

# HISTORIC CONTEXT STATEMENT

CITY OF CORVALLIS, OREGON

STATE PARKS  
SALEM OFFICE

SEP 10 1993

August 1993



Oregon State Parks



Prepared By  
Mary Kathryn Gallagher

*The activity that is the subject of the publication has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior, as provided through the Oregon State Historic Preservation Office. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior.*

## TABLE OF CONTENTS

<b>Introduction</b> .....	1
<b>Chapter 1: Euro-american Exploration and Settlement in the Corvallis Area, 1811-1850</b> .....	4
Historical Narrative.....	4
Resource Identification.....	10
Evaluation.....	15
<b>Chapter 2: Expanding Settlement and Community Development: Corvallis in the Steamboat Years, 1851-1879</b> .....	20
Historical Narrative.....	20
Resource Identification.....	45
Evaluation.....	63-a
<b>Chapter 3: The Impact of the Railroad on Community Development, 1880-1900</b> .....	64
Historical Narrative.....	64
Resource Identification.....	79
Evaluation.....	90
<b>Chapter 4: Corvallis in the New Century, The Dawn of the Motor Age, 1900-1929</b> .....	113
Historical Narrative.....	113
Resource Identification.....	135
Evaluation.....	155
<b>Chapter 5: Corvallis During the Great Depression &amp; Second World War, 1930-1945</b> .....	194
Historical Narrative.....	194
Resource Identification.....	200
Evaluation.....	207
<b>Chapter 6: Treatment</b> .....	217
<b>Bibliography</b> .....	221

## APPENDICES

**Appendix A:** List of some Corvallis businesses in ca. 1880.

**Appendix B:** City of Corvallis, Historic and Cultural Resources Findings and Policies.

**Appendix C:** List of some properties outside of the previously surveyed area which meet significance criteria.

**Appendix D:** Properties located in previous survey area recommended for intensive level inventory forms and re-evaluation.

### PHOTOGRAPH CREDITS

Unless otherwise noted, all **historic** photographs are from the collections of the Benton County Historical Museum in Philomath, Oregon. The Kuchel and Dressel lithographs were reproduced from prints in the possession of Mr. Harland Pratt of Corvallis.

## ACKNOWLEDGEMENTS

Several individuals deserve recognition for time they have volunteered on this project. May Dasch spent many hours over the course of the past three months gathering data for this document. Ms. Dasch is one of the best researchers I've encountered and I owe her much gratitude for her dedication to the project and her devotion to the accurate recording of history.

Judith Chapman spent many long hours in the course of the last cultural resource survey project researching Corvallis history. Notes compiled at that time were also used in the preparation of this document. Several days when I needed to be cloned, Joni Nelson provided her services.

Lynn Ketchum volunteered his services as a photographer over a period of several days, providing about two-thirds of the photographs, certainly of better quality than would have been the case if I had that task.

As always, the Benton County Historical Museum staff, Bill Lewis, Judy Juntunen and Vince Zettler, went out of their way to provide assistance in various aspects of the project. Unfortunately, the untimely closing of Horner Museum on the Oregon State University campus meant that data on Corvallis housed in that facility could not be used in preparing this report. Elizabeth Nielsen, of the Oregon State University Archives, was very helpful with our research requests.

I would also like to thank the Corvallis Historic Preservation Advisory Board for their support in this endeavor. Board members are Chair Susan Soukup, Larry Passmore, Linda Dodson, Barbara Ketchum, Jay Sorgen, and Andrew Gill. Linda Sarnoff and Peter Idema of the City Development Department were responsive and patient in dealing with my inquiries and requests. Judy Somes, secretary with the Development Department, was helpful in the last frantic moments of the project.

This report was written over a period of three and one-half months. Given this relatively short time frame, the large number of "facts" presented in this report, and the time necessary to gather historical data and assess its accuracy, some inexact information may have been used inadvertently in the preparation of this document. An errata page will serve to correct any inaccuracies that may be discovered.

"Buildings are the most conspicuous and revealing marks of a society" (Marion Ross, 1959).

## CORVALLIS, OREGON, 1811-1945: HISTORIC CONTEXT

"Corvallis is a repose. It is quiet, restful, satisfied. Its atmosphere is that of contentment. There is little to stir its blood in the fever of struggle" (Hines 1893:235).

"Every person visiting Corvallis, especially in the spring and early summer, is struck with its lovely location, magnificent scenery, clear sparkling water, healthful climate and refreshing sea breezes, wafted through a gap in the mountains in the immediate vicinity of Mary's Peak...Possessing so many natural advantages,...it seems marvelous to strangers that Corvallis should have so long stayed in the background. But the day of deliverance from obscurity is brightly dawning..." (The West Shore 1879).

### INTRODUCTION

This geographic historic context examines the historical developments in the current corporate (1993) city limits of Corvallis, Benton County, Oregon (Fig. I-1). Temporally, it focuses on developments that occurred from ca. 1811, the period of the first Euro-American exploration in this area, to 1945, approximately 50 years before present.

The goals of generating contextual information are to:

- 1) Identify the historical themes, events, and associated individuals which have played an important role in the development of an area;
- 2) Describe the types and characteristics of cultural resources associated with identified themes;
- 3) Discuss the potential distribution of these resources on the landscape;
- 4) Establish evaluation standards to use in determining resource significance; and
- 5) Identify preservation goals and treatment strategies.

Toward this end, the historic context has been divided into five chapters, each representing a stage of development in Corvallis' history. Each chapter includes:

- 1) An historical narrative of the time period which examines the major trends, events, and individuals that characterized or played an important role in that period of history;

- 2) A resource identification section that links the identified trends, events, and people to physical remains on the landscape;
- 3) A discussion of the potential distribution of these physical remains (cultural resources) on the landscape; and,
- 4) A discussion of evaluation standards for these resources.

Preservation goals and treatment strategies for significant resources are addressed in the final chapter.

### Setting

The city of Corvallis, located approximately 70 miles south of Portland, Oregon and 50 miles east of the Pacific Ocean, currently encompasses a 13 square mile area in Oregon's central Willamette River Valley. The Willamette Valley was the "Eden" at the end of the Oregon Trail for thousands of Americans who migrated to this region in the mid-nineteenth century. Located at the confluence of the Willamette and Mary's Rivers, Corvallis was described in 1874 as, "...an incorporated city and county seat of Benton County, located on the west bank of the Willamette River, on a beautiful plateau one and a half miles wide, entirely above high water" (Benton County Almanac 1874). "The plateau upon which the city is built extends back to the foothills, until it is lost in the Coast Range of mountains which divides the Willamette Valley from the Pacific Ocean" (The West Shore 1879: Vol. 5, No. 2, p.59). Today, development extends beyond the "plateau", westward to the lower foothills of the Coast Range.

The landscape prior to Euro-American settlement consisted of mixed stands of Douglas fir, Oregon ash, cottonwood, oak, alder, willow, and big leaf maple, with a dense understory dominated by Oregon Grape, salmonberry, elderberry, rose, hardhack, ninebark and cascara. The higher terraces above the flood plain were covered with a vast savanna dotted with stands of Oregon white oak. Oak forests would have dominated the valley margins, grading into the Douglas fir forests which blanketed the Coast and Cascade Ranges to the west and the east, if it were not for the seasonal burning practices of the resident Kalapuya (Sanders and Weber 1983:14-15).

The Kalapuya were the native peoples that occupied the Willamette valley south of Willamette Falls to the Umpqua River Valley in the proto-historic period. The Kalapuya lived in small bands. In the Willamette Valley, each band usually had a permanent camp along a river that was tributary to the Willamette. The Chepenefa (Mary's River) band of the Kalapuya occupied the valley of the Mary's River. Kalapuya bands moved about during the warm months of the year, hunting and gathering. When the weather turned cold, they returned to their winter villages. Late in the eighteenth century,

the native populations in the Willamette Valley, and elsewhere in the Pacific Northwest, were reduced by an epidemic of smallpox that was initially spread by Europeans involved in the maritime fur trade. Indian populations were further decimated in the 1830's by a malaria epidemic that raged through the area. The greatly reduced population, some estimates indicate a population loss as high as 90%, resulted in the decimation of the Kalapuyan culture. With Kalapuya numbers substantially reduced, some of the Klickitat Indians, who normally lived in the Columbia River region, migrated south. When early Euro-American settlers reached the current Benton County area, they found both Kalapuya and Klickitats in this region. These Native Americans, who were few in number, posed little threat.

## CHAPTER ONE

### EURO-AMERICAN EXPLORATION AND SETTLEMENT IN THE CORVALLIS AREA, 1811-1850

#### HISTORICAL NARRATIVE

##### **Euro-American Presence in the Mid-Willamette Valley, 1811-1844**

At the beginning of the nineteenth century, the maritime fur trade of the Pacific Northwest was at its peak. Sea otter, the basis of this trade, however, had been significantly depleted. In the early years of this century, the maritime trade was gradually supplanted by the exploitation of land resources in the region. The most important inland resource was the beaver. As a result of inland expeditions for beaver pelts, the first Euro-Americans to visit the locality which eventually became Corvallis were fur trappers and traders. Among the earliest were the Astorians, the American fur traders who established several sub-posts in the Willamette Valley during the period 1811 to 1813. Wallace House, one of these sub-posts, was located to the north of present day Corvallis on the Willamette River near what is today the site of the city of Salem. Between 1818 and 1821, the Canadian North West Fur Company, the company that displaced the Astorians, sent its traders into this region and further south (Moore and Munford 1978:3).

In 1821, the British Hudson's Bay Company (HBC) absorbed the North West Fur Company and in 1824-25, the HBC established Fort Vancouver on the banks of the Columbia River in what is today Vancouver, Washington. Between the years of 1825 and 1843, the Hudson's Bay Company sent fur brigades almost annually from the Columbia River region to California (Moore and Munford 1978:3).

While, in the early years, the inland trade relied more heavily on rivers as transportation corridors, the most important route used by these brigades was a north-south route on the west side of the Willamette River that became known as the Hudson's Bay Company Pack Trail or the Oregon-California Pack Trail. The west side of the Willamette River was preferred over the east side because the Coast Range streams were smaller and therefore easier to cross than the streams originating in the Cascades. The pack trail, which wound along the base of the foothills of the Coast Range, passed through the general vicinity of the current Willamette Valley towns of LaFayette, Dallas, Corvallis-Philomath, and Elmira. South of the Willamette Valley, the road continued to the Umpqua River region, then south to the present Grant's Pass-Jacksonville area and across the Siskiyou Pass into northern California. In the present-day Corvallis area, French trappers of the Hudson's Bay Company established camps within sight of Mary's Peak (Phinney, Historical Sketch of Benton County 1942). At least one map indicates that

these French "voyageurs", as they were called, may have been responsible for naming the prominent Coast Range peak within sight of Corvallis, "St. Maries". Americans also used this trail, probably beginning in 1828 when Jedediah Smith travelled north from California to Fort Vancouver.

In 1834, a group of American missionaries of the Methodist Episcopal Church set forth, under the leadership of Rev. Jason Lee, to educate, moralize and provide religious and manual instruction to native populations in the Pacific Northwest region. While they had been preceded by a number of other Americans, primarily fur-traders and capitalists, it was the missionaries, whose numbers increased steadily throughout this decade, that played the leading role in promoting the extension of American sovereignty to this region. With few remaining native souls to save (most had been lost to disease in the years before the missionaries' arrival), missionary efforts were soon supplanted by more secular concerns, such as agricultural and industrial pursuits. Jason Lee made several trips back to the states and in his lectures he extolled the virtues of the Pacific Northwest. He spoke of a fertile land, a salubrious climate and an abundant water supply, all ingredients attractive to farmers. He and other members of the mission also visited U.S. officials in Washington D.C. who were very interested in the affairs of the British in the region.

This mid-portion of the Willamette Valley was visited with increasing frequency during the 1830's. In addition to the fur trappers and traders using the Oregon-California Pack Trail, Americans in the Willamette Valley were also using this route. In 1834, Ewing Young and Hall J. Kelley went by land to California to drive a herd of horses back to the Chehalem Valley in what is now Washington State. In 1837, Ewing Young went back to California, this time returning with a large herd of cattle.

A lecture by Rev. Jason Lee in Peoria, Illinois led to the first overland migration of individuals with the intent to settle land. Known as the Peoria Party, they left for the Oregon Country in 1839. The following year, in 1840, a large contingent of missionaries reached the Pacific Northwest by sea in the ship the Lausanne. This group of missionaries swelled the population of Americans in the region. The Methodist Mission was moved ten miles south of its original location to the present location of Salem, Oregon, where the missionaries established a small colony complete with school, sawmill, and housing. The stage was set for the large-scale migration of Americans into the region in the 1840's.

The first organized emigration party to the Pacific Northwest occurred in 1842 under the leadership of Dr. Elijah White of the Methodist Mission. News reached the United States early in 1843 that the 1842 party had reached the Columbia River. Furthermore, a bill submitted to the U.S. Congress proposed that land be granted to all settlers in this region. The dream of free land, combined

with poor economic conditions for farmers in the United States beginning with the Panic of 1837, and several weather-related catastrophes, including heavy rains, flooding and subsequent outbreaks of malaria, led to the first large-scale emigration to the Pacific Northwest in 1843. Approximately 875-1,000 people arrived that year (Winther 1950:99). "Oregon Fever" raged across the United States in the next several years. With the arrival of settlers, the fur trade, which had been diminishing, was dealt a final blow. Fur trade activity continued in this region, however, at least until 1845. Johnson Porter recalled that his grandfather, Johnson Mulkey, who settled on a claim just west of the present Corvallis city limits, visited a camp of French Canadian trappers of the Hudson's Bay Company in the winter of 1845-46. From them he learned that the snow covered "elevation" about 20 miles to the southwest was called Mary's Peak (Phinney, Johnson Porter Interview, n.d.).

Concern over land claims and laws led to the establishment of a Provisional Government in 1843. A body of law, patterned loosely after the Iowa Statutes, was drafted. In 1843 the Yamhill District was formed; it encompassed the area of present-day Corvallis. In December of 1845, the current site of Corvallis became part of the newly designated Polk County.

#### **Euro-American Presence in the Mid-Willamette Valley, 1845-1850**

The emigration of 1845 was the largest up to that point, doubling the population of the region (Clarke 1905:572). Over 3,000 emigrants arrived, most of them settling in the Willamette Valley. While emigrants who arrived in the early 1840's settled in the northern portion of the Willamette Valley, those arriving in 1845 ventured further south than their predecessors. It was in 1845 that the first Euro-Americans began to seek land in the vicinity near the confluence of the Willamette and Mary's Rivers.

In 1845, the first settlers staked claims on land which is located within the present city limits of Corvallis. James L. Mulkey was actually the first to reside in this location, having arrived in the fall of 1845 and having spent the winter of that year in a cabin on his claim. While Joseph C. Avery also staked his claim in this location in 1845, he left that winter and returned in the spring of 1846.

In 1846, the land south of the 49th parallel passed to exclusive American sovereignty, a move that may have led more Americans to contemplate migration to the Pacific Northwest. In 1846, two new routes were established that made reaching the Willamette Valley a little less perilous. In 1845, the Provisional Legislature authorized the construction of a wagon toll road over a pass on Mt. Hood. Known as the Barlow Road, this route spared the emigrants the treacherous water passage previously necessary on the Columbia River. The first wagons used this road, which provided safer

passage to the Willamette Valley, in 1846.

Also in 1846, the South Road or Applegate Trail was scouted by a party of men under the leadership of Levi Scott, Jesse Applegate, Lindsay Applegate and David Goff. The purpose of the scouting party was to establish a southern route into the Willamette Valley. As Lindsay Applegate later noted, there also was concern that if a war were to be fought over the sovereignty of the Oregon Country and if Great Britain won, the southern route would provide "a way by which we could leave the country without running the gauntlet of the Hudson's Bay Co. forts and...Indian tribes which were under British influence" (Applegate 1921:15). Scouting of the trail began on La Creole Creek, near the present-day Dallas, Oregon, and ended at Fort Hall. In Benton County, and in other areas, the party turned the existing Oregon-California Pack Trail into a wagon road (Moore and Munford 1978:5). Reaching Fort Hall, in the fall of that year, they met wagons coming west over the Oregon Trail and convinced about 450-500 people in 90-100 wagons to try the South Road or Applegate Cut-off (Moore and Munford 1978:6). While fewer obstacles were encountered on this route, many hardships were endured that caused dissension among the party.

Land claims settled in 1846 that were located all or partially within the current Corvallis city limits included the claims of William F. Dixon, John Stewart, J.C. Alexander, and Heman C. Lewis. J.C. Alexander had arrived via the Applegate Trail that year. Prior Scott, John Stewart's brother-in-law, also had arrived in the area in 1846 but he did not stake a claim until he married in 1852.

J.C. Avery provided a canoe ferry across the Mary's River near his residence (Fagan 1885:423). Likewise, John Stewart supposedly maintained a canoe, a dugout log, for use in crossing the Willamette River.

In 1847, the Provisional Legislature established a seventh county. The new county, which was created from the southern portion of what was then Polk County, extended from the Polk County line south to California and west to the Pacific Ocean. Its eastern boundary was the Willamette River. The county was named "Benton" in honor of western proponent and Missouri senator, Thomas Hart Benton.

In 1846, the Provisional Legislature established an act to locate and establish a Territorial Road from the town of Portland on the Willamette River to the mouth of the Mary's River. One of the road viewers selected for this task was J.C. Avery. By the summer of 1847, the road had been laid out as far as the Yamhill County line. Presumably, one effect of this road, which was not completed to the Mary's River for more several years, was an increase in settlement in the upper part of the Willamette Valley, including this region.

The Applegate Trail was used again by an emigrant party in 1847. Members of this party included A.M. Witham who later claimed land

within the current Corvallis city limits. Other pioneers of 1847 that eventually staked claims currently encompassed, wholly or partially, by the Corvallis city limits included John Trapp, J.P. Friedly and David Butterfield (Fagan 1885:421). John Trapp settled his claim in 1847 (Genealogical Forum of Portland, Oregon, Vol. 1, 1957).

In the winter of 1847-1848, J.C. Avery ambitiously chained off 12 acres of land around his cabin for town lots. Known as "Little Fields", this was the inception of what would become the community of Corvallis (Fagan 1885:423). These lots occupied a position at the top of the high ground that rises from the Mary's River at the southern extremity of Second Street.

In 1848, the discovery of gold at Sutter's Mill in California had a major impact on the Willamette Valley. Settlement in the Corvallis area had been brisk in the years of 1846 and 1847, but in 1848 the previously northbound traffic on the Applegate Trail became increasingly southbound as settlers struck out for the California gold fields. Those enroute to Oregon changed travel plans and headed to California instead. While settlement slowed during these years and many pioneer families lost their able-bodied men to the gold fields, the impact of the gold rush on the Willamette Valley was largely economic. Prior to the gold rush, settlers had concentrated their energies on subsistence-level agricultural activities and were beholden to the Hudson's Bay Company for many of the goods that they needed. The gold rush generated a demand for foodstuffs, livestock and lumber. A lucrative pack trail trade between Oregon and California ensued. Gold provided a medium of exchange in a Willamette Valley economy that was beset by monetary exchange woes in the 1840's. A steady stream of gold flowed northward providing the capital for commerce and industry in the Willamette Valley (Clark 1927:372).

Like many others, J.C. Avery headed to the California gold fields in the fall of 1848. He returned from a second trip to the gold fields in the fall of 1849. During his absence, he entered into a partnership with a Mr. Grigsby and purchased a small stock of merchandise in San Francisco and Portland. When he returned, he established a store in his granary which was located near his cabin (Fagan 1885:423). Prior to this, most provisions that could not be grown or shot had to be purchased in Oregon City. Avery's store was the first commercial development in the area of present-day Corvallis.

In 1848, the United States annexed the Oregon Territory and, in 1849, organized the Territorial Government of Oregon to replace the Provisional Government. Probate courts were also extended to the Oregon Territory. In 1849, David Butterfield, J.C. Alexander, and Alfred Witham settled on claims that were located all or partially within the current Corvallis city limits (Anon 1903:1313; Genealogical Forum of Portland, Genealogical Material in Donation

Land Claims 1957, 1975). Several of these claimants had arrived in Oregon at an earlier date, but had first staked claims in other locations or had headed to the gold mines prior to taking a claim.

Only a few years elapsed between the arrival of the first settlers and the establishment of familiar governmental, religious, and educational institutions. These institutions were established after the settlers tended to the more pressing matters of procuring food and shelter. In 1848, a log schoolhouse was constructed on what is currently the northeast corner of Second and Jackson streets in Corvallis, although classes were supposedly not held in the building until 1850. Methodist church services, rendered by a circuit rider, were held at the John Stewart family home as early as 1847 or 1848. Shortly thereafter, a Baptist church was organized in the area. In September of 1849, the first session of the Circuit Court was held at the home of J.C. Avery. In 1850, Mr. Albert G. Hovey, who had arrived that year, taught the first school session in the log schoolhouse. This would have been a subscription school, with settlers paying for their children to attend.

The presence of a market economy kindled commercial and industrial endeavors, many of which were located in newly developed regional trading centers. Transportation networks were altered and devised to reach these new trading centers. The post office of "Avery" was established on the Avery claim in 1850. Outgrowing the granary, J.C. Avery built a new store building. The location of this early store building is uncertain, but it was possibly located on what is now the southwest corner of Second and Washington streets. Martin (1938) notes that another store, that of Hartless and St. Clair was established in the fall of 1849 (Martin 1938:II,2). This early date for the establishment of this store has not been verified.

The passage of the Donation Land Claim Act in 1850 accelerated the pace of immigration to Oregon in the early 1850's. While the Provisional Government of 1843 had authorized land claims of 640 acres, the Donation Land Claim Act provided the first federally recognized system of land tenure. The Donation Land Claim Act granted white or half-Indian male settlers, who were at least 18 years old, legal title to land claimed prior to December 1, 1850 (320 acres if single, and 640 acres if married). Settlers who arrived after December 1, 1850, but before December 1, 1853, were also granted land. A single white male who was at least 21 years old received 160 acres, while a married man could receive 320 acres. In both cases, the settler had to lived on and cultivate the land for four years in order to receive legal title. Amendments were passed in 1853 and 1854 that allowed claimants to live on the land only two years, then pay \$1.25 an acre and sell the rights to the land before receiving patents. The Act was extended until December 1, 1855 (Boag 1988:215-16).

The Donation Land Claim Act also called for the imposition of a

rectilinear cadastral survey and required that new land claims adhere to the cardinal compass directions. Earlier, the configuration of a claim had often been based on the juxtaposition of natural resources rather than on cardinal compass direction (Boag 1988:114-15). Those settling claims all or partially within the boundary of the present Corvallis city limits in the year 1850 included George Bethers and Joseph P. Friedly (Genealogical Forum of Portland 1957, 1975). Figures I-2 and I-3 show donation land claim holders and boundaries for claims now encompassed by the current Corvallis city limits.

## **RESOURCE IDENTIFICATION AND DISTRIBUTION**

### **RESOURCE TYPES AND DISCUSSION**

Potential historic resources and resource types that were associated with this period of history include the following:

#### **I. Archaeological Resources**

- A. Native American Contact Period Sites
- B. French Canadian Camp Sites
- C. Settlement Sites

#### **II. Residential Buildings**

- A. Log Cabins/Pens/Shanties
- B. Hewn Log Houses
- C. Board Shanties

#### **III. Transportation-related Resources**

- A. Roads
  - 1. Oregon and California (HBC) Pack Trail
  - 2. Applegate Trail
  - 3. Campsites along these Early Routes
- B. Ferries and Ferry Landings
  - 1. Willamette River Ferry and Landing
  - 2. Mary's River Ferry and Landing

#### **IV. Agricultural Buildings**

- A. Log Barns
- B. Other Farm Outbuildings, such as Granaries

#### **V. Educational and Religious Buildings**

## A. Log Schoolhouse

### ARCHAEOLOGICAL RESOURCES

Historical documentation concerning the locations of French Canadian campsites along the pack trail is very general. Locating this type of resource would be difficult. Possibly, campsites could be found on the trail in the area where the Mary's River was crossed. In June of 1834, John Work, Clerk and Chief Trader of the Hudson's Bay Company, recorded that he had camped near the mouth of the Mary's River. According to Johnson Porter, the grandson of Johnson Mulkey, his grandfather visited a camp of French Canadian trappers on the Mary's River in the winter of 1845-46 (Phinney, Johnson Porter Interview, n.d.).

A Kalapuya site, perhaps a winter village site, supposedly existed within the current Corvallis city limits, on the north bank of the Mary's River near its confluence with the Willamette. Reportedly occupation of the site occurred as late as the nineteenth century.

The General Land Office maps and notes of the early 1850's give the location of settlement sites. Many settlers choose sites along the old pack trail. In the project area they included James Mulkey and D.B. Mulkey. Their cabin sites were located close to each other at the valley-foothill interface, a preferred location for early settlement. J.C. Avery chose the confluence area of the Willamette and Mary's Rivers for his claim. Avery's cabin was located on the north bank of the Mary's River (Fagan 1885:423). Mrs. Avery reportedly planted two Black Walnut trees approximately 40 yards from her cabin (John E. Smith Collection). At least one of these walnut trees may be still standing.

The Dixon cabin, built in ca. 1846, was located in the current right-of-way of north Second Street, in front of the 1885 location of Friendly's sawmill (Fagan 1885:423). This would be near the intersection of Second and Polk streets.

The overlay maps (Figures II-2 and II-3) provide locations for other early house sites in Corvallis. Because of the large size of claims, density of settlement was sparse with many house sites located about a mile apart. Settlement site locations include:

**Heman Lewis** - Current Maxine Circle, north of Ermine Place;

**James Mulkey, Sr.** - Near current intersection of Elmwood and Firwood Drives;

**John Stewart** - Near current Hewlett-Packard Co. gate, off Highway 20.

**J.P. Friedly** - Near current intersection of Monroe and 21st

streets.

**J.C. Alexander** - Short distance northwest of current Crystal Lake Cemetery.

**A.C. Hovey** - Near current intersection of West Hills Rd. and 53rd Street.

**George Bethers** - On the east side of 49th Street at the base of Country Club Hill.

**David Butterfield** - South of current city limits

**Alfred Witham** - At the southwest base of Witham Hill.

## **RESIDENTIAL BUILDINGS**

### **Log Cabins/Pens/Shanties**

Among the first tasks of the newly arrived settler was the construction of a shelter. Philip Dole notes that on a typical Willamette Valley claim, "...three successive homes would be built, each an improvement over the preceding one. The last was, of course, the lumber house, but for almost every farm, that 'real house' was at least six years into the future" (Dole 1974:82).

"A home of the first type...is characterized by the speed of its erection; the use of rails or poles (round logs); the small size...; and what it was called as 'shelter', 'rail pen', or 'log cabin'" (Dole 1974:82). Clara M. Thayer Harding, daughter of Andrew Jackson and Melissa Thayer who arrived in the area in 1853, described her parent's first house as follows:

"My father first settled on a fractional claim and with the help of his neighbors built a log cabin...It had a mud fireplace and a mud and stick chimney. They built a framework of boards the shape of the fireplace and filled the space with mud. The chimney was laid of sticks, laid log cabin fashion, well plastered with mud...The fire had to be very slow at first to dry the mud fireplace. The boards which encased it gradually burned away, leaving the mud jambs. They built the hearth later of mud which had to be hammered down and dried gradually...the bedsteads were called bachelor bedsteads...two holes were bored into the wall of the house. Two pieces of timber of the desired length of the bed were fitted into these holes for the sides of the bed. Two bed posts and a board the width of the bed completed the structure. The support for the mattress was of rope drawn back and forth across the bed...The cabins were usually built without windows. The only light during the day was admitted through the door or where a section of log had been sawed out, over which, in cold

weather, a piece of waxed paper was fastened" (Phinney, Clara Harding Interview, 1939).

Concerning some of the early houses, Silas Chambers Starr recalled that, "Some of the early houses were built without nails. The logs would be fastened with wooden pegs. The roof would be held in place by a weight pole on each course of shakes. These poles would be tied down with withes twisted from hazel twigs. There was no glass for the windows and greased canvas was sometimes used" (Phinney, Silas Chambers Starr Interview, n.d.).

### **Hewn Log Houses**

Sometimes a second dwelling would soon be built on a claim to replace the hastily constructed shelter of the first year's settlement. Prior to the development of sawmills in the region, this second dwelling would have been a hewn log house. The hewn log house can be distinguished from the log cabin by the use of hewn or squared off logs. These houses sometimes incorporated glazed windows, a fireplace, a staircase, and often one or two porches (Dole 1974:82-83).

Clara Thayer Harding described the second cabin built on her parents' claim, prior to her birth in May of 1855, noting that:

"They built a bigger and better cabin on this land...The main part was built of logs and consisted of two rooms, a living room and a kitchen. Each of these rooms had a glass window...Two bedrooms, built lean-to fashion, were on the west side, and a woodshed built in the same fashion was built on the north. These lean-to's were of sawn lumber. The roof was of three foot boards rived out" (Phinney, Clara Harding Interview, 1939).

The use of sawn lumber in the construction of this cabin is not unusual given the availability of sawn lumber locally. In fact, it was not uncommon to cover hewn log houses with weatherboard siding as it became available or could be afforded.

### **Board Shanties**

Several early references to 'split board houses' are made in the historical documents. Presumably, these buildings were made of boards which were pit sawn prior to the development of water and steam-powered sawmills.

## **RESOURCES ASSOCIATED WITH TRANSPORTATION**

### **The Oregon and California (HBC) Pack Trail/Applegate Trail**

During these early years, transportation was primarily by land. The most important land route in the current Corvallis locality was the

Applegate Trail, which in the Corvallis area probably followed the old Hudson's Bay Company Pack Trail. Prior to settlement in this area, Euro-American activity on the landscape that eventually became Corvallis involved travel through the area enroute to and from the fur posts to the north and the trapping and trading grounds to the south. The transportation corridor was a pack trail known variously as the Hudson's Bay Company Pack Trail or the Oregon-California Trail. Undoubtedly, portions of this trail probably pre-dated Euro-American presence in the region. Numerous campsites would have been located along this trail.

In addition to being used by French-Canadian voyageurs, the trail was used by Americans in the early 1840's, including an emigrant party in 1843. In 1843, Lansford Hastings led a wagon train from the Oregon City to Sacramento, California on the Oregon-California Pack Trail (Winther 1950:118).

The Applegate Trail, which in this area probably followed the Oregon and California pack trail, crossed the Mary's River west of the current Corvallis city limits, near the current Bellfountain Road crossing of the Mary's River. When the river was high, it had to be forded further to the west. Portions of the trail north of the Mary's River crossing are within the current Corvallis city limits. After crossing the Mary's River, the trail headed north, skirting Mt. Union (Neabeck Hill) on the east, Bald Hill on the east, to a ford on Oak Creek that was north and west of the current Benton County Fairgrounds. Seventy-second Street, on the city's western boundary, may actually be a portion of the Applegate Trail in this area (See Figure II-2). From there, the trail headed northeast, parallel to but west of the current route of 53rd Street/Walnut Blvd. to the area south of the current Walnut Park locality. Near Walnut Park, the trail may have crossed to the east side of Walnut Blvd. and intersected the general area of the current intersection of Maser Dr. and Acey Way. From there, the road headed directly northeast, cutting through the Arrowood Circle neighborhood to Chip Ross Park.

#### Ferry Sites

The first "ferries" across the Mary's and Willamette Rivers were simply canoes provided for the convenience of travellers by John Stewart, on the Willamette, and by J.C. Avery, on the Mary's River. Avery's ferry was located near his cabin. The first true ferry across the Willamette River was operated by William F. Dixon by the year 1848. The ferry was located near his residence. In 1850, Wyman St. Clair and Isaac Moore were granted a license to operate this ferry. At about the same time, Charles Knowles established a ferry on the Mary's River above Avery's house. The exact locations of these ferries, prior to 1852, are not known. In 1852, it appears that the Willamette River ferry was located to the north of the current Van Buren Street bridge location, perhaps more in line with Harrison Street (G.L.O. Survey Maps, 1852: T. 11S, R5W, W.M.).

## **AGRICULTURAL BUILDINGS**

With the first acreage cleared and planted, the need arose for a structure to store crops. Barns and granaries were probably among the earliest agricultural buildings. Like the houses of the period, they were of log construction. J.C. Avery had a granary erected in 1848 by his neighbor to the south, J.C. Alexander. According to Fagan (1885), Mr. Avery had this building built, before leaving for the California gold fields, to store 700 bushels of wheat (Fagan 1885:423).

Stock raising was of even greater importance to the early settlers since it was difficult to transport grain to market and the grasslands of the valley were ideally suited to this pursuit. Stock barns, also of log construction, were built in the early period to shelter cattle and horses.

## **RESOURCES RELATED TO EDUCATION AND RELIGION**

In 1848, a log schoolhouse was erected on what is currently the northeast corner of Second and Jackson streets. This was the first school building erected within the current city limits of Corvallis. Supposedly, a school was not conducted at this location until the arrival of A.G. Hovey, a school teacher, in 1850. Religious services were also conducted in this building by the Baptists and the Methodists until they erected churches.

## **EVALUATION**

No historic resources from this period of Corvallis' history have been previously inventoried. Given the relatively sparse population and associated developments at that time, the lack of resources on the landscape dating to this time period is not unexpected. Surveyors' notes of 1853 and 1854 consistently remark on the poor condition of buildings in the area, at a time when the oldest buildings were less than ten years old (Donation Land Claim Surveys for T11S, R5W and T12S, R5W, Surveyor's notes, 1853, 1854).

## **SIGNIFICANT THEMES/TRENDS/EVENTS**

Resources representing the following contexts may be significant for their associations with major themes/trends/and events identified for this period of history:

- 1) Exploration and the Fur Trade in the Central Willamette Valley
- 2) The impact of Euro-Americans in the Central Willamette Valley on Native American Cultures
- 3) Euro-American Settlement in the Central Willamette Valley

## **SIGNIFICANT INDIVIDUALS**

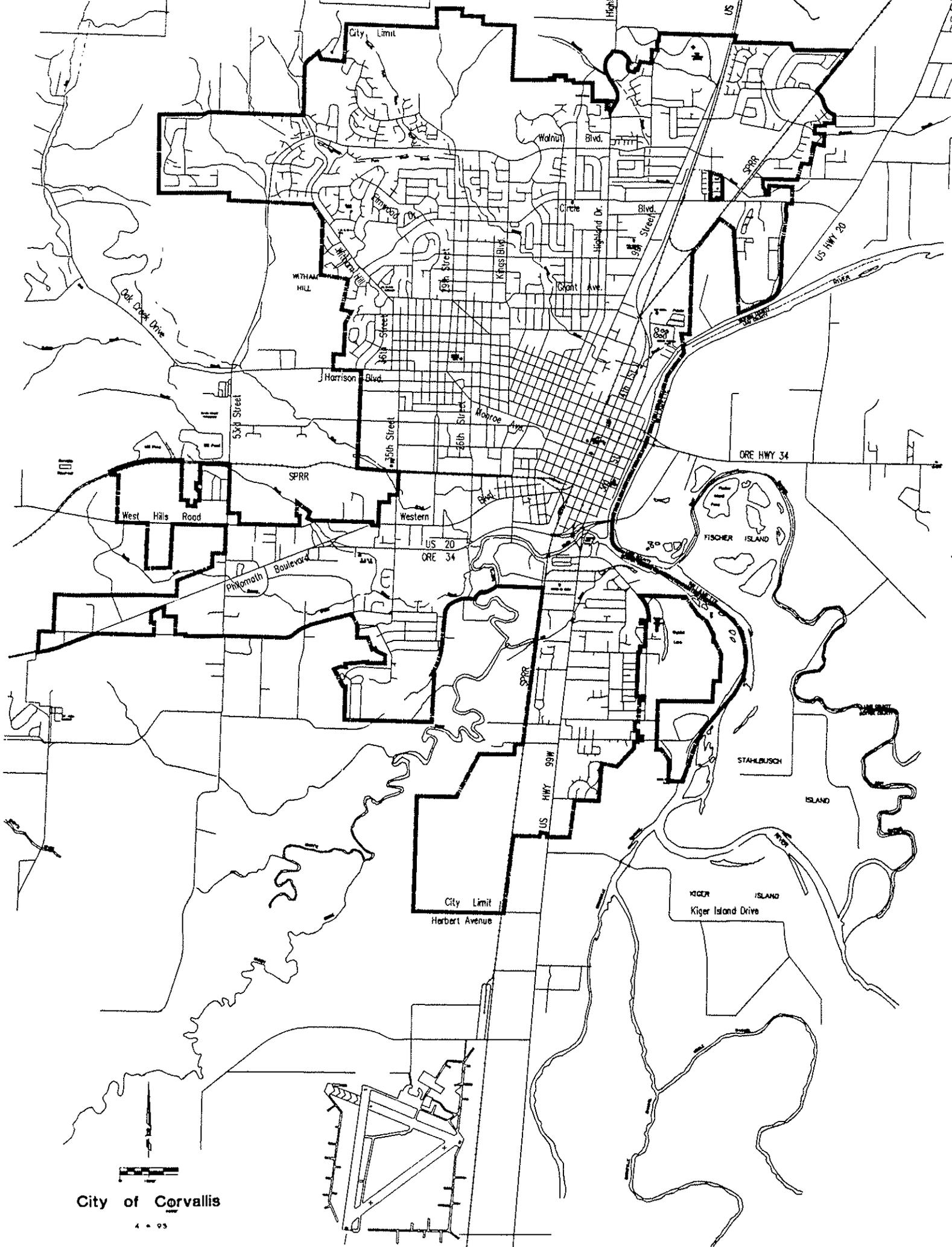
Resources associated with the following individuals may be significant:

- 1) **J.C. Avery**, pioneer of 1845, established the first store on the site of Corvallis in the late 1840's.

## **ARCHITECTURAL OR TECHNOLOGICAL MERIT**

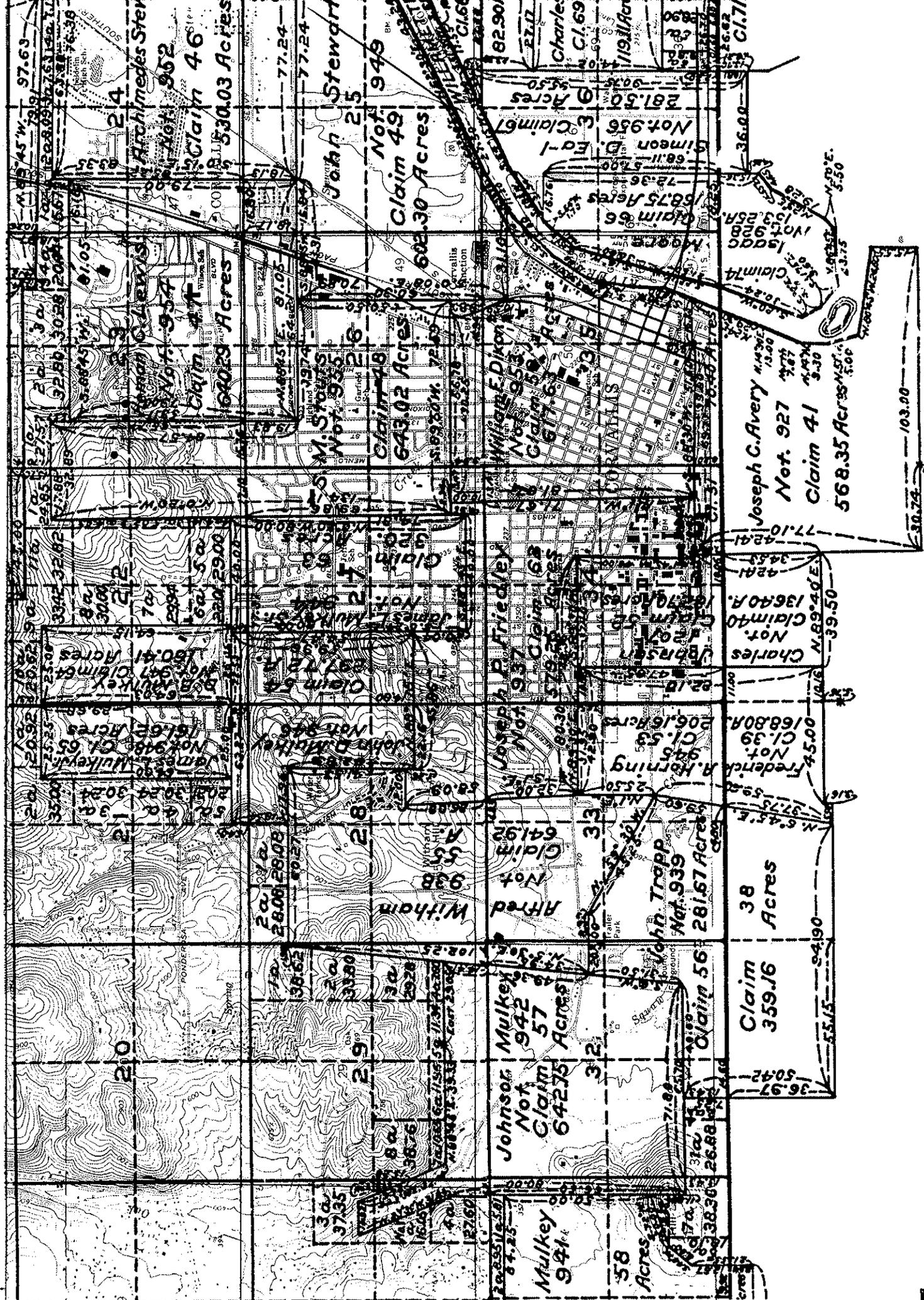
Given the paucity of resources representing this period of history, any building or structure dating to this period which may be discovered in the course of future survey work should be considered for the local landmark list even if the resource does not currently meet the integrity criteria.

**FIGURE I-1.** Area covered by historic context. Current (1993) city limits, Corvallis, Oregon.



City of Corvallis

**FIGURE I-2.** Overlay showing Donation Land Claims in T11S, R5W, W.M. Overlay Map is G.L.O. Survey of Donation Land Claims, 1853-1854. Base Map is U.S.G.S. Corvallis and Riverside 7.5' quadrangles (photo revised 1985 and 1975 respectively).



Archimedes Stevens  
Not. 952  
Claim 46  
530.03 Acres

John Stewart  
Not. 949  
Claim 49  
602.30 Acres

William E. Dixon  
Not. 953  
Claim 58  
617.61 Acres

Joseph C. Avery  
Not. 927  
Claim 41  
568.35 Acres

M. Stovess  
Not. 935  
Claim 48  
643.02 Acres

John Mulkey  
Not. 947  
Claim 64  
160.41 Acres

John Tropp  
Not. 939  
Claim 56  
261.67 Acres

Charles  
Not. 940  
Claim 40  
1364.0 Acres

James Mulkey  
Not. 948  
Claim 65  
151.67 Acres

John Mulkey  
Not. 948  
Claim 64  
160.41 Acres

John Tropp  
Not. 939  
Claim 56  
261.67 Acres

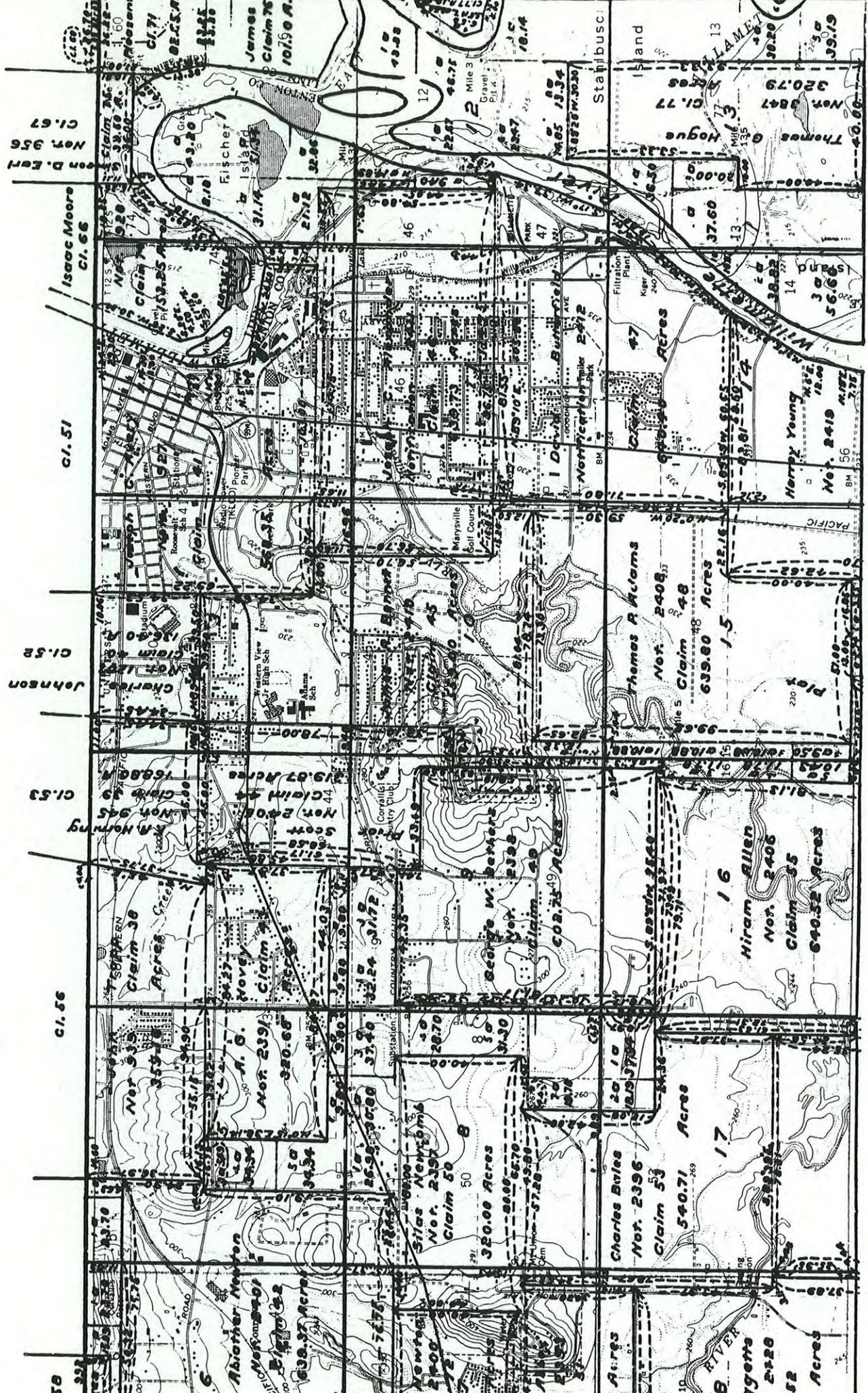
Frederick A. Harning  
Not. 945  
Claim 63  
206.16 Acres

John Mulkey  
Not. 942  
Claim 57  
642.75 Acres

John Tropp  
Not. 939  
Claim 56  
261.67 Acres

103.00  
30.74

**FIGURE I-3.** Overlay showing Donation Land Claims in T12S, R5W, W.M. Overlay Map is G.L.O. Survey of Donation Land Claims, 1853-1854. Base Map is U.S.G.S. Corvallis and Riverside 7.5' quadrangles (photo revised 1985 and 1975 respectively).



CI. 57  
Nor. 356  
Isaac Moore  
CI. 66

CI. 51  
Isaac Moore  
CI. 66

CI. 58  
Johnson

CI. 53  
Nor. 240  
K.M. Normy

CI. 56  
Nor. 339  
A.G. G.

CI. 55  
Nor. 239  
Silas Newcomb

CI. 54  
Nor. 239  
Silas Newcomb

James  
Claim 76  
107.90 A.

Fischer  
Island  
31.14

Thomas R Adams  
Nor. 2408  
Claim 48  
639.80 Acres

Thomas R Adams  
Nor. 2408  
Claim 48  
639.80 Acres

George W. Bennett  
Nor. 239  
Claim 50  
320.00 Acres

Hiram Allen  
Nor. 2406  
Claim 55  
640.52 Acres

Charles Biles  
Nor. 2396  
Claim 53  
540.71 Acres

Charles Biles  
Nor. 2396  
Claim 53  
540.71 Acres

Thomas Young  
Nor. 2419  
Claim 56  
640.52 Acres

Thomas Young  
Nor. 2419  
Claim 56  
640.52 Acres

Thomas Young  
Nor. 2419  
Claim 56  
640.52 Acres

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

Stahbusch  
15 and

Thomas G. Hogue  
Nor. 2847  
CI. 77  
320.79

## CHAPTER TWO

### EXPANDING SETTLEMENT AND COMMUNITY DEVELOPMENT: CORVALLIS IN THE STEAMBOAT YEARS, 1851-1879

#### HISTORICAL NARRATIVE

"It is destined to be one of the largest places in Oregon...We expect a steamer every day...It will be the center of travel to and from California, the Rogue, and the Umpqua" (Bushrod Washington Wilson in Martin, 1938:275).

This period of history can be divided into two phases. The first phase (1851-1868) saw continued settlement following the pattern of early settlement, but accelerated due to the annexation of Oregon as a territory of the United States and the passage of the Donation Land Claim Act. Several important events occurred at this time which shaped the character and development of this locality, including: a series of gold strikes which had an impact on the local economy; improved land and water transportation networks especially the initiation of steamboat traffic on the Willamette River; and the establishment of Corvallis College.

The second phase (1868-1879) is characterized by continuing settlement, with Oregon's growth rate 93% in the period from 1870-1880 (Dicken and Dicken 1979:105), and the designation of Corvallis College as the state's land grant institution in 1868. Many immigrants arrived in California on the newly completed trans-continental railroad instead of ox-drawn covered wagons. The nationalities of the immigrants were more diverse. During this period, Corvallis was faced with an economic disadvantage as the Oregon and California Railroad completed its line through Albany on the east side of the river in 1870. The end of this second phase is marked by the completion a railroad to Corvallis in 1880. By this time, Corvallis' identity as an agricultural, commercial and educational center had emerged

#### REGIONAL AND LOCAL DEVELOPMENTS, 1851-1868

Donation Land Claims were still being taken in the current Corvallis location in the early 1850's. Among those staking claims on land that is now wholly or partially within the Corvallis city limits were James A. Bennett, Silas M. Stout, John D. Mulkey, David B. Mulkey, James L. Mulkey Jr. and F.A. Horning in 1851, Prior (Prier or Pryer) Scott and Charles Johnson in 1852, and Albert G. Hovey in 1853 (Genealogical Forum of Portland, Oregon). Many of these settlers were actually in this area earlier but for various reasons did not secure a claim. For instance, Prior Scott was here in 1846, having come with his sister Mary and her husband, John Stewart.

In 1851, J.C. Avery platted the **Town of Marysville** on his claim. The plat was filed in February of 1851 and consisted of 24 blocks and 6 fractional blocks oriented along the Willamette River (fig. II-1). The area encompassed by the plat extended from the Willamette River west to Fifth Street, and from the current Western Ave. on the south to Jackson Street on the north. The plat also included a ferry lot located on the Willamette River between Jackson and Van Buren Streets.

In August of 1851, William F. Dixon plated **Dixon's Addition** to the town of Marysville (Fig. II-1). Dixon's addition joined Avery's plat on the north and consisted of six blocks between First and Third Streets and Jackson and Tyler Avenues and two fractional blocks along the Willamette River bank.

The decision to plat a town at this time was probably motivated by several factors. J.C. Avery had already established a store and, in 1850, a postal station called Avery in this location. In 1851, the first steamboat navigated the Willamette River as far as Corvallis, making this location the head of navigation on the Willamette. Additionally, the southern Oregon gold rush began in 1851. Corvallis, situated near the overland trail to the mines and at the head of navigation, became a supply center for those headed to and from the mines.

When Corvallis was platted in 1851, the Territorial Legislature designated the town as the seat of Benton County. That same year, the southern boundary line of Benton County, which originally extended to the California border, was adjusted to its current location.

Because of the confusion created by two towns named Marysville, Marysville, California and Marysville, Oregon Territory, the latter was renamed Corvallis in 1853. J.C. Avery is credited with coining this name which he made up by compounding the Latin words for heart and valley (Phinney, Historical Sketch Benton County 1942:A-20).

With the establishment of Marysville (Corvallis) as the county seat, J.C. Avery and William Dixon both donated land for county seat purposes. The goal was to donate the land, sell the lots, and use the proceeds from the sale of lots for the construction of public buildings such as a courthouse. In 1853, William Dixon signed a bond for land he donated to the county for public buildings. This land, including some that J.C. Avery donated, became the **County Addition** to the City of Corvallis, platted in 1854 (Figure II-1). A bond had to be signed because Dixon did not yet have the patent to his claim. The County Addition consisted of 29 blocks. Lots may have actually been sold earlier, in 1853 (Fagan 1885:370). In 1854, William Dixon also platted **Dixon's 2nd Addition** which added 13 blocks to the city (Fig. II-1).

In 1855, the first Benton County Courthouse was constructed from the proceeds from the sale of lots in the County Addition. The courthouse was built by George Wrenn. A jail was built in 1856 with the stonework and carpentry completed by E.E. Taylor and the brickwork by William Caldwell. In 1857, the courthouse square was enclosed by a fence and in 1861, the grounds were planted with 150 maple trees (Fagan 1885:382).

In 1855, Corvallis briefly became the capitol of the Oregon Territory. As a result, Corvallis also saw the publication of its first newspaper, the Oregon Statesman published by Asahel Bush who moved his paper from Salem to Corvallis when the capitol was relocated. Avery donated a two-story, wood-frame building on the northwest corner of Second and Adams streets for use by the legislature. Several concerns were raised by this move including the right of a Territorial Government to make that type of decision without approval from the U.S. Government and the fact that the U.S. Congress had appropriated the money for the Territorial Capitol Building which was almost completed in Salem (Martin 1938:I-4). The Legislature met in December to pass one bill: a bill to move the capitol back to Salem (Phinney 1942:A-20).

In the mid-1850's, Indian Wars erupted in southern Oregon. At least one regiment maintained headquarters in Corvallis. As a result of the Indian wars in southern Oregon, government policy required the removal of Native Americans from that region. Reservations were created on public lands located in the Coast Range. One of these reservations, the Siletz Reservation, was located in what was then Benton County. "The government held that it was best to separate the races by putting military in positions easily reached by agents in charge and prevent attempts at outlawry on either side" (Cole 1905: 84-85). As a result, Fort Hoskins was built in King's Valley. Supplies for the fort were shipped to Corvallis until the fort was decommissioned in 1865.

In January of 1857, the City of Corvallis was incorporated. J.B. Congle became the first mayor (Phinney 1942:A-20). Corvallis was the fourth incorporated city in the state (Brooks 1961:305). That same year, J.C. Avery platted **Avery's Addition**, located adjacent to and south of the original townsite (Fig. II-1).

By the time Oregon achieved statehood in 1859, Corvallis had a population of almost 500 people. Because mining activity had slowed, Corvallis experienced economic lassitude at this time. In the early 1860's, gold was discovered in eastern Oregon and Idaho. While Corvallis was not on the direct route to the mines as it had been in the early 1850's, there was still a demand for resources of the area including grain, other foodstuffs and livestock. Individual wealth was increased for those finding a more lucrative market for their products and in some cases, by an actual trip to the mines.

In December of 1861, there was a devastating Willamette River flood which "destroyed" the rival town of Orleans located across the river from Corvallis. Damage in Corvallis was not great. A warehouse was carried away and another started from its foundations (Corning 1973:65).

Perhaps because the number of lots and blocks platted in the 1850's met the demand for land, there was no areal expansion of Corvallis in the 1860's even though the population had more than doubled during the decade from 1860-1870 -- from 531 people in 1860 to 1220 people in 1870 (Martin 1938:I-15).

In the decade from 1870 to 1880, population growth slowed with a gain of only 576 people (Martin 1938:I-15). In this decade, two additions were platted by J.C. Avery: **Avery's Second Addition**, consisting of five blocks, was platted in 1871; and **Avery's Third Addition** was platted in 1872 (Fig. II-1). The end of the mining boom, the Panic of 1873, and the completion of the rail line through Albany, may have been among the reasons for the sluggish rate of "progress" in Corvallis in the 1870's. With the expectation of its own railroad connection, however, Corvallis was poised on the brink of a new era. In 1879, The West Shore revealed that:

Since it has become a fixed fact that the Oregon Central Railroad will be extended to Corvallis, next summer, real estate has perceptibly enhanced in value, and is changing hands. Several new buildings will go up early in the spring, and various improvements will be made. With railroad connections, Corvallis is destined to be one of the liveliest and most desirable business places, as it is the handsomest, in Oregon" (The West Shore 1879: V.5, #2, p.59).

## **BUILDING**

"Neat family residences with tidy fencing, are springing into existence this season all over the beautiful plateau on which our town is situated, while some of them really have a touch of finished taste" (Religious Expositor 1856, in John E. Smith Collection).

In the summer of 1851, Bushrod Washington Wilson noted that, "We have...14 houses...and 20 buildings going up where last fall there were only two houses...one old log and one split board house" (Wilson Letters). Presumably, the log house was Avery's and the split board house was Dixon's.

The apparent building boom was probably the result of several factors the most important being the platting of the town of Marysville and Dixon's Addition to Marysville which made building lots available, and the establishment of a sawmill in the area, which apparently occurred sometime between the fall of 1850 and

July of 1851. According to one source, the first frame house in Corvallis was built in 1851 by Isaac Moore for J.C. Avery (John E. Smith Collection). (While Avery did have a frame house built in the 1850's, the date and the builder have not been verified (Fig. II-8)

## **TRANSPORTATION, 1851-1879**

### **Steamboats**

In 1851, several developments established the future Corvallis site as a community and regional trading center. In October of 1851, the steamboat Canemah made its first trip up the Willamette River as far as the present Corvallis (Phinney, Historical Sketch of Benton County, 1942:A-50). [Another source gives the identification of the first steamboat to reach Corvallis in that same year as the Multnomah (Corvallis Gazette, Nov. 13, 1900).]

Steamboat services established this locality as the navigable headwaters of the Willamette made Marysville a principal shipping point. With direct trade between Portland and China instituted in 1851, steamboats enabled settlers to reach local and distant markets with their products (Clark 1927:461). For several years thereafter, the Canemah made weekly trips between Oregon City and Marysville (Phinney, Historical Sketch of Benton County, Oregon, 1942:A-50). In the 1850's, there was a steamboat landing at both Upper Marysville and Lower Marysville (Cole 1923). According to one source, until 1854, all steamboats operating on inland Oregon waters were sidewheelers. After that time, sternwheelers were used (Corning 1973:112).

In 1856, the steamboat James Clinton was the first to navigate the Willamette River above Corvallis. Eventually, steamboats regularly served Eugene in the wetter months of the year. Landings were located all along the river south and north of Corvallis and farmers to the south no longer had to come to Corvallis to ship their grain.

In the 1860's, steamboat transportation on the Willamette was at its height. Wheat had become a commercial crop and the railroad had not yet made inroads into the valley. Several steamboat companies were operating on the Willamette in the 1860's and 1870's. The most prominent were the People's Transportation Co. and the Oregon Steam Navigation Co. In the mid 1860's, the amount of shipping business in Corvallis was great and Fagan noted that, "as a shipping point Corvallis is not to be equaled on the Upper Willamette, while it is surrounded by one of the finest agricultural and stock producing regions in Oregon" (Fagan 1885:429). In the 1870's, the Willamette Transportation Co. operated steamboats from Portland to Harrisburg (Corning 1973:126).

In 1870, the first railroad line extended up the Willamette Valley

to Albany. The following year, it was completed to Harrisburg. While this development diminished the importance of the river as a transportation corridor, the initial effect was to increase competition resulting in lower rates charged by steamboat companies. Steamboats continued to transport goods throughout the 1870's. In 1873, locks were completed on the Willamette River at the falls in Oregon City.

### Roads

Most roads in the Willamette Valley were barely passable in the winter months. As settlement spread throughout the Willamette Valley, they, nonetheless, became the primary transportation networks. By 1852, a number of roads led to Corvallis (G.L.O. Maps for T11S, R5W, and T12S, R5W, 1852) (Fig. II-2 and II-3).

In 1851, Benton County Road #1 was established. This road roughly followed the route of the former Oregon-California pack trail and subsequent Applegate Trail but did not follow the same road bed in most places. While these earlier roads used the terrain as a basis for the route, land surveys and property ownership became a factor in locating roads. County Road #1 commenced near Thomas Reed's house in the northern part of the county and ended at Herbert's grist mill (near the current Inavale location). This road passed Marysville approximately three miles to the west (Phinney, Roads and Bridges, Historical Records Survey). In 1852, G.L.O. maps indicate a bridge across the Mary's River in the general location of the current Bellfountain Road bridge (Fig. II-2 and Fig. II-3). The date of this bridge is not known. G.L.O. Maps of 1852 indicate several east-west trending roads leading from County Road #1 to Corvallis. One of these roads is in the same general location as the current route of Philomath Blvd. (Highway 20/34) to Western Blvd. (Fig. II-2 and Fig. II-3).

In 1852, the Territorial Legislature authorized the Territorial Road from Marysville to Winchester. This road roughly followed the current route of Highway 99W through Benton County. This may be the "Hill Road to Marysville" indicated on the 1852 G.L.O. maps (Fig. II-2). In 1853, J.C. Avery operated a ferry across the Mary's River (Phinney, Historical Sketch of Benton County, Oregon, 1942:A-50). This ferry was probably located where the Territorial Road crossed the Mary's River. In 1856, this ferry was replaced by a toll bridge (Fagan 1885:378). The bridge was built by John Pike and was located at the Territorial Road crossing of the Mary's River (Phinney, Road and Bridge File, W.P.A., 1938). This bridge was rebuilt in 1862 and again in 1867, probably the result of flooding during those years. William McLagan built the 1867 bridge (Corvallis Magazine, Summer, 1964). On the 1852 G.L.O. maps, another road indicated is the "Bottom Road to Albany" (G.L.O. Maps, T11S, R5W, and T12S, R5W, 1852) (Fig. II-2).

Charles Davis, son of Caleb Davis, recalled that, "One of the

clearest recollections of my youth is the corduroy roads that were common then. To keep vehicles out of the bottomless mud of winter, poles were cut, about six or eight inches in diameter, and placed transversely across the road. The little dirt that was thrown upon these was soon washed out and passage over such a road meant a continuous and vigorous jolting." (Phinney, Charles W. Davis Interview, n.d.)

In addition to expansion of the regional road network, Corvallis business streets were graded in 1858 using a yoke of oxen. In 1858, E.E. Taylor, a local contractor, graded Second Street. It was determined that the street should be "thrown up from each side at least one foot deep, forming a regular curve from one side to the other, harrowed smoothly and rolled..."(Fagan 1885:427).

As early as 1859, there was talk of building a road from the Willamette Valley to Yaquina Bay (Phinney, Historical Records Survey, 1938). In 1866, with a land grant from the federal government, the Corvallis and Yaquina Bay Military Wagon Road was completed. In the 1870's, J.E. Dixon operated a stage line on this road between Corvallis and Elk City on the bay.

### Stagecoaches

Stagecoach service was initiated in the 1850's. In 1853, there was a stage line running between Marysville (Corvallis) and Salem (Douglas 1931:323). Shortly thereafter, it was noted that the line made connections with Willamette River boats at Champoeg, enabling one to go from Corvallis to Portland in two days (Douglas 1931:324). One of the earliest lines was the Pioneer Line. This was a tri-weekly line between Oregon City and Corvallis (Winther 1955:140). This line used "Concord" manufactured stages. Later, the B. and E.W. Davis Line went from Corvallis to Eugene and Winchester (Winther 1955:187-8). Several other stage companies served Corvallis. In 1857, Stuart's Express provided service to the Washington Territory. This service was the result of the gold rush in the Coville region at that time. In 1860, the California Stage Co. succeeded first in offering service from Portland to Sacramento. This line passed through Corvallis and provided daily stage and mail service to California (Winther 1955:146). Another stage line, Tracy and Co., operated throughout the state, including Corvallis (Winther 1955:195).

### Ferries

In 1851, William Dixon was granted the license to operate the ferry across the Willamette (Sept. 1851 Session of Probate Court). In 1852, Hartless and St. Clair, who operated a store, applied for Dixon's ferry license on the Willamette. Another ferry license to operate a ferry on the Mary's River was given to Harlow Bundy. This ferry, located on the claim of J.C. Alexander, may be the same ferry operated by Charles Knowles, approximately one mile from its

mouth, in 1855.

