Photo courtesy of Lane County Historical Museum #T60/L75-186/2

A gathering at Depot Park, Eugene, Oregon.

EUGENE AREA HISTORIC CONTEXT STATEMENT

APRIL 1996

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ACKNOWLEDGMENTS

The Eugene Area Historic Context Statement was researched and prepared by historic preservation consultants Elizabeth Carter and Michelle Dennis, in conjunction with City of Eugene Planning & Development Department staff. The Eugene Area Historic Context Statement presents an overview of Eugene's history which is meant to assist the reader to better understand Eugene's settlement and development history. The document attempts to identify the type and quantity of historic resources that remain within the Urban Growth Boundary. Our sincere thanks is extended to the numerous citizens who assisted by being available to answer questions, provide photographs, and help all of us to better understand how Eugene has changed over time.

Project Team

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City of Eugene, Planning & Development Department: Teresa Bishow and Ken Guzowski (Project Management & Contributing Authors); Cindee Lee (Graphic Design / Document Production); Phyliss Vaughan (Word Processing / Editing).

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Special thanks to the following individuals and organizations for reviewing major sections of the draft document and providing comments on the text. Kimberly Dunn, David Skilton, Henry Kunowski and Elisabeth Walton Potter from the Oregon State Historic Preservation Office provided valuable comments and guidance in the draft stage, which enhanced the final product.

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PREFACE

This Eugene Area Historic Context Statement is the culmination of a three year collaboration between the Historic Review Board, staff members of the Eugene Planning & Development Department, historic preservation consultants and, perhaps most importantly, dozens of private citizens who added their insights and corrections to the initial draft of this document.

The Eugene Historic Review Board is a standing committee of the Eugene Planning Commission, appointed by the Eugene City Council and charged to "support programs and projects which will help make the citizens of the city and its visitors aware of its origins, development and historic significance." In 1993, the board recognized the growing need for a document that would take a comprehensive look at the historic growth and development of Eugene, providing a context for future historic preservation decisions. With grant assistance from the Oregon State Historic Preservation Office, the careful research of historic preservation consultants Elizabeth Carter and Michelle Dennis, the tireless efforts of Teresa Bishow and Ken Guzowski of the Eugene Planning & Development Department, citizen surveys, and public commentary and contributions the Eugene Area Historic Context Statement is complete for now.

Since history is a process, this handbook must necessarily be seen as a "work in progress", periodically reviewed, corrected where necessary, and brought up to date. It is a handbook that will help us to both better appreciate and to evaluate the historic record of our community and its built environment.

We hope that you will enjoy reading and using this handbook and that you will make your comments and corrections known to us.

Eugene Historic Review Board
as of March 1996

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A special thanks to Jenny Sirnio for her contribution as a former board member, who placed a high value on the importance of this project.

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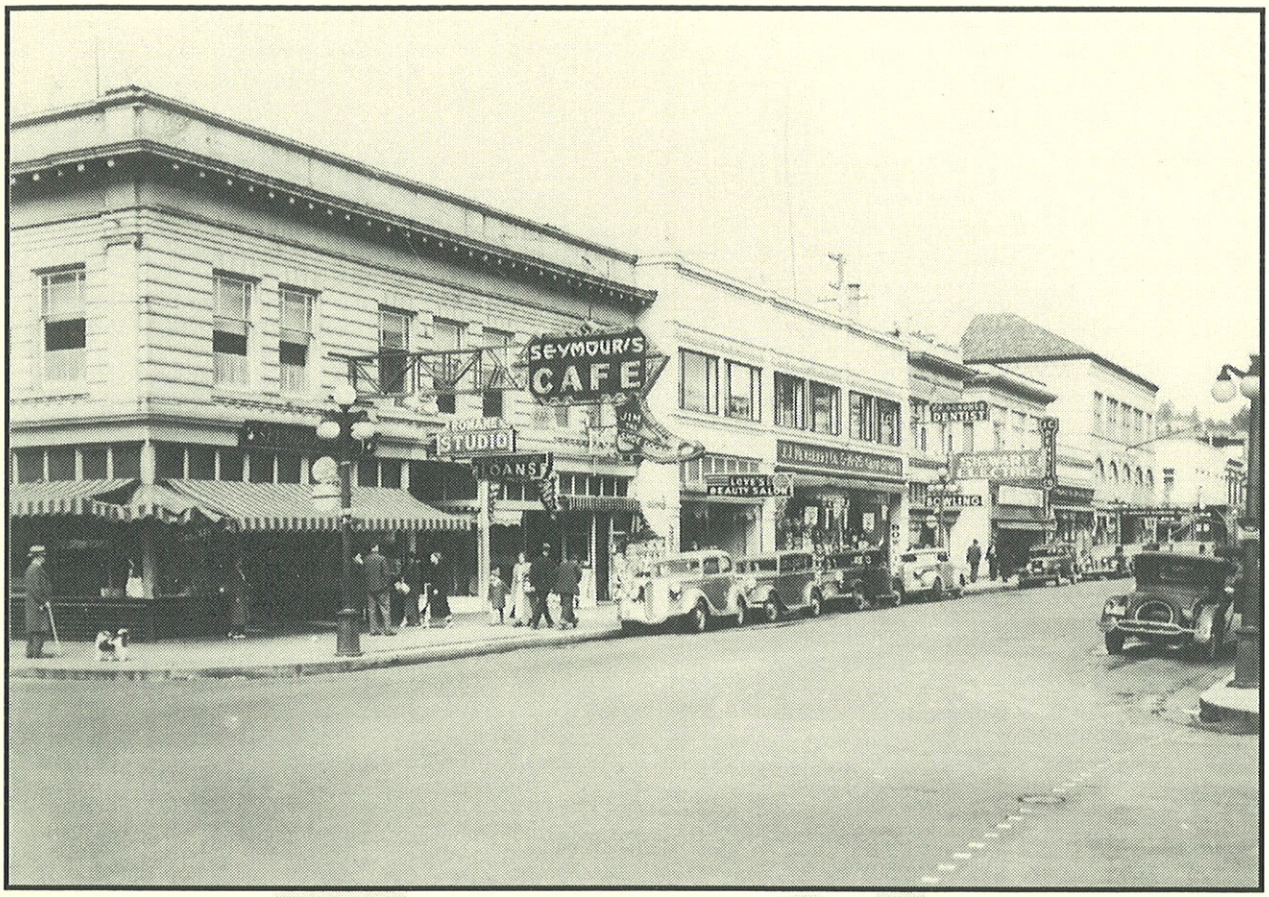


Photo courtesy of Lane County Historical Museum #23F/L71-111G

Northwest corner of West 10th Avenue and Willamette Street. Notice the signs, street lights and canvas awnings, August 25, 1936.

INTRODUCTION

Introduction

Purpose

This document provides an overview of the history of the Eugene area and is an important tool for local historic preservation planning. It also serves as a valuable resource for the public to learn where archival and historic information is located.

This document describes the broad pattern of historic growth and development in the Eugene area, considering history as it pertains to the built environment inclusive of architecture, landscapes, engineering and culture. It identifies the significant historical patterns that individual historic properties represent, and through this identification, helps to form the cornerstone of preservation planning. Some of the key patterns of development that are addressed in this document include early settlement, the growth and influence of the railroad, education, religion, the timber industry, agriculture, residential and commercial endeavors. The framework for the document incorporates thematic categories and chronological periods established by the Oregon State Historic Preservation Office (SHPO), the National Park Service, and the Oregon Statewide Inventory Historic/Cultural Themes List.

The importance of a historic context statement in the planning process cannot be overemphasized. By allowing for more effective and accurate documentation through historic resource surveys, the City hopes to encourage the protection of significant resources through the designation process as City Landmarks or listing on the National Register of Historic Places. To this purpose the City's preservation program is organized to provide for regulatory review of designated properties, promote the use of financial incentives, and disseminate public information and encourage public involvement in the historic preservation program.

The purpose of Eugene's Historic Preservation Program is to increase public awareness of the City's origin, development, and historic significance, and to encourage the identification and preservation of significant historic resources.

Eugene's unique heritage and surroundings are an important asset to the City's citizens. In large part the distinctiveness of the city is created by older houses, churches, the monumental architecture of the University of Oregon campus, historic commercial and industrial buildings located throughout the community, and city parks and open spaces. Natural features like the Willamette River and Skinner and Spencer Buttes are familiar landscapes we encounter every day that give Eugene part of its identity. The man-made and natural features of Eugene's landscape represent an important, irreplaceable heritage of local traditions that help to define our understanding of who we are, where we have been, and where we might be going.

Citizen Participation During Project

The City of Eugene designed an extensive program to involve citizens in the preparation and review of the Eugene Area Historic Context Statement. This approach increased citizen awareness of local history and the commitment to future preservation activities.

The Eugene Historic Review Board served as the citizen advisory group for the project and provided overall project oversight and direction. The board provided the Eugene Planning Commission and City Council with regular status reports concerning the project.

Broad public involvement occurred through the following key activities:

a. The Eugene Neighborhood Leaders Council was provided a presentation concerning the project goals and opportunities for neighborhood groups to be involved.
b. Community members interested in the project were mailed information concerning special workshops and other opportunities to be involved.
c. Neighborhood newsletter editors were provided articles about the project for inclusion in neighborhood newsletters.
d. Community members were provided an opportunity to share oral interviews with the project team concerning their knowledge of local history.
e. The Eugene Planning Commission and Historic Review Board conducted a joint meeting that included a slide show depicting the general historic patterns of growth in the community and the types of remaining historic resources. The commission and board also discussed potential strategies to enhance the local historic preservation program.
f. A special survey was conducted of neighborhood leaders and others interested in local history to guide the extent of historic research conducted concerning different historic resource types, geographic areas of the community, or themes.
g. Professionals with special expertise regarding local history were provided preliminary draft copies of sections of the document to help ensure a high level of accuracy.
h. The May 1995 Draft Eugene Area Historic Context Statement was widely distributed to interested community members and professionals along with information about opportunities to provide comments.

Following distribution of the May 1995 draft document, the Historic Review Board sponsored a special community workshop that provided citizens an opportunity to learn more about the draft context statement and provide comments. The Historic Review Board extensively reviewed the draft context statement and carefully considered public comments. After a series of work sessions, the board approved the draft document with a set of recommended changes. The board authorized staff to prepare the final document for publication.

Scope Of Project

The Eugene Area Historic Context Statement discusses the history of the City from the period of Native American tenancy and initial European and American exploration through 1945, the conclusion of World War II. In future, as resources allow, additional sections on post-war trends and movements could be added to the document.

The geographic boundaries of the study area include the acreage within the Eugene Urban Growth Boundary, which encompasses the River Road and Santa Clara regions north of the core area of Eugene, and Glenwood east of the core area between Eugene and Springfield. The study area is indicated on the study area map, on page 4.

Geographic Description

The study area lies within the Southern Willamette Valley physiographic range, which is characterized by a broad alluvial plain accented with occasional small volcanic hills rising up to 300 feet above the valley floor.[1] The elevation of the City of Eugene is nearly 430 feet above sea level. This region is generally flat, with the exceptions of the South Hills area, Hendrick's Park, Gillespie Butte and Skinner Butte, which at the highest elevation rises to approximately 682 feet above sea level.

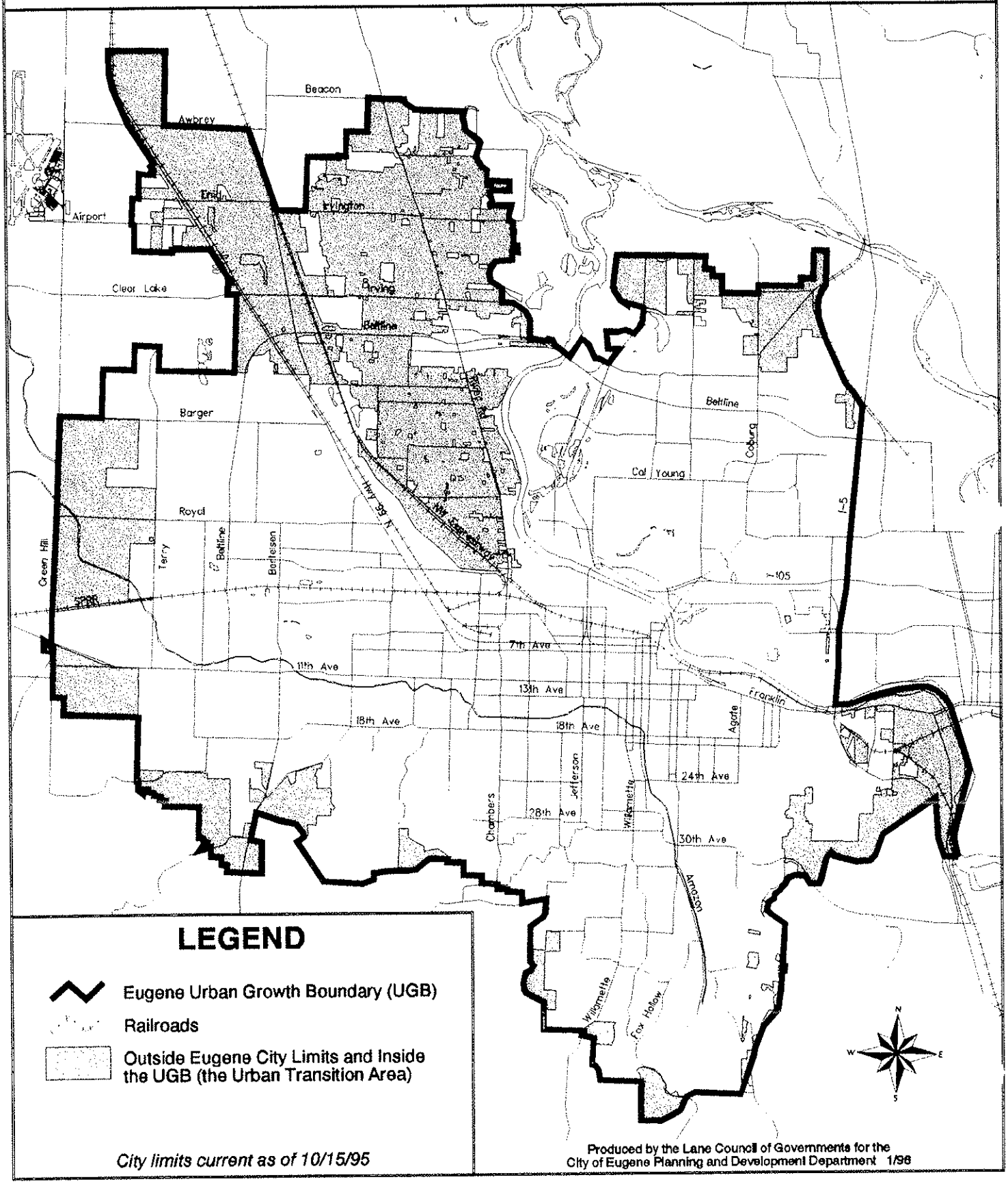
The Willamette River is the major natural waterway in the study area, and runs in a northwesterly direction through Eugene, and directly west in the area immediately north of the downtown core of Eugene. Amazon Creek originates in the South Hills region, and runs in a northwest to west direction, emptying into Fern Ridge Reservoir several miles west of the study area. In addition, there are several smaller seasonal streams which drain the surrounding hills.

The climate in Eugene is characterized by relatively mild temperatures ranging from an average of approximately 30° in the winter to 80° in the summer months. Extreme hot and cold temperatures seldom occur. Precipitation averages 42 inches, primarily in the form of rainfall, and occurs in the winter months from November to March. [2]

Three principal soil types are found within the study area. Along the river, the flood plains and terraces are dominated by nearly level, excessively drained to very poorly drained soils. The foothills are dominated by nearly level to steep terrain with soils of varying depths that are well to moderately drained. The proximity to the river and the decades of flooding made the region excellent for farming, and the rich alluvial soil of the flood plain and terrace areas became prime crop, orchard, and grazing lands.

Eugene Area Historic Context Statement

STUDY BOUNDARY



LEGEND

- Eugene Urban Growth Boundary (UGB)
- Railroads
- Outside Eugene City Limits and Inside the UGB (the Urban Transition Area)

City limits current as of 10/15/95

Produced by the Lane Council of Governments for the City of Eugene Planning and Development Department 1/98

Historic Research Methodology

The historic research methodology used to prepare this document involved numerous steps. The initial research phase consisted of a review of all documentation related to the study area, like previous context statements and neighborhood plans. This information supplied background information for the overall document, and contributed insights into historical themes to be pursued, while identifying resource types and distribution patterns integral to understanding the overall history of the Eugene area. For the practical purpose of maintaining manageable units with which to work, the project consultants identified distinct geographic study areas, which were generally based on existing or approximate neighborhood boundaries already identified by the City of Eugene. Archival research was an ongoing part of this study, which helped to supplement and expand upon information that had been previously acquired.

Resources which contained valuable information for this project included the following: (See also the bibliography.)

- books, reports, theses, dissertations
- cemetery records
- church records
- City of Eugene Planning Department library and resource files
- city and county directories (Polk's, Korstad's, Obenauer's)
- county deeds and records
- family histories
- Lane County Historical Museum records & documents
- maps (Sanborns, cadastrals, Metzgers)
- neighborhood-specific information (i.e. refinement plans, neighborhood newsletters)
- newspapers (Eugene Daily Guard, Eugene Morning Register, Eugene Register Guard)
- census records
- periodicals (Oregon Historical Quarterly, Lane County Historian)
- photographs
- University of Oregon Archives
- University of Oregon Library System (Oregon Collection, Map Library, Knight Library, AAA Library)
- University of Oregon Museum of Natural History

To better understand the growth pattern of the community, cursory field work was conducted. This consisted of touring various neighborhoods within the study area. During the field work there was a review of existing historic resources and the environmental and social factors that appeared to influence these resources, what types of resources were "missing", and what the reasons for resource loss over time may have been. Once information was gathered, the process of writing the sections titled "Historic Overview" and "Identification of Historic Resources" commenced. Later the project team compiled sections titled "Evaluation of Historic Resources" and "Strategies for Eugene's Historic Preservation Program."

Introduction Endnotes

1. Atlas of Lane County, Oregon, 1990, 4.

2. Atlas of Lane County, Oregon, 1990, 6.

Native Americans and Early Exploration: To 1845

For thousands of years prior to European settlement, the upper Willamette Valley was populated by a series of native peoples. Their long tenancy in the region is indicated by ". . .a number of archeological sites [including] several localities along the Long Tom River west of Eugene [that] have been radiocarbon dated to between 6,000 and 10,000 years old."[1] *The most recent native Americans, the Kalapuya lived throughout the valley in villages ranging from 20 to 500 inhabitants. Along with the Siuslaw, the Klamath-Modoc, the Molalla, and several other tribal groups, they belonged to the Penutian language group, which was broken down into several sub-groups. There were several different dialects of the Kalapuya language that were spoken within the Willamette Valley, and it is believed that people from different regions with varying dialects were able to communicate freely with each other for purposes of trade and socialization. Native populations in the Willamette Valley were estimated* at 23 people per 100 square miles.[2]

Native Americans utilized the Willamette River for transportation, recreation and food gathering. Their activities included large game hunting, tool manufacturing, hide preparation, camas gathering and grinding, diversified hunting, fishing, woodworking, and milling.

Their annual subsistence round was divided into two general seasons: summer and winter. The summer months, from about March to October, were spent in temporary open camps, moving about the valley floors and foothills to harvest roots, nuts, seeds, and berries as they ripened. Before the winter rains began in earnest, though, the people returned to permanent villages.[3]

Kalapuya culture depended entirely on wild products for all food, shelter, and clothing. The tribe patterned its movements and activities closely with the various seasons when foods became available or ripe. Roots and tubers were exceptionally important, particularly the camas bulbs. In addition to the expected vegetable foods and animals, plants like the thistle and cattail were important seasonal foodstuffs. Hunting and fishing took place throughout this section of the valley. The territory now known as Alton Baker Park was part of the range area of the Kalapuya tribe. Its proximity to the river was ideal for fishing and food gathering.

