvester J. Smith Hop Dryer	c. 1930s
83	John N. McKay House	1905
84	Unkown	Unknown
85	Edward and Eleanor Davidson House	1929
86	D. Manegre House	c. 1900
87	Unknown	1913
88	Frank N. Coleman House	1915
89	Coyle Century Farm	1937
91	James F. and Mary Davidson House	1905
93	Ross F. and Rose Coleman House	1915
95	Elisha Jenkins Harding House	1875
96	William Case House	Unknown
97	George Case Farm	1884-1913
98	Ernest Yergen Farm	1884-1913
99	William Yergen Farm	1884-1913

APPENDIX D

PROMINENT INDIVIDUALS

PROMINENT INDIVIDUALS

Abernethy, George, Governor
First and only Provisional Governor of Oregon, 1845-1849. Financial manager of the Methodist Mission, in charge of Mission store in Oregon City. Abernethy and Alanson Beers platted Butteville sometime prior to 1850 as a wheat-shipping point on the upper Willamette.

Aupperle, J. A.
Banker, merchant and community leader of Jefferson, Oregon, at the turn of the century. President of the Oregon State Bank and the Jefferson Mill Company, dealing in both lumber and flour, he was active in Jefferson civic affairs.

Beers, Alanson (1800 - 2/20/1853)
Member of the Methodist Mission, he was in charge of the Mission farm. He built a house and blacksmith shop on the site, and several houses and mills (Corning 1956:25). With George Abernethy, he platted the town of Butteville sometime prior to 1850.

Blanchet, Francis Norbert, Rt. Rev. (9/5/1795 - 6/18/1883)
Priest, missionary, author and archbishop. First priest in the Oregon country, arriving at Fort Vancouver in 1838. Established St. Paul Mission, and St. Joseph's College, in Marion County.

Boon, John D. (1/08/1817 - 7/17/1864)
County Judge, 1855-1858. County treasurer, 1862. Last Territorial printer and first Oregon state printer (Corning 1956:32).

Brooks, Linus
Pioneer of 1850, and prominent community figure in the Brooks, Oregon, area, for whom the town is named.

Bush, Asahel (6/04/1824 - 12/23/1913)
Publisher, banker and Democratic political leader. Editor and publisher of The Oregon Statesman and associate of William S. Ladd in the Ladd & Bush Bank in Salem. Before his arrival in Oregon in 1850, he had been admitted to the Massachusetts bar.

Bushey, William M. (-1923)
Marion County judge, 1908-1923.

Case, William
Pioneer farmer and community leader. Active in education and county government. Case served as county commissioner, 1862-1866, 1868-1870 and 1872-1874.

Clarke, William J.
Editor and publisher of The Gervais Weekly Star. Active in education and civic affairs.

Condit, Sylvanus (3/24/1829 - 4/29/1904)
Marion County pioneer of 1854, settled near Aumsville. County commissioner, 1878-1884.

Conser, Jacob (7/20/1818 - 3/18/1893)
Pioneer farmer and founder of Jefferson, platted in 1851; county judge, 1850-1852. He served several terms in the state legislature.

Coolidge, Ai (2/15/1823 - 7/14/1908)

Early banker and merchant, he originally settled at Milford where he opened a general store in 1852. Marion County commissioner, 1868-1872. He opened the Coolidge & McClaine Bank. Later moved to Silverton where he continued his business and civic interests. Promoted the Silverton Electric Light Company (Corning 1956:61).

Craig, David Watson (6/25/1830 - 12/17/1916)

"Political writer, editor, and co-founder with W. L. Adams of the Republican party in Oregon" (Corning 1956:66). Foreman of The Oregon Argus, he later consolidated that paper with The Oregon Statesman (1863). He published the Salem Daily Record, 1867-68, and was associated with the publication of The Willamette Farmer, 1872. Craig later retired to a farm in the Salem vicinity.

Davenport, Homer Calvin (3/08/1867 - 5/02/1912)

Oregon author and cartoonist, born near Silverton. Cartoonist for The Portland Oregonian and Mercury before joining The San Francisco Examiner.

Denny, James M.

Pioneer settler of the Waldo Hills area. He established, named and was first postmaster of Sublimity, Oregon.