### Railroads

As early as the 1860's, plans were being made to construct a railroad through the Willamette Valley. Two companies, one building on the east side of the Willamette River and one building on the west side of the Willamette River, began construction south from Portland in 1868. Both companies were competing for federal land grants. The East Side Company, under the leadership of Ben Holladay, succeeded, and in 1870 the Oregon and California Railroad reached Albany. The impact of the Oregon and California Railroad, as it was then known, was great in Albany and Linn County. Trading centers along the river lost their prominence and their business to the new railroad towns which sprang up along the railroad as farmers began shipping their grain by rail.

That same year, Holladay gained control of the West Side Company. Holladay continued construction on the West Side Line until he ran into financial difficulties in 1873. The line reached only as far as the Yamhill River until the line was taken over by Henry Villard. Villard's Western Oregon Railway Company, a subsidiary of the O. and C., completed the rail line to Corvallis late in 1879. Earlier that year, the Western Oregon Railway Company was granted a right-of-way along Sixth Street for its tracks "which produced the usual growl from property owners along that thoroughfare" (Fagan 1885:433).

On August 17, 1867, Articles of Incorporation were filed for the Yaquina Railroad. The goal of the corporation, which was made up of fourteen individuals, most apparently from Benton County, was to raise one million dollars for the construction of a railroad from Corvallis to Yaquina Bay. While at first glance a railroad between Yaquina Bay and Corvallis would not seem to be of great urgency either economically, since large-scale timber harvesting was not yet an objective, or as a transportation link, local entrepreneurs recognized a potential geographic advantage that could make Corvallis more important economically to the region than Portland. At that time, most goods were being shipped from San Francisco to Portland by the water route. This meant that ships sailed up the Pacific coast to Astoria where goods were then transferred to boats for a trip up the Columbia River to Portland. Yaquina Bay on the Pacific Ocean was miles closer to San Francisco. If this were a port, ships could save a great amount of sailing time including the entire voyage up the Columbia River. A railroad from Corvallis to a port on Yaquina Bay would put Corvallis in a position to rival Portland, and perhaps, because there would be no reason for the ships to sail further than necessary, even become even more important than Portland. Yaquina Bay was envisioned as the most important seaport between San Francisco and Seattle.

Articles of Incorporation for the Corvallis and Yaquina Bay

Railroad Company were filed again in 1872 by Colonel T. Egerton Hogg. In 1874, the company was reorganized under the name of the Willamette Valley and Coast Railroad. In 1879, this line was granted a right-of-way along First Street and the right to establish a depot (Minutes of the Common Council, June 20, 1879). First Street was important because of the warehouses in that location and the link to the steamboat. By the end of the year, only 10 miles of track had been laid.

#### **COMMERCIAL DEVELOPMENT IN THE EARLY YEARS, 1851-1868**

"Situated at the head of navigation in the Willamette, this town at once became the headquarters of the mines of Southern Oregon and a portion of California, who came to this point in the fall, left their teams and pack mules there, went to Portland for supplies, and after spending the winter here returned to the mines in the spring" (Fagan 1885:434).

In 1851, several developments established Marysville as a community and regional trading center. In 1851, the steamboat Canemah made its first trip up the Willamette River as far as Marysville. This event established this locality as the practical headwaters of the Willamette, and, at least for the time being, made Marysville a principal shipping point. That same year, gold was discovered in southern Oregon. Marysville, which was already on the land route to the mines, now found itself as the northern terminus of a profitable pack train business with goods and miners arriving by steamboat. Marysville became the "jumping off" point for those headed to the mines. Corvallis (formerly Marysville) was described as one of the most thriving business places in the upper country in 1853 as the editor of the Weekly Corvallis Gazette recalled:

"It was no uncommon sight to see pack trains of from one hundred to two hundred animals arrive and depart, while the commons were dotted with huge piles of flour, bacon, beans, and whisky, awaiting the dexterous manipulations of the "greasy packer". Times were flush and money plenty. Fifty dollar slugs were more common than the eagles now" (Weekly Corvallis Gazette, July 4, 1879).

In 1851, Marysville consisted of what was known as Upper Town and Lower Town. According to surveyor's notes of 1852, Madison Avenue was the dividing line between Upper Town and Lower Town. (Government Field Notes for the south boundary of Section 35, T11S, R4W, Vol. I:386,427). Upper Town was located on the J.C. Avery Donation Land Claim and consisted of Avery's own residence and store, George P. Wrenn's blacksmith shop, located approximately 200 feet south of Avery's store, Kendall and Wild's (Wiles?) grocery and liquor store, Alfred Rinehart's hotel at the southeast corner of Second and Washington streets, the Buck and Co. Store and several residences. (Corvallis Gazette-Times, Dec. 23, 1939). The

buildings in Upper Town were generally located on Second Street between Washington and Jefferson Avenues.

Lower Town, which was located on portions of Avery's claim and Dixon's claim, consisted of the Dixon residence which faced the river near Second and Polk streets, a blacksmith shop on Second Street between Jackson and Van Buren owned by John Stewart, the Hartless and St. Clair store, two new buildings owned by George Murch located next to the Hartless and St. Clair store, a log school house, and Isaac Moore's dwelling (Fagan 1885:424). In 1853, Elderidge Hartless and Wyman St. Clair apparently sold their store to John H. Dohse (County Clerk Records, Misc. Volume C.:13). In general, the business buildings in Lower Town were located on Front (First) Street near the steamboat landing. Both Upper Marysville and Lower Marysville had steamboat landings (George E. Cole, Jan. 1, 1923). Reference has been made to an area known as "Middle Town" which in 1853, was apparently located in the area around Second and Madison Streets (Weekly Corvallis Gazette, July 4, 1879).

In a letter written by Bushrod Washington Wilson in July of 1851, he noted that there were five stores, one tavern, and two blacksmith shops (Wilson, July 13, 1851). While Corvallis grew steadily in 1852, by late 1853 the outlook was less favorable, owing to the fact that the mining trade diminished in this region as new trading centers developed closer to the mines (Martin 1938:II-11). In 1853, the surveyor surveying William F. Dixon's donation land claim noted that, "The S.E. corner of this claim is the site of a part of the town & contains 2 stores, a grocery, tavern, blacksmith shop, cabinet shop, tin shop and 7 dwellings" (Donation Land Claim Survey notes, T11S, R5W, Cl. 50, Nov. 19, 1853). The tavern mentioned was probably the Shakespeare Saloon.

Most stores at this time sold a wide variety of goods. J.C. Avery advertised dry goods, provisions and groceries. Nat Lane advertised the following in 1855: alum salt, fine slat, 25 kegs of nails, glass 8" x 10", white lead, boiled oil, syrup, mackerel, cotton batting, flour, New Orleans sugar, dry goods, groceries, clothing, sheeting, tea, saleratus, satinets, jeans and linseys, plug and other hats, and calicos. (Oregon Statesman, Aug. and Sept., 1855). Many merchants apparently accepted wheat in exchange for merchandise (John E. Smith Collection). Barnard and Matteson, who owned the St. Louis Store, advertised that they owned the largest store in the Oregon Territory and were "Prepared to buy more wheat, oats, barley, eggs, butter, cheese, bacon, shingles, lumber &c., gold dust, and government drafts, than any other store in said town of Territory" (John E. Smith Collection).

The town of Orleans was located across the river from Corvallis. Platted by Isaac Moore on his donation land claim in the early 1850's, Orleans was located at the east ferry landing. Orleans, like Corvallis, had a steamboat landing and even aspired to out

rival Corvallis. The town had typical pioneer-era businesses. In addition, Gustav Hodes established the Hodes Brewery in Orleans in 1857 (Corvallis Gazette-Times, December 30, 1903).

Other businesses/business buildings in Corvallis in the 1850's included the following:

A hotel built in ca. 1853, located on the southwest corner of First and Harrison Streets (Corvallis Gazette-Times, Dec. 20, 1889). The hotel was still standing in 1889 and was possibly the American House run by Wesley Graves;

The City Hotel, located on the southwest corner of Second and Madison streets (Figure II-13);

The Stock and Kaufman Store, the second brick building built in Corvallis, located to the south of the City Hotel (Oregon Union, Sept 10, 1859);

Roberts and McStuny (McIteeny?), a brick building at the corner of Second and Adams streets. Dealers in groceries, drugs, liquors, plows, hardware, clothing, hats, iron and steel, agents for tombstones (Oregon Union, Sept. 10, 1859). This advertisement is confusing since the J.C. Avery Building was the only known brick building located on a corner of Second and Adams Street in the 1850's. In 1855, J.C. Avery must have been located in a two story building because Andrew Jackson Thayer, a lawyer, was located in an office over J.C. Avery's store. Possibly, this was the two-story building used for the legislature in 1855, on the northwest corner of Second and Adams Streets. J.C. Avery, by 1857, was located in a brick building on the southwest corner of Second and Adams streets. Avery sold dry goods and groceries;

Nat Lane Store, on the east side of Main (Second) Street;

T.W. Close Store, in a two-story building on Front (First) Street;

Frank W. Brown Store, near the ferry;

The St. Louis Store, operated by Barnard and Matteson in Upper Town. This business advertised that they were "Prepared to buy more wheat, oats, barley, eggs, butter, cheese, bacon, shingles, lumber, &c., gold dust, and Government drafts, than any other store in said town or Territory" (John E. Smith Collection);

The Magnolia Saloon, run by John and James Gailbraith (Galbraith?) (known as the Exchange Saloon in 1859);

Gird and McConnell Saloon;

The Shakespeare Saloon, run by John Thomas. The saloon was in operation by 1854. (Benton County Deed Records, Book A, p.27);

Hartless and St. Clair Store, which later became Hartless and Murch and then Hartless and Cole;

E.W. Fisher had a harness and saddlery business, as did J.B. Congle;

Andrew Roberts had a tailor shop and was a partner in the firm known as Roberts and Holgate;

Hamilton Campbell was a photographer and ran a general store. This store was in business by 1853. (Phinney, Clara Harding Interview, June 28, 1939.) He also advertised himself as an interpreter of Indian languages;

Blacksmiths included Prior Scott, John Stewart and George Wrenn;

The Corvallis House, M.H. Bell proprietor in 1855. The Oregon Union in 1855 noted that service was poor, the building ramshackle and the rooms drafty (Martin 1938:II-4);

City Bookstore, M.H. Bell also proprietor, located in the same building as J.R. Cardwell's Corvallis Drugstore and dentist's office (by 1859) (Fig.II-14);

The Silvey Grocery and Liquor Store (1856);

Moses E. Milner livery stable, built in 1858, on the east side of Second Street between Monroe and Madison;

Jacobs and Neugass Store, established in the latter part of the 1850's. Their first store was located on the west side of Second Street between Madison and Jefferson;

J.C. Maurer Meat Market (by 1859);

H.C. Riggs Empire Sale and Livery Stable (east side of Second Street between Madison and Monroe by 1859);

Simmons and Cusick Livery Stable (east side of Second Street between Madison and Monroe by 1859);

Alexander and McEwan general store (1857);

A. Hoffman and Co. general store (1857);

New York Store, a general store (1857);

Joel Hargrove and Sons general store (1857);

Bayley and Right Drugstore;

The Jackson Hall Billiard Saloon (1857); and

Kriechbaum and Brent, a restaurant (1857).

In the 1860's, the number and type of businesses increased. Among the businesses/business buildings at that time were:

The New Columbia Hotel, located on Main (Second) Street, had a large bar, dining room, and skylight. William Kiger, Manager;

L.G. Kline Store and the Souther and Allen Drugstore, located in the Fisher Brick on the southwest corner of Second and Monroe;

O.K. House, a hotel located on Third Street.

H.E. Harris general store;

Gustavus Hodes, gunsmith (est. in Corvallis in 1862);

Masonic Building;

Dr. J.R. Bayley Drugstore (est. 1867);

W.A. Wells Livery Stable located on the northeast corner of Second and Madison Streets

Several other businesses are described in the description of a fire in the commercial district on July 21, 1869. The fire destroyed a number of businesses located on Second Street between Madison and Monroe. The fire, which was thought to be the work of an incendiary, began in the rear of McConnell's Saloon which was on the west side of Second Street. From there it spread to adjacent buildings and other buildings located on the east side of Second Street. Buildings destroyed included Stewart's and Gaunshy's saloons, and all buildings on the west side of Second Street south of McConnell's Saloon to Madison, and north to the Fisher Brick which was located on the corner of Second and Monroe. The entire block on the east side of Second Street was destroyed, including Holder's blacksmith shop, W.A. Wells' and Simmons' and Kiger's livery stables, Duncan's Saddlery shop, Hunt's lager beer saloon, and Gerheart's blacksmith shop and dwelling (Fagan 1885:430). Fagan, writing 15 years after the fire, noted that "the best business section was in ruins" (Fagan 1885:430). The following year, the Corvallis Brewery, owned by a Mr. Bauerlin and located on the banks of the Willamette River, burned (Fagan 1885:430).

## COMMERCIAL EXPANSION, 1869-1879

"For many years it was considered the head of navigation and became the entrepot of all goods and merchandise intended for the mines in Southern Oregon and Northern California, and (which) was conveyed thither on pack animals. It was the liveliest place in the state. Since the failure of the mines it has not grown so rapidly but it has maintained a steady, healthy, permanent growth" (Benton County Almanac, 1874).

The 1874 Benton County Almanac gives an indication of the types and numbers of businesses in Corvallis in the 1870's. Occupations and businesses listed included: five milliners and dressmakers, one tailor, one baker, one jeweler, one dentist, four doctors, eight lawyers, six boot- and shoemakers, two barbers, two drugstores, three saloons, one brewery, one restaurant, two hotels (possibly the Vincent House and the New England Hotel), one hardware store, two meat markets, one store which sold books and stationery, nine general merchandise stores, and two livery stable operators. Based on knowledge of other unlisted businesses operating at that time, it would appear that although this list is incomplete, it gives a good indication of the range and number of services then available in Corvallis.

Fire continued to take its toll on early, wood-frame commercial buildings. In 1873, the City Hotel burned to the ground. In 1875, the store of A. Cauthorn, which was located on the west side of Second Street just north of Madison Avenue, burned (Fagan 1885:430). The Corvallis City Hall also burned in 1875.

In January of 1879, the first bank in Corvallis was established by W.B. Hamilton. Prior to that time, Corvallis residents had depended upon the town of Albany for banking facilities (Corvallis Gazette, Jan. 24, 1879). In the late 1870's, (or possibly 1880), the Occidental Hotel, a large wood-frame hotel in the Italianate style, was erected on the southeast corner of Second and Madison streets.

## THE FIRST INDUSTRIES, 1851-1868

The earliest industrial developments in Corvallis were typical pioneer-era industries, including sawmills, a gristmill, a tannery, a fanning mill, a carding mill, and a sash and door factory.

### Sawmills

A letter written by Wilson in the fall of 1850 describes the developments in this locality. A sawmill is not mentioned in the letter. In a letter written in July of 1851, Wilson noted that, "We have a sawmill and a gristmill here..." (Martin 1938:I-13). Possibly then, the sawmill and gristmill were established sometime between the fall of 1850 and July of 1851.

Probably the first sawmill in what is now Corvallis was the one established on J.C. Avery's claim. In 1850, J.C. Avery and Solomon K. Brown supposedly dammed the Mary's River and dug a mill race to operate a sawmill which was located on the banks of the Willamette River, just south of the Mary's River. William Brown, grandson of Solomon Brown, stated that his grandfather helped J.C. Avery build the first dam on the Mary's River in 1851 (Phinney, William Brown Interview, n.d.). The 1852 G.L.O. Maps indicate the mill race and sawmill. Supposedly, the dam washed out shortly after it was completed and the sawmill was idle for a number of years until J.C. Avery decided to put a gristmill on the site in the mid-1850's (Oregon Union, July 23, 1897).

In 1854, a sawmill was located on Block 9 of Dixon's Addition (on the river near the foot of Polk Street). The mill was apparently started by Hamilton Campbell and a Mr. Kline. In August of 1854, Hamilton Campbell sold his interest in this steam sawmill to William Barnhart for \$1850.00 (Benton County Deed Book A, p.20). A lien, to have been filed within 30 days of the end of employment, was filed by W.P. Smith on April 25, 1854 against Campbell and Kline for work done on the mill frame (Benton County Miscellaneous Book "C", p.32). This lien may date the establishment of the sawmill. By 1859, J.D. Hurd and J.L. Kline were the owners of the sawmill (Benton County Record of Assignments and Mechanics Liens, Book "A", p.54). By 1862, McCune and Hanna operated this mill which had extensive lumber and sale yards (John E. Smith Collection, n.d.). This mill burned in 1868. Other steam powered sawmills were operated nearby on the east side of the Willamette River by Nelson Goltra and Simeon Earl. According to one source, "In the early days logs from the hills were floated down Mary's River to the mills at Corvallis" (Phinney, Jesse Houck Interview, n.d.).

### Gristmills

Three gristmills were located elsewhere in Benton County prior to the establishment of a gristmill in Corvallis: the Herbert Gristmill near the current Inavale location built in 1847; Matzger's Mill built in 1854 on the Mary's River west of Philomath; and the Roland Chambers Mill built in King's Valley in 1853. In the mid-1850's, J.C. Avery established a gristmill on his claim on the south side of the Mary's River at its confluence with the Willamette River. In 1855, J.C. Avery and E. Taylor rebuilt the dam which had washed out on the Mary's River and built a gristmill on the site of the sawmill (Martin 1938:II-2). Avery supposedly sold the mill to a Mr. Atree in 1864 (Oregon Union, July 23, 1897). At least one source recalled that there was milling machinery in the Bushrod Washington Wilson Warehouse in Corvallis (Phinney, Henry Gerber Interview, 1940). Wilson's warehouse was built in the 1850's.

## Brickyards

In 1853, a brickyard was established on the south side of the Mary's River. Operators of the brickyard were John Rickard and Joseph Lyford (John E. Smith Collection). In 1859, Hiram Elliot opened a brick yard immediately west of and adjacent to the city of Corvallis. Doke Gray, recalled that:

"Soon after coming to Oregon my father worked in a brickyard in Corvallis where the Independent Lumber Company now is located (about 6th and Washington). He helped make the brick for the first jail in Benton County. Uncle Albert Taylor, who came in 1849, ran the brick yard in the 'fifties'" (Phinney, Doke Gray Interview, n.d.).

Henry Gerber recalled that when he was young, in the 1870's, there was no brickyard right in town but, "...there were great pits at Ninth and Van Buren, at Tenth and Harrison, and at Seventh and "A" Streets, where clay had been dug out and made into brick" (Phinney, Henry Gerber Interview, 1940). C.H. Wallace has also been named as a brickmaker in Corvallis in 1868.

## Carding Mill

A carding mill was located west of Corvallis on Oak Creek. R.C. Motley, an early Benton County settler, recalled that, "In those days every bit of clothing was woven and spun by the women at home. In the evenings, the boys were put to work picking the wool which later was taken to a little carding mill on Oak Creek" (Phinney, The Robinson and Motley Families, 1939). The carding mill was destroyed by fire in 1869, but was rebuilt (Fagan 1885:441).

## Planing Mill and Sash and Door Factory

In 1858, Charles Gaylord and Nelson Goltra established a planing mill and sash and door factory in Corvallis (Gallagher and Dasch 1991). Planing mills were very important, providing a locality with finished lumber, glazed sashes, and functional as well as decorative architectural elements. The factory was located on the east side of Third Street at Jackson Avenue. In 1859, after Nelson Goltra was killed in an explosion of his steam sawmill, Gaylord went into partnership with William W. Piper, who eventually rose to prominence as an early Oregon architect. An advertisement in the Oregon Weekly Union, headed "Sash Door and Blind Factory", asserted that the following supplies were available: sash, doors, window blinds, window and door frames, cornice and moulding, also all kinds of planing lumber and jointing". The ad further announced: "Plans and specifications drawn in the...style for those wishing to build. Also, we will take contracts to build wood and brick buildings" (The Oregon Weekly Union, Dec. 29, 1860). William Piper sold his interest in the business in 1862 and moved to Portland.

By 1865, Gaylord's new partner was Minor M. Swick, who was also a carpenter.

### **Tanneries**

Prior to 1853, a tannery had been in operation in Corvallis. With the need for harnesses, tanneries were important pioneer industries. In 1853, George Landerking sold to E.W. Fisher..."all the stock and tools, and other appurtenances belonging to the tannery of said Landerking" (Benton County, Miscellaneous Book "D", Bills of Sales of Personal Property). Henry Gerber recalled that a tannery was located on Adams (Phinney, Henry Gerber Interview, 1940). This was probably the tannery of Plannet and Hastings which was in operation in 1867 (Fagan 1885:441). This tannery, which was steam operated, turned out leather for home use as well for as shipment to San Francisco.

### **Other Industries**

In 1860, Knight's Furniture Factory was established by J.A. Knight (Fagan 1885:443). In the 1850's and 1860's, Wesley Graves ran a furniture store. In 1860, Mason Winship and Co. also had a cabinet manufacturing business. Louis Lorenzo Horning ran a wagon and carriage shop on upper Second Street for many years. Here he manufactured buggies. (Phinney, Sarah G. Howell Interview, 1938). In a letter written in 1851, Bushrod Washington Wilson noted that, "We have...1 cooper...1 fanning mill" (Martin 1938:I-13).

### **Industrial Expansion, 1869-1879**

During this period, industrial developments included the addition of new types of industries to the community, as well an expansion and increase in the number of existing industries.

### **Sawmills**

McCune and Hanna continued to operate the sawmill on the north side of town. In 1870, they employed seven men (Martin 1938:II-15). This sawmill burned for the second time in 1875 (Fagan 1885:431). An 1876 advertisement in the Corvallis Gazette that described a Corvallis sawmill operated by Robinson and Bros probably referring to F.E. Robinson (Benton County Almanac for 1874). This sawmill was apparently on the same site as the former McCune sawmill (Phinney, Henry Gerber Interview, 1940). In 1877, the mill was known as Robinson and McCulloch (Fagan 1885:442).

### **Gristmills**

In 1870, Mr. Altree sold the former Avery gristmill to Hurst and May. This gristmill was destroyed by fire in 1873 (Fagan 1885:430). By 1875, a new gristmill in the same location, known as the Corvallis Flouring Mill, was operated by Hurst, Korthauer and Gray

(Oregon Union, July 23, 1897). In 1877, the interest of Mr. Hurst was purchased by H.F. Fischer (Fagan 1885:442).

### **Sash and Door Factory**

In 1870, two sash and door factories were operating in Corvallis: one was Gaylord's; the other was operated by Mason Brothers. Between 1860 and 1870, Gaylord's business increased fourfold. The production of doors, sash and blinds totalled \$5000.00 for the year 1870 (United States Industrial Census, Benton County, Oregon, 1870). After Charles Gaylord moved to eastern Oregon in the early 1870's, Mason Brothers was the only sash and door factory in Corvallis (Benton County Almanac, 1874). In 1875, another sash and door factory began operating in Corvallis. This sash and door factory, located on the banks of the Willamette River at First and Jefferson, was owned and operated by William Pittman, a carpenter. Here, Pittman manufactured doors, sash, blinds, and brackets (Fagan 1885:442).

### **Wagon Makers**

L.L. Horning continued to manufacture wagons. By 1870, several other wagon makers were in town, including A. Purdy, Henry Emrick, and A. M. Chisham (Benton County Almanac, 1874). Purdy was located in a former store building on the northeast corner of Second and Adams. The firm of Gilbert and Wells also manufactured wagons in the 1870's in Corvallis (Martin 1938:II-15). In 1873, the Benton Democrat noted that, "A disastrous fire estimated at \$4000.00 swept through Corvallis early on Sunday morning. Two wagon factories and a blacksmith shop were consumed by flames" (Corvallis Gazette-Times, July 24, 1937).

### **Other Industries**

There were apparently at least two efforts to build steamboats in Corvallis. In 1870, the Willamette Navigation Co. was formed to compete with the Peoples Transportation Co. In Corvallis, the Willamette Navigation Co. built a 100-foot steamer called the Calliope and placed her on an upper river route that included one unsuccessful trip up the Santiam River. In 1877, B.F. Curtis, a steamboat builder, operated a shipyard in Corvallis (Fagan 1885:442; Phinney, File on Industry). The shipyard was located near the Robinson and McCulloch sawmill (Fagan 1885:442). (Robinson and McCulloch were located at the foot of Polk Avenue.) Other industries of this period included the Bauerlin Brewery, located on the riverfront, which burned ca. 1870, and Hunt's Brewery. The 1874 Benton County Almanac provides an idea of other types and numbers of industries in Corvallis in the 1870's. The almanac lists one cooper, seven blacksmiths, one gunsmith, and four saddle and harness makers. Wesley Graves and J.A. Knight continued to manufacture cabinets and furniture during this period.

## Agriculture in the Early Years, 1851-1868

After the construction of a shelter, a primary objective of the early settlers was the clearing of land for cultivation. At first these cultivated fields were small. Settlers primarily raised enough to meet their own needs and wild game was relied upon heavily. The 1850 Agricultural Schedule for the U.S. Census indicates that during this early period, the agricultural development of this region was limited. The size of cultivated fields in 1853 and 1854 for those living in the current area encompassed by the Corvallis city limits ranged from one acre, cultivated by John D. Mulkey, to 100 acres, cultivated by David Butterfield and by Heman Lewis (Donation Land Claim Survey Notes for T11S, R5W and T12S, R5W, 1853-1854). Butterfield and Lewis had both settled their claims in the 1840's. The average amount of land under cultivation at that time was 33 acres.

Prior to the construction of the Herbert gristmill in 1847, located south of Corvallis near the current Inavale location, wheat had to be taken to Oregon City to be ground. Matzger's Mill built in 1854, was located much closer to Corvallis, just west of the current Philomath location. In the mid-1850's, J.C. Avery established a gristmill in Corvallis.

The gold rushes of this period made agricultural products more valuable and provided a market for agricultural products. The Willamette Valley supplied flour, wool and fruit to the miners. Wheat was also used as a medium of exchange in the 1850's in Corvallis, according to advertisements by a number of business houses. The firm of Hartless and Cole, formerly Hartless and St. Clair and Hartless and Murch, advertised that it was opening a new store and offering for sale the largest stock ever brought to this market and would sell for the lowest price or exchange. Wheat was received in exchange for goods at Matzger's Mill and at Moore's Warehouse opposite Corvallis (Oregon Statesman, Oct. 6, 1855). Moore's warehouse was probably across the river from Corvallis in Orlean's or 'Moore's town' as it was also known.

With the advent of steamboat traffic on the Willamette in the early 1850's, farm products could be marketed more broadly. By the 1860's, wheat and oats were important crops in Benton County with oats being used mainly as livestock feed. Grain warehouses were constructed along the Willamette River to store wheat for shipment by steamboat. In addition to Moore's warehouse, another early warehouse was owned by Bushrod Washington Wilson. In 1863-64, a warehouse was built by William and James Hamilton on the banks of the Willamette (Fagan 1885:444).

Stock raising was a primary activity of many of the early settlers. The gold rush brought the early settlers of the region a primitive market economy based on livestock. Prior (Pryer) Scott established a stock ranch on his claim. Here he raised race horses which he

was able to sell at a good profit by driving them to California. He did this until 1860, when he engaged in general farming (Phinney, Sarah Stewart Interview, n.d.). When Johnson Mulkey arrived in the fall of 1845, he was looking for a good site for a cattle ranch (Phinney, Johnson Porter Interview, n.d.). Mr. Johnson settled on a claim just west of the current Corvallis city limits.

#### **AGRICULTURAL DEVELOPMENTS, 1869-1879**

During this decade, the rural Benton County economy was supported by grain, cattle, lumber and orchard products. Many of these items were stored, processed, traded or sold in Corvallis markets. In 1879, English settler and entrepreneur, Wallis Nash, observed that the area farmers utilized sheep, cattle and horses and that Oregon wool was among the best. He also noted that beans, peas, carrots, parsnips, turnips, potatoes, barley, and oats were grown in the valley, with wheat production being very strong (Nash 1882:34).

At this time, wheat was the most important commercial crop in the Willamette Valley. In 1874, there were three Corvallis grain warehouses along the Willamette River: Hamilton Brothers, J.C. Avery's, and the Farmer's (Benton County Almanac, 1874). The Farmer's warehouse referred to may have been the Corvallis Warehouse Co. which was formed in 1873 (Fagan 1885:432). In 1872, two warehouses were supposedly equipped with horse-powered machinery for cleaning grain (Corning 1973:113). George W. Davis recalled that his father, Caleb Davis, who came to Benton County in ca. 1870, was a partner with J.C. Avery in the building of a warehouse at Corvallis. George Davis noted that this warehouse was the upper of the two grain warehouses that stood on the bank of the Willamette not far from the old ferry landing in the 1870's. "The warehouse had no cleaning machinery and the elevator was run by horses going around at the end of a circular sweep. All of the grain was handled in bags" (Phinney, George W. Davis Interview, 1939). In 1940, Henry Gerber, who grew up in Corvallis in the 1870's, recalled that:

"There were four big warehouses on the river bank, owned by Mr. Avery, Mr. Nicholas, Mr. Cauthorn, and Mr. Blair. These were built chiefly for the storing and shipping of wheat...During the harvest seasons the teams would extend in an unbroken line for half a mile, all waiting turn to unload, while across the line waiting to cross the ferry extended as far up the road as one could see" (Phinney, Henry Gerber Interview, 1940).

Fruit raising assumed more importance regionally with the incorporation of the Alden Fruit Preserving Co. in 1874. The purpose of this company was the "...preservation of fruits, vegetables, and meats and herbs, and preparing the same for market...by the Alden process" (Articles of Incorporation, Aug. 29,

1874 and March 6, 1875). The "Alden process" probably refers to the Alden fruit drying apparatus (Fagan 1885:442). A building for the Alden Fruit Drying Apparatus was erected in 1875 (Fagan 1885:442). Of interest is the reference to the purchase of fruit from outside of Benton County. Fagan noted that after the plant was completed in 1875, work was commenced by "...the purchase of the entire plum crop of G.W. Walling & Son of Oswego whose peach plums were reported to be the finest in the county" (Fagan 1885:442). Henry Gerber recalled that, "In the seventies there was a fruit drying plant on First that dried quantities of apples. Almost every farm had a good size orchard and...there was always a good supply of apples. Pears were plentiful, too, and there were some peaches along the river" (Phinney, Henry Gerber Interview, 1940).

In 1879, the Corvallis Fruit Company was incorporated. Among the incorporators was English emigrant and entrepreneur, Wallis Nash. The purpose of the corporation was "to engage in the manufacture and sale of the Plummer Fruit Dryer...and in the drying of fruits and vegetables" (Articles of Incorporation, November 29, 1879). The corporation set up buying and selling centers for fruit in Albany, Junction City and Corvallis. The purpose of the centers was to gather fruit for export (Martin 1938:II-19).

#### **COMMUNICATIONS**

In the late 1850's, Corvallis again had its own newspaper, the first time since the brief tenure of the Oregon Statesman in 1855. In 1857, the publication of the Occidental Messenger, a pro-slavery newspaper, began and, in 1859, the Democratic Crisis was first published under T.H.B. Ordinal. This paper was later renamed the Oregon Union. In the early 1860's, the Corvallis Gazette began publication.

In 1856, the first telegraph line was installed to Corvallis. The wire was strung on trees and as a result was unsuccessful because of maintenance difficulties. In 1862, a franchise formed to erect telegraph poles on the streets of Corvallis.

#### **RELIGIOUS ACTIVITY IN CORVALLIS, 1851-1879**

The religious convictions of the settlers were generally fixed and not altered by emigration to a new region. "A Methodist in the east remained a Methodist throughout his journey and so founded a Methodist home when Oregon was reached" (Haskin 1983:6). Early Corvallis denominations reflected the range of the prevalent Christian religions of the period with protestant denominations favored.

In the early 1850's, probably in 1852, the Baptists built a church just north of the northwest corner of Third and Jefferson Streets. This church was destroyed when heavy snow caved in the roof in

1863. No new church building was constructed after the first church was destroyed and meetings were held in members homes (First Baptist Church Committee 1971:5). [Note: Fagan (1885) gives the date for the destruction of the church as 1855.]

In 1853, the First Presbyterian Church was organized by Rev. Joseph A. Hanna at his residence which was located three miles south of Marysville. Services were held in the log schoolhouse in Corvallis until 1860 when the congregation constructed a church building on the southwest corner of Fourth and Jefferson (Moore 1953:10).

From 1850 until 1855, the Methodists also met at the log schoolhouse in Corvallis. In 1855, a wood-frame church was erected by the Methodist Episcopal congregation (Fagan 1885:425-426). The lumber for this building, which was located on the southwest corner of Second and Van Buren streets, was donated by Hamilton Campbell, Oren Kline and John Stewart. The building was built by church members including, John Stewart, William Dixon, Silas Stout, Perry Earle, Wm. Carter, Wesley Graves, and William Holder (Corvallis Gazette, June 11, 1897).

In 1853, the first Catholic services were held in Corvallis (Letter from Preston Onstad to Rev. Frank Hanley, June 29, 1878). A chapel was built in 1861 on the northwest corner of Fourth and Adams.

The Evangelical Church was organized in Corvallis in 1867. Services were held first in the courthouse, but in 1867 or 1868 a church was erected at the southwest corner of Fourth and Monroe.

The Episcopal congregation built a school/chapel in 1871. Known first as Chapel School, then as St. Helens, and eventually Good Samaritan, the building was located between 6th and 7th and Monroe and Madison streets.

## **EDUCATION IN CORVALLIS, 1851-1879**

### **Public Schools**

In 1851, the log schoolhouse on the northeast corner of Second and Jackson streets was being used and was presumably the only school in Corvallis. In 1852, the county was divided into school districts, with the county levying a tax for school purposes (McDonald 1983:59). Marysville became School District #4. In 1854, the county was redistricted and Corvallis (formerly named Marysville) became School District #9 (McDonald 1983:59). Sometime prior to August of 1856, a second school was erected in the city of Corvallis (John E. Smith Collection, Corvallis History, 1846-1890). This schoolhouse may have been located on the east side of Fifth Street between Madison and Monroe. Emma Horning Groves recalled, "The old schoolhouse where I went to school was on the east side of Fifth Street, across from the College. We took our lunch and would spend the noon hour playing in the college while it was being

built" (Phinney, Emma Horning Groves Interview, 1939). (The Corvallis College building was under construction at the northwest corner of Fifth and Madison in 1859.)

In 1864, the district was divided along Madison Avenue with the northern district remaining #9 and the southern district becoming #28 (McDonald 1983:59). Two new schools were built: the North District School (1866); and the South District School (1867) (Fagan 1885:361). The North District School was located at Fifth and Harrison streets (Phinney, Jesse Houck Interview, n.d.). The South District School was located on the southwest corner of Fifth Street and "B" Avenue (Phinney, Hettie Lilly Interview, n.d.).

### **Private Schools**

There were also private schools in the 1860's. Mrs. Calvin Arabella Thrasher recalled that:

"I started first in the North School but was forced to stop after two or three days because the school was crowded and I did not belong to the district. I then went to a private school taught by Lizzie Mulkey...As near as I can remember, there were twenty-five or thirty pupils in this school...Aurora Watts and Clara Watts...taught in this same private school" (Phinney, Mrs. Calvin Thrasher Interview, 1939).

In April of 1861, a Mrs. Stone advertised that her school for girls and young ladies was about to begin the third term (Martin 1938:V-3).

In 1867, a school known as a "select school" was opened by Lieut. William J. Shipley (Fagan 1885:361). This school was located on the south side of the city. Presumably, this was a private school; it still operated in 1874 (Benton County Almanac, 1874).

### **Religious Schools and Oregon Agricultural College**

In 1856, the Baptists incorporated the Corvallis Institute. In the fall of 1856, Oregon newspapers announced the start of a Baptist High School at Corvallis (McDonald 1983:59). In 1871, a private Episcopal girl's school was erected in the current Central Park. Initially, the school was called St. Helens, but the name was changed to Good Samaritan. The school closed in 1873.

In the legislative session of 1850-51, an act was passed to provide for the selection of locations for public buildings for the Territory of Oregon. At that time, Marysville was selected as the location for a university.

In 1853, an act was passed by the Territorial Legislature appointing a Board of Commissioners to oversee the construction of

a Territorial University at the town of Marysville on land to be donated by J.P. Friedly (Fagan 1885:425). When Corvallis was designated as the Territorial Capitol in 1855, Jacksonville was designated as the location for the university.

In January of 1854, the Corvallis Seminary was chartered by a group of Corvallis residents. This school was to be supervised to some extent by the Methodist Episcopal Church. In the legislative session of 1857-58, another school, Corvallis College, was chartered by some of the same trustees but was considered non-sectarian. In 1859, a contract was let for the construction of a two-story building for Corvallis College. The building was completed in 1859, but a lien was placed on the building by the carpenter, William McLagan, who had not been paid for his work. In 1860, Rev. Orceneth Fisher, acting as an agent of the Methodist Episcopal Church South, bought the lien on the school at a sheriff's sale. At first, "Corvallis College" had only elementary and preparatory departments, but, in 1865 it added college level studies.

The Morrill Act of 1862 provided states with government land, the proceeds from the sale of which could be used in each state for the funding of an agricultural college. In 1868, the Oregon legislature was faced with the choice of having to establish an agricultural college or losing the congressional grant. Thus, in 1868, Corvallis College was designated as the Agricultural College for the State of Oregon. Although still a religious institution operated by the Methodist Episcopal Church, the state made arrangements to use their buildings and teachers. This was felt to be a convenient arrangement, since the state had decided to locate the college in Corvallis but for the present had no facilities. In 1870, the legislature passed an act that permanently located the state's Agricultural College in Corvallis. In accordance with the Morrill Act, the college was obligated to purchase a college experimental farm. At this time, however, the college was in debt. In 1871, thirty-five acres of land west of town was purchased by the citizen of Benton County for the college farm (Groshong 1968;Johnson 1976). This was the future site of today's Oregon State University. In 1876, a wing was added to the 1859 Corvallis College building (Johnson 1976) which continued to be used as the Agricultural College until the late 1880's. In referring to the unusual marriage of a religious and state institution, Fagan (1885) gave the following repartee:

"...We understand that there are many who do not fully comprehend the situation and are very prone to remark that this public institution is conducted on a political and sectarian basis, we are in a position to assert is not the case. The school is carried on by a corps of professors...who would not stoop to the inculcation of political or sectarian doctrines in a state institution" (Fagan 1885:358).

## OTHER CULTURAL GROUPS

In the mid-nineteenth century, Corvallis was settled almost exclusively by Caucasian, Christian peoples from the United States. There were some exceptions. Henry Gerber noted that, "Most of the merchants in the early days were Jews. I remember Jacobs and Neugass, Kline, Stock, Harris and Max Friendly all had dry goods stores here. There was no racial feeling and no social discrimination" (Phinney, Henry Gerber Interview, 1940). German emigrants also settled in the area, particularly across the river at Orleans.

Several African-Americans were living in Corvallis at an early date. Among these were Eliza Gorman, a "mulatto" seamstress who supposedly helped Mary Stewart sew the first flag in Benton County. Eliza Gorman and Hannah Gorman were landowners having purchased lots from William Dixon in 1857 (Benton County Deeds, Book C:55-56). The Gormans owned this property, which consisted of several lots on north Fourth Street, until March of 1875 (Benton County Deeds, Book L:13).

In 1946, Roy Avery recalled that in 1865 an Indian camp was located on the the current Corvallis-Albany Highway north of Corvallis. The camp was mostly made up of tribes from the coast, Siletz and Alsea, who came to Corvallis (then numbering 300 people or more) and camped. Indian women did washing and other work for the white people, so asked that their camp be moved closer to the business district. According to Mr. Avery;

"...J.C. Avery, the founding father of the city, gave them 'the flat' near his store...and the area from that location to Mary's River was sometimes covered with campers, sometimes as many as 400 Indians...they maintained sweat houses near the river bank, where they could easily procure water. No trouble was ever experienced with the Indians here, said Avery" (Gazette-Times, Dec. 4, 1946).

In the 1860's, many Chinese emigrated north from the mining regions of California and southern Oregon for jobs provided by railroad construction in the northern part of the state (Barlow and Richardson 1988:14). In 1874, three Chinese businesses were located in Corvallis (Martin 1938:VIII-4).

In the late 1870's, Wallis Nash, an English lawyer, came to Oregon on an inspection tour. When he returned to England, he wrote a pamphlet setting forth the advantages of the Willamette Valley for settlement. In 1878, he instigated the incorporation of The Oregon Agricultural Company for the purpose of financing a group of English settlers, led by himself, for emigration to Oregon (Martin 1938:I-18).

This first group of colonists from England, which numbered about

seventy-five, brought new capital to Corvallis. The Oregon Agricultural Co. spent approximately \$70,000.00 to purchase the land grant of the Corvallis and Yaquina Bay Military Wagon Road. The goal was to sell this land, which consisted of all odd, unsold sections of land in a swath fourteen miles in width, to the tidewater (Martin 1938:I-19). This money could then be used to finance other projects. The company had offices in Corvallis and on Queen Street in London. "The English directors were the heads of four large British and Scotch concerns, and the Corvallis directors were T. Egenton Hogg and Wallis Nash" (Martin 1938:I-19).

The impact of this group on the historical development of Corvallis appears to have been significant, having been involved in the financing and construction of the Oregon and Pacific Railroad, the Oregon Agricultural College, and the Corvallis Fruit Company.

### **FRATERNAL, SOCIAL AND OTHER ORGANIZATIONS**

Among the earliest organizations in the community were fraternal organizations. Among the first was the Independent Order of Oddfellows, organized in Corvallis in 1858. By 1873 there were two Masonic Lodges, the Oddfellows, and the Daughters of Rebekah. For those more inclined to intellectual pursuits, there was the Carlyle Literary and Debating Society (Gazette-Times, Jan.1, 1924). The International Order of Good Templars, also in Corvallis in the 1870's, was an anti-saloon group dedicated to temperance and the legal prohibition of alcoholic drink (Munford and Moore, 1982). In 1879, a lodge of the United Workman, a labor organization, was formed in Corvallis.

### **RECREATION**

In 1870, an opera house was built in Corvallis on the southwest corner of Fourth and Madison. In order to build the Opera House, the residents of Corvallis raised the money by subscription and donated labor for its construction. The Opera House was used for dancing, city band performances, and box socials. The Opera House was also used as a skating rink (Madison Avenue Task Force, Opera House Interpretive Plaque, 1984). According to the minutes of an Oregon State College faculty meeting held on Nov. 17, 1876, students were forbidden to attend the skating rink on penalty of expulsion (Phinney, Historical Records Survey 1938).

### **RESOURCE IDENTIFICATION**

#### **RESOURCE TYPES AND DISCUSSION**

Potential historic resources and resource types associated with this period of history include the following:

##### **I. Settlement Sites**

A. Archaeological Remains

II. Public Buildings

A. Government Buildings

1. Courthouse
2. Jail
3. Territorial Capitol Building

III. Residential Buildings

A. Log cabins

B. Hewn Log Houses

C. Wood-frame Houses

1. Type or Plan
  - a. Central Hall
  - b. Central Living Room
  - c. Small Cottage
  - d. Double House
  - e. Gable-fronted
  - f. Gable-front and Wing
  - g. Gabled-ell
  - h. Foursquare
2. Style
  - a. Greek Revival
  - b. Gothic Revival
  - c. Italianate

IV. Commercial Buildings

A. Wood-frame Commercial Buildings

1. Type
  - a. Gable-fronted
  - b. False-fronted
  - c. Side-gabled
  - d. Flat-roofed

B. Brick Commercial Buildings

1. Style
  - a. Arcaded Facade
  - b. Trabeated Facade

V. Transportation-related Resources

A. Steamboat Landings and Wharves

B. Roads

1. Territorial Road
2. County Road #1
3. County Road #10, Cardwell Hill Road
4. Hill Road to Albany
5. Bottom Road to Albany

C. Ferries and Ferry Landings

- 1. Willamette River Ferry and Landing
- 2. Mary's River Ferry and Landing
- D. Bridges
  - 1. Bridge across the Mary's River
  - 2. Bridge across Oak Creek
- E. Stage Stops
- F. Livery Stables

#### **VI. Industrial Buildings**

- A. Gristmills
- B. Sawmills
- C. Millrace
- D. Tanneries
- E. Planing Mills/Sash and Door Factories
- F. Carding Mill
- G. Wagon and Carriage Factories
- H. Breweries
- I. Ship Building Yards

#### **VII. Agricultural Buildings**

- A. Barns
  - 1. End-opening, hewn-frame and sawn-frame
  - 2. Side-opening, hewn frame and sawn-frame
- B. Other Early Farm Outbuildings
- C. Grain Warehouses
- D. Fruit Dryers

#### **VIII. Educational Buildings**

- A. Schoolhouses
  - 1. Wood-frame Schoolhouses
  - 2. Corvallis College Building

#### **IX. Religion-related Resources**

- A. Wood-frame Churches
  - 1. Classical Revival Style
  - 2. Gothic Revival Style

#### **X. Resources Related to Fraternal Organizations**

- A. Lodge Halls

#### **XI. Resources Associated with Other Cultures**

- A. Chinese Buildings/Sites
- B. Native American Campsites
- C. Buildings/Structures associated with the

- "English Group"
- D. Buildings/Sites associated with African-Americans

## XII. Other Types of Historic Resources

### A. Cemeteries

#### SETTLEMENT SITE LOCATIONS

Those locating claims in 1851, 1852 and 1853, the last years that donation land claims were staked within the current Corvallis city limits, had early houses in the following general locations (Figures II-2 and II-3):

**John D. Mulkey** - The locations of any early buildings on this claim not currently known. His claim was located on the northeast slope of Witham Hill;

**James L. Mulkey, Jr.** - House indicated on 1852 G.L.O. map near the current location of Thistle Place;

**David B. Mulkey** - A short distance to the north of James L. Mulkey, Jr. Both David's and James' house were located along a road which may have been the old pack trail;

**Charles Johnson** - Location of first house uncertain, but claim encompassed area from 26th Street to 35th Street on the east and west, and Harrison Avenue and Western Blvd. on the north and south;

**F.A. Horning** (G.L.O. map has Wm. Horning) - On current bike path between O.S.U. and Benton County Fairgrounds short distance east of Oak Creek crossing;

**Silas Stout** - Near current intersection of Grant Avenue and 13th streets;

**Prior Scott** - Just southwest of the intersection of Whiteside Dr. and Long Ave.;

**James A. Bennett** - Very close to Prior Scott, just to the east on what is currently Long Ave.;

**Albert G. Hovey** - Near the current intersection of 53rd Street and Western Blvd.

With the exception of the F.A. Horning site, the Albert G. Hovey site, and the David B. Mulkey site, urban development has occurred in these locations.

## **Public Buildings**

As with many of the first courthouses in the Oregon Territory, the first Benton County Courthouse (1855) was built in the Greek Revival style of architecture, a style which was thought to express democratic ideals. This two story, temple-fronted building, which had full height Greek Doric columns (no bases), was located on the same block as the current courthouse (Fig.II-4). A jail was built on this block in 1856. A cupola was added to the building in ca. 1860. This courthouse stood until a new one was erected on the same block in 1888.

Although Corvallis was the Capitol of the Oregon Territory for a period of time in 1855, no building was specifically erected for this purpose. Instead, J.C. Avery donated a two-story, wood-frame, commercial building that he owned at the northwest corner of Second and Adams streets for this purpose (Fig. II-5). This building stood on this site until it was moved to the back of the lot in 1882 to make way for the two-story Crawford and Farra Brick Building. Eventually, the brick building was extended to the rear and the wood-frame building was moved to the east side of Second Street. The building was eventually destroyed. Today, a marker, placed by the Daughters of the American Revolution, is located on the 1882 brick building on the site of the Territorial Capitol.

## **Residential Buildings**

"The white houses of the little city of Corvallis were nestled cozily in the bright spring green of the alders and willows and oaks that fringed the river...some houses had gray and red shingled roofs" (Nash 1882:21,25).

## **Construction Materials and Methods**

After a sawmill was established in Corvallis in 1851, many of the first homes built by settlers near Marysville were constructed of sawn lumber, but nonetheless took the form of a shanty. In a 1937 interview, Mrs. Henrietta Randall, who came to Corvallis in the early 1850's, recalled that, "As I first remember Corvallis, there were four or five board shanties and a log blacksmith shop. There was a small painted frame house..." (Phinney, Henrietta Randall Interview, 1937). Prior to the establishment of a planing mill in Corvallis in 1858, much of the lumber was probably rough or whip sawn, with some materials planed by hand. Horizontal weatherboard siding was typical in the 1850's, although some box houses simply had battens over the vertical planks used in their construction. Weatherboard siding looks like clapboard but does not taper in profile. Early weatherboard siding was thin and often hand-planed. By the 1860's, various forms of shiplap siding were available.

Prior to the establishment of the planing mill and sash and door factory, architectural elements were often purchased in Portland.

Locally, at least in 1855, panes of 8"x10" glass could be purchased at the Nat Lane Store. Throughout the 1850's, the small size of available glass panes resulted in the use of either 9/6 (9 panes over 6 panes) double-hung sash windows or 6/6 double-hung sash windows. Public buildings had more panes per sash reflecting the increased size of the window. The Methodist Church built in 1855, for instance, had 16/16 double-hung sash windows. By ca. 1865, larger panes of glass were available, so that the most typical window sash used in residential buildings in the latter part of the 1860's and the 1870's had four panes of glass, resulting in 4/4, double-hung sash windows.

In the earliest period, doors were probably either handmade of vertical boards or were panelled with two vertical panels. By 1870, the two-panel door had been replaced with the four-panel door. Nails and hardware could be either hand wrought in a blacksmith's forge or purchased. Machine cut square nails were available at this time.

In 1858, Charles Gaylord established a sash and door factory and planing mill in Corvallis. The products of sash and door factories and planing mills facilitated the adaptation of current national architectural styles that depended, in part, on complex decorative elements (Dole 1974:120).

While brick could be hand-made on a building site, brick was available commercially beginning in 1853 when the first brickyard in Corvallis was established. By 1859, two brickyards were operating. Given the local abundance of wood, house construction continued to be wood-frame with brick used for fireplace and chimney construction. Information on the use of brick for foundation work in early houses in Corvallis is not available, since only several houses from this period have survived.

Henry Gerber recalled that, "...There was a granite quarry...from which they took out much stone for foundations of buildings in Corvallis and for bases of tombstones. There were no persons living here who were skilled in shaping stone for finer uses" (Phinney, Henry Gerber Interview, 1940). Based on the few remaining examples, early Corvallis buildings often rested on fieldstones placed at the corners and at intervals beneath a building. The types of foundations used for larger public and commercial buildings of the period are not known.

In 1873, the Benton Democrat reported that Frear's artificial stone had been introduced into Oregon. "It is manufactured of sand, gravel, and chemicals, and is said to withstand the action of the elements" (Benton Democrat, April 12, 1873).

Log construction continued during this period even after sawn lumber became available locally. In 1879, Wallis Nash observed three types of structures on the landscape: the log cabin; the box

house; and the frame house [balloon frame] (Nash 1882:28). He described the log cabin as:

"...picturesque, but often later becomes a woodhouse or a piggery. Low, solid, rugged walls of gray logs, overhanging shingled roof, open hearth with wide chimney, earthen or roughly boarded floor, curtained-off bedsteads, a corner cupboard or two for cups and plates, and apple chamber adjoining" (Nash 1882:28-30).

While log houses continued to be built in the 1850's, the availability of sawn lumber provided the materials to build a "real lumber house". In the 1850's, three structural systems were available for the lumber house: hewn frame, balloon frame and the box house (Dole 1974:97).

A hewn frame house was generally of post and beam construction in which horizontal and vertical members were connected with hewn mortise and tenon joints, often pegged. Rafters, siding, and other elements, such as studs upon which to hang the siding, were of sawn lumber.

Although first used in the 1830's, the balloon frame was first publicized in a 1847 edition of American Agriculture in an article entitled, "A Cheap Farm House" (Schweitzer and Davis 1990:54). A balloon frame house was built using light structural members such as 2x4's with nailed joints. The studs were full height, not interrupted at the second floor by a heavy plate. While houses built in the late part of the nineteenth century often had built-up corner boards and nailed studs and joists, early examples often used large posts for corner posts, such as a 6x6's. Also, in early examples the studs and joists were often notched into place rather than nailed.

A box house was built of vertical planks laid side-by-side forming the walls of the house. No posts or studs were used in this type of construction. The advantage of box construction was that it used one-third of the wood of other systems and one-half of the nails. (Dole 1974: 98). A house built by John Van Bebber in 1857 was described as follows by the carpenter: "...24' long and 20' wide, and one story high (that is to say about 10' high). Box House. House has two windows in front, and one door, and places left for two windows on each side of the house." This house, which was located on Block 2, lot 7 in Dixon's Addition, was built for J.M. Jones (Benton County Record of Assignments and Mechanic's Liens, Book A:29-30). Wallis Nash, in describing the local housing of the area when he arrived in the late 1870's, observed that after a log cabin, a farmer would often build a box house from lumber. The house would be built of fir boards one foot wide, sixteen feet long, and one inch thick. The box house is "...built of boards set upright, cracks covered with strips of similar boards three inches wide" (Nash 1882:28-30). Nash went on to say that in a box house and in a frame house, the stove, cooking, and family eating took

place in a lean-to room (Nash 1882:30). Although Nash described a board and batten house, box houses were often covered with weatherboard siding. An example of a box house with weatherboard siding is the Gaylord House located at 606 NW Seventh Street (Fig. II-10).

### Plan Type

Lumber houses in the 1850's were generally rectangular in form with symmetrically placed and sized windows, doors, and chimneys (Dole 1974:96). However, there was great variety in early lumber houses, reflecting the various backgrounds of the owners and/or builders and the use of different stylistic elements (Dole 1974:96). Philip Dole (1974) describes the various house types found in Oregon dating to the 1850's:

- 1) The **two-story central hall** house is side-gabled with a centrally located front door. The door opens to the hallway which has an open staircase. On either side of the hallway is a formal system of rooms with the kitchen and sometimes the dining room located in a one-story rear wing. This type of house could also be found in a one and one-half story version;
- 2) The **side entrance hall, temple form** house is front-gabled with the entry to the stairhall on a side of the of the front elevation. This type of house could be either one and one-half or two stories;
- 3) The **central living room** house has no entry hall or hallways. The front door, often in the center, enters directly into the living room, facing the fireplace;
- 4) The **small cottage** type house is a one and one-half story house with an all purpose room. A fireplace is located at one end of the room and a small winding staircase, often located next to the fireplace, accesses the second floor;
- 5) The **double house** has two front entry doors. The house could be front-gabled or side-gabled and could be one, one and one-half, or two stories.

Many of the above types had small lean-to's, wings or ells, but the overall block and form of the house was rectangular.

Between 1860 and 1875, there was a new concern for utilitarianism and functionalism (Dole 1974:117). The most obvious visual and planning change was the gradual displacement of the rectangular form by forms having a compound plan made up of a series of wings and ells placed perpendicular to each other. The balloon frame made compound plans easier to execute. As a result, houses were composed of several volumes that met at right angles. The most common forms were the **gable-front and wing** (off the side) or

**gabled-ell** (off the rear) configurations. The **gable-front** was similar but without any perpendicular extensions and, therefore, continued to reflect the earlier house types which employed a single rectangular form.

With the first appearance of the Italianate style locally in the 1870's, the **foursquare** form also emerged but its early use was probably limited to houses of this style.

### Style

In some cases, the above house types were vernacular, with no stylistic elements. In many cases, however, these early houses incorporated design elements of the Greek Revival or Gothic Revival styles which were or had been popular in the United States at the time the settlers left for the West. Sometimes style was only demonstrated in the pitch of a roof, the symmetry of a facade, or porch ornamentation.

The **Greek Revival style** was the dominant style of American architecture in the period between 1830 and 1850 (McAlester and McAlester 1984:182). Oregon examples were built into the 1860's. The style was spread by carpenter's guides and pattern books, such as those written by Asher Benjamin. The style is characterized by a rectangular form, a low-pitched roof (in this area, the roof was generally gable in form), an emphasis on cornice line often accentuated with various moldings to represent an entablature, and a pedimented gable or eave returns on the gable end to create the appearance of a pediment. Some examples featured columned porticos in a Greek order, an entry door flanked by transom and sidelights, as well as other Classical details. White was the color of choice for the Greek Revival house.

Although poorly represented today, this style was used for many of the first houses (Figures II-6 and II-7) and commercial and public buildings in Corvallis during the 1850's including the first courthouse, built in 1855, the Corvallis College building, built in 1859, and numerous churches.

The **Gothic Revival style** was part of the Picturesque Movement which swept across America in the 1840's and 1850's. This style was popularized by the plans of Alexander Jackson Davis and the pattern books of Andrew Jackson Downing, and was made possible by the technological advances in woodworking machinery in the mid-nineteenth century (Schweitzer and Davis 1990:43). Among the tools developed were the power lathe, the band saw, and the scroll saw which produced elaborate ornaments in greater quantities at reasonable prices (Schweitzer and Davis 1990:43). Downing's plan book, Cottage Residences, was reissued at least twelve times between 1842 and 1888 (Whiffen 1969:56).

The application of this style often depended upon the establishment

of local sash and door factories to supply the complex decorative elements that are one of the hallmarks of the style. Gothic Revival style houses are characterized by steeply-pitched gable and multi-gable roofs and dormers, sometimes central gables, and jig-saw cut ornamentation, including bargeboards, brackets and porch trim. A characteristic window of the Gothic Revival style is the lancet window. Examples built in the 1850's and 1860's have 6/6 (six panes over six panes), double-hung sash windows, while those built in the later part of the 1860's and the 1870's have 4/4 (four panes over four panes), double-hung sash windows. Earlier houses also exhibit the rectangular form, while later examples often have compound plans. The ornamentation on the earlier examples is also more delicate. The central gable expression appears to have been popular in Corvallis in the 1850's. Among the houses of this type were the E.W. Fisher House, the Horning-Groves House, the J.C. Avery House (Fig. II-8), and still standing today, the McLagan House at 2856 Van Buren Avenue (Fig. II-11). Early lithographs indicate that small, cottage versions of this style were typical in the pioneer era (Fig. II-9). The Gaylord House, a National Register property, is the only surviving example of this type (Fig. II-10).

Like the Gothic Revival style, the Italian Villa style or **Italianate style** was also part of the Picturesque Movement and was promoted by the pattern books of Andrew Jackson Downing. The style is characterized by a form composed of single or multiple rectilinear blocks, flat or low-pitched hip or gable roofs, narrow windows, and projecting boxed eaves which are often bracketed. The round arch window is a hallmark of the style but it is not always incorporated into local versions. Ornamented bay windows are also characteristic of this style. Examples dating to the 1870's locally have 4/4 double-hung sash windows, as opposed to 1/1 double-hung sash windows used in later examples. While the style appeared as early as 1850 in Oregon, in Corvallis the style did not become popular until the early 1880's. Based on the presence of 1870's Italianate style houses in other communities in the Willamette Valley, it is likely that Italianates dating to the 1870's once existed in Corvallis.

### **Architect-Builders/Carpenters**

The Pioneer Period was a period of builder architecture (Ross 1959:3). Among the early architect-builders in the area was **Bushrod Washington Wilson**. When Wilson arrived in 1850, he recalled that he "...took up a good claim and built me a cabin and as I was a good carpenter I got all the work I wanted" (Wilson Letters). Wilson's house was "twenty by thirty by fourteen with 1 1/2 stories" (Wilson Letters).

Mrs. Honorine Read recalled that,

"The old house on the knoll west of the road was built for

Thomas Read by Bushrod Wilson in 1855. All the finished lumber was planed [sic], matched, and grooved by hand. The house had a fire[place] at each end. At first there was a porch along the entire east side" (Phinney, Mrs. Honorine Read Interview, 1939).

Other "builders" in Corvallis in the 1850's included: **George Wrenn**, who built the first Courthouse; **James Rounds**, **John Pike**, and **George Roberts**, contractors; **E.E. Taylor**, stone mason and carpenter; **Wm. L. Caldwell**, brick mason; **Isaac Moore**, carpenter; **Daniel Carlile**, a carpenter in 1852; **Heman C. Lewis**, a ship's carpenter; **Riggin and Co.**; **William Dixon**, cabinet maker, who supposedly built his own residence and perhaps several others; **W.W. Piper**, well known Oregon architect who spent several years in Corvallis early in his career; **Charles Gaylord**, carpenter who also operated a sash and door factory beginning in 1858; **William McLagan**, carpenter, who probably built his own house, which is still standing at 2856 NW Van Buren Street, and the Corvallis College building (1859); **John Van Bebber**; **William H. Watson**; **Robert Mitchel Thompson**, beginning in about 1857; and **Hamilton Campbell**, a Corvallis photographer and carpenter (no record of him building in Corvallis located thus far). In the 1840's, Hamilton Campbell was a carpenter with the Methodist Mission headed by Jason Lee.

Carpenters of the 1860's included many of the above, as well as **Abel George**, who built the Presbyterian Church, and **Minor Swick**, who became Charles Gaylord's partner in the sash and door factory.

Carpenters of the 1870's included: **William McLagan**; **J.B. Loomer** (1879); **Levi Russell**; **George P. Wrenn**; **N.R. Barber**; **R.S. Feagles**; **S. Rayburn**; **R.R. Rounds**; and **George Roberts** (Martin 1938:II-13). **R.T. Ray** advertised his services as an architect and a builder in the Corvallis Gazette in 1877, indicating that he built "dwellings and barns of the country." Another carpenter was **Caleb Davis** who arrived in the county in about 1870 (Phinney, George W. Davis Interview, 1939). Mr. Davis' Victorian Gothic farmhouse, which he probably built, is still standing west of Corvallis.

### Water supply

Water was probably obtained from individual wells. One source of water, primarily for fire-fighting purposes, was located in cisterns dug in the middle of the street at intersections. These cisterns were filled by a pipe line connected to a small pumping station on the Willamette River. Johnson Porter recalled that the water was pumped by windmills, that the windmills were always needing repairs and that the cisterns frequently sprang leaks (Phinney, Johnson Porter Interview, n.d.).

In the 1870's, Pittman's Planing Mill on the river began pumping water to a tank at Sol King's Livery Stable on Second Street. This proved convenient and others in the area made arrangements to be

supplied from this tank (Phinney, Johnson Porter Interview, n.d.). This led to the construction of a large water tank at the northwest corner of First and Adams known as "Grove's Water Plant" (Carlson n.d:6).

### Distribution

With the exception of houses that have been moved, most houses in the 1850's and 1860's were built in the areas of town platted in the 1850's. (No plats were filed in the 1860's.) Scattered farmhouses were located in rural areas currently encompassed by the Corvallis city limits. Prior survey work indicated that when commercial expansion took place in early platted areas, a number of pioneer-era dwellings were moved. Marshall Miller, a house mover, even platted a small addition. When an historic resource survey of this addition is undertaken, Mr. Miller's occupation should be taken into consideration.

While the Corvallis riverfront currently has no houses along its banks, this was formerly a residential area, in part. Martha Huston recalled that, "When I was a girl our home in Corvallis was on the river front near First and Adams Streets. That is all a manufacturing district now, but there were many fine homes along the Willamette in those days" (Phinney, Martha Huston Interview, n.d.).

### COMMERCIAL BUILDINGS

"When we got into the main street the long, low, broken line of booth-like, wooden, one-storied stores and houses all looking as if one strong man could push them down, and one strong team carry them off, grated a little, I could see, on the feeling of some of the party. The redeeming feature was the trees, lining the street at long intervals, darkening the houses a little, but clothing the town, and giving it an air of age and respectability..."(Nash 1882:21).

Early lithographs of Corvallis and photographs of early Corvallis commercial buildings indicate that, in the earliest period, most commercial buildings were one and two-story, wood-frame buildings. Most appear to have been simple front-gabled, rectangular volumes. The building owned by J.C. Avery on the northwest corner of Second and Adams Streets, which was used by the Territorial Legislature in 1855, had eave returns characteristic of the **Greek Revival Style** (Fig.II-5). Other buildings, such as the J.C. Maurer Meat Market, had a **false front**, a front-gabled building with a "billboard" front (Fig II-13). The false billboard front gave the impression of a greater size structure behind it as well as allowing space for a business sign. Front-gabled examples almost always had a symmetrical facade with a central entry. Most of the early wood-frame buildings had horizontal board siding, probably weatherboard, rather than board and batten. Even the livery stables were nicely

finished with siding, cornerboards, and frieze boards (Fig. II-16 and II-17).