The Kalapuya built different types of structures to accommodate various activities and seasons. During the summer months, little shelter, if any, was built, and camps were set up in groves of trees or in the open.[4] Permanent wintertime structures usually consisted of "...a semi-subterranean or earth-banked structure with a bark roof and a central fireplace. They were rectangular, up to 60 feet on a side, and often housed more than one family."[5] Sweat houses were often built near streams or rivers, and were used for purification purposes, to bring good

luck, and to promote spiritual feelings. These structures were often small, round and constructed of bent hazel sticks with a covering of fir boughs and dirt. On the interior fired stones provided the heat for a steam bath.

During the summer, the Kalapuya traded goods with neighboring tribes. They also traded with coastal groups such as the Siuslaw, and may have traded with tribes as far north as the Columbia River. Some of the foot trails established by these people later became the basis for pack trails and wagon roads, and eventually roads that are still in use today.

During the winter months, the Kalapuya resided in permanent settlements. Because they were all together during this season, winter was traditionally a time for story telling, a practice which conveyed morals, beliefs, and the tribe's world view to the younger members. Animals played a crucial role in Kalapuya life, and the "...animals and beings represented in mythology also had a real existence for the Indians in everyday life. Many of these beings were guardian spirits or spirit powers, who guided individuals through their lives and provided them with luck, strength, and protection."[6] As a bridge into adulthood, adolescents were often sent on a vision quest. "After several days of fasting and little sleep, questers were often rewarded with a visit from a spirit power or a dream power. Sometimes during vision quests, a spirit seeker would mound or stack stones as part of the path to a prophetic dream. The remains of these vision quests are still found in the upland regions of western Oregon today."[7] Those men and women with strong spirit powers became the chosen spiritual leaders (shamans) in the tribe. Shamans gave spiritual guidance, cured diseases and wounds and functioned as fortune tellers, weather watchers, and even helped to locate lost or stolen items.

The Kalapuya significantly altered the surrounding natural landscape by setting fire to the prairie during the autumn of each year. Burning helped create better hunting grounds, allowed for easier gathering of root and grass crops (for the basket makers especially), and the roasted grasshoppers that were left behind by prairie fires were considered a delicacy. As a result of the annual burning, the landscape during this period was one of open grasslands with scattered oak groupings on the valley floor, and open forests on the lower hillsides surrounding the valley. "In 1826, plant explorer David Douglas noted burning throughout much of this part of the Willamette Valley, and it is reported to have occurred in other parts of the Valley as late as 1848."[8] The land adjacent to the Willamette River, and other streams and estuaries, did not burn, allowing for the maturation of tree and plant species that were indigenous to those areas. This ancient landscape was predominantly open grasslands on the valley floor with light and open forests on parts of the hills surrounding present day Eugene. The periodic burning kept much of Eugene's landscape an open prairie which was devoid of trees. The Oregon ash (*Fraxinus latifolia*) and the camas bulb was found in scattered patches of those areas flooded by the Willamette River and Amazon stream each Spring. On some of the hillside slopes, and higher and drier sections of the prairie, two species of oaks could be found, California black oak (*Quercus kelloggii*) and Oregon white oak (*Quercus garryana*). The thick bark of these oaks protected them from the periodic burns. These trees could be found singly or in groves and clusters, which the early settlers termed "oak openings." On the higher north and east

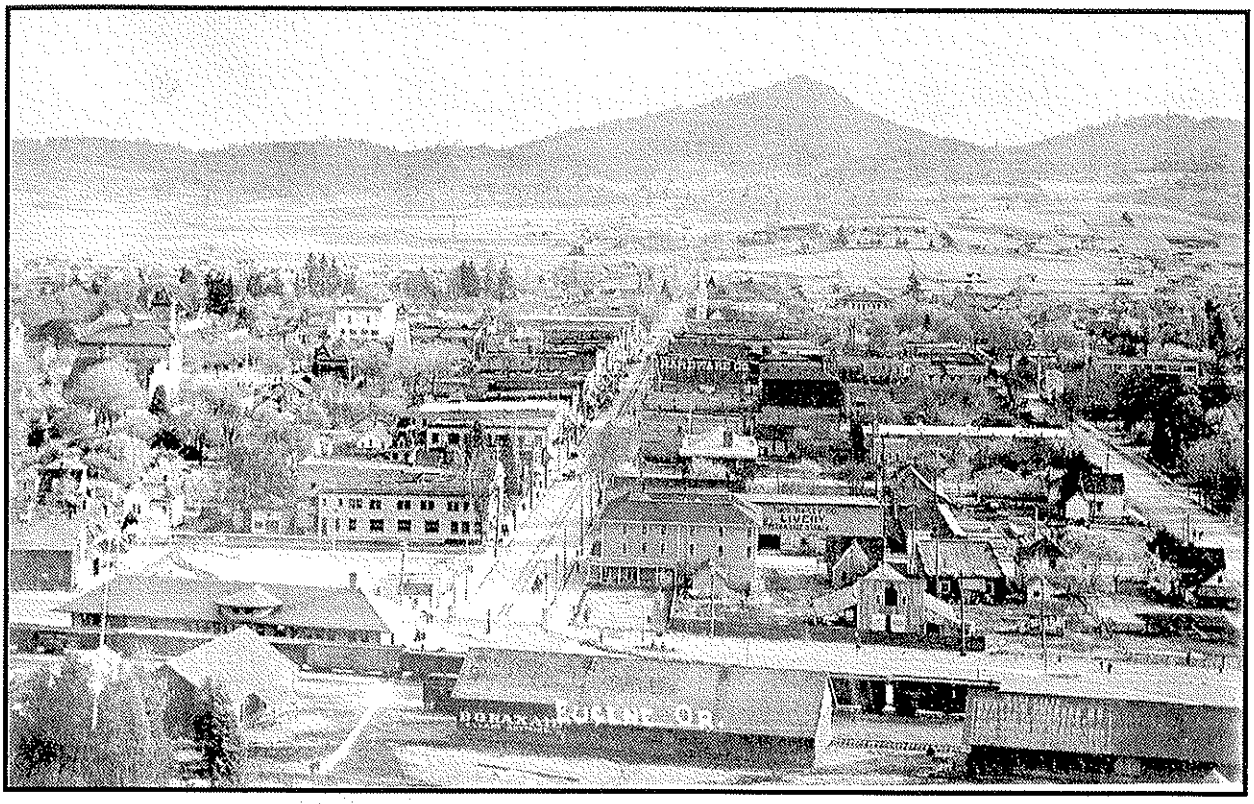


Photo courtesy of Lane County Historical Museum #13A/L82-113

Looking south from Skinner Butte, 1910.

Historic Overview

facing slopes and in stream valleys grew patches of mixed woodland where oaks were joined by the now dominant Douglas fir (*Pseudotsuga menziesii*), Ponderosa pine (*Pinus ponderosa*), incense cedar (*Calocedrus decurrens*), madrone (*Arbutus menziesii*), and big leaf maple (*Acer macrophyllum*). This maple is now a common street tree in many of Eugene's older areas. The periodic burning had kept this valley floor open and grassy.

Dense forests were located along the banks of the Willamette River where the moist floodplain soils protected the trees from fire. This riparian forest was a dense mixture of deciduous species including: willows (*Salix species*), alders (*Alnus species*) and cottonwoods (*Populus trichocarpa*), all growing close to the water's edge. On higher ground big leaf maple, Douglas fir, and the incense cedar prospered with an understory of Pacific dogwood (*Cornus nutallii*), elderberries (*Sambucus species*), vine maple (*Acer circinatum*), black hawthorn (*Crataegus douglasii*), and California hazel (*Corylus cornuta californica*). This forest could extend from a few hundred yards or up to half a mile or more on either side of the river.

Prior to the late 1700s and early 1800s, the Pacific Northwest inland region was essentially uncharted by Europeans. Several exploration attempts were made by Spanish and British exploration parties, although these expeditions were limited to the coastal areas of Oregon. These initial explorations were made in the hope of discovering the Northwest Passage, a mythic waterway that connected the Pacific and Atlantic oceans. Spanish explorer Bartolome Ferrelo (1542) and England's Sir Francis Drake (1578-79) both failed in their efforts to find the strait.[9] In 1778, Captain Cook landed at present day British Columbia, where he and his men traded with native people for furs, which were sold in China for exorbitant prices. As word of the natural resources that abounded in the region reached Great Britain trade ships began making the dangerous voyage to take advantage of the trade potential. "An even greater number of ships ventured from Boston. Furs were the main attraction, but the quest for knowledge of the unknown region also drew botanists and other scientists. Between 1785 and 1820 at least 443 expeditions from eight or more countries reached the Northwest."[10]

When the Northwest Passage could not be found by sea, attempts to find it by land were made. Alexander Mackenzie became the first person to cross the continent by land in his search for the waterway in 1793. In 1804, President Thomas Jefferson commissioned Meriwether Lewis and William Clark to find a trade route from the Missouri River to the Columbia River. Several years later, John Jacob Astor's Pacific Fur Company established a fur trading post, the first permanent Anglo-American settlement in the Northwest, at present day Astoria. From this outpost, trappers were able to explore the area now recognized as the Willamette Valley.

The Willamette River was first mentioned by members of the Lewis and Clark Expedition in 1804-05 and intensive investigation of the Willamette Valley began in 1812 when at least three major expeditions traversed the area. Donald McKenzie's trapping expedition traveled as far south as the East Fork of the Willamette River (now known as the McKenzie River).[11] These trapping and missionary expeditions brought forth positive news of the area which eventually resulted in permanent settlement by pioneers from the eastern United States.

Early eighteenth century contact between natives and Europeans is evident in the appearance of copper, glass and iron items among the Kalapuya artifacts, suggesting a relatively peaceful relationship. As early as 1836, Catholic priests came to the Willamette Valley to "civilize" the Indians through an introduction to Christianity. Many of the Catholic settlements were not successful, however. This was due in part to the European diseases that ravaged the native population, and the difficulty of integrating western morality and lifestyles on the native population.

The Kalapuya Indians, like other tribal people in Oregon, were decimated by a series of epidemics that were introduced in the 18th and 19th centuries. A smallpox epidemic in 1782-1783 may have killed upwards of fifty percent of the Kalapuyans. Influenza, and malaria epidemics in the 1830s destroyed a large part of the remaining population. Estimates for this outbreak suggest that 75 to 90 percent of the remaining native population was destroyed. The arrival of Euro-American settlers coupled with these population losses undoubtedly led to the decrease in prairie burning in this section of the Willamette Valley.

Overall, the impact of European contact with the Kalapuya was devastating. Joel Palmer, Oregon's first Superintendent of Indian Affairs in the early 1850s, "secured" land for settlement from the native people through the use of treaties. Palmer implemented federal policy with a considerate hand by the standards of the day. In 1854 and 1855 the treaties were ratified by Congress, and the Kalapuya's ancestral land became part of the public domain. This allowed the land to be settled by pioneers through the Donation Land Claim program. The remaining Kalapuya, along with people from numerous other Willamette Valley and Western Oregon tribal groups, were relocated to the Grand Ronde Reservation, near present day Willamina, Oregon. The Indians who signed the treaties received no compensation, but were required to move onto the reservation. The Rogue Indian War was fought in Southern Oregon, but the Kalapuya showed no resistance to their relocation. This was possibly due to their dwindling numbers and the increasing Euro-American population.

"The first crossing of a family from the Missouri frontier overland to Oregon for the expressed purpose of settling and establishing a farm occurred in 1840."[12] The migration of 1843 brought approximately eight hundred newcomers to the Willamette Valley, and the next year brought hundreds more. By 1845 more than 2,000 Euro-Americans resided south of the Columbia River. Settlement continued nearly uncontested in the area now occupied by Eugene. There are no visible built resources that remain from this period within the study area.

The legacy of the Kalapuya occupation remains almost exclusively in the place names that are recognized today. Skinner Butte was known by the Kalapuya as Ya-Po-Ah, or "high place". This name lives on with the high rise senior citizen housing center by that name, at the southeast corner of Skinner Butte. The Willamette River was originally named by the natives of this river valley. Wal-lamt was the name given to the river near present day Oregon City by the native people of that region, although its meaning is disputed.[13] There appear to be few

obvious indications in the Eugene area that native people inhabited this land for centuries. These place names pay small tribute to their long occupation of this territory.

It appears that the Kalapuya were a people who were greatly influenced by and lived within the rhythms of nature and the seasons. A strong belief in the spiritual helped to provide strength, guidance, values and character to all members of the tribe. With this sense of external and internal balance the Kalapuya were able to flourish in an environment that was mild in climate and extremely fertile in the broadest meaning of the word. The descendants of the Kalapuya are now part of the Confederated Tribes of Grand Ronde, which are based in Grand Ronde, Oregon.

Native Americans & Early Exploration Endnotes

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2. Thomas Vaughan, et. al., Space, Style and Structure, Vol. 1, (Portland, Oregon: Oregon Historical Society, 1974) 7. Thomas Newman discusses in "Native Peoples and Shelters," the seasonal habits and dwelling types of the Plateau Culture Areas, of which the Kalapuya tribe was a part of. In 1995 there are approximately 3,060 humans residing in each square mile of the City of Eugene.

3. Toepel 1991, 16.

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5. Toepel 1991, 18.

6. Toepel 1991, 20.

7. Toepel 1991, 20.

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9. Velasco, Dorothy, Lane County: An Illustrated History of the Emerald Empire (Northridge, California: Windsor Publication, 1985), 15.

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12. Bowen, William A. The Willamette Valley: Migration and Settlement on the Oregon Frontier (Seattle, Washington: University of Washington Press, 1978) 11.

13. McArthur, Lewis A. Oregon Geographic Names (Portland, Oregon: Oregon Historical Society Press, 1992), 909. "The meaning of the word 'Willamette' is not known, although there are several theories, including Mackey who says Wallamet means 'spill water' and was applied to the river above the Willamette falls. Lewis and Clark did not observe the stream on their westward trip, nor on the eastward trip either until their attention was called to it by Indians after they had gone as far as the Sandy River. Clark went back and entered the Willamette on April 2, 1806, calling it the Multnomah."

Settlement, Statehood and Steampower: 1846 - 1870

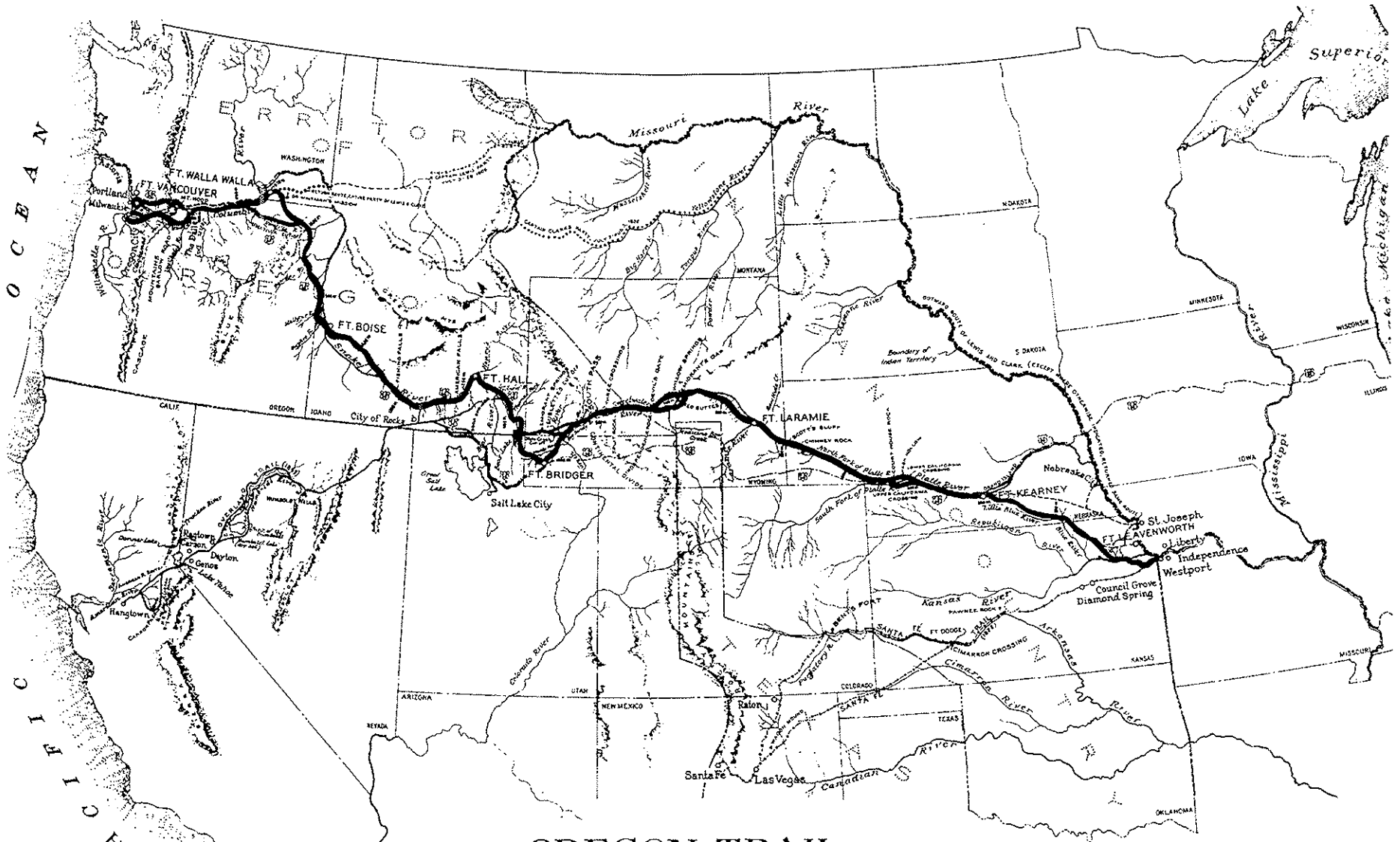
This period begins with the arrival of the first permanent white settlers to the Eugene area. These first residents traveled across the country on the Oregon Trail, most arriving at Fort Vancouver or in Oregon City before dispersing south throughout the Willamette Valley to settle permanently. Eugene Skinner's land claim encompassed much of the present day downtown area, as well as Skinner Butte, and it was here that the City of Eugene was born. State, county and city governments, as well as early industry and agriculture, were established in the 1850s and 1860s. Many of the land transportation routes established during this period are still in use today. The sense of community that was so important to the success of a frontier town was nurtured during the early years. Between 1846 and 1870 the groundwork was laid for the arrival of the railroad in 1871 and the establishment of the State University in Eugene in 1874.

Early Settlement[1]

As word of the riches of the Oregon country reached the eastern states, pioneers began to make the journey west. Many had already moved from states further east to the Midwestern region, and the desire to continue west drove some of them eventually to Oregon. In 1840 the first family made the trip to Oregon expressly to establish a home. Dr. Marcus Whitman led the "Great Migration" in 1843, which consisted of nearly 900 people and 100 wagons. One year later over 1500 people emigrated to the Oregon Territory, with even greater numbers migrating in following years.

With the promise of free land, Euro-American settlers began arriving in the Willamette Valley in earnest in the 1840s. Embarking on the trip from Independence, Missouri (prior to 1850) or from Council Bluffs, Iowa (after 1850), emigrants started their trip in the spring, which afforded them good grazing for livestock, and summer weather for crossing the mountains.[2] Crossing the Rockies at South Pass, the travelers met their final challenge at the rugged Cascade Mountains near Mt. Hood. Until the Barlow Toll Road was completed in 1846, emigrants had to complete the eighty mile trip from The Dalles to Fort Vancouver down the Columbia River in crude rafts.[3] Many lives were lost on this last leg of the journey, and many travelers lost what few belongings they had managed to retain on their journey. Overall, the trip to Oregon took six to seven months, and they usually arrived at their destination in September or October.