Downing Family

Large extended Marion County pioneer family. John Downing came to Oregon in 1847, settling in the Waldo Hills. He had extensive farming interests. George and James Downing arrived in Oregon in 1852.

Geer, Ralph Carey (1816 - 1/09/1895)

Early settler in the Waldo Hills, 1847, where he initiated nursery business with seedlings he transported across the Oregon Trail. Member of Territorial legislature, 1854. In 1858 he imported sheep from England and became a pioneer flax grower in Oregon (Corning 1956:97).

Geer, Theodore Thurston, Governor (3/12/51 - 2/21/1924)

Born in the Waldo Hills to Herman Johnson and Cynthia Ann Geer, he was the first native Oregonian elected governor, 1899-1903. Served four terms in the legislature; speaker of the house in 1891. Editor of The Oregon Statesman, 1903-1905; author of "Fifty Years in Oregon" (1911).

Gervais, Joseph (1777 - 4/13/1861)

French-Canadian trapper and early settler, he came overland with Astor's Hunt party in 1811. Settled on French Prairie, 1829-1830. In 1834 the first school in Oregon was conducted in his home by Solomon Howard Smith. Gervais was one of four justices of the peace appointed at Settlers' Meeting in 1841, and was appointed member of Committee of Six at Champoeg meeting, February 1843 (Corning 1956:98).

Gill, Joseph Kaye (1841 - 10/01/1931)

Early Salem merchant. Emigrated from England in 1854. In 1864 he came to Oregon and attended Willamette University for one year before returning to the east coast to finish his education. Returning to Salem he purchased the W.H. Willson Bookstore. In 1870 he sold and moved to Portland, and later founded the J.K.Gill Bookstore.

Goulet, William H.

County commissioner, 1906-1923.

Gray, William H., Dr. (9/08/1810 - 11/14/1889)
Physician and lay missionary, he settled in Marion County in 1840 as secular agent to the Methodist Mission. Helped form the Provisional Government in 1843. Member of Provisional Legislature in 1845.

Grim, J. W.
County commissioner, 1855-1854. Early farmer and civic leader.

Grover, Lafayette, Governor (11/29/1823 - 5/10/1911)
Pioneer (1851) Oregon lawyer and businessman. Served as state governor, 1870-1877, and was elected to the United States Senate in 1877. He was director of the Willamette Woolen Manufacturing Company, 1856-1871, and manager of the Salem Flouring Mills, 1867-1871, among many other business interests.

Hibbard, King (1806 - 6/30/1860)
Pioneer farmer of 1847, he settled in the Waldo Hills and was the first person to receive a certificate of title under the donation land claims law.

Howell, John (12/06/1787 - 10/04/1869)
First settler in the Howell Prairie region, in 1843-44. Prominent farmer and community leader.

Hubbard, Charles (2/14/1800 - 1884)
Oregon pioneer of 1847. Laid out the town of Hubbard in 1870, having given land in the immediate vicinity to the Oregon & California Railroad on which to build a station.

Hunt, George Washington (2/08/1831 - 1893)
Oregon pioneer of 1847, he acquired a donation land claim in Sublimity area. Became a prominent Marion County farmer and stock breeder. Master of the Grange and member of the Oregon Agricultural Society.

Hunt, J. T.
County commissioner, 1917-1924.

Keil, William ("King"), Dr. (3/06/1812 - 12/30/1877)
Founder and patriarch of the Aurora Colony (1857-1877), he had a significant impact on the early architectural and agricultural development of the county.

LaBonte, Louis (1788 - 9/03/1860)
French-Canadian trapper, member of the Pacific Fur Company's overland party (1812). Settling on French Prairie, he became a prominent farmer and livestock raiser.

LaRoque, George (1820 - 2/23/1877)
French-Canadian fur trapper, settling at Butteville in 1846. In 1849 he began a mercantile business with F.X. Matthieu and J.B. Piett. This partnership, including also Daniel Harvey, built the Imperial Flouring Mills at Oregon City.

Lee, Jason, Rev. (6/28/1803 - 3/12/1845)
Founder of the Methodist Mission and early leader of the American settlers in Oregon. He took part in events that led to the establishment of the Provisional Government. His travels and speeches in the east led to much of the early immigration and dissemination of knowledge of the Oregon Country.