By 1857, J.C. Avery's business was located in a one story brick building on the southwest corner of Second and Adams. This was probably the first brick commercial building erected in Corvallis. The exact year of construction has not been determined but we know that Avery was located in a two-story building in 1855. The Stock and Kaufman Store was supposedly the second brick building built in Corvallis. It was located to the south of the City Hotel (Oregon Union, Sept 10, 1859). (The City Hotel was located on the southwest corner of Second and Madison.) In 1866, E.A. Harris and Louis Horning commenced the erection of a brick building at the corner of Second and Jefferson streets (Fagan 1885:429). According to one source, this was the third brick building to be erected in Corvallis (Corvallis Gazette, Dec. 23, 1892). These one-story brick buildings featured either an arcaded or trabeated three bay facade with iron, double-leaf doors generally located in each of the door openings (Fig. II-12.)

The first two-story brick building was apparently erected in 1868. The E.W. Fisher Building was erected on the east side of Second Street, south of the southwest corner of Second and Monroe. (A two-story brick addition was made to the north side of this building in ca. 1873, so that the building currently extends to the corner.) The building was built by Bowker Brothers of Salem and featured an arcaded facade on the first story and trabeated windows, with classically derived brick dentil heads, on the second floor.

In the 1870's, with the exception of the addition to the Fisher Building, it appears that little in the way of commercial construction occurred. Other than the addition to the Fisher Building mentioned above, buildings constructed in that decade were probably wood-frame. It is likely that the false-front remained popular but with more elaborate bracketed cornices.

### Distribution

In the very early 1850's, there were two centers of commercial activity in Marysville/Corvallis. Lower Town centered around First Street between Van Buren and Jackson with the Hartless and St. Clair Store perhaps located on the west side of Second Street in the middle of that block (G.L.O. Survey of T11S, R5W, W.M., Surveyor's Notes, 1852). Upper Town was centered on Second Street between Washington and Adams. The Rinehart Hotel was supposedly located on the southeast corner of Second and Washington while the Buck and Co. Store may have been located on the river, east of the hotel (G.L.O. Survey of T12S, R5W, W. M., Surveyor's Notes, 1852). By the mid-1850's, there was apparently a "Middle Town", in the area around Madison Ave., closing the gap between Upper Town and Lower Town.

Commercial buildings in Corvallis in the 1860's and 1870's were located primarily on Second Street with the heaviest development on Second Street between Monroe and Adams. The Lower Town commercial area of the 1850's seems to have faded in the 1860's and 1870's.

#### **TRANSPORTATION-RELATED RESOURCES**

In the 1850's, there were two steamboat landings: one in Lower Town and one in Upper Town. The Lower Town landing was on the river between Van Buren and Jackson Streets while the Upper Town Landing may have been near the Buck and Co. Store near the end of Washington Street. With the establishment of the navigation companies in the 1860's, more wharves sprang up on the waterfront to serve the multitude of warehouses. Pilings from wharves are still visible along the water-front during periods of low water. although the date and associations for these pilings have not been determined.

General Land Office maps of 1852 indicate several east-west trending roads leading from County Road #1, the main north-south route located to the west of Corvallis, to Corvallis. One of these roads is in the same general alignment as the current route east along Philomath Blvd. (Highway 20/34) and SW Western Blvd. The early road veered slightly north of the current Western Blvd. alignment, near the intersection of 35th Street, and headed in a northeasterly direction through the current location of Parker Stadium on the Oregon State University campus. Continuing east, "A" Ave. just east of the stadium may reflect the location of this early road (Fig. II-2). By 1854, a bridge was located over Oak Creek in the same general location as the current bridge spanning Oak Creek on Western Blvd. If the 1854 bridge was located on the public road, then the route changed between 1852 and 1854 to the current alignment of Western Blvd. This can be explained by the fact that Charles Johnson secured his donation land claim in this location in 1852. The earlier alignment would have cut through the center of his claim. On the other hand, the current alignment of Western Blvd. in this area, represents the south boundary of his claim (Fig. I-3).

The Territorial Road, which the current route of Highway 99W through Benton County roughly follows, entered the city of Corvallis from the north. This was probably the "Hill Road to Marysville" indicated on the 1852 G.L.O. maps (Fig. II-2). This road was in the same location as the current Ninth Street, from the northern city limits to Dixon Creek. From here, the road headed in a southeasterly direction through the current Benton Center (the former Washington School building at the north end of Seventh Street) and entered the Marysville plat near the courthouse block.

County Road #10, Cardwell Hill Road, led west from Corvallis, eventually connecting with the road to King's Valley. Within the city limits, traces of this road are still visible on Witham Hill.

There is some confusion as to the location of the Willamette River ferry in the early 1850's. The G.L.O. Maps of 1852 appear to place the west ferry landing near the foot of Harrison Avenue (Fig. II-2). In 1852, Hartless and St. Clair, who operated a store, applied for Dixon's ferry license on the Willamette. It appears that at some point shortly thereafter the ferry landing was moved slightly further to the south, closer to the foot of Van Buren Avenue. The 1851 Marysville plat shows a ferry lot on a fractional block between Van Buren and Jackson.

J.C. Avery supposedly operated the ferry on the Mary's River until the first bridge across the Mary's River in Corvallis was completed in 1856. The location of this ferry was supposedly near his cabin. Maps drawn in 1852, after the Territorial Road was established, indicate that the crossing of the Mary's was much further to the southeast than at present, because the mouth of the Mary's River was located further south than at present (G.L.O. Maps and Surveyor's notes for T12S, R5W) (Figure II-3). For this reason, the location of the first bridge over the Mary's River is also uncertain other than the fact that it was located where the Territorial Road crossed the river. No evidence of either of the two early ferries was located on the landscape in the course of previous surveys.

#### **RESOURCES ASSOCIATED WITH INDUSTRY**

Industrial buildings were largely utilitarian with functional concerns guiding their design. No examples of industrial buildings from this period have survived and photographs of Corvallis prior to the 1870's have not been found. Therefore, it is difficult to discuss the characteristics of this type of resource.

A lithograph in Fagan (1885) illustrates the Horning and Groves Carding Mill (Fig. II-18). The building illustrated postdates 1869 since the mill was destroyed by fire that year. The lithograph illustrates a flume and overshot water wheel which were used to power the mill.

The millrace excavated in ca. 1850-51 to power the sawmill and gristmill of J.C. Avery still exists, although the course of the race has been substantially altered on the east side of the current Hwy. 99W bridge across the mill race. The course west of the bridge appears to be intact (G.L.O. Maps of T12S, R5W, 1852) (Figure II-2).

#### **Distribution**

Corvallis industry in the nineteenth century was concentrated on First Street along the Willamette River. There were exceptions. Gaylord's steam-powered sash and door factory was located on the southeast corner of Third and Jackson, and Plannet and Hasting's

Tannery was located on the northwest corner of First and Adams. Brickyards were located south and west of what were then the city limits. With the exception of the millrace, no historic resources associated with early industry have survived. All buildings along the riverfront, on the east side of First Street, were demolished in the 1950's to make way for a proposed highway by-pass.

#### **RESOURCES ASSOCIATED WITH AGRICULTURAL DEVELOPMENTS**

Much of the area encompassed by the current Corvallis city limits was the site of farm-related activities in this early period. Farm outbuildings on the landscape would have reflected this activity. The most prominent and important type of outbuilding was the barn. In the late 1840's and early 1850's, a hewn-frame "permanent" barn often preceded the construction of a house by several years (Dole 1974:86). In the 1850's, several types of hewn-frame barns were built. One type was the "end-opening" barn which was predominantly a stock feeding barn, often located in a pasture some distance from the house (Dole 1974:87). Characteristics include a wagon door on the gable end, a rectangular central volume with a wood floor, and lean-to's on three sides that were partly enclosed with vertical boards and had an earth floor with feeding racks for stock (Dole 1974:87). Dole notes that the "...lean-to's are an integral and original part of the construction, the very low pitched roof has an extensive spread and seems to nearly touch the ground" (Dole 1974:88).

Another type of hewn-frame barn was the side-opening barn which was generally larger and was used for threshing wheat. This barn also had a low profile, since a large loft was not needed prior to large scale farming, and had a number of lean-to's surrounding the main volume. Large wagon doors were located opposite each other on the long sides of the barn so that there was a drive through the barn (Dole 1974:89). A hay mow was often located on one side of the drive and a threshing floor on the other side. Along the far ends were perhaps some grain bins and some animal pens. The vertical siding consisted of hand-sawn boards of random widths. Gaps between the boards provided light and ventilation (Dole 1974:89). These barns reflected the long-established functional principles of agriculture that preceded to the development of agricultural machinery (Dole 1974:89).

According to Philip Dole, barns of the 1860's were similar to those built in the 1850's but with some changes. Although the frame was still hewn, standardized siding materials were used. The roof pitch of barns was steeper and sliding roller doors were available. Double-deck barns, built against a hillside, were promoted, reflecting an emphasis on organization and gravity feeding during this period. These barns had several levels: one for threshing; perhaps a second for grain storage; and a lower level for stock. Gravity provided for easy movement of hay and grain from upper levels to the stock below (Dole 1974:120-121).

In the 1870's, technological and economical changes affected farming operations. Grain crops, especially wheat, had become a commercial crop in the Willamette Valley. Threshing was done in the field instead of in the barn. Loft space increased in height, reflecting higher yields and the invention of the hay fork lift. The hewn frame was gradually replaced by a sawn frame.

#### **Distribution**

Like the industrial resources, many of the early grain warehouses and fruit dryers were located along the Willamette River on First Street. Lithographs from this period indicate several large, barn-like structures with gable roofs located along the riverfront. Presumably, these were grain warehouses.

Large barns and other farm outbuildings would have been associated with farms, most of which were located outside of the then-platted areas of Marysville/Corvallis. Even within the city, barns were part of the landscape, however, with almost everyone having a milk cow, horses, buggies, and wagons.

#### **BUILDINGS ASSOCIATED WITH EDUCATION**

The log schoolhouse on the northeast corner of Second and Jackson was presumably used for the first few years of this period. How long the building stood is not certain. In the fall of 1856, another school building, this one presumably wood-frame, was apparently located on the east side of Fifth Street between Madison and Monroe Avenues. An 1859 lithograph illustrates a "Public School" building, but the building is identical to the Corvallis College building constructed that year (Fig II-19).

No photographs have been located of the North District and South District Schools which were built in the mid-1860's. The South District School, which was located on the southwest corner of Fifth Street and "B" Streets, burned in the mid-1880's and supposedly the North District School, located at Fifth Street and Harrison Avenue, was converted into a house. The Corvallis College building, constructed in 1858-59, was used until ca. 1889.

#### **Distribution**

With the exception of the North District School, which was built just outside of town in the mid-1860's, all of the schools from this period were built within the areas platted in the 1850's. No buildings associated with education in this early period of Corvallis history are known to have survived.

#### **BUILDINGS ASSOCIATED WITH RELIGION**

By the early 1850's, church buildings of sawn lumber were being erected. Based on early lithographs, it appears that most of these

first churches were built in the "meeting house" tradition. The Classical Revival style was commonly employed for churches in the 1850's (Fig. II-20).

The Methodists built a one-story, wood-frame church in the Classical Revival style in 1855. Based on a Walling Lithograph in Fagan's 1885 History of Benton County, Oregon, this church was front-gabled with a low-pitched roof, rectangular in form, and clad in weatherboard siding. Classical elements were incorporated in the heavy cornice with eave returns, and in the paneled, double-leaf entry doors set in a Classical surround. The church also had a square belfry. Window sash appear to have had very small window panes. The lithograph illustrates 16/16 double-hung sash windows. This church was located on the southwest corner of Second and Van Buren.

The Evangelical Church, built in 1867 and illustrated in Fagan, was also Classical Revival in style. While similar in exterior plan to the Methodist Church, it had a steeper roof pitch, less pronounced cornice treatment, and 12/9 double-hung sash windows. Classical styling was most pronounced in the treatment of the entry door which featured a surround composed of fluted pilasters and a pedimented head. This church was located on the southwest corner of Fourth and Monroe streets.

In 1861, a Catholic church was constructed near the northwest corner of 4th and Adams streets. Similar in plan to the Methodist and Evangelical churches, the Gothic Revival style is apparent in the steep roof pitch, pointed arch windows, small steeples, and pointed arch sash over the entry door. The church also incorporates a central bell tower.

The Gothic Revival style is best illustrated, however, in the Presbyterian Church illustrated in Fagan (1885) (Fig. II-21). This church was built in 1860 was located on the southwest corner of 4th and Jefferson streets. In scale, it was larger than the other churches. Gothic elements included board and batten siding, which at the rake was arched, lancet windows with pointed arch hoods, a steep gable roof, and central bell tower with main entry. A steeple rested on top of the bell tower. It is likely that this church had a hewn frame since pike poles were purchased "for raising" (Benton County Record of Assignments and Mechanics Liens, Book A:63).

The Episcopal congregation's Chapel School, also illustrated by Walling, had elements of Gothic Revival architecture but its design, probably reflecting its use, was more appropriate for a schoolhouse than a church.

#### **Distribution**

All of the early church buildings were built in the areas of town

platted in the 1850's. The only church which may have survived from this early period of Corvallis history is the Evangelical Church building which may have been moved and converted into apartments at the northeast corner of Fourth and Jackson streets.

## **CEMETERIES**

**Crystal Lake Cemetery** is probably the oldest known Euro-American cemetery located within the present Corvallis city limits. Supposedly, the first burials date to 1857. The cemetery of 5.31 acres was formally deeded to the Masonic Lodge in 1860 by J.C. Alexander who owned the land claim (Corvallis Gazette-Times, May 25, 1928). The name was suggested by a small lake near the river which has since been drained (Phinney, Key to Early Sites Map, W.P.A., n.d.). The cemetery was named by the Masonic Order in the 1860's when they purchased the property (Fagan 1885:429).

**The Oddfellows Cemetery**, located on Witham Hill Drive, is about the same age with the first burial dating to ca. 1858. The land for the cemetery was acquired by the Oddfellows from A.M. Witham who owned the donation land claim upon which it is located (Mid-Valley Genealogical Society, Vol. IV, 1991).

Land for **St. Mary's Cemetery**, a 2/12 acre cemetery also located on Witham Hill, was purchased in 1873. There are three burials dating from the 1860's, but these are believed to be reburials (Mid-Valley Genealogical Society, Vol. IV, 1991).

Certainly there were burials in this area prior to 1857, the date given for the first recorded grave. Crystal Lake Cemetery may have been used earlier with less permanent grave markers. Family burials were sometimes located on the family farm. The locations of these burials may have been lost over time.

## **PREVIOUS SURVEYS**

Previous surveys have recorded fourteen resources representing this early period of Corvallis history.

Previously surveyed resources associated with governmental activity in Corvallis include:

1. The **Territorial Capitol Landmark**, located on current building at 340 SW Second Street. The bronze plaque erected to commemorate this event dates to 1932 not to this period of history.

Previously surveyed resources associated with the residential architecture of Corvallis include:

2. The **Phillips-Caton House** (ca. 1859), the only Greek Revival style house, located at 602 NW Fourth Street;

3. The **Charles Gaylord House** (ca.1857), a Gothic Revival Cottage located at 606 NW Seventh Street;
4. The **Biddle House** (1850's), a Gothic Revival style house located at 406 NW Sixth Street;
5. The **Fliedner-Osburn House** (1863), a Gothic Revival style house located at 830 SW Eighth Street;
6. The **Woodward-Gellatly House** (1871), a Gothic Revival style house located at 442 NW Fourth Street;
7. The **Gorman?-Polly House** (date uncertain), a Gothic Revival style house located at 641 NW Fourth Street;
8. The **Cauthorn House** (1879?), a vernacular Gothic, gable-front and wing house located at 628-630 SW Third Street;
9. The **B.L. Arnold House** (1875), a vernacular Gothic house located at 800 SW Fifth;
10. The **McElroy House** (1876?), an Italianate style house located at 611 Van Buren Avenue.

Previously surveyed resources associated with the commerce or commercial architecture of Corvallis in this period are:

11. The **J.C. Avery Store** (ca. 1855), located at 400 SW Second Street;
12. The **E.W. Fisher Brick #1** (ca. 1868 and 1873), located at 100-104 SW Second Street;
13. The **Rinehart Hotel** archaeological site.

Previously surveyed resources associated with transportation in this period are:

14. **Marysville Landing**, along First Street riverfront and associated commemorative plaque placed at "Lower Town" steamboat landing in 1957/1975.

### EVALUATION

#### **SIGNIFICANT THEMES/EVENTS/TRENDS**

Resources associated with the following themes/events/ and trends may be significant:

- 1) Euro-American settlement in the area of the confluence of the Mary's and Willamette Rivers;

- 2) Steamboat transportation on the Willamette River;
- 3) The impact of the mining booms on the Marysville/Corvallis economy in the 1850's and early 1860's;
- 4) The English emigration and its impact on the development of Corvallis;
- 5) Chinese in Corvallis;
- 6) African-Americans in Corvallis in the settlement period;
- 7) Native American/Euro-American contact in the settlement period;
- 8) The designation of Corvallis as the capitol of the Oregon Territory;
- 9) The development of fraternal, religious and social institutions in Corvallis in the pioneer period;
- 10) The establishment of Corvallis College and its impact on Corvallis.

#### **SIGNIFICANT INDIVIDUALS**

The following individuals may have made significant contributions to local or state history. Resources associated with these individuals may be significant:

**J.C. Avery**, platted the town of Marysville, renamed the town "Corvallis", established the first store, sawmill and gristmill in this location, donated land for the County Addition which funded the construction of public buildings, one of the original incorporators of Corvallis College;

**B.R. Biddle**, early Corvallis resident involved in many important developments of the period. He was Indian agent for the Siletz Reservation in 1861, one of the organizers of the Pacific Telegraph Co., an incorporator of Corvallis College and a trustee of the Corvallis Institute, a Corvallis mayor, and one of the three incorporators of the Yaquina Bay Wagon Road Co.

**J.B. Congle**, first mayor of Corvallis;

**William F. Dixon**, platted the first addition to the town of Marysville in the same year that the town was platted and donated land along with Avery for the County Addition;

**W.A. Finley**, appointed first president of Corvallis College;

**W.B. Hamilton**, founded the first bank in Corvallis in 1879;

**T. Egenton Hogg** (see next period of history)

**Isaac Moore**, early carpenter, involved in sawmill and grain warehouse business, platted the town of Orleans directly across the river from Corvallis;

**W.W. Moreland**, instructor at Corvallis College, urged the legislature to act on the provisions of the Morrill Act, one of which was to name a college as the state's official land-grant institution, before the expiration date.

**Wallis Nash**, neighbor and friend of Charles Darwin, he instigated the incorporation of The Oregon Agricultural Company in 1878 for the purpose of financing a group of English settlers, led by himself, for emigration to Oregon;

**W.W. Piper**, prominent Oregon architect of the 1860's and 1870's who lived in Corvallis early in his career;

**Bushrod Washington Wilson**, early carpenter, owner of one of the first grain warehouses on the Willamette River, one of the incorporators of the Corvallis to Yaquina Bay Railroad, served as County Clerk for many years;

The above list is incomplete and should be added to in the future. The lack of women on the list reflects the secondary role of women in the 19th century, historic documents which emphasized the deeds of men, and insufficient time during the current project to research individuals.

#### **Architectural Values**

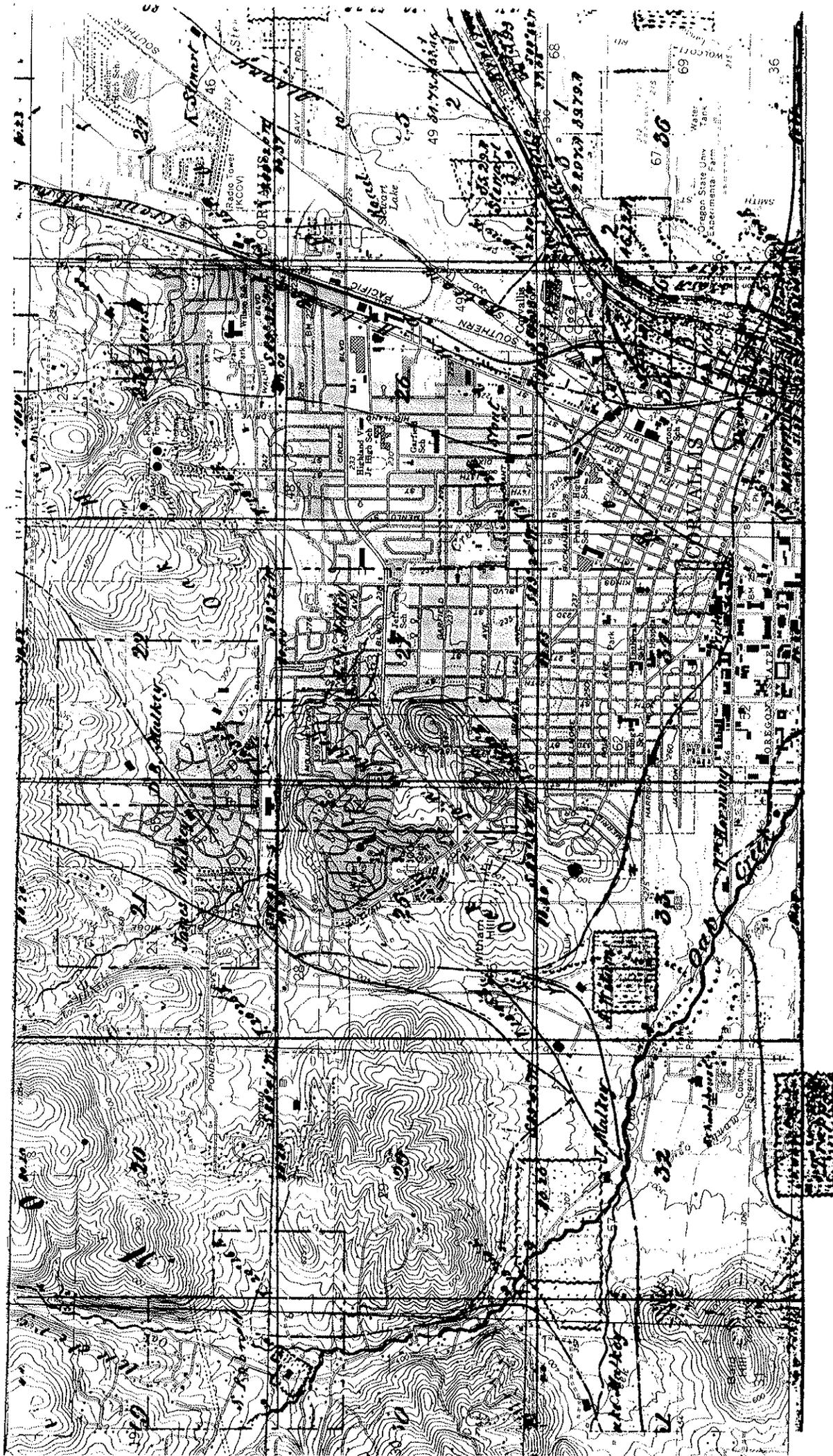
The types of resources discussed in the resource identification section may be significant for their architectural values. In this period of history, distinction of individual design and integrity are less important than in later periods because there are so few extant resources representing this period of history in Corvallis.

**FIGURE II-1. Corvallis (Marysville) Plat and Additions  
1851-1879**

Original Town of Marysville (1851) = blue  
Dixon's Addition (1851) = red  
County Addition (1854) = yellow  
Dixon's Second Addition (1854) = green  
Avery's Second Addition (1871) = orange  
Avery's Third Addition (1872) = pink

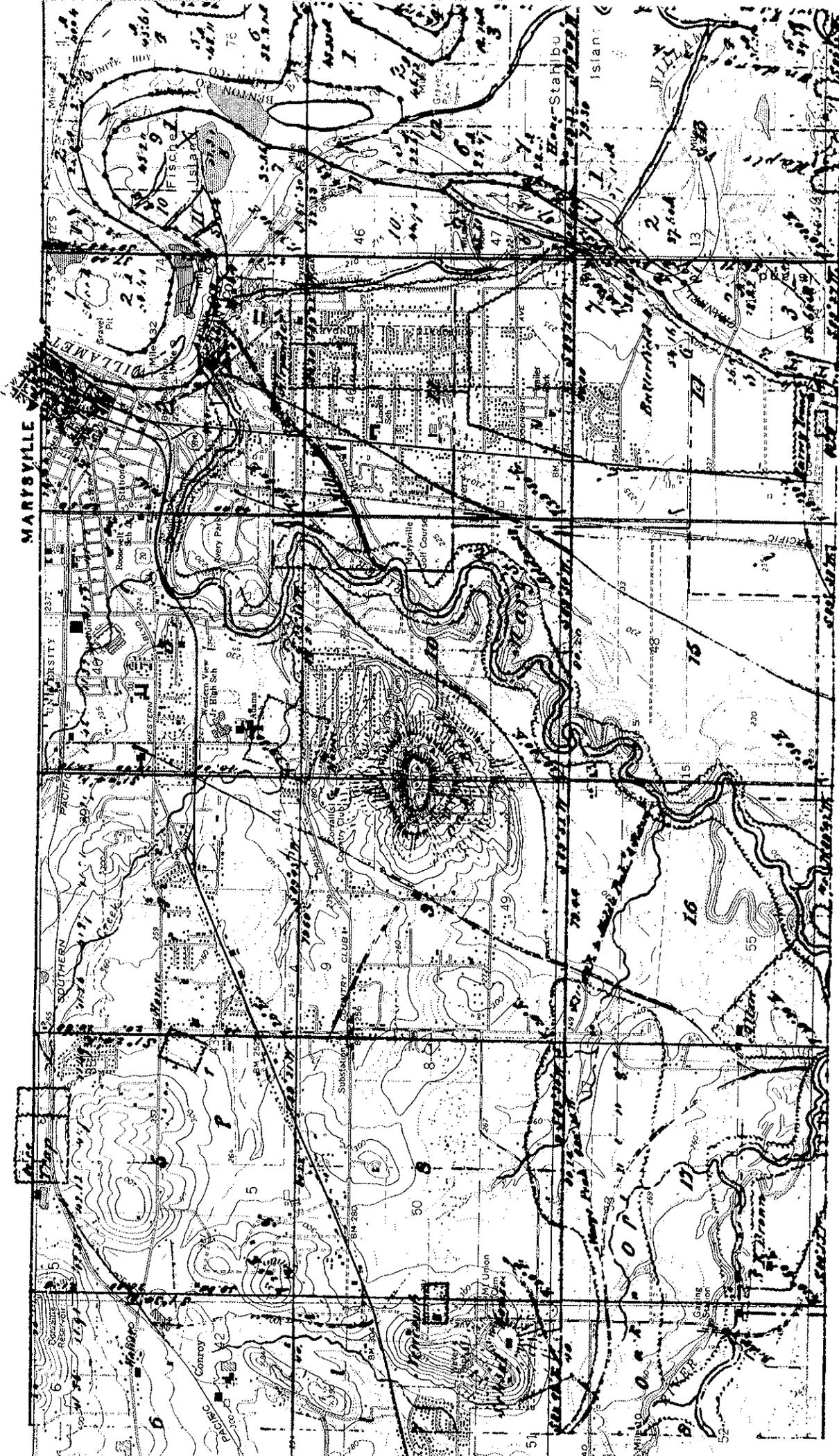


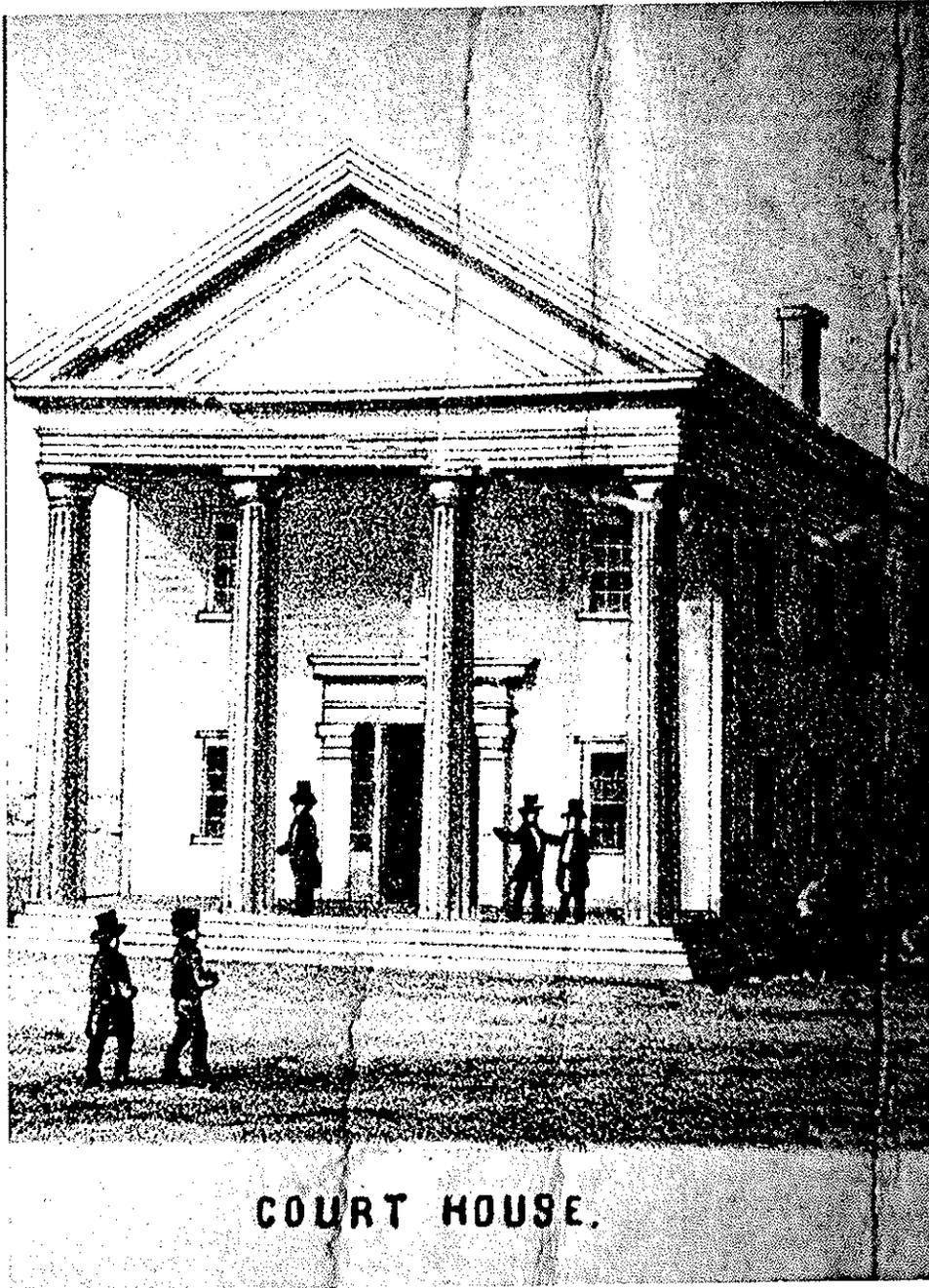
**FIGURE II-2.** Overlay of 1852 General Land Office Township Survey of T11S, R5W, W.M. over Corvallis and Riverside 7.5' U.S.G.S. quadrangles (photo revised 1985 and 1975 respectively).



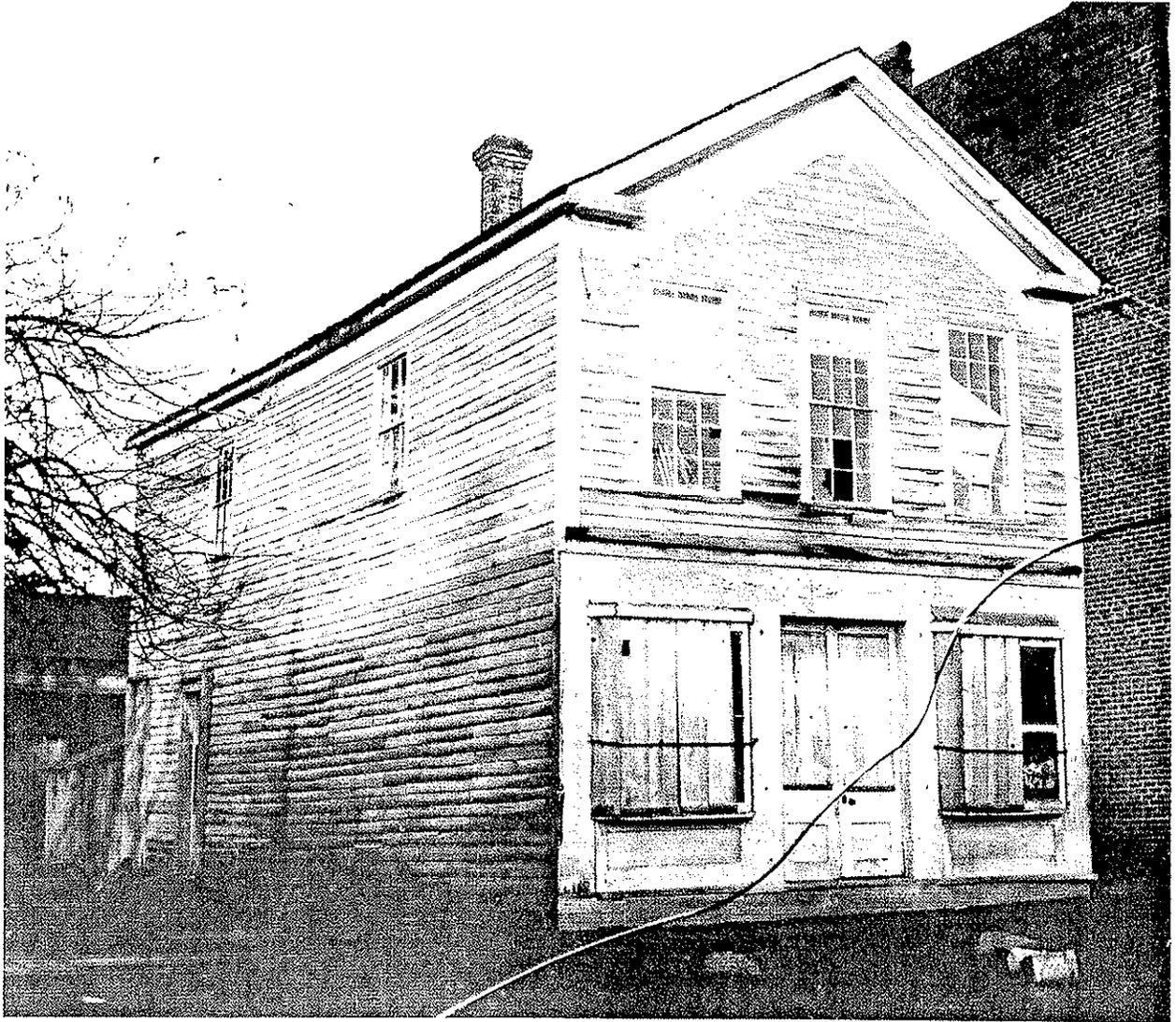
**FIGURE II-3.** Overlay of 1852 General Land Office Township Survey of T12S, R5W, W.M. over Corvallis and Riverside 7.5' U.S.G.S. quadrangles (photo revised 1985 and 1975 respectively).

MARYSMLE





**FIGURE II-4.** The first Benton County Courthouse, built 1855 in the Greek Revival style. Kuchel and Dressel Lithograph ca. 1858-59. Cupola added shortly thereafter.



**FIGURE II-5.** Territorial Capitol Building. Located on the northwest corner of Second and Adams Streets.



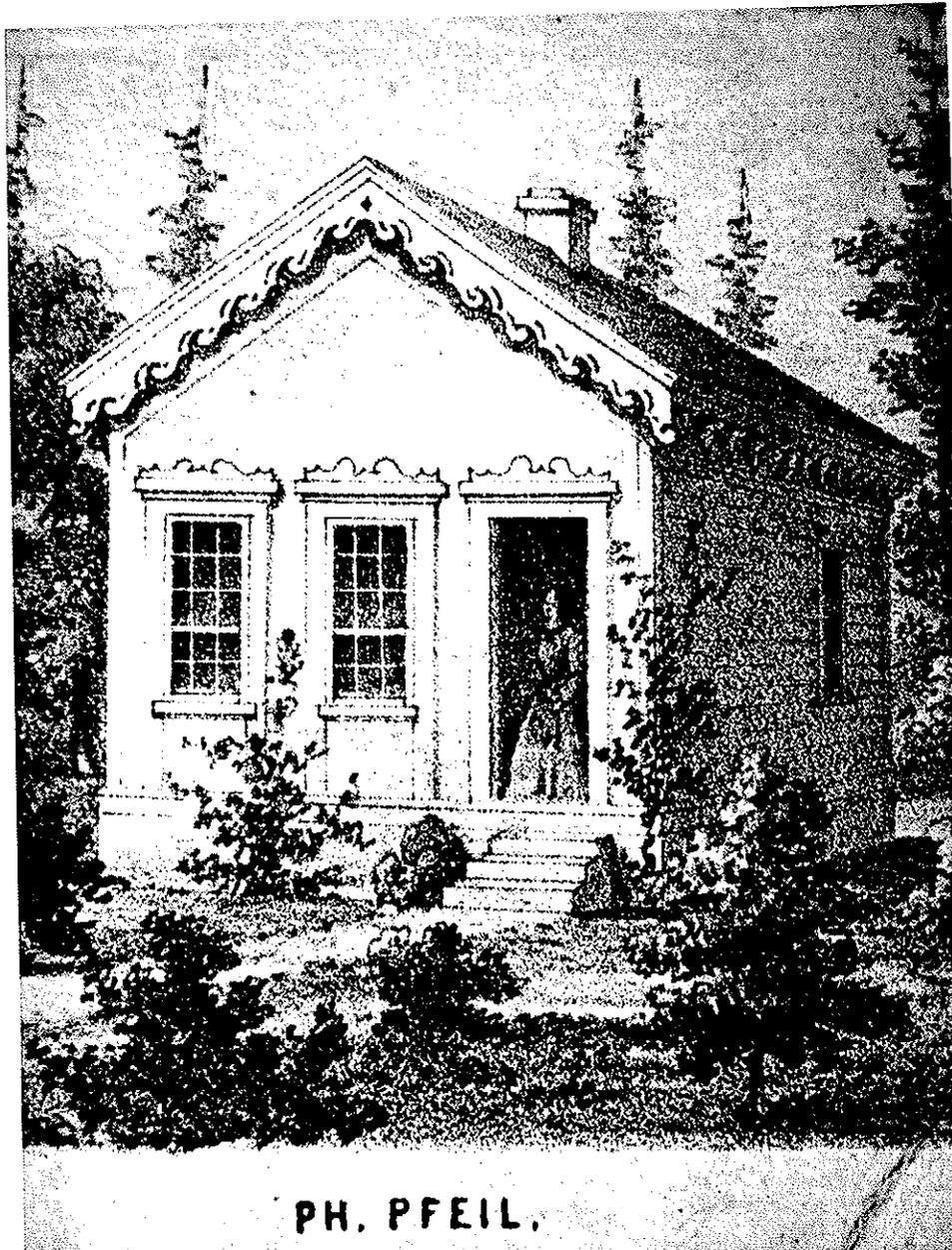
**FIGURE II-6.** Phillips-Caton House, 602 NW Fourth Street. Built 1855 in the Greek Revival Style, side-hall, temple form. Windows are not original.



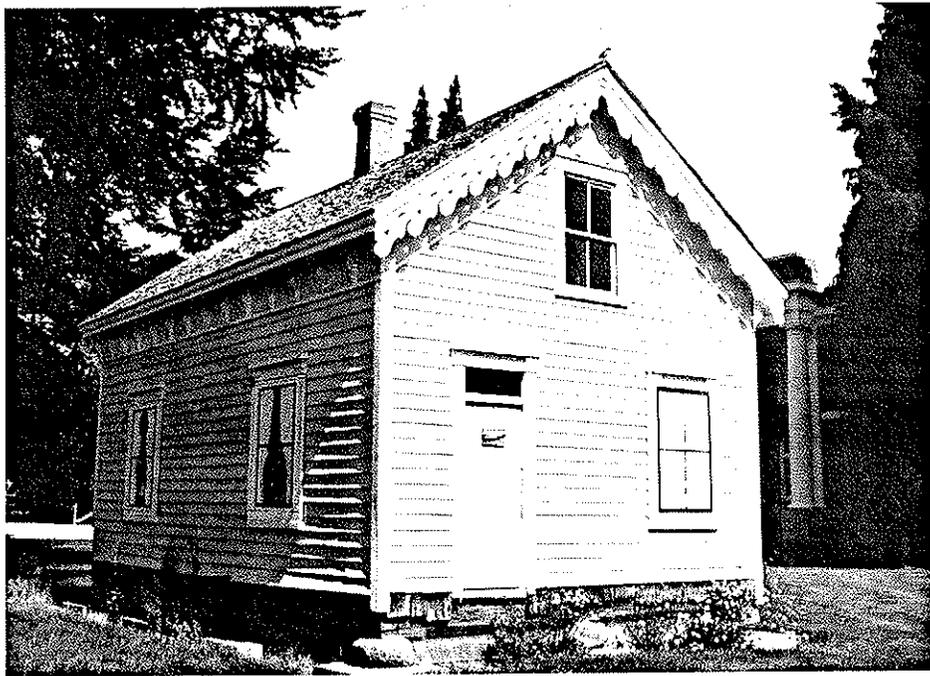
**FIGURE II-7.** H.C. Riggs House. Greek Revival style. A one and one-half story example. From 1858 or 1859 Kuchel and Dressel Lithograph.



**FIGURE II-8.** J.C. Avery House built in ca. 1852. Gothic Revival style, center-gable expression. From Kuchel and Dressel Lithograph, ca. 1858-1859.



**FIGURE II-9.** P.H. Pfeil House, Gothic Revival Cottage. From Kuchel and Dressel Lithograph, ca. 1858-59. Note similarity of ornamentation to Charles Gaylord House.



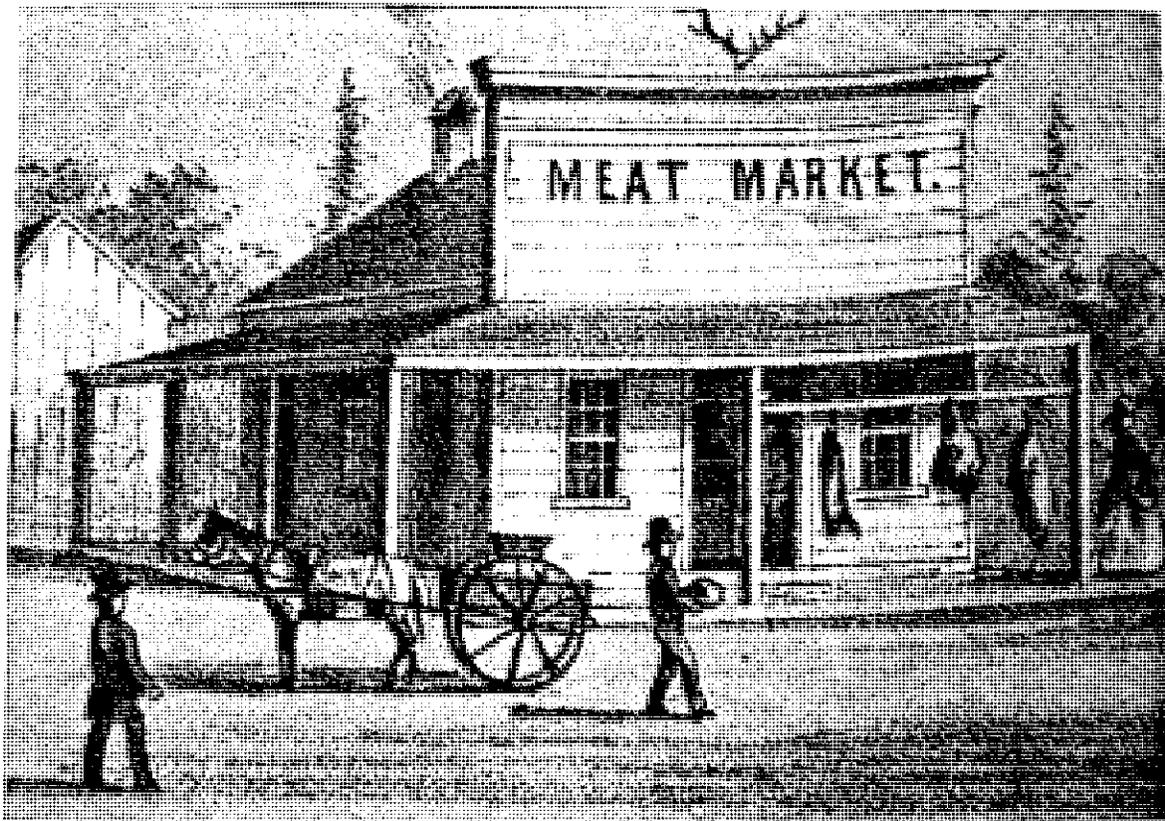
**FIGURE II-10.** Charles Gaylord House, ca. 1857. A Gothic Revival Cottage built by the owner of the local sash and door factory. Current restoration project. Originally located on the northwest corner of Fourth and Jefferson Streets.



**FIGURE II-11.** The McLagan House. Gothic Revival house, center-gable expression, currently located at 2856 Van Buren Street. Built by early carpenter William McLagan in ca. 1858. Originally located on the southeast corner of Third and Monroe Streets.



FIGURE II-12. Corvallis Main Street (Second Street) in 1873. The earliest known photograph of Corvallis.



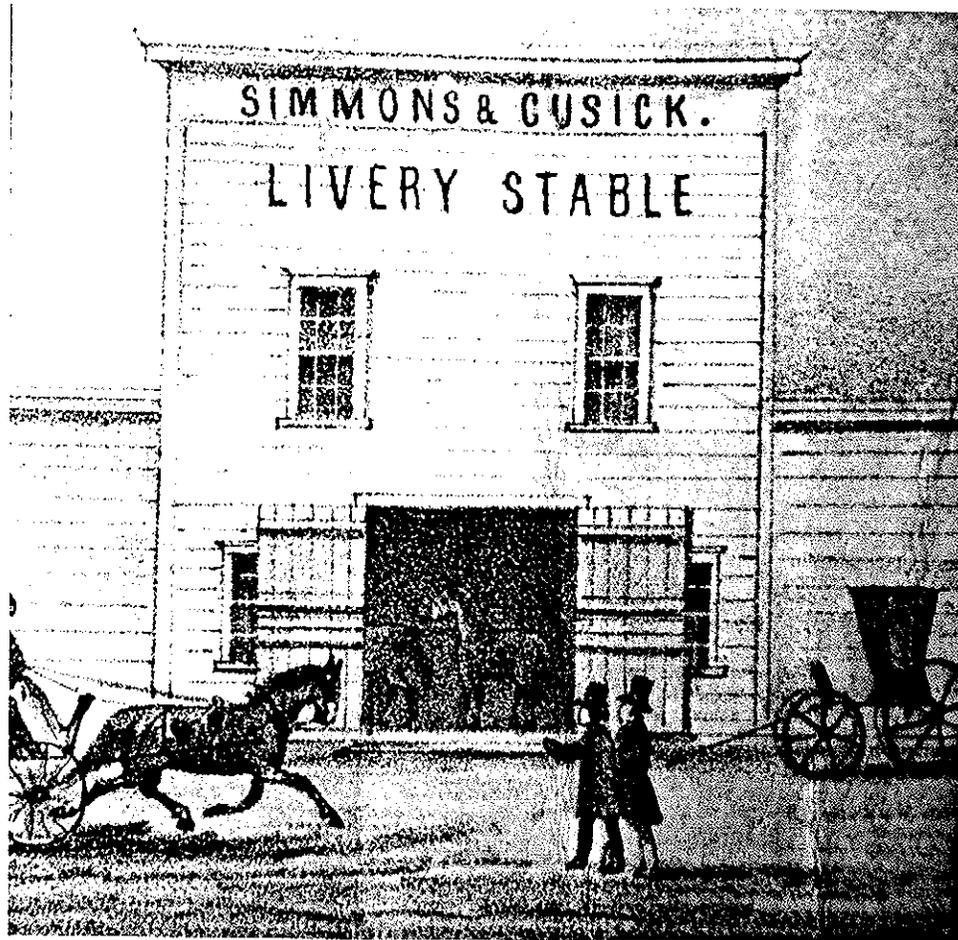
**FIGURE II-13.** J.C. Maurer Meat Market, an early example of a false-fronted commercial building in Corvallis. From Kuchel and Dressel Lithograph, ca. 1858-59.



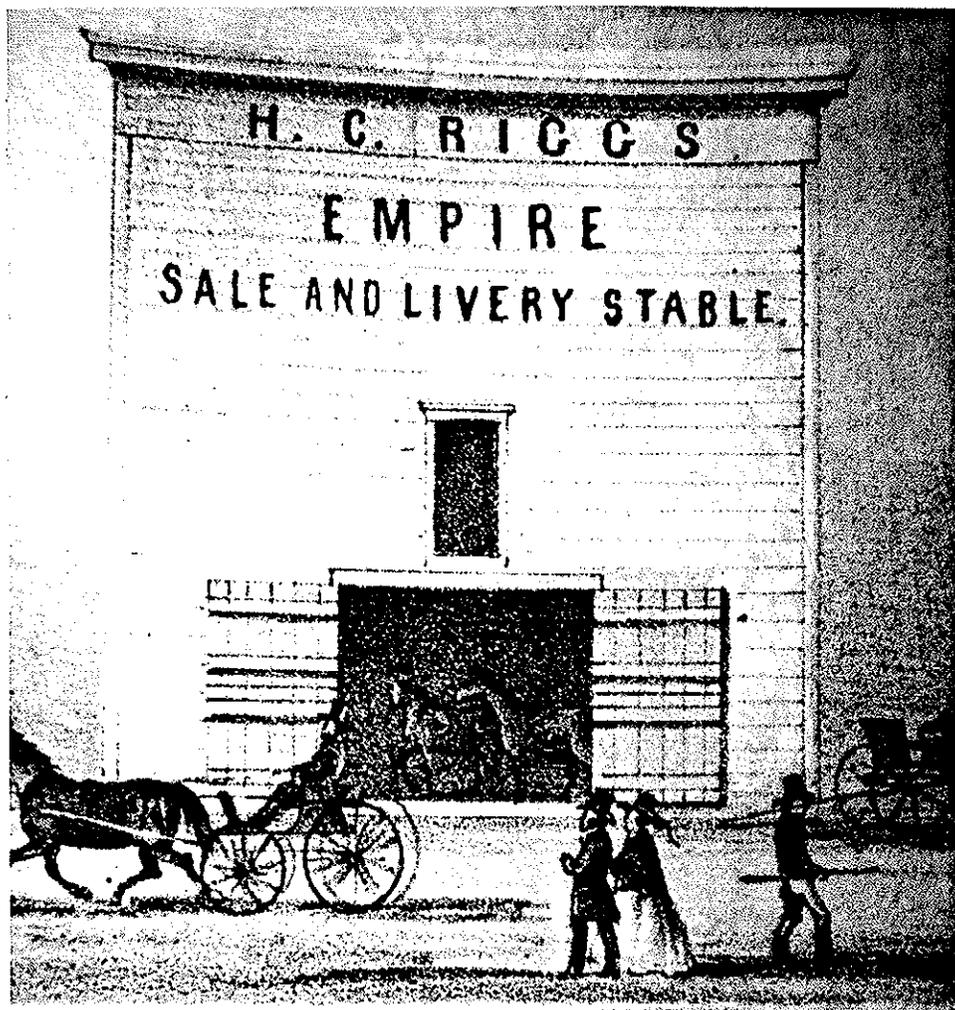
**FIGURE II-14.** Early Corvallis commercial building. Possibly located on the northwest corner of Second and Madison Streets. From Kuchel and Dressel Lithograph, ca. 1858-1859.



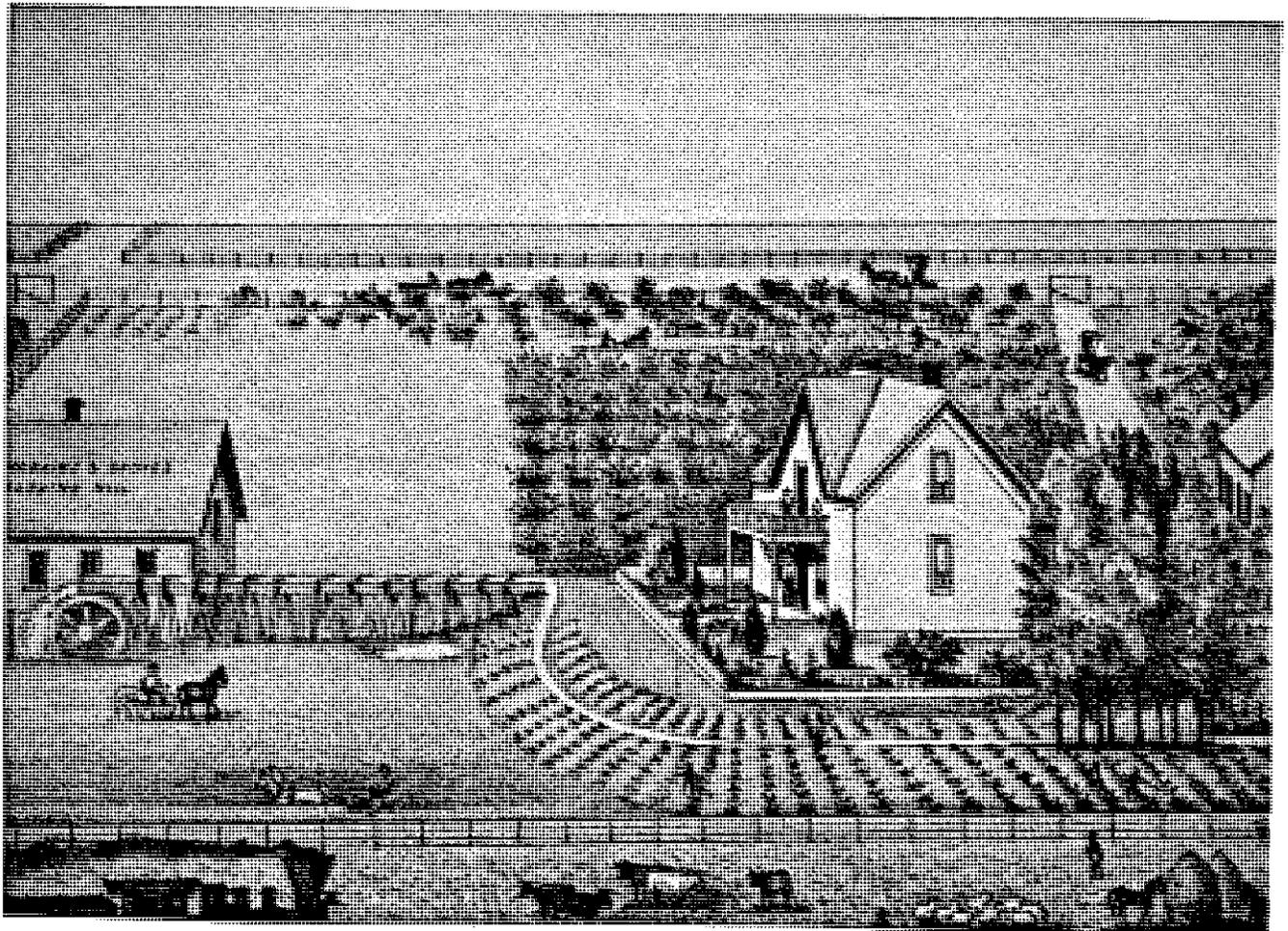
**FIGURE II-15.** The City Hotel. Greek Revival style building located on the southwest corner of Second and Madison Streets. Burned in 1873.



**FIGURE II-16.**  
Livery stable  
located on the east  
side of Second  
Street between  
Madison and Monroe  
Streets. From Kuchel  
and Dressel  
Lithograph, ca.  
1858-59.



**FIGURE II-17.**  
Empire Sale and  
Livery Stable.  
From Kuchel and  
Dessel  
Lithograph, ca.  
1858-59.



**FIGURE II-18.** Horning and Groves Carding Mill, located on Oak Creek near current intersection of Western Ave. and 35th Streets. House built in ca. 1861, Gothic Revival, center gable expression. Mill was powered by overshot water wheel with water supplied by ditch and flume from Oak Creek. Illustration from Fagan, 1885.

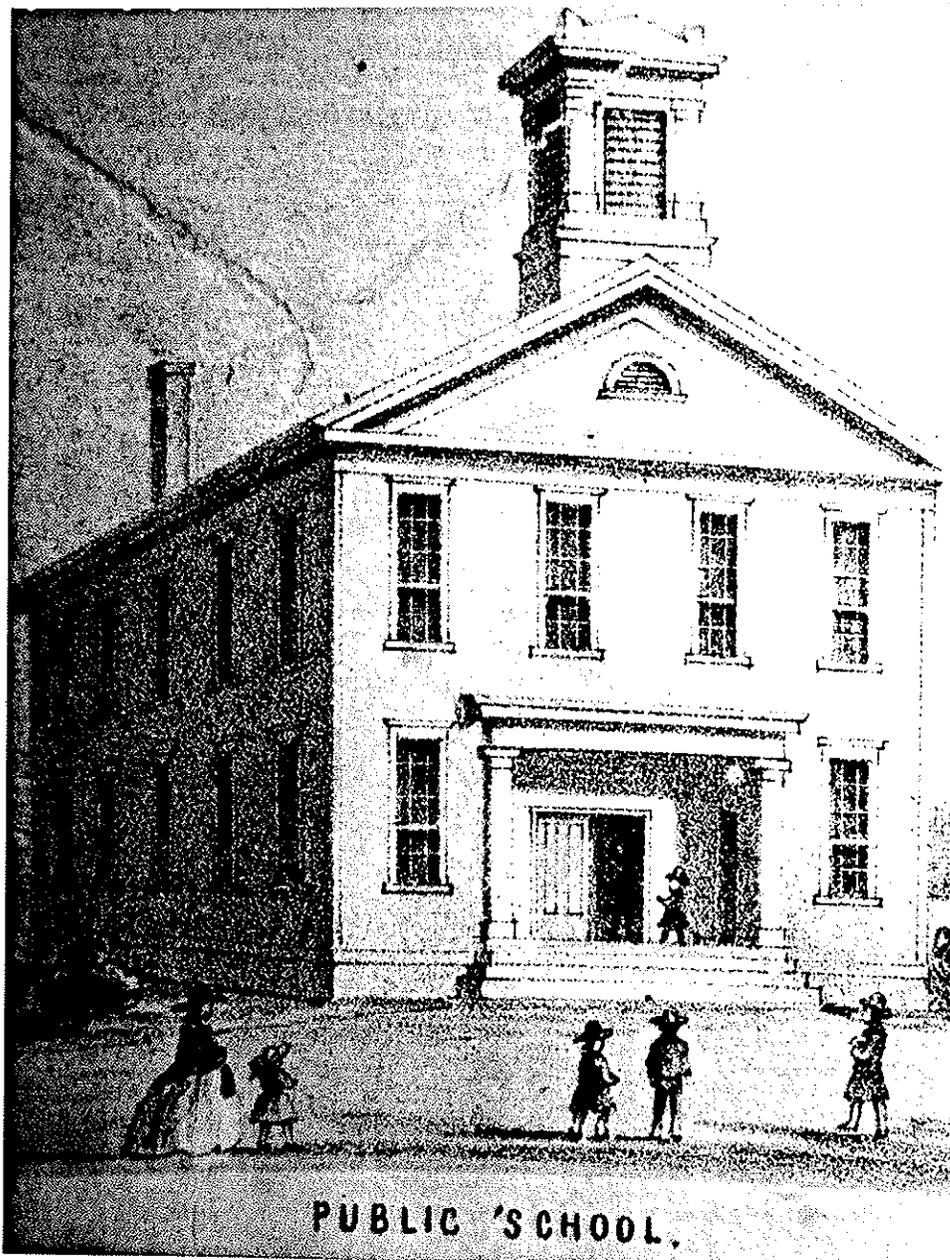
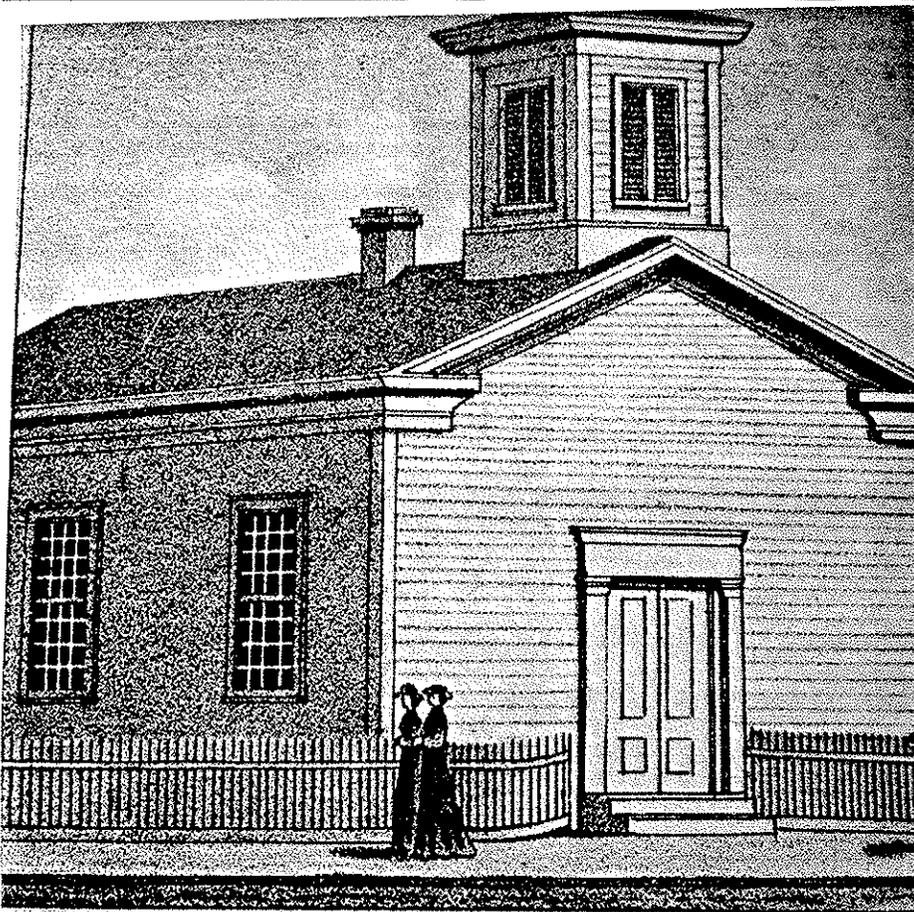
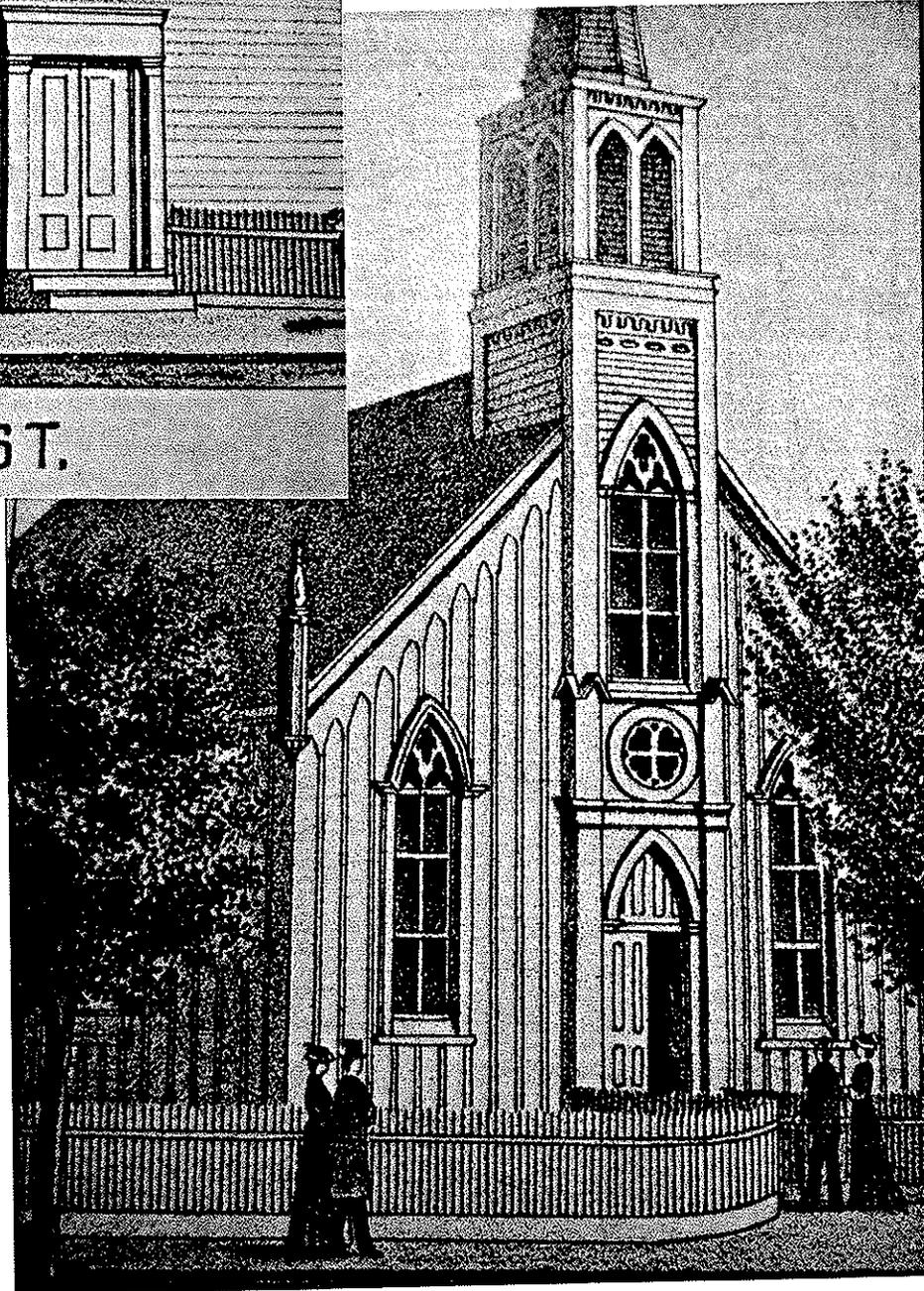


FIGURE II-19. "Public School" which appears to be Corvallis College Building located on the northwest corner of Fifth and Madison Streets. From Kuchel and Dressel Lithograph, ca. 1859. Corvallis College was built in 1859.