Initially, permanent settlement occurred in the lower Willamette Valley, near Fort Vancouver in Washington, Portland and Oregon City, but gradually emigrants moved southward. The Donation Land Claim Act of 1850 allowed each married white male settler eighteen years of age or older to claim 640 acres (one square mile), or 320 acres of land if single. A person had only to reside on the land and cultivate it for four years.[4] In order to acquire as much land as



OREGON TRAIL

AS OF 1846

COMPILED FROM AUTHENTIC DATA

United States Department of Agriculture
Bureau of Public Roads
WASHINGTON, D.C.

MAY 15, 1938

DRAWN BY L.E. KNIGHT

possible, many men who might otherwise have remained single sought to marry. This Act made land available to those who emigrated before or by 1850. Subsequent to 1850, settlers were entitled to 320 acres if married and 160 acres if single, provided they resided on the land for four years.

The first settlers seeking land claims in the upper regions of the Willamette Valley were Elijah Bristow, William Dodson, Felix Scott, and Eugene Skinner, who arrived and staked their claims in 1846. While Bristow, Dodson, and Scott claimed land in the Pleasant Hill area, Skinner claimed 640 acres on and around present day Skinner Butte. Although it was not premium agricultural land, this claim included a potentially good ferry crossing and suitable town site.

On the west side of Skinner Butte, Skinner built the first house in Eugene, a one room log cabin. (A plaque marks the location of this cabin at West Second Avenue, west of Lincoln Street, and a replica of the cabin is located in Skinner Butte Park on the north side of the Butte.) In 1847, Skinner traveled to Yamhill County where his wife Mary (nee Mary Cook) and their daughter Mary Elizabeth had been waiting, and brought them to their new home. Mary Skinner was the first white woman to make her home within the boundaries of what was later to be named Lane County.[5] In 1848, the Skinners' daughter, Leonora, became the first white child to be born in the new settlement.

Establishing a new home in the open wilderness involved many different and difficult tasks. None of the comforts of home, except what had been brought across the Oregon Trail, were readily available. Having built adequate shelter, settlers proceeded to establish a sufficient food supply. Because most emigrants traveled the Oregon Trail over the summer, their arrival and settlement occurred in the autumn, making gardening for food nearly impossible. Travelers were able to stock up on supplies in Oregon City prior to settling their claims, and many depended on these supplies to get them through the first winter. Gathering sufficient fuel for cooking and heating and keeping the house safe from animals were also important tasks. The first winter was usually the most difficult, and early settlers depended heavily on each other for support.

The Skinner's land claim was the first in the area that became the City of Eugene, and the construction of the cabin and later the settlement of the family in 1847 mark the beginning of the agricultural landscape in the area. Between 1847 and 1848, Charnel Mulligan, Prior Blair, James Huddleston and Daniel Christian staked claims adjacent to Skinner's. (Daniel Christian's house remains standing, not far from its original site and still on the Christian land claim, on E. 12th Avenue between Pearl and Oak Streets.) Other settlers near Skinner included John Eakin, Benjamin Davis, Jesse Gilbert, H. Noble and Lester Hulin and their families.[6]

Others were making claims across the Willamette River to the north of Skinner's claim, as well as throughout the rest of what would later become central Lane County. William Stevens was the first to claim land in the present day Willakenzie area, settling in 1847. The early 1850s also brought George Armitage (1850), Alexander King, Mahlon Harlow, the Tandys (1851),

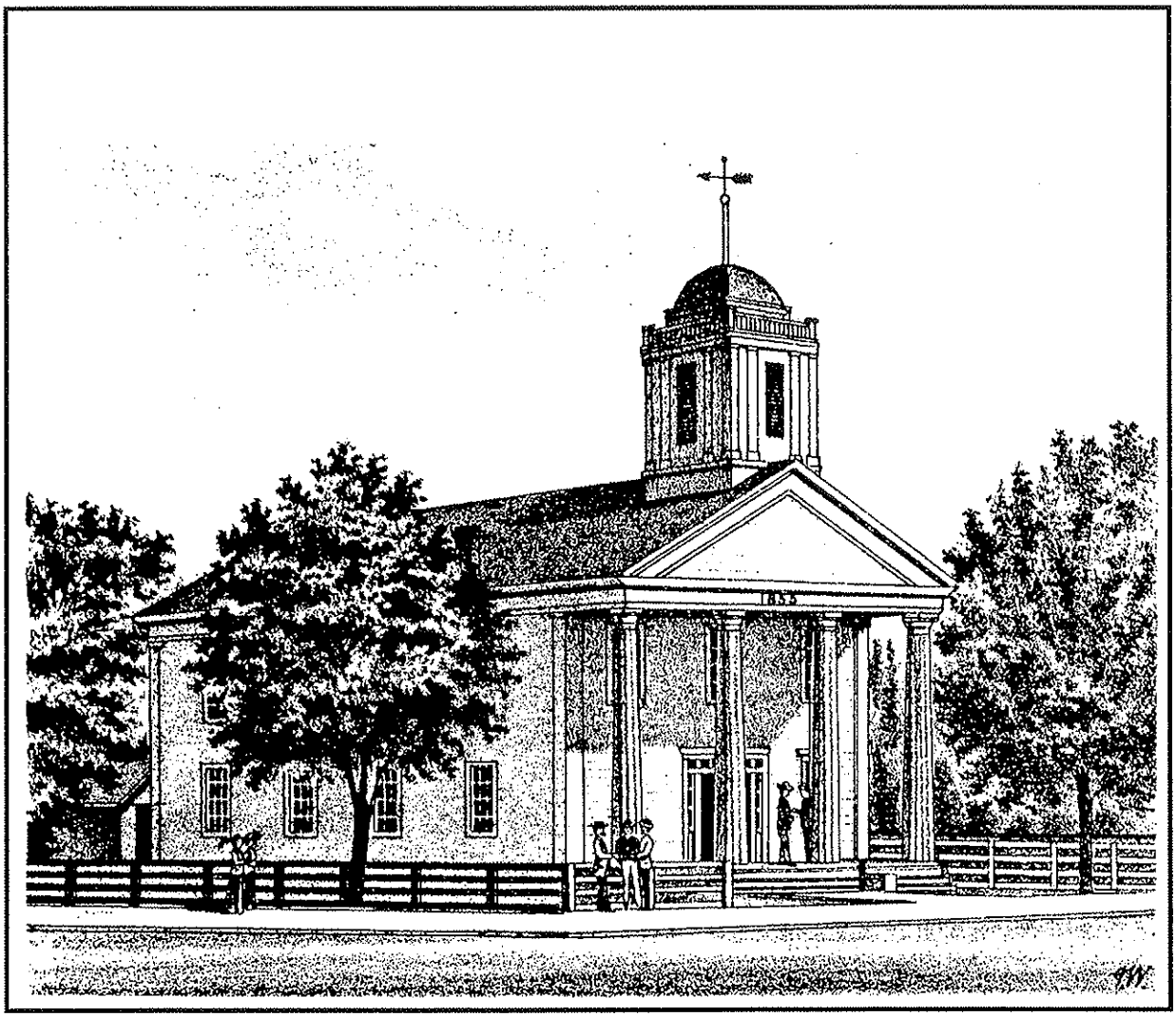
Charles Walker Young, Jacob Gillespie, John Day (1852), and William Bogart, Vincent McClure, John Bushnell, and Alexander Goodpasture (1853) to the Willakenzie area. Even further north, in the present day Santa Clara area, claims were being settled in the 1850s by William Potter, Allen and Rachel Bond, the Briggs', and others. Many of the earliest settlers stayed in the Eugene City area briefly before moving permanently to outlying areas such as Irving. The community of Irving was located near the present day intersection of Irvington Road and Prairie Road. Ezekiel Bailey (namesake of Bailey Hill Road) arrived in the 1850s, Charles B. and Zara Sweet settled claims in the Glenwood and Laurel Valley areas in the early 1850s. Many others staked claims in the late 1840s and early 1850s, as long as the land was free and available. Many of Eugene's streets and landmarks bear the names of these early settlers.

The claim settlement period of 1846-1860 was the first lasting settlement pattern for the area.[7] The pattern was determined by 320 and 640 acre claim sizes (one-half or one square mile), and often had irregular boundaries because early claims were staked to conform to the topography of the land.[8] Once government surveys were conducted (around 1850), subsequent claims followed the grid pattern of the survey, resulting in regular, geometric patterns. Settlers generally took claims near a year-round water source, such as the Willamette River or smaller tributary, and chose to build their first homes on sites that were slightly elevated to avoid flooding. Ideal claims included a combination of good farmland and some wooded area for use as fuel and building material. Because shelter was the first necessity to attend to, the first claim houses were usually rough, one or two room log cabins that were erected quickly with the help of neighboring claimants. Once the family was more settled, the log cabin was usually followed by a hewn log house, and a "real" lumber house (constructed of sawn lumber, not logs) was built several years later, after the required barns and outbuildings had been constructed.

The Birth of Eugene City

In October of 1846 Eugene and Mary Skinner established housekeeping in their small one room cabin. By 1847 the Skinner's were also operating a trading post out of the cabin. In January of 1850, Skinner's Post Office was authorized, and the new settlement became known by the same name. In April of 1851, Eugene Skinner and Judge Risdon established a meridian line from which to survey and plat a town site, which was located east of Skinner's Butte. The original plat was bounded by Water Street (along the river) to the north, Pearl Street to the west, Eighth Avenue on the south, and the alley east of Ferry Street formed the eastern boundary. Mary Skinner was given the honor of naming the town, calling it Eugene City, after her husband. One of the first structures in the original plat of Eugene City was James Huddleston's store. Initially located in a lean-to next to Skinner's cabin, the store was moved to the northern end of the plat near Skinner's ferry site in the early 1850s.

During the winter of 1851-52 extensive flooding caused the original town site to become unbearably muddy. Years later, in 1884, historian A.G. Walling described the early site as ". . . a quagmire . . . obtain[ing] the well-earned name of Skinner's Mud Hole; indeed it is said that the mud there was of so fine a quality and so deep that two hogs that were rooting about in



Lane County Courthouse, built 1855, Classical Revival style.

the semi-aqueous street sank out of sight to be forever lost to view."[9] It was clear that future commercial, residential and governmental development hinged on the establishment of a new town plat.

The early settlement period saw significant developments in city, county and state governments in Oregon. In March of 1848, Congress designated Oregon a Territory of the United States, and with this designation came the establishment of individual counties. In 1851, the Territorial legislature officially organized the county of Lane, which was named after General Joseph Lane, the Oregon Territory's first governor. After ten years as a territory, Oregon gained statehood in 1859, becoming the thirty-third state in the Union.

Shortly after the establishment of Lane County in 1851, a county commission and a county clerk were appointed, and only two years later, in 1853, Eugene City became the Lane County seat. The commissioners then met to decide where the courthouse should be located in the young community. The Commissioners entertained offers for land for county buildings from Eugene Skinner, Charnel Mulligan, Prior Blair, and Elias Briggs. They accepted adjacent parcels of forty acres each from Skinner and Mulligan (the dividing line being present day 8th Avenue), and proceeded to organize the county seat. The commission hired Mahlon Harlow, the county clerk, to establish the revised plat, and Dr. A.W. Patterson surveyed the town site. "While the town was platted on a standard grid, typical of scores of speculative western towns, the public square was carved from the corners of four larger blocks, a form unusual in the west, and the only example of that pattern in Oregon."[10] This public square retains part of its original configuration, and is now known as the Park Blocks, located at the intersection of 8th Avenue and Oak Street.

The commissioners' next action was to provide a County Clerk's Office, which was built by Prior Blair at a cost of $150.00.[11] The 16' x 20' Classical Revival building originally stood facing the public square and served as the courthouse until 1855. Soon, plans for a proper courthouse were solicited and early in 1855 the plan devised by A.A. Smith was accepted. Mahlon Harlow and Mr. Hammitt were hired to build the two story, 40' x 60', Greek Revival building, which was similar in style to the Clerk's Office. Upon completion of the new Courthouse, the Clerk's Office was moved to High Street near Broadway and converted into a residence. Three years later, in 1858, a stone jail was constructed on the public square. Neither the courthouse nor the jail remain, but the Clerk's Office, having been moved several times, now stands next to the Lane County Historical Museum in the Lane County Fairgrounds, and is one of the oldest buildings in Eugene.

After some debate, Eugene City was incorporated as a town in 1862 and it was reincorporated as a city in 1864 with slightly smaller boundaries. It was at this time that Eugene Skinner became the city's first mayor. With incorporation came the establishment of the first City Council., which included J.B. Underwood as president, J.A. McClung, E.F. Skinner, F.B. Dunn, William T. Osburn, and T.G. Hendricks as trustees, A.A. Skinner as recorder, Bell Jennings as treasurer, C.H. Fox as Marshall, and Thomas Chase as street commissioner.

> The Council could levy taxes and was empowered to establish hospitals, prevent or remove nuisance, provide water for the city, establish fire companies and police, and improve streets, side-walks, and alleys. The Council was authorized to license and regulate an interesting array of businesses: auctioneers, taverns, peddlers, brokers, money-changers, hackney coaches, wagons, carts, drays, and omnibuses; and to license and tax barrooms, drinking houses, markets, theaters, and other places of amusement.[12]

The act of incorporation and the potential it suggested clearly indicated that the founders of the city anticipated significant growth and progress for Eugene City.

Early Settlement Houses

The earliest house forms built by the Euro-American settlers were log cabins. Built not only to provide shelter but to legally secure Donation Land Claims, log cabins were considered temporary housing, to suffice until a better house could be built. These claim cabins, of which none remain in the study area, consisted of one or two small rooms with a door and perhaps a small window. The stone or wattle-and-daub fireplace was located on the end of the gable roofed building.

The second house on a claim was commonly the hewn log house. This house was somewhat larger than the first cabin, and was constructed of square, hand hewn logs joined at the corners with dovetail type joints. When sawn lumber became available, hewn log houses were sometimes covered with weather boards, giving them an updated appearance, as well as greater insulation. There appear to be no hewn log houses remaining within the study area.

Frame houses were built when sawn lumber became available. Constructed with heavy framing and sawn cladding and finish features, the frame house was usually one to one-and-a-half stories high, with a gable roof and porches on the front and the back. Soon after the original town plat was established in 1851, the first frame house in Eugene was built for Judge Risdon by Hilyard Shaw with lumber from Shaw's mill.[13] This house was located on Pearl Street between 9th and 10th Avenues, and had a puncheon floor, and split boards on the sides and roof. The total cost was $76.00.[14]

As lumber from the local sawmill became more readily available frame houses became more common and distinct styles emerged. The Classical Revival and Gothic Revival styles were both utilized during this period, after the initial stages of settlement and the use of log houses had passed. The oldest remaining frame building in Eugene is the County Clerk's Office (1853), which in 1855 was converted to become the fourth frame residence in the City. The Daniel Christian House, built in 1855, remains as an example of an early settlement frame house with Classical Revival eave details still evident. Other early settlement houses include the classically influenced Abraham Landes House (1850s) on Old Coburg Road, and the gothic vernacular Bristow House (1860s) on Lincoln Street between 8th Avenue and Broadway.

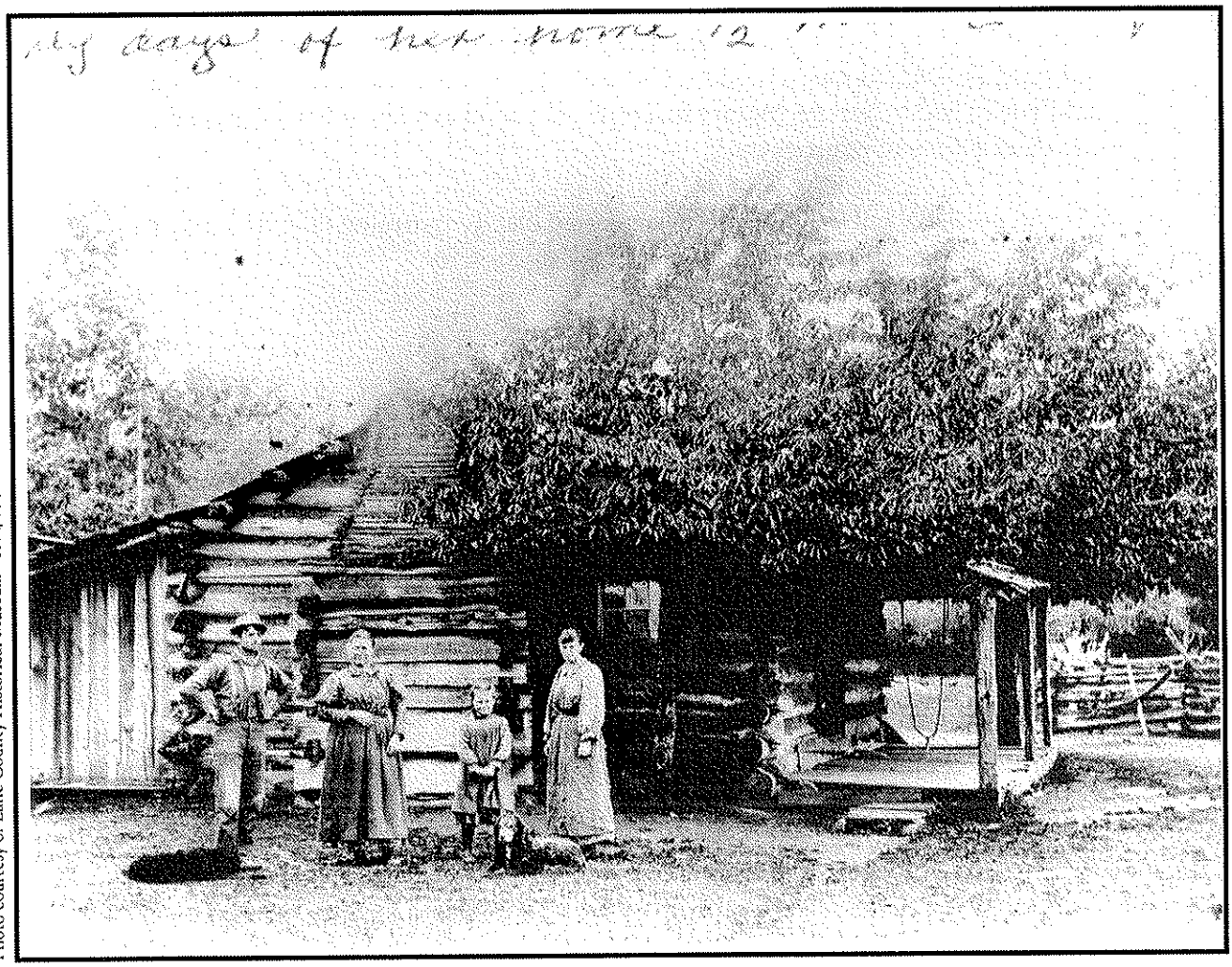


Photo courtesy of Lane County Historical Museum #15A/L74-859

Typical settlement era log cabin, around 1895. This cabin was located east of Santa Clara, and was the early home of Minnie D. Mounts. Note round logs, small window, and wood chimney and flue.

Initially residences were scattered, the distribution depending on the size and configuration of the Donation Land Claims and the placement of houses within the claims. As settlement continued, clusters developed, and some eventually became the beginnings of a town. The patterns of distribution of buildings within a town site were clearly very different than those in a rural area. Towns were more compact, with (usually) linear development patterns, whereas rural development was much more open with houses sometimes miles apart. Within this study area both of these patterns were evident during the settlement period. The towns of Eugene City and Irving began with more concentrated development, and the areas to the north and west of Eugene City remained rural and sparsely populated for several decades. Once housing was established, even if only a log cabin, the tasks related to industry, agriculture, education, and religion could all be more easily pursued.