Lee, Daniel, Rev. (7/01/1806 - 7/22/1895)
Nephew of Jason Lee, Daniel arrived with his uncle in 1834 to help establish the Methodist Mission. Co-author with Joseph Frost of "Ten Years in Oregon" (1844).

Longtain, Andre (1791 - 1/28/1871)
French-Canadian trapper and settler. Member of the Astor sea expedition aboard the "Tonquin" (1811). Platted Champoeg with Robert Newell. Champoeg Park is located on Longtain's land claim.

Lonney, Jesse (1800-3/25/1869)
Pioneer farmer, member of the "Great Migration" of 1843, settled south of Salem in 1844. Provisional legislator, 1846. Credited with one of the earliest orchards in the region, he helped construct many churches and schools, including the Jefferson Institute.

Lord, William Paine (7/01/1839 - 2/17/1911)
Governor and jurist, began law practice at Salem (1868), where he became the city attorney, and state senator in 1878. "For eight years he was associate, then for six years chief justice of Oregon Supreme Court...in 1914 he was selected by Oregon bar association as greatest of Oregon's chief justices" (Corning 1956:152).

Lucier, Etienne (1793 - 3/08/1853)
French-Canadian trapper and early settler on French Prairie. He came overland with Astor's Hunt party in 1811. Some historians consider him to have been the first Oregon farmer (1829-1830). "Was active in early wolf meetings and is said to have cast a deciding vote in favor of civil organization of the country, at the Champoeg meeting, May 2, 1843" (Corning 1956:153).

Matthieu, Francois Xavier (4/02/1818 - 2/04/1914)
French-Canadian pioneer and last survivor of those who voted at Champoeg. Settled on French Prairie, working as farmer and carpenter. He and Etienne Lucier were the only French-Canadians to vote for organization and government at Champoeg. Was a county judge, 1845 and 1847; a merchant at Butteville, 1850-1865; and member of state legislature, 1874 and 1878.

McKay, Thomas (1797 - 1849)
Member of the Pacific Fur Co. who arrived in Oregon in 1811. Stepson of John McLoughlin, he settled near Scappoose, and French Prairie where he built a mill. Active in early survey and road-building work, he established a claim in the vicinity of Scotts Mills just before his death.

McNary, Charles Linza (6/12/1874 - 2/25/1944)
Native of Marion County, he practiced law at Salem. Became deputy district attorney of the third judicial district, and dean of the Willamette University Law School. Influential political leader, he was appoint- ed to the United States Senate in 1917 after the death of Harry Lane. He served in the senate until 1944.

Melson, Roy S.
County commissioner, 1933-1940.

Miller, Richard (1803 - 1875)
Early pioneer of the Silverton area. County commissioner, 1854-1857.

Minto, John (10/10/1822 - 2/25/1915)
Pioneer legislator, sheepman and author. Organizer of the first State Fair; secretary of State Agricultural, 1867-69, editor of The Willamette Farmer; and state representative, 1862-1864,

1868-1870, 1880-1882, 1890-1892. He surveyed both Minto and Santiam passes; served as secretary of the State Board of Horticulture. He authored "Rhymes on Life in Oregon" (poetry), "Early Life in Oregon and Historical and Biographical Facts" (prose) and several historical articles and tracts.

Needham, Isaac C.
Marion County commissioner, 1900-1908.

Newell, Robert, Dr. (3/30/1807 - 1869)
American pioneer and trapper, he brought the first wagon into the Willamette Valley. In 1852 he platted Champoeg, whose name was changed to Newellsville in 1864. Was member of the legislative committee of the Provisional Government, 1843-1848, and peace commissioner to the Native Americans following the Whitman Massacre. Twice elected county commissioner, 1858, 1859. Elected to the state legislature in 1860.

Odermatt, Adelhelm, Rev. (1844 - 1920)
Founder of Mt. Angel College. "In 1910, Pope Benedict XV bestowed upon him the honorary title of `Titular Abbot,' in recognition of his services for religion in the Far West" (Corning 1956:178).

Parker, William (1814 - 1857)
Pioneer of 1848, he built the first mill at Parkersville. Credited by some for bringing the first surveying equipment into the Willamette Valley (Down 1926:36). Member of the Oregon legislature, 1850.

Parrish, Josiah L., Rev. (1/14/1806 - 5/31/95)
Member of the Methodist Mission's "Great Reinforcement," he followed the blacksmithing trade. In 1842 he was elected an early trustee of the Oregon Institute.