**FIGURE II-20.**  
**METHODIST CHURCH**  
 Erected 1855  
 On the southwest  
 corner Second and  
 VanBuren Streets.  
 In the tradition of  
 the "meeting house".  
 Greek Revival Style  
 (From Fagan, 1885)

**METHODIST.**



**FIGURE II-21.**  
**PRESBYTERIAN CHURCH**  
 Built 1860  
 On the SW corner of  
 Fourth & Jefferson  
 Streets.  
 Gothic Revival  
 style, center  
 steeple church  
 (From Fagan, 1885)

## CHAPTER THREE

### THE IMPACT OF THE RAILROAD ON COMMUNITY DEVELOPMENT, 1880-1900

#### Historical Narrative

"In June 1880 the town experience a growth of some consideration...Never before in the history of Corvallis have there been so many buildings in the course of construction in one summer...the time is not far distant when Corvallis will rank with the largest towns in the state" (Gazette Times, July 24, 1937 reprinted from an 1881 issue of the Benton Democrat).

Undoubtedly, this construction boom was the result of the Western Oregon Railway Company's completion of a rail line to Corvallis. Consequences of the railroad included a wider outlet for agricultural shipments, an increase in capital investment in the region, the expansion of business and industry, and population growth. In January of 1880, the first passenger train arrived in Corvallis from Portland. In addition to the surge of confidence created by the completion of the railroad to Corvallis in 1880, optimism was generated statewide by the completion of the transcontinental railroad to Portland in 1883. In the years between 1880 and 1890, the Oregon population growth rate was 84% (Dicken and Dicken 1979:105). In addition to the role it played in bringing emigrants to the Pacific Northwest, the railroad also brought goods of eastern manufacture into this region.

In the later part of the 1880's, optimism generated by the completion of the Oregon and Pacific Railroad in 1885 resulted in a period of prosperity and progress in Corvallis. Among the achievements of these years in Corvallis were the construction of a new courthouse (1888), a new public school (1889), a new city hall (1892), which also included the fire department on the first floor, an electric light plant (1888), a new flouring mill (1890), a street railway (1889), the first brick hotel (1893), the construction of the first college building on the current Oregon State University campus (1888-89), and an areal expansion of the town westward.

In 1885, the Benton County Board of Immigration was founded. This was a publicity organization for promoting the County through the dissemination of information about Benton County to the Middle West. As a result of this and other promotional efforts, the real estate business boomed aided by the platting of land for town lots for the first time since 1872. In 1881, the newspaper reported that "The town extends away East to Eighth Street with long rows of neat dwellings" (Martin 1938:I-20). By the late 1880's, platted additions extended the town considerably to the west to the current vicinity of King's Blvd. The first of these new additions, platted

in 1887, was the four block **Chase's Addition**. The following year, in 1888, **Wilkins' Addition**, consisting of over 24 blocks, was platted, as was **Hoffman's Addition**, a three block plat. In 1889, **Chases's Second Addition** consisted of only a single block but in that same year **Job's Addition**, **Nicholas's First Addition**, the **Wells and McElroy Addition** and the **Avery and Wells Addition** were platted. By far, the most ambitious of these plats was Job's Addition which consisted of 32 blocks, several of which were fractional, adjoining Wilkins' Addition. It was the first plat to include a park block. Central Park, as drawn on the plat, is the current Franklin Park, the oldest dedicated park in Corvallis.

W.H. Wells was perhaps the most visionary when he platted the Wells and McElroy Addition, an addition located in the current Chintimini Park neighborhood. Never developed during this time period, this plat was re-platted into smaller parcels in the twentieth century.

When Job's Addition was platted, a promotional map was distributed. The map included several details which were more a wish list than reality, including a bridge over the Willamette River, the Oregon and Pacific Railroad extending to Chicago, and that the Southern Pacific Line (former Oregon and Central Westside line) extending to San Francisco. The map also showed the route of a proposed streetcar line which was to serve the addition and other points in town. While the streetcar line did become a reality, the motorized line indicated on the map was in reality horse drawn.

While lots sold briskly, it turned out that house construction during this period was not up to expectations (Corvallis Gazette-Times Mar. 19:B-14). In 1890, the Corvallis Board of Trade (former Board of Immigration) issued a prospectus of the Willamette Valley and Yaquina which was sent to friends in the Middle West and East (Martin 1938:I-21). That same year, the **F.A. Helms Addition**, **N.B. and P. Avery Addition**, and **Chase's Third Addition** were platted. Related to the move of the college to the new campus in 1889, **College Homes Addition** was platted in 1890. In 1892, three more additions were platted: the **Avery and Beach Addition**, the **Moore and Newhouse Addition**, and **Rayburn's Addition**. Figures III-1 and III-2 illustrate the locations and boundaries of additions platted in this time period.

The Corvallis boom ended with the Panic of 1893. The Oregon and Pacific Railroad was in receivership and the Hamilton and Job Co. Bank closed its doors. The size of the county was cut drastically as Lincoln County was carved out of the western portion of Benton County. Benton County no longer had a coastline.

The Panic of 1893 was felt nationwide. The Oregon population growth rate increased by only 32%, down 52% from the previous decade (Dicken and Dicken 1979:105). Growth in Corvallis was slow with the population only increasing from 1,527 in 1890 to 1,819 in

1900 (Population by Counties and Minor Civil Divisions, 1890, 1910). Nonetheless, another addition was platted prior to the turn-of-the-century. Platted in 1895, the **College Hill Addition** reflected the development and growth of the college in its new location.

"In the 1890's Corvallis developed its permanent character as a commercial and educational center. In the winter months college attendance doubled the local population. Introduction of dairying and fruit raising necessitated canneries and creameries and the industrial payroll grew" (Corning 1973:129). By 1900, a period of prosperity was underway.

### **A Wave of Invention**

During the last quarter of the nineteenth century, a wave of invention swept over the United States transforming the ways that middle class Americans lived. Among the most important of these inventions were the telephone, invented in 1876, and the electric light which dates to 1879.

Corvallis saw the installation of its first telephone in 1880, only four years after the telephone was invented. On July 13, 1880, a franchise was granted to Albert Ray for the operation of the "American Speaking Telephone and District Telegraph" (Book of Ordinances, 1870-1889, pp.218, 296). The first phone in Corvallis was installed in the Albert Ray Grocery located on the northwest corner of Second and Monroe streets. A line was strung between this store and the J.E. Henkle Store in Philomath. At the Ray store, dispatches could be received and delivered (Corvallis Gazette, Sept. 17, 1880). Not long after the first phone was installed, several businesses also installed phones including, Fischer's Flouring Mill, the railroad depot, Allen and Woodward drugstore, Kline's Mercantile Store, the County Courthouse, and J.W. Rayburn. These businesses were connected up to the switchboard located at the Ray Grocery. By 1886, a larger switchboard was needed and a local company was incorporated (Phinney, Historical Records Survey, "J.E. Henkle Tells of First Phone"). The telephone franchise was granted to the Oregon Telephone and Telegraph Co. in 1897. In 1898, the newspaper observed that;

"The Oregon Telephone and Telegraph Company have given our streets quite a metropolitan appearance by setting poles and stringing thereon the wires that will accommodate our city not only with long distance, but local telephone service" (quote from 1898 in Corvallis Gazette-Times, July 24, 1937).

In 1888, L.L. Hurd obtained a franchise to build an electric light plant in Corvallis. The installed system was a Westinghouse dynamo capable of supplying current for 500 lights. The light plant, which was located at Pitman's Planing Mill, was designed especially

for small towns and Corvallis was among the first in the Willamette Valley to get one (Corvallis Gazette-Times, Oct. 25, 1928). The newspaper reported that, "Corvallis Electric Lights started last Saturday evening, May, 18, 1889. All of the 34 taken to date work exceedingly well" (Corvallis Gazette, May 24, 1889). Kerosene street lights were replaced by 25 small lights attached to brackets on poles. In the fall of 1890, Johnson Porter became a partner with Hurd and they built a power plant on the Willamette River near the west end of the current Van Buren Bridge (Corvallis Gazette-Times, Oct. 25, 1928). In 1892, the city approved the erection of arc lights on the city's streets and advertised for bids to supply eight lights (Corvallis Gazette, July 15, 1892). In 1896, however, the paper noted that;

"The Electric Light company surprised many citizens of this place last Wednesday evening. A fine arc light had been hung over the center of the street at the Occidental Hotel block and proved a source of awe and delight and gives the city a Metropolitan Air. The light was placed at the expense of the Company and not the city" (quote from 1896 in the Corvallis Gazette-Times, July 24, 1937).

In 1885, the Corvallis Water Company was organized to take over the private system associated with Pitman's Mill. Dr. George Farra was the first president of the city waterworks. Initially, a large water tank was erected at Pitman's mill (Fagan 1885:443). Power from the Pitman sawmill was used to carry water to the tank and Chinese laborers were used to lay water mains (Martin 1938:VII:9). In 1888, the waterworks had a large water tank on a tower erected just west of the northwest corner of First and Adams. In 1892, the city purchased the Corvallis Water Co. and in 1894, the city decided to build its own water system (Martin 1938:VII-10).

## **TRANSPORTATION IN THE LATE NINETEENTH CENTURY**

### **The Railroad**

The tracks of the Western Oregon Railway Company were completed to Corvallis late in 1879. The first passenger train arrived in Corvallis from Portland on January 28, 1880. The trip took nine hours with refueling of wood every ten miles (Oregon Historical Quarterly, "News and Comment", March, 1930:106). In 1881, this railroad was renamed the Oregon and Central Westside Division and in 1887, the line was taken over by the Southern Pacific Railroad. There was a plan to connect the east side and west side lines at Junction City but this never materialized. For the remainder of the nineteenth century, Corvallis was the 'end of the line'. As Fagan noted in 1885, "The opening of the westside railroad to Corvallis, brought its citizens into easier relations with Portland, as well as with the various towns and villages along its line, while the Yaquina Road will bring them within 48 hours of San Francisco" (Fagan 1885:435).

The Willamette Valley and Coast Railroad Company was reorganized in 1880 in an effort to attract eastern investors. The name of the railroad was changed to the Oregon and Pacific Railroad. Among the promoters were Col. T. Egerton Hogg, his brother William, and Wallis Nash, all of the English group which emigrated to Corvallis at this time. In 1881, 500 Chinese laborers were hired for track construction. The line was finally completed to Yaquina City, located on Yaquina Bay east of Newport, in December of 1884 (Corvallis Daily Gazette-Times, August 29, 1928). Here, in conjunction with ocean going steamers, freight and passenger service was established with San Francisco. In 1885, a ton of grain could be shipped to San Francisco from Corvallis, via this network of railroad and steamer, for \$4.50. The scheme, however, did not work out as intended. The steamer, Yaquina, intended to carry passengers and freight to San Francisco, had difficulty in crossing the bar at Yaquina Bay. Passenger service was also doomed for this reason and because it was more convenient to take the railroad the entire route: Southern Pacific Railroad completed its line on the east side of the Willamette Valley to San Francisco in 1887.

In 1887, the Oregon and Pacific Railroad was extended east to Albany. Colonel Egerton Hogg had devised a plan whereby the Oregon and Pacific would cross the Cascades and link up with the Union Pacific route at Boise City thereby making the Oregon and Pacific a transcontinental railroad. Capital was lacking, however, and the railroad went into receivership in 1891. Construction had reached the current Detroit Dam area by 1893.

In 1895, the railroad was purchased by A.B. Hammond for his lumber interests. The name of the railroad was changed to the Oregon Central and Eastern Railway. In 1897, the Corvallis and Eastern Railroad Co. was organized incorporated by Hammond with the goal of an extension to eastern Oregon.

### **The Steamboat**

Willamette River steamboats were still used in the latter part of the nineteenth century, but as the century progressed they became increasingly less important for transporting freight. Passenger service providing pleasure rides up and down the Willamette River, however, became fashionable at this time.

The Oregon Pacific Railroad initially saw the steamboat as a link in a transportation network. The steamboat provided the agricultural products to wharves and warehouses owned by the Oregon Pacific on First Street. Here, the Oregon Pacific had a spur line so that freight could be loaded for shipment to Yaquina Bay and then San Francisco. The success of this network, however, depended on farmers shipping by steamboat instead of on the competing north-south rail lines up and down the valley, and on the ability of the Oregon and Pacific to get their steamer to San Francisco. Because

of the problems encountered in both of these areas, the envisioned trade network was a disappointment.

The railroad was only one of several factors which precipitated the decline of steamboat transportation on the Willamette River. By 1890, less wheat was being raised in the upper and middle Willamette Valley. Yields had been declining steadily in the previous decade as a result of soil exhaustion from what had been a monoculture. The river channel was also difficult to keep open for more than seven months a year.

As the century came to a close, the river became a different type of transportation corridor, transporting its freight without boats. While logs had been transported down the river in the nineteenth century, the increasing importance of the timber industry toward the end of the century saw log drives increasing on the Willamette River. In 1899, the newspaper reported that a million feet of pulp logs from river bottoms above town were passing the city for the Willamette Paper Company's mills (Corvallis Times, July 29, 1899).

### Street Railway

In 1889, the Corvallis Street Railway was incorporated by Zephin Job, J.H. Wilson and Ralston Cox (Phinney, Railroad File, 1940). Mr. Job had platted Job's Addition to Corvallis that same year and the street railway was designed to serve that neighborhood. Mr. Cox owned the Ralston Cox Real Estate Company. The idea was supposedly that of Miles Wilkins.

In January of 1890, the Corvallis Gazette noted that, "The Corvallis streetcar has arrived. It looks like a bus. Do not be surprised to hear track layers at work soon" (Corvallis Gazette, Jan. 17, 1890). In June of that same year, the newspaper reported that:

"The city street railway is completed and in operation. The road is a mile long and runs from the P.O. on Main, 2nd. Street to Monroe, west to the public schools, and to Job's Addition. On Thursday, June 19, the first run was made. It was a car, drawn by one horse at a rate of 6 miles an hour.. On its sides we read: 'Corvallis Street Railway Co.', and 'From Main Street to Job's Addition' (Corvallis Gazette, June 20, 1890).

In November of 1890, the street railway was expanded:

"Contractor J.E. McCoy completed the car lines to the depots and put in the switches...making a total of 10,828 feet of street railway in the city and placing Corvallis third in the state outside of Portland in extent of street railways. The car now connects with all trains and travel has increased greatly since the completion of the extensions" (Corvallis

Gazette, Nov. 14, 1890).

Prior to the creation of the street railway, guests of the Occidental Hotel were furnished with horse drawn bus service to and from the railroad depots. The buses were "withdrawn" after the street railway was extended. One source noted that the street railway ran once every hour from 7 a.m. to 8 p.m. with a fare of five cents (Corvallis Gazette Times, March 19, 1976).

The street railway operated with three cars which each held approximately 12 passengers. Each car was pulled by two horses. Supposedly, the streetcars were not as successful as hoped. One of the drivers, Frank Trasher, noted years later that, "the street cars were the joke of the country for miles around" (Gazette-Times, May 31, 1924). Apparently, this was because they were always coming off the track. The tracks were taken up in 1902 and for several years prior to that time, the streetcars were only used as hotel buses to meet the trains (Gazette-Times, May 31, 1924).

### Stagecoaches

While the coming of the railroad impacted stage lines for several years after the introduction of the railroad to Corvallis, stagecoaches continued to serve routes not covered by the railroad. In the early 1880's, the Occidental Hotel advertised that, "Stages leave this Hotel daily for Albany and Yaquina Bay on Mondays, Tuesdays, Wednesdays and Fridays" (Morita 1980:11). Stagecoaches continued to run between Corvallis and San Francisco at least until Southern Pacific completed the east side line to San Francisco in 1888. The Eglin Stage Company, the local stage stop and stables, was located on the southeast corner of Third and Madison streets. Mrs. Alex Rennie recalled "...watching the big four-horse stages piled high with trunks as they came and went. I remember the stages ran to San Francisco as late as 1888" (Phinney, Mrs. Alex Rennie Interview, n.d.).

### Other Modes of Transportation

Personal transportation was still by buggy, carriage or farm wagon. Livery stables were a major building type in Corvallis' business district. In 1892, the newspaper noted that Chas. Hodson rode a Columbia with pneumatic tires from McMinnville to Corvallis, 53 miles in 8 hours. This was the first time a pneumatic tire was brought to Corvallis (Corvallis Gazette, June 27, 1892). Indications of the popularity of bicycling at this time was the formation of the Corvallis Cycling Club in 1894 and the establishment of several bicycle shops in downtown Corvallis in the 1890's.

### COMMERCIAL DEVELOPMENT

While several one story brick commercial buildings were constructed

in downtown Corvallis in the 1850's, 1860's and 1870's, two story bricks were rare with only one pre-1880 example: the E.W. Fisher brick on the southwest corner of Second and Monroe streets. The building episodes generated by the railroads, one in the early 1880's and the other in the latter part of the 1880's and early 1890's, resulted in the construction of a number of two-story brick commercial buildings in downtown Corvallis. These two-story buildings, which were often located on corners lots, gave the downtown business district a more permanent character (Fig. III-5).

Among the two-story brick buildings constructed during the early 1880's were: the Hamilton and Job Co. Bank/Jacob and Neugass Store Building (1880) on the southwest corner of Second and Madison; the Burnett Block (1882) on the southwest corner of Second and Jefferson; and the Crawford and Farra Brick (1882) on the northwest corner of Second and Adams. These bricks were all built in the High Victorian Italianate style. Other brick buildings erected in the early 1880's included the one-story R.M. Thompson Building on the northwest corner of Second and Monroe, and the R.M. Montgomery Livery Stable, the first brick livery stable. Built in 1885, this was one of the first brick buildings to be erected on the east side of Second Street.

In the latter part of the decade and until the panic of 1893, more multi-story buildings were erected on both the west and east sides of Second Street. Brick buildings erected at this time on the east side of Second Street included the second E.W. Fisher Brick (1890), the S.L. Kline Building (1890) (Fig. III-6), and the Corvallis Hotel (1893), the first brick hotel in Corvallis. On the west side of Second Street, several more brick buildings were erected, including the L.G. Kline Building (1889), the Huston Building (1890), the Masonic Building (1890), and the Zierolf Building (1892 or 1893).

Construction of business buildings slowed considerably after the boom years with only several buildings completed in the latter part of the 1890's. One of these buildings was the Whitehorn Building built in 1898.

Fires continued to plague the wood-frame buildings in downtown Corvallis. In 1883, fire destroyed all of the buildings on the east side of Second Street between Monroe and Madison. The buildings destroyed were primarily saloons, including the Cyrus Powers Saloon and the Hudson Saloon. Also destroyed were Gearhart's unoccupied blacksmith shop and a Chinese wash house.

In 1891, E.W. Fisher put a lime and cement sidewalk in front of his building at the southwest corner of Second and Monroe streets. This may be the first cement sidewalk in Corvallis (Corvallis Gazette, Sept. 4, 1891).

Business in this period likewise expanded. The second bank in

Corvallis, the Benton County Bank, was founded by M.S. Woodcock. In 1890, this bank was chartered as the First National Bank. Unlike the Hamilton and Job Co. Bank, this bank did not succumb to the Panic of 1893. A list of businesses in Corvallis in the 1880's is included in Appendix A. This grocery, located in an Italianate style house at 445 SW Ninth Street, was built in 1891 or 1892 near the Oregon and Pacific railroad depot which was located near Ninth and Washington.

#### **RESIDENTIAL BUILDINGS**

"The town is regularly laid out with wide streets flanked with sidewalks. Fine thrifty shade trees adorn the thoroughfares; and neat dwellings, set in fairly well kept grounds, are the rule, though some old buildings (relics of old times) yet remain" (Fagan 1885:434-35).

"The streets are clean and heavily shaded with the maple of the Oregon woods..."(Hines 1893:235).

Perhaps mirroring the building boom in the business district at this time, house building appears to have been prospering in the early 1880's. As the business core of Corvallis grew, many of the older houses were demolished to make room for the new improvements. Others were moved to different sections of town. The newspaper noted in June of 1880 that Jack Allphin, chief Oregon house mover, was swamped with business. A number of individuals in Corvallis in the 1890's moved houses. The most frequently mentioned were Emmett Taylor and Marshall Miller. There was also a need for rental housing. In 1882, H.M. Wilkins built "a bunch" of houses by the railroad tracks to rent (Corvallis Gazette, July 7, 1882).

In the new additions, fashionable residences, built in the Italianate style and Queen Anne style, were built along side persisting vernacular forms. Likewise, houses of these newer styles were also being constructed in the older sections of town, replacing the time-worn pioneer housing.

#### **INDUSTRIAL DEVELOPMENTS IN CORVALLIS, 1880-1900**

While the traditional pioneer industries continued to operate, in many cases they were expanded or duplicated to meet the needs of a growing community. In this period, flour mills became the preeminent industry. New manufacturing industries were also established, some of which can be attributed to the arrival of the railroad.

##### **Sawmills and Planing Mills**

The sawmill established on the north side of town in 1854 was operated by Max Friendly for much of the 1880's. In 1889 it was once again destroyed by fire (Phinney, Henry Gerber Interview, 1940). Several years after it was rebuilt by Mr. Friendly, it was

sold, and by 1895 was known as the Corvallis Lumber Company (Sanborn-Perris Fire Insurance Maps, 1895).

In 1894, F.P. Sheasgreen and Neil Newhouse purchased Pitman's Planing Mill and added a box factory. The business became known as the Newhouse and Sheasgreen Planing Mill and Sash and Door Factory. Later, it became the Central Planing Mills and Box Factory (Fig. III-19). The boxes were used for packing dried fruit.

### Flouring Mills

In 1880, Mr. Fischer became the sole owner of the water-powered Corvallis Flouring Mill. By 1897, the mill complex also included four large warehouses. Chief markets for the flour were San Francisco, Portland and the Sandwich Islands (Oregon Union, July 23, 1897).

In 1890, The Benton County Flouring Mills were built on the riverfront between Monroe and Jackson. The company was organized by John Rickard, R.E. Gibson, John Smith, Allen Wilson, and Punderson Avery. Joseph Wagner and Co. of San Francisco were the construction contractors (Corvallis Times, June 20, 1890). The mill capacity was 130 barrels of flour daily with a considerable part of the output going to foreign markets (Phinney, Industry File). Newspaper advertisements from 1895 also list a G.H. Horsfall Mill on the south end of Main Street (Corvallis Times, Sept.18, 1895). Current research has not determined whether this was a sawmill or a flour mill.

### Brickyards

By 1880, the brickyard south of town was operated by Mrs. L.A. Demmick and was known as the Corvallis Brick and Tile Co. (Gray and Havercroft 1982). In 1897, the Labor Exchange had a brickyard located north of town that was known to have manufactured the brick for the 1898 Whitehorn Building.

### Carriage Factories

Incorporated in 1891, the Corvallis Carriage and Wagon Company began operation in a plant located on the Oregon Pacific tracks, between 11th and 13th Streets, in 1892. That year, the carriage factory issued a 40-page catalogue illustrating over 30 different styles of vehicles, including one dubbed the "Corvallis Buggy" (Corvallis Gazette, April 8, 1892). The company, which in 1894 was sold to promoters in Rock Island, Illinois, became known as the Coast Carriage and Wagon Co. (Martin 1938:VII-7). Financially insolvent after borrowing large sums of money, the company went out of business in 1896 (Benton County Articles of Incorporation; Corvallis Times, July 1, 1896). In 1897, the buildings were sold to Thomas Jenkins and F. E. Robinson.

## Corvallis Brewery

In 1882, John Riley built the Corvallis Brewery on the bank of the Willamette River. The brewery supposedly produced 100,000 barrels of beer a year (Fagan 1885:443).

## Other Industries

Among the more unusual manufacturing concerns in Corvallis in the late nineteenth century were a cigar factory and a cracker factory. D.C. Rose established a cigar factory, known as Cigar Factory No. 43, in 1884 (Fagan 1885:443). This factory, which employed two men at that time, was located on Second Street. A cracker factory was incorporated in Corvallis in 1892 (Corvallis Gazette, May 6, 1892). In 1891 the Corvallis Cannery and Ice Company had been incorporated (Benton County Articles of Incorporation). In 1892, the newspaper also noted that:

"The Corvallis Ice Works are now operating at their full capacity. The outfit is entirely new and Mr. E. Zeis believes he can supply all the ice the people of this city need. This marks another step in the onward march of the city of Corvallis" (Corvallis Gazette, May 6, 1892).

It is uncertain if The Corvallis Ice Works is the same company as that incorporated during the previous year. According to Minerva Kiger Reynolds, an ice factory was located at Third and Western (Carlson n.d.:11).

Foundries were an important industry in Corvallis during this time period. In 1880, Stephen E. and Edward M. Belknap and John C. Kitton incorporated the Corvallis Plow and Agricultural Manufacturing Co. with a capital stock of \$40,000.00 (Fagan 1885:442). In 1881, the firm of Belknap Brothers and Kennedy were operating the Corvallis Foundry (Fagan 1885:442). In 1883, they built a foundry on the southeast corner of Second and Washington streets. The Corvallis Foundry and Machine Co. was incorporated in 1889. In 1891, another foundry, the Corvallis Foundry and Manufacturing Co. was incorporated (Benton County Articles of Incorporation).

Knights Furniture Factory was still in business and, in addition to the manufacture of an assortment of furniture, it was connected with an undertaking establishment. In 1895, the Corvallis Harness Factory was operating in Corvallis (Corvallis Times, March 11, 1895).

## AGRICULTURAL DEVELOPMENTS

With the completion of the railroad, some warehouse construction shifted from riverfront locations on First Street to locations adjacent to the railroad tracks. One of the first warehouses to be

built along the tracks was the W.A. Wells Warehouse on Sixth Street near the depot. This warehouse burned in 1882. In 1883, this warehouse was replaced by the De'Clark and Samuels Grain Warehouse also located near the depot of the O. and C. Railroad at Sixth and "B" streets (Fagan 1885:444; Sanborn Fire Insurance Maps, 1884).

Warehouses on the river were still important in the decade of the 1880's. The Oregon and Pacific Railroad built a spur line along First Street to serve these warehouses and its own warehouses and wharves along the river. T.J. Blair owned the warehouses formerly owned by the Hamiltons and Avery and Davis.

By 1890, wheat yields had diminished and the Willamette Valley had lost its dominance as a wheat producing area to eastern Oregon (Dicken and Dicken 1979:117). Nonetheless, Corvallis remained a principal flour mill city until 1900. Beginning in the 1890's, however, farmers began diversifying, turning their attention to forage crops and specialty crops, such as fruits, vegetables, flax and hops (Dicken and Dicken 1979:117). Minerva Kiger Reynolds recalled that, "hop raising had become quite an industry in the Willamette Valley and there were a number of yards near Corvallis that afforded...employment...In the fall, it seemed as if nearly everyone picked hops" (Carlson n.d.:19-20).

Dairying also took on greater importance regionally. In 1897, the Corvallis Creamery was established. Prior to the organization of this facility, farmers had to bring their cream to Albany (Corvallis Gazette-Times, June 11, 1897).

In 1890, the Corvallis and Benton County Prune Co. was incorporated for the purpose of buying land, planting trees and drying and marketing prunes and in 1892, the Excelsior Fruit Co. was incorporated (Martin 1938:VII-6). Apples also became a popular crop around the turn-of-the century. A cider factory was located on the south end of First Street in 1897 (Corvallis Times, Nov. 13, 1897).

## **EDUCATION**

### **Corvallis State Agricultural College/State Agricultural College**

In this period of history, the college moved from its downtown location in a single building to the current O.S.U. campus. There, several "department"-specific buildings and dormitories were erected.

In 1883, Corvallis State Agricultural College established a Department of Agriculture, the first in the Pacific Northwest (Beach n.d.:2). In 1885, the State of Oregon acquired exclusive control of the previously Methodist-operated college and changed the name of the institution to State Agricultural College (Beach n.d.:2). Alpha Hall, the first residence Hall at O.S.C. was built

in 1884 (Groshong 1968:14).

After the State Board of Regents took over the operation of the State Agricultural College, the Cauthorn Bill in 1889 gave the school an appropriation of \$30,000.00. A new administration building, now known as Benton Hall, was constructed on the college farm land in 1888-89 (Fig. III-23). This land was designated as the new campus for the college. The three-story brick building was a gift from the citizens of Corvallis and Benton County (Beach n.d.:2). In 1889, the college completed the move from its Fifth Street location to the new campus (Beach n.d.:2). That same year, the state legislature appropriated funds to purchase an additional 155 acres of land west of 26th Street.

In 1891, the state legislature appropriated \$25,000.00 for additional buildings on the campus (Martin 1938:V-22). In 1892, the Chemical Laboratory was built next to Benton Hall and Cauthorn Hall (now known as Fairbanks Hall) was built as a men's dormitory.

In 1893, the legislature appropriated \$26,000.00 for new construction. Buildings constructed on campus in the years preceding the turn-of-the-century included Mechanical Hall (1894), which burned in 1898, a heating plant, and the Armory/Gymnasium (former Mitchell Playhouse) built in 1898 (Fig. III-22). An octagon barn, were also built during this period.

An article in the 1894 yearbook contends that, "The State Agricultural College of Oregon as it exists under its present management is pre-eminently a college for the working classes...it is for those who come from, and who expect to engage in, the active pursuits of an industrial life that the institution draws the largest share of its patronage" (The Hayseed, Oregon Agricultural College 1894:55).

### Public Schools

In 1887, the South School burned. Until 1889, when a school known as Central School was built, students from South School met in the Presbyterian church. The Corvallis School District purchased the land upon which the former Episcopal School was located, tore down the school building and built a new grade school in the block bounded by Monroe and Madison Avenues and Seventh and Eighth Streets. This two-story, wood-frame building with eight large classrooms was known as Central School (Fig. III-21) (Benton County Historical Museum, Vertical File entitled "Schools"). Central School replaced the old North and South Schools. According to one source, the North School building was converted into a residence in 1889 (Corvallis Gazette-Times, Dec. 3, 1926).

By the turn-of-the-century, there was a one room schoolhouse located on Witham Hill (McDonald 1883:206). Known as Witham School, District #93, the school was located on the south side of

the current Witham Hill Drive. In the 1890's, School District #45 had a school building near the current Elk's Drive and Ninth Street. The date of establishment for Sunnyside School, or Mudflat as it was locally known, has not been determined but it was operating in the 1890's.

## RELIGION

During the last 20 years of the nineteenth century, only two congregations, the Catholics and the Presbyterians, continued to use the wood-frame churches built in the settlement period. Although several new churches were erected in the 1880's, the majority of congregations erected new churches in the 1890's, at a time when Corvallis business building almost came to a standstill.

In 1883, the Congregationalists formed as a splinter group of the First Presbyterian Church (Gorman, 1980). Their first church, a wood-frame building, was erected on the corner of Third and Jefferson streets in ca. 1889. Another new church built during this period was the Episcopal Church of the Good Samaritan, a wood-frame, Gothic-inspired church built in 1889 on the corner of Seventh and Jefferson. At the time the foundation for the church was laid, it was noted that the church would look in style like an old English cathedral. This church drew much of its membership from the English emigration.

The Methodist Episcopal South congregation used the church they built in 1855 until 1897 when they built a new church on the northwest corner of Fifth and Madison (Corvallis Gazette, June 11, 1897). The First Methodist congregation also built a church in this period on the northwest corner of Fourth and Madison (Fig. III-25). The First Christian Church was built in 1892 at Sixth and Madison and, in 1895, the Baptists built a church on the south side of Jefferson between Fourth and Fifth Streets. The Evangelical Church also reportedly built a new church in 1895 (Martin:1938-9).

## OTHER CULTURES

### Chinese in Corvallis

Wallis Nash noted that Chinese workers would clear land for pay for the settlers (Nash 1882:34). He also observed that many city households employed a "Chinaman" to do the house service (Nash 1882:202). In Corvallis, Chinese were hired to dig the foundation of at least one Corvallis brick building in 1880. That same year, census records record six Chinese men working in the brickyard (Gray and Havercroft 1982). In 1881, Chinese laborers were hired for the construction of the Oregon and Pacific Railroad. Many Chinese also continued to work for the railroad after construction was completed by serving on repair crews.

There appears to have been a growing sentiment against the Chinese in the 1880's. In 1882, the U.S. Congress passed the Chinese

Exclusion Act which banned Chinese from U.S. citizenship. In 1886, an anti-Chinese convention was held in Portland adopting a resolution asking Chinese to go to San Francisco or elsewhere where they were wanted (Dicken and Dicken 1979:105). The Occidental Hotel advertisements of this period reflect this sentiment stating that, "No Chinese employed in this house" (Morita 1980:11). Chinese were still valued enough to be used for manual labor, however, and in 1885 they laid the first water mains in the city of Corvallis (Corvallis Gazette, May 15, 1885).

Nash observed that "City offenses, drunkenness and opium smoking, are curtailed by the 'caboose', or doing street work in irons. Many whites are also found in 'China Houses' smoking opium" (Nash 1882:208).

#### **Native Americans**

It appears that Native Americans continued to camp on the flat near the Mary's River. Minerva Kiger Reynolds recalled that Mary's River flat:

"...extended north from Mary's River to "A" Street, and then from Third Street east to the Willamette River...There were usually from one to three Indian camps along the Mary's River, just east of the north bridge approach. They came in from Siletz and the coast to sell the baskets they had woven through the winter months" (Carlson n.d.:32).

#### **FRATERNAL ORGANIZATIONS AND SOCIAL CLUBS**

Fraternal organizations flourished in Corvallis at this time. As in the early period of history, the most prominent were the Oddfellows, Masons, United Workmen and Good Templars. The Good Templars was a temperance organization. Most of these organizations, except the Masons and the Oddfellows which had their own buildings, met upstairs in the Crawford and Farra Brick in the 1880's. In 1884, the Women's Christian Temperance Union were also active in Corvallis, building a two story wooden building on the west side of Second Street near Jackson (Phinney, "The W.C.T.U. Building", 1938).

In 1880, a second Masonic Lodge, the Rocky Lodge No. 75, was organized. The two Masonic Lodges were consolidated in 1893 and known as Corvallis Lodge No. 14 (Corvallis Gazette-Times, July 24, 1937). The Knights of Pythias formed a lodge in Corvallis in 1882. The Eastern Star, known as St. Mary's Chapter No. 9, was organized in 1886.

In 1883, women in Corvallis organized the "Coffee Club" to serve non-alcoholic refreshments to the fire company and others at fires. This was the foundation for the future Corvallis Women's Club, which was to become the oldest organized club for women in the State of Oregon.

## **RECREATIONAL PURSUITS**

In 1889, the first Corvallis City Park was established. The deed to the park was given to the city in 1889 by B.R. and Addie Job. The park was located in the newly platted Job's Addition to the City of Corvallis. The park was a full block, bounded by Fifteenth and Sixteenth Streets and Polk and Taylor Avenues. The name "Franklin Square" was designated by the City Council (Phinney, "A Brief History of the Acquisition of the City Parks of Corvallis, Oregon", 1940).

In 1893, Oregon State College played its first football game at Corvallis. The newspaper noted that, at the beginning of the second half, three Albany players were unable to take the field so three O.S.C. players were loaned to Albany (Corvallis Gazette, Nov. 17, 1893).

One of the recreational pursuits of the late nineteenth century in Corvallis was bicycling. In 1894, the Corvallis Cycling Club was organized (Corvallis Gazette-Times, July 24, 1937). Sometime near the turn-of-the-century, the Corvallis and Albany bicycle clubs built a bicycle path between the two towns. This path was located on the west side of the current Highway 20 (Carlson n.d.:17).

## **RESOURCE IDENTIFICATION**

### **RESOURCE TYPES AND DISTRIBUTION**

Potential historic resources associated with this period of history include the following:

#### **I. Public Buildings**

- A. Courthouse
- B. City Hall

#### **II. Transportation-related Resources**

- A. Steamboat Landings and Wharves
- B. Railroads
  - 1. Tracks of the Western Oregon Railway Co.
  - 2. Tracks of the Oregon and Pacific Railroad
  - 3. Railroad Depots
  - 4. Tracks of the Street Railway
- C. Livery Stables
- D. Carriage Houses and Barns

#### **III. Commercial Buildings**

- A. Wood-frame Commercial Buildings
  - 1. Gable-front
  - 2. False-front
- B. Brick Commercial Buildings
  - 1. High Victorian Italianate or Italianate
  - 2. Queen Anne
    - a. Arcaded Block
  - 3. Cast Iron Facade
  - 4. Pressed Metal Facade

#### IV. Residential Buildings

- A. Style
  - 1. High Victorian Gothic
  - 2. Italianate
  - 3. French Second Empire
  - 4. Stick Style
  - 5. Queen Anne
    - a. Eastlake
  - 6. Shingle Style
- B. Plan Type
  - 1. Gable-front and Wing
  - 2. Gabled-ell
  - 3. Gable-front
  - 4. Hall and Parlor
  - 5. I-House
  - 6. Massed Plan, Side-gabled

#### V. Resources Related to Industry

- A. Flour Mills
- B. Sawmills
- C. Planing Mills/Sash and Door Factories
- D. Wagon and Carriage Factories
- E. Breweries
- F. Foundries

#### VI. Resources Related to Agriculture

- A. Grain Warehouses
- B. Hop Kilns
- C. Fruit Dryers
- D. Orchards
- E. Creameries
- F. Farm-related Buildings
  - 1. Western Barns
  - 2. Stock Barns
  - 3. Other Farm Outbuildings

#### VII. Resources Related to Education

- A. Public Schools
- B. Buildings Related to Oregon State Agricultural College

#### VIII. Resources Related to Religion

- A. Wood-frame Church Buildings
  - 1. Style
    - a. Gothic Revival
    - b. Queen Anne
  - 2. Plan
    - a. Side-steeple
    - b. Steeped-ell

#### IX. Resources Related to Fraternal Organizations

- A. Lodge Halls

#### X. Resources Associated with Other Cultures

- A. Chinese Buildings/Sites

#### XI. Resources Related to Recreation

- A. Parks

### **PUBLIC BUILDINGS**

In the optimism-charged years of the late 1880's and early 1900's, Corvallis witnessed the construction of two major government buildings: the Benton County Courthouse (1888) and the Corvallis City Hall (1892). Like many of the public buildings constructed at this time, the Italianate style was selected. During this period, almost every public building in Corvallis was built in the Italianate style with a square tower incorporated in the design. The result was a Corvallis skyline punctuated by towers which were located on the City Hall, the Benton County Courthouse, Central School, the Corvallis College Building Addition, Benton Hall, and Cauthorn Hall (Figure III-3).

The Benton County Courthouse, a National Register property, is still in use, but the City Hall building was demolished in the late 1950's.

### **TRANSPORTATION-RELATED RESOURCES**

Railroad tracks and depots are the most obvious reminders on the landscape of the role the railroad played in the history of the community. The tracks of the former Western Oregon Railroad are still in their original location through Corvallis, including a corridor on Sixth Street. The tracks of the former Oregon and

Pacific Railroad have been removed from Ninth Street, but they are still in their original location coming into town from the north and in the area west of Ninth and Washington. (The Ninth Street corridor was no longer necessary after Southern Pacific owned both lines.) A railroad spur which served the First Street warehouses and wharves was visible until it was removed about a decade ago. Portions may still be located beneath the pavement in some areas. The First Street spur had a turntable at the corner of First and Washington for a number of years in the nineteenth century.

The original railroad depot for the O. and C. Westside line was located at Sixth and "B" streets, while the railroad depot for the Oregon and Pacific Railroad was located on Washington Avenue between 9th and 10th Streets. Both of these depots, built in the nineteenth century, were two-story, wood-frame buildings. The Oregon and Pacific Depot is still standing along the tracks at the corner of Seventh and Washington Streets, but it has been moved from its original location at Ninth and Washington streets. This depot was identified in previous cultural resource surveys (Figure III-4).

Since most of the nineteenth century livery stables in downtown Corvallis were wood-frame buildings, they have disappeared from the commercial landscape. One exception is the brick R.M. Montgomery Livery Stable at 125-127 SW Second Street. This building has been extensively remodeled several times, however, and its appearance no longer recalls its original function.

### **COMMERCIAL BUILDINGS**

The most popular styles for commercial and public buildings in this time period were the **Italianate** and **High Victorian Italianate**. The hallmarks of these buildings are segmental or round arched windows, often with keystones, and bracketed cornices. These buildings are executed in wood or brick, with brick buildings often incorporating cast iron elements in the design of the facade. Two brick commercial buildings in the Italianate style were identified in the previous survey: the Burnett Brick on the southwest corner of Second and Jefferson streets; and the Crawford and Farra Brick on the northwest corner of Second and Adams. Both buildings have been altered. The Burnett Brick has lost most of its character-defining features except for a large, ornate cornice, while the Crawford and Farra Brick retains many more features but lacks its cornice (Fig III-6).

**Cast iron** architectural elements were available locally in Albany. Firms operating at this time in Albany included Cherry Brothers, Hopkins Bros., and the largest foundry outside of Portland, the Albany Iron Works. Elements could also be ordered from firms at some distance who sold their facades by catalogue, such as Mesker & Bros., the company which supplied the pressed metal facade of the L.G. Kline Building at 146 SW Second Street. The mold makers

predilection for Classical details is evident on the L.G. Kline Building. The pressed metal facades appear to have been more popular for buildings erected during the second building boom, in the very late 1880's and the early 1890's, although the Zierolf and Fisher Buildings used the more traditional cast iron elements in their facades. Several Corvallis commercial buildings of this period had elaborate pedimented cornices of pressed metal or cast iron, including the 1890 Fisher Building and the Masonic Building. Previous surveys identified one commercial building incorporating cast iron elements -- the E.W. Fisher Building (1890), located on the east side of Second Street between Madison and Jefferson. This building, which was originally High Victorian Italianate in style, has been substantially altered, however, with the cast iron elements among the only original features still visible on the main facade. The L.G. Kline Building (1889), located on the northwest corner of Second and Madison Streets, has a fine pressed metal facade and is a National Register property.

The design of the Corvallis Hotel built in 1893 was based on the **Arcaded Block** (Fig. III-7). This type of brick building was usually located on a corner and had two to four stories, arched wide, arched windows at least on the first story, and a corner tower (Gottfried and Jennings 1988:242-43). Stylistically, this type combined elements of the **Queen Anne** and the **Romanesque Revival**. The Corvallis Hotel was substantially remodeled in the Georgian Revival style in the early 20th century and was subsequently renamed the Julian Hotel.

### **Distribution**

During this period of history, the commercial district stayed within the bounds of Second Street. Most new construction took place on lots formerly occupied by older, wood-frame buildings. Several areas of buildings in the commercial district had been destroyed by major fires in the 1860's and 1870's, leaving those lots vacant and buildable.

## **RESIDENTIAL BUILDINGS**

### **Building Materials**

Wood continued to be the dominant building material for residential construction. An unusual reference was made in an 1895 advertisement to the doctor's office of G.R. Farra that was located in the brick residence facing the courthouse (Corvallis Times, June 10, 1895).

In this period, the most popular wall cladding was horizontal drop siding and a bevel or V-joint siding. Box construction declined in popularity. The balloon frame, which accommodated the irregular house forms associated with the styles of the period, was the conventional type of house framing system. With the availability

of larger pieces of glass, the most typical window of the period was the 1/1 (one pane over one pane) double-hung sash window. Windows in various shapes and sizes were available to suit the stylistic exigencies of the Queen Anne and related styles. Large, fixed sash windows, precursors to "picture windows", were used for the first time. With the advent of electricity, houses were wired for the first time. Toilet facilities likewise began moving from the backyard into the house.

Rock was often used as a foundation material for the commercial and public buildings of the period. Rock for the 1888 Benton County Courthouse was procured from a quarry on Witham Hill. The rock which was used in the wall construction of the 1892 City Hall building came from the Monroe area (Corvallis Gazette, Apr. 1, 1892). Cut stone was sometimes used locally for foundations, especially for larger buildings. In 1884, William Albert Embree was indentured by his father to Ralph Ingram to learn stone cutting and stone masonry.

### Style and Vernacular

Gothic Revival architecture of the preceding period evolved into **High Victorian Gothic**. While still maintaining the vertical quality of the Gothic Revival, the ornamentation of High Victorian Gothic has a heavier feeling, with carved gable trusses replacing the delicate vergeboard or of the 1860's. The roof profiles of these later examples are more complex, often incorporating several gable wall dormers. Previous surveys identified only one relatively intact example of a house of this style: the J.C. Taylor House located at 510 NW Third Street (Fig. III-9).

The **Italianate** style (Fig. III-10), described in the preceding chapter, achieved popularity in Corvallis in the early 1880's and its popularity continued until the turn-of-the-century. Both square plans and compound plans, that is "L" or "T"-shaped plans, were used. The Italianate style was also applied to smaller houses of the period resulting in the **Italianate Cottage**. In the 1890's, Italianate style houses often incorporated Queen Anne style elements in their design, such as stained glass windows and patterned shingles in their design. Based on previous surveys, the Italianate style appears to have been the choice for prominent residents who built in the 1880's.

The eleven Italianate style houses dating from this period of history and identified in previous surveys include several different plan types and expressions. The best examples are the L.G. Kline House (1885) at 308 NW Eighth Street and the J.R. Bryson House (1882) at 242 NW Seventh Street, both National Register properties. The best example of an Italianate Cottage is the Wuestefeld House at 504 NW Seventh Street (Fig. III-12). The Wuestefeld House, built in the 1890's, incorporates Queen Anne elements in its design. An unusual gable-front and wing,

vernacular example is the Mary Stewart House (1880) at 618 NW Second Street (Fig. III-11). Other excellent examples include the Levi Henkle House (1898) at 502 NW Second Street and the Porter House (1889) at 114 SW Eighth Street.

The **French Second Empire** style was popular in Oregon for a short period of time, primarily in the 1870's and 1880's. The hallmark of the style is the mansard roof, often punctuated with dormers. Much of the ornamentation is similar to that found on Italianate houses of the period. Based on the fact that there are no known extant examples of this style in Corvallis, the style was probably not well-represented in Corvallis. Historic photographs illustrate at least one house of this style.

The **Queen Anne** style in America dates to the 1876 Philadelphia Centennial celebration. The British exposition buildings, dubbed "Queen Anne" for the era they were supposedly recreating, fascinated the public (Schweitzer and Davis 1990:44). Pattern books were issued almost immediately. In Corvallis, however, the earliest extant examples of the style date from the early 1890's.

The Queen Anne style is characterized by asymmetrical massing, verandas, and a variety of surface texture and pattern, especially fish-scale shingles and sunburst patterns. Window variety also is a hallmark of the style, including the first "picture" windows and the use of stained glass (Schweitzer and Schweitzer 1990:44). Many examples have turrets or towers. The style was applied to larger homes, as well as cottages. Schweitzer and Davis (1990) note that:

"The main interior feature of the Queen Anne was its sizable entry hall based on the Medieval prototype. A front formal parlour was also common, as was an elaborate spindled staircase with massive newel posts at the landings. Sliding pocket doors separated larger rooms and were set in a way that opened the entire first floor for entertaining... Significantly, central heating and bathrooms with indoor toilets began to appear in these homes" (Schweitzer and Davis 1990:44).

Variants of the Queen Anne style include: the **Stick Style**, in which the structural members of the house are suggested by the surface treatment; and the **Shingle Style**, a reaction to the Stick Style based on exterior shingle cladding material and broad gable ends that are sometimes gambrel in form. **Eastlake** is a term often applied to Queen Annes which have a profusion of three-dimensional woodwork, such as spindles, knobs, and perforated circular motifs (Whiffen 1969:123).

Approximately thirteen Queen Anne/Stick Style houses were identified from this period of history in previous surveys. Of this number, two were classified as Stick Style and the remainder were Queen Anne. Eastlake ornamentation is common. As can be

expected, the examples built in the early 1890's have more ornamentation and the ornamentation is often more delicate, with Eastlake elements, scroll sawn ornaments, turned balusters, and sunbursts. Toward the later part of the 1890's, the quantity and complexity of ornamentation lessened considerably. In the previously surveyed area, the best examples of the Queen Anne style are the J.O. Wilson House (1892) at 340 SW Fifth Street (Fig. III-13), the Hadley-Locke House (1892) at 704 NW Ninth Street, the R.E. Gibson House (1892) at 440 NW Sixth Street, and the James Hayes House (1892) at 404 SW Sixth Street. It is interesting to note the 1892 date of construction for all of these examples. These houses, the earliest known examples of the Queen Anne style in Corvallis, may be associated with the railroad-generated optimism of this period that subsequently was shattered by the Panic of 1893. The slightly later H.S. Pernot House (1896) at 242 SW Fifth Street (Fig. III-14) and the F.A. Helm House (ca. 1895) at 844 SW Fifth Street (Fig. III-15) exhibit influence of the Stick Style. The Hadley-Locke House, the Wilson House, the Helm House, and the Pernot House are National Register properties.

Vernacular houses of various types were constructed locally in the late nineteenth century. Based on previous survey data, the most prevalent vernacular form during this period was the **Gable-front and Wing** plan which echoed the farmhouses of the 1870's and continued to be built in rural areas and, less commonly, in small towns in the 1880's and 1890's. These are two-story houses with an ell or a wing resulting in an "L" or "T" shape (Fig. III-16). The **Gable-front** is similar to the Gable-front and Wing plan described above, but has no perpendicular extensions (Fig. III-17). The **Hall and Parlor Vernacular**, an early house type built throughout the nineteenth century, is one or one-and-a-half stories and one room deep, with a side-gabled plan and three bays on the main facade. The entry bay is always centrally located. The **"I" House** is similar, but it is generally two stories. **Massed Plan, Side-gabled** houses are similar to the Hall and Parlour house, but are two rooms deep.

### **Architects and Builders**

Among the builders and architects known to have worked in Corvallis during this period were: **W.D. Pugh**, hired as architect for the 1892 City Hall Building; **W.A. Cox**, brick contractor for the 1889 L.G. Kline Building (Corvallis Gazette, Aug. 23, 1889); **W.H. Fenton** of Eugene, builder of the Corvallis Carriage and Wagon Factory in 1891; and **William Butler**, builder of the Zierolf Building.

**W.O. Heckart** and **C.L. Heckart** were brothers who came to Corvallis in 1889. The Heckarts were responsible for a large number of Corvallis buildings in the late nineteenth and early twentieth centuries. In the 1890's, W.O. Heckart was one of the most prominent contractors in Corvallis. In addition to numerous residences, including the George Taylor House at 504 NW Sixth

Street, he was the contractor for the two large churches erected in the 1890's: the Christian Church and the Methodist Episcopal Church.

**A.F. Peterson** was an architect who designed several Queen Anne residences in Corvallis in the 1890's, including the J.O. Wilson House, located at 340 SW Fifth, and the James Hayes House, located at 404 SW Sixth, as well as the Corvallis City Hall (Martin 1938:VII-10). **Oberer and Peterson**, who were in business in the late 1890's, built the Italianate style Levi Henkle House at 502 N.W. Second Street. The Peterson of this partnership is probably **A.F. Peterson**. **S.G. McFadden** was the builder of the Queen Anne style Pernot House located at 242 SW Fifth Street and the Italianate style J.G. Wuestefeld House, located at 510 NW Seventh Street. **Ralph Adams** was another architect who designed residences in the 1890's. Also in Corvallis in this time period was **Charles Ewart**, architect and builder.

### Outbuildings

Photographs and Sanborn Fire Insurance maps of this period indicate that, in association with houses were a number of outbuildings. Small barns appear quite commonly as do outhouses in the period before indoor toilet facilities. Minerva Kiger Reynolds, in speaking of Corvallis at the turn-of-the-century, noted that;

There were from one to several barns on every block throughout the residential district. Many people kept a horse as a means of transportation, or a cow to furnish milk, cream, and butter for the family and perhaps have a few quarts of milk to sell to the neighbors...Cows were staked on vacant lots or on Mary's River flat during the summer" (Carlson n.d.:13).

### Distribution

Houses dating to this time period were built in residential neighborhoods, in the older portions of the city as well as in the new additions platted in the late nineteenth century. The largest concentrations of houses representing this time period may be located in Wilkins' and Jobs' Additions, the two large additions platted in the late 1880's.

### INDUSTRIAL RESOURCES

Since nineteenth century industry in Corvallis was centered on the waterfront, the destruction of this type of resource has been extensive, as remaining buildings along First Street and the riverfront were demolished in the 1950's to make way for a proposed Corvallis downtown by-pass (Fig. III-18). One of the few "factories" in Corvallis in the nineteenth century was the carriage factory located between Eleventh and Thirteenth Streets, along the tracks of the former Oregon and Pacific Railroad. Used in this

century as a grain warehouse, this building, which had been identified in the 1976 Beckham survey, was destroyed by fire in 1982. At this time, there are no known industrial buildings from this period of history remaining in Corvallis.

### **AGRICULTURAL RESOURCES**

Given the urbanization that has occurred in the past fifty years, resources associated with nineteenth century agriculture are rare. Like the industrial resources, many of the grain warehouses were located along the riverfront and thus were subject to demolition when this area was cleared for a proposed by-pass in the 1950's. Several grain warehouses were also located along the rail lines and these too have been demolished.

Although several buildings used for creameries still exist in Corvallis, none date to this period of history.

Hops were grown locally on river bottom land adjacent to the Willamette River. Several large hop fields were located along the Willamette River to the north and south of town. Until recently, there were still hop kilns standing within the Corvallis city limits. These kilns, which were located off Crystal Lake Drive, probably dated to the twentieth century. An example of a hop kiln is illustrated in Fig. III-20.

No known fruit dryers remain within the current Corvallis city limits, but if examples are still extant, they would likely be located at the edges of the city in areas where urban development has not entirely encroached. The same is true for orchards associated with horticultural developments of the late nineteenth century.

Barns from this period may still be found on the edges of urban development. During this period, the Western Barn was the most common type of large, multiple purpose barn. The Western Barn is characterized by a high ridge and high eaves (Dole 1974:220). Lean-tos, if used, were incorporated under a continuous roof. The interior of the barn was divided into two distinct floors: the lower floor had stalls for horses, stanchions for cows, and space for farm equipment; and the upper floor was a high hay mow (Dole 1974:220). These barns incorporated the hay fork lift and often, if hay was unloaded on the outside of the barn, a hay hood or cantilevered roof (Dole 1974:220). By the late nineteenth century, structural members were sawed and generally smaller in dimension than their hewn predecessors. Toe-nailed connections began replacing mortise and tenon, pegged connections.

In the nineteenth century, the variety and number of agricultural outbuildings could be extensive on a single farm, including stock barns, which were smaller than Western barns, granaries, smokehouses, hog barns, chicken coops, blacksmith shops etc..

No resources related to agriculture in this period were identified in previous surveys.

#### **RESOURCES RELATED TO EDUCATION**

The two public school buildings built within the current Corvallis city limits in this time period, Central School (Fig. III-21) and Witham School, have been demolished.

The first buildings of the future Oregon State University campus were built in this period of history. Four of these buildings are still standing. They are Benton Hall, the Benton Hall Annex, Cauthorn Hall (Fairbanks), and the Armory/Gymnasium (formerly Mitchell Playhouse). The Italianate and Italian Renaissance Revival were the favored style of architecture for the first buildings constructed on the new campus. The Armory/Gymnasium, Benton Annex, and Cauthorn Hall are wood-frame buildings while Benton Hall is of brick construction (Figures III-22, 23, 24, 25).

#### **BUILDINGS RELATED TO RELIGION**

Wood was the only material used for church construction in Corvallis during this period. The Classical Revival meeting house type of church and the Gothic Revival center-steepled church of the previous period, however, gave way to new expressions. While the Gothic Revival style continued to be used throughout this period, Queen Anne elements began to be used (Fig. III-25). All Corvallis churches built during this period adopted a **side-steeple** or **steepled-ell** plan. The side-steeple plan placed the steeple at the side of the front-gabled volume. As a result of this placement, the facade window treatment was bolder with a large window or large grouping of windows (Gottfried and Jennings 1988:252). The steepled-ell had a compound plan with the tower located at the intersection of the two volumes. In both cases, the belfry was often exposed and topped by a four-sided steeple.

Several Corvallis churches of this period had decorative gable trusses, including the Baptist Church, the Methodist Episcopal Church (Fig. III-25) and the Methodist Episcopal Church South.

Three church buildings are still extant from this period of history, but only one, the Episcopal Church of the Good Samaritan, is relatively unaltered. All have been moved from their original locations. The Christian Church has apparently been converted into a Craftsman style house located at 2019 NW Van Buren (Passmore 1992). The Baptist Church has been moved twice: initially to First Street along the river where it was used to store hay; and secondly, to the Benton County Fairgrounds where it was remodeled. The church is no longer located within the Corvallis city limits.

#### **RESOURCES RELATED TO FRATERNAL AND SOCIAL ORGANIZATIONS**

Fraternal organizations were a very important part of late 19th century culture in the United States. Many towns, even very small towns, had their own Masonic Order, Oddfellows Lodge, or other fraternal order. Often, these organizations would build their own meeting halls with business space for lease on the lower floor.

In Corvallis, several organizations built buildings in this time period. One example is the Masonic Building located at 142 SW Second Street. This building, however, has been substantially remodeled. It appears that many organizations met in the upper story of the Crawford and Farra Brick which still stands at the northwest corner of Second and Adams.

#### **RESOURCES ASSOCIATED WITH OTHER CULTURES**

Minerva Kiger Reynolds recalled that, "On the southeast corner of Second and Jefferson was what we called "Chinatown". It was where a number of Chinamen had opened a laundry, being out of work after the Yaquina Railroad was completed" (Carlson n.d.:24). According to the Sanborn Fire Insurance Maps, this wash house was still operating in 1895. In the late 1880's, another "Chinese Shop" was located on the east side of Second Street, in the middle of the block between Madison and Jefferson Avenues (Sanborn Map and Publishing Co., 1888).

None of these nineteenth century buildings associated with the Chinese are still standing. There may be an archaeological resource in these locations which could provide valuable information on the Chinese in Corvallis.

#### **RESOURCES RELATED TO RECREATION**

Based on current research, the only resource type related to recreation during this period is the park. During this period, the first park land was dedicated in Corvallis. Franklin Park, located in Job's Addition to Corvallis, was set aside for park purposes when the plat was drawn. This late date for the first dedicated park is a reflection of the amount of open space available locally and the fact that the school blocks and the courthouse grounds were used like parks at that time.

### **EVALUATION**

#### **SIGNIFICANT THEMES/ TRENDS/ EVENTS**

Resources associated with the following historic contexts may be significant:

- 1) The railroad and its impact on the development of Corvallis;
- 2) The flour mill industry in Corvallis in the 19th century;

- 3) The establishment of O.A.C. (O.S.U.) in its current location on the "College Farm" in the late 19th century;
- 4) Chinese in Corvallis;
- 5) Fraternal and social organizations in Corvallis in the late 19th century;
- 6) Prune horticulture in the Willamette Valley;
- 7) Hop agriculture in the Willamette Valley;

### **SIGNIFICANT INDIVIDUALS**

As more research is completed, names should be added to this list which is by no means complete. Resources associated with the following individuals may be significant for their associative value:

**Dr. Benjamin A. Arnold**, President of Oregon Agricultural College from 1872 to 1892. supporter of the act which established experiment stations in association with land grant institutions, Once passed, instrumental in establishing the first experiment station in Oregon on the thirty-five acre college farm (federal support given the college for the experiment station increased the operating budget of the college by 50%) (Groshong 1968:11-12).

**Dr. Frederick Berchtold** - Longtime Chair of the O.S.C. English Department.

**Judge John Burnett, Bushrod Washington Wilson, Punderson Avery, M.S. Woodcock**, among those who donated large sums to build the Administration Building (Benton Hall) for the newly designated state college.

**Judge J.R. Bryson**

**Thomas Cauthorn**, former Benton County State Senator who introduced the bill to make Corvallis College a state institution.

**Dr. George Farra**, established large scale water-distribution system in Corvallis.

**August Fischer**, owner of Corvallis Flouring Mills, an important Corvallis industry during this period.

**William B. Hamilton**, partner in the first bank in Corvallis. The Hamilton and Job Bank was heavily involved in the financing of the Oregon and Pacific Railroad.

**Frances Helm** - first woman postmaster and business partner in the firm of Holgate and Helm, daughter of J.C. Avery, founder of

Corvallis.

**Colonel T. Egerton Hogg**, driving force behind the financing and development of the Corvallis and Yaquina/Oregon and Pacific Railroad, president of the Oregon and Pacific Railroad.

**L.L. Hurd**, established and operated first electric light plant in Corvallis.

**Beniah R. Job**, partner in the first bank in Corvallis. The Hamilton and Job Bank was heavily involved in the financing of the Oregon and Pacific Railroad.

**Zephin Job**, one of the organizers of the Hamilton and Job Bank. Zephin Job platted Job's Addition to the city of Corvallis.

**L.G. Kline**, prominent pioneer merchant.

**Ebenezer McElroy** - Chair of Literature, O.A.C. and State School Superintendent.

**Wallis Nash** - Head of the English Group, vice-president of the Oregon and Pacific Railroad, and author of several books on his early travels in this region.

**Johnson Porter**, established first electric power plant in Corvallis incorporated in 1890 as the Corvallis Electric Light and Power Co. Mr. Porter was also involved in downtown commercial projects including construction of the Johnson Porter Building (1913) which housed the Majestic Theater.

**John Rickard, R.E. Gibson, and Punderson Avery**, organizers of the Benton County Flouring Mills

**Dr. Margaret Snell** (see significant individuals in subsequent period of history.)

**Rose J. Wilson** - Founder of the Corvallis Coffee Club which eventually became the Corvallis Women's Club, the oldest club for women in the state of Oregon.