Early Subsistence, Agriculture and Industry

The increase in white settlement caused an even greater decline in the Indian population and as a result the valley's landscape began to change. The natives' annual burning which had controlled the growth of trees on the valley floor ceased and trees began filling in the open grassland. After erecting their cabins, settlers began cultivating the land for subsistence crops, cattle and sheep began grazing in fields, and the agrarian landscape was born. The rich alluvial soils in and around present day Eugene were ideal for farming and as pioneers arrived and settled, working farms sprung up almost immediately.

During the early settlement period, emigrants were more concerned with food production for survival than for market. Wheat, oats, and vegetables were commonly cultivated crops and stock raising was also popular until about 1860, when much of the stock raising moved to central and eastern Oregon. While some crops, such as grains, became marketable to other nearby communities by the 1860s and 1870s, the transportation system was not yet reliable or expansive enough to accommodate a large commercial market. Much of the agricultural activity was for the purpose of survival of the community, and farmers would sell or trade excess to neighbors and nearby family members.

Beyond subsistence agriculture the first commercial crop grown in the area was wheat, which was grown extensively in the Irving and present day Santa Clara areas, as well as in the Willamette Forks (Willakenzie) region on the north side of the Willamette River. Wheat was popular because it was exportable, exchangeable, transportable, and because it resisted the long, dry summers of the Willamette Valley.[15] Another relatively early crop to succeed in the area was hops, introduced to the state in the 1850s and to the Eugene area in 1869. Most hops fields in the Eugene area were located in the Willakenzie and north Springfield areas. [16] Agricultural development had an early boom as a result of the California gold rush, which created and inflated the market for Lane County's wheat. Wheat was shipped south in great quantities by pack train to feed a prospecting population that included many of Lane County's men who had caught the "gold fever". While the men were away on an oftentimes unsuccessful economic adventure, women kept the farms producing at home. Women often turned a greater profit than that

obtained by their spouses, a testament to their fortitude.

One of the settlers who had "caught the gold fever" was Hilyard Shaw, who returned to the area from California in 1849 to take up a claim he had previously staked. Shaw's claim was located west of the University of Oregon campus. His view from a knoll on the claim enabled him to see the potential for connecting two natural sloughs (old river bed scars) to form the Millrace, which may be the oldest man-made structure surviving in the city.[17] Good mill and ferry sites were usually the first claims to be taken in the Willamette Valley. The native vegetation along the sloughs included poplar, maple, willow, alder and oak trees.

The primary reason for the establishment of the millrace in Eugene was to serve as a source of power for the first lumber and flour mills. With the help of Avery Smith, Shaw decided to excavate a ditch approximately five blocks long connecting the sloughs, thus creating the millrace. The lower portion of this millrace was included in Shaw's claim; the upper section ran through the claims of Zara Sweet, William Smith, and Fieldin McMurry, who granted Shaw easements to complete construction. The Millrace was completed in 1851 and served as the nucleus of industrial development in Eugene City until well into the twentieth century. "By 1852 Shaw had built a sawmill on the banks of the lower Millrace near 6th and Mill Streets, and by 1856 a grist (flour) mill was also completed."[18] In 1856 Shaw sold his portion of the millrace property (the land) to Joseph Brumley, though it appears that he retained ownership of the "mill property", which probably consisted of the mill buildings themselves, until 1869.

The flour and gristmill was the first significant manufacturing enterprise in Eugene and allowed wheat farmers to produce flour, a more marketable product than unprocessed wheat. The earliest settlers had been required to travel to Oregon City, and later Salem and finally Brownsville, before the Eugene flour mill was established. The grist mill, later called the Eugene Mill and Elevator Company, was purchased by J.B. Underwood and W.F. Osborn in 1869. Its production continued to increase as they expanded to include two more "runs" of burr mill stones to the one which Shaw had built.[19]

The Eugene City Water Ditch Company was created in 1869 with the intent of bringing water from upstream to increase the flow of the millrace. It was hoped that this would not only increase the production of the existing mills, but would attract other water-powered industries to Eugene. Woolen mills soon appeared along the millrace. By 1870, Charles Goodchild, an English carder and spinner operated a small woolen manufacturing enterprise which lasted until his family's departure to Ashland, Oregon in 1872.[20] It was not until 1874 that the woolen industry was resumed briefly by William Irving, who used Goodchild's old woolen mill building.

Other industrial firms established in Eugene during this period included the David Cherry Furniture Factory (1866), and W.H. Abrams' Sash and Door factory (1870). Louis Behrens' Brewery, operating as the Eugene City Distilling Company, was established in 1866 by L. Burns on 9th Avenue (Broadway).[21] By 1869, the brewery was producing 70 gallons of whiskey each day, and providing the city with $2600 a year in license fees, making the production of alcohol

quite lucrative for the young town. Greater industrial growth occurred during the following years, as a result of the increase in population, improvements made along the millrace, and in response to the enhanced transportation system, which included the arrival of the railroad in 1871.

Industries that were not directly related to the Millrace included quarries and brickyards. There were several quarries located within the present day Urban Growth Boundary, though the locations of some are unclear. The earliest was probably the basalt quarry on the west side of Skinner Butte. Others were later located near Judkins Point and in the present day Willakenzie area. One of the earliest brickyards was run by the McMurry brothers near the Masonic Cemetery. Charles Hamilton Wallace was a well known mason who built elaborate chimneys from bricks he often made on site. He was also involved in the construction of early brick commercial buildings throughout Lane County. Early settler William Masterson was also active as a millwright and manufacturer of bricks which were used in many of Eugene's first brick commercial buildings.[22]

Industry during this period focused on the establishment of mills and production sites necessary for the maintenance and growth of the community. With the arrival of the railroad, later nineteenth century industries became more profitable with products and services being exported outside the immediate area.

Transportation

Early transportation methods were simple, consisting of that with which settlers had arrived. Some had only livestock while others had been able to make the trip across the country with wagons intact. Land transportation routes initially consisted of Native American and pack trails, many of which were adopted and widened for use as wagon roads. Most of these trails were along the foothills, because annual flooding and excessive rain made lower elevation paths impassable during the winter months. Two routes of the Applegate Trail were located through Lane County. The "Eastern Route" passed through Cottage Grove, Creswell, Eugene, and Junction City, generally following River Road and Highway 99. It was explored and laid out in 1846 by a party led by Jesse Applegate, Levi Scott, and Moses 'Black' Harris, as a southern alternative to the Oregon Trail. The "Western Route," which followed old Native American and Hudson Bay Company horse trails, became a wagon road perhaps by 1848. It eventually became the best known Applegate Trail route, and is generally approximated by Territorial Road.[23]

The earliest public transportation beyond these paths and roads were ferries. Eugene Skinner's ferry, established soon after his arrival, was located near the existing Ferry Street Bridge crossing. Jacob Spores also ran a ferry across the McKenzie River north of Eugene as early as 1848, where he ferried foot passengers across the river in a canoe. A road from the north crossed the McKenzie River at Spores Ferry, and appears to have crossed the Willamette River at Briggs Ferry, near present day Springfield, a route which was later closely followed by the railroad.

The first petition presented to the Lane County court at its initial meeting in 1852 was a request that a road be built from Spores Ferry to the Territorial Road, crossing the Willamette River at Skinner's Ferry. The petition was granted and the construction of this road between Spores' and Skinner's ferries made Eugene a convenient stopping place for travelers. The Cadastral map of 1853, shows this main road through the area, labeled "Road from Oregon City to the Mines". The route was later closely followed by the railroad.

In 1854 a military wagon road to southern Oregon was built, and between 1864 and 1866 the Oregon Central Military Road was completed through the Willamette Pass, with B.J. Pengra as superintendent of construction.[24] In 1861, Felix Scott and John Cogswell executed the construction of a road connecting western Oregon to the eastern portions of the region. This was known as the McKenzie Wagon road, and was largely abandoned by wagons several years later because of poor engineering.[25] It did continue to be used by livestock ranchers to drive their herds to market in eastern Oregon and on to Idaho for many years. The main road north from Eugene City to Corvallis and on to Portland was established by 1856 along what is currently known as River Road. In later years the main road north to Corvallis and Portland was relocated from River Road to what is now known as Highway 99.

Local streets were first established with the original plat of the town. Streets running east-west were numbered, and those running north-south were named Mill, Ferry, High and Pearl. When the plat was re-established, the streets were extended further south and west. The main streets in town were those surrounding the courthouse square: 8th Avenue, Oak and Willamette Streets displayed the most commercial and civic development. By 1865, there was at least one bridge across the Millrace at 9th Avenue and there may have been others. During this period, there were no city streets south of Eleventh Avenue. Present day Alder Street extended south as a County Road leading into the hills and over to pioneer farms on the south side of Spencer Butte, and remained unimproved well into the twentieth century. Willamette Street was a dirt road that led south to these farms and to farms in Lorane Valley. Present day Blair Boulevard was also a County Road, leading north to communities such as Irving. There was also a County road to Springfield that skirted the hill near Villard Hall on the present day University campus, which was then just a wheat field.[26] This road is now Franklin Boulevard. These early roads were unimproved and extremely muddy during the rainy months.

Another alternative for travel was the stagecoach. Stage service in Eugene began in 1857, and Renfrew's Tavern, on the corner of Willamette Street and 9th Avenue (now Broadway) was the main stop in Eugene. To the north was Milliron's Inn just west of Junction City, and to the south was Cartright's, near Lorane. (It appears that Milliron's later became an Oregon Electric Railway stop) Stage travel was uncomfortable, and passengers often chose to walk over certain notorious sections, especially the corduroy roads made of tree trunks laid side by side.[27] In most cases, travel was undertaken out of necessity, not for pleasure. By the late 1860s a passenger could travel across the state of Oregon on the Portland to Sacramento stage, in large Concord Stagecoaches, in approximately two and a half days. Stage service to California ran until the railroad was completed to California in 1887. Stage service west to Mapleton continued into the

early twentieth century.

Land transportation depended heavily on horses and wagons making businesses such as blacksmiths and livery stables a necessity. John Sloan had a blacksmith shop at 8th Avenue and Olive Street, and J.S. Luckey ran another nearby. The Chase Livery Stable and Horse Market was located near the corner of 8th Avenue and Olive Street. Others were run by Mr. Stewart and Eli Bangs. Harness shops, such as one run by Hiram Preston, were also necessary for the maintenance of the teams and equipment that were vital to Eugene's early transportation systems.

The river provided another form of travel and transport which was utilized until the 1890s. "Farmers of the area grew impatient at the cost and delay of transporting their harvest to market over the primitive roads . . ." which prompted the development of steamship transportation to and from Eugene City.[28] River transport had been used by other communities on the lower stretches of the Willamette where the river was deep enough to easily accommodate river boats. For a guarantee of further freight, the captain of the *James Clinton* agreed to go to further up river, becoming the first stern wheeler to make it as far as Eugene City. It arrived on March 12, 1856 to an excited crowd. During the pioneer period, ". . . transportation was the key to economic development. At that time the roads were virtually impassable to wagons during eight months of the year, so the river was [perceived to be] the best means for moving produce and lumber out and, just as important, for bringing manufactured goods in."[29]

The People's Transportation Company was formed in the 1860s by the McCullys (merchants from Harrisburg) to promote transportation further upriver. They ran the *Relief* to Eugene in 1862, and in 1869 the *Echo* reached Springfield. Unfortunately, the river at Eugene proved to be quite shallow, and steamer traffic was limited to only four to six months out of the year, during periods of high water. Snags and uncharted sand and gravel bars were a continuous problem, making steamboat travel quite unreliable. Some of the steamships that did manage to dock at Eugene included the *Salem*, the *Enterprise*, the *Alice*, the *Dayton*, the *Active*, and the *R.R. Thompson.* Although many attempts were made to succeed, the arrival of the railroad in 1871 effectively ended the steamship era in Eugene. (The only steamship actually built in Eugene was named the *City of Eugene*, and was built in 1898 by Captain Isaac Gray. Supported by the Commercial Club, the Board of Trade, and various farmers and towns-people, the ship was built at a "shipyard" located where Lamb Cottage in Skinner Butte Park is today. Gray sold the ship in 1900, and it was eventually decommissioned.)

Long distance communication during the early days consisted of the "Pony Express".

> Five dollars was the price in advance for every letter. There were hundreds of them, but they were written on the thinnest tissue paper. No frivolous correspondence among them; business letters only, and important telegrams, that warranted the immense expense, found their way by Pony Express . . . In 1862, the completion of the trans-continental telegraph put an end to the Pony Express, but it marked the way for the transcontinental railroad.[30]

Industry and transportation were crucial to the future economic success of Eugene. The cultural aspects of the community were centered around schools and churches, which formed the cornerstone of entertainment and society during the pioneer period.

Early Schools and Churches

According to A.G. Walling, a prolific Oregon historian and publisher during the 1880s, one of the signs of progress in a new community were the establishments of schools and churches.[31] In the early years of the settlement period, from 1846 to the early 1850s, children were schooled at home, and received their education from their parents when time permitted. School buildings were often the first community center in a rural area, doubling as a church or meeting hall. Early schools and early churches were often very similar in appearance, the churches being slightly more embellished.

In 1848, Oregon was the first U.S. Territory to have land in every township allocated for the purpose of education.[32] This provision, allowing for the establishment of a system of common (public) schools, was revised in 1853 and again in 1854. The public school system in Eugene, the fourth in Lane County (thus the name School District No. 4J), was established in 1854. The first county superintendent was Reverend Robert Robe, who served in this position from 1851 to 1855.

Even though this general school law passed in 1848, and the 4th School District was organized in 1854, the first school in Eugene City was private, and was established in the early 1850's in a farmhouse owned by Fieldin McMurry. In 1853 a one-room log school building was constructed, and was located near the Masonic Cemetery on 25th Avenue and University Street, on McMurry's donation land claim. The "Point of the Hills" School, as it was called, was taught by Miss Sarah Ann Moore, whose salary was paid by students' tuition. Miss Moore traveled by horseback from the Hampton farm (in what is now Goshen) every day to teach. Most of the teaching was conducted orally, as there was little money for books, paper or writing tools. A plaque located at 25th Avenue and University Street now marks the location of this first Eugene school.[33]

A few years after the new town plat was established, in 1856, a new, public school building was built on the south side of 11th Avenue near Olive Street. This was the second school building, but the first *public* school in Eugene City, and its location is marked by a plaque at 11th Avenue and Olive Street. Known as the Eugene School, or the School on the Common, it was a rectangular log building with a fireplace, dirt floors and doors on either end. Pupils had benches, but no desks, and, like the private school, most of the work was oral. The Eugene School had 80 students by 1865, and continued being used as a school until it was replaced in 1878 by the Central School.[34]

There were also schools established outside the immediate Eugene area. In the Willakenzie area,

historically known as Willamette Forks, there were two early schools. The Coon Range schoolhouse was:

> . . . located on land purchased by Walker Young, father of Cal Young, from Mack Alexander [a name on an early map of the area shows "McAlexander"]. This lay a short distance from the Young land claim. It was a one room log structure, the logs being chinked with mud and sticks, and there was a puncheon type floor (split logs) a few windows and a door. [35]

The Bogart School, established in the early 1850s in the Willakenzie area, was located on the site of the present Willakenzie School on Willakenzie Drive. It served as school house, church, meeting house and grange hall before it was demolished to make way for the new school. The Bethel School, another log building, was constructed in about 1869 on a site now occupied by the Southern Pacific railroad tracks in the Bethel area.

About the same time that the Eugene School was established in 1856, Columbia College was founded by the Cumberland Presbyterian Church, with Reverend Enoch P. Henderson as head. Sited on top of what is now College Hill, the prestigious private college was co-educational, and enjoyed the patronage of students such as Joaquin Miller (the "Poet of the Sierras"), J.J. Walton, Harrison Kincaid (reporter for the People's Press and later publisher), the Rinehart Brothers, and R.G. Callison. Women who attended included Judy and Adelia Harlow, Kate Henderson McClung, Sarah Rinehart and Judy Mulholand, among others.[36] Columbia College was one of the first institutions of higher education in Oregon. Despite its popularity, Columbia closed in 1860. When the college opened in 1856, it was in session for only four days before the building burned. The College was promptly rebuilt, and classes resumed. At the end of the second year, the second building burned, and arson was suspected. By this time, disagreement over the stance the Church should take on slavery prompted the resignation of Reverend Henderson. As the third building was being erected, this time in stone, the new president (a Southerner named Ryan) created great strife in the community over the slavery issue. He eventually left town, and the third Columbia College building was never completed. The large stone structure sat as a ruin at the top of College Hill for several years before it was demolished. A plaque at the corner of 19th Avenue and Lincoln Street commemorates the college.

Despite the attempt at promoting the public school system, private schools were predominant during the first twenty years in Eugene. Many of the early settlers came from Kentucky, Tennessee and Missouri where children were sent to private schools, and public education was considered inferior. By 1867 there were five private schools competing for students, and pulling enrollment away from the public schools. One of the most select was the Seminary located at the east end of Skinner Butte , taught by Mr. Chapman.[37] In 1866, Reverend E.P. Henderson, having been unsuccessful with Columbia College, started a private high school known as the "Eugene City Graded School". This school took students who had advanced beyond the regular programs of the public schools, thus reinforcing the hierarchy of private schools over the "poor man's school".[38] (This school was eventually taken over as an annex to the district school in 1875, and

was known as the Red Top Annex or the Red Top School.[39]) The status associated with private education was therefore clearly a significant hindrance in the growth of the public school system during the Pioneer period in Eugene.

Religion was another important part of life in the early years of settlement, as it provided stability and cohesiveness to the small, scattered communities. Initial settlement in the 1840s brought several different religious groups to Eugene City, including Presbyterian, Baptist, Methodist, Catholic, and Lutheran. For lack of formal church buildings, the earliest settlers initially set up religious meetings in their homes, and circuit riders came periodically. Very soon after Eugene City was laid out and platted, the County Court encouraged the building of churches by granting lots to various congregations for a small fee. This was an obvious attempt to promote growth in the new community.[40] The earliest congregational gathering seems to have occurred in 1852 at the home of Mahlon Harlow. The first church building, however, was that of the Cumberland Presbyterian Congregation. The Cumberland Presbyterian Congregation, originally known as the "Morrow Congregation", was founded locally by Reverend Jacob Gillespie, originally from Tennessee. Reverend Gillespie came to Oregon in 1852, and the congregation was formally organized on Sunday, June 19, 1853 in the Willakenzie area home of Charles Walker Young, a friend and neighbor of Gillespie both in Missouri and in Oregon. Two years later, the congregation moved to the Bogart School.[41] In 1857, the Cumberland Presbyterian congregation enjoyed the privilege of erecting the first church building in Eugene. A simple frame structure measuring 30' x 50', with a belfry near the front, the Cumberland Presbyterian Church was dedicated in 1857, and was located on the southeast corner of 6th Avenue and Pearl Street. This was the only church building in Eugene for two or three years, and the Presbyterians allowed other congregations to use the church until they could afford to construct their own buildings. (This church was torn down in 1955.)

One of the congregations that used this first church building was the Baptist congregation, mentioned above. A few years after its establishment in 1852, Baptist Church services were held in a one-room log school building which was located one-half mile southeast of the present Willakenzie school.[42] The congregation later met at various sites within Eugene City. Services were transferred to the Cumberland Presbyterian Church, which was shared with the Morrow Congregation (mentioned below) for ten years before their own church building was built in 1867. Located at the northeast corner of 8th Avenue and Pearl Street, the first Baptist church was initially known as "The Willamette Forks Baptist Church of Jesus Christ", a name later changed to the "First Baptist Church of Eugene City".