Pearne, Thomas Hall, Rev. (6/07/1820 - 5/30/1910)
Editor of the Pacific Christian Advocate, and trustee of Willamette University.

Peebles, John C.
Early Fairfield pioneer and the town's first postmaster, 1852. Marion County judge, 1862-1870, 1874-1878.

Pickard, O.
Pioneer of 1844. Was the first settler in the vicinity of Marion, Oregon.

Porter, William (12/14/1812 - 1899)
Pioneer of 1848. He was the chief clerk of the first Territorial Legislative Assembly, and served as Marion County assessor, commissioner and state representative.

Scott, Robert Hall, and Thomas
Early pioneers and founders of Scotts Mills, where they built a sawmill and flour mill. Thomas Scott was the first postmaster of the community, established in 1887.

Settlemire Family
Marion County pioneer family. Extensive farming and business interests. J.H. Settlemire with Charles Hubbard platted the town of Woodburn in 1870.

Shaw, John J.
Marion County judge, 1878-1882.

Shaw, Thomas Clemens
Early pioneer of Bethany. Educator and first clerk of Bethany School District No. 63. County commissioner, 1864-1868. County judge, 1882-1890.

Shaw, William, Captain (12/15/1795 - 1/20/1888)
Pioneer of 1845, he settled on Howell's Prairie in 1846 to farm. Captain in the Cayuse War, and active in early settlement affairs. Elected to the Territorial legislature in 1850.

Siegmund, John C.
Marion County judge, 1929-1941.

Smith, James X.
Early pioneer of the North Santiam River canyon, and founder of Mehama, named for his wife. Operating an early ferry on the river, Smith was responsible for much of the community's early growth between the 1850s and 1880s.

Smith, Jim E.
Business and civic leader. Marion County commissioner, 1923-1935, 1939-1946.

Smith, Joseph Shoewalter (6/20/1824 - 9/28/1884)
Congressman, attorney and educator. Arrived in Oregon City in 1845 and moved to Salem in 1848. In 1853 he moved to Washington Territory where he became prosecuting attorney. Returned to Salem in 1858 and practiced law there from 1858 to 1870. Founder of the Willamette Woolen Mills, 1860 (Corning 1956:227).

Stayton, Drury S.
Early Oregon pioneer and founder of the community of Stayton, platted in 1872.

Tozier, Albert (3/07/1860 - 6/27/1937)
Custodian of the historical relics at Champoeg Park (Corning 1956:247).

Turner, Henry L.
Early pioneer and community leader. With his son-in-law, Amos ("Aumus") M. Davis, Turner built an early flour mill. On Davis's death, he named the locality Aumsville. To the west of Aumsville, the town of Turner, Oregon, was named for him in 1871.

Waedenshuyler, Dominic, Rev. (2/21/1863 - 4/01/1932)
First rector of Mt. Angel Seminary, and second president of the college. As a professor of music he organized bands and orchestras that played throughout the Willamette Valley; his own compositions received considerable recognition.

Waldo, Daniel (1800 - 9/10/1880)
Marion County pioneer of the Waldo Hills area, settling in 1843-1844. He was a leader in local education, served in several capacities for the Provisional Government, and was a promoter of Oregon's first woolen mill.

Waldo, John Brechenride (10/6/1844 - 9/02/1907)
Son of Daniel Waldo, he took a law degree from Willamette University in 1866, and was admitted to the bar in 1870. Elected a Supreme Court judge, 1880-1883, and to Oregon state legislature in 1889. He was a dedicated conservationist and became early associated with the National Park Movement.

Waldo, William (4/22/1832 - 11/24/1911)
Son of Daniel Waldo, came overland with his parents in 1843. Admitted to Oregon bar, 1863. He was elected to the Oregon state senate in 1878, 1880, 1882, 1884, and president of the senate, 1885. County judge, 1890.

Watson, J. M.
County commissioner, 1890-1898.

Willson, William Holden, Dr. (4/14/1805 - 4/17/1856)
First Provisional treasurer and founder of the city of Salem, platted in 1846.

Zeiber, John S. (5/14/1803 - 11/12/1878)
Pioneer of 1851. Appointed surveyor-general in 1856.