#### **ARCHITECTURAL VALUES**

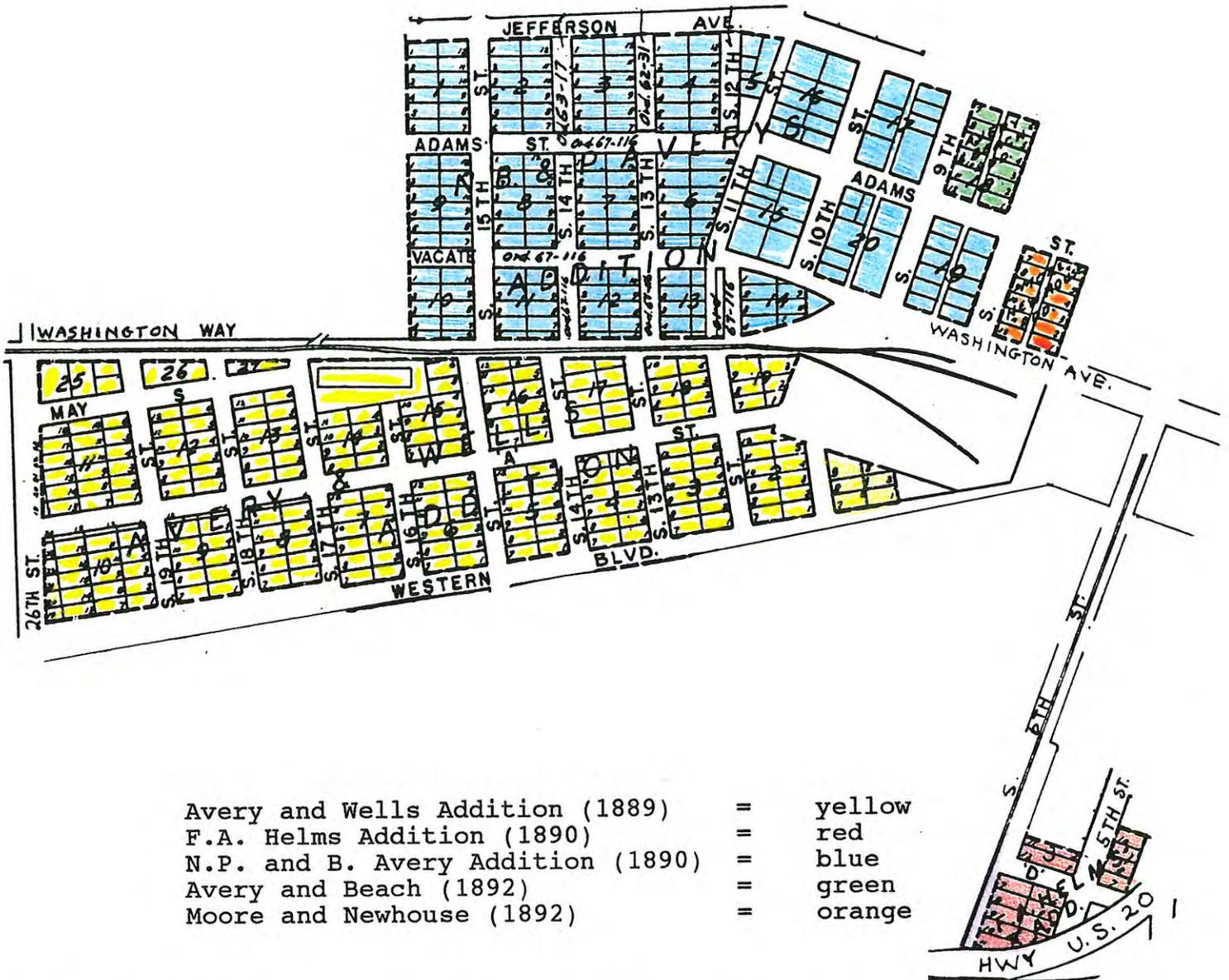
Corvallis was still a very small town in the late nineteenth century. While the number of resources associated with this time period far exceeds the number of resources associated with the previous time period, intact examples of nineteenth century buildings and structures are becoming rare. For this reason, all resources dating to this period of history may be eligible for the landmark's list if they have integrity of design, materials and workmanship.

FIGURE III-1. Corvallis Plats 1880-1900 (1 of 2)

- |                           |   |            |
|---------------------------|---|------------|
| Chase's Addition (1887)   | = | yellow     |
| Wilkin's Addition (1888)  | = | light blue |
| Hoffman's Addition (1888) | = | pink       |
| Chase's Second (1889)     | = | green      |
| Job's Addition (1889)     | = | red        |
| Nicholas's First (1889)   | = | purple     |
| Chase's Third (1890)      | = | blue       |
| Rayburn's Addition (1892) | = | orange     |



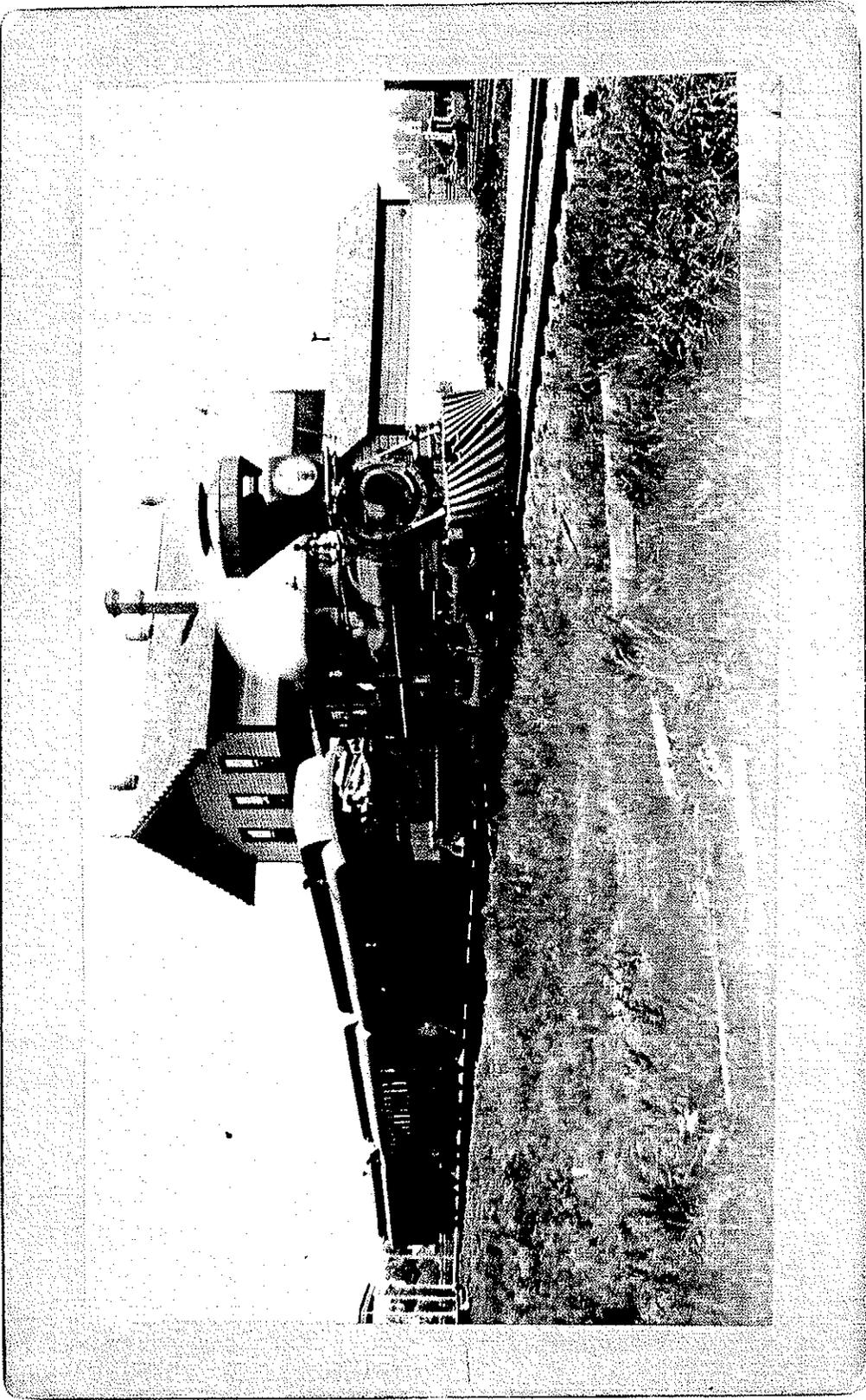
FIGURE III-2. Corvallis Plats 1880-1900 (2 of 2)



In addition to the above plats, three other plats were filed at this time. They were the **Wells and McElroy Addition (1889)**, **College Homes Addition (1890)**, and the **College Hill Addition (1895)**. Development in these plats did not generally occur until after the turn of the century when much of this area was re-platted. College Hill Addition was a 20-block addition located roughly between King's Blvd. and 25th Streets and Monroe and Fillmore Streets. Wells and McElroy addition consisted of 37 block-sized lots located between Harrison and Grant Streets and 23rd and 35th Streets. College Home Addition consisted of 8 block-sized lots south of Harrison Avenue and west of 30th Street.

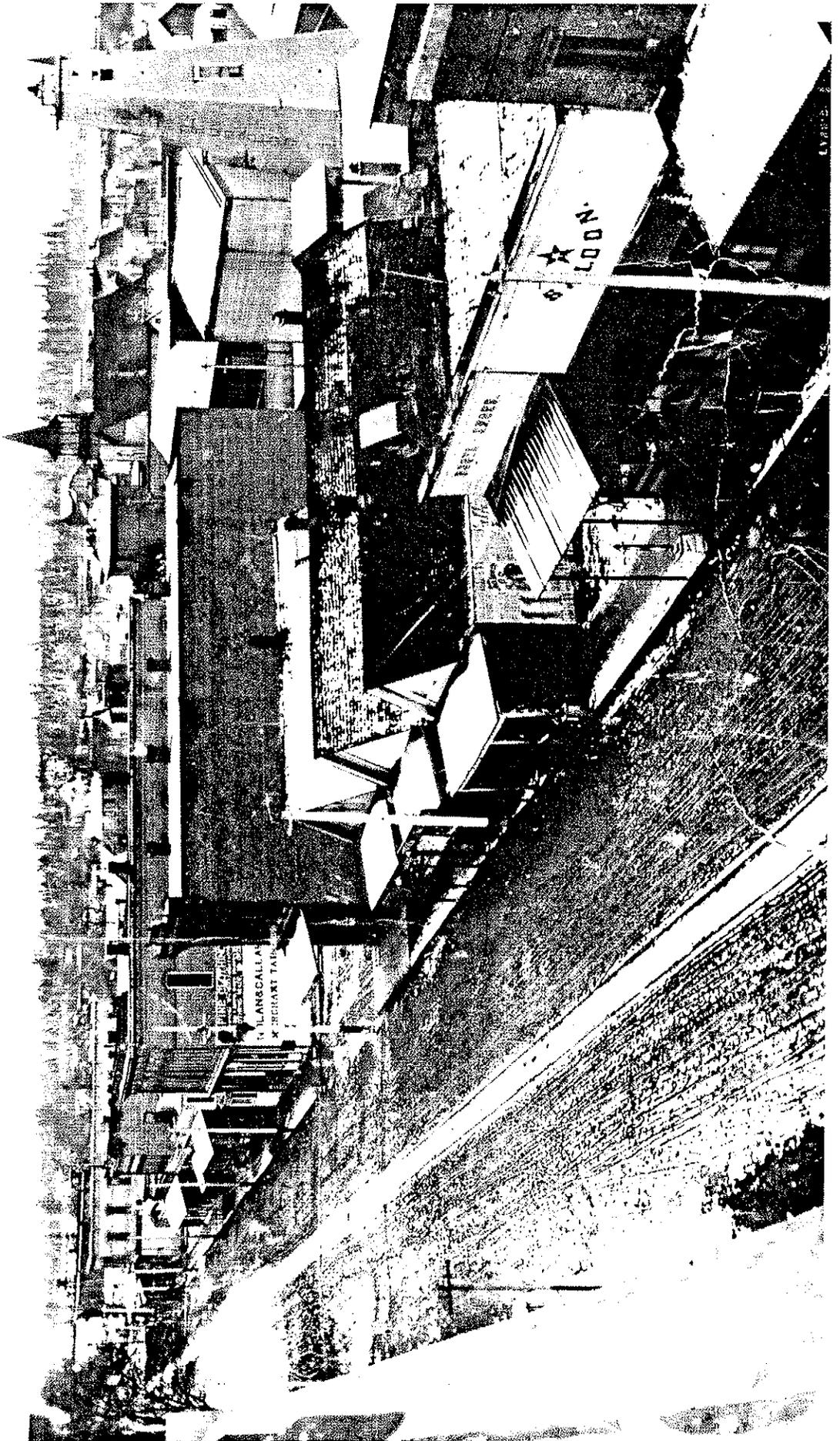


**FIGURE III-3.** Corvallis in the 1890's. View to west from the old Corvallis Hotel on the southeast corner of Second and Monroe Streets. Note all of the towers which punctuate the skyline. City Hall, to the far left, was located on the southeast corner of Fourth and Madison Streets.



**FIGURE III-4.** Oregon and Pacific Railroad Depot. Originally located on Washington Street between Ninth and Tenth Streets. A rare surviving example of a nineteenth century, wood-frame railroad depot. Currently located on the southwest corner of Seventh and Washington Streets.

**FIGURE III-5.** Second Street looking south from Monroe (tower of the former Hotel Corvallis) in the late 19th century.





**FIGURE III-6.** Crawford and Farra Brick, northwest corner of Second and Adams Street, 1882. Victorian Italianate commercial building (on left).



Current photograph of Crawford and Farra Brick.



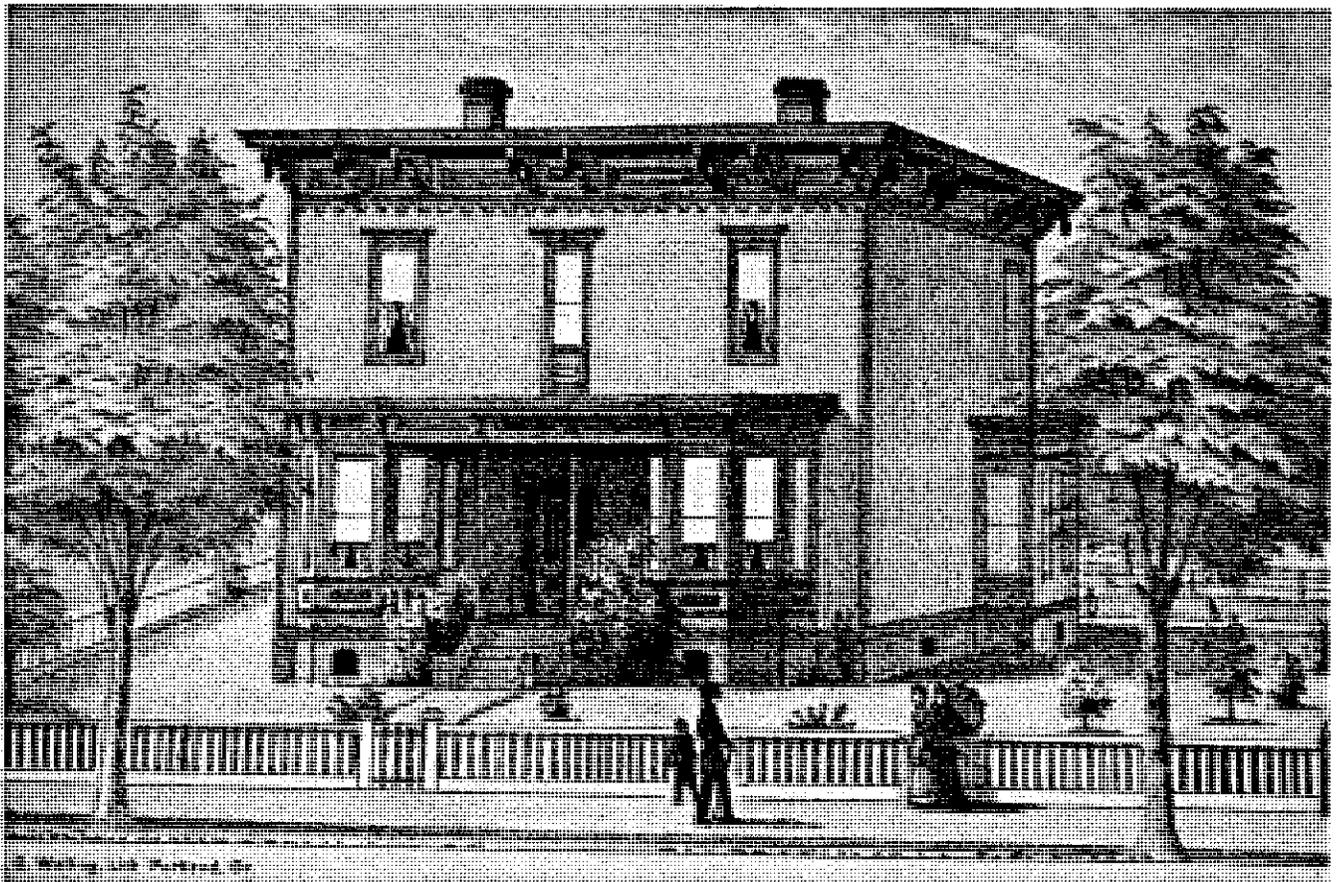
**FIGURE III-7.** Hotel Corvallis. Located on the southeast corner of Second and Monroe Streets.



**FIGURE III-8.** S.L. Kline Building, on the east side of Second Street between Monroe and Madison Streets, 1890. Metal facade.



**FIGURE III-9.** J.C. Taylor House, 510 NW Third Street. Built in 1880 in the High Victorian Gothic style. Originally located at the northwest corner of Third and Madison Streets.



**FIGURE III-10.** The M.S. Woodcock House. Italianate style house erected in ca. 1880 on the west side of Fifth Street between Monroe and Jackson Streets. From Fagan 1885.



**FIGURE III-11.** Mary Stewart House located at 618 NW Second Street. Built in 1881. Gable-front and wing configuration with Italianate style expressed in the roof pitch and the bay window. Originally located on the northeast corner of Second and Jackson Streets.



**Figure III-12.** Julius Wuestefeld House, 510 NW Seventh Street. Italianate Cottage built in 1893.



**FIGURE III-13.** J.O. Wilson House, 340 SW Fifth Street. Queen Anne "Cottage" built in 1892.



**FIGURE III-14.** The H.S. Pernot House, 242 SW Fifth Street. Queen Anne style house built in 1896 with Stick and Eastlake design elements.



**FIGURE III-15.** F.A. Helm House, 844 SW Fifth Street. Gabled-Ell with Queen Anne, Stick style and Eastlake design elements.

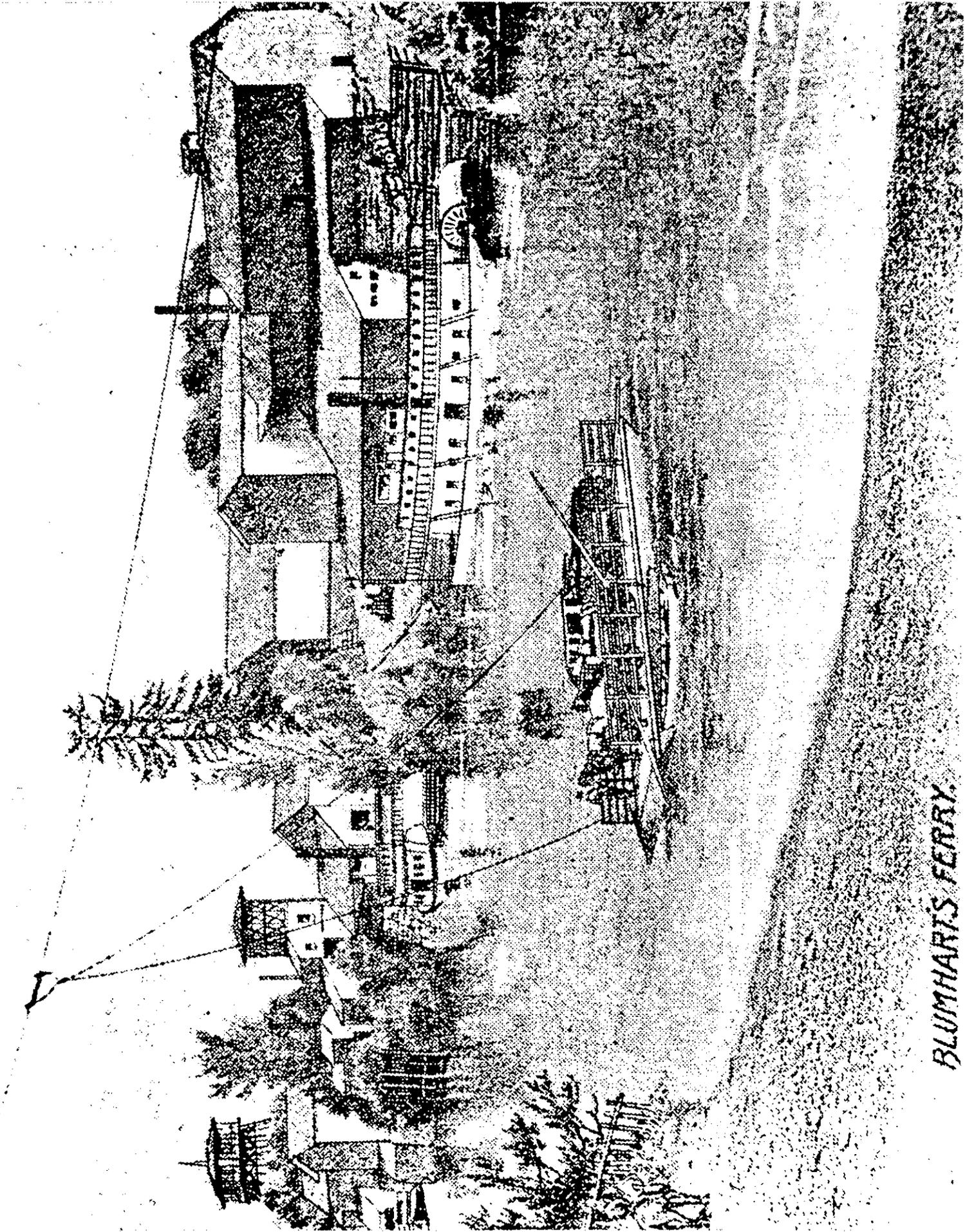


**FIGURE III-16.** Vernacular house at 342-344 NW 16th Street. A late 19th century house with the gable-front and wing configuration.

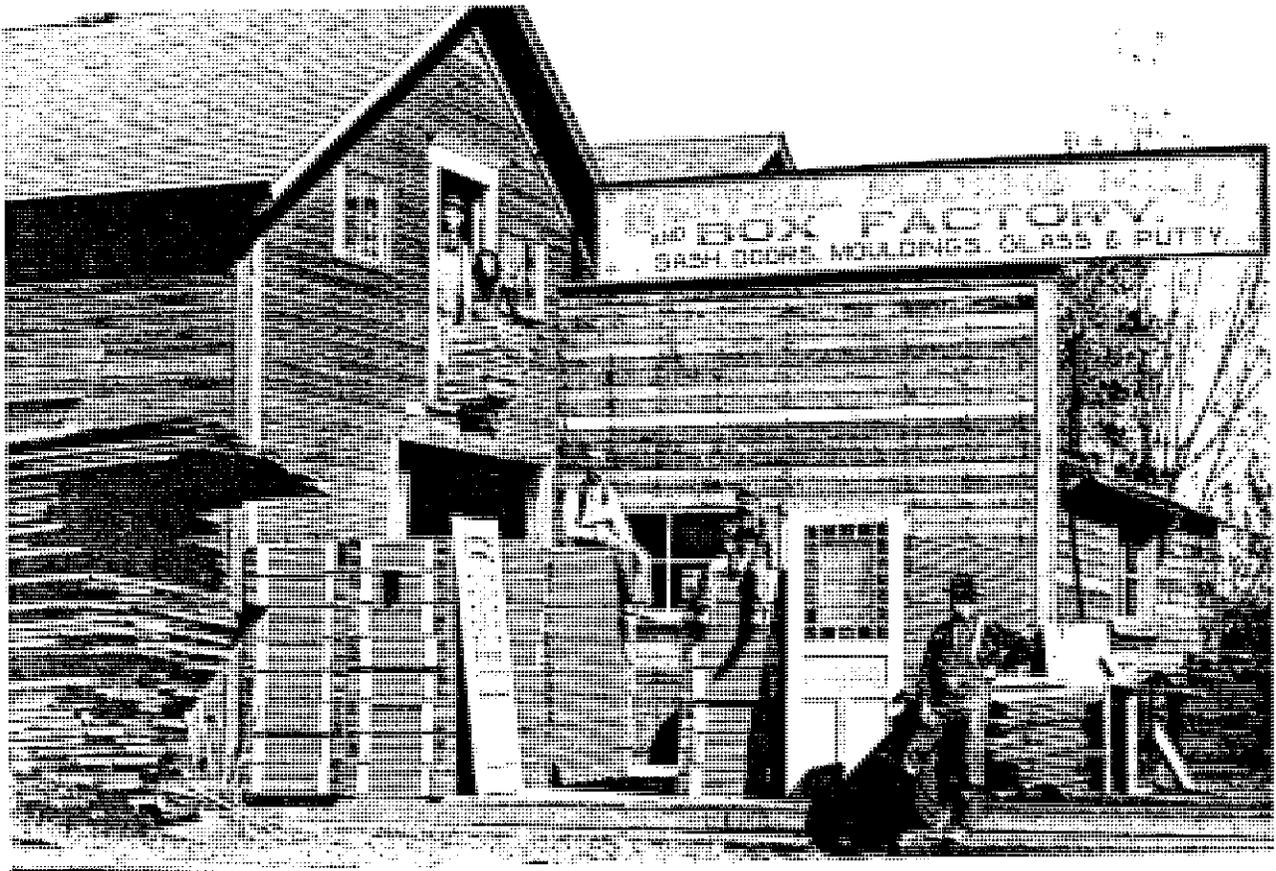


**FIGURE III-17.** 527 SW Fifth Street. Gable Front Vernacular. Steep roof pitch is expresses the Gothic Revival style.

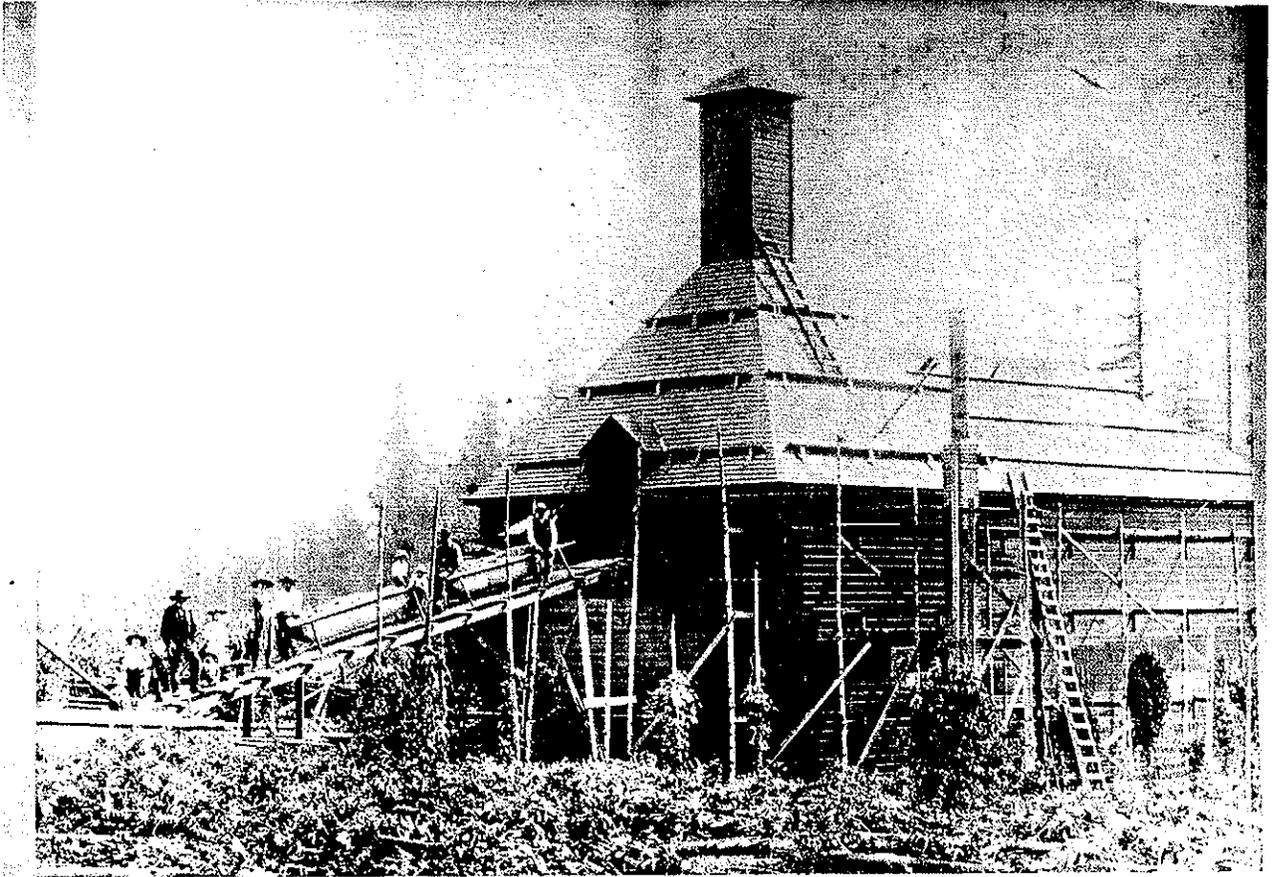
**FIGURE III-18.** Corvallis riverfront in the late 19th century. Steamboat is docked at the Benton County Flouring Mills. Towers to left are water towers at Pittman's Planning Mill and the Corvallis Waterworks.



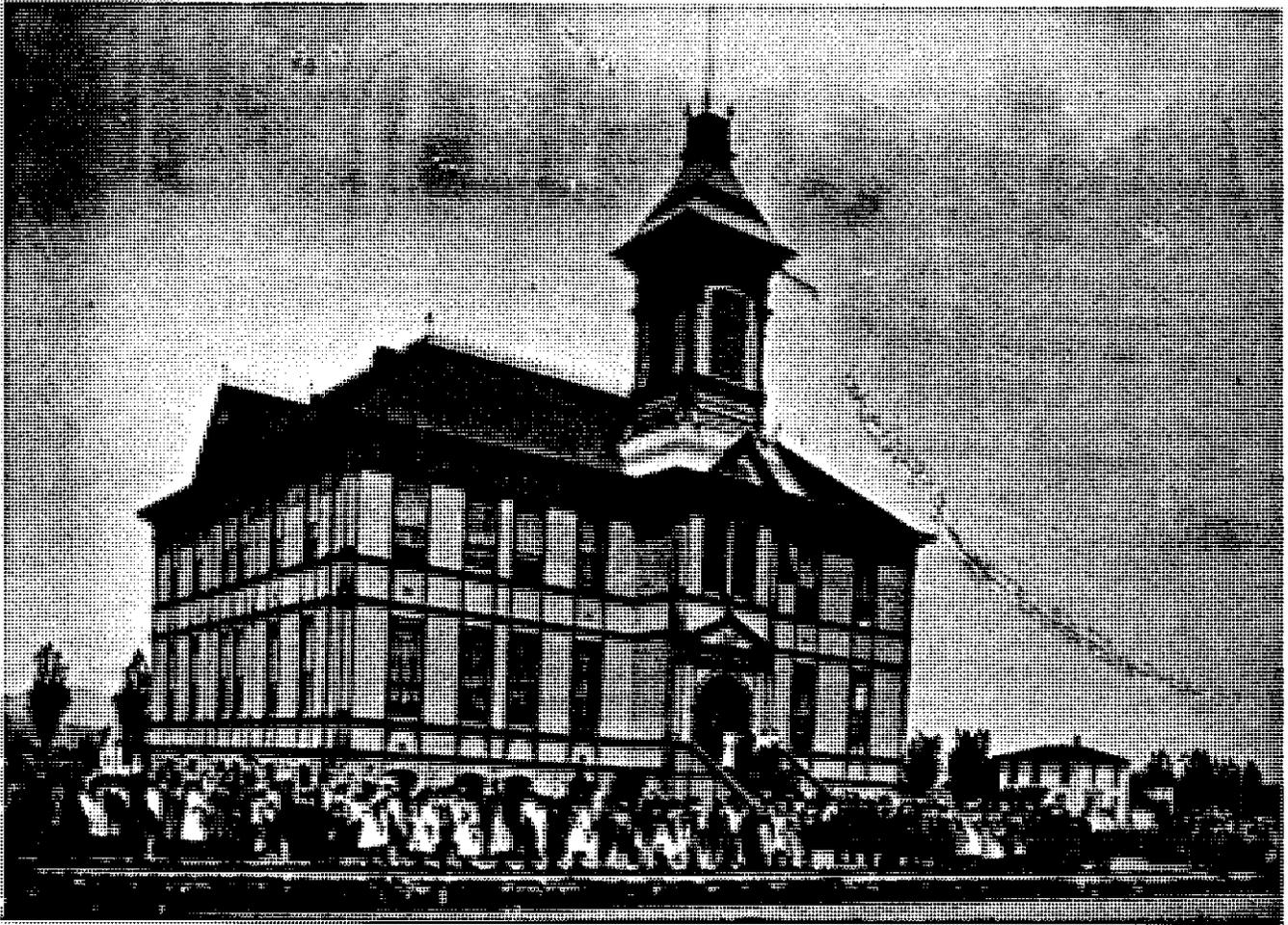
BLUMHART'S FERRY.



**FIGURE III-19.** Sash and door factory at First and Madison in the late 1890's. Purchased by F.P. Sheasgreen and Neil Newhouse from William Pittman in 1894.



**FIGURE III-20.** Example of a hop kiln with its characteristic ventilation cupola.



**FIGURE III-21.** Central School, erected in 1889 on Seventh Street between Monroe and Madison Streets.



**FIGURE III-22.** Armory and Gymnasium built in 1898, Corvallis State Agricultural College. Italian Renaissance Revival.



FIGURE III-23. Benton Hall, 1889. The first Building on the current Oregon State University campus.



**FIGURE III-24.** Cauthorn Hall, men's dormitory at Corvallis State Agricultural College built in 1892. Currently known as Fairbank's Hall, minus tower.



**FIGURE III-25.** Methodist Church located on the northwest corner of Fourth and Madison Streets. Example of a side-steepled church, a configuration which replaced centered steepled churches in the latter part of the 19th century. Ornamentation is Queen Anne.

## CHAPTER FOUR CORVALLIS IN THE NEW CENTURY: THE DAWN OF THE MOTOR AGE, 1900-1929

### HISTORIC NARRATIVE

"Prosperity and Progress are in the atmosphere, and are the marked characteristics of this rapidly developing community, while its prestige as an educational center lends that indefinable charm in people and in manners which is indissolubly linked with a university town. The moral tone of the community is accentuated by the entire absence of saloons in Corvallis" (Description of Corvallis in 1910, Corvallis Commercial Club 1910:26).

Growth and the emergence of Corvallis as a genuine "college town" characterize this period of history. In contrast to the preceding ten years, which saw the population increase 19%, the first ten years of the twentieth century saw the population of Corvallis increase by 150% to 4,552 people (Population by Counties and Minor Divisions, 1900, 1910).

As the first decade of the twentieth century unfolded, Corvallis witnessed the introduction of the automobile and the "bungalow", two innovations which would profoundly affect the future development and appearance of the community. The river, which had played such a prominent role in the life of the community in the nineteenth century, was no longer consequential to the city (Corning 1973:114).

By 1900, the hard times brought on by the Panic of 1893 were forgotten in Oregon (Dicken and Dicken 1979:132). The first decade of the twentieth century was a prosperous period for Corvallis, perhaps aided by promotional literature like that distributed by the Benton County Citizen's League and the Commercial Club. The early twentieth century saw the establishment of a number of such organizations with the goal of promoting and improving Corvallis and Benton County. Among these groups were the Commercial Club, the Village Improvement Society, the Benton County Citizen's League, and the Civic Improvement Committee. The Commercial Club, which had 150 male-only members in 1910, was responsible for promoting paving projects, the cannery, sewer improvements and the gravity flow water system.

Probably in response to the nationwide "City Beautiful" Movement of this period, the Village Improvement Society was organized. The goal of the society was to beautify Corvallis through street clean-ups, landscape improvements at the depot, sewer improvements, etc. (Minutes of the Village Improvement Society, 1904-1911). The Civic Improvement Committee, among other projects, planted many trees on city streets in 1924. In the 1920's, the Chamber of Commerce civic improvement committee sponsored an annual Home and

Town Beautification Campaign (Corvallis Gazette-Times, Apr. 5, 1924).

In 1905, Corvallis adopted a local option law and became a "dry" town (Corvallis Gazette-Times, July 24, 1937). In 1908, the numbering of streets in Corvallis was initiated. Monroe was chosen as the north-south base line because it was the most central street and the longest street running east-west, and the Willamette River was chosen as the east-west base line (Corvallis Times, March 27, 1908).

Progress was the tone of the period and major improvements to the city's infrastructure were carried out at this time. In 1905, the city voted to build a gravity flow water system to tap water from the Mary's Peak watershed. Ten-inch wooden pipe was laid from Rock Creek to Bald Hill west of Corvallis. Here a reservoir was built to feed city water mains. The plant was completed and put into operation in 1906. In 1927, much of the wooden pipe was replaced by steel pipe (Corvallis Gazette Times, March 19, 1976). By 1912, Corvallis had more phones per capita than any other city of its size in the U.S. (Corvallis and Benton County, Oregon 1910:12). Paving of city streets began in 1910. By 1912, Corvallis had 5 1/2 miles of bitulithic pavement. In 1911, two new sewers were laid (Corvallis and Benton County, Oregon 1910:12).

Even though the tone of the period was progressive with an emphasis on the future, there was an attempt to preserve history. In 1915, land near the Mary's River, which included pioneer J.C. Avery's house, was purchased for a city park. Descendants of J.C. Avery planned to move the historic Avery residence, which had been built in the early 1850's, and preserve it as a landmark. In 1916, the house burned before it could be moved. All that remained were the two chimneys, ten feet apart.

In 1912, the Southern Pacific Railroad published a publicity brochure for Corvallis and Benton County as part of an effort to promote emigration to the region on its rail lines. This may have been a contributing factor to the population growth during the first decade. Population expansion resulted in a large annexation of area to the city in 1909. Additions platted during the decade from 1900-1910 included: **Louisa Irwin's Addition (1905)**, **College Crest Addition (1907)**, **North College Hill Addition (Supplemental Plat, 1908)**, **Miller's Addition (1909)**, **Emery and Kent's Addition (1909)**, **N.P. and B. Avery's Second Addition (1909)**, **Fairview Addition (1909)**, **Rosedale Addition (1909)**, **Park Terrace Addition (1909)**, and **West Corvallis (1909)**. The flurry of platting activity in 1909 reflects the large area annexed on the west side of the city that year which essentially doubled the size of Corvallis.

In these additions, homes illustrating the wide range of early twentieth century architectural styles were built including: the Queen Anne style in the late nineteenth century; the transitional

Colonial Revival styles in the early twentieth century; the Modern styles, such as the Bungalow and Craftsman styles toward the end of the decade; as well as vernacular house forms, such as the persistent gable-front and wing, gabled-ell, foursquare, and the hipped roof cottage. In 1904, the Benton County Citizen's League reported that \$1000-\$2500 bought a well-improved and pleasant city residence (Benton County Citizen's League 1904).

Of interest was the number of houses rented and not owner occupied at the turn of the century. An analysis of the U.S. Census of Benton County for 1900 indicates that of the 714 families enumerated as living in urban areas of Benton County, 362 were renting their houses (Martin 1938:22). The need for housing was, in part, related to the growth of the college in this period. In 1905, Professor Horner purchased lots to erect cottages for sale to families who came to Corvallis for educational purposes (Corvallis Gazette, May 3, 1905).

A promotional brochure distributed by the Corvallis Commercial Club in 1910 noted that, in 1909, more than 200 buildings were constructed, several roads laid throughout the residential district, and an "artistic system of modern parking adopted and carried out". In the business district, there were contracts for \$100,000 worth of pavement and miles of cement sidewalks were laid out in the city (Corvallis and Benton County, Oregon 1910:22). The brochure further asserted that, "Corvallis has great advantage for the home builder; business opportunities and social and educational advantages" (Corvallis and Benton County, Oregon, 1910:26).

While the population continued to grow in the second decade of the twentieth century, growth was much slower but still amounted to a 26% increase in the years from 1910 to 1920 (Populations by Counties and Minor Civil Divisions; U.S. Census, Vol. I, Population, 1940). Several more additions were platted in the decade from 1910 to 1920, including the **Oak Creek Addition** (1911), **Miller's Second Addition** (1911), **College Heights Addition** (1911), **Kerr's Addition** (1912), **Hollenberg's Addition** (1913), **Fisher's Addition** (1913), **Fraternity Square** (Supplemental Plat of College Hill Addition, 1915), **Arnold Heights Addition** (1916), and **Supplemental Plat College Hill Addition** (1920). It was noted that some of these additions transformed this section "from a wheat field and prune orchard to beautiful residences" (Gazette-Times, July 24, 1937). At the time these additions were platted, the Bungalow and Craftsman styles were at the height of their popularity. In 1912, over 100 residences were constructed (Polk 1913:247). Fifty-three of these residences were built east of Ninth Street, in the older portion of the city.

Development was also occurring some distance from the core city area. In 1911, the former D.B. Mulkey Donation Land Claim, northwest of town, was divided into 64 lots (located in the current Timberhill-Arrowood Circle vicinity) and the Willamettedale Farm,

north of town, was divided into 16 parcels (Fig. IV-4).

The early years of the 1920's saw extensive development in Corvallis. While there was a 31% increase in the population in the decade from 1920 to 1930, most of that population was added to the city in the early 1920's, with the population of Corvallis increasing by 1500 people in the first three years of the 1920's. This new populace boosted home building, especially in the years of 1921 and 1922. Much of this building occurred in additions platted during the preceding two decades, although the older sections of town also saw new construction as homeowners, who no longer needed so much land for barns and outbuildings, reduced their holdings to a single lot and sold adjoining lots.

Many of the plats dating to the third decade of the twentieth century were supplemental plats to already existing additions. They included a **Supplemental Plat of Blocks 8, 9, 13, 14 College Hill Addition (1920)**, **Supplemental Plat of the Fairview Addition (1921)**, **Supplemental Plat of Block 10 College Hill Addition (1921)**, **Beal's Supplement to Blocks 15 and 16 of the Wells and McElroy Addition (1922)**, **Johnson's Addition - Supplement to Blocks 15 and 16 of the Wells and McElroy Addition (1926)**, **Baber's Supplement to Lots 2 and 3 College Homes Addition (1928)**, and **Reitsma's Subdivision of Lot 3 College Homes (1928)**. A new area platted at this time was the **Hillcrest Addition**, platted in 1921.

In 1921, 173 new residences were built and, in 1922, 125 residences were built. Of this number, 53 were built north of Madison, 35 were constructed south of Madison, and 35 were built on College Hill (Corvallis Gazette-Times, Jan. 1, 1923). In 1923, only 36 new residences were built. The newspaper reported that homes in 1922 ranged from \$1000, for a "cottage" built for the use of self supporting students, to \$4000. There were also some homes costing \$20,000 (Corvallis Gazette-Times, Jan. 1, 1923).

It was during the 1920's that the development of the area known as south Corvallis, on the south side of the Mary's River, began with land subdivided into smaller tracts. Among these tracts were the **Lincoln Tracts (1921)**, the **Carver Tracts (1923)**, and **Lilly Acres (1926)**. Figures IV-1, 2 and 3 illustrate the locations and boundaries of plats from this period of history.

In 1925, Corvallis had a city planner and, for the first time, building permits were required to build new structures. A.D. Taylor, the planner, recommended in 1925 that the riverfront be acquired by the city and developed as a park. He urged development of the school property, west of Sixth Street between Madison and Monroe, as a park, and he advocated the development of Avery woods as a park with access from 15th and Western streets (Corvallis Gazette-Times, March 19, 1926, p.A5). He also recommended that the city adopt a zoning ordinance to protect home owners from garages, laundries etc. (Corvallis Gazette-Times, March 19, 1926:A-5).

Based on previous surveys, the first apartment buildings in Corvallis were probably built in the early twentieth century. These first apartment buildings were generally built of wood, but in the 1920's, more substantial apartment buildings of brick, concrete, or stone tile were built.

Five apartment buildings were constructed in 1922, including the Beaver Apartments on north Second Street built by Camp and Steinel, owners of the Beaver Laundry (Corvallis Gazette-Times, Jan. 1, 1923). These apartments were built next to the laundry and used steam produced by the laundry for heat. Other apartment buildings constructed that year included the Fairview Apartments at Twelfth and Van Buren streets, the Ball Apartments in the Ball Building on the corner of Third and Jefferson, and the Schneider Apartments at 26th and Arnold Way.

In 1925, the 2½-story, wood-frame McCready Apartments were built on the southeast corner of Fourth and "B" streets for J.S. McCready. Mr. McCready was also owner of the Corvallis Lumber Company located a block away from the apartments. That same year, the concrete Heckart Apartments were built on the northwest corner of Fifth and Monroe streets (Corvallis Gazette-Times, June 9, 1925). H.E. Wilder, a building contractor, erected a three-story, brick, "Spanish Type" apartment building on the northeast corner of Tenth and Jackson streets in 1926 (Fig. IV-6) (Corvallis Gazette-Times, October 15, 1926).

#### **COMMERCIAL DEVELOPMENTS IN THE EARLY TWENTIETH CENTURY**

"The buildings erected both in the business and residence sections represent a better and more attractive style of architecture and an apparent desire to go in for more than merely the substantial. As a consequence, the appearance of the city has been vastly enhanced, and in the business section, the replacement of shacks with large and handsome structures and the covering of waste spaces with good buildings of lesser pretention has created such a change in certain regions that a trip through the business streets now arouses much pleasant speculation and with many a great deal of enthusiasm" (Corvallis Gazette-Times, Jan. 1, 1923).

This period of history saw the addition of a number of types of commercial buildings not found on the nineteenth century landscape. Included were auto-related businesses, such as gas stations, sale and repair garages, movie theaters, department stores and chain stores. As new buildings materialized to meet the demands of a changing society, the fixtures of the nineteenth century, the livery stables, the blacksmith shops, the general stores and the Opera House, disappeared.

The early twentieth century saw two major changes to the traditional business district. First, this district, which had

previously centered on Second Street, expanded west to Third Street in the second decade of the twentieth century. Second, most of the wood-frame commercial buildings remaining on Second Street were demolished or removed at this time and replaced with masonry buildings.

Building activity leading to these changes began in the first years of the century. The Corvallis Hotel, which was built on the southeast corner of Second and Monroe streets in 1893, had been a victim of the economic downturn of that earlier period. Because of financial problems and the fact that the hotel had never been properly completed, the building was vacant for nearly ten years. In 1902, the building was renovated and reopened. In 1903, the O.J. Blackledge Building was erected on the west side of Second Street between Jefferson and Adams. This may have been the earliest concrete block building erected in Corvallis. In 1906, the J. C. Taylor Building was completed on the west side of Second Street north of the Masonic Hall. In 1907, three new brick structures were built on Second Street, including the Benton County State Bank Building on the northeast corner of Second and Madison streets (Fig. IV-7) and the S.L. Kline Building on the east side of Second, between Madison and Monroe Avenues (actually a major remodeling of the 1890 Kline Building in this location).

One of the largest improvements was the second renovation within the decade of the Corvallis Hotel. Having been purchased by Julian McFadden in 1907, it was announced by McFadden in 1910 that the hotel was to be enlarged and modernized. At that time, the exterior brick walls of the principal facades were removed, a fourth story added, and the walls of the hotel rebuilt, transforming the building from a nineteenth century Arcaded Block with a corner turret, to a four-story, Georgian Revival Hotel (Fig. IV-8). When the building was reopened in January of 1911, it was renamed the Julian Hotel (Nesbit 1983).

In 1910, Mr. Gus Harding decided to build a large commercial building on the northwest corner of Third and Madison streets, one block to the west of the established business district. The first occupant of the two-story Harding Building was Nolan's Department Store, which advertised that "it paid to walk a little farther" (Chapman and Weber 1983-1984). The Harding Building was the cornerstone of what became the Third Street business district.

The Masons also helped expand the commercial district to Third Street. When selecting a site for their new building, they "went into the sticks" and broke away from Second Street to Third Street. The two-story brick Masonic Building was erected on the southwest corner of Third and Madison streets in 1912, becoming the second anchor of what was to become the Third Street commercial district.

In addition to the Masonic Building, at least seven other business buildings were constructed in 1912, including the Cate Garage on

the southeast corner of Third and Adams streets. New buildings continued to be built on Second Street. In 1910, Albert J. Metzger built a one-story concrete building (Corvallis Gazette-Times, Jan. 7, 1910). In 1913, the J.W. Foster and W.A. Wells Building was built on Second Street. This building was a poured concrete structure with a white brick facade. At the time it was built, the newspaper noted that, "Builders want to clean up a row of shacks here" (Corvallis Gazette-Times, Sept. 2, 1913).

The appearance of the business district was altered considerably in the 1920's (Figures IV-10, 11). As one commentator noted in 1914, along Second and Third streets, from Van Buren to Washington, were ramshackle old barns, sheds, and lop-sided lean-to's interspersed among business houses. "By 1924, they were all gone, replaced by modern business structures" (Corvallis Gazette-Times, Jan 1, 1924). In the early 1920's:

"Corvallis went on the boom in a big way...Beginning about 1920 the business section of Corvallis began to build up. Third Street soon became as important for business as Second Street, then spread farther west to Fourth Street, the Benton Hotel and the Elks Temple having been built in 1925 and 1926..."(Blakely 1937: Sec.3,p.5).

In 1922, nineteen buildings were built in the business section (Corvallis Gazette-Times, Jan 1, 1923). On Second Street, between Monroe and Jackson, the Weigand Block and the Eberting Building were constructed. Further north was the new Beaver Laundry Building. Most of the growth was in the area centering around Third and Madison streets, including the Smith-Allen-Rennie Building, a two-story building on the northeast corner of Third and Madison streets. Across the street, on the west side of Third Street between Madison and Monroe, the Pulley, Darling, Hyde, and Thatcher Buildings were erected. On the end of that block, the southwest corner of Third and Monroe, was the Johnson Porter Building, erected for the Pacific Telephone Company. On the northwest corner of Third and Jefferson was the Ball Building. In general, the early 1920's were good business years for Corvallis, with the newspaper noting in 1923 that there were no vacant buildings in the downtown section.

The late 1920's saw the construction of the last large commercial structures built in the downtown prior to the depression years. In 1926, the three-story Crees Building was built on the west side of Third Street between Madison and Jefferson streets. That same year, the Gazette-Times built a new building for its operations at the southwest corner of Third and Jefferson streets. In 1927-28, the wood-frame Occidental Hotel building at the southeast corner of Second and Madison streets was replaced by the Corvallis Hotel, a four-story brick hotel built in the Italian Renaissance style. On the northeast corner of Second and Jefferson streets, a chain-store, the Montgomery Ward Building, was built in 1928, and

in 1929, a two-story brick was erected at 351 Madison Street, just east of the Whiteside Theater.

Also in 1928, the newspaper reported that the City Council had adopted a new code for building. The code changed the boundaries of the "downtown business area", the area in which no wooden building of any type could be constructed (Corvallis Gazette-Times, June 22, 1938). Apparently, a previous code prohibited wooden buildings from being constructed in the core commercial area, but the date of that earlier prohibition has not been determined.

During this period, commercial buildings were also being erected outside the traditional business district along Monroe Street just north of the college campus. S.O. Clodfelter erected a two-story brick building on the corner of Fifteen and Monroe. The building was occupied by the College Pharmacy and a shoe shop. Rooms were located above (Corvallis Gazette-Times, Jan. 1, 1923). Another campus-related building constructed in 1922 was the McGregor Barber Shop, located on Monroe near Kings (Corvallis Gazette-Times, Jan. 1, 1923). At 26th and Arnold Way, F.R. Woods erected a small store occupied by the McCready Grocery. (Corvallis Gazette-Times, Jan. 1, 1923).

### Movie Theaters

The hub of entertainment in the nineteenth century, the Opera House, lost favor in the early twentieth century as vaudeville and moving pictures gained in popularity. By 1910, three movie theaters were advertised. The Palace Theater was advertised early in 1910 (Weekly Gazette-Times, Jan. 7, 1910). Located on north Second Street, this theater was operated by Small and Whiteside. In February of 1910, the Star Theater was advertised (Weekly Gazette-Times, Feb. 4, 1910). The Idlewild Theater opened in September of 1910 and showed films according to the newspaper (Benton County Republican, Nov. 17, 1910). In 1911, Small and Whiteside leased the Idlewild Theater and closed the Star Theater. The Idlewild was used for vaudeville while the Palace Theater showed pictures three nights a week. The Palace Theater burned and until the Majestic Theater was built in 1913, for lessees Samuel Whiteside and Charles Small, the Crystal Theater was used. The Crystal Theater was located upstairs in the older Masonic Building on Second Street.

In 1913, the Majestic Theater opened. Located next to the Julian Hotel on Second Street, the 800-seat theater was a combination theater and moving picture house. In addition to opera and vaudeville, the theater also hosted local events. In 1916, there was also the Airdome, an outside theater which showed motion pictures on the site of the current Whiteside Theater (Chapman and Weber 1983-84). In 1921, the Blue Mouse Theater was opened on north Street in a building built by the Odd Fellows. The theater was short-lived, however, probably because of the competition posed

by the Whiteside Theater which was built the following year.

In 1922, the Whiteside Theater was built by Charles and Samuel Whiteside on the northeast corner of Fourth and Madison streets (Fig. IV-12). When finished, it was described as the city's most attractive business structure (Corvallis Gazette-Times, Jan 1, 1923). Well that it was since the theater, built in the grand tradition of the movie palace, cost \$100,000.00 which was a tidy sum in those days. When constructed, the theater was hailed as the grandest in the State of Oregon except for the Liberty Theater in Portland (Chapman and Weber 1983-84).

### **Department and Chain stores**

One of the first department stores in Corvallis was Kline's Department Store, located in the Kline Building on the east side of Second Street between Madison and Jefferson avenues. The store sold a wide variety of dry goods and general merchandise and also had a "Pure Food Department" which sold groceries.

Another early department store was Nolan's Department Store, an enlargement of the business of J.M. Nolan and Son. This store was opened in 1910 in the Harding Building on the northwest corner of Third and Madison streets. Nolan's Department Store had the first "bargain basement" in Corvallis, established after Mr. Nolan visited the Marshall Field's Store in Chicago in 1911. In 1922, the Miller Mercantile Company, a chain store, purchased the Kline business. It operated in this location until 1926, when it moved to the newly completed Crees Building on Third Street.

Prior to 1922, there were three chain stores in Corvallis. By January of 1923, there were ten (Covallis Gazette-Times, Jan. 1, 1923). Department stores in Corvallis in the late 1920's included J.C. Penney, Montgomery Ward, J.M. Nolan and Sons, and the Miller Mercantile Company. Of these four stores, only Nolan's was locally owned.

### **TRANSPORTATION IN THE EARLY TWENTIETH CENTURY**

The first three decades of the twentieth century saw sweeping changes in transportation modes and networks. These years in Corvallis saw the end of the steamboat era, the first automobiles, the rise and fall of interurban electric railroads, the construction of an all-weather road network, including a concrete ribbon of highway from Canada to Mexico, and, in 1914, the first airplane. Surviving Oregon Trail pioneers were among those who witnessed all of these transportation innovations.

#### **Steamboats**

In 1903, a steamboat made the last trip above Corvallis (Corning 1973:189). Trips were still made to Corvallis, however, and in the

Corvallis Commercial Club promotional brochure of 1910, it was pointed out that Corvallis was at the head of navigation on the Willamette, with steamboats running to Portland seven or eight months of the year (Corvallis Commercial Club, 1910). In the early 1920's, steamboat service to Corvallis was discontinued. This final blow was delivered by the automobile.

### **Railroads**

In 1908, a rail line was extended south of Corvallis for the first time. The Corvallis and Alsea River Railway was incorporated under the leadership of Stephen Carver, with the goal of constructing a railroad to Alsea and west to Waldport on the Pacific Coast. The goal of this railroad was to tap the increasingly important timber resources of this region. The line was also constructed south to Monroe, but this south branch was intended only as a spur line to serve Wilhelm's Flour Mill. Because Carver was not able to secure adequate capital, the line was purchased by Alvadore Welch in 1911. Welch renamed the railroad the Portland, Eugene, and Eastern Railroad. His goal was to complete an electric line from Portland to San Francisco. The line was taken over by Southern Pacific in the mid 1910's. While the goal of an electric railway between Portland and San Francisco never materialized, for the first time Corvallis and Eugene were united by rail. Southern Pacific also ran a spur line to Dawson and Glenbrook, which were originally on the main line and were locations of large sawmills. The Corvallis Lumber Company hauled logs by rail from the Green Peak area for processing in Corvallis.

In April of 1911, the railroad spur on Washington Avenue which led to the riverfront industries was removed. The prominent role of the riverfront and its industries in the development of Corvallis in the nineteenth century faded considerably as the new century progressed.

Sometime between 1912 and 1917, Southern Pacific acquired the Corvallis and Eastern Railroad (the former Oregon and Pacific line).

While steamboat transportation was eclipsed by the railroad, so too was the railroad eclipsed by the automobile in the early twentieth century. In 1928, passenger service between Corvallis and Yaquina Bay was discontinued (Daily Gazette-Times, August 29, 1928).

### **Interurban Electric Railways**

The building of electric railways began in Oregon in the first decade of the twentieth century. The first electric rail line to serve Corvallis was the Oregon Electric, beginning in 1912. The Oregon Electric Company built a new line paralleling the main line of the Southern Pacific (formerly the O. and C. Railroad) on the east side of the Willamette River. The line went from Portland to

Eugene. From a station called Gray, south of Albany, a spur line was run to Corvallis in 1913 (Corvallis Gazette-Times, March 19, 1913). Although construction of a bridge across the Willamette River to a depot in Corvallis was one of the original goals of the Oregon Electric Railway Company, the company decided to build a depot on the east side of the Willamette River across from Corvallis (Fig. IV-14).

With the success of the Oregon Electric, Southern Pacific decided to electrify its west side line. In 1917, steel cars, painted a bright red, gave the service its name - "Red Electrics". The concrete block depot, located at 9th and Washington streets and built in 1910 by the Corvallis and Eastern Railroad, was moved at this time to Sixth Street, between Madison and Monroe, to serve the Red Electric passengers. At one time, there were four daily trains each way to Portland (Corvallis Gazette-Times, Sept. 21, 1929).

Passenger service on the Oregon Electric reached its peak in the 1915-1920 period. The electric trains were doomed, however, by the increasing popularity and affordability of the automobile. "A fetish of the 1920's was 'modernism'... A restlessness and urge for adventure was general. And undeniably, the interurban was becoming a bit shabby and weather beaten as it rattled over uneven tracks" (Mill 1945:123). In 1929, the Red Electrics ceased operation. At the time, the passenger traffic manager of the Southern Pacific Red Electric line noted, "The interurban electric lines here, as everywhere else, have become decidedly less profitable to operate in competition with automobile stages" (Gazette-Times, September 21, 1929). While the depression made matters worse, the date of this article precedes the stock market crash.

A daily steam train operated in place of the Red Electrics and, supposedly, special steam trains were to run when there was a demand (Corvallis Gazette-Times, Oct 4, 1929). Daily motor stages (buses), also run by Southern Pacific, took over the Red Electric service.

### **Stagecoach Lines**

The first years of the twentieth century saw the last of the horse-drawn stage as a mode of transportation. In 1904, the Corvallis and Albany Stage Line still operated from Viditos Livery Stable in Corvallis (Corvallis Gazette, Jan. 28, 1904).

### **Streetcars and Buses**

Apparently, there were plans to have another streetcar system in Corvallis after the demise of the horse-drawn streetcar system. In 1916, the newspaper noted that streetcar rails were removed from Van Buren Avenue from Second to Fifteenth streets (Corvallis Gazette-Times, June 14, 1916). The rails had been laid between Van Buren Avenue between Second and Fifteenth streets in 1912, when the

Portland, Eugene, and Eastern Railroad secured a franchise on Van Buren and promised streetcar service.

Beginning in about 1907, Larry Russell began operating a "bus line" using a Ford Touring car. Headquarters for the bus line were located in the old Territorial Capitol building (Corvallis Gazette-Times, July 24, 1937). In 1915, the Corvallis Transit Company had an automobile bus or "jitney" with a horseshoe-shaped interior that held 15 passengers. In 1925 when, according to the newspaper, the "transportation system soon outgrew its Toonerville Trolley proportions", Mr. Russell moved to his auto-sales garage south of the Hotel Benton, located on the southwest corner of Fourth and Monroe streets (Corvallis Gazette-Times, July 24, 1937).

In 1929, Southern Pacific operated a motor stage, or bus service, in Corvallis. The newspaper noted that,

"Eighteen Southern Pacific stage drivers and their families live here, and Corvallis is the terminal for the stage lines. There are eight mechanics at the Southern Pacific Garage. There are 50 stages a day in and out of Corvallis" (Corvallis Gazette-Times, Oct. 4, 1929).

#### Automobiles

When Mark Rickard began selling automobiles in Corvallis in 1904 or 1905, Corvallis residents could not foresee the changes that would occur within the span of the next few years, as a result of the introduction of this new mode of transportation. One of the first residents of Corvallis to own a car was August Fischer who purchased a Rambler in 1903 (Corvallis Gazette, July 4, 1903).

Statewide, the automobile gained acceptance by 1910 and widespread popularity by 1920. This is illustrated by the number of cars registered in the State of Oregon in 1910 and in 1920: in 1910, 2,493 cars were registered; and in 1920, 103,790 passenger cars were registered. The 1920-figure number more than doubled by 1930 when Ford's Model-T gave way to the Model-A (Dicken and Dicken 1979:134). Among the consequences of the automobile locally were the decline of railroad passenger service, a clamor for improved roads, and the construction of numerous automobile-related business buildings in Corvallis.

With the popularity of the automobile came the era of construction projects to create an all-weather road network. The National Good Roads movement was launched in 1902. In 1913, Arthur Clarke, president of the Commercial Club, stated in a speech that "Good roads annihilate distance and cancel space. They bring the farmer nearer the market and the city man in closer touch with nature" (Corvallis Gazette-Times, Jan. 28, 1914: p.4). The majority of roads in the city of Corvallis were paved in the years between 1910 and 1920 (Fig. IV-15) (Gazette-Times, July 24, 1937).

Until 1917, road building in Oregon was almost always the responsibility of the counties (Dicken and Dicken 1979:134). In 1917, the state legislature enacted a law which provided for the creation of a state highway commission and authorized it to construct and maintain a system of modern highways throughout the state (Clark et al. 1925:337).

Among the most important road projects was the construction of the Pacific Highway, which extended from Vancouver, British Columbia to San Diego, California. The Pacific Highway followed the routes of the east side and west side railroads through the Willamette Valley, meeting at Junction City. Paving on the east-side highway was completed in 1922 while the west-side Pacific Highway was paved in 1923. One effect of this road was increased tourism in the Willamette Valley. Camping facilities for tourists were scarce and to meet that demand an auto park was established in the City Park on the Mary's River (Pioneer Park today). In 1920, tourist cabins were erected in the City Park and it became commonly known as "auto park". The auto park was;

"...designated as one of the most inviting of the best six or so auto parks between Portland and San Diego. At the park were camp ovens, tables, benches, a bungalow rest room with showers, a main cabin with chairs, literature, phone, and electric lights to illuminate the park. A laundry room and row of connected cabins were provided" (Chapman and Weber 1983-1984).

In 1925, the Hotel Benton was built on the southwest corner of Fourth and Monroe streets. With seven stories, this was the tallest building in downtown Corvallis. The construction of the hotel was related to the completion of the Pacific Highway through Corvallis several years earlier.

Downtown, automobile-spawned businesses took their place on the landscape, replacing the livery stables and blacksmith shops of the nineteenth century. Among the automobile-related business in Corvallis in 1924 were "auto accessories, tractor dealers, auto agencies, auto electrical shops, supply houses, garages, auto painting shops, tire dealers, auto parts, auto wrecking plants, gasoline and oil stations, and specialty stores for the horseless age" (Corvallis Gazette-Times, Jan.1, 1924). The article went on to note that the highest wages in the city were earned in this industry.

Mark Rickard, who was the first to sell cars in Corvallis, supposedly had the second car dealership in the State of Oregon although this has not been verified. He sold his first automobiles in the rear of Long's Sporting Goods Store on Second Street. In 1908, he built an auto garage on the southeast corner of Second and Van Buren streets, the first to be built in Corvallis. Mr. Rickard was the agent for Pope, Peerless, Chalmers, and Flanders automobiles.