In 1854, the First Methodist Congregation was established at the log home of Solomon and Nancy Zumwalt, whose claim was located northwest of Eugene near the present day intersection of Highway 99 and Elmira Road. A plaque commemorating this event is located near the present church on Olive Street between 13th and 14th Avenues. The Methodists built their church, apparently the second in Eugene, on the southwest corner of 10th Avenue and Willamette Street in 1858. "Solomon Zumwalt and his son furnished the timber and cut the weather boarding, Daniel Christian and Pastor Harvey K. Hines hewed the foundation timbers,

and Bell Jennings aided in the construction."[43] They used this building until 1886 when they sold it to the Catholic Church.

Also in 1854, the St. Mary's Episcopal congregation began to meet. Initially, they held services in the courthouse, until in 1859 their own building was erected on the southwest corner of 7th Avenue and Olive Street. Eugene Skinner's wife Mary was one of the founders of this church and land for the building was donated by the Skinners.[44]

In 1855, Reverend Robert Robe organized the First Presbyterian congregation in a ceremony that took place under an oak tree near present day 10th Avenue and Willamette Street. The church building was constructed about 1859 at the northwest corner of 8th Avenue and Lincoln Street, on the present site of the Woodmen of the World Hall.

The First Christian, or Cambellite congregation was officially formed in Eugene in 1866. Many of the first members had been affiliated with the Pleasant Hill Christian Church, the first of its denomination in the County. The Eugene congregation began meeting in the courthouse in 1862, where they met until the completion of their church building in 1869. The First Christian Church was the first brick church building in Eugene and was located on the northwest corner of 9th Avenue (Broadway) and Pearl Street. The meeting house was long known as the "old brick church". It was sold by the church in 1897, and was destroyed by fire in 1909.
Several other congregations organized in Eugene, but did not build their own church buildings until years later. The Catholic Church was established relatively late in Eugene, although Catholic Missionaries had been traveling through the area since the 1850s. Until the establishment of a permanent church building in 1886, services were conducted by traveling priests in the homes of residents. The Jewish community in Eugene also did not have an official place of worship until relatively late, although most Jewish families had prayer books that they used when they practiced their religion in their homes.[45]

In rural areas, community cemeteries were often located adjacent to the community church. This does not appear to have been the case in Eugene. The earliest cemetery to be established in the city was the Masonic Cemetery, at the intersection of 25th Avenue and University Street. Although established by and for members of the Masonic Lodge in 1859, the cemetery soon became the burial place for many of the city's founding members. The Odd Fellows established a cemetery which is now known as the Pioneer Cemetery, located at 18th Avenue and University Street in 1873. This is one of the three earliest cemeteries in Eugene City, and was the first to come into the city limits of Eugene. Other early cemeteries include Mulkey Cemetery, located in southwest Eugene, the Luper (Bond) Cemetery near Irving, the Gillespie Cemetery in Willakenzie, and Laurel Grove Cemetery in Glenwood.[46] (Reference the Landscape Section of this document to learn more about individual cemetery histories.)

Commercial and Residential Development

Between 1846 and 1870, commercial and residential development occurred rapidly, and was generally centered around the town site. In the same way the millrace served as the focus of industrial growth, so did the public square serve as the center of commercial development. Commercialism was first evident with the establishment of James Huddleston's store next to Skinner's cabin in the early 1850s. In 1853, the new town plat gave Eugene City a solid nucleus for its commercial growth. Thomas Holland and Mr. Burton opened a grocery, and Joseph Brumley began his dry goods business at 5th Avenue and Oak Street. (Brumley moved his business to 9th Avenue and Willamette Street in 1854) T.G. Hendricks, who later became a prominent Eugene businessman and banker, began his business career as a clerk in his Uncle (William Wilshire) Bristow's merchandise store in 1858. The Bristow & Company Store was later located in the first brick building in Eugene, built in 1866 at the northwest corner of 9th Avenue and Willamette Street by the Bristows. As settlers continued to arrive, the need for goods increased, and commercial development expanded.[47] Other businesses operating at this time included Chase's Livery, Mrs. Woodruff's Millinery, Avery Smith's Mercantile (1854), the Renfrew Hotel (1855-1874), and the Red Top Tavern, erected by James Heath in 1854 and rented by M. Harlow for use as a hotel in 1856. [48]

The area around the central commercial core, along 8th and 9th Avenues and Willamette Street, began the infill process early. Historically this development included houses built right on the main street or adjacent streets. Eventually the houses were replaced with commercial buildings or other installations such as livery corrals and stables.[49] In 1860 Eugene Skinner wrote a letter to his sister in Canada and described the growing town (quoted here exactly as it was written):

> Our little town has from 900 to 1000 inhabitants, one Episcopal Church, one Old School Presbyterian and one Methodist Meeting House, 8 stores, 2 drugstores two Hotel, two saloons, two printing offices, three Black, one tin & sheet Iron factory, one Goldsmith, 3 wagon shops, two Livery Stables, One Market, one Shoe Shop, two Saddle and Hemp makers, one Saddle tree maker, one Grist & One saw mill, . . . One door and sash factory, two cabinet shops and one post-office and your humble servant has been for the last 10 years Post Master. [50]

The St. Charles Hotel, reputed to be one of the best in the state, was built near the site of the present Smeede Hotel on Willamette Street between 7th and 8th Avenues. According to census data, much of the early commercial enterprise in Eugene was initiated by settlers from the northeast, while the emigrants from the border states generally staked claims and farmed.[51]

Residential development occurred in two patterns subsequent to the initial arrangement defined by the donation land claims: urban and rural. Urban development was, even in its earliest stages, more compact while rural areas displayed a more scattered character. Physical evidence and historical references show the initial phase of residential development to have taken place with the establishment of the original homesteads. During this earliest period in Eugene's history,

distribution was not as geographically concentrated as it would become in later years when additions were made and subdivisions were platted. As time progressed, the distinction between urban and rural development became more apparent. Once the donation land claim programs were no longer available, growth occurred as a result of the division of the larger homesteads.

The first five plats in Eugene City were all added by Eugene Skinner or Charnel Mulligan between 1851 and 1856. Hilyard Shaw made his first addition in 1856 in the heart of what is now the West University neighborhood. Near the commercial areas the large land claims were subdivided into smaller farms, which were subsequently divided again into smaller sections or individual home sites. Although much of this progress occurred from the 1880s on, urban development as it is recognized today began in the late 1860s and 1870s. The region surrounding the core area (south of 11th Avenue, west of Lincoln Street) consisted of farmland, as indicated in a lithograph printed around 1859.

North of Eugene City the community of Irving was being established by William Potter, Allen and Rachel Bond, and others who arrived in the late 1840s and early 1850s. Although now within the Urban Growth Boundary of Eugene, Irving was initially founded as an entirely separate community. Here, too, donation land claims formed the initial phase of development, only to later be subdivided and re-divided. Because Irving was such a small community, it retained its rural agricultural character much longer, and never developed the concentrated commercial core that Eugene had established by the 1870s and 1880s.

Culture, Society and Politics

The contrast between settlers from the northeast and those from the border states was clearly reflected in the culture, political attitudes and religious beliefs that were brought to the new community. Many emigrants had traveled to Oregon to escape the slavery "question", whether they supported or opposed slavery, although there appears to have been a significant number of Union supporters. As the Civil War approached, a distinct pro-southern bias emerged and several events illustrated this division. In 1857, Oregon citizens voted against slavery and also voted to prohibit the residency of free blacks, a provision that was rendered invalid after the Civil War.[52] Columbia College experienced a short and tumultuous life in part because of the expressed southern sympathy of its second president. The "Copperhead Party", active in the early 1860s in the area, apparently consisted of southern sympathizers. Many Confederate supporters settled in the Long Tom area west of Eugene City, though pro-southern Democrats were not strictly confined to this area. The Long Tom precinct had a majority of southern supporters and prompted strong response from the Republican population. Despite these events, Oregon officially maintained its allegiance to the Union.

Newspapers mirrored the clear division between northerners and southerners. Many of the early papers were expressly political in nature. During the years before and during the Civil War papers were often started not only to express the views of the editor but as a response to a paper being published by the opposing opinion. "Newspapers in Eugene were written in the 'Oregon

Style', a no-holds-barred combative type of journalism, which helped keep Republicans and Democrats in an antagonistic mood throughout the Civil War and for many years thereafter." [53] The first paper in Eugene was *The News*, started in 1858 by John B. Alexander. The paper lasted only a year, and Alexander later went on to publish the *Guard* (in 1867), a more long-lived venture. *The News* was followed by the Republican *Pacific Journal*, which later became known as *The People's Press*, published by B.J. Pengra. The *Democratic Herald* began in 1859 under the editorship of Joaquin Miller, a fiery southern sympathizer. The *State Republican* was begun in 1862 with Hilyard Shaw as publisher and James Gale and Harrison Kincaid as reporters; and finally the *Oregon State Journal*, which ran from 1864 until 1909 with Harrison Kincaid editor. The Democratic view was represented by Tennessee native Alex Blakely's *Democratic Herald*, started in 1860 as a response to *The People's Press*. The *Herald* was later banned, and was eventually started again by German-born Anthony Noltner, who renamed it the *Democratic Register*. Six months later, this paper was also barred, but was replaced by the *Democratic Review*, published by Cincinnatus Hiner, son of the "Poet of the Sierras" Joaquin Miller.

One of the early organizations in Eugene City was formed as a result of the events leading up to the Civil War. The "Union Club" apparently met secretly to discuss the potential repercussions of the war. "War spirits were high, feelings bitter, and this was a way to talk it out among themselves, to hear the 'Rebels' secretly and to say what they'd do if they could."[54] The Ladies Aid Society was established with the intent of sending "aid and comfort" to the soldiers of the Civil War.[55] In an attempt to heal political rifts several groups were established which brought people of different beliefs together. One of these was the Sons of Temperance, organized in 1856. "The Sons of Temperance apparently was one of the first lodges organized in Eugene City, and was part of the temperance movement of the times to combat the prevalence of much drunkenness on the streets. . ."[56] The Order of the Free and Accepted Masons established Lodge Number 11 in Eugene City on June 19, 1856. Their 98 person membership included both J.B. Alexander, editor of the Democratic *Eugene City News* and Harrison Kincaid, editor of the Republican *Oregon State Journal*. The Independent Order of Oddfellows, who shared membership and meeting space with the Masons for several years, was established in 1860.

The celebration of weddings, birthdays, anniversaries and christenings provided entertainment during these early years. Visiting friends and neighbors was also a common form of socializing and entertainment. Traveling troupes performed in Lane's Opera House at the corner of 8th Avenue and Willamette Street in town. The Opera House, built in 1869, accommodated entertainers, meetings and other social gatherings. Church and school activities and annual events such as the Fourth of July Parade were also well attended socials.

Cultural Groups

The struggle of non-white groups in early Eugene, though often understated, is an important part of the community's history. Cultural groups that resided in or near Eugene City during this initial period of growth and development included Native Americans, African Americans, Chinese and Japanese. There is little information regarding the occupations or residency of these

groups in Eugene specifically, but it seems that tolerance for the non-white population was low. What little Native-settler contact may have occurred was virtually eliminated in the mid-1850s when the remaining Native Americans were relocated to reservations.

There were occasions in which settlers were visited by indigenous people who remained in the area. Despite the U.S. Government's claim to the land in the Oregon Territory, new settlers clearly remained intruders in a land long occupied by the Kalapuya.

The arrival of Chinese and African American people seems to have occurred several years after the initial white settlement. There is little documentation regarding these groups who each made their contributions to the growth of the community. Chinese people came to the United States because of ". . . agrarian distress, foreign penetration, and domestic rebellion. . ." in their home country, and most came with the intention of making money and then returning to China.[57] Most evidence suggests that the emigrants came as free laborers and not as indentured servants or slaves.[58] "The initial period of Chinese immigration to the United States can be defined precisely: significant migration begins with the California gold rush of 1849 and ends with the passage of the Chinese Exclusion Act on May 6, 1882."[59]

The 1860 census indicates that at that time there were approximately 425 Chinese people in Oregon, several of whom likely resided in Eugene. In 1878, there were 3,306 people living in Eugene, twelve of whom were Chinese, one Japanese and one Native American.[60] While many Chinese worked in mines in California and in Eastern Oregon, those in Eugene City worked as railroad workers, launderers and laborers. "The high incidence of Chinese employment in the tasks of a menial or domestic nature suggests that they performed the chores of living which the whites wished to avoid."[61] In rural areas, Chinese people also worked as successful farmers, and in some cases were able to control the land they farmed. Land ownership by non-white settlers was very difficult to attain however, and the Chinese were prohibited from owning land until the mid-twentieth century. Although the presence of Chinese residents is mentioned in several different sources on Eugene history, little detail is given regarding their names or their daily activity in Eugene.

Nor did much of the African American population initially experience hospitality from Euro-American settlers. One source stated that of the 128 black people residing in Oregon in 1860, only one lived in Lane County.[62] Though Oregon did not openly condone slavery, African Americans were not welcomed into the community as equals to white settlers. Unlike the Chinese emigrants, early African American settlers were often indentured servants, and it may be presumed that if they were able to reside in Eugene City at all they worked as laborers and domestic workers. A poll-tax law passed in Oregon on October 15, 1862 read:

> Each and every negro, chinaman, kanaka, and mulatto, residing within the limits of this state, shall pay an annual poll-tax of five dollars, for the use of the county in which such negro, chinaman, kanaka, or mulatto may reside.' Penalty to pay the tax resulted in forced labor for the state . . . until the tax and the expenses of

arrest and collection were discharged.[63]

Minority groups, despite their contributions to community development, were clearly considered inferior by many white settlers. This prejudicial attitude would last well into the twentieth century.

The role of women in the migration to Oregon and the establishment of towns cannot be overlooked. Pioneer women endured incredible hardships, not only on the road to Oregon, but also during the early years of settlement. Beyond the everyday struggle to cook, keep house, and raise children on the frontier (including education and religious upbringing), women were often just as active as men in planting and harvesting crops, taking care of livestock, and even constructing farm buildings. Their significant contribution is often under emphasized, and many of the local histories neglect to mention their names, or mention them only in association with their husbands. It is important to acknowledge that much of the work in establishing the City of Eugene was undertaken by its women and by non-European people whose histories are not well documented or recognized.

Summary

From only a few individuals in 1860, Eugene's population had reached 861 by 1870. By this time, the ratio of men to women had evened out and there were far fewer single men in the hotels and boarding houses, suggesting the stabilizing influence of marriage and family.[64] In only 25 years Eugene had grown from a single log cabin to an incorporated town with mercantiles, industry, farming, and entertainment activities. A new society had taken hold and the population was growing steadily. The young town was ready for the challenges of the future and the significant changes yet to come.

Settlement, Statehood and Steampower Endnotes

1. There are several accounts of Eugene's early days, including A.G. Walling's Illustrated History of Lane County (1884), Lucia Moore's The Story of Eugene, Nancy McFadden's "Eugene to 1883", and the Downtown Core Area Historic Context Statement by Jonathan Pincus.

2. Schwantes, Carlos A., The Pacific Northwest: An Interpretive History (Lincoln, Nebraska: University of Nebraska Press, 1989), 103.

3. Winther, Oscar Osburn, The Old Oregon Country: A History of Frontier Trade, Transportation and Travel (Stanford, California: Stanford University Press, 1950), 115.

4. Walling, A.G., An Illustrated History of Lane County compiled from the most authentic sources. (Portland, Oregon: A.G. Walling Publishers, 1884), 361.

5. Williams, Irena Dunn, Reminiscences of Early Eugene and Lane County, Oregon (Eugene, OR: Shelton-Turnbull-Fuller Company, 1941), 11.

6. As indicated on Donation Land Claim maps which show the names of claimants, as well as the acreage claimed and the claim number.

7. Forster, Thomas B. et al, The Cultural and Historic Landscapes of Lane County, Oregon: Summary Report of the 1986 Cultural and Historic Landscape Resources Survey (Eugene, Oregon, December 1986), 60.

8. Forster, 60.

9. Walling, 392.

10. McFadden, Nancy K., Developing a Sense of Place: Eugene City to 1883 (May 1988), 8. Located in the City of Eugene Planning Department Library.

11. Freeman, Olga, "The First Three Years: Lane County Commissioners Journal, Sept. 6, 1852 - July 7, 1855," Lane County Historian 4 (February 1959), 17.

12. McFadden, 19.

13. Further information about early industry, including Shaw's lumber mill, can be found in sections on industrial development.

14. Moore, Lucia W. and Nina W. McCornack and Gladys W. McCready, The Story of Eugene (New York: Stratford House, 1949), 17.

15. Moore, 25.

16. For more information on the hops industry see "History of Hops Growing in Lane County", Lane County Historian 28 (Fall 1983), 70-75; and Becke, Karl G., "History and Present Status of the Oregon Hop

Industry", University of Oregon Senior Thesis, 1917.

17. "Millrace Historic District Justification for Nomination Draft" July 1990, located in City of Eugene Planning Department Files.

18. Eugene Historic Review Board, "Millrace History", 4. See also an essay entitled "Millrace Historic District Justification for Nomination Draft" July 1990, located in City of Eugene Planning Department File "Historic: Eugene Millrace".

19. Tweedell, Bob, The Old Millrace: How it was Born: Story of Stream Recalls Memory of Tiny Eugene (Eugene, Oregon: Eugene Register Guard, no date), 6.

20. Lomax, A.L., "Woolen Textile Manufacturing in Eugene, Oregon", circa 1963. Located in City of Eugene files "Historic: Downtown History".

21. Meier, Gary and Gloria, Brewed in the Pacific Northwest: A History of Beer-Making in Oregon and Washington (Seattle, Washington: Fjord Press, 1991), 42.

22. Dunn, A. Claire, "Mary Masterson Dunn: Born in Eugene City March 11, 1859", Lane County Historian 4 (February 1959), 4.

23. The Lane County Applegate Trail Committee is joining with seven other counties in planning for a series of major programs for 1996. Four interpretive sites will be opened in May of 1996, and will be highlighted in statewide tourist promotions. The referenced Applegate Trail information included here was supplied by Douglas Card, via the promotional brochure titled: "Preview Events Fall 1995 - Applegate Trail, 1846 - 1996."

24. Eugene Morning Register: Anniversary Edition 1846-1904, (1904), 18.

25. Walling, 348.

26. Williams, 19.

27. Velasco, Dorothy, Lane County: An Illustrated History of the Emerald Empire (Northridge, California: Windsor Publications, 1985), 48.

28. Yates, Elizabeth, "Early Steam boating: Pioneer Thoroughfare to Eugene and Springfield via the Willamette River", Lane County Historian 4 (February 1959), 6-9. Cord wood to fuel the steamers was supplied by farms that were located along the banks of the river. One of these was the Palmer Ayres farm. "Mr. Ayres and his sons cut the wood and stacked it on the river bank. When the boats came along, they tied up to a tree, and all hands, including passengers on rare occasions, helped load on the wood."

29. Velasco, 46.

30. Williams, 40.

31. Walling, 338.

32. Elsesser, Kathryn and Sally Donovan, "Early Eugene Schools," (Eugene: City of Eugene, 1985).

33. In Leonore Gale Barette's work Thumb papers: Sketches of Pioneer Life (1950), pages 9-11, she states that the first school was actually located on a little knoll just south of present day 30th Avenue at the intersection with Harris Street. She goes on to assert: "Some historians have written of this school, saying it was on what is now the Masonic Cemetery, and have placed it on other sites, but my mother, Elizabeth Kincaid, and her brother and sister, walked over the hills to this little school many months and its exact location was fixed clearly in her memory as long as she lived. The Masonic Cemetery is just four blocks north of the site of the old school, and a bit east. Also it has been written that the school was on the Fielding [*sic*] McMurry farm. This is a mistake as it was built on the James M. Breeding claim." She further states that in May of 1950, she and Mrs. Nellie Hampton Tyson (whose father's 640 acre farm was just east of the school) visited the site at 30th and Harris. "There can be seen plainly a small sunken place in the ground where the school was built, and there are slivers and bits of logs marking the lines of the building. We measured the size with a tapeline and it is about twelve by sixteen feet. Just at the northwest corner of the school is the old well hole, still round and plainly visible though filled with dirt and debris. It measured about five feet in diameter." This site, south of 30th Avenue, has since been developed, and any surface evidence of the old school building has probably been completely obscured.