Many of the first garages specifically built for automobiles resembled livery stables in design. Hathaway Brothers operated a carriage building, horseshoeing, and general blacksmithing business on the northeast corner of Second and Adams streets in Corvallis. In 1911, the Corvallis and Philomath Auto Company, with C.O. Hathaway as manager, erected an up-to-date garage in this location. The garage was poured cement with a pebble dash front (The Daily Gazette-Times, Apr.4, 1911). This was among the first buildings to be constructed specifically for this purpose in Corvallis (Fig. IV-17). The Cate Garage (1912) was built shortly thereafter on the southeast corner of Third and Adams streets.

Other early automobile garages in Corvallis were: the McKellip's-Groves Garage (1917), in which Adam Wilhelm had his Ford Agency (current building at the southwest corner of Second and Washington streets); the A.L. Stevenson Garage (1917), home of the Moore Overland Agency (Fig. IV-18, current building at the northwest corner of Second and Washington streets); and the Whiteside and Locke Garage (1917), which sold Hudson's, Essexes, Oldsmobiles, and Maxwells, and was located on Third and Monroe.

In 1923, the newspaper noted that, "Corvallis is better supplied than any town in Oregon when it comes to autos, except Portland" (Gazette-Times, Jan. 1, 1923). The same issue noted that;

"...accessory dealers are now carrying the heaviest stock of parts in their history, and are preparing for a big tourist trade this spring and summer...More new service and supply stations have been est. in 1922 than ever before and the 1923 program for nearly every dealer or auto garage in the city includes means for expansion or improvement" (Gazette-Times, Jan. 1, 1923).

With the automobile, came the need for its disposal. In 1922, the Corvallis Auto Wrecking Yard was established.

In the early 1920's, Rickard's Garage burned. He built a new garage on the same site and, when completed, it was the largest fireproof garage north of Sacramento. With a number of auto garages and auto-related businesses centered around north Second Street near the location of Rickard's Garage, this area was known as "Automobile Row" in the 1920's. Garages in this area in the 1920's included: the Rickard Buick Garage at the southeast corner of Second and Van Buren streets; Getz and Grout Ford and Lincoln (1920) located at the northwest corner of Second and Jackson streets; the Malone Starr Motor Company (1923) at 129 N Second Street, selling Durant and Star cars; Brands Chevrolet at the southwest corner of Second and Van Buren streets; and the Silver Wheels Freight Terminal at the northeast corner of Second and Van Buren (1927) (Fig. IV-19). Other automobile Garages in Corvallis in the 1920's included: J.R. Coopey Nash dealer located in the A.L. Stevenson Garage on the northwest corner of Second and

Washington streets; E. Nordenson Chevrolet; Riley and Meier Dodge; Wilhelm's Garage at Second and Washington which sold Willey's Overland and Willey's Knight, Jewett and White Trucks and was a Nash dealer; M.A. Rickard's Buick Garage at Third and Adams; and Larry Russell's Auto Garage south of the Hotel Benton. Mr. Russell sold Plymouth and De Soto cars.

With the establishment of the Pacific Highway, Third Street became the location for early service stations which included: the Union Service Station at Third and Monroe; the Tourist Tire and Repair Shop at 3rd and Jackson; and, in 1925, the Groves filling station erected at Third and Washington streets. In 1924, a gas station and garage were also built at Second and Van Buren.

### **Ferries and Bridges**

The first bridge across the Willamette River in Corvallis was completed in 1913, replacing the ferry which had operated since the first settlers arrived in this area. This bridge was designed with a swing span which allowed for the passage of steamboat traffic (Fig. IV-15).

In 1929, a ferry was located on the Willamette River south of what was then the city limits, but probably located within the current city limits. The Stalbusch Island Ferry was located at what was then the south end of Crystal Lake Drive (Fig. IV-5).

## **INDUSTRIAL DEVELOPMENTS**

### **Sawmills/Planing Mills**

While in the last quarter of the nineteenth century flouring mills dominated Corvallis industry, their importance declined significantly in the early twentieth century as they were overshadowed by the timber industry. In ca. 1900, the lumber industry began to figure much more prominently in the economy of the state. This occurred for several reasons. According to Dicken and Dicken (1979), the supply of timber in the upper Midwest was exhausted and large lumber companies moved to the West Coast to tap a new timber supply. At the same time, there was a growing demand for timber in the eastern part of the United States. Lumber production was boosted even further by World War I (Dicken and Dicken 1979:134).

With the move west, lumber companies also brought improved technology for logging that included the donkey engine and winch with steel cable (Dicken and Dicken 1979:132-133). Commercial plywood also had its beginning in Oregon in 1905 (Schroeder 1974:8). By 1929, lumber industries in Oregon accounted for 62% of all wage earners. While Corvallis was the location of a large sawmill during this period, agriculture and education still figured more prominently than timber.

The sawmill established in 1854 on the north side of the town had several owners during this period. It was known at various times as the Allen and Bouy Lumber Company, the Sunset Lumber Company, the Occidental Lumber Company, the Corvallis Sawmill Company and the Garrow Lumber Company. The mill burned in ca. 1911 and was not rebuilt (Phinney, "Henry Gerber Interview").

In 1904, the promotional brochure printed by the Benton County Citizen's League noted that Corvallis formed the center for trade in oak, ash, maple, and cottonwood. Within the county there was also pine, fir, spruce, hemlock and cedar. In addition to an abundance for local use, there was more than enough timber for export with Douglas fir in great demand for building lumber, bridge timbers and ship spurs, etc. (Benton County Ore. Illustrated 1904:12).

In 1909, the McCready Brothers Sawmill was founded. Eventually known as the Corvallis Lumber Company, the mill was located on the flat on the north side of the confluence area of the Willamette and Mary's Rivers. According to a 1912 promotional brochure, the sawmill produced 100,000 feet of lumber daily (Corvallis and Benton County, Oregon, 1912). A 1923 newspaper article noted that the McCready Sawmill had rendered a valuable service during the war. "The mill currently runs day and night to keep up with orders" (Corvallis Gazette-Times, Jan. 1, 1923).

In 1901, Edward Buxton purchased the Central Planing Mill from F.P. Sheasgreen. The mill became the largest and best known manufacturing firm in Benton County in the first decade of the century, according to one source (Anon 1903:1169-1170). Until 1909, the mill was also known for the boxes manufactured there. At the same time, the mill continued to manufacture window sashes, doors, and custom mill-work for clients which included the college. The mill building burned in 1911. The mill was rebuilt and Buxton's Mill, as it was then known, supplied many of the building materials for Corvallis homes and businesses throughout the first half of the twentieth century. The mill also sold builder's hardware (Corvallis Gazette-Times, May 10, 1951).

### **Other Industries**

In 1912, the brick and tile yard in Corvallis supposedly manufactured 1,000,000 brick and 200,000 tile per year. The Corvallis cigar factory was also still in operation in 1923 (Corvallis Gazette-Times, Jan. 1, 1923). The Corvallis Organ and Carriage Factory was sold in 1904, at which time it moved to Albany (Corvallis Gazette, Jan 5, 1904).

### **Agricultural Developments**

By the turn of the century, wheat production had given way to more diversified agricultural pursuits, of which the most important to

the Corvallis economy were fruit crops, poultry and egg production, and dairying.

In 1900, the apple was the most important fruit, with plums and prunes a close second (Dicken and Dicken 1979:117). Numerous orchards were located close to Corvallis (Corvallis and Benton County, Oregon 1910:28). While apples had been previously grown in the area, this was the first attempt at growing apples in commercial quantities for shipping (Corvallis and Benton County, Oregon 1910:27). This apple mania was brought about in part by the shipping advantages presented by the refrigerated rail car. Apple tracts were laid out throughout the Willamette Valley in the early twentieth century. At least two apple companies laid out tracts near Corvallis. The Corvallis Orchard Company planted 270 acres in apples and other fruit, while the Oregon Apple Company of Corvallis, headed by O.A.C. President Dr. Kerr, laid out 1000 acres of orchard tracts (Success in Benton County 1910:8). With quantities of apples available locally, a cider factory was located at the south end of Second Street in the period around the turn of the century.

In 1908, the Corvallis Canning Company was incorporated and in 1919, a large cannery was built on Ninth Street. Both of these canneries provided a market for local fruit. An article in the local newspaper in August of 1929 described the variety and quantity of produce being canned at the local cannery, noting that produce to be canned included 250 tons of beets, large amounts of evergreen blackberries and Bartlett pears, and 800-1000 tons of carrots (Daily Gazette-Times, August 16, 1929). In 1922, Dr. W.A.G. Hanford built a warehouse at First and Jefferson streets which was occupied by the Pacific Fruit and Produce Company (Corvallis Gazette-Times, Jan. 1, 1923).

The promotional brochure published by the Benton County Citizen's League in 1904 noted that, "Corvallis has an excellent creamery and butter factory, which buys all cream and milk offered" (Benton County Citizen's League 1904:10). By 1910, dairying was the largest single local agricultural industry locally (Corvallis and Benton County, Oregon 1910:7). In 1911, the creamery purchased 2,594,992 pounds of butter fat and produced 2,800,000 pounds of butter and ice cream that went to Pacific Northwest markets (Corvallis and Benton County, Oregon 1910:13). In addition to the Corvallis Creamery, the Winkley Creamery was also operating in Corvallis in the 1920's and probably earlier. In 1921, the Sunnybrook Dairy was established.

In 1912, one of the largest hopyards in the Willamette Valley was producing within a mile of the Corvallis city limits (Corvallis and Benton County, Oregon 1910:30). Located just to the south of the Crystal Lake Cemetery, the site of this hopyard is within the current city limits. In 1929, it was owned by the Seavy family. Hop kilns stood on this site until recently. Other hopyards were

located north of town, including the Butler hopyard and hopyards owned by the McFadden family.

With impetus from the agricultural college, poultry raising became an important activity in Benton County in this period. In 1903, J.G. Horning operated the River View Poultry Yards (Corvallis Gazette, Jan. 2, 1903). By the 1920's, Corvallis was one of the best known poultry breeding centers of the world. In 1922, the newspaper declared that, "Corvallis is ... a poultry center, processing some of the most famous hens in the world and now shipping countless thousands of eggs and chicks to all parts of the United States" (Corvallis Gazette-Times, Jan. 1, 1922). In 1922, Sam H. Moore built the Benton County Hatchery on the corner of Eleventh and Taylor streets. When constructed, this was said to be the largest electric hatchery on the west coast (Gazette-Times, Jan. 1, 1923). Poultry raised included chickens, geese, ducks, and turkeys.

The "wheat slump of 1920" closed the Fischer Brothers Milling Company. In 1924, the mill was reorganized and began operating again with an emphasis on feed and seed rather than on flour.

## EDUCATION

### Oregon Agricultural College/Oregon State Agricultural College

In this thirty year period, the college campus saw the addition of over 30 buildings. In the first decade of the twentieth century, several new buildings were constructed on the campus. Most were of masonry construction which gave a more solid appearance to the campus than the wood-frame buildings constructed in the late nineteenth century. Buildings built in the first decade included: **Mechanical Hall** (Fig. IV-20, currently Apperson Hall) built in 1900 to replace the Mechanical Hall that had burned in 1898; an **Experiment Station** built in 1901; **Agriculture Hall** (currently Education Hall) built in 1902; **Waldo Hall**, a girls dormitory built in 1907; **Shepard Hall**, a Y.M.C.A. building completed in 1908; and the **Mechanical Arts Building** (current Merryfield Hall) built in 1909.

In 1908, the name of the college was changed to Oregon Agricultural College (Beach n.d.:3). A publicity brochure put out by the Commercial Club in 1910 noted that O.A.C. had 1400 students and 24 buildings. In 1908, a landscape architect, John C. Olmstead, presented a long range-campus plan. (Relationship to prominent landscape architect Frederick Law Olmstead is not known at this time.)

In the 1910's, O.A.C. continued to grow. A 1912 Southern Pacific Promotional Brochure noted that O.A.C. had 2800 students and 18 buildings devoted to administration, agriculture, horticulture, science, foundry, machine shops, electricity, dairying,

dormitories, gymnasium and the largest armory in the country (Corvallis and Benton County, Oregon 1912). Buildings completed in the teens included: **McAlexander Field House**, an armory built in 1911; the **Mines Building**, (currently Batcheller Hall), built 1913; **Agricultural Engineering** (currently Gilmore Hall), built 1913; **Dairy Building** (currently Social Science), built 1913; **Agriculture Hall** (currently Strand Agricultural Hall), built 1913; the **Home Economics Building** (currently Milam Hall), built in 1914; the **Men's Gymnasium** (currently Langton Hall), built in 1915; a **Library** (currently Kidder), built 1917; **Moreland Hall** in 1917; and the **Horticultural Products Building** (currently Computer Science Building) in 1919.

In 1921, O.A.C. was supposedly the second largest Agricultural College in the nation (Corvallis Gazette-Times, Jan. 1, 1922). In 1925, A.D. Taylor revised Olmstead's campus plan (Beach n.d.:4). The name of the college was changed to Oregon State Agricultural College in 1927 (Beach n.d.:4).

Buildings constructed or acquired in the 1920's included: a **Women's dormitory "Margaret Snell Hall"** (currently Ballard Hall) and the **Engineering Laboratory** (currently Graf Hall), built in 1920; the **Commerce Building** (currently Bexell Hall), completed in 1922 (Gazette-Times, January 1, 1923); the **Heating Plant**, the **Pharmacy Building**, and several **Poultry Houses** in 1924; the **Women's Building** in 1926; the **Physics Building** (currently Covell Hall), the **Poultry Building** (currently Dryden Hall), and **East Greenhouse**, all built in 1927; a **Men's Dormitory** (currently Weatherford Hall) in 1928; the **Memorial Union** in 1928-29; and the **Vet Dairy Barn** in 1929. Mechanical Hall was renamed Apperson Hall in 1920 and a third floor was added to the building that year (The Oregon Stater April 1993: Vol. 77, No.2).

In addition to the development of the college campus, the impact of the college was also felt in residential neighborhoods at this time. In 1905, Gamma Delta Phi became the first permanent fraternity on campus (Beach n.d.:2). In 1908, it was the first fraternity to erect a fraternity house. This house, built in the Georgian Colonial Revival style, is located at 239 NW Eighth Street. In 1915, the name of the organization was changed to Kappa Sigma.

At first many of the student organizations converted large houses in town for their use. In the 1910's more fraternity houses were constructed, followed soon by the first sorority houses. In 1918, there were ten fraternities and five "women's fraternities". In 1922, three large fraternity homes were built. One source noted that by 1924 there were a total of fifty fraternity and sorority houses.

## Public Schools

In 1903, a two-story frame school building was built on Sixth Street between Madison and Monroe. This grade school was used to relieve the crowded condition of the existing grade school. In 1909-1910, the first high school was built east of Central School on the block bounded by Sixth and Seventh streets between Monroe and Madison avenues. The grade school built there in 1903 was cut in two and moved to Eighteenth and Polk streets where it became known as North School and later as Franklin School (not the current building). In 1912, another grade school was built: Roosevelt School, or the South School, was located on what is today the southeast corner of Western and Fifteenth streets.

In 1917, the high school building, constructed only eight years prior to this date, was remodeled and enlarged to meet the growing population of the community. In 1920, a "two room portable" was added to the high school (Corvallis Gazette-Times, Dec. 3, 1926). A second portable was built for Central School students (Corvallis Gazette-Time, Dec. 3, 1926).

Because of the crowded conditions, surveys were made in 1922 to determine the need for and locations of future schools. The survey showed that few pupils came from the central part of town (Corvallis Gazette-Times, Dec. 3, 1926). In 1923-24, two new schools were built: College Hill School (currently Harding school) and Washington School. As the newspaper noted, "all in Class 'A' fireproof brick buildings" (Gazette-Times, January 1, 1924). College Hill School was located at Thirty-First and Harrison streets and Washington School was located at the north end of Seventh Street. The former Central School building was converted to a junior high school (Corvallis Gazette-Times, Dec. 3, 1926).

In 1912, a new school building was erected for rural school District #45, Sunnyside School (also called Bryant and Mudflat). The design of the building was Craftsman. Located in the current vicinity of Ninth Street and Elks Drive, the school closed in 1929 (McDonald 1983:192). When the district was consolidated students in the north part of the district transferred to Mountain View School and those in the south part of the district transferred to Corvallis schools.

Lincoln School, District #38, was built in south Corvallis in 1915 (McDonald 1983:123). The first building was a large two story, wood-frame building with a daylight basement built in the same location as the current building.

Another school listed in Corvallis in the first decade of the twentieth century was the Corvallis Business College (Corvallis and Benton County, Oregon 1910). In 1904, the college was under the direction of I.E. Richardson (Corvallis Gazette, Jan. 5, 1904).

## RELIGION

In the period between 1909 and 1925, many of the congregations in Corvallis replaced their nineteenth century wood-frame churches with large, masonry structures usually incorporating some type of classically or historically derived design. With the expansion of the downtown business district, many of the churches moved from their downtown locations to the Madison and Monroe Avenue corridors.

In 1909 the Presbyterian Church erected a new church building on the southwest corner of Eighth and Monroe streets in the Late English Gothic style (Fig. IV-59). In 1912 a new Catholic Church building was erected on the same site as the 1861 church, on the northwest corner of Fourth and Adams streets. The 1861 building was not torn down but moved to the north of the new building. The new church was built in the Mission style of architecture. The Baptist Church erected a Neo-Classical edifice in 1916 on the northwest corner of Ninth and Monroe, and in 1917, the First Congregational Church erected a Neo-Classical style church on the southeast corner of Eighth and Madison streets. Excavation for the Tudor style First Methodist Church on Monroe Avenue began in 1922. In 1924, the First Christian Church built a Neo-Classical style church on the southwest corner of Sixth and Madison avenues (Fig. IV-60), on the same site as its 1890's church. That same year, the Methodist Church South erected a large Neo-Classical building on the northwest corner of Fifth and Madison streets, also in the location of its former church.

The early twentieth century saw the addition of several new congregations including the German Lutherans and the Christian Scientists. In 1902, Franz Edward Creffield came to town organizing a Holy Roller Sect and creating a scandal that rocked the town.

Congregations began to expand their efforts to reach the college students. In 1919, the First Presbyterians organized Westminster House. The ministry was first located in the home of the pastor at Kings and Monroe. When this building was destroyed in 1927, Westminster House was built on the corner of 23rd and Monroe streets (Moore 1953:21).

## FRATERNAL AND SOCIAL ORGANIZATIONS

Several fraternal organizations built large lodge halls in the early part of the twentieth century. In 1912, the Masons built a new lodge on the southwest corner of Third and Madison streets. This building was the second largest business block to be erected at the corner of Third and Madison streets and its location was influential in the expansion of the business district to Third Street. In 1926, the Elks Lodge built a large temple on the southeast corner of Fourth and Monroe streets.

The Coffee Club changed its name to the Corvallis Women's Club in 1914 and, in 1916, built a club building on the east side of Seventh Street between Monroe and Jackson avenues.

### **CULTURAL DIVERSITY**

Based on a comment made by the Corvallis Commercial Club in 1920 professing that, "Corvallis has no slums and the foreign element is conspicuous by its absence, most of the residents being native Americans of the better class". One could make the observation that in the 1920's, ethnic diversity was not a characteristic of Corvallis (Corvallis Commercial Club 1920).

### **RECREATION**

Among the recreational activities popular at the turn of the century was the Chautauqua, a summer educational program that was held in a large tent erected on lower campus. According to Bessie Murphy, "Everybody went; It was the thing to do" (Carlson n.d.:8).

Other popular offerings were steamboat excursions on the Willamette River, train rides to the coast, and weekend camping trips to Sulphur Springs. Sulphur Springs is located in what is now McDonald Forest, north of Corvallis.

The Opera House was still used at the turn of the century but the new moving pictures hastened its demise. High School plays were also sometimes held at the Opera House (Carlson n.d.:8). In 1915, the Opera House was leased to the Gazette-Times (Madison Avenue Task Force interpretive sign at Fourth and Madison streets).

Golf became a very popular sport among the middle and upper classes in the early years of the twentieth century. The first meeting for the purpose of organizing a golf club was held in Corvallis in 1918. A visiting army officer indicated that sports helped to take people's minds off the war and that golf was the best game for that. By 1924, there was a Corvallis Country Club complete with golf course and Bungalow clubhouse (Gazette-Times, Jan 1, 1924).

Polo was a flourishing sport at O.A.C. in the period from 1920 to 1930 (Groshong 1968:26).

Bowling was available in the newly completed Weigand Building on North Second Street which housed the Elite Bowling Alley in a portion of the building.

In 1915, the second city park was established with the purchase of 12.5 acres of land in what was then the southern part of town. This park was in the location of the current Fourth Street bridge over the Mary's River and the current Pioneer Park to the west. Included in this purchase was the old Avery residence and "Little

Fields", Avery's first dreamed of town lots. This park, with a city/county agreement, was to be known as "City Park and Fairgrounds". The park's use as a fairground never developed. In 1927 a special election was held to approve a bond issue which would have allowed the purchase of 57 acres of land in the current location of Avery Park. Residents resoundingly defeated the proposal by a vote of 736 to 126 (Phinney 1938).

### RESOURCE IDENTIFICATION

#### RESOURCE TYPES AND DISTRIBUTION

Historic resources associated with this period of history include the following:

#### I. Residential Buildings

##### A. Style

1. Queen Anne
2. Colonial Revival
  - a. Transitional Colonial Revival
  - b. Georgian
  - c. Dutch
3. Tudor Revival
4. Mission Revival
5. Bungalow
  - a. Craftsman
  - b. Colonial
  - c. Oriental
  - d. Aeroplane
6. Semi-Bungalow
7. Arts and Crafts
8. Craftsman
9. Prairie Style
10. Foursquare
  - a. Craftsman Detailing
  - b. Colonial Detailing
  - c. Prairie Detailing
11. Modern Colonial
  - a. Georgian
  - b. Dutch Colonial
  - c. Williamsburg
  - d. Cape Cod
12. Modern Tudor Revival
  - a. Elizabethan
  - b. Jacobean
  - c. "Jacobethan"
  - c. Norman
  - d. English Cottage
13. Spanish Colonial Revival
14. Mediterranean
15. Rustic

##### B. Vernacular

1. Gable-front and Wing

2. Gabled-ell Cottage
3. Gable-front Vernacular
4. Shotgun
5. Hall and Parlor Vernacular
6. "I"-House
7. Massed Plan, Side-gabled
8. Hip-roof Cottage
9. Center-gable House

## II. Commercial Buildings

- A. Most Representative Types
  1. Movie Theaters
  2. Department Stores
  3. Banks
  4. Auto-related businesses
- B. Materials
  1. Brick
  2. Concrete
  3. Concrete Block
- C. Styles
  1. Georgian Revival
  2. Romanesque Revival
  3. Richardsonian Romanesque
  4. Commercial Brick
  5. American Renaissance
  6. Italian Renaissance
  7. Neo-Classical
  8. Utilitarian

## III. Transportation-Related Resources

- A. Railroad-Related Resources
  1. Railroad Depots
  2. Tracks of the Corvallis and Alsea Railway/  
Portland, Eugene, and Eastern Railroad
- B. Automobile-Related Resources
  1. Automobile Agencies/Garages
  2. Automobile Supply Shops
  3. Gas Stations
  4. Highway 99W
  5. Bus Depots
  6. Hotels
  7. Auto Courts
  8. Tourist Parks
  9. Willamette River Bridge
  10. Personal Auto Garages

## IV. Resources Related to Industry

- A. Sawmills and Associated Features
  - 1. Wigwam Burners
  - 2. Log Ponds
- B. Planing Mills
- V. **Resources Related to Agriculture**
  - A. Canneries
  - B. Hop Kilns
  - C. Fruit Dryers
  - D. Orchards/Apple Tracts
  - E. Creameries
  - F. Dairy/Farm-Related Buildings
    - 1. Gambrel-roofed Barns
    - 2. Milking Parlors
    - 3. Other Farm Outbuildings
      - a. Machine Sheds
  - G. Poultry Buildings
    - 1. Hatcheries
    - 2. Brooder Houses
    - 3. Coops
  - H. Greenhouses
- VI. **Resources Related to Education**
  - A. Corvallis Public School Buildings
  - B. Oregon State Agricultural College Buildings
  - C. Fraternities and Sororities
- VII. **Resources Related to Religion**
  - A. Churches
- VIII. **Resources Related to Fraternal Organizations**
  - A. Lodge Halls/Club Buildings
- IX. **Resources Related to Recreation**
  - A. Parks
  - B. Country Clubs/Golf Courses
- X. **Other Resource Types**
  - A. Cemeteries

## BUILDING MATERIALS AND CONSTRUCTION

For residential buildings, wood continued to be the dominant building material in Corvallis. While the latter part of the nineteenth century saw the predominance of the balloon frame house, the platform frame was most typically used in the twentieth century. In a platform frame house, the studs reach only to the top of each floor instead of the full height of the building as in the balloon frame. Round, wire-drawn nails began to replace square, machine-cut nails at the beginning of the century in Corvallis and, by 1905, the use of square nails had become rare within the city.

Exterior-end wall chimneys became popular with the rise of the various architectural styles of the early twentieth century. Colored pressed brick, often laid in a pattern of light and dark tone bricks, was commonly used for chimneys in Corvallis. Cobblestones, architecturally more correct for the Bungalow and Craftsman styles, were used in some instances.

Wood shingles began to be used for wall cladding in Corvallis after the turn of the century. While in the nineteenth century, the function of wood shingles was primarily decorative on a small portion of wall surface (except for the Shingle Style), the early twentieth century styles, spawned by the Arts and Crafts movement, frequently employed wood shingles as a rustic wall cladding material. In 1920, referring to the construction of the Armstrong Bungalow at 353 "B" Street, the newspaper explained that, "Instead of using ordinary siding, the walls were covered with shingles, which makes a very tight covering" (Gazette-Times, July 30, 1920). Wood board siding continued to be used with clapboard siding common. Clapboard suited the proliferation of Colonial-based house designs of this period.

On July 13, 1904, the Corvallis Times reported that:

"It is the first of its kind to reach Corvallis, perhaps to arrive in Oregon. It is a machine that makes cement blocks for building purposes. Cement, sand, and gravel have come to be used largely in the east in the construction of buildings ...Machine arrived Monday and can be seen at Colbert furniture factory. Its owner is J.B. Whitney, who recently arrived from Waterloo, Iowa. Blocks can be made of any desired size or finish. Buildings of blocks are less costly and much handsomer than stone - and equally as durable" (Corvallis Times, July 13, 1904).

Shortly thereafter, the firm of Mellon and Gendron manufactured and sold concrete blocks in Corvallis. Mellon and Gendron were located on First Street between Adams and Washington. These blocks, known as "miracle hollow blocks," could be manufactured with a rock face, and were often used in this period for foundations and porch piers and columns (Fig. IV-27). Several examples of houses constructed

entirely of concrete blocks include the Levi Mellon House on the northwest corner of Fifteenth and Western (Fig. IV-26) and the Jack Taylor House at 806 SW Fifth.

C.L. Heckart and Son, prominent Corvallis building contractors, were the owners of the Benton Planing Mill and Builders' Supply Company. They also owned the Corvallis Stone Tile Company which manufactured a high grade stone tile for building purposes (Clark 1927:476-77). In 1922, the Builders' Supply Company, at 611 S. Second Street, carried a wide variety of cement building products, such as face brick, sewer pipe, drain tile, building and foundation blocks, chimney blocks, building tile, concrete balusters and railings. The company also promoted concrete buildings with a book containing 25 plans of different types of concrete homes and a book on Portland Cement Stucco. John W. Ash was the General Manager of the Builders' Supply Company (Gazette-Times, Jan. 1, 1923).

In 1925, Heckart and Son built a stone tile "model house" in Corvallis. Located at 2209 Van Buren, the house was completely furnished by local fixture and furniture firms. It was noted that, "Exhibition homes such as this one have made great hits in other cities, and while the idea is new to Corvallis, a distinct hit is expected to be made and a desire for home building is likely to be aroused" (Corvallis Gazette-Times, Feb. 18, 1925). This "bungalow" type house was built of sturdy "Stone-Tile", with an exterior finish of cream and Oriental stucco. Although the house cost \$50.00 more than one of frame construction, the extra cost was offset by permanency and lower fire insurance rates. Also of note was that the house had 66 electric outlets (Corvallis Gazette-Times, Feb. 18, 1925).

Buxton's Central Planing Mill supplied mill work for many of Corvallis' homes and businesses during this period including the Hotel Benton, Whiteside Theater, Smith-Rennie Building, Good Samaritan Hospital, Anderson's Hospital, Nolan's Department Store, Montgomery Ward Building, Masonic Building, O.S.C. Women's Building, and the Methodist Church among others (Gazette-Times, May 10, 1951). Among the items available in 1923 were finished lumber, sash and doors, glass, machined woodwork, furniture, and kitchen equipment (Gazette-Times, Jan. 1, 1923). Another lumber company organized in the first decade of the twentieth century was the Independent Lumber Company on Sixth and Western. In the period around 1907, there was also a planing Mill owned by R.H. Colbert and Son. They may also have been building contractors.

The Corvallis Brick and Tile Works supplied brick for the a number of buildings constructed in 1923 including the Mountain States Power Office, the Methodist Episcopal Church, the new wing to the hospital, North School (Washington), the O.A.C. Heating Plant, the College Hill School (Harding), and Rickard's Garage among others.

## RESIDENTIAL ARCHITECTURE

"A neat city of pleasant homes, shaded by magnificent maples, and inhabited by a cultured and hospitable people" (Benton County Citizen's League, 1904).

In the early twentieth century, there was a huge expansion of home building which paralleled the population growth and prosperity of the United States at this time (Schweitzer and Davis 1990:22). Architecturally, this period is eclectic for several reasons. The beginning of the twentieth century saw the development of American architectural styles and philosophies such as the Craftsman movement, the Prairie Style, the Bungalow, and the Foursquare. These philosophies, combined with the lingering influences of the late nineteenth century and the Colonial Revival style also in vogue at this time, resulted in a wide range of expressions available to home-builders. Architectural plan books and the rise of mass-circulation magazines exposed the people of America to "tastes beyond the simplest and most functional" (Schweitzer and Davis 1990:62).

### Style and Vernacular

In the first decade of the twentieth century, two carryovers from the late nineteenth Century were still popular: the **Queen Anne** and the **Georgian Colonial Revival** (Schweitzer and Davis 1990:24). The Queen Anne of the early twentieth century retained its irregular exterior shape and multi-gable roof, but lost its extensive wood ornamentation which had been a hallmark of the style in the nineteenth century. Based on previous survey data, Queen Anne houses of this reduced version were still being built in Corvallis in 1910 but disappeared from the landscape thereafter.

Georgian Colonial Revival houses of the very early years of the twentieth century were large houses having a five or seven bay facade, a hip or side-gabled roof, and often with a prominent portico. Most had central hall entry plans (Schweitzer and Davis 1990:124). Based on previous survey data, the earliest Corvallis example of this style may be the 1908 Sigma Kappa Fraternity. Early examples of this style appear to be rare in Corvallis, with a rather abrupt local transition from the Queen Anne to the Bungalow.

Elements of the Queen Anne and the Georgian Colonial Revival were sometimes blended into what Schweitzer and Davis (1990) call the **Transitional Colonial Revival** (Fig. IV-28). These houses were part of the gradual movement away from the asymmetrical Queen Anne. The house is typically one and one-half or two stories, front-gabled in plan, often with Classical columns on the porch and other Colonial or Classical detailing, such as a frieze board, dentil molding, and cornice returns. Often, there is a large side dormer or cross-gable to enlarge the second story (Schweitzer and Davis 1990:131).

As opposed to the Late Queen Annes described above, which also incorporate Classical elements, the Transitional Colonial Revival is much more regular in massing, with the simple rectangular form perhaps having a slight wing or ell. The porch of the Transitional Colonial Revival is generally a three-columned, full-width porch. The main entry is usually on center (Schweitzer and Davis 1990:131). Previous survey data indicate that this style was employed for Corvallis houses in the first decade of the twentieth century.

In the early twentieth century, a cultural movement known as "Arts and Crafts" was disseminated to the United States. This movement, which had its inception in England under the philosophic direction of artist and poet William Morris, sought a return to the simpler times of the pre-Industrial Revolution, especially as it pertained to the hand-made crafts which Morris and his followers believed were being cheapened by industrialized manufacture (Schweitzer and Davis 1990:125). Although the influence of the Arts and Crafts Movement was reflected in most of the styles of the early twentieth Century,..."The actual link between the English Arts and Crafts movement and the new American home architecture at the dawning of the twentieth-century, was Tudor-style architecture" (Schweitzer and Davis 1990:125).

Characteristics of the **Tudor Revival** style are half-timbering, high-pitched roofs with multiple gables, and small-paned windows for light. Early examples tended to be large, architect-designed houses, more in keeping with the tenets of the Arts and Crafts Movement. Corvallis has one known pre-World War I example of the Tudor style, the Archie Johnson House built in ca. 1913 on the southwest corner of Ninth and Harrison streets (Fig. IV-29).

While **Tudor Revival** Houses were being built in the early part of the century, the Tudor Revival became very popular in the 1920's as the style reached the popular housing market (Schweitzer and Davis 1990:24). Schweitzer and Davis (1990) distinguish between the earlier and later Tudor houses by designating the later houses **Modern Tudor Revival** (Schweitzer and Davis 1990:171). Many of the 1920's examples are smaller and less architecturally sophisticated, often mixing variants of the style including **Elizabethan**, **Jacobean**, **Norman**, and **English Cottage**. On the other hand, during the 1920's upscale versions were often more faithfully reproduced (Schweitzer and Davis 1990:171). While previous surveys recorded several **Modern Tudor Revival** houses, most houses of this type in Corvallis are located in areas platted after the turn-of-the-century which have yet to be studied.

The most popular house style of this period was the **Bungalow** (Fig. IV-30). Like the Tudor Revival, the Bungalow was rooted in the Arts and Crafts philosophy, but mixed with several other influences which produced the **Western Stick Style** of the Greene brothers. Although they did not design the first Bungalow, California

architects Henry and Charles Greene are credited with the development of the Bungalow style in the first years of the twentieth century (Schweitzer and Davis 1990:152).

A true Bungalow is characterized by its size: one or one and one-half stories. In addition to the number of stories, the most universal hallmark of the style is its lower-pitched, overhanging roof and wide front porch (Schweitzer and Davis 1990:156). The porches are integral to the philosophy of melding interior and exterior spaces (Schweitzer and Davis 1990:156). Characteristic of the style also is the use of rustic materials, such as brick, shingles, and cobblestones. The prominent porches often are supported by full or half-size porch columns that are square or tapered. Pergola porches also are common. Exposed rafter-ends are typical and sometimes Craftsman knee braces are used on the porch and gables. Interior spaces consist of more open floor plans (Schweitzer and Davis 1990:159). In fact, it was the Bungalow that led to the adoption of the "living room" (Whiffen 1969:221). Often the living room and dining room are separated by a colonnade. The floor plan is often "zoned", with the living room, dining room and kitchen in line on one side of the house and the bedrooms and baths on the other side (Schweitzer and Davis 1990:159).

Two story houses of this same genre have been categorized as Bungaloid, **Semi-bungalow**, or simply Craftsman (Fig. IV-31). In 1928, a local newspaper article illustrated a "Semi-Bungalow" noting that the extra rooms upstairs provided more living space than a Bungalow proper. The article contended that this type of Bungalow was more commonly found to the east of the Rocky Mountains, with the West Coast region having the tendency to follow the rambling one-story plan of the California Bungalow (Corvallis Gazette-Times, Aug. 11, 1928).

Schweitzer and Davis (1990) identify six Bungalow roof types. They are: (1) the side-gable with front porch (Fig. IV-33); (2) the front-gable with porch (Fig. IV-34); (3) the pyramidal (hipped) with porch (Figures IV-35, 36); (4) a double front-gabled plan, with the house and porch roofs both creating front-facing gables (Fig. IV-32); (5) a cross-gable plan, in which the house is side-gabled and the porch or wing form a cross gable (Fig. IV-37); and (6) a double cross-gable plan in which there are four gables crossing from the various wings and porches (Schweitzer and Davis 1990:156). The double-front gable is closest to Western Stick style. Previous survey data indicate that the front-gabled, side-gabled, and double front-gabled roof types predominate in Corvallis. The pyramidal form is also common. The double cross-gable, on the other hand, appears to be rare.

The Bungalow was popularized in the early part of the century by magazines such as the Western Architect and the Ladies Home Journal (Schweitzer and Davis 1990:153). Among the reasons espoused for building a Bungalow were the minimum labor required for construction, no stairs to take up room on the main level, fewer

corridors, plumbing on a single level, and efficiency in heating (Schweitzer and Davis 1990:153). Pattern books featuring designs for Bungalows were numerous.

"Peak popularity of the Bungalow was from the mid-Teens to the late Twenties" (Schweitzer and Davis 1990:161). Early Bungalows most typically incorporated Craftsman elements in their design, but in the 1920's, the style often merged with other historically derived styles to produce **Colonial Bungalows**, **Oriental Bungalows**, etc. Colonial Bungalows, popular in the 1920's, often take the form of small, side-gabled houses with Colonial elements usually embellishing an entry portico. Colonial Bungalows appear to have been very popular in Corvallis (Fig. IV-39). One Bungalow variant is the **Aeroplane** or **Airplane Bungalow**. A 1920's phenomena, this type of Bungalow is characterized by a partial second story rising from the otherwise sprawling form. The Whiteside House at 344 SW Seventh Street is an excellent example of an Aeroplane Bungalow (Fig. IV-38).

From just before the turn-of-the-century up to World War I, there was an effort to create a truly American style of architecture, one that did not depend upon European precedents (Schweitzer and Davis 1990:138). The school of thought, later dubbed the Prairie School, was engendered in the Midwest by Louis H. Sullivan and Frank Lloyd Wright (Schweitzer and Davis 1990:138). Nationally, the **Prairie Style** was popular until the First World War. Characteristics of the style include long, low, ground-hugging massing, with a low-pitched, and most frequently, hip roof and overhanging eaves. Porches and porte-cocheres are supported by massive square posts. Most examples are two storied with stucco or brick surfaces. Surfaces are smooth and there is a evident lack of exterior ornamentation. Windows are often grouped in bands. Often there is a marked string course, painted in a contrasting color, that divided the wall surface. (Schweitzer and Davis 1990:138). In general, there is a distinct horizontal feeling to the design. Based on previous survey data, that included one late example of a Prairie style house, the 1925 George Whiteside House (Fig. IV-40), the Prairie Style does not appear to have been popular in Corvallis.

The name **Craftsman** for a style of early twentieth century architecture is derived from designs for houses published in the Craftsman Magazine. The magazine was published by Gustav Stickley from 1901 through 1916 (Schweitzer and Davis 1990:142). Craftsman Magazine embraced the ideals of the English **Arts and Crafts Movement**. In 1903, Stickley instituted the Craftsman Home Builder's Club whereby house plans in the Craftsman genre could be purchased (Schweitzer and Davis 1990:143). Stickley published two books of home plans: Craftsman Homes (1903); and More Craftsman Homes (1912) (Schweitzer and Davis 1990:143). Plans were still distributed by Stickley after 1916, when Craftsman Magazine ceased to be published.

The Craftsman ideal was based on the belief that a house influenced the health and happiness of the family. Toward this end, Stickley designed houses with large living rooms, to eliminate conflict in cramped quarters, and generous fireplaces so that people could find the old-time comfort of the hearth (Schweitzer and Davis 1990:143). The style is characterized by the use of natural materials and a strong relationship between the house and the landscape (Schweitzer and Davis 1990:144). Craftsman houses share many of the same elements as the Bungalow style, including low-pitched roof, exposed rafter-ends, knee braces, tapering porch posts, full-facade porches and sometimes pergolas (Schweitzer and Davis 1990:144). Stucco was a favored wall treatment (Figures IV-41-42). The interiors of these houses feature the liberal use of dark wood, and incorporated many structural elements such as visible beams, fireside inglenooks, window seats, and numerous built-ins such as desks, bookcases, and china hutches (Schweitzer and Davis 1990:143). Like the Bungalow, the Craftsman house sometimes incorporated other stylistic elements in its design. In the West, Oriental details and the work of Greene and Greene, known for their Western Stick Style or California Bungalow, often influence the design (Schweitzer and Davis 1990:144). The Craftsman style declined in popularity after World War I (Schweitzer and Davis 1990:151).

Given the rapid expansion of Corvallis in the early years of the twentieth century, it is not surprising that Craftsman and Craftsman Bungalow houses predominate in many Corvallis neighborhoods platted in the years between 1905 and 1920. Houses of this type are also found in large numbers in earlier platted areas near the downtown that saw increased development, both in lot in-filling and in the replacement of earlier houses, in the early years of the twentieth century.

The **Colonial Revival** can actually be divided into several distinct phases of expression. In the 1890's, largely as a result of the World's Columbian Exposition in Chicago, Americans began to build residences that looked backward to America's past (Schweitzer and Davis 1990:44). In the late nineteenth and early twentieth century, the Colonial Revival was often expressed in the application of Colonial elements to the Queen Anne style. Turned porch posts became columns, palladian windows were incorporated, and dentils and modillions ornamented cornices (Schweitzer and Davis 1990:45). In the early years of the century, the asymmetrical Queen Anne form and large verandah were replaced by simple rectangular shapes, clapboard siding and multiple-pane window sashes (Schweitzer and Davis 1990:45). Several examples of Queen Anne houses with Colonial Revival detail were recorded in previous surveys. Two excellent examples are the George Farra House (1903) at 660 Madison Avenue (Fig. IV-43) and the J.H. Harris House (1906) at 606 SW Fifth Street. Despite the short time span between the construction of these two houses, the influence of the twentieth Century is more apparent on the 1906 example.

A variant of the Colonial Revival, the **Dutch Colonial Revival**, also was built in the early years of the twentieth century. The Dutch Colonial Revival house is a two-story house with a gambrel roof. Dutch Colonial Revival houses can be either front-gabled or side-gabled, or have a cross gable. The earlier examples tended to be front-gabled. Two early examples of this style were previously inventoried: the Neil Newhouse House (1902) at 558 SW Jefferson (Fig. IV-44), and the Pernot rental house (1905) at 224-236 SW Fifth Street.

This style reached the height of its popularity nationally in the 1920's (Schweitzer and Davis 1990:137). In contrast with the earlier examples, the 1920's Dutch Colonial Revival was generally side-gabled (Schweitzer and Davis 1990:24). Although there are several 1920's examples of this style in previously surveyed areas, the majority of 1920's Dutch Colonial Revival houses are located in neighborhoods that were platted between 1920 and 1929.

In the 1920's, **Modern Colonials**, often from catalogues, were very popular. Modern Colonial houses are one, one and one-half, or two stories with three or five bays across the front. Usually they are side-gabled with clapboard as the most common wall surface. Colonial detailing tends to be subdued and used primarily around the front door. Often the design of the house incorporates side porches and/or a sunroom which is accessed by a French door, a type of door popularized in the 1920's (Schweitzer and Davis 1990:190-191). Windows are usually multi-paned, reflecting the small glass panes of the Colonial Period. The entry often consists of a small stoop with a pedimented portico. These Modern Colonials, which are generally smaller than their earlier counterparts, reflect various Colonial traditions, such as the **Cape Cod**, **Georgian** (Fig. IV-45), **Williamsburg**, and the **Dutch Colonial** mentioned above. Although there are a few examples of Modern Colonial style houses of this period in the areas previously surveyed, the majority of houses of this style are located in neighborhoods platted in the years between 1920 and 1929.

The **Box House** or **Foursquare** was first built in the early years of the twentieth century (Schweitzer and Davis 1990:161). It is postulated that the Foursquare is a descendant of several 18th and nineteenth century house styles, including the hipped-roof Federal Townhouse and the Italianate. This descendancy can be seen in the John Rickard retirement house (1903) (Fig. IV-46) which is identical in form to his 1880 Italianate farmhouse south of town. While not truly a Foursquare, the retirement house appears to be transitional between the Italianate and the Foursquare.

Less a style than a form, the Foursquare is characterized by its two-story, cubish shape and hip roof. Generally, at least one dormer is present in the roof on the main facade. The house almost always has a front porch, although the size and detailing of front porches varied greatly (Schweitzer and Davis 1990:161). For

detailing, Foursquares use the wide template of early twentieth century styles. As a result, architectural detailing on a Foursquare can be Craftsman, Colonial, Prairie, or Oriental. While porch roofs are generally hipped in form, sometimes the pedimented gable roof of the Bungalow is used over the front porch. A main virtue of the "style" was the amount of space contained within a simple design. Whereas the Bungalow often has only two or three bedrooms, Foursquares lodge four bedrooms and therefore accommodated the needs of some families better (Schweitzer and Davis 1990:161). The Foursquare was most popular nationally in the Teens (Schweitzer and Davis 1990:168). Based on previous surveys, the Foursquare appears to have been a very popular house type in Corvallis. Craftsman style elements were frequently applied to Foursquares locally (Fig. IV-47). Colonialized versions were also popular (Fig. IV-48).

A style which appeared in the mid to late 1920's was the **Spanish Colonial Revival** (Fig. IV-49). Often houses of this style are simply stuccoed Bungalows with elements of the Spanish Colonial style. Characteristics of the style include a low form with a low-pitched roof clad with "S" shaped tiles, stucco wall surfaces, and the use of arched openings (Schweitzer and Davis 1990:219). Only two houses of this style were recorded in previous survey efforts. Like many other styles of this period, more examples are anticipated to be located in areas platted in the 1920's.

The **Mission Style**, which was also popular in the early twentieth century, differs from the Spanish Colonial Revival in several ways: in the Mission style, the gables often terminate in a curvilinear parapet and there is a complete absence of sculptural ornament (Whiffen 1969:213). No residential examples of this style were located during previous surveys.

The following types of vernacular plans persisted throughout this period, including the **Gable-front and Wing** plan (Fig. IV-51), the **Shotgun** plan (Fig. IV-52), the **Gable-front Vernacular**, the **Hall and Parlor** plan, the **"I" House** (Fig. IV-53), and the **Massed-plan, Side-gabled** house. (These forms were described in the previous chapter). Because of the longevity of the Italianate style and the Gothic Revival style locally, most Pyramidal Vernacular forms and Center-gable houses had elements of style in the nineteenth century. In the twentieth Century, we find these same forms lacking any stylistic detailing. The **Pyramidal Vernacular** or **Hip-roof Cottage** is a one-story house with a hip roof. The **Center-gable House** evolved from Downing's Gothic Cottage, but in the twentieth century the prominent central gable widened to function more properly as a dormer (Fig. IV-54) (Schweitzer and Davis 1990:230). Nineteenth century forms, such as the Gable-front and Wing plan, the "I"-House, and the Center-gable house were not typical after the first decade of the twentieth century.

## COMMERCIAL BUILDINGS

### Building Materials

Brick continued to be popular for the construction of commercial buildings in Corvallis in the early part of the twentieth century, but new materials, such as concrete blocks and especially reinforced concrete, were used increasingly as the century progressed.

Light colored face brick was commonly used for the facades of commercial buildings constructed in the first quarter of the century. The pressed brick found on local buildings of this period includes various shades of white, cream, peach, and tan. Sometimes, a two color scheme is used to provide architectural interest.

Cement was a "new" building material for Corvallis in the early twentieth century. One of the earliest cement buildings to be erected was probably the O.J. Blackledge Building constructed in 1903. Among the commercial buildings to use concrete for wall construction was the 1910 Harding Building, located on the northwest corner of Third and Madison streets. Only the secondary elevations were concrete, while the two primary elevations were brick.

Concrete block commercial buildings were also built for the first time in the period around 1910. Concrete block commercial buildings include the Weigand Building (1910), at 131-135 NW Second Street, and the Corvallis and Eastern/Southern Pacific Railroad Depot (1910). When C.D. Darst decided to erect a new commercial building in 1913, the newspaper noted that, "The Corvallis Concrete Construction Co. will erect this building of the justly celebrated O'Meara concrete block of which the Cate Garage and the Prather, Miller and Alcorn machine shop were built..." (Gazette-Times, May 6, 1913).

In 1911, the McAlexander Fieldhouse was built on the O.A.C. campus of reinforced concrete. The 1920's saw an increasing number of buildings constructed wholly or in part of reinforced concrete. Among the concrete buildings constructed in this period was the Associated Students Cooperative Warehouse (1921), located at First and Monroe streets, the Crees Building (1926), the First Christian Church (1925), and the largest example, The Hotel Benton (1925).

Windows used in commercial buildings also changed substantially in the early twentieth century, with trabeated openings replacing the arched openings of the previous decades (except in the Italian Renaissance style). The Harding Building had a 170'- stretch of plate glass display windows, which was considered at the time to be a "magnificent feature of the building" (Chapman and Weber 1983-84). Prism windows, which also became very popular in the design of early twentieth century commercial buildings, were incorporated

in the Harding Building, as well as in the majority of commercial buildings constructed at this time. Prism windows, essentially a clerestory of transom windows, provided natural illumination to the interior of a building. Popular upper story windows at this time included: Chicago windows, which consisted of a large window flanked by two smaller, 1/1, double-hung sash windows in a single casing; and a commercial style window which consisted of a wide window with a transom sash above. The Majestic Theater used large, pivoting windows. The Crees Building perhaps took window innovation the furthest with the use of metal frame windows. Ornamentation for buildings with stylistic elements in this period could be made of "cast stone" (concrete) or cement plaster. Terra cotta was also popular at this time.

### Style

Like residential architecture of the period, commercial architecture could draw upon a range of inspiration for design. One thing was certain: in Corvallis, the cast iron, bracketed Italianate commercial building of the nineteenth century lost favor almost overnight as the twentieth century dawned. It was replaced by larger, more imposing buildings in the Georgian Revival, Romanesque Revival, Italian Renaissance, American Renaissance, Neo-Classical, and Commercial Brick styles.

Characteristics of the **Commercial Brick** style are one to three stories, three to five bays, masonry construction, relatively flat fronts, flat roofs, trabeated openings, symmetrical patterns of fenestration, and the expression of the building's post and beam structural system in the fenestration of the main facade. The upper level detail is variable with a range of design choices. Sometimes the Chicago window is used. Another type of window incorporated in buildings of this type is a large window with upper transoms. Regardless of window type, the overall feeling is that window space exceeds the amount of facing material so that the building has a skeletal quality. Often the building terminates in a projecting cornice.

The **Romanesque Style** and **Richardson Romanesque Style** continued to be popular in the early years of the twentieth century. A difference between the two styles is that stone is the material used in the Richardsonian Romanesque style. Characteristics of the Romanesque style include round arch windows, low, wide, arched entrance, and an emphasis on surface texture, and arches or arcades. Romanesque buildings often incorporate a corner entrance flanked by columns from which an arch springs. The Romanesque style was popular for banks, especially on corner lots (Fig. IV-7).

The **Italian Renaissance Style** was used for several major Corvallis commercial buildings in the 1920's, including the Whiteside Theater (Fig. IV-12), the Hotel Corvallis, and the Hotel Benton. Characteristics of the style include a flat roof with richly

embellished cornice, round arch windows and/or windows with pedimented window heads, and the use of Italian Renaissance details, such as balustrades, quoins, balconies, belt courses, and pilasters.

The **American Renaissance** Style was most popular in Oregon during the period from 1900-1920. Hallmarks of the style are bilateral symmetry, a pedimented entrance, sometimes columned porticos, pilasters, sculptural decoration or balustrade at the roof line, and a variety of ornamentation in imitation of either Greek or Roman classicism, or, the Italian, French, or English Renaissance.

Characteristics of the **Georgian Revival** Style applied to a commercial building include a modillioned cornice and red brick with white brick accent used for quoins and window trim. The **Georgian Revival** style was used in the remodel of what was known when completed as the Julian Hotel.

#### **ARCHITECTS, BUILDERS, AND CONTRACTORS**

Although several architects residing in Corvallis designed residential buildings, it appears that most larger public and commercial buildings were designed by architects from Albany, Eugene, Portland and even Seattle.

There were several exceptions. **R.H. Dobell**, a Corvallis architect and professor, designed the former Corvallis Women's Club Building and a number of residences, including the John Fulton House at 563 SW Jefferson. Mr. Dobell appeared to prefer the Colonial idiom. **Adolph F. Peterson**, also a Corvallis architect, designed the McAlexander Fieldhouse in 1911. He also worked statewide having designed the courthouses in Sherman, Wheeler and Gillam Counties. Like Peterson, **N.R. Adams** was an architect who was also working in Corvallis in the 1890's. He designed the concrete block Wells Fargo Building, a companion to the new depot, in 1910. That same year, he advertised his services as an architect and noted that he specialized in oil landscape painting for mantels and panel work (Corvallis Gazette-Times, Feb. 4, 1910). Other local architects who designed residential buildings in this period included **Ira Worsfold**, an architect who moved here from Chicago in ca. 1911 and **William Hand**. Worsfold designed the 1913 M.A. and Edith Leach House at 206 NW Seventh, and William Hand designed the 1906 Yates House at 340 NW Seventh Street.

Out-of-town architects known to have worked in Corvallis, and the buildings they designed, include:

**A.C. Jenkins**, an Albany architect, designed the Hout Building (1913), located on the southeast corner of Third and Madison streets (Corvallis Gazette-Times, June 13, 1913);

**Charles Burgraff**, also an Albany architect from 1899 to 1933,

designed schools and commercial structures, including a number of buildings on the current O.S.U. campus;

**F. Manson White**, architect for the Corvallis Hotel (1927), was the son of Sanford White of the architectural firm of McKim, Mead, and White;

**Harold Bergan**, a Portland architect, was the architect for the Crees Building (1926);

**Elmer E. McClaren**, architect for the Harding Building (1910), and the Julian Hotel remodel (1910-11);

**John W. Bennes**, a Portland architect, designed: the Masonic Building (1912), on the southwest corner of Third and Madison streets; the First Presbyterian Church (1909); and a large number of O.A.C. buildings in the early twentieth century, including the Mines Building (current Batcheller Hall in 1913), the Library (current Kidder in 1917), the Men's Gymnasium (current Langton in 1917), the Commerce Building (current Bexell in 1922), and Covell Hall (1927). He also reportedly designed a number of Corvallis houses;

**H. Ryan**, Seattle architect who designed the Whiteside Theater (1922);

**DeYoung and Roald**, of Portland designed the Madison Avenue Methodist Church (1924) and the First Christian Church (1924);

**Ellis Lawrence**, Dean of the University of Oregon School of Architecture and Allied Arts, designed the Kappa Alpha Theta Sorority (1927);

**Lee Thomas**, a Portland architect and O.A.C. graduate, designed the Washington School Building and in association with the firm of Summerville and Putnam of Los Angeles, designed the Memorial Union Building on the current O.S.U. campus;

**Thomas and Mercer**, architects of the Tau Delta Fraternity House (Corvallis Gazette-Times, July 13, 1928);

**R.D. Kennedy**, architect of the Phi Gamma Fraternity (Corvallis Gazette-Times Aug. 11, 1928) and a number of other fraternity and sorority houses in Corvallis; and

**Wallwork, Johnson and Dukehart**, of Portland, designed the Kappa Delta Sorority.

One of the most prominent and prolific builders in Corvallis in this period was **C.L. Heckart**. Among the larger buildings he constructed Corvallis were: the First Christian Church (1924); the Madison Street Methodist Church (1924); the J.R. Smith Building;

Corvallis Hotel (1928); Shepard Hall (1908) on the O.S.C. campus; and the Benton County State Bank Building (1907). In a 1909 promotional brochure, the "Progress of Corvallis" was linked to the "attractive modern homes erected by Charles Heckart". The brochure relates that:

"In this building era which has wrought so great an improvement in the character of our architecture, the building contractor has been, perforce, an important factor, and without doubt the gentleman whose name heads this column has well earned the reputation which he enjoys as being Benton county's most prominent and active builder. To his knowledge and skill in his profession, is due the many artistic effects found in the arrangement of our best homes and other structures in and around Corvallis in the past five or six years. Mr. Heckart's success stands out as a forcible illustration of the new order of things...Mr. Heckart's success is due to the fact that he possesses not only an unusual degree of originality in designing, but cleverness in putting his ideas into execution" (Harriet Moore Collection).

Mr. Heckart appears to have favored Craftsman and Colonial Revival designs for domestic buildings. Among the houses that he built are: the Buxton-Corrie House at 245 SW Eighth Street; the Ruth Buchanan House at 730 SW Fourth Street; the John Bexell Bungalow at 762 SW Jefferson; the Claude I. Lewis House at 754 SW Jefferson; the J.W. Foster House at 861 Jefferson; the Ann Smith House at 558 SW Washington Street; and the Pernot rental House at 224-236 SW Fifth Street. In 1921, C.L. Heckart formed a partnership with his son, Earl that was known as **Heckart and Son**. Earl had attended the University of Oregon and "took the course in architecture" (Clark 1927:476-77).

Other builders in Corvallis during this period included: **W.A. Kempin, R. K. Hunziker, B.R. Thompson**, who built the Berchtold House at 560 NW Tyler, **Adam's Brothers** contractors and builders, **N.E. Feakins, J.J. Hauser, a Mr. Ortell, Miller and Merritt, Edward Buxton, W.H. Buxton, Taylor Porter**, who may have had a partnership with a **Mr. Grimshaw** for a period of time, **Baldwin and Sebrell, Johnson and Russell, Hinton and Co., Mr. Baker, Elmer Metzger, Frank Smith, Baily and Marsh, Mr. Peck, Joe Albert, A.W. Darby, John Hasell, McFadden and Swain, Charles McHenry, W.W. Holgate, L.N. Traver, Mr. Reeb, Vickers and Kinney, J.W. Rogers, W.F. Hart, C.N. Freeman, Ray Price, and E.K. Abraham and Sons**. **H.H. Heukendorff** was a concrete contractor.

Charles McHenry appears to have been very prolific. Examples of his work include the Buxton House at 626 SW Fifth Street and the Emery J. Newton House at 663 SW Washington. L.N. Traver built the Rennie Building on the northeast corner of Third and Madison streets, the Rickard Auto Garage at Second and Van Buren streets, and Washington School. A.A. Frantz built the Hout Building on the southeast corner

of Third and Madison streets, and Frank McFadden was the contractor for the Whiteside Theater.

Contractors from other areas were often employed in the construction of larger buildings. **John Huffman**, a Portland contractor, built the Kline Department Store on Second Street. **E.G. Allen**, a Portland contractor, built the First Presbyterian Church on the southwest corner of Eighth and Monroe streets. **Robert Wakefield** of Portland was the contractor for the 1910 cement block railroad depot (Corvallis Gazette-Times, Jan. 7, 1910). **H.E. Wilder**, a Eugene building contractor, built the Crees Building and the Sigma Nu Fraternity House (Corvallis Gazette-Times, Oct 15, 1926). **Hansen and Hammond** of Portland were the contractors for the Tau Delta House (Corvallis Gazette-Times, July 13, 1928). **A.F. Arthur** of McMinnville was the contractor for the Phi Gamma Fraternity House (Corvallis Gazette-Times, Aug. 11, 1928).

At this time, there was also an explosion in the number of mass merchandisers of low-cost homes who sold their house plans and sometimes entire houses by catalogue. A number of factors at the end of the nineteenth century resulted in the generation of a catalogue housing industry. Many of the big suppliers of catalogue houses, which were often pre-cut for shipment, were located in the Midwest. In the early twentieth century, notable companies included Gordon-Van Tine, Aladdin, Sears, Ward, Lewis, and Sterling. Pre-cut houses were shipped after all of the boards had been precut at the factory. Savings resulted from minimal on-site labor, less the need for an architect. Another reason for the increased popularity of the catalogue house at this time was the availability of financing by some companies. The 1928 Sears Catalogue offered four payment methods (Schweitzer and Davis 1990:68).

The Aladdin Company, of Bay City, Michigan, pioneered pre-cut homes (Schweitzer and Davis 1990:64). Sears published its first separate lumber and millwork catalogue in 1908 and, although there were plans for 22 balloon frame houses, Sears did not have ready cut houses until 1916 (Schweitzer and Davis 1990:65). Montgomery Ward and Company began offering house plans in 1910, with the name "Wardway Homes" adopted in 1918 (Schweitzer and Davis 1990:69).

In addition to houses, there were pre-cut garages, barns and even carriage houses in the earlier part of the century. The Aladdin Co. sold tourist cottages and filling stations (Schweitzer and Davis 1990:78).

In the 1920's, Sears also had a construction division that built from the buyer's plans or architect's plans (Schweitzer and Davis 1990:65). In 1928, Sears added a line of simpler and less expensive "Standard Built" homes. The standards for these houses differed from their "Honor Bilts" and used lighter-weight construction (Schweitzer and Davis 1990:68).

The impact of the catalogue housing industry on Corvallis housing is not known. With the ample supply of wood locally, one would expect that it might have been less in this area than nationally.

#### **TRANSPORTATION RELATED RESOURCES**

In 1910, the Corvallis and Eastern Railroad built a new depot of concrete blocks on Ninth and Washington streets (Fig. IV-13). With the total acceptance of the automobile just around the corner, this was the last railroad depot constructed in Corvallis. The tracks of the Corvallis and Alsea Railway Co. are still in place, running south from the Sixth Street railroad yard. An Oregon Electric depot was built outside of the city limits, on the east side of the Willamette River, in ca. 1913 (Fig. IV-14).

The first bridge erected across the Willamette River in Corvallis in 1913, is still in use. This steel span is a rare remaining example of a pin-connected, swing span bridge (Fig. IV-16).

The automobile rendered carriage houses and barns obsolete and in this period, automobile garages replaced the barns on many lots. Some of the early auto garages, while of much smaller scale, resembled barns in their use of board or board and batten construction and board doors (Fig. IV-57). When a garage and house were built contemporaneously, often the design of the garage matched the house or apartment building (Fig. IV-58). Most early auto garages were narrow and detached, just big enough to fit a single car, and were located either on the alley behind the house or at the back of the lot at the end of a drive. Early garages had folding doors or double-leaf doors. Some even incorporated a "pit" so that oil could be changed.

The last "auto-court" (known most recently as the Patio Motel) was removed to make way for the by-pass constructed last year.

#### **INDUSTRIAL RESOURCES**

By the early twentieth century, agricultural, educational and commercial pursuits seem to have outweighed industrial concerns. The most important local industry during this period was the sawmill, located at the confluence of the Mary's and Willamette Rivers. The sawmill and all related features, except for some concrete pads, have been demolished.

#### **AGRICULTURAL RESOURCES**

The gambrel roof barn, which was frequently employed as a dairy barn, was promoted in the state in this period by agricultural colleges which often built very large examples (Dole 1974:225). New equipment and elements were added, such as manure carriers, self-operating drinking bowls, a milk room and electrical services (Dole 1974:226). These barns incorporated a plank construction

system that used less material and smaller dimensional lumber (Dole 1974:226-227). The small length of the wooden members made it easy to change direction, resulting in the ability to create a number of different kinds of curved roof shapes including convex profiles and flared gambrel profiles (Dole 1974:227). Silos, either of wood or stone tile, were often located adjacent to the barns.

#### **EDUCATION RELATED RESOURCES**

The 1920's were an era of public school construction in Corvallis. At this time, the former wood-frame buildings were replaced by buildings, partially or wholly of masonry construction, in the **Colonial Revival** or **Neo-Classical** styles. The Washington School building (Fig. IV-24), the Franklin School building (Fig. IV-25), and the and Harding School building are still in use, although only Harding School is still used as an elementary school. Roosevelt School was destroyed by an arson fire in the 1970's.

The one-room Sunnyside School, a wood-frame Craftsman style schoolhouse, still stands but has been converted to a residence.

Buildings built on the O.A.C. campus reflected the popular architectural styles of the period. In the first decade of the twentieth century, the **Richardsonian Romanesque** style was popular for the larger buildings erected. Examples include the current Apperson Hall (Fig. IV-20) and the current Education Hall. In the second decade, **American Renaissance** designs predominated. An excellent example is the former Library Building, now called Kidder Hall (Fig. IV-21). Many of the buildings built in the 1910's on the campus were designed by John Bennes in this style. In the late 1920's, historically inspired styles predominated, such as the **Italian Renaissance** style which was used for Weatherford Hall (Fig. IV-22) and the Women's Building, and the **Neo-Classical** style used for the Memorial Union (Fig. IV-24). The Memorial Union has been described as "of Classic architecture with a modified Georgian Touch" (Corvallis Gazette-Times, May 31, 1929).