34. For more information on early Eugene schools, see Richardson, Ruth Ellsworth, "The First Public School in Eugene, 1856", Lane County Historian 1 (Fall 1956), and A System of Uncommon Schools by Herman Lawson.

35. From history files of Willakenzie Grange, author unknown. Located at the Willakenzie Grange.

36. Morrison, Perry D., "Columbia College 1856-60," Oregon Historical Quarterly 56 (December 1955), 343. This is an excellent source of information on the establishment and demise of Columbia College.

37. Richardson, Ruth Ellsworth, "The First Public School in Eugene, 1856", Lane County Historian 1 (1956), 1.

38. Lawson, Herman, A System of Uncommon Schools: The History of Eugene School District 4J 1854-1985 (Eugene, Oregon: School District 4J Lane County, Eugene Public Schools, 1985), 2.

39. Moore, 87.

40. Nelson, Lee H., "Survey of Eugene Church Buildings 1857-1938", developed from a listing of church buildings for History of American Architecture III taught by Marion Dean Ross, University of Oregon, 1955. Most information on church buildings and congregations from 1846 through 1883 are taken from this work.

41. The Bogart School stood where the Willakenzie School now stands on the north side of Willakenzie Road one quarter mile east of Coburg Road.

42. From Willakenzie Grange archives, date unknown. This may have been the Coon Range School.

43. Nelson, no page.

44. Moore, 33.

45. The earliest information found on the Jewish community in Eugene was for the period starting in 1871. See section on "Railroad and Industrial Growth: 1871-1883", as well as subsequent sections, for more information.

46. Most early cemeteries were located on private property, and were intended for the burial of family members only. It is likely that some of the cemeteries in the study area were initially established as family cemeteries, and then expanded to include the burial of residents from the surrounding area.

47. "Old Time Businesses", Lane County Historian 2 (June 1957), 7.

48. Williams, 28.

49. Pincus, 12.

50. McFadden, 13.

51. McFadden, 10.

52. Velasco, 38.

53. Pincus, 18.

54. Moore, 116.

55. Barette. Leonore Gale, Thumb papers: Sketches of Pioneer Days, (Eugene, OR: Picture Press Printers, 1950), 24.

56. "Sons of Temperance: Division No. 7, Eugene City, Oregon Territory" Lane County Historian 3, 24.

57. Edson, Christopher Howard, The Chinese in Eastern Oregon, 1860-1890 (San Francisco: R and E Research Associates, 1974), 6.

58. Edson, 6.

59. Daniels, 9.

60. Moore, 89.

61. Edson, 55.

62. Hogg, Thomas C., "Black Man in White Town", Pacific Northwest Quarterly (January 1972), 15.

63. Edson, 10.

64. McFadden, 23.

Railroads and Industrial Growth: 1871-1883

The period of railroads and industrial growth, between 1871 and 1883, was pivotal in Eugene's history. In Eugene's infancy, agriculture and industry were very closely connected. With the arrival of the railroad in 1871, agriculture, industry and transportation formed an important triangle of commerce for the City. The railroad brought greater economic flexibility, opening the market for the shipment of crops and goods, as well as increasing the number of permanent residents in the city. Industrial development continued to expand, and by 1883 Eugene City was a prosperous town with numerous mills and commercial enterprises. The establishment of the University of Oregon in 1876 gave the town a sense of permanence and stability as well as a cultural identity. All of these elements prompted a greater sense of community pride, and the residents of Eugene City became more involved in promoting the city by improving community image and attracting visitors and permanent residents.

The Arrival of the Oregon & California Railroad

The construction of the Oregon and California Railroad from Portland occurred under unique and competitive circumstances. Two rival groups began rail construction on either side of the Willamette River - Joseph Gaston and his supporters from Portland on the west side, and a group supported by Salem sponsors on the east side. Both factions started building in April of 1868, and both took the name Oregon Central Railroad Company. They engaged in a competition to cross the Clackamas River by an agreed upon date, the incentive being the potential profits from shipping and transportation fares. A Kentucky native named Ben Holladay was a prominent player in the development of the railroad in Oregon. Holladay had come west to run Pony Express, steamship and stage operations, and quickly involved himself in the railroad venture. He initially invested in the east-side faction, and in 1870 the west-side company sold out to him.

Ben Holladay's railroad venture reached Eugene at a time when it was most needed for the transportation of wheat crops. There had been some question about where the railroad would pass through this region when Holladay insisted on receiving forty thousand dollars in exchange for the railroad's passage through Eugene, otherwise he would build the line through Springfield and bypass Eugene altogether. The community obliged (though the amount was never paid in full), and the Oregon and California Railroad's "J.B. Stevens" arrived in Eugene to an excited crowd in October of 1871. The O & C Railroad went bankrupt in 1885 and was taken over by Henry Villard, who was sent west to take control of both railroad and steamship operations throughout the northwest. He changed the name of the railroad to Southern Pacific and the line was then completed to California by 1887.

Following the arrival of the railroad, growth in the community occurred at an accelerated rate. Up to this time, commercial development had centered on the area around the Courthouse square

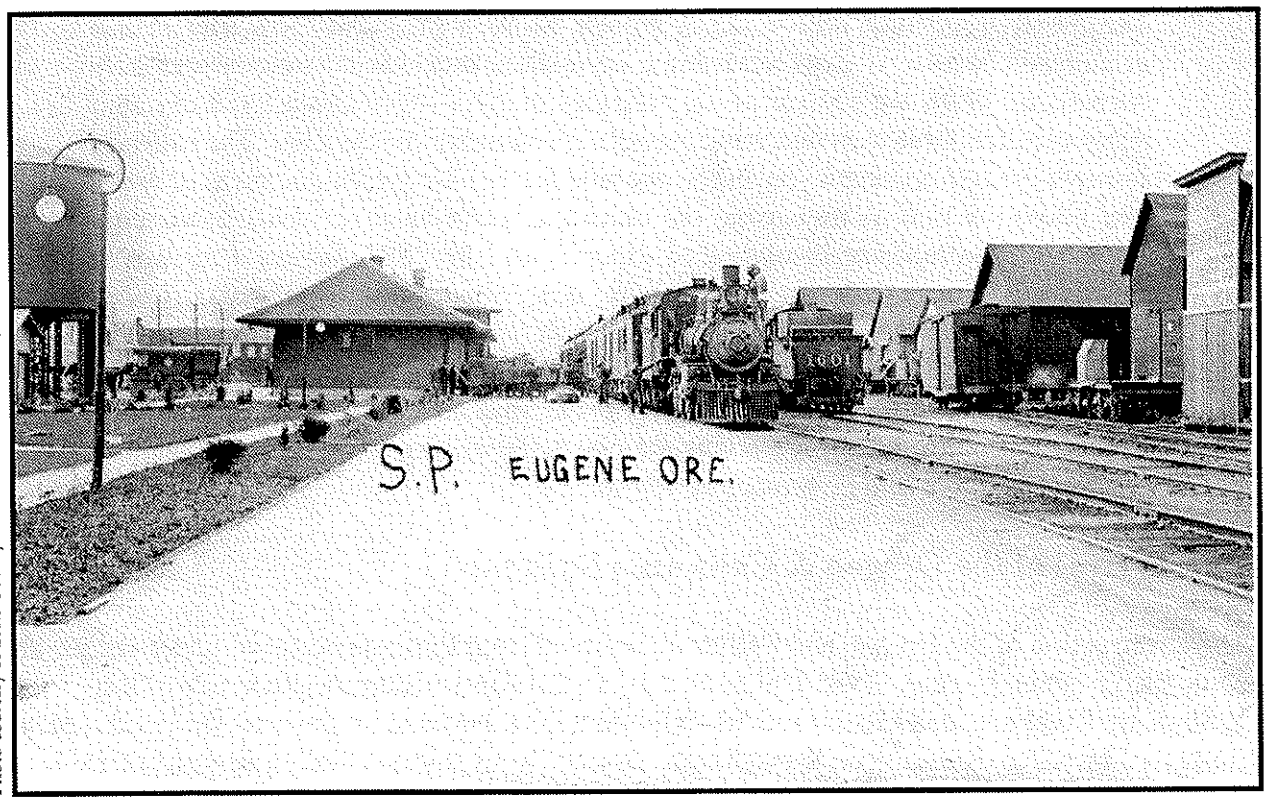


Photo courtesy of Lane County Historical Museum #T60/L81-371

Southern Pacific Depot and train, around 1911. Depot Park on left, agricultural warehouses on right.

(now the Park Blocks) at Eighth Avenue and Oak Street. With the railroad's arrival, the focus shifted to Willamette Street and the depot area at Fifth Avenue and Willamette Street. Hotels, restaurants, and warehouses began to be built in the area. The arrival of more people to the city catalyzed the growth of commerce, industry, and public works within the city limits. The City Council embarked on a vigorous campaign to encourage community pride. Citizens constantly explored ways in which to improve the town's image, and conducted promotional campaigns to attract visitors and new settlers. The railroad also impacted agricultural and industrial growth, as well as encouraging the improvement of other modes of transportation.

Clearly, the coming of the railroad was a pivotal event in the development of Eugene City. The rest of the country was now accessible to those who had traveled across the nation to Oregon in covered wagons. A new wave of settlers began to arrive by train from eastern states to communities that had in many cases already established themselves on the landscape. This made re-settlement attractive to many who had avoided the Oregon Trail trek. The railroad formed the link between the previously isolated "Oregon Country" and the more established and often more "civilized" states from which the earliest settlers came. Comfortable personal travel and transportation of goods was once again possible, and the residents of Eugene were able to reconnect with the regions and families they had left behind.

Other Transportation Modes

Rail travel dominated transportation during the 1870s and 1880s but the steamer and stagecoach still existed. While the train served people well for longer trips, horses and wagons remained the primary mode of transport for shorter distances, and the need for improved roads within the city became apparent. Locally, a covered bridge replaced Skinner's Ferry in 1876 and efforts were made to improve the conditions of the streets. In 1877, the City Council ordered ". . . all intersections graded and completed with timbered street crossings and all property holders on Willamette from the depot to the southern boundary (Fourteenth Street) were directed to 'fill sinks in the streets.'"[1] By this time, street lamps purchased by citizens lit a few of the city streets.[2]

The major routes leading in and out of the immediate vicinity included a County Road leading south (now Alder Street), Coburg Road leading north, a territorial road leading to Junction City and Monroe (now Prairie Road), the east and west Territorial Roads, and the County road leading from Eugene to Springfield. By the late 1880s the primary stage routes north to Portland and south to Southern Oregon and California were discontinued because of the more comfortable rail system. The floor of the Willamette Valley, even in the 1870s and 1880s, was a significant transportation corridor connecting communities from Portland to Springfield. Stage routes to Mapleton and other less accessible locations were utilized into the twentieth century, when train and automobile travel overtook the stagecoach.[3]

The Willamette River continued to be a transportation route as well. Steamships arrived in Eugene on a sporadic schedule that depended totally on the level of water in the river. (The

fickle character of the river affected not only transportation but millrace industry, agriculture and the town itself. In 1881 a flood threatened to cover the valley floor with four feet of water; the community was able to save itself by building dikes.)[4] The People's Transportation Company (established in the 1860s by the McCullys from Brownsville) made a valiant effort to continue service, recognizing the potential for profit, but the railroad soon became the more desirable, and reliable, method of travel and transport.

Agriculture

Advancements in transportation provided expanded markets for farmers, improving their ability to export goods. The arrival of the railroad, as well as the improvement of wagon roads were the two main developments in land transportation which not only improved the market for most farmers, but prompted an increase in production. Although land parcels were decreasing in size, agricultural output continued to rise as farmers increased their productivity by diversifying their crops. "As the original family Donation Land Claims were divided among heirs of the original claimants or sold to newcomers, the size of farms in the Willamette Valley declined. In 1860 the average farm size was 388 acres; by 1900 the average farm was only 170 acres."[5] The area north of Eugene, on the north side of the Willamette River, had established itself as a prominent agricultural area, producing much of the grain, fruits and vegetables for the community. Farmers attempted to maximize the return on their land by diversifying with crops such as hops, flax, peppermint and clover, as well as fruits, vegetables, and grains.

Hops and flax were introduced in the 1860s, but did not gain popularity until the 1870s and 1880s. Small scale farmers soon began to see the value in hops as a good return on a relatively small investment. By 1880 forty-two farmers were involved in hops production, which included about 200 acres.[6] The hops industry saw significant growth and success into the twentieth century, when hops were sold throughout the United States and to European breweries. Regionally, hops grown in this area were sold for use in breweries in Portland and throughout the northwest.

"Farming practices were also influenced by certain fraternal and business organizations established at this time. The Eugene Commercial Club issued circulars nationwide proudly promoting the profitability of agriculture in Lane County." [7] Farmers still encountered problems in transportation, high freight costs, and fluctuating prices. In response, the Oregon State Grange was established in 1873 to help address issues and combat problems. The first grange in Lane County was the Springfield Grange Number 12, established in 1873. The first Grange within the study area, the Willakenzie Grange, was not organized until 1913.

In 1881, the Lane Agricultural Society made a commitment to purchase part of the Huddleston Donation Land Claim for use as a County Fairgrounds in the downtown area, in later years the fairgrounds was relocated to its current location on West 13th Avenue. The Lane County Fair started in 1884, though permanent buildings were not constructed until 1903. George Belshaw was the first president of the Lane County Agricultural Society, whose desire it was to promote

agriculture and its bounty in the area. The organization disbanded in 1895.

Industry and Manufacturing

Expanding population, increased crop production, and greater demand for products encouraged the growth of industry in the city. Industrial development continued along the Millrace in the 1870s and 1880s. By this time, the Millrace was primarily used as a power source for the mills located along its banks and it was also used by local farmers as a route by which they could bring their produce to market at the city center. Between 1877 and 1898, under the ownership of William Edres, A.S. Patterson, J.G. Gray, and Samuel Swift, the Millrace attained its pinnacle as the industrial heart of Eugene. [8] Additional tailraces were built to accommodate the increased demand for power.

The flouring mill continued to be the chief manufactory in the city, shipping flour as far as Liverpool, England.[9] In addition to the flour mill, other enterprises included Day and Henderson's Furniture factory, the Eugene Woolen Mill, the Eugene Electric Light Station, the Upper Willamette Lumber Manufacturing Association lumber yard, the Eugene City Iron Works, Abrams & Brown Planing Mill, W.H. Abrams Cider Factory and Fruit Drier, Campbell and Midgley's Sash and Door factory, the Blagen Tanning Company and the Willamette Tannery (founded in 1880). The only structure remaining of these is the W.H. Abrams Cider Factory and Fruit Drier, built in 1882-83 and located on E. 8th Avenue between Ferry and High Streets. All other remnants of this early industry have been lost to deterioration and new development.

Many of these industries were similar in the way they were established and their metamorphoses over time. For example, Charles Goodchild's woolen mill, which was established around 1870, closed in 1872 when the Goodchilds left the area. William Skelton reopened the mill in 1874 only to close it in 1878. Mr. Goodchild returned to Eugene in 1880 and reopened the mill as Charles Goodchild Hosiery and Yarn Factory. When the mill building burned in 1881, the Goodchilds left for a second time. In 1882, the woolen mill started again as the Eugene Mill Company with new owner William Skelton, who had operated it from 1874 to 1878. This level of fluidity in industry operations was common during the early years as people worked to establish a foothold on the growing community.[10]

The appearance of the first brick building in Eugene in 1866 is indication of early masons and brickyards in the community. One of the most well known brick makers in Lane County was Charles Hamilton Wallace, a resident of Cottage Grove.

> The numerous references and inferences regarding brick work by Wallace around Eugene and Springfield indicate two phases of work, one in the first half of the eighteen-seventies and the other in the late eighties. The buildings include unspecified houses on Skinner's Butte and Deady and Villard Hall on the University campus.[11]

It does not appear that Wallace was the foreman for the construction of the University buildings, but worked on the masonry crew. All of the brick for these buildings was supplied by the McMurry Brothers of Eugene, whose brick yard was just east of the Masonic Cemetery. [12] William A. Masterson was also a brick maker and mason who contributed to the construction of many of Eugene's early commercial buildings.

Other small manufacturers included blacksmith shops and foundries. Providing many necessary goods, from harness and wagon parts to agricultural instruments and household items, blacksmiths were valuable tradesmen in early Eugene. Foundries provided various machine parts as well as more visible elements such as lamp posts. In an early business directory from the 1880s, Crouch & Goodchild are listed as founders, along with numerous blacksmiths.

Industrial development along the railroad began to appear shortly after 1871, mostly in the form of warehouses. Numerous wooden structures lined the railroad between High and Olive Streets, many serving as warehouses for merchants such as F.B. Dunn, S.H. Friendly, and J. Everett.

The lumber industry started early in Lane County. The first known sawmill was built on the McKenzie River by Felix Scott in 1851-52. Hilyard Shaw established a small mill on the millrace in 1852, and by the 1870s, there were several mills around Lane County, the most prominent being in Springfield. Most lumber products were sold locally until the arrival of the railroad made transportation and shipping of both logs and lumber more feasible. This resulted in the rapid growth of the industry, though it did not reach significantly high production levels, until the late 1890s and early 1900s. By the turn of the century however, timber would become one of the primary economic ventures in Lane County.

Education

Though education in Eugene is now a significant facet of the community, during the 1870s and 1880s, other ventures seemed to override the need for newer, larger school buildings. 1870 to 1872 were transitional years in which the importance of public schools was finally realized. Once attitudes began to change, public schools became the most important schools in the community, successfully competing with the numerous private institutions. While the City Council was constantly concerned with the appearances and image of the town, Eugene's school system was in deplorable condition. In 1875, the old Red Top Tavern building was used as an annex to the public schools, which were becoming crowded. In 1878 the Eugene School at Eleventh Avenue and Olive Street was torn down to make way for the new Central School. Originally built as a one story four-room schoolhouse, the building was soon expanded to two stories and by 1884 six teachers instructed over 400 students there.

Private schools continued but were often more specialized in nature. A music school was opened in 1874 by the Musical McGibeny Family, and within two weeks had 100 pupils from a population of 861.[13] Education for children was not the only desire of Eugene residents. With the population growing, citizens also saw the need for a library, and the Eugene Library

Association was organized in 1874. This "library" was not a library as it is understood today, but was probably a reading room where members could come to read from the collection that had been established. Any resident could become a member by subscribing one or more shares to the capital stock and by paying dues. [14] The first librarian was L.C. Judkins, and the library doors opened to the public in April of 1874. In 1877 the Literary Societies of the University of Oregon purchased the Eugene Library Association's collection and moved it to campus where it was housed in Deady Hall.

The University of Oregon[15]

Another huge influence in the growth of the town during this period was the establishment of the State University, the University of Oregon. On August 25, 1872, W.J.J. Scott, Septimus H. Spencer, Ben Dorris, Judge J.H. Thomson and school principal John. G. Arnold met and discussed the importance of bringing the state university to Eugene. At that time, many communities were vying for the opportunity to host the state university, but the Eugene delegation (the Union University Association - UUA) was the only nonsectarian group represented at the September 1872 Legislative session, at which time the issue was discussed. In October of 1872, the University of Oregon was established by an act of the Oregon State Legislature. The University was to be organized and located in Eugene, and the Union University Association was to provide a site and erect and furnish a building worth $50,000 by January 1, 1874.

The location was decided upon when 16.75 acres was purchased from J.D. Henderson on the east side of town, which was part of the original donation land claim of Hilyard Shaw. Funding for the University was to come partially in the form of higher taxes for everyone in Eugene, including those living in the outlying rural areas. Rural residents objected, saying that they would not benefit from the University, calling it a "plaything for the rich". Lane County subsequently rescinded its bond measure, but continued planning for the building with architect W.W. Piper from Portland. Under the direction of general contractor W.H. Abrams, excavation began in May of 1873, and by late fall the walls were up and a roof was constructed. The January 1874 deadline was nearing, the building was not completed and funding was running low. The UUA went to the legislature to request more time to gain further financial support, and after some debate they were awarded a two year extension.

Support from the community was solicited and came in the form of livestock, crops and labor, as well as cash. In May of 1875, construction came to a complete standstill for lack of money, which necessitated private subscriptions to complete construction. The state of Oregon accepted the building in July of 1876, and the doors of Deady Hall opened in October and six rooms on the first floor served as the University of Oregon.[16] This building was named officially Deady Hall in 1893, one month after the death of Matthew Deady. A commemoration was held in 1926, at the semi-centennial of Deady Hall. Architect W.W. Piper designed the building in the Second Empire Baroque style. Bricks for the building were purchased from the McMurry family and the bricks were fired where the Erb Memorial Union now stands.[17] In 1878, additional rooms were

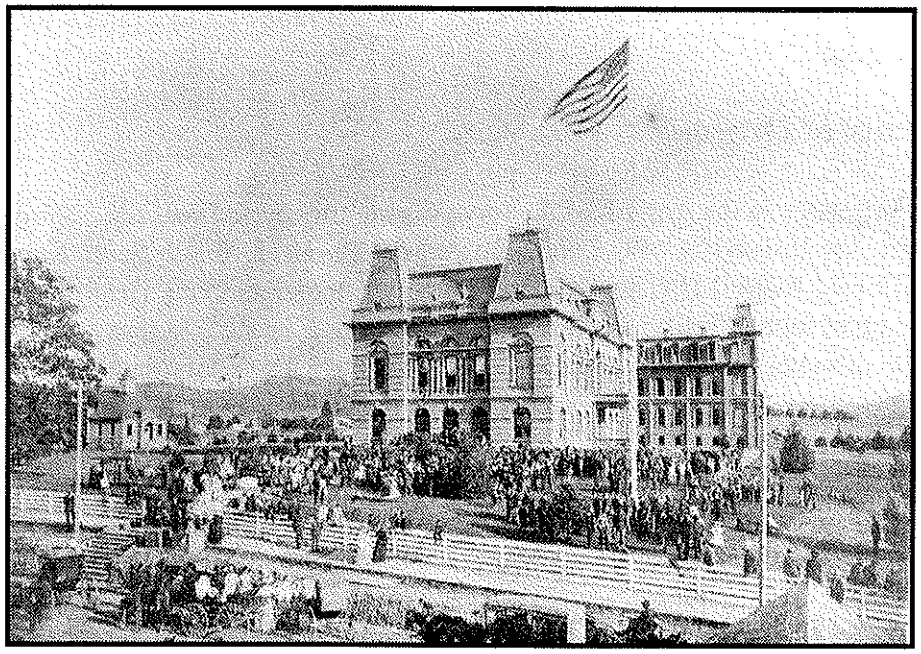


Photo courtesy of City of Eugene

University of Oregon from 11th Avenue, circa 1891-93. Far left: gymnasium (around 1889), middle: Villard Hall (1886), rear to right: Deady Hall (1876).

finished and became available on the second floor. An auditorium was later installed on the third floor of the building. Deady Hall was the only building on the University campus until 1886 when Villard Hall was completed and opened.

The first faculty at the University consisted of four men and one woman. John Wesley Johnson was President until 1893 when he left his position as president to teach exclusively. He was succeeded by Dr. Charles Hiram Chapman. Thomas Condon arrived in Oregon in 1853 as a Congregational home missionary. Through his academic training he was exposed to geology. As a result of his studies of fossils, when he was posted at The Dalles in the 1860s, he wrote three articles on the geology of Oregon and was elected to the California Academy of Sciences, following which, he became recognized nationally. As a result of his public reputation, he was named, when the Legislature created the office, the first State Geologist of Oregon. Following this he was chosen as a faculty member at the University.

Mrs. Mary Spiller was the principal of the Preparatory Department, and was assisted by Miss Mary Stone. The "Prep School" operated until 1900, providing an education for students from Eugene and Springfield for grades 5 through 12. Mark Bailey taught mathematics and astronomy, and George Collier taught physics and chemistry. Professors Collier and Bailey became the first Emeritus professors in 1895. The Collier House was constructed in 1885 on 8 acres of private land. This Italianate house was purchased by the University in 1895-96 and is still located on the corner of University Street and Thirteenth Avenue. .

Within a few weeks after the University was opened, literary societies appeared, the Laurian Society for men and the Eutaxian Society for women.[18] These societies frequently engaged in debates over subjects such as Negro suffrage, hypnotism, Irish-English relations and one of the most heated, whether a woman's brain was smaller than that of a man's. [19]

Although growth of the University continued, in 1881 the UUA was pressured to pay the balance of their debts. It appeared that Deady Hall would have to be sold to satisfy the debt, until Henry Villard offered to help. During a time of financial crisis in 1881, news of the impending sale of the University building (Deady Hall), which appeared in a Portland newspaper, caught the eye of Henry Villard, at that time the foremost financial leader and railroad promoter in the Northwest. He wrote Judge Deady for details, expressing a willingness to assume responsibility for the department.[20] Villard helped defer the sale of Deady Hall, and eventually gave $50,000 worth of Northern Pacific Railroad bonds to the University, the interest from which gave the institution the extra money it needed to continue with a secure future.

The University of Oregon was officially established in 1872 when the University location act was passed by the legislature. The revised charter was created in October of 1876. For several years after its founding in 1876, the University campus consisted only of Deady Hall and the original acreage purchased from J.D. Henderson. Campus development began to occur slowly. In November of 1876, a wooden board walk was built from 12th Avenue to the lone University building. The landscape of the University property consisted primarily of open fields. The area

at the intersection of E. 13th Avenue and Kincaid Street was a wheat field. The original campus trees, two large Oregon white oak trees, known informally as the Condon Oaks, stand north of Villard Hall today. Students transplanted trees from the hills in the early years, but their survival rate was low because of the dry summers in Eugene. The big leaf maple east of Deady Hall was planted by students, while the Douglas firs to the west were planted and watered by the University's custodian. "Until 1885, an iron windmill pumped water to a tank in one of the towers of Deady Hall." [21] In the upcoming years, the University would experience significant growth both physically and academically, providing the community with education, entertainment and culture.

Religion

Religion was always an important part of life in the growing town. Though congregations grew, there was only one new church building constructed during this time period. The First Presbyterian congregation replaced their old building with a new structure in 1882. The contract was awarded to W.H. Abrams in February, and the new church was dedicated in February of 1883. The style of the building was rural Gothic. "It is especially interesting that this building, as originally built, was almost identical with a Presbyterian church still standing in Jacksonville, Oregon." [22]

Although there were numerous Jewish residents in the community, there was not a synagogue in Eugene until the 1930s. Rabbi Bloch came to Eugene to perform Jewish weddings, funerals, and circumcisions, though ". . .it is doubtful that many Jewish funerals were performed in Eugene in the early days since the community did not establish a Jewish cemetery." [23] Most families had prayer books that were used on occasion, but there were few community-wide services. According to Dr. Adalbert Bettman, son of early residents Goodman and Bertha Bettman, there was no anti-Jewish prejudice in Eugene. Several residents owned well-known and successful businesses, such as Albert Lauer, real estate agent, and Samuel H. Friendly, an early merchant and member of the first City Council.

All of the church buildings built up to this period have been lost. Despite this, the importance of religion in nineteenth century Eugene should be recognized. Early settlers depended on their faith to carry them through the difficulties they encountered while establishing a new life in the wilderness. As the community became well rooted in the evolving landscape, various faiths were able to fulfill their need for a house of worship, and by 1880, Eugene displayed numerous church buildings, attesting to the significance of religion in the lives of Eugene residents.

Residential Development

Impacting the development of the town in many ways, both the University and the railroad formed renewed links with the societies that had been left behind by those who had traveled the Oregon Trail. Immigration continued, but during these years new arrivals came to Oregon not on

covered wagons but on the railroad. The city's population between 1870 and 1880 had grown from 861 to 1,111.

By 1870 large land holdings were being subdivided. Although these parcels were still sizable, the trend toward smaller, more compact land ownership patterns had begun. This pattern was more evident in the areas immediately surrounding the city, while agricultural regions north, south and west of the city retained larger contiguous parcels for many years to come.

Both residential and commercial buildings were constructed of sawn lumber from Hilyard Shaw's mill, and the growth of the town was now centered around Willamette Street and the railroad depot, rather than the courthouse square (Park Blocks). Residential development started to move south, east and west, and as the street grid became established, farmhouses built in the 1850s and 1860s were moved to make way for roads and new buildings. The early settlement houses now located at 856 ½ Lincoln and 170 E. Twelfth Avenue are both examples of buildings that were moved (though not far from their original locations) to accommodate street development. Infill also began to occur and tracts close to the commercial core became smaller and smaller. Some of the area between the University and the downtown was beginning to develop by the mid-1880s, but the west side beyond Lawrence Street remained open farmland until the turn of the century.

Residential structures became more stylistically sophisticated as time progressed. The lumber mill and sash and door factories offered more options as their production levels and capabilities increased. The arrival of the railroad allowed supplies and mail order architectural elements, and even entire houses, to be shipped from the east. Throughout the late 1860s and the 1870s, the Gothic style continued in its popularity. Applied to farmhouses and urban houses, the style was characterized by an emphasis on verticality, as seen in elongated windows and steeply pitched gable roofs. The 1880s brought the Italianate style to the forefront of architectural popularity. This style appeared on both residential and commercial buildings, and displayed a boxiness not as apparent in the earlier Gothic style.

High style dwellings were generally found in the blocks close to downtown. Houses on working farms tended to be more modest in scale and detail, although the Ayers House is a notable exception. The trend of house moving continued until well into the twentieth century and is still active today. During the settlement period, land owners were often responsible for the construction of their own houses. In subsequent years, carpenters and builders became more active and were hired to build both residences and commercial structures. Those listed in a mid-1870s business directory included J.R. Ream, F.W. Kinsey, George Park, and J. Todd. Door and sash makers included W.H. Abrams (contractor for Villard Hall) and John Kinsey.[24]

With the increase in the number of both permanent settlers and visitors, improving and maintaining the city's image became a primary goal. The City Council allayed its concern for keeping up appearances by directing ". . .every citizen to keep his premises free from any nuisance [and] all streets and alleys in the corporate limits to be kept clean. With good side-

walks and clean streets and alleys the city will assume a beautiful and prosperous appearance, and strangers visiting it will be glad to sojourn and permanently settle." [25]

Growth occurred slowly from 1870-1880 relative to other communities in Oregon. In 1870, Eugene was the fourth largest community in the state, led by Portland, Salem, and The Dalles. In 1880, Eugene was the seventh largest, even though its population had increased.[26] Other communities, such as Albany and Corvallis, had simply grown faster than Eugene during these years. At the time of A.G. Walling's 1884 description, Eugene City ". . . contains twenty-five brick business buildings, with twice as many wooden ones; three hotels and a fourth one of brick just commenced. Her private residences betray the possession of every comfort; many of them are elegant mansions, and as we write there are upwards of a dozen new buildings in the course of construction." [27] This description reflected the rise in development and the impending building boom of the 1890s.

Commercial Development

By 1871 Eugene looked like a thriving western town. Wooden shops and buildings dominated the downtown and brick buildings had begun to appear on Willamette Street. As in many young commercial areas dominated by wood frame structures, fire was a constant threat. A fire in 1880 destroyed many of the earliest wood frame commercial buildings in Eugene, and "fireproof" brick structures began to replace them, thus changing the streetscape. The first to construct brick commercial buildings included F.B. Dunn, A.V. Peters, T.G. Hendricks and B.F. Dorris, among others.[28] Downtown development was steady and its focus soon moved north on Willamette toward the depot district. "A regular and dependable way to transport both people and products had an immediate effect on the economy of Eugene City. Ten new brick buildings were built along Willamette between Eighth and Ninth." [29] Existing houses were converted, infilled or more often replaced with larger commercial buildings.

Businesses along Willamette Street by the mid-1880s included

> . . . a grocer, print shop, marble works, hardware, cobbler, drugs, general store, jewelry, photo gallery, carpenter, tailor, agricultural implements, barber, two chinese wash houses, millinery, dressmaker, carriage painter, two breweries [the Eugene City Brewery run by August Werner and Henry Hagerman, and the Bavaria Brewery run by Eugene Weidman], three saloons and an undertaker. [30]

There were three Halls, including the I.O.O.F. Hall. In addition to the St. Charles Hotel, there was also the "Home" and the "Star".[31] In 1883 Charles Baker began building his new three story brick hotel next to the St. Charles on Willamette.

The first bank in the county, the Lane County Bank, was established by Hovey, Humphrey and Co., bankers, in 1882, but lasted only ten years. In 1883 T.G. Hendricks and S.B. Eakin established the Hendricks and Eakin Bank in Eugene as a private commercial enterprise.

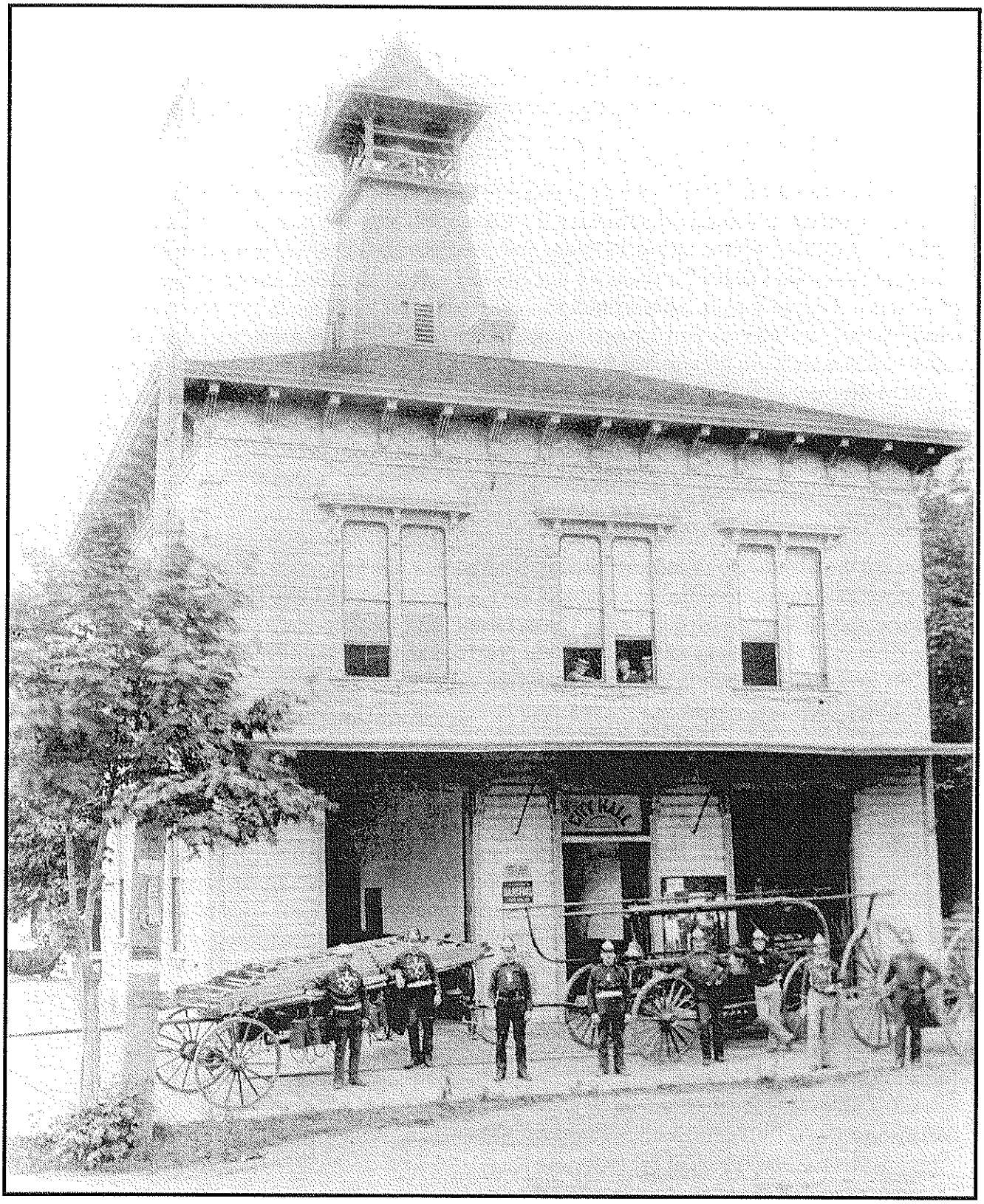


Photo courtesy of Lane County Historical Museum #31E/L77-820

Eugene's first City Hall, built 1883 on the Park Blocks. The City Hall also housed the fire department, Engine Company No. 1.

Located on the west side of Willamette Street between Eighth and Ninth Avenues, the bank had several name changes, was eventually chartered, and is now part of the First Interstate Bank system. Eakin and Hendricks remained the institution's chief officers until their deaths in 1912 and 1917 respectively.

The first recorded fire in the city occurred in 1867 in C.H. Moses Jewelry Store on Willamette Street. Citizens discussed the need for a fire department after the first deaths by fire of three children and their mother, and in 1872 the first volunteer fire department was established. [32] The Eugene Hook and Ladder Company #1 initially had seven volunteers, but soon grew to 35 to 50 members. George Larkin, a blacksmith and early volunteer, hand-built the first truck, which was hand drawn. In 1883 the City Council established a fire fund, with which they agreed to build and maintain a cistern for water at Eighth Avenue and Oak Street. The first firehouse was also built in this year as part of the first city hall, located on 8th Avenue near the courthouse square. Eventually other hose stations and cisterns were located throughout the city, and hoses, a hose cart, and later an engine were purchased.

Culture, Society and Politics

Once the initial struggle to successfully establish a town was behind them, citizens began to enjoy various entertainments. Musical and theatre groups traveled throughout the state, and in Eugene, they first performed in Lane's Opera House, on Eighth Avenue near Willamette Street. The Rhinehart Hall was opened in 1884, and provided another venue for entertainment. Touted as "the best furnished hall in Eugene", Rhinehart's Hall was used for church on Sundays as well as lectures, balls and parties.[33]

Enjoyment of outdoor activities in the surrounding areas began relatively early in Eugene. These activities included excursions to the nearby Cascades.

> As early as the late 1870s Lane County residents packed up their children for regular summer vacations. The most popular recreation spots in the county were the hot springs to be found up the McKenzie and up the Middle Fork of the Willamette. Foley Springs, sixty miles east of Eugene, was purchased by Dr. Abram Foley and opened to the public in 1870. In 1882 Peter Runey bought the property, which is still owned by his descendants. Belknap Springs, a few miles away [from Foley Springs] was first known as Salt Springs because of the high salt content of the water. R.S. Belknap began development in 1870, building a hotel and six cottages.[34]

Mrs. Irena Dunn Williams recalls in her Reminiscences of Early Eugene and Lane County, Oregon that she accompanied her sister and some of their friends on an excursion to Foley Springs around 1878, suggesting that social activities even one hundred years ago, were not so different as those enjoyed today. Visitors camped, picnicked and socialized at various developed and undeveloped recreational sites in the Cascades.