The first fraternity house, built in 1908, was a wood-frame building in the early **Georgian Colonial Revival** style (Fig. IV-55). During these early years, however, most student organizations occupied large houses in town, prior to building their own "houses". In the teens and early twenties, wood-frame fraternity and sorority buildings in the **Craftsman** style of architecture were most common. In the second half of the 1920's, a number of fraternities constructed large, brick fraternity houses in the **Tudor Revival** and **Jacobethan** styles (Fig. IV-56). Generally speaking, these were well-executed, academic examples. They included the Tau Delta Fraternity and the Phi Gamma House (1928).

#### **OTHER RESOURCE TYPES**

Six acres of land were added to the south side of Crystal Lake

Cemetery in 1910 (Corvallis Gazette-Times, May 25, 1928).

### RESOURCE EVALUATION

#### **SIGNIFICANT THEMES/ TRENDS/ EVENTS**

Resources associated with the following historic contexts may be significant:

- 1) The impact of the automobile in Corvallis;
- 2) Poultry breeding and production in Corvallis in the early twentieth century;
- 3) The Pacific Highway (Hwy. 99W) and tourist-related developments in Corvallis;
- 4) The expansion of Corvallis' commercial district to Third Street;
- 5) Hop agriculture in the Willamette Valley;
- 6) The growth and impact of O.A.C./Oregon State College on Corvallis in the early twentieth century;
- 7) The timber industry in Corvallis;
- 8) Interurban electric railroads in Oregon in the early twentieth century;
- 9) Dairying in the Willamette Valley in the early twentieth century;
- 10) The influence of the City Beautiful Movement in Corvallis in the early twentieth century.
- 11) Horticulture in the Willamette Valley in the early twentieth century.

#### **SIGNIFICANT INDIVIDUALS**

As more research is completed, names should be added to this list which is by no means complete. Resources associated with the following individuals may be significant for their associative value:

**Edward Christopher Allworth**, 1916 graduate of O.A.C. Recipient of a Congressional Medal of Honor. Supervised fund-raising activities for the Memorial Union. Honored in 1963 by National Association of College Unions for having spent more years in active student union service than anyone else in the United States.

**John A. Bexell**, Dean of the School of Commerce at O.A.C. and a pioneer of commercial education in the United States.

**Ava Milam Clark**, Dean of Home Economics at O.A.C. for 34 years. "Pioneer of the professional Home Economics education program that has served as a pattern throughout the United States and in China, Japan, Korea, the Philippines, and Thailand" (Centennial Awards, 1968). "Former Home Economist for the Food and Agriculture Organization of the United Nations in Syria and Iraq" (Centennial Awards, 1968). Recipient of Yonsei University of Seoul, Korea, 1968 Distinguished Service Award for outstanding Service to Mankind" (Centennial Awards, 1968).

**James Dryden**, Head of the Poultry Science Dept. at O.A.C. for 14 years. Dryden is credited with having started the commercial egg industry in Oregon.

**Leo J. Fairbanks**, prominent O.S.C. educator and artist.

**Thomas Gatch**, President of Willamette University and Oregon Agricultural College. On the Board of Directors of the Carnegie Foundation.

**Samuel Herman Graf**, prominent O.A.C. engineer and inventor.

**Jesse Allen Hansen**, O.A.C. professor whose research revolutionized the poultry industry. He was acclaimed by his peers as "leading poultry man of the world".

**Milton Harris**, graduated from Oregon Agricultural College in 1926. Perkins Medalist in Chemistry and recipient of Priestly Medal in 1980. Mr. Harris was the Chairman of the Board of the American Chemical Society.

**C.L. Heckart**, Prolific Corvallis builder in this period of great expansion.

**E.R. Jackman**, Extension Agent for O.A.C. known for his work on alfalfa and grasses for range lands of eastern and central Oregon. His work on various species led to the seeding of over 200,000 acres of crested wheat grass in the Columbia River Basin (Groshong 1968:14).

**Archie Johnson**, Corvallis banker and businessman who established the Benton County State Bank.

**William Jasper Kerr**, President of O.A.C./O.S.C. for a quarter of a century (1907-1932) "during the institution's growth and development from a locally oriented institution to a nationally recognized Land-Grant College" (Centennial Awards, 1968). Responsible for establishing different schools within the college. Created the School of Forestry in 1913, the School of Mines in

of Education in 1918, School of Health and Physical Education in 1931, and the School of Science in 1932. He also supervised the building of most of the major buildings on campus. Dr. Kerr was also chancellor of the Oregon State System of Higher Education during its first three years.

**S.L. Kline, Walter Kline**, father and son Corvallis merchants. S.L. Kline opened the first "department store" in Corvallis.

**Ida Evangeline Kidder**, first O.A.C. librarian. Advocate of the construction of the first library building on the O.A.C.. campus.

**E.J. Kraus**, distinguished scientist and first Dean at O.A.C. Taught at O.A.C. from 1909 to 1919. Later became the principal Plant Physiologist, Division of Fruit and Vegetable Crops, U.S. Department of Agriculture and head of the Botany Dept. at the Univ. of Chicago.

**Claude I. Lewis**, horticulturalist and O.A.C. professor who played an important role in the development of the commercial fruit and nut orchards in Oregon.

**Ulysses Grant McAlexander**, Brigadier General and Commandant of cadets at O.A.C. Distinguished by U.S., France, and Italy for his leadership in a strategic battle in World War I. Known as the "Rock of Marne".

**J.S. McCready**, founder of Corvallis Lumber Co., an important Corvallis industry in this period.

**James Douglas McKay**, 1917 graduate of O.A.C. Governor of Oregon (1949-1952) and U.S. Secretary of the Interior in the Eisenhower Cabinet.

**Gladys Grace Miller**, 1922 graduate of O.A.C. Nationally recognized interior decorator and business woman.

**Sam H. Moore**, prominent Corvallis poultryman. Built the first all electric hatchery on the West Coast in Corvallis.

**J.M. Nolan**, long time Corvallis merchant who operated the largest department store in Corvallis in this period.

**Charles Taylor Parker**, 1908 graduate of O.A.C. Contributed large sum of money to build Parker Stadium at Oregon State College (in late 1940's) and even larger sums of money for academic programs.

**Linus Pauling**, 1922 graduate of Oregon Agricultural College in chemical engineering. Only recipient of two unshared Nobel Peace Prizes. Unraveled the mystery of chemical bonding, mapped the structure of large proteins, uncovered the basis of sickle cell anemia, and made contributions in immunology, quantum mechanics,

and crystal structures.

**Mark Rickard**, pioneer of the auto sales business in Corvallis. Sold the first cars in Corvallis in 1904 and, in 1908, built the first auto sales garage.

**T. Claude Ryan**, Oregon Agricultural College graduate who founded Ryan Flying Co. later known as Teledyne Ryan Aeronautical. Mr. Ryan was a pioneer in aeronautics whose work included: working on the design for Lindbergh's Spirit of St. Louis; the establishment, with a partner, of the country's first year-round scheduled passenger service in 1922; and the development by his company of a radar navigation system, altimeter and lunar landing systems used in moon landing missions.

**Harry August Schoth**, prominent agronomist known for his achievements in the grass seed industry in producing commercial varieties of grasses.

**Charles L. Schuster**, prominent in the development of the filbert industry in Oregon.

**Dr. Margaret Comstock Snell**, O.A.C. professor and first home economist in the Far West.

**Anna M. Turley**, First Extension Specialist in Home Economics. In the teens she began touring the state lecturing to women on food problems, nutrition, kitchen arrangements, and clothing (Groshong 1968:15).

**Dr. William Whitehouse**, received B.S. Degree in Horticulture in 1915 from Oregon Agricultural College. His later research led to the establishment and development of the pistachio industry in California. In 1977, he was recognized as the "father of the U.S. pistachio industry".

**Samuel Whiteside, Charles Whiteside**, pioneers of the theater business in Corvallis.

## **ARCHITECTURAL VALUES**

Local landmark designation should be considered for residential resources which best illustrate the styles, types, and expressions thereof for resources mentioned in the identification section. It is very important that examples representing a wide range of architectural expression be represented. In evaluating which resources to place on the landmark's list, important considerations are design distinctiveness, character-defining elements, and integrity of design and materials. In cases where a number of architecturally similar, intact resources exist, the best examples representing a variety of expressions should be selected. Given the number of residential resources dating to this period, the

integrity threshold should be very high. Houses could also be significant if they represent an important work of an architect.

Since a large area of Corvallis was developed in the early years of the twentieth century, there are neighborhoods with a large concentration of houses dating to this period. In areas where there is a concentration of resources within a geographically contiguous area, the potential for an historic district should be assessed. Craftsman and Bungalow style houses are concentrated in an area surrounding the university on the south, east and north. To the west of the university is what is currently known as the College Hill neighborhood, a neighborhood made up of a high percentage of Modern Colonials and Tudor Cottages which have traditionally housed university professors.

**FIGURE IV - 1,2,3. Corvallis Plats 1900-1929**

Aseas Platted in the Years from 1900-1909 (red)

Louisa Irwin's Addition (1905)  
College Crest Addition (1907)  
North College Hill Addition (Supp Plat, 1908)  
Miller's Addition (1909)  
Emery and Kent's (1909)  
N.P. and B Avery's Second Addition (1909)  
Fairview Addition (1909)  
Rosedale Addition (1909)  
Park Terrace Addition (1909)  
West Corvallis (1909)

Areas Platted in the Years from 1910-1919 (blue)

Oak Creek Addition (1911)  
Miller's Second Addition (1911)  
College Heights Addition (1911)  
Kerr's Addition (1912)  
Hollenberg's Addition (1913)  
Fisher's Addition (1913)  
Arnold Heights Addition (1916)

Areas Platted in the Years from 1920-1929 (green)

Supp. Plat, Blocks 8,9,13,14 of College Hill Addition (1920)  
Hillcrest Addition (1921)  
Supp. Plat, Block 10 of College Hill Addition (1921)  
Lincoln Tracts (1921)  
Supp. Plat Fairview (1921)  
Beals Supp. Wells & McElroy Addition (1922)  
Carver Tracts (1923)  
Lilly Tracts (1926)  
Johnson's Addition (1926)  
Baber's Supp. College Hill Addition (1928)  
Reitsma's Subdivision College Homes (1928)

Areas Platted in the 1890's but not developed until the 20th Century (white)

Portion of Wells and McElroy Addition  
Part of Block 3, College Homes Addition

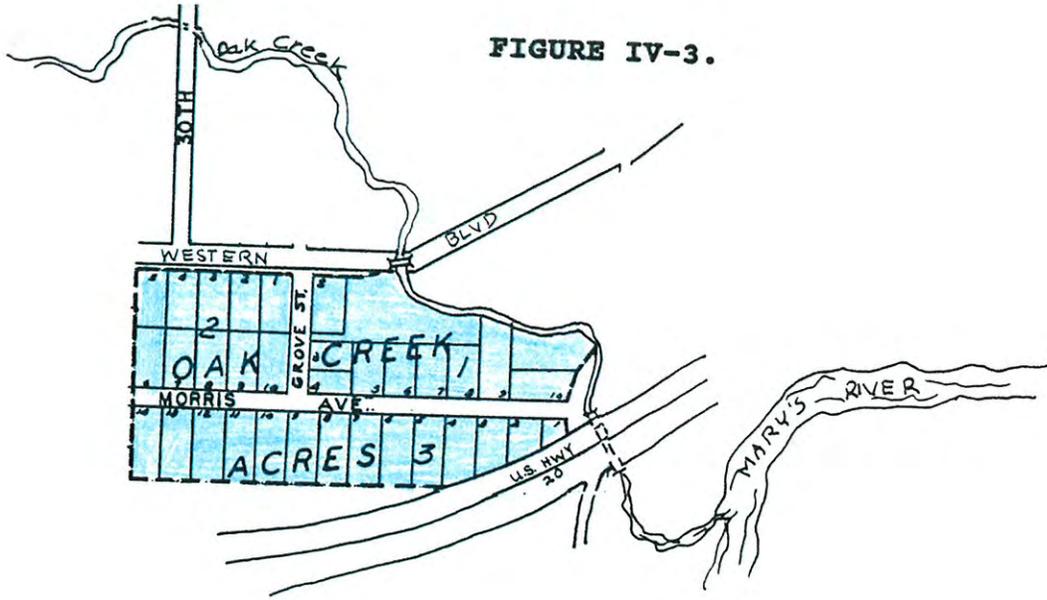
FIGURE IV-1.



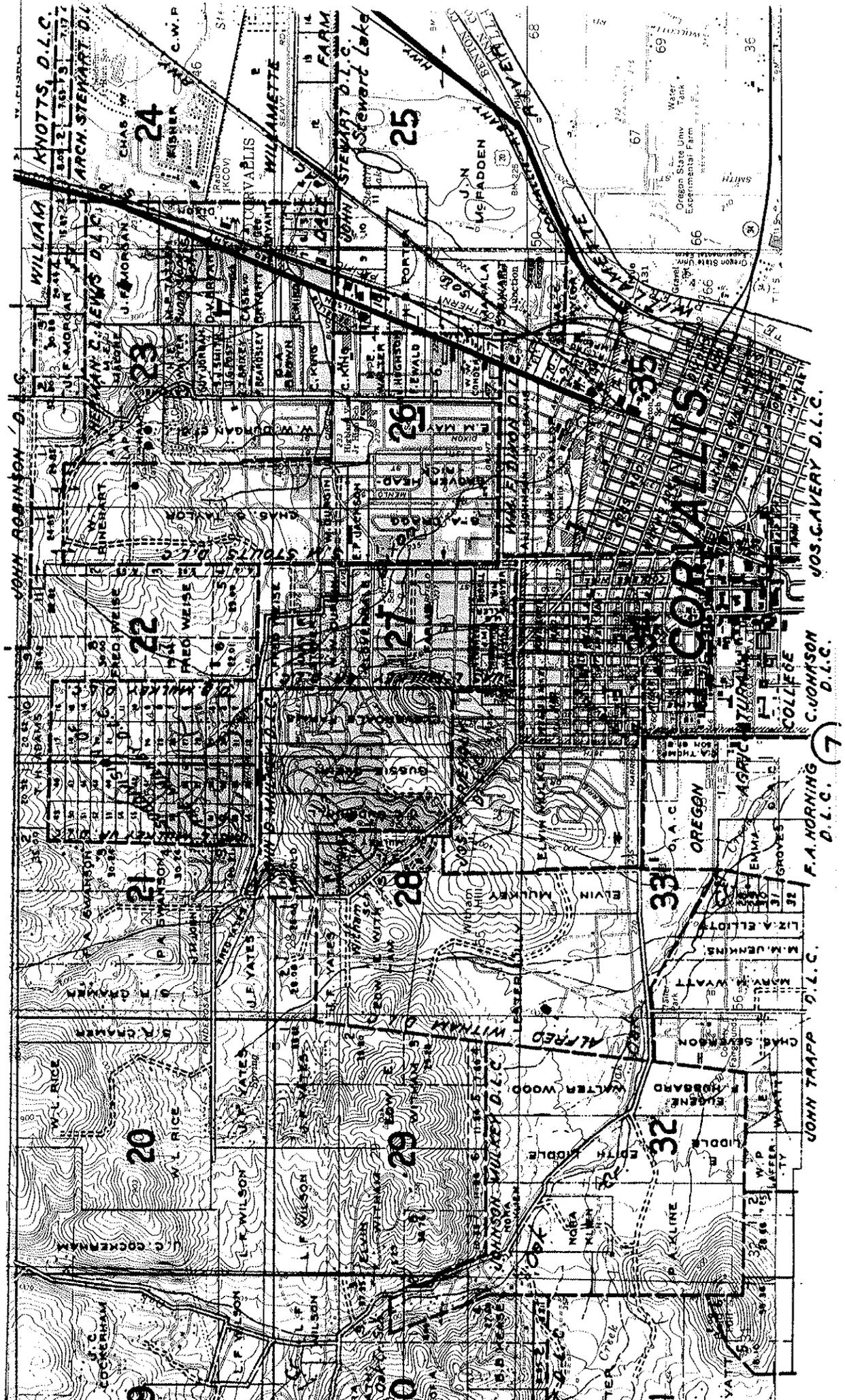
FIGURE IV-2.



FIGURE IV-3.



**FIGURE IV-4.** Overlay of 1929 Metsker Map of T11S, R5W W.M. over Corvallis and Riverside 7.5' U.S.G.S. quadrangles.



KNOWTS, D.L.C.  
ARCH. STEWART D.L.C.

WILLIAM  
J. FARMAN

W.C. LEWIS D.L.C.

JOHN ROBINSON D.L.C.

STOLTS D.L.C.

W.L. ADAMS

W.L. RICE

W.L. RICE

J.C. COCKERHAM

L.R. WILSON

J.C. COCKERHAM

24

23

22

21

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6

5

4

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

WILLAMETTE

WILLAMETTE

ST. VALLIS

&lt;

**FIGURE IV-5.** Overlay of 1929 Metsker Map of T12S, R5W W.M. over Corvallis and Riverside U.S.G.S. 7.5' quadrangles.

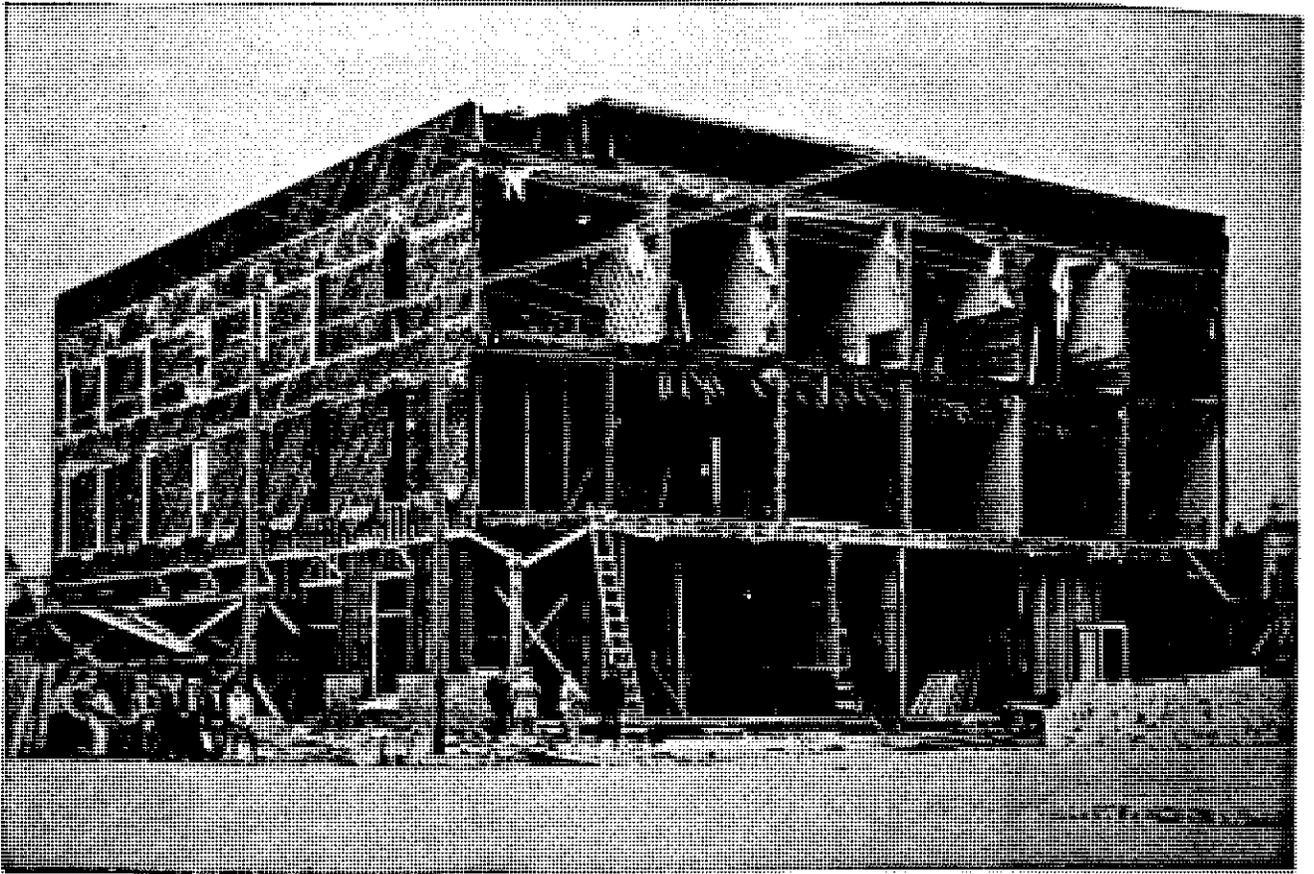




**FIGURE IV-6.** Wilder Apartments, built in 1926 at 963 NW Jackson Street.



**FIGURE IV-7.** Benton County National Bank building built in 1907 at the northeast corner of Second and Madison Streets. A Romanesque style commercial building.

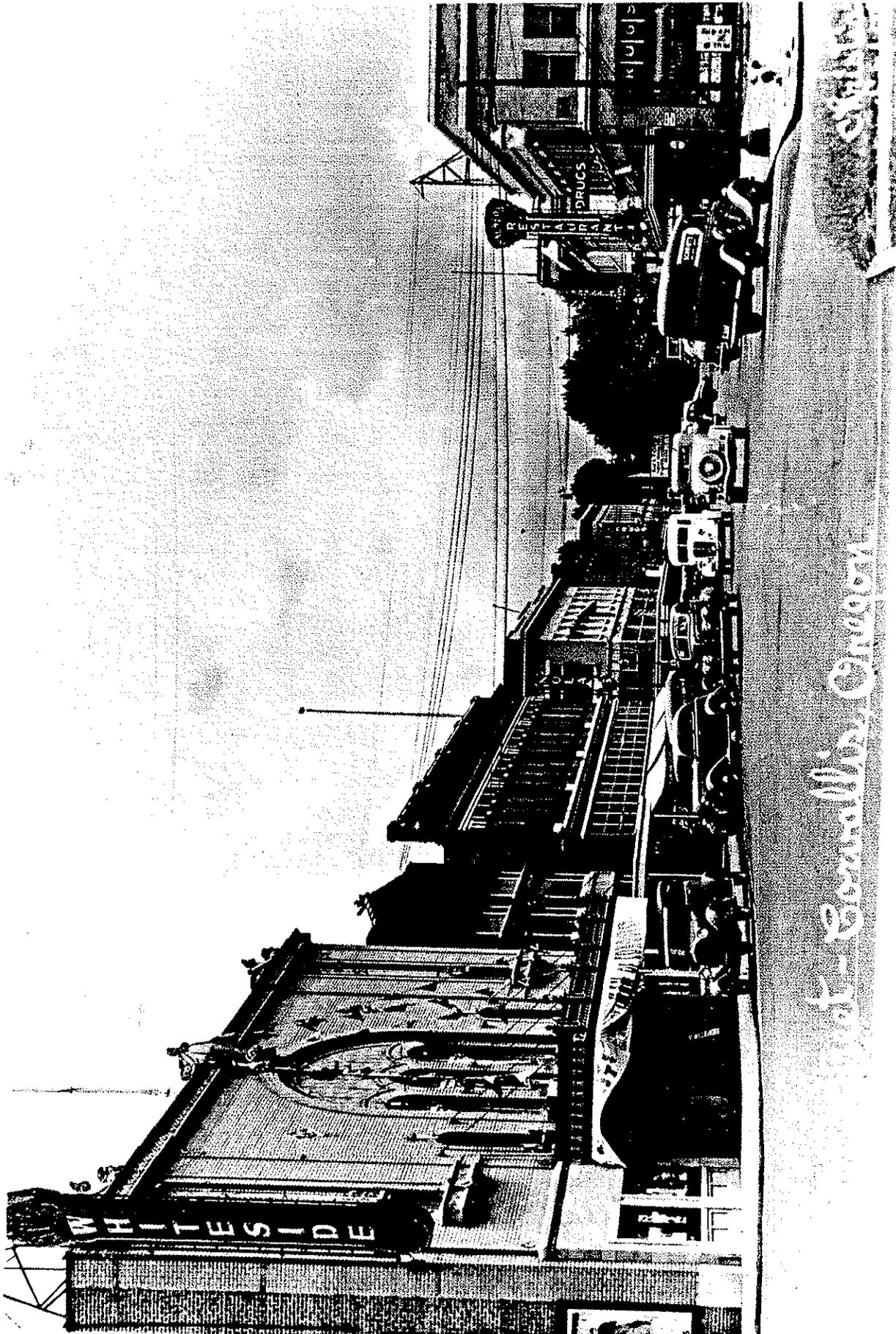


**FIGURE IV-8.** Remodeling the 1893 Corvallis Hotel in 1910.



**FIGURE VI-9.** After the remodeling - the 1911 Georgian Revival style Julian Hotel at the southeast corner of Second and Monroe Streets.

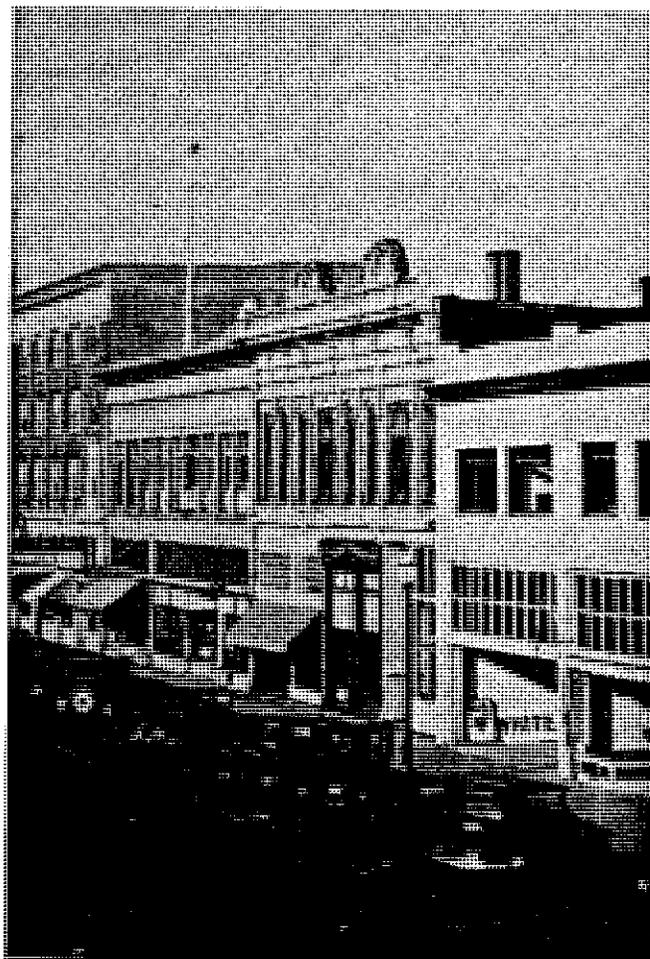
**FIGURE IV-10.** Downtown Corvallis in ca. 1930. Madison Street looking east from Fourth Street.



Seaside - Seaside, Oregon



FIGURE IV-11. Downtown Corvallis in the late 1920's. Third Street looking north between Jefferson and Madison.

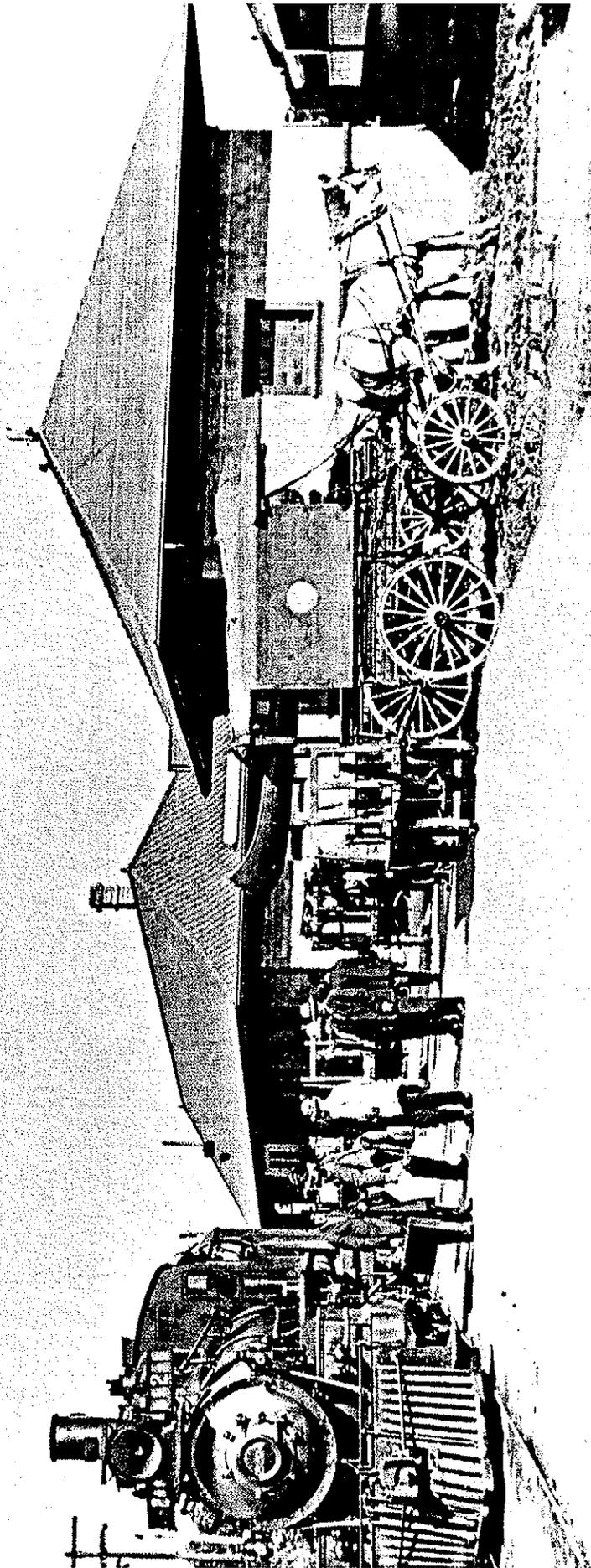


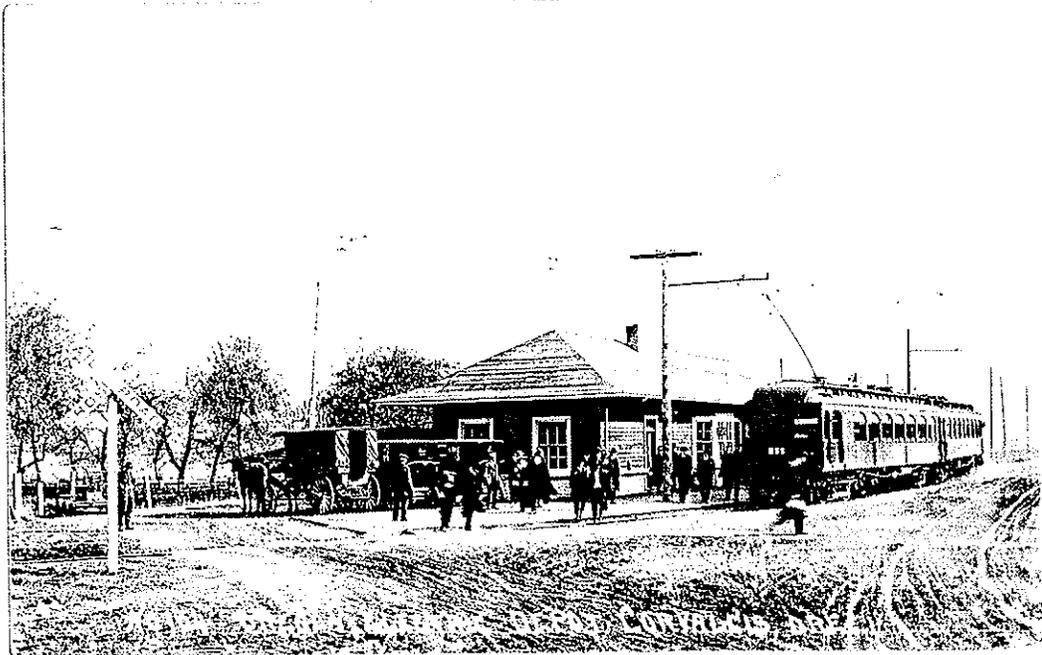
East side of Second Street between Jefferson and Madison.



**FIGURE IV-12.** The Whiteside Theater, Italian Renaissance style. "Movie Palace" built in 1922 in the on the northeast corner of Fourth and Madison Streets.

**FIGURE IV-13.** Concrete Block Railroad depot constructed in 1910 near Ninth and Washington Streets.

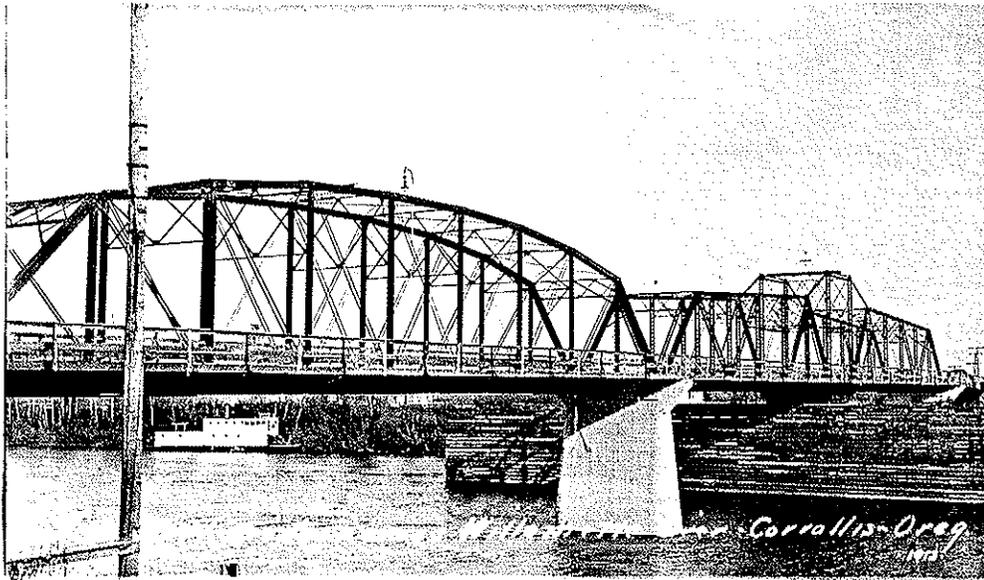
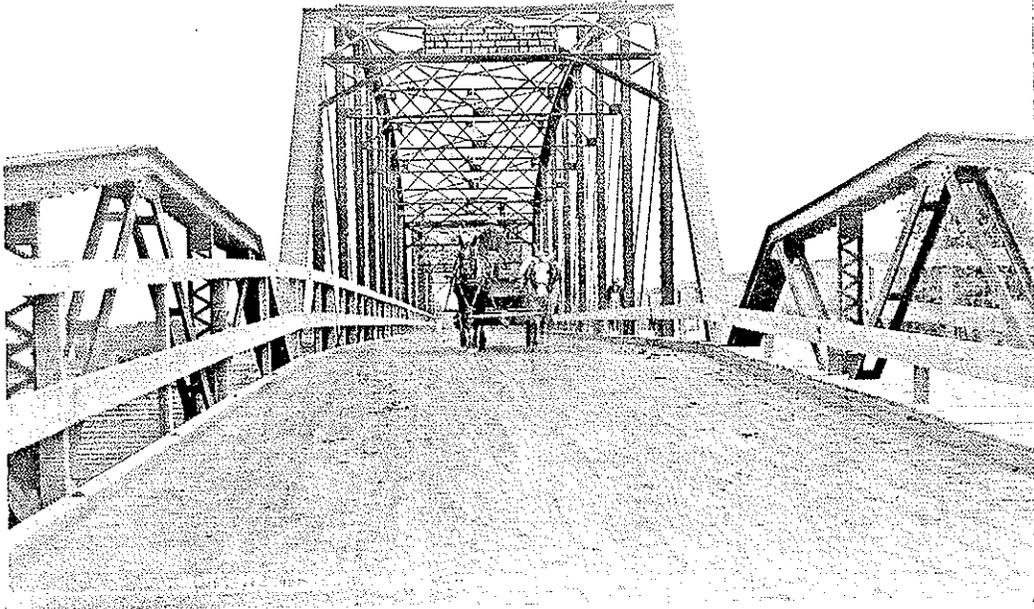




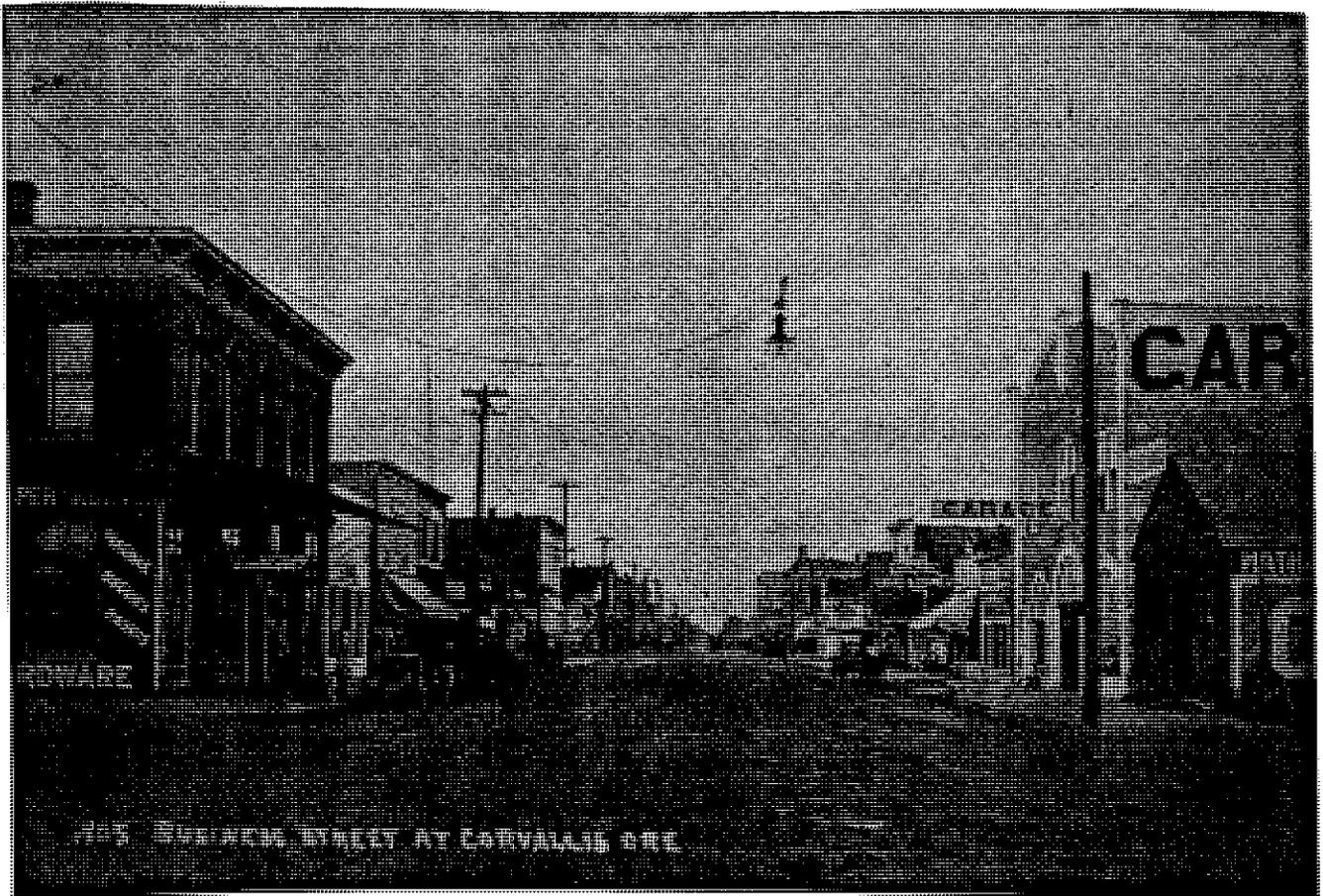
**FIGURE IV--14.** Oregon Electric Depot. Located on the east side of the Willamette River just north of the Van Buren Street Bridge Approach.



FIGURE IV-15. Paving Corvallis Streets ca. 1910. Second Street looking south from Madison Street.



**FIGURE IV-16.** Van Buren Street Bridge, 1913. The first bridge to span the Willamette River at Corvallis. Bridge is pin-connected with a swing span to allow river traffic to pass beneath the truss.



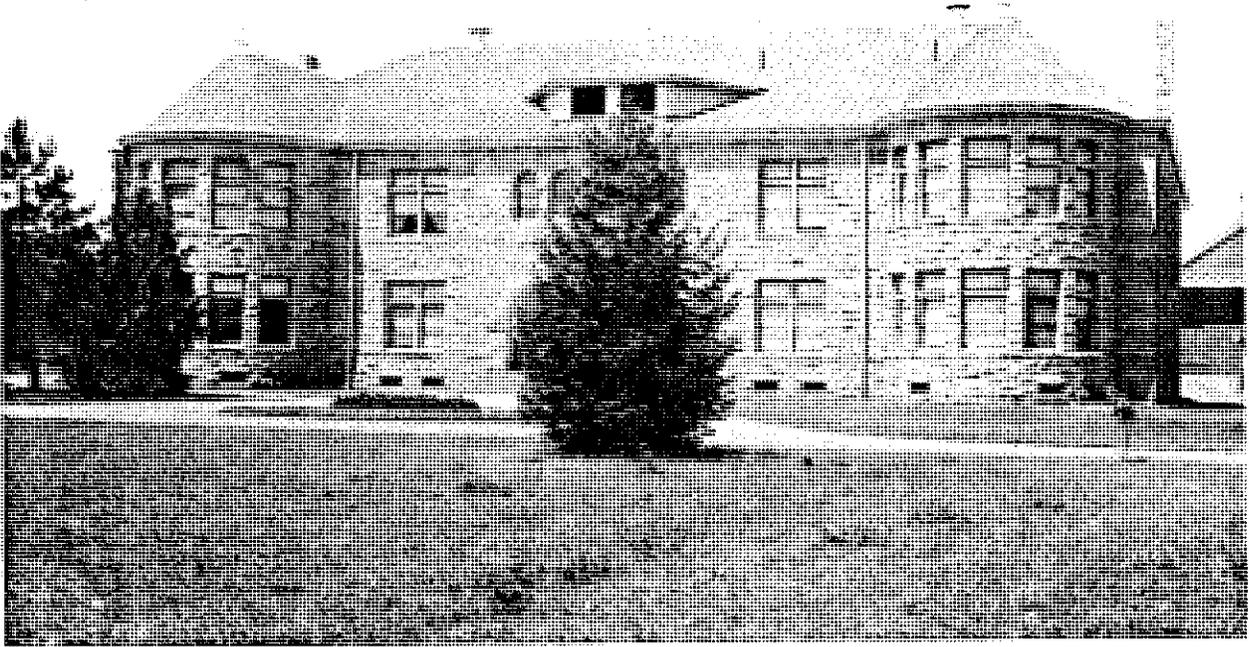
**FIGURE IV-17.** View to north on Second Street from Second and Adams. On the right is the Corvallis and Philomath Auto Co. Garage built in 1911. Note the difference in design when compared to the A.L. Stevenson Garage Building below.



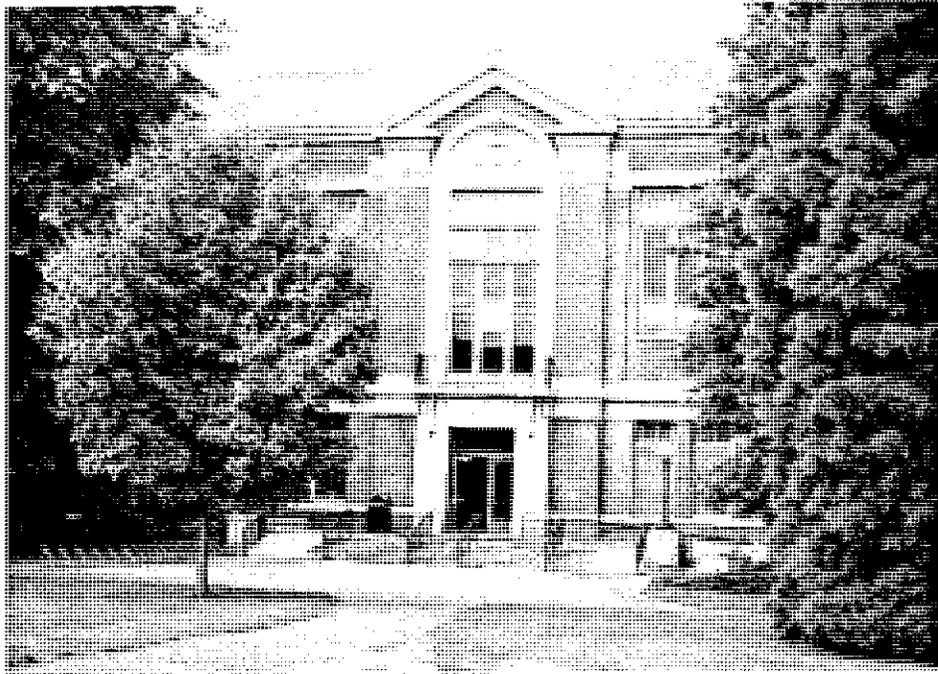
**FIGURE IV-18.** A.L. Stevenson Garage located on the northwest corner of Second and Washington Streets. Built in 1917.



**FIGURE IV-19.** Silver Wheels Freight Terminal, northeast corner of Second and Van Buren, 1927. One of the many automobile related businesses built in Corvallis in the 1920's.



**FIGURE IV-20.** Mechanical Hall (current Apperson Hall) built on the O.A.C. campus in 1900. Richardsonian Romanesque.



**FIGURE IV-21.** O.A.C. Library (Kidder Hall) built in 1917. American Renaissance style, a popular style for O.A.C buildings in the 1910's.



**FIGURE IV-22.** Weatherford Hall, men's dormitory on the O.A.C. campus built in 1928. Italian Renaissance style.



**FIGURE IV-23.** Memorial Union on the O.A.C. (O.S.A.C.) campus built in 1928-29. "Classic architecture with a modified Georgian touch."



**FIGURE IV-24.** Washington School. Neo-Classical style public school building erected in 1923-24 at the north end of Seventh Street..



**FIGURE IV-25.** Franklin School a "Colonial" style public school at Polk and Eighteenth Streets.



**FIGURE IV-26.** The Levi Mellon House. Concrete block house on the northwest corner of Fifteenth and Western Streets built for by the owner of the local concrete block factory.



**FIGURE IV-27.** Shultz-Dryden House, 445 NW 8th Street, built in 1909. Use of rock-faced concrete block was common for porches and foundations in Corvallis during this period.



**FIGURE IV-28.** "Transitional Colonial" house located at 420 NW Sixth Street.



**FIGURE IV-29.** Archie Johnson House, 230 NW 9th Street, built in ca. 1913. Early example of the Tudor style in Corvallis.



**FIGURE IV-30.** Bungalow style house at 633 NW 12th Street.



**FIGURE IV-31.** Ball House, a "Semi-Bungalow" located at 663 Van Buren Street.



**FIGURE IV-32.** Bungalow with double-gable roof configuration at 420 SW 9th Street.



**FIGURE IV-33.** J.W. Foster House, 861 SW Jefferson, built in 1912. Example of a side-gabled Craftsman Bungalow.



**FIGURE IV-34.** Front-gabled Bungalow located at 220 NW 29th Street.

## CHAPTER FIVE

### CORVALLIS DURING THE GREAT DEPRESSION AND SECOND WORLD WAR 1930-1945

#### HISTORIC NARRATIVE

During the Great Depression, overall emigration to Oregon declined although a new wave of emigrants came to Oregon as a result of the "dustbowl". These emigrants were called "Oakies" regardless of the state of their origin (Dicken and Dicken 1979:157). Corvallis' population, which was 7,585 in 1930, increased by only 10% in the years from 1930-1940.

In 1931, the newspaper suggested that the effects of the Depression were less severe in Corvallis, stating that "it has been very noticeable that there has been plenty of money to spend at all times on women's clothes, social affairs, and for gasoline sales which have been very good in this district" (Corvallis Gazette-Times, April 28, 1931). Newspaper articles of this period mention the transients, however, who were not faring as well as the local populace. "They were just floaters, being kicked and cuffed around by the depression, as are hundreds like them" (Corvallis Gazette-Times, June 13, 1931). In 1936, the newspaper reported that newcomers were coming to the Willamette Valley and Benton County primarily from the states of South Dakota and Nebraska (Corvallis Gazette-Times, July 30, 1936).

A victim of the Depression, building construction slowed considerably in the period between 1930 and 1935, with the worst year being 1933. In 1933, only three building permits for dwellings were issued in Corvallis. Two major public buildings were completed in Corvallis, however, in the early 1930's: the Corvallis Post Office and the Corvallis Public Library.

There are several indications that economic conditions improved locally beginning around 1936-37. In 1936, Oregon building activity in general rose significantly. Also in 1936, the first addition was platted in Corvallis since the onset of the Depression. In 1937, building activity increased with the newspaper reporting that "Building activity for the first half of 1937 more than doubled the work done in the first half and already the total amount of building permits issued has reached 85 percent of the entire 1936 total" (Corvallis Gazette-Times, July 24, 1937). That year, 39 new residences and four new business buildings were built in Corvallis. In 1938, building continued to increase with the construction of 58 new residences and two new business buildings (Corvallis Gazette-Times, Dec. 31, 1938). Several public building and remodeling projects in Corvallis were completed with assistance from the Public Works Administration (PWA).

By 1939 things had improved considerably. That year the building construction trade in Corvallis had its best year of the 1930-1940 decade with 76 new homes erected (Corvallis Gazette-Times, Jan. 2, 1940). In 1940, 70 new houses were built in Corvallis and 11 business buildings (Corvallis Gazette-Times, Dec. 31, 1940).

This period saw continued development in south Corvallis near Lincoln School and in areas adjacent to the Country Club. Additions platted in this period included: **Stimson's Addition** (1936), **Country Club Heights** (1938), **Longhill Heights** (1939), **Cedar Hurst** (1940), **Knollbrook No. 1**, (1941), **F.L. Lilly Tracts** (1941), **Country Club Heights Addition** (1942), and **Richland Acres** (1945). Figures V-1 and V-2 illustrate the locations and boundaries of these plats.

In 1945 real estate sales reached a new high. The newspaper reported that 1945 was:

"The biggest year for selling improved business property both in number of sales and price. The biggest turnover in residential properties in history. More money than ever before in Corvallis banks...Realtors are continuing to wear that happy smile that comes with big sales commissions..." (Corvallis Gazette-Times, Jan. 2, 1946).

In 1940, the population of Corvallis was approximately 8,393. Like the rest of the country, World War II pulled Oregon out of the economic slump. Statewide, "Hundreds of new factories were established to produce material for the war and thousands of new workers came from other states to satisfy the job market" (Dicken and Dicken 1979:157). Most important were sawmills, flour mills, canneries, and other food-processing plants.

The proximity of Corvallis to a major World War II training facility resulted in war-related developments within the community. In the winter of 1941, the United States War Department began a survey of potential training camp sites on the West Coast. The Ninth Army Corps needed suitable locations for cantonments, airplane fields and munitions depots. An area five miles north of Corvallis was selected as a cantonment for a Triangular Division of 30,000 to 35,000 troops. At the peak of operation, Camp Adair was the second largest city in Oregon. The proximity of a development of this size near Corvallis had several consequences for the community. Housing became scarce as enlisted mens' and officers' wives scrambled to find places to live in Corvallis. Many of the large, older houses in the community were converted into apartments at that time to meet this demand for housing. At least one hotel re-opened its doors after closing in the 1930's.

It was believed that Corvallis was vulnerable to enemy attack during World War II because of its proximity to the coast and Camp Adair and because there was an army airport, in conjunction with

Camp Adair, just south of Corvallis (Johnson 1942:1). Engineers made a survey of public buildings in Corvallis to determine their safety. Buildings declared safe were the Benton Hotel, the Crees Building and the First National Bank Building.

The greatest threat was perceived to be fires set by enemy planes during the dry season. In order to protect the community, a Civilian Defense System was put into place. An aircraft observation squad kept a constant lookout for planes as did community members stationed on the rooftops of buildings in Corvallis. Each block in Corvallis had at least one air raid warden, who among other duties, insured compliance with blackouts (Johnson 1942:4).

A canteen division in Corvallis prepared and served meals at the former Methodist Church, the Episcopal Church, and Avery Park. The former Madison Street Methodist Church was the site of a USO Canteen where servicemen stationed locally gathered for recreation (Chapman and Weber 1983-84). The Corvallis Canteen Division was unique since men also served in it (Johnson 1942:5).

The end of the war marked the beginning of a new era in the development of Corvallis. There was a 93% increase in the population of Corvallis during the period (1940-1950). This increase was the result of several factors including Camp Adair and the increase in enrollment at O.S.C. after the war. The increase also reflected the fact that college students were counted for the first time in the 1950 census (Corvallis City Planning Commission 1959:2).

#### **COMMERCIAL DEVELOPMENTS**

As can be expected, construction in the business district almost came to a standstill in the first five years of the 1930's. One exception was the Greyhound Bus Station built on the northwest corner of First and Jackson streets In 1930.

Commercial building picked up in the late 1930's. This period marks the expansion of the business district to Fourth and Fifth streets along the Madison and Monroe Avenue corridors. In 1937, the building currently housing Lehnert's Office Supply, at 451 SW Madison, was among the four business buildings constructed that year. In 1938, the Welscher Building was built on the southeast corner of Fifth and Madison Streets for the Leading Floral Company. Things had improved considerably by 1940 with 11 new commercial buildings constructed. One of these buildings was the 1940 Art Moderne Style building located at 551 Monroe.

Few buildings were constructed in downtown Corvallis during the period, 1941-1945, because of the war.

#### **TRANSPORTATION**

##### **Railroads/Buses**

Improved roads, more automobiles, and depressed economic conditions all combined to discourage rail travel. Bus lines, which had more flexibility in terms of area of travel, supplanted the passenger train business. In 1930, the Greyhound stage garage was built on the northwest corner of First and Jackson streets. That same year the Oregon Electric Railroad tore out its spur line on the main line from Corvallis to Gray junction (Lowry, Munford, and Moore 1979:5). In 1933, passenger service ceased on the Oregon Electric main line also.

### **Automobiles**

The number of automobile service stations in Corvallis during the 1930's was rather remarkable given the population of Corvallis at that time. The 1934 Corvallis City Directory lists fourteen service stations (Maxson's Corvallis Directory, 1934). In 1938 the Shell Service Station, located at the corner of Third and Jefferson, underwent a major expansion. In 1939 the Truax Service Station was constructed on Third Street near Van Buren Avenue.

The number of automobile salerooms and garages actually decreased during this period as certain auto makers emerged as the winners in the automobile industry. Among the automobile garages in the mid-1930's were: Brands Motor Company at Second and Van Buren; E.L. Getz and the Millsap Motor Company at Second and Jackson; the Ralston-Low Motor Company at First and Madison; Rickard's Garage at Second and Van Buren; and the Whiteside Motor Company at Third and Monroe (Maxon's Corvallis Directory, 1934). At the same time, O.A. Tozier still operated a harness shop on Second Street (Maxon's Corvallis Directory 1934).

Several transportation-related developments of the period included: the use of logging trucks around 1930 (Schroder 1979:20); the installation of parking meters downtown in 1945; and the construction of auto garages attached to houses.

### **Ferries**

The Stallbush Island Ferry was still indicated on 1938 maps suggesting that it remained in use. (Metsker Map, T12S, R5W, 1938).

### **INDUSTRY**

One effect of the depression locally was the demise of the Fischer Flouring Mill. While not quitting business altogether, the Fischer Brothers operated a much smaller milling operation and garden supply business at First and Jackson streets.

In 1940, the Corvallis Lumber Company's mill was the largest in the county (Phinney, Present Commerce and Industry of Benton County, Oregon, 1940). The war years created a large demand for timber making these busy years for the mill.

## **AGRICULTURE**

In this period, agriculture was still diversified with dairying, poultry raising, fruit growing, and grain production all actively conducted. Largely because of the college and the presence of several prominent individuals in this field, Corvallis was recognized as a poultry breeding center. In 1930 Corvallis was the largest shipper of baby chicks in the State of Oregon (Corvallis Chamber of Commerce 1930:3).

In the 1930's, the cannery on Ninth Street was still an important industry. The Western Oregon Packing Corporation was operating the cannery at that time.

Dairies flourished locally in the 1930's with four dairies operating in Corvallis in 1934 including: the Dallas Dairy, the Fairplay Dairy, the Sunny Brook Dairy and the Medo-land Creamery. The Medo-land Creamery was located at First and Madison streets.

In 1934, Corvallis also had a potato chip manufacturer. Known as Golden Glow Potato Chips, the business was located at 453 NW Polk Avenue.

## **RELIGION**

Because of the Depression and the fact that many congregations had completed large, masonry edifices in the previous two decades, there was little in the way of new church construction in the 1930's. One exception was the construction of the Full Gospel Assembly Church on the northeast corner of Fourth and Adams streets in 1930. The church was built in a modified Spanish Colonial Revival style with a curvilinear parapet of the Mission style. The First Methodist Church on Eleventh and Monroe streets also underwent reconstruction because of a fire in the mid-1930's.

Largely as a result of the Depression, the Congregationalists and the Presbyterians federated for a period of time, vacating the Congregational Church building at Eighth and Madison streets which, subsequently, became a funeral parlor. In 1941, the Southern Methodists and the First Methodist Church united forming the United Methodist Church. The combined congregation used the Methodist Church building on Eleventh and Monroe streets, vacating the Methodist Church South Building at Fifth and Madison streets.

## **EDUCATION**

### **Public Schools**

In 1935 a new high school was completed on Eleventh Street, northwest of the city limits at that time. The 1910 high school building became Corvallis Junior High School. Central School, which housed the junior high for a period of ten years, was

dismantled in 1935. In 1946, the Junior High School was destroyed by fire leaving the two blocks, now known as Central Park, without a school building for the first time in seventy-five years.

In 1938, a Public Work's Administration project enlarged Harding School, adding an auditorium, classrooms, and a basement (Corvallis Gazette-Times, July 2, 1938). Perhaps because of the extra space added to Harding School the Witham Schoolhouse closed in about 1940, although official consolidation with the Corvallis School District #9 did not take place until 1946 (McDonald 1983:207).

### **Oregon State Agricultural College/Oregon State College**

The depression forced the newly established State Board of Higher Education to take a closer look at the economic soundness of having two state institutions located only forty miles apart. For a time, it was believed that only one of the major institutions would survive and a proposal to consolidate the two institutions on the Corvallis campus had considerable support (Groshong 1968:25).

Instead, a plan emerged whereby duplication of courses, equipment, departments, laboratories and publications was to be eliminated. In 1932 Oregon State College, Oregon Agricultural College's new name, became the State's major center for all work relating to the physical and biological sciences, and the University of Oregon became the center for major work in the liberal arts and related fields (Groshong 1968:25).

Building on campus almost came to a halt in the economically depressed atmosphere of the early 1930's with construction limited to several poultry related buildings. In 1936 Plageman Infirmary was constructed and in 1939 the Chemistry Building (currently Gilbert Hall) was built as a Public Work's Administration project.

In 1937, the name of the college was officially changed to Oregon State College although this name had been in common usage since 1932 (Beach n.d.:5).

Because of World War II building was slow in the first half of the 1940's. In 1942 a fumigatorium was built; and in 1943 an insectary, machine storage facility, and the west greenhouse were built. Several buildings were acquired at this time including the Wyatt Farmhouse and the building used for many years as the Park Terrace Child Development Laboratory.

Despite the Depression five new fraternity and sorority houses were built in 1930 (Corvallis Daily Gazette Times, Dec. 29, 1930). Construction of large fraternity and sorority houses slowed during the Depression but picked up by the late thirties. In the spring of 1938, the newspaper noted that the Kappa Delta Sorority House, to be built that summer was "...one of the first construction jobs in several years for state college living groups" (Corvallis

Gazette-Times June 27, 1938). That same year, Alpha Delta Pi began work on a sorority house at Twenty-Third and Harrison streets. The building was described as a Williamsburg Colonial type, beige in color with green shutter trimmings. Colonial-inspired designs were typically used for fraternities and sororities built in the late 1930's until the war-induced material shortages of the early 1940's.

The growth of the college during this period created a housing shortage in Corvallis. In 1939, noting that construction of homes in Corvallis was greater than in any preceding year, the newspaper stated that "it has hardly kept pace with the growth of Oregon State College" (Corvallis Gazette-Times, June 20, 1939).

## **RECREATION**

The auto tourist cabins in City Park gave way to a privately owned auto court known as Wa-Wona Court. These tourist cabins, with attached auto garages, were located adjacent to the City Park. Recently demolished for highway by-pass construction (some of the units were moved from the site and placed in Philomath), this auto court was last known as the Patio Motel.

In 1937, the Corvallis Lion's Club leased the land in the current location of Avery Park. The Lion's Club, which had received an option to purchase the land, created public interest in a park in that location by having a large community picnic and fireworks on the Fourth of July (Phinney, "Corvallis Parks", 1940). The Lion's Club requested that the City Council take over their option and purchase the property. In August of 1937, the Council decided to purchase the park (Phinney, "Corvallis Parks", 1940). The park was ready for public use in 1938 (Corvallis Gazette-Times, June 25, 1938).

## **RESOURCE IDENTIFICATION**

### **RESOURCE TYPES AND DISTRIBUTION**

Historic Resources associated with this period of history include the following:

#### **I. Residential Buildings**

##### **A. Style**

1. Foursquare
  - a. Colonial Detailing
2. Modern Tudor Revival
3. Colonial Bungalow
4. Modern Colonial
  - a. Georgian

- b. Dutch Colonial
- c. Williamsburg
- d. Cape Cod
- e. Rambling Colonial
- f. Minimal Tract
- 5. Spanish Colonial Revival
- 6. Art Moderne
- 7. International
  - a. Northwest Regional

- B. Vernacular
  - 1. Massed-plan, Side-gabled
  - 2. Gable-front
  - 3. Hip-roof Cottage

## II. Outbuildings

- A. Auto Garages

## III. Commercial Buildings and Public Buildings

- A. Materials
  - 1. Brick
  - 2. Reinforced Concrete
- B. Style
  - 1. Modern Commercial
  - 2. Neo-Classical
  - 3. Half Modern or Transitional
  - 4. Art Deco
    - a. Art Moderne
  - 5. International
  - 6. Utilitarian

## IV. Transportation-Related Resources

- A. Automobile
  - 1. Automobile Agencies/Garages
  - 2. Automobile Supply Shops
  - 3. Other Automobile-related Businesses
  - 4. Gas Stations
- B. Motor Stage or Bus
  - 1. Bus Depots

## V. Resources Related to Industry

- A. Sawmills and Related Features
  - 1. Wigwam Burners
  - 2. Log Ponds
- B. Planing Mills

## VI. Resources Related to Agriculture

- A. Canneries
- B. Hop Kilns
- C. Creameries
- D. Dairy/Farm-related Buildings
  - 1. Gambrel-roofed barns
  - 2. Milking Parlors
  - 3. Other Farm Outbuildings
- E. Poultry Buildings
  - 1. Hatcheries
  - 2. Brooder Houses
  - 3. Coops
- F. Greenhouses

#### VII. Resources Related to Education

- A. Corvallis Public School Buildings
- B. Oregon State Agricultural College Buildings
- C. Fraternities and Sororities

#### VIII. Resources Related to Religion

- A. Churches

#### IX. Resources Related to Recreation

- A. Parks

#### X. Other Resource Types

- A. Cemeteries

### BUILDING

By the 30's, the transition to an automobile reliant society was underway and the attached garage was appearing on many house designs. At the same time modern bathrooms and kitchens were considered standard features (Schweitzer and Davis 1990:243).

In 1930 the Corvallis Chamber of Commerce spearheaded a home modernization campaign. With the effects of the Depression being felt, the goal of the home modernization campaign was to stimulate building and thereby provide business for the building trades and building-related firms within the city (American Woodworking Review, Aug. 1930). The Corvallis Chamber of Commerce noted that, "The program of converting old houses into new homes has been undertaken by the realtors through the sponsoring of a home modernization campaign for Corvallis" (Corvallis Chamber of Commerce, 1930, Vol. I, no. 1:3). "The obsolete homes are being replaced by modern homes and the demand for these remodeled buildings is steadily increasing" (American Woodworking Review, Aug. 1930). Later in the year, the Chamber of Commerce noted that, "Letters have been received from Seattle and Centralia, Washington,

Hood River and other points for information on the Corvallis Home Modernization campaign. Delegations from Portland and Eugene have visited Corvallis to see the program underway" (Corvallis Chamber of Commerce, Vol. I, No. 3:2). Letters were received from organizations and publishers from all over the United States including McCall's Magazine which was to carry a story covering the local modernization program (Corvallis Chamber of Commerce, Vol. I, No. 15:3). In 1930, 75 modernization projects were carried out in the City (Fig. V-3) (Corvallis Chamber of Commerce, Vol. I, No. 17:7).

### **Building Materials**

In the 1930's, a new siding material was introduced: cement-asbestos shingles. These composition shingles were used in new construction and to re-sheath many existing homes in the 1930's and 1940's (Schweitzer and Davis 1990:194).

The Depression had some impact on the pre-cut catalogue housing companies. Because of heavy financing in the 1920's, many companies lost money during the depression years when people were unable to make their payments. For instance, Montgomery Ward's "Wardaway Home" was last listed in the 1931 catalogue (Schweitzer and Davis 1990:69).

### **Contractors, Builders and Architects**

An important building contractor of the 1930's was **J. Thomsen** of Philomath. Mr. Thomsen was the contractor for the Corvallis Post Office, in current use on the southeast corner of Second and Jefferson streets, and the original portion of the Corvallis Public Library designed by **Pietro Belluschi**. Belluschi, one of the most important architects of the twentieth century, was working for the Portland architectural firm of A.E. Doyle and Associates.

**Charles L. Swain** was a local contractor in the 1930's. Among the buildings he worked on were the Alpha Delta Pi House at Twenty-Third and Harrison streets and the Harding School addition (1938). **J.C. Morgan** was the contractor for the Kappa Delta Sorority (1938). Other contractors included **George Allen**, **John Stokes**, and **George K. Abraham**.

### **RESIDENTIAL ARCHITECTURE**

Although there was a palette of styles to chose from in this period, Corvallis seems to have favored the Modern Tudor Revival and its variants, especially the Cottage Tudor, and the various expressions of the Modern Colonial Revival. Neighborhoods of Minimal Tract houses also begin to appear in the latter part of this time period.

## Style and Vernacular

The **Foursquare**, so prevalent in the previous period, was much less common in this period. Foursquares built during this period often incorporated Colonial detailing (Fig. V-4).

The **Modern Tudor Revival** style was very popular at the beginning of this period with examples built throughout but declining toward the end of this period. "The more modest examples...had only a few features of the fully developed style, yet they became the most popular type of Tudor in the 1930's" (Schweitzer and Davis 1990:182). These smaller and simpler houses reflected the economic downturn of the 1930's. Schweitzer and Davis (1990) designate this type of Tudor variant as "Cottage Tudor" and describe **Cottage Tudors** (Fig. V-5) as being one or one and one-half stories with a side-gable orientation. Gables are sometimes clipped and entry doors are often arched within an entry gable that features a long sloping roof, usually on one side only. Chimneys are prominently displayed, sometimes on the main facade (Schweitzer and Davis 1990:182). For those still able to build an architect designed home during this period, Schweitzer and Davis refer to a Provincial variant of the Tudor style, an often stuccoed house that has French and other Continental details such as Norman towers, quoins, and dormers (Schweitzer and Davis 1990:187).

Bungalows declined rapidly in popularity after 1930 but their modest scale made them good Depression-sized houses. In the 1930's, the **Colonial Bungalow** was the most typical expression.

The **Modern Colonial** gained in popularity during this period. "In all parts of the country, compact Colonial-style starter homes were the choice of the 'average American family' (Schweitzer and Davis 1990:191). As in the 1920's, Modern Colonials included expressions of the **Cape Cod**, **Williamsburg**, **Georgian** and **Dutch Colonial**.

The **Cape Cod** (Fig. V-6) is a one or one-and-a-half story, side-gabled house. The house usually has three or five bays and a central entry although a variant, known as a Half-Cape Cod, may have the entry at one side of a three bay facade. In the 1930's, end wall chimneys were common although Cape Cods generally had a central chimney (Schweitzer and Davis 1990:196). The Cape Cod was very popular in the 1930's.

The **Williamsburg** (Fig. V-7), inspired by the restoration of Colonial Williamsburg in the late 1920's, is essentially a Cape Cod with dormers (Schweitzer and Davis 1990:198-199). The Williamsburg, like the other Modern Colonials, often incorporates shutters and flower boxes in its design (Schweitzer and Davis 1990:199).

The **Dutch Colonial Revival** (Fig. V-8), popular since the beginning of the century, was by this date essentially a Georgian Revival house with a gambrel roof. One variant of the Dutch Colonial

Revival, a Colonial prototype known as the **Albany Brick**, does not have the characteristic gambrel roof. The Albany Brick has a front-gabled plan with a sloping gable roof and shed dormer (Fig. V-9) (Schweitzer and Davis 1990:213). By the early 1940's, the popularity of the Dutch Colonial was supplanted by the Georgian Revival.

The **Modern Georgian Revival** is a full two stories, in contrast to the Cape Cod and the Williamsburg, but like the Cape Cod and Williamsburg, has a side-gabled plan and a three or five-bay facade. Colonial detailing is used primarily about the entry.

"By the end of the 1930's, many of the design motifs which separated one style from another blurred" (Schweitzer and Davis 1990:185). In the 1930's, the **Modern Tudor Revival** style sometimes merged with the **Modern Colonial Revival** style in a composite version (Schweitzer and Davis 1990:24). The result was often a Cape Cod house with a sloping gable entry vestibule and prominent chimney on the main facade (Schweitzer and Davis 1990:185,187).

In the mid-1930's, a new variant of the Modern Colonial Revival appeared. The main difference was that these one or one and a half story variant, had irregular footprints. Designated as **Rambling Colonials** by Schweitzer and Davis (1990), these houses are seen as the forerunners of the post-war Ranch House (Fig. V-10) (Schweitzer and Davis 1990:222). In the late 1930's, prototypes of the post-war **Ranch House** began to appear (Schweitzer and Davis 1990:224). Referred to in this period as **Minimal Tract** houses, they were generally side-gabled, one-story eaveless houses sometimes with a very small amount of Colonial detailing. Their relationship to the post-war Ranch House can also be seen in the interior floor plan which often had a long, narrow hallway leading to the bedrooms with a bath at the end (Schweitzer and Davis 1990:224).

**Spanish Colonial Revival** houses continued to be built in the early part of this period but never gained widespread popularity. It has been noted that the Spanish Colonial was rather exotic for the traditional tastes of most Americans (Schweitzer and Davis 1990:221).

Hallmarks of a residential example of the **Art Moderne** style are rounded corners, cubish shapes arranged in a asymmetrical composition, metal window sashes, possible corner windows, and a lack of historical detailing. Wall surfaces are generally stucco.

The **International Style** was not a common style for residential buildings in Corvallis. The hallmarks of the style are total absence of ornamentation, with continuous, smooth wall surfaces punctuated with flush corner and ribbon windows. The layout of these flat-roofed buildings is usually asymmetrical but "cubish". In Corvallis, the influence of this style on residential architecture is usually seen in the use of some elements of the

style, such as ribbon windows and corner windows (Fig. V-11).

The **Northwest Regional** style appeared in Oregon in the late 1930's when two prominent Oregon architects of that period, John Yeon and Pietro Belluschi, began to design International Style houses using regional materials (Clark 1983:215). The result was this regional variant of the International Style. Characteristics of the style include wood-frame construction with unpainted siding of native wood, barn-like massing and form, integration of structure and environment, asymmetrical open floor plans, large glass windows, and broad overhanging roofs covered with shingles (Clark 1983:215).

**Vernacular** houses continued to be built in this period, and their popularity may have been a consequence of the Depression when cheap housing was more important than stylish housing. Plans reminiscent of the nineteenth century "farmhouse", such as the Gable-front and Wing and Gabled-ell Cottage were no longer part of the twentieth century vocabulary. The vernacular plans that persisted were the smaller, simpler forms, such as the **Hip-roof Cottage** and the **Massed plan, Side-gable House**.

#### **COMMERCIAL BUILDINGS AND PUBLIC BUILDINGS**

Several styles built in the previous period continued to be built in the early part of this period but the emphasis of this period was on Modern styles. Cement plaster, with its smooth look, was a popular surface treatment suited to the Modern look of the period. Large display windows with a clerestory of prism lights were typical. During this period and the latter years of the preceding period, the wider, one-story commercial building supplanted the narrower two-story buildings of the nineteenth century, changing the feeling of the streetscape.

The **Half Modern Style** or **Transitional Style** was most popular in the 1930's. As the style name implies, these buildings, while formal and symmetrical in composition, have little in the way of historic or classical ornamentation. Because of its formal composition, this style was applied more commonly to public buildings rather than commercial buildings.

An outgrowth of the **Art Deco** style, the **Art Moderne Style** in Oregon dates to the mid 1930's with most examples built in the early 1940's. Hallmarks of the Art Moderne style are: rounded corners; polychrome surfaces; glass blocks; glazed brick or mosaic tile; cubish shapes arranged in an asymmetrical composition; large windows with metal sashes; corner windows; and a lack of historical detailing (Fig. V-12). **Art Deco** style buildings have low relief ornamentation in the form of fluting, chevrons, zigzags, and horizontal banding.

The **International Style** was a conscious attempt to break with the past. The style did not catch on in the United States until the

late 1930's when it was disseminated by German architects, who had emigrated to the U.S. in the face of Hitler's rise to power. The hallmark of the style is total absence of ornamentation. Wall surfaces are continuous and smooth with flush corners and ribbon windows. The layout of these flat-roofed buildings is usually asymmetrical but "cubish".

### EVALUATION

#### **SIGNIFICANT THEMES/TRENDS/EVENTS**

Resources associated with the following historic contexts may be significant:

- 1) The impact of World War II and Camp Adair on Corvallis;
- 2) The Great Depression and Depression-related programs in Corvallis including Corvallis' home modernization campaign;
- 3) Poultry breeding and production in the Corvallis area;
- 4) The timber industry and related developments in the Corvallis area.

#### **SIGNIFICANT INDIVIDUALS**

As more research is completed, names should be added to this list which is by no means complete. Resources associated with the following individuals may be significant for their associative value:

**Frank Bartholomew** - former O. S. C. student who became chairman of United Press International;

**Mercedes Bates**, O. S. C. Home Economics graduate of 1936, former Vice-President of Consumer Relations for General Mills, first female corporate officer of the company, former food editor of McCall's Magazine, director of Betty Crocker Food and Nutrition Center (General Mills), responsible for creating the images of "Betty Crocker";

**Ralph Chapman**, invented "Chapco board", a wood by-product construction material which was basis for the development of particle board;

**J.W. Bud Forrester**, prominent Oregon journalist and newspaper owner described as Oregon's 'dean of journalism';

**John Gallagher Sr.**, largely responsible for the selection of the site five miles north of Corvallis for the location of Camp Adair;

**Jess Hansen**, (see significant individuals discussion for previous period of history);

**George Robert Hyslop**, head of O.A.C. Farm Crops Dept. who had a leading role in developing the multi-million dollar field and vegetable seed production industry in Oregon;

**E.R. Jackman**, (see significant individuals discussion for previous period);

**Edwin Bertran Lemon**, O.S.C. Registrar 1922-1943, First Dean of Administration 1943-1959, an "influential force in nearly every major academic, cultural, operational and planning development for O.S.C. for half a century";

**Bernard Malamud**, O. S. C. faculty member, taught 1949-1959, American writer who is the author of The Natural (1952), The Assistant (1957), The Magic Barrel (1958), which won National Book Award, A New Life (1961), based on his years teaching at Oregon State, and The Fixer (1967), which won a Pulitzer Prize and National Book Award. Although this individual lived in Corvallis after 1945 (beginning in 1949), he is included as a "significant individual" because of his achievements;

**J.S. McCready**, founder Corvallis Lumber Co., an important Corvallis industry in this period;

**Fred Merryfield, Holly Cornell, Thomas Hayes, and James C. Howland**, O.A.C. engineering professor and three students who co-founded CH2M Hill in Corvallis in 1946, currently one of the world's largest environmental consulting firms;

**George W. Peavy**, first Dean of the O.S.C. Dept. of Forestry;

**Zelta Feike Rodenwold**, O.A.C. graduate of 1919 who is nationally known as a home economist, journalist, and public relations specialist, director of Women's Programs for KOAC, the university radio station, from 1930-1946;

**Amory Tingle "Slats" Gill**, O.A.C. graduate and head basketball coach for 36 years, elected to the Basketball Hall of Fame and the Helm's Foundation Hall of Fame, received Hayward Award for outstanding Oregon Sports Figure. Gill Coliseum is named after Mr. Gill;

**T.J. Starker**, O. S. C. Dept. of Forestry faculty member, owned large tracts of timber in Oregon, strong proponent of the timber industry in the state of Oregon;

**Earnest Robert Sears**, 1914 O.A.C. graduate who is considered the "father of modern wheat cytogenetics", elected to the National Academy of Scientists.

## ARCHITECTURAL VALUES

Previous surveys identified only two resources from this period of history: the Corvallis Post Office; and the Corvallis Public Library. Local landmark designation should be considered for resources which best illustrate the styles, types, and expressions thereof for resources mentioned in the identification section of this document. In evaluating which resources to place on the landmark's list, important considerations are design distinctiveness, character-defining elements, and integrity of design, materials and workmanship. Important works of an architect may also be significant. In cases where a number of architecturally similar, intact resources exist, the best examples representing a variety of expressions should be selected for landmark's designation. Given the number of residential resources dating to this period, the integrity threshold for this type of resource should be very high. In areas where there is a concentration of resources within a geographically contiguous area from this historic period, or from a number of historic periods, the potential for an historic district should be assessed

FIGURE V-1. Corvallis plats, 1930-1945.

Stimson's Addition (1936)

Cedar Hurst (1940)

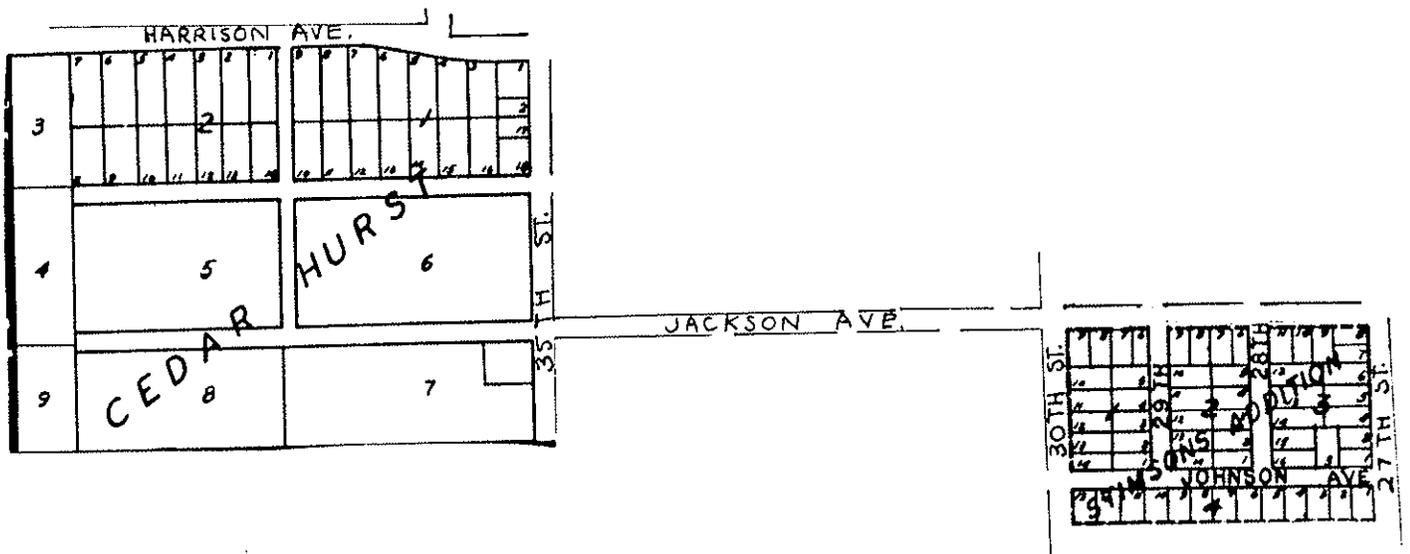
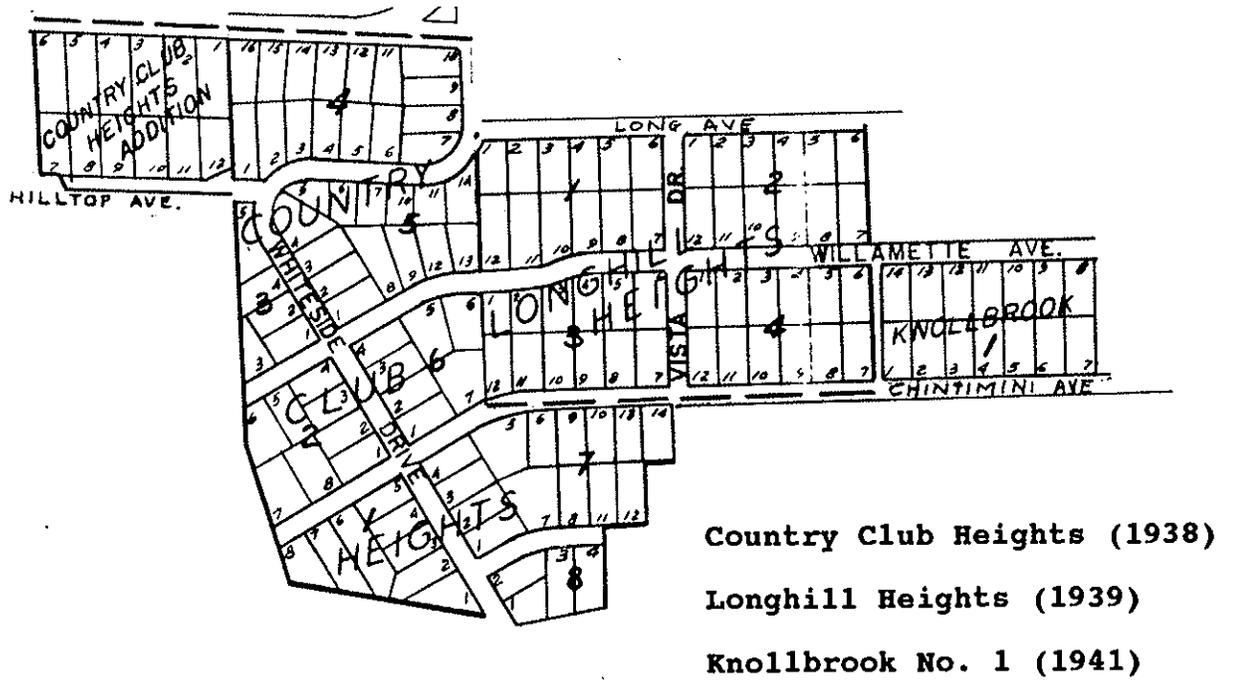
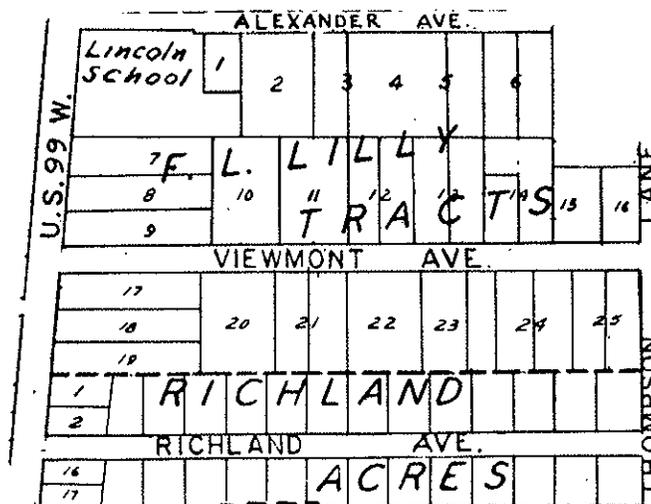


FIGURE V-2. Corvallis Plats, 1930-1945.



F.L. Lilly Tracts (1941)

Richland Acres (1945)





**FIGURE V-3.** House at 326 SW 8th Street remodeled as part of Corvallis Home Modernization Program in the 1930's.



**FIGURE V-4.** "Colonial" Foursquare at 1050 Van Buren Ave.



**FIGURE V-5.** "Cottage Tudor" at 1004 Jefferson Ave.



**FIGURE V-6.** Modern Colonial, "Cape Cod", located at 529 NW 31st Street.



**FIGURE V-7.** Modern Colonial, "Williamsburg", 2960 NW Jackson Ave. A two story house of this type would be classified as "Georgian".



**FIGURE V-8.** Modern Colonial, "Dutch Colonial", 23210 Harrison Ave.



**FIGURE V-9.** Modern Colonial, Dutch Colonial variant based on a colonial prototype known as an "Albany Brick". 154 NW 30th Street.



**FIGURE V-10.** "Rambling Colonial", 146 NW 28th Street.



**FIGURE V-11.** Residence with International style influence seen in ribbon windows wrapping around corners.



**FIGURE V-12.** 553-555 Monroe Ave., Art Moderne Commercial Building, ca. 1940.

## CHAPTER SIX

### TREATMENT

#### **SURVEY AND INVENTORY GOALS AND PRIORITIES**

Previous cultural resource surveys of Corvallis have been limited in scope. Surveys for which Statewide Inventory forms have been completed include a "windshield" survey by Stephen Dow Beckham in 1976, and a survey of the downtown business district and surrounding residential neighborhood (to Ninth Street) in 1983-84. This latter survey covered approximately 800 buildings, structures and objects in a 158 city block area that encompassed that portion of Corvallis platted by 1880.

In order to complete a cultural resource survey of the entire city of Corvallis, the Corvallis Historic Preservation Advisory Board has proposed the survey of the following areas in order of priority:

- 1) That portion of Corvallis platted between 1880 and 1900. The area covered by the survey would be approximately 110 city blocks extending the current surveyed area of Corvallis roughly to King's Blvd.;
- 2) That portion of Corvallis near the university platted in the years between 1900 and 1945. The area covered by the survey would be approximately 100 city blocks. Most of the area was platted prior to 1930;
- 3) The Oregon State University campus;
- 4) The remainder of the city including all of south Corvallis. With the exception of south Corvallis, these areas were developed after 1945. Nonetheless, there are earlier resources scattered throughout the area.

Priority selection is consistent with the City of Corvallis Comprehensive Plan "Historic and Cultural Resource Findings and Policies" (see Appendix B). Survey work for each area should begin with a reconnaissance level survey followed by a preliminary evaluation and then the preparation of intensive level inventory forms for properties which are identified as potentially significant. At the same time, district potential within the survey areas should be assessed.

#### **PRESERVATION PROTECTION ACTIVITIES**

##### **Long Term**

Corvallis currently has a local ordinance which, through alteration and demolition review, helps protect locally designated landmarks

and National Register properties. Long term goals, that is within the next five years, are to continue the survey and inventory work described above and add significant resources, documented in the course of this work, to the Corvallis landmark's list. Based on the results of the proposed cultural resource survey work and the previous survey work, the potential for local district designation, National Register Districts, or Multiple Resource Submissions should be assessed.

### Ongoing

Ongoing goals include: supporting current preservation projects; finding solutions which preserve "threatened" resources; adding properties with known significance, but located outside the former survey area, to the Statewide Inventory and the Corvallis landmark's list; and re-evaluating a number of properties designated "Noteworthy" in the 1983-84 cultural resource survey for potential inclusion on the city's landmark's list.

One of the most important **current preservation projects** in the city of Corvallis is the restoration of the Charles Gaylord House, a Gothic Cottage built in ca. 1857 by the owner of the local sash and door factory. The Friends of the Gaylord House and the Corvallis Parks and Recreation Department are currently overseeing restoration activities. The house is located in a Corvallis city park, Washington Park, providing public access and education opportunities. The city's continuing support of this project, through the administration of grants and working with the Friends of the Gaylord House in obtaining funds, will help assure project success and the preservation of this property for future generations.

A number of significant resources in Corvallis are threatened by neglect or other circumstances which are not favorable to their continued existence. One resource which is currently of concern is the former **Oregon and Pacific Railroad Depot**, a two-story wooden depot located on the southwest corner of Seventh and Washington Streets. Two-story wooden railroad depots are very rare in Oregon today and it is the only depot still standing which dates to the "railroad era" in Corvallis. The resource is currently listed on the local landmark's list and is eligible for the National Register of Historic Resources. There have been interested individuals in the community investigating the possibility of obtaining the depot from Southern Pacific Railroad, the current owner. If the depot is acquired, it would be a primary candidate for a **Pre-Development Grant**.

Another threatened resource is the **Phillips-Caton House** at 602 NW Fourth Street. This rare Corvallis example of a Greek Revival style house is located on Highway 99W (Fourth Street) north of the downtown commercial district. Increasingly, the residential houses along the Highway 99W corridor in this area have been converted to

commercial uses or have been demolished to make way for commercial development.

A house located at 641 NW Fourth Street, referred to as the **Peter Polly House** in the 1983-84 cultural resource survey, may have actually been built for Eliza Gorman, a mulatto seamstress, who purchased this property in 1857. If this is the case, this would be the only resource associated with an African-American in Corvallis during the settlement period. The continued survival of this house is threatened by its poor physical condition. If further research determines that this house is the Eliza Gorman House, then an effort should be made to find a solution which would result in the preservation of the house.

Another threatened resource is what may be the **Thomas Cauthorn House** located at 628-630 SW Third Street. This house is threatened by its location in the commercial district and the fact that it was not previously placed on the city's landmark list. The basis for not placing the house on the landmark's list was its marginal architectural integrity. While the house has been altered to some extent, the house may be associated with Thomas Cauthorn, an individual identified as prominent in the historic context. A re-evaluation of this house is warranted based on the information provided by the historic context.

There are a number of properties which are located within the Corvallis city limits but outside of the 1983-84 survey area, which are National Register eligible and therefore eligible for the city landmark's list. In the interim, while seeking funding to proceed with survey activities, **Statewide Inventory** forms should be completed for these properties and the properties should be placed on the Corvallis landmark's list. Some historic resources known to meet criteria for significance are included in **Appendix C**.

There are also a number of properties ranked Noteworthy or Secondary in the 1983-84 Corvallis Cultural Resource Survey which may currently meet the criteria for local landmark designation. Completion of Statewide Inventory forms (intensive level), and re-evaluation of some properties in this category is recommended. A list of potential properties is listed in **Appendix D**.

When other areas of the city are surveyed, some of the early twentieth century Bungalow and Craftsman houses ranked "Noteworthy" in the previously surveyed area need to be re-evaluated in comparison to similar types in the other areas. It was difficult to evaluate the individual architectural significance of these properties in the earlier survey because so many comparable examples existed in unsurveyed areas throughout the city.

## **HISTORIC DISTRICT EVALUATION**

There is good potential for a small historic district(s) in the residential area near downtown. Information already available on cultural resources in this area should be used to assess the potential for a historic district(s) in this area. The former survey effort ranked properties according to individual merit. Resources in this area should be ranked according to district categories as follows:

**Primary/Contributing**

**Secondary/Contributing**

**Historic/Non-contributing in current condition**

**Compatible/Non-contributing**

**Incompatible/Non-Contributing**

If a potential district(s) is defined in this area, the area should be listed on the city landmark's list or, if there was sufficient property owner consent, a National Register district nomination submitted.

## BIBLIOGRAPHY

- "A New Edifice of Worship," Corvallis Gazette, Corvallis, Oregon, June 11, 1897.
- "Albany-Yaquina Passenger Train Discontinued," Corvallis Daily Gazette-Times, Corvallis, Oregon, August 29, 1928.
- Anon, Portrait and Biographical Record of the Willamette Valley Oregon. Chicago, Illinois: Chapman Publishing Co., 1903.
- "Apartment House Will Soon Rise," Corvallis Gazette-Times, Corvallis, Oregon, June 9, 1925.
- Applegate, Lindsay, "Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in the Year 1846," Oregon Historical Quarterly, Portland, Oregon: Oregon Historical Society, Vol. XXII, p.14-15.
- "Artificial Stone," Benton Democrat, April 12, 1873.
- Barlow, Jeffery, and Christine Richardson, China in Oregon: A Resource Directory. Portland, Oregon: Continuing Education Publications of Portland State University, 1988.
- Beach, Gary, "Chronological History of Oregon State University," Corvallis, Oregon, Dept. of Institutional Research, 1989.
- Bell, James Christy, "Opening a Highway to the Pacific 1838-1846," in Studies in History, Economics, and Public Law. Columbia University, Vol. XCVI, no. 1, 1921.
- Benton County Articles of Incorporation.
- Benton County Citizen's League, Benton County Oregon, Illustrated. Corvallis, Oregon: Benton County Citizen's League, 1904.
- Benton County Miscellaneous Book "D," "Bills of Sales of Personal Property. 1855-1868. (The inside cover of this book is labeled Book "A".)
- Benton County, Miscellaneous Records, Vol. 2, Dec. 6, 1884.
- Benton County Pioneer Historical Society, "Some Historic Locations in Corvallis," John E. Smith Collection, Benton County Historical Museum, ca. 1959.
- Benton County Plat of Corvallis and Additions, Plat Book 2, p. 15. (This map includes the names of early lot owners.)
- Benton County Plat Maps.

- Benton County Republican, November 17, 1910.
- Benton County Ore. Illustrated. Corvallis, Oregon: The Benton County Citizen's League, 1904.
- "Benton County Templarism," Daily Gazette-Times, Corvallis, Oregon, April 9, 1930.
- Benton County Record of Assignments and Mechanic's Liens, book A.
- "Big Log Drive," Corvallis Times, Corvallis, Oregon, July 29, 1899.
- Blakely, Cecil, "Corvallis Seen by Realestator" Corvallis Gazette Times, Vol.XXIX, no. 70, Sec. 3, p.5, July 24, 1937.
- Boag, Peter Guy, The Calapooian Matrix: Landscape and Experience on the Western Frontier. Eugene, Oregon: Doctoral Thesis, University of Oregon, 1988.
- Brooks, James E., ed., The Oregon Almanac and Book of Facts 1961-62. Portland, Oregon: Binfords and Mort, 1961.
- "Building Permits Show Gain Here of 24.6 Per Cent," Corvallis Gazette-Times, Dec. 31, 1937.
- "Building Trade Has Second Best Year in Decade," Corvallis Gazette-Times, Dec. 31, 1940.
- "Business Area is All Occupied," Corvallis Gazette-Times, Corvallis, Oregon, July 24, 1937.
- "C.and E. Extension," Corvallis Gazette, Corvallis, Oregon, Jan. 4, 1907.
- Carlson, Judy, "Curator of a Most Private Museum," in Pioneers!. n.d. (Pamphlet on file Benton County Historical Museum).
- Chapman, Judith and Mary K. Weber, Corvallis Cultural Resource Survey, Corvallis Preservation Society, 1983-84.
- "City Library Due to Effort of Women," Corvallis Gazette-Times, Corvallis, Oregon, July 24, 1937.
- Clark, Robert Carlton and Robert Horace Down and George Verne Blue, A History of Oregon. Chicago: Row, Peterson and Company, 1925.
- Clark, Robert C., History of the Willamette Valley, Oregon. Chicago: S.J. Clarke Publishing Co., 1927.
- Clark, Rosalind L., Architecture, Oregon Style. Portland, Oregon: Professional Book Center, Inc., 1983.

Clarke, S.A., Pioneer Days of Oregon History. Portland, Oregon: J.K. Gill Co., 1905.

Cole, George E., Early Oregon: Jottings of Personal Recollections of a Pioneer of 1850. 1905.

"College Buildings to Get Repair Jobs," Corvallis Gazette-Times, Corvallis, Oregon, June 13, 1938.

"Construction Work Keeps Pace with Growth of City," Corvallis Gazette-Times, Corvallis, Oregon, Community Review Issue, Jan. 1, 1924.

Corvallis and Benton County, Oregon. Cooperative Publicity Plan of the Southern Pacific Lines in Oregon, 1912.

Corvallis Chamber of Commerce, Corvallis Business, Vol. I, nos. 1,3,4,17, Corvallis, Oregon.

Corvallis Commercial Club, Benton, the Blue Ribbon County of Oregon. Corvallis Commercial Club, ca. 1920.

Corvallis Commercial Club, Success in Benton County. Corvallis, Oregon, 1910.

Corvallis Gazette, Corvallis, Oregon, July 7, 1882.

Corvallis Gazette, Corvallis, Oregon, May 15, 1885.

Corvallis Gazette, Corvallis, Oregon, May 24, 1889.

Corvallis Gazette, Corvallis, Oregon, August 23, 1889.

Corvallis Gazette, Corvallis, Oregon, Jan. 17, 1890.

Corvallis Gazette, Corvallis, Oregon, June 20, 1890.

Corvallis Gazette, Corvallis, Oregon, November 14, 1890.

Corvallis Gazette, Corvallis, Oregon, November 13, 1900.

Corvallis Gazette, Corvallis, Oregon, Sept. 4, 1891.

Corvallis Gazette, Corvallis, Oregon, April 1, 1892.

Corvallis Gazette, Corvallis, Oregon, April 8, 1892.

Corvallis Gazette, Corvallis, Oregon, May 6, 1892.

Corvallis Gazette, Corvallis, Oregon, June 27, 1892.

Corvallis Gazette, Corvallis, Oregon, Nov. 17, 1893.

Corvallis Gazette, Corvallis, Oregon, June 11, 1897.  
Corvallis Gazette, Corvallis, Oregon, January 2, 1903.  
Corvallis Gazette, Corvallis, Oregon, July 4, 1903.  
Corvallis Gazette, Corvallis, Oregon, January 5, 1904.  
Corvallis Gazette, Corvallis, Oregon, January 28, 1904.  
Corvallis Gazette, Corvallis, Oregon, May 3, 1905.  
Corvallis Gazette-Times, Corvallis, Oregon, February 4, 1910.  
Corvallis Gazette-Times, Corvallis, Oregon, June 13, 1913.  
Corvallis Gazette-Times, Corvallis, Oregon, September 2, 1913.  
Corvallis Gazette-Times, Corvallis, Oregon, June 14, 1916.  
Corvallis Gazette-Times, Corvallis, Oregon, July 30, 1920.  
Corvallis Gazette-Times, Corvallis, Oregon, January 1, 1922.  
Corvallis Gazette-Times, Corvallis, Oregon, January 1, 1923.  
Corvallis Gazette-Times, Corvallis, Oregon, January 1, 1924  
Corvallis Gazette-Times, Corvallis, Oregon, May 31, 1924.  
Corvallis Gazette-Times, Corvallis, Oregon, Oct. 15, 1926.  
Corvallis Gazette-Times, Corvallis, Oregon, August 11, 1928.  
Corvallis Gazette-Times, Corvallis, Oregon, August 16, 1929.  
Corvallis Gazette-Times, Corvallis, Oregon, December 29, 1930.  
Corvallis Gazette-Times, Corvallis, Oregon, Dec. 30, 1936.  
Corvallis Gazette-Times, Corvallis, Oregon, July 24, 1937.  
Corvallis Gazette-Times, Corvallis, Oregon, June 25, 1938.  
Corvallis Gazette-Times, Corvallis, Oregon, July 2, 1938.  
Corvallis Gazette-Times, Corvallis, Oregon, July 30, 1938.  
Corvallis Gazette-Times, Corvallis, Oregon, December 31, 1938.  
Corvallis Gazette-Times, Corvallis, Oregon, January 2, 1946.

- Corvallis Gazette-Times, Corvallis, Oregon, May 10, 1951.
- Corvallis Gazette-Times, Salute 76, Corvallis, Oregon, Vol. 67, no. 306, Friday, March 19, 1976.
- Corvallis Times, Corvallis, Oregon, June 20, 1890.
- Corvallis Times, Corvallis, Oregon, March 11, 1895.
- Corvallis Times, Corvallis, Oregon, June 10, 1895.
- Corvallis Times, Corvallis, Oregon, September 18, 1895.
- Corvallis Times, Corvallis, Oregon, July 1, 1896.
- Corvallis Times, Corvallis, Oregon, July 13, 1904.
- Corvallis Times, Corvallis, Oregon, March 27, 1908.
- "Corvallis Has Building Boom," Weekly Gazette-Times, Corvallis, Oregon, Oct. 4, 1912.
- "Corvallis is to be City Beautiful," Corvallis Gazette-Times, Corvallis, Oregon, April 5, 1924.
- Corvallis City Planning Commission Report, 1959.
- Corvallis Public Schools Rank Among the Best," Corvallis Daily Gazette-Times, Corvallis, Oregon, Jan. 1, 1923.
- "Corvallis School History Colorful," Corvallis Gazette-Times, Corvallis, Oregon, Dec. 3, 1926.
- "Corvallis Telephone Exchange," Corvallis Gazette, Corvallis, Oregon, Sept. 17, 1880.
- "Council Adopts New Code for Building Here," Corvallis Gazette-Times, Corvallis, Oregon, June 6, 1938.
- Culp, Edwin D., Stations West. Caldwell, Idaho: The Caxton Printer's Limited, 1972.
- Dole, Philip, "Buildings and Gardens: Farmhouses and Barns of the Willamette Valley," in Space, Style and Structure, ed. by Thomas Vaughan. Portland, Oregon: Oregon Historical Society, 1974.
- Douglas, Jesse Steiwer, "Beginnings of Jefferson," in Oregon Historical Quarterly. Portland, Oregon, Oregon Historical Society, Vol. XXXII, No. 4, December 1931.

- "Early Corvallis History by Lockley," Weekly Gazette-Times, Corvallis, Oregon, March 18, 1920.
- "Early Corvallis Lodges Important Factor Here," Corvallis Gazette-Times, Corvallis, Oregon, July 24, 1937.
- Fagan, David D., History of Benton County, Oregon. Portland: A.G. Walling, 1885.
- "First Electric Light in Corvallis," Daily Gazette-Times, Corvallis, Oregon, Oct. 25, 1928.
- "First Spike Driven," Weekly Corvallis Gazette, Corvallis, Oregon, Sept. 6, 1870.
- "First Wagon Completed," Corvallis Gazette, Corvallis, Oregon, Feb. 7, 1895.
- "Fischer Flouring Mill is Re-opened," Corvallis Gazette-Times, Corvallis, Oregon, Feb. 2, 1934.
- Gallagher, Mary K., Benton County Cultural Resources Survey, Benton County Historical Society and Museum, 1984-86.
- Gallagher and May D. Dasch, "National Register Nomination for the Charles Gaylord House", 1991.
- Genealogical Forum of Portland, Oregon, Genealogical Material in Oregon Donation Land Claims, Vol. I, 1957.
- Genealogical Forum of Portland, Oregon, Genealogical Material in Oregon Donation Land Claims: Supplement to Vol. I, Vol. V, 1975.
- General Land Office, Donation Land Claim Surveys and Government Field Notes for T11S, R5W, WM and T12S, R5W, WM, 1853 and 1854.
- Gorman, Rusty, "National Register Nomination for the First Congregational Church," 1980.
- Gottfried, Herbert and Jan Jennings, American Vernacular Design. Ames, Iowa: Iowa State University Press, 1988.
- Gray, Dennis and Francine Havercroft, "From Pug Mill to Beehive: The Corvallis Brick and Tile Company," Paper submitted to Professor Philip Dole, Preservation Technology (ARCH 407), University of Oregon, 1982.
- Groshong, James W., The Making of a University 1868-1968. Corvallis, Oregon: Oregon State University 1968.

- "Hard Times Not to Noticeable in Corvallis," Corvallis Gazette-Times, Corvallis, Oregon, April 28, 1931.
- Haskin, Leslie L. et al., Linn County Oregon Pioneer Settlers: Firwood Churches and their Builders. Albany, Oregon: Richard Milligan, 1983.
- Hines, Harvey K., An Illustrated History of the State of Oregon. Chicago, Illinois: Lewis Publishing Co., 1893.
- "History of Corvallis Mills," Oregon Union, July 23, 1897.
- Johnson, Betty, "Corvallis in the War," Manuscript on file, Oregon State University Library, Oregon State College Dept. of Sociology, 1942.
- Kuchel and Dressel Lithograph of Corvallis, 1858 or 1859.
- "Larry Russell Starts Busline," Corvallis Gazette-Times, Corvallis, Oregon, July 24, 1937.
- "Last Electric Trains," Daily Gazette-Times, Corvallis, Oregon, October 4, 1929.
- Lowry, Robert and Kenneth Munford and Harriet Moore, Railroading in the Lower Willamette Valley, Corvallis, Oregon: Horner Museum, Oregon State University, 1979.
- Madison Avenue Task Force, Interpretive sign on Corvallis Opera House located at the southwest corner of Fourth and Jefferson Streets.
- "Many Transients Roaming Highways," Corvallis Gazette-Times, Corvallis, Oregon, June 13, 1931.
- Map of Job's Addition to Corvallis, 1889 (Reprint by Heritage Associates Inc.)
- Martin, Bruce, History of Corvallis 1846-1900. Corvallis, Oregon: Master's Thesis, Oregon State University, 1938.
- Maxon's Corvallis Directory, 1934.
- McAlester, Virginia and Lee, A Field Guide to American Houses, New York: Alfred A. Knopf, 1984.
- McDonald, Marlene, When School Bells Rang. Philomath, Oregon: Mac Publications, 1983.
- "Memorial Union Dedication Due," Corvallis Gazette-Times, Corvallis, Oregon, May 31, 1929.

- Metsker, C.F., Metsker's Atlas of Benton County, Oregon, Tacoma Washington: C.F. Metsker Co., 1929.
- Mid-Valley Genealogical Society, "Benton County Cemetery Records and Tombstone Inscriptions," Vol. 4, 1991.
- "Minutes of the Village Improvement Society," On file Benton County Historical Society, Philomath, Oregon, 1904-1911.
- "Modernization Campaign Spurs Building," American Woodworking Review, Portland, Oregon, Vol. 31, No. 10-W, Aug. 1930.
- Moore, Harriet and Kenneth Munford, Applegate Trail - South to Yoncalla. Corvallis, Oregon: Horner Museum Tour Guide Series, Oregon State University, 1978.
- Moore, Harriet, Collection of Historical Documents and Papers, on file, Benton County Historical Museum, Philomath, Oregon.
- Moore, Mrs. James C., "History of the Church," in Centennial Observance 1853-1953: First Presbyterian Church, Corvallis, Oregon, 1953.
- "More Diversified Building Activity Here Last Year," Corvallis Gazette-Times, Corvallis, Oregon, Jan. 1, 1936.
- Morita, Sally, Historical Structures in Downtown Corvallis. Corvallis, Oregon: Horner Museum, Oregon State University, 1980.
- "Most Homes Erected Here are by the Owners," Corvallis Gazette-Times, June 20, 1939.
- "Motor Cars in Benton County," Daily Gazette-Times, Corvallis, Oregon, October 29, 1921.
- "Much Building in Prospect," Corvallis Gazette-Times, Corvallis, Oregon, Jan. 7, 1910.
- Nash, Wallis, Two Years in Oregon. New York: D. Appleton and Co., New York, 1882.
- Nesbit, Robert, "National Register Nomination for the Julian Hotel," 1983.
- "Newcomers May Create Problems," Corvallis Gazette-Times, Corvallis, Oregon, July 30, 1936.
- "News and Comment", Oregon Historical Quarterly, March 1930.

"1922 The Banner Building Year in Corvallis," The Corvallis Gazette-Times, Corvallis, Oregon, New year's Edition, Jan. 1, 1923

"1923 is Destined to be Better," Corvallis Gazette-Times, Corvallis, Oregon, New Year's Edition, Jan. 1, 1923.

"Old Cemetery is Needing Attention," Corvallis Gazette-Times, Corvallis, Oregon, March 18, 1920.

Onstad, Preston, Letter to Rev. Frank Hanley, June 29, 1978. (On file at the Benton County Historical Museum.)

"Oregon Electric Begins Service," Corvallis Gazette-Times, Corvallis, Oregon, March 19, 1913.

Oregon Union, July 16, 1897.

"Our New Garage Compares With the Very Best," Daily Gazette-Times, Corvallis, Oregon, April 4, 1911.

Passmore, Larry, Personal Communication, 1992.

"Permanent Home opened to Public," Corvallis Gazette-Times, Corvallis, Oregon, Feb. 18, 1925

"Phi Gammas Get Fine Residence," Corvallis Gazette-Times, Aug. 11, 1928.

Phinney, Mark, "A Brief History of the Acquisition of the City Parks of Corvallis, Oregon," W.P.A., Historical Records Survey, 1938.

Phinney, Mark, Historical Sketch of Benton County, W.P.A., 1942.

Phinney, Mark, Historical Records Survey, Work Projects Administration, 1938.

Phinney, Mark, "Interview with Clara M. Thayer Harding," Work Projects Administration, Oral History Project, Feb. 8, 1940.

Phinney, Mark, "Interview with Mrs. Alex Rennie," Work Projects Administration, Oral History Project, n.d.

Phinney, Mark, "Interview with Mrs. Calvin (Arabella) Thrasher," Work Projects Administration, Oral History Project, May 23, 1939.

Phinney, Mark, "Interview with Charles W. Davis," Work Projects Administration, Oral History Project, n.d.

- Phinney, Mark, "Interview with Doke Gray," Work Projects Administration, Oral History Project, July 29, 1937.
- Phinney, Mark, "Interview with Miss Eder Jacobs," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with Emma Horning Groves," Work Projects Administration, Oral History Project, June 15, 1939.
- Phinney, Mark, "Interview with Mrs. Henrietta Randall," Work Projects Administration, Oral History Project, July 29, 1937.
- Phinney, Mark, "Interview with Mrs. Honorine Read," Work Projects Administration, Oral History Project, May 15, 1938.
- Phinney, Mark, "Interview with Henry Gerber," Work Projects Administration, Oral History Project, Feb. 22, 1940.
- Phinney, Mark, "Interview with Hettie Lilly," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with Johnson Porter," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with Mrs. Martha Huston," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with Sarah Stewart," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with Silas Chamber Starr," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "Interview with William Brown," Work Projects Administration, Oral History Project, n.d.
- Phinney, Mark, "J.E. Henkle Tells of First Phone," Historical Records Survey, W.P.A., n.d.
- Phinney, Mark, "Present Commerce and Industry of Benton County, Oregon," W.P.A. Historical Records Survey, 1940.
- Phinney, Mark, "The W.C.T.U. Building, W.P.A., Historical Records Survey, 1938.
- "Pioneer History Brought to Mind," Corvallis Gazette-Times, Corvallis, Oregon, Feb. 18, 1927.
- Polk, R.L. and Co., Polk's Linn and Benton County Directory, R.L. Polk and Co., Portland, Oregon, 1913.
- Preston, Ralph N., Early Oregon Atlas. Portland, Oregon: Binford

- and Mort, 1972.
- "Red Electric" Trains Discontinued," Daily Gazette-Times, Corvallis, Oregon, September 21, 1929.
- Ross, Marion Dean, A Century of Architecture in Oregon, Women's Architectural League of the Oregon Chapter of the American Institute of Architects, June, 1859.
- Sanborn Map and Publishing Co., Limited, 1884 and 1888 Fire Insurance Maps of Corvallis, Oregon. New York, NY.
- Sanborn-Perris Map Co., Limited, 1890 and 1895 Fire insurance Maps of the City of Corvallis. New York, N.Y.
- Sanborn Map Company, 1912 and 1927 Fire Insurance Maps for the City of Corvallis. New York, N.Y.
- Sanders, Judith and Mary K. Weber and David R. Brauner, Willamette Mission Archaeological Project. Anthropology Northwest, No. 1, Corvallis, Oregon: Department of Anthropology, Oregon State University, 1983.
- Schindler, Ralph, "A Brief History of the Acquisition of the City Parks," Historical Records Survey, W.P.A., September 26, 1940.
- Schroeder, J.E., Forest, People, and Oregon: A History of Forestry in Oregon. Salem, Oregon: Oregon State Forestry Department, 1974.
- Schweitzer, Robert and Michael W.R. Davis, America's Favorite Homes: Mail Order Catalogues as a Guide to Popular Early 20th Century Houses. Detroit: Wayne State University Press, 1990.
- Scott, Harvey W., History of the Oregon Country. Cambridge: Riverside Press, 1924.
- "Second Sorority at OSC Starts House Erection," Corvallis Gazette-Times, Corvallis, Oregon, June 27, 1938.
- "Semi-Bungalows Grow in Favor in the East," Corvallis Gazette-Times, Corvallis, Oregon, Aug. 11, 1928.
- Smith, John, Collection of Miscellaneous Papers, Benton County Historical Museum, Philomath, Oregon.
- Southern Pacific Company, Corvallis Commercial Club, Corvallis and Benton County, Oregon. Booklet issued under the Cooperative Publicity Plan of the Southern Pacific Lines in Oregon, Pub. No. 38, 1912.

- "Tau Delta is Rising," Corvallis Gazette-Times, Corvallis, Oregon, July 13, 1928.
- "The Commercial Club, 1913, and Suggestions for Future Activities," Corvallis Gazette-Times, Corvallis, Oregon, Jan. 28, 1914.
- The Hayseed, Oregon Agricultural College Yearbook, 1894.
- The Oregon Stater, Vol. 77, No.2, April 1993.
- The West Shore, Portland, Oregon, Vol. 5, No. 2, February 1879.
- "Two Hundred Fifty Tons of Beets," Daily Gazette-Times, Corvallis, Oregon, August 16, 1929.
- U.S. Department of Commerce and Labor, Bureau of Census, Population by Counties and Minor Civil Divisions 1910, 1900, 1890.
- U.S. Department of Commerce and Labor, Bureau of Census, Sixteenth Census of the United States: Vol. I, No. of Inhabitants, 1940.
- Weekly Corvallis Gazette, July 4, 1879.
- Weekly Gazette-Times, Corvallis, Oregon, February 4, 1910.
- Whiffen, Marcus, American Architecture Since 1780: A Guide to the Styles. Cambridge, Massachusetts: The MIT Press, 1969.
- "Who's Who in Corvallis 50 Years Back," Corvallis Gazette-Times, Corvallis, Oregon, March 18, 1920.
- Wilson, Bushrod Washington, Letters of Bushrod Washington Wilson to Joseph P. Wilson, Oregon Collection, University of Oregon, Eugene, Oregon, 1851, 1852.
- Winther, Oscar Osburn, The Great Northwest. New York: Alfred A. Knopf, 1955.
- Winther, Oscar O., The Old Oregon Country. Stanford, California: Stanford University Press, 1950.
- "Work on Kappa Delta Sorority House to Start," Corvallis Gazette-Times, Corvallis, Oregon, June 10, 1938.
- Wynne, Robert Edward, Reaction to Chinese in the Pacific Northwest and British Columbia. Seattle Washington: Doctoral Thesis, University of Washington, 1964.

## APPENDIX A

### Some Corvallis Businesses in ca. 1880

Name	Kind of Business	Location
J. Blumberg	General Merchandise	2nd between Madison & Monroe
A. Cauthorn & Son	General Merchandise	2nd & Adams
Friendly & Sanders	General Merchandise	2nd & Monroe
H. E. Harris	General Merchandise	2nd & Jefferson
Jacobs & Neugas	General Merchandise	2nd between Jefferson & Madison
L. G. Kline & Co.	General Merchandise	2nd between Jefferson & Madison
E. Rosenthal	General Merchandise	2nd & Madison
M. Stock & Company	General Merchandise	2nd between Madison & Monroe
Henry Warrior	General Merchandise	2nd between Jefferson & Madison
J. R. Bryson	Attorney	2nd between Madison & Monroe
Chenoweth & Johnson	Attorney	3rd & Monroe
E. Holgate	Attorney	2nd between Madison & Monroe
Kelsey & Burnett	Attorney	Monroe between 3rd & 4th
W. L. McFadden	Attorney	Court House (County Judge)
J. W. Rayburn	Attorney	Monroe between 3rd & 4th
M. S. Woodcock	Attorney	2nd between Jefferson & Madison
James Yantis	Attorney	Court House (Deputy Clerk)
Wrenn & Holgate	Auctioneers	2nd between Madison & Monroe
Goldson & Mattin	Agents for Ames Process	
Henry Warrior	Bakery	2nd between Madison & Monroe
Joseph Gerhard	Blacksmith	2nd & Monroe
Hutch Minsinger	Blacksmith	2nd between Washington & Adams
C. W. Kennedy	Blacksmith	2nd & Adams
F. J. Speidel	Blacksmith	2nd & Jackson
David B. Irwin	Boots & Shoes	2nd between Adams & Jefferson
S. H. Look	Boots & Shoes	2nd between Jefferson & Madison
T. H. Pallady	Boots & Shoes	2nd between Jefferson & Madison
B. T. Taylor & Son	Butcher	2nd between Madison & Monroe
John Smith	Butcher	2nd between Madison & Monroe
Nick Beason	Butcher	2nd between Monroe & Jackson

Name	Kind of Business	Location
Andrew Emrick	Butcher	2nd between Washington & Adams
August Knight	Cabinet Maker	2nd and Monroe
A. C. Wallace	Carpenter	2nd between Washington & Adams
L. L. Horning	Carriage Maker	2nd between Washington & Adams
A. Purdy	Carriage Maker	2nd between Adams & Jefferson
C. Gerhard	Notions & Cigars	2nd between Adams & Monroe
Thomas A. Ghiselin	Notions & Cigars	2nd between Jefferson & Madison
E. H. Taylor	Dentist	2nd & Jefferson
F. A. Vincent	Dentist	2nd & Monroe
Hamlin & Wrenn	Draymen	
Pygell & Irwin	Draymen	
Miss Ida Baldwin	Dressmaker	2nd between Jefferson & Madison
Allen & Woodward	Drug Store	2nd between Madison & Monroe
Graham & Hamilton	Drug Store	2nd & Jefferson
Green & Goldson	Drug Store	2nd & Madison
Gray & Korthaur	Flour Mill	Across Mary's River
J. A. Knight	Furniture Store	2nd & Monroe
John Ray & Son	Grocery	2nd & Monroe
G. Hodes	Gunsmith	2nd between Monroe & Jackson
J. H. Penn	Hardware	2nd & Adams
Woodcock & Baldwin	Hardware	2nd between Jefferson & Madison
S. H. Hemphill	Harness Shop	2nd between Jefferson & Madison
Wayman St. Clair	Harness Shop	2nd & Madison
Occidental Hotel	Hotel	2nd & Madison
Vincent House	Hotel	2nd between Monroe & Jackson
I. J. Haskins	Hotel	2nd between Jefferson & Madison
Eglin & Lomer	Livery Stable	3rd & Madison
Sol King	Livery Stable	2nd between Madison & Monroe
R. G. Simmons	Livery Stable	Madison between 2nd & 3rd
Ira A. Miller	Marble Works	2nd between Adams & Jefferson
Drake & Grant	Tailors	2nd between Jefferson & Madison
A. G. Mulkey	Dairy	
Mrs. J. Kelley	Milliner	2nd between Adams & Jefferson

Name	Kind of Business	Location
Mrs. E. A. Knight	Milliner	
Mrs. J. Mason	Milliner	3rd & Monroe
Benton County Blade	Newspaper	
Corvallis Gazette	Newspaper	
Ralston & Cox	News Depot	At Vincent House
Chenoweth & Johnson	Oregon & Washington Land Co	
Dr. J. R. Bayley	Physician	2nd & Madison
Dr. G. R. Farra	Physician	2nd & Jefferson
Dr. Franklin Cauthorn	Physician	2nd & Jefferson
Dr. H. Green	Physician	City Dispensary - 2nd Street
Dr. J. B. Lee	Physician	2nd & Jefferson
E. Heslop	Photographer	2nd between Adams & Jefferson
Wrenn & Holgate	Real Estate	2nd between Madison & Monroe
Mrs. J. W. Souther	Restaurant	2nd between Jefferson & Madison
William Albrecht	Saloon	2nd between Madison & Monroe
M. J. Alphin	Saloon	2nd & Jefferson
R. F. Baker	Saloon	2nd between Madison & Monroe
R. J. Judson	Saloon	2nd between Madison & Monroe
Harry Hughes	Saloon	2nd & Jackson
L. Powers	Saloon	2nd between Madison & Monroe
Jacob Weber	Stoves	2nd between Jefferson & Madison
Robert N. Baker	Tailors	
D. Carlisle	Variety Store	2nd between Madison & Monroe
T. J. Blair	Warehouse	1st & Monroe
James Coffin	Warehouse	1st & Jackson
W. C. Crawford	Watchmaker	
P. P. Greffoz	Watchmaker	2nd between Jefferson & Madison
L. G. Kline	Agents for Wells Fargo	
Independent Line of Steamboats		Landing at foot of Monroe Office at 1st & Monroe

FROM MARTIN 1938

§4.2 HISTORIC AND CULTURAL RESOURCES FINDINGS AND POLICIES**FINDINGS**

- §§4.2.a. There are several inventories of buildings with historic significance located within the Corvallis UGB, including those developed by the State Historic Preservation Office and the State Board of Higher Education. They identify the 22 Corvallis structures on the National Historic Register, 12 structures on the Oregon State University campus, and 23 other buildings as having historic significance. In 1989 the City created the Corvallis Register of Historic Landmarks and Districts and added 70 properties to the listing. The City will be adding properties to this listing on an ongoing basis.
- §§4.2.b. Structures of historical significance in Corvallis include: commercial buildings generally found within the central business district core; residences located throughout older neighborhoods; industrial and religious buildings scattered throughout the urban growth boundary; and public buildings generally located on the OSU campus and downtown.
- §§4.2.c. Historic buildings may require adaptation to uses which maintain their original features and allow for a prolonged and economic use.
- §§4.2.d. During renovation and/or restoration, a conflict may surface between retaining the original features of the historic structure and compliance with the provisions of the building and fire codes.
- §§4.2.e. Several as yet uninventoried archaeological sites, of both an historic and prehistoric nature, exist within the Corvallis urban growth boundary. The specific locations of these sites are on file at the State Historic Preservation Office.
- §§4.2.f. Additional surveys and inventory work, such as the Corvallis Preservation Society historical survey, are necessary to provide a basis for ongoing amendments to the Corvallis Register of Historic Landmarks and Districts.
- §§4.2.g. The region's cultural needs are served by OSU, LBCC, the Corvallis Arts Center, the City of Corvallis, and other cultural groups. There is currently no designated "agency or organization" to coordinate cultural events and activities in Corvallis.
- §§4.2.h. There is community interest in providing public funds for cultural enrichment and art objects in conjunction with projects to develop or improve public buildings.

## POLICIES

- §§4.2.1. THE CITY SHALL CONTINUE TO USE THE CORVALLIS REGISTER OF HISTORIC LANDMARKS AND DISTRICTS AND THE HISTORIC STRUCTURE MAP AS THE CITY'S OFFICIAL HISTORIC SITE DESIGNATION. THE INTENT OF THIS INVENTORY AND MAP IS TO INCREASE COMMUNITY AWARENESS OF HISTORIC STRUCTURES AND TO ENSURE THAT THESE STRUCTURES ARE GIVEN DUE CONSIDERATION PRIOR TO ANY ALTERATION WHICH MAY AFFECT THE HISTORIC INTEGRITY OF THE STRUCTURE.
- §§4.2.2. THE CITY SHALL ENCOURAGE PROPERTY OWNERS TO PRESERVE HISTORIC STRUCTURES IN A STATE AS CLOSE TO THEIR ORIGINAL CONSTRUCTION AS POSSIBLE WHILE ALLOWING THE STRUCTURE TO BE USED IN AN ECONOMICALLY VIABLE MANNER.
- §§4.2.3. THE CITY SHALL MAINTAIN A LOCAL HISTORIC PRESERVATION ADVISORY BOARD.
- §§4.2.4. THE PUBLIC'S SAFETY AND GENERAL WELFARE SHALL NOT BE COMPROMISED WHEN A CONFLICT SURFACES BETWEEN THE RENOVATION OF AN HISTORIC STRUCTURE AND THE CITY'S BUILDING AND FIRE CODES.
- §§4.2.5. SPECIAL ARCHITECTURAL REVIEW CRITERIA FOR HISTORIC STRUCTURES SHALL BE MAINTAINED IN THE LAND DEVELOPMENT CODE.
- §§4.2.6. AN ONGOING PROGRAM SHALL BE MAINTAINED TO INCREASE PUBLIC AWARENESS OF THE CITY'S HISTORIC STRUCTURES AND THE FINANCIAL INCENTIVES AVAILABLE TO THE OWNERS OF THESE STRUCTURES.
- §§4.2.7. THE CITY SHALL CONTINUE EFFORTS TO INVENTORY HISTORIC STRUCTURES, ARCHAEOLOGICAL SITES, AND OTHER POTENTIAL HISTORIC SITES.
- §§4.2.8. THE FIRST PRIORITY FOR HISTORIC INVENTORY AND PRESERVATION WORK SHALL BE OLDER NEIGHBORHOODS, ESPECIALLY THOSE BORDERING THE DOWNTOWN AND OSU CAMPUS.
- §§4.2.9. THE CITY SHALL IDENTIFY HISTORICALLY SIGNIFICANT SITES AND STRUCTURES ON CITY-OWNED PROPERTY WITH APPROPRIATE PLAQUES AND MARKERS, AND SHALL ENCOURAGE OWNERS OF PRIVATE PROPERTY TO DO THE SAME.
- §§4.2.10. THE CITY SHALL ESTABLISH MEANS TO COORDINATE A CORVALLIS ARTS OR CULTURAL COMMISSION TO ADVISE THE CITY COUNCIL ON MATTERS RELATED TO ARTS AND CULTURAL EVENTS AND ACTIVITIES.
- §§4.2.11. THE RESPONSIBILITY FOR COORDINATING MATTERS RELATED TO ARTS AND CULTURAL EVENTS SHALL BE DESIGNATED TO AN APPROPRIATE AGENCY.
- §§4.2.12. THE CITY SHALL SET ASIDE A PERCENTAGE OF THE COST OF PUBLIC BUILDING PROJECTS FOR PUBLIC ART AND CULTURAL ENRICHMENT.

## APPENDIX C

### Properties outside of the previous survey area which appear to meet significance criteria

- 1) The millrace (west of Hwy 99W only);
- 2) The McLagan House at 2856 Van Buren Street;
- 3) The Crees House at 1441 NW Grant Street; and
- 4) The Levi Mellon House on the northwest corner of Fifteenth Street and Western Ave.

#### APPENDIX D

Properties ranked Noteworthy or Secondary in the 1983-84 Corvallis Cultural Resource Survey for which the preparation of intensive level inventory forms is recommended:

- 1) 410 SW Ninth Street, Gable-Front and Wing (Vernacular Gothic);
- 2) Rental "cottages" 751-763 Tyler;
- 3) 803 Tyler, Transitional Colonial;
- 4) 425 NW Seventh Street, Spanish Colonial Revival;
- 5) 544 NW Seventh Street, Center-Gable Cottage with log cabin playhouse;
- 6) 540 NW Fifth Street, The Beach House, Foursquare;
- 7) 420 NW Sixth Street, Transitional Colonial;
- 8) 305 NW Second Street, Silver Wheels Freight Terminal, auto-related garage building (1927);
- 9) 551-553 NW Monroe Avenue, Art Moderne Building;
- 10) Commercial building at 252 SW Jefferson Avenue;
- 11) Commercial Building at 234 SW Third Street;
- 12) Masonic Building on the southwest corner of Third and Madison streets;
- 13) Oddfellows Building/Blue Mouse Theater, 106 NW Second Street;
- 14) Buildings on both sides of Second Street between Monroe and Jackson streets;
- 15) Buildings on the west side of Third Street between Madison and Monroe streets.
- 16) Rennie Building, Northeast corner of Third and Madison streets;
- 17) 326 SW Eighth Street, home modernized in ca. 1930 as part of home modernization campaign;
- 18) 320 SW Eighth Street, Tudor Revival house;
- 19) 306 SW Seventh Street;
- 20) 230 NW Sixth Street, late example of a Queen Anne Cottage

**APPENDIX D con.**

- 21) The Alfred Johnson House, 518 SW Fifth Street
- 22) 512 SW Fifth Street
- 23) "Slats" Gill House, 421 SW Fifth Street.
- 24) Horse rings on south Second Street
- 25) The "Hodes gun imprint"