Fraternal organizations continued to gain popularity, and by the 1880s the Knights of Pythias, the Elks, the Eagles, and the Woodmen of the World had joined the Masons, the Oddfellows and the Independent Order of Good Templars (formerly the Sons of Temperance) on the list of fraternal organizations in Eugene. Early women's groups included the Sunshine Club (a sewing circle), the Women's Republican Patriotic League, the Catholic Daughters and the Pythian Sisters. The Independent Order of Good Templars also began admitting women into its membership. On June 4, 1883 the Pioneer Society of Lane County was established with membership limited to those who had arrived prior to 1854, both men and women. Many of these fraternal groups shared meeting space, often on the upper floors of commercial buildings. The I.O.O.F., for example, owned and occupied the upper story of T.G. Hendricks' building (formerly the Bristow & Co. Store).

The newspapers that had been so inflammatory during the Civil War years became more involved in supplying readers with local news. During this period, local papers included the *Oregon State Journal* and the *Eugene City Guard.* In 1878, the *Guard* was sold by the Alexander Brothers to Ira and John Campbell, who ran the paper until 1904. There were still papers that were expressly published for political purposes; one of these was the *New Northwest*, the Portland-based weekly of Abigail Scott Duniway, early women's suffragist. Women's Suffrage was a controversial subject during the late nineteenth century in Oregon. Abigail Scott Duniway's paper was established because the state's newspapers took such a hostile stand on the women's rights. Locally, the *Eugene City Guard* was most vocal in opposition to suffragist efforts, calling feminists "strong-minded females" and "the vinegarfaced squad". [35]

There is little documentation about outdoor activity during this time. Organized sports as they are known today were probably not practiced. There was horseracing, however. By the early 1870s a horse racing track was established by James Huddleston on the southwest portion of his property. This was a short distance from what is now the Lincoln School playground. [36]

Culturally, Eugene City remained very much a "white" community. The City's image became a serious topic when the railroad began bringing multitudes of visitors to town. "It was this same concern with public image that moved the council to order the town's lone Indian removed to a reservation and to close the Chinese laundry that was operating in the city." [37] Intolerance for non-white residents clearly had not diminished, and the attitude was to endure for many years to come. Although the Civil War had been over for several years, attitudes toward African American settlers continued to be less than cordial. Encounters with Native Americans had been few and far between, primarily because the native population had been decimated by disease by the time heavy settlement occurred. People from Asia, principally from China, had come to the area to work on building the railroad. The presence of African American and Chinese peoples is documented in census records following 1870. However, there is little commentary on the circumstances under which they lived and worked.

Summary

With the end of this period the Progressive Era was in its infancy. The small town of Eugene was well established through the hard work, tenacity and vision of its founding women and men. Eugene had overcome the initial threat of failure that faced many small settlements, due primarily to the arrival of the railroad, and was on its way to commercial and cultural success and prosperity.

Railroads and Industrial Growth Endnotes

1. McFadden, Nancy "Developing a Sense of Place: Eugene City to 1883" (Eugene, Oregon: University of Oregon, 1988), 27.

2. McFadden, 27.

3. Winther, Oscar O., The Old Oregon Country, 300.

4. Heavy flooding occurred in 1861, 1862, 1881, 1882, 1890, 1927 and 1945. Each had its consequences, and it was the 1945 flood that destroyed the intake system that fed the millrace.

5. Johnson, Maura Willakenzie Area Plan Historic Context (Eugene, OR: City of Eugene Planning Division, August 1989), 8.

6. "History of Hops Growing in Lane County," Lane County Historian 28 (Fall 1983), 71.

7. Johnson, 12.

8. From "Millrace History", a pamphlet prepared by the Eugene Historic Review Board, 6.

9. McFadden, 27.

10. Sequence of ownership and story of woolen mill adapted from Nancy McFadden's "Developing a Sense of Place. . ."

11. Dole, Philip Hinckley, "Hamilton Wallace: Brick Maker" Lane County Historian 28 (Spring 1983), 20.

12. Dole, 20.

13. Velasco, Dorothy, Lane County: An Illustrated History of the Emerald Empire (Northridge, California: Windsor Publications, 1985), 97.

14. "Eugene's First Library" Lane County Historian 4 (November 1959), 58.

15. For a more detailed history of the University of Oregon, see Sheldon, Henry Davidson, History of the University of Oregon . Portland: Binford's and Mort, 1940 or Fortt, Inez Long, Early Days at the University of Oregon. Eugene, Oregon: A.K. Briggs Co., 1976.

16. Deady Hall was officially named in 1893 after Judge Mathew Deady, first president of the University of Oregon's Board of Regents and author of the University Charter of 1876. Deady was also active in state politics and was the author of the Oregon State Constitution.

17. Shellanbarger, Michael, "University of Oregon Architecture - A Personal Tour." (1986, revised February 1992), 1.

18. Fortt, 20.

19. Fortt, 20.

20. UO Planning Office, "Historic Continuity. . . ", no page.

21. Shellenbarger, 2.

22. Nelson, Lee H. Survey of Eugene Church Buildings 1857 - 1938 (University of Oregon, 1955), 17.

23. "The Jews of Eugene" Lane County Historian 8 (Spring 1968), 4.

24. From early Eugene business directories found in Lane County Historical Museum, 1875-1885.

25. Walling, A.G. An Illustrated History of Lane County compiled from the most authentic sources. (Portland, Oregon: A.G. Walling Publishing Company, 1884), 49.

26. Statistics from chart in City of Eugene Planning Office file "Historic: Eugene History".

27. Walling, 501.

28. Lane County Historical Museum Files: excerpts from the Oregon State Journal, April 1, 1876. There are several businesses identified in this document, with descriptions of the business and the building in which it is housed. Several of the buildings are described as "fire-proof brick" suggesting that the concern about fire was being addressed as early as the 1870s.

29. McFadden, 26.

30. Pincus, Jonathan, Eugene Downtown Core Area Historic Context Statement (Eugene, Oregon: City of Eugene Planning Division, November 1991), 19.

31. Walling, 440.

32. "Eugene Fire Department", Lane County Historian 20,44. All information about Eugene's early fire department was taken from this article.

33. McFadden, 33.

34. Velasco, 72.

35. Velasco, 41.

36. Pincus, 15.

37. McFadden, 30.

The Progressive Era: 1884 - 1913

The Progressive Era in Eugene started in 1884 and ended just prior to the beginning of World War I, in 1913. As its name suggests, this period is marked by a rising interest in social reforms and humanitarian activities throughout the state, including Eugene, which resulted in the organization of numerous aid societies as well as progress in industry and commerce.[1] Overall, it was a period of growth and prosperity, although the country experienced economic depressions in the 1890s and again in the late 1910s. By 1884, Eugene was firmly established as the main city in the southern Willamette Valley, and residents had overcome many of the hardships of early settlement. The population grew from less than 2,000 in 1884 to 9,009 in 1910. In 1904, the automobile was introduced, and it would soon challenge the railroad as the dominant form of transportation. The timber industry was well on its way to becoming the primary economic enterprise in Lane County and in Oregon, though agriculture continued to prosper.

During the Progressive Era, there was an increased public awareness of social ills and an attempt to rectify them. While the country was concentrating on post Civil War reconstruction, ". . . people failed to recognize the dramatic changes that the factory, the city and the corporation had forced upon the American landscape."[2] Corruption ran rampant, and on a national level, industry, business and local government were largely controlled by a small but powerful and wealthy portion of the population. Most of the corruption was taking place in the east, but Oregon continued its agrarian traditions while keeping an eye on national events, trends and undercurrents.[3] Oregon was not completely without political corruption however. Railroad magnates, timber interests and negligence by the state government in land survey and distribution led to the destruction of the peoples' confidence in state government. Despite these problems, Oregon managed to avoid many of the depravities that were becoming common in more industrialized urban centers. "The Progressive movement was an attempt to develop the moral will, intellectual insight and the political and administrative agencies to remedy the accumulated negligences of industrial growth."[4]

Government

By 1884, Eugene had been an incorporated city for twenty-two years. During these years the mayors and city councils had made decisions that influenced and directed Eugene's growth. The city had graded roads and streets, installed downtown gaslights, and supported several fire companies. The Progressive Era saw changes in the level of city and county government involvement as the City Council and County Commission began to concern themselves with water supplies, fire suppression systems, public parks and further promotion of the region as a desirable place to live and conduct business.

A privately owned waterworks company was chartered in 1884 and the city granted a franchise

to the Eugene Electric Company in 1887.[5] In 1905, the Willamette Valley Company purchased the water works. Shortly thereafter, a serious outbreak of typhoid fever resulted in several deaths. Sewer leakage into the millrace, which in turn leaked into the water system's wells, was said to be the cause. As a result, the Willamette Valley Company offered to sell the waterworks to the city in 1906, in exchange for a franchise to construct and operate the Eugene electric street railway system. The voters endorsed the concept of public-owned utilities and the waterworks was purchased by the city in 1908. The Eugene Water and Electric Board organized in 1911 and the Eugene Electric Company purchased the electric system in 1916.[6]

The city also had a newly formed fire company, Engine Co. No.1. In addition to building a firehouse and bell tower as part of the 1883 City Hall, the City committed funding to build and maintain a cistern with water enough to extinguish a fire in the government buildings. The cistern was located at 8th Avenue and Oak Street. In the late 1880s and the 1890s, the city purchased three additional hose carts and built three new hose stations (the first on Lawrence between 5th and 6th Avenues, a second on E. 11th Avenue between Ferry and Patterson Streets and the third on the corner of 14th Avenue and Columbia Street). All of the hose carts were hand-drawn until the City acquired horses for the carts in 1905.[7]

> Sometimes citizens initiated city services out of necessity. In 1887 the town's public school children had embarked on a mission of distributing Christmas gifts to needy families. While trying to do so they found that Eugene's streets had no markers to help them find their way around. To solve the problem the children salvaged tin cans, painted them white, and printed the street names on them in black. They then posted the city's first street signs around the town.[8]

In 1888, the name of the city was officially changed from Eugene City to Eugene. As the community continued to grow, the third Lane County courthouse was built in Eugene and was officially dedicated in May 1899.[9] This courthouse was a large, three story Richardsonian Romanesque building which dominated the center of town and signaled the growth of the new century ahead. In 1908, work began on a new Post Office building on Willamette Street, just south of the existing Art Deco Post Office building (1937).[10]

The local government was clearly becoming more involved in development matters in the community, without the corruption often seen in the east. In Eugene, local government still consisted primarily of members of the community who were working to better the town and guide its growth, not to control it. In its expanded role, local government helped stimulate commercial and residential development further confirming Eugene's permanence.

Commercial & Urban Development

As the community continued to grow, so did commerce. The variety of businesses reflected the increasing wealth and prosperity of the population, as well as the growing complexities of life. During the early settlement years, people were forced to live with very little more than the basic

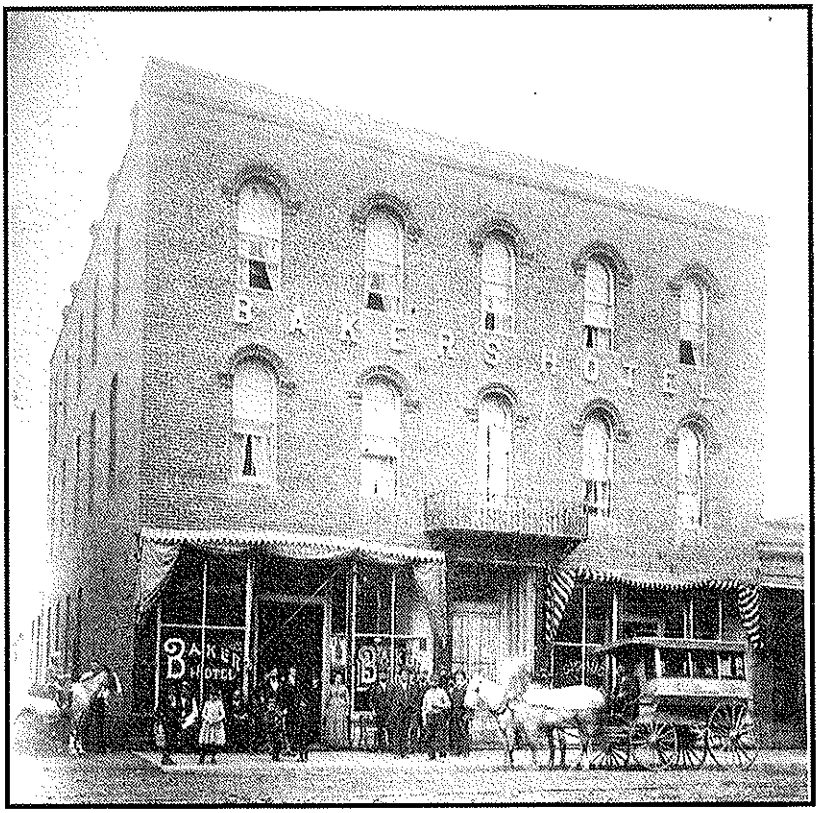


Photo courtesy of City of Eugene

Early view of Baker Hotel (now Smeede Hotel), built 1883-84, commercial Italianate. Located on Willamette between 7th and 8th Avenues.

requirements of food, shelter and clothing. Nearly all of these necessities were made or grown by the settlers themselves. As frontier society became more settled, "store bought" goods became more readily available and non-essential (but greatly appreciated) businesses began to appear. The hardships of the early settlement years began to lessen, and billiard halls, jewelry stores, photo galleries and saloons became common on downtown streets. By 1884, Eugene's commercial area was established and growing. The most densely developed commercial blocks were along Willamette Street, south of the railroad depot to 11th Avenue.

The transportation of goods and people still depended heavily on horses and buggies, making livery stables, blacksmiths and wheel wrights essential. Visitors came in larger numbers by railroad, requiring food and lodging. In 1884, there were only two wood frame hotels (the St. Charles and the Home) in Eugene, but by 1885, the Baker Hotel (known as the Hotel Eugene from 1892 to 1907, then the Smeede Hotel) and the Star Hotel had been built. The brick Hoffman House Hotel replaced the wood frame St. Charles Hotel in 1888.

By 1890, commercial enterprise began encroaching on residential areas when the Minnesota Hotel appeared on Willamette Street between 5th and 6th Avenues. There was also a new brewery (the Bavarian at 7th Avenue and Olive Street) and a new theater and dance hall (Rhinehart's at 9th Avenue and Oak Street). Another dance hall was improved by 1885 with a stage and fly-tower and became known as the Lane Opera House.[11]

Specialty shops such as electrical and telephone supplies were evidence of new technologies. In 1894, the Pacific Telephone and Telegraph Company started with 25 customers, and in 1909, local telephone lines were connected to long distance lines.[12] Besides service and retail shops, business during this time included other professionals. In the 1892-93 Obernauer's City Directory, classified business listings included two architects, nine attorneys, four dentists and thirteen physicians. Furniture and hardware stores, insurance agents, notaries, plumbers, real estate dealers, restaurants, second-hand and sporting goods stores also appeared. Modest but increasing diversification of business reflected greater overall prosperity and the more complex needs of the population.

Several financial institutions emerged during this time period, many of which constructed bank buildings in Eugene. One such institution was the Hendricks and Eakin Bank, which opened in December of 1883 and was nationalized in 1886 as the First National Bank of Eugene.[13] The Bank of Oregon was founded in 1887. Two years later this bank became nationalized as the Eugene National Bank, but reverted to a state bank in 1893 under the name of Eugene Loan and Savings. By 1888, the Hovey Bank was built next to the Masonic Lodge on 8th Avenue and Willamette Street. In 1904, F.L. Chambers and W.W. Bristow established the Chambers and Bristow Bank, and in 1908 they transferred their interests to First National Bank and became directors of that bank. The Merchants Bank of Eugene was organized in 1907 and became nationalized in 1913 under the name of U.S. National Bank of Eugene. The Bank of Commerce of Eugene was established in 1911.[14]

Around the turn of the century, larger commercial blocks began to appear with consolidated uses. Department stores, such as those located in the Christian Block (1895), the Quackenbush Hardware Store (1902) and the McClung Building (1902) became more common. By this time, most commercial buildings were constructed of brick, which was more fire resistant than wood frame construction. The Gross Hotel (now known as the Lane Building) at 5th Avenue and Willamette Street, constructed in 1903, was a notable exception. This is one of the few early wood frame commercial buildings remaining in the downtown area. While growth occurred primarily with new construction, existing buildings began to be altered during this period. Examples include the enlargement of the Smeede Hotel and the addition of a second story on the F.L. Chambers building in 1900.[15] In 1913, two new stories were added to the McClung Building on the corner of 8th Avenue and Willamette Street, and it subsequently became known as the McMorran-Washburn Building. Albert Tiffany purchased the structure in 1927, and it has since been known as the Tiffany Building.

Eugene's commercial ventures weathered the financial panic of 1907 and emerged with renewed vigor. In 1909, the growth boom in Eugene resulted in the construction of thirty-five new business blocks and stores and remodeling of six business blocks, worth over $298,805.[16] In 1910, the Eugene Board of Trade incorporated, the Campbell brothers built a new two-story brick business block on the northwest corner of 9th and Olive, S.M. Titus built a one-story brick block on Willamette between 9th and 10th Avenues, the Osburn Hotel opened, the Ax Billy Department store was built, and city building permits for the month of May alone totaled over $40,000.[17]

With the boom in building construction, the architectural profession came to the forefront of development. Though there was no licensing system for architects prior to 1919, several individuals nonetheless advertised their services as architects in local papers.[18] There were several architects active in Eugene during this period, with a few individuals responsible for many of the new buildings. Architect Lord Nelson Roney came to Oregon in 1876, settling in Eugene before the population had even reached 1,000. His first work was the bridge across the Willamette River near Skinner Butte in Eugene, and he became well known for bridges he built throughout Oregon, California, Western Washington and Idaho. As a general contractor, he assisted in the construction of several prominent buildings in Eugene, including Villard Hall on the University of Oregon campus, the First National Bank Building, the Hotel Smeede, the Episcopal and Methodist churches and the Tiffany Building, as well as the Booth-Kelly Lumber Company Office Building.

Another prominent and extremely prolific local architect was John Hunzicker. His career spanned the years from 1903 to 1945, and during that time Hunzicker designed numerous commercial, fraternal and residential buildings. Among the numerous downtown buildings he designed were the Eagles Building (1909-10), the Oddfellows Hall (1909), the Osburn Hotel (1909), St. Mary's Catholic Church (1906-07) and the Presbyterian Church (1907). He was also responsible for designing numerous residences throughout Eugene.

Other architects practicing during this period include Yousta D. Hensill, Free Thomas, J. Ralph Ford, and William O. Heckart. Builders and contractors often worked as architect/builders, and included W.T. Campbell, W.H. Abrams, D.L. Hardin and Tirrell & Hunter. Many of these individuals continued to practice through the 1920s and 1930s and made significant contributions to residential and commercial development in Eugene.

Residential Growth

Promotion of Eugene as an ideal place to live was in full swing by the 1890s. To accommodate the expanding need for residential neighborhoods, twenty-six additions and subdivisions were platted between 1884 and 1898 and another twenty-four between 1902 and 1911.[19] These newly developing areas reflected two periods of strong growth, first in the 1890s and again in 1909-1912.

Residential development up to this point in time had centered around the commercial core, with farms remaining in the outlying surrounding areas. As Eugene and the surrounding area grew, however, there were occasions when larger farms were subdivided in a planned manner. Two of the earliest of these subdivisions were in the Willakenzie area. George Melvin Miller platted Miller's Little Farm No.1 in 1907 on the Daniel Snelling donation land claim, and John Debrick platted Debrick Gardens on the Jacob Gillespie land claim in 1912.[20]

Existing neighborhoods continued to fill in, creating the mix of period styles that are still evident today in neighborhoods such as Whiteaker, Westside and Jefferson. In the 1890s, however, new residential areas sprang up around the city. The area on the east side of Skinner Butte began to fill in, responding to greatly expanding industrial development along the millrace, the arrival of the railroad and the establishment of the University of Oregon. Large fashionable Victorian houses are mixed with small bungalows in this neighborhood. Many of these houses retain their historic integrity and the area has been designated a Historic District on the local landmark list and on the National Register of Historic Places. The houses in this district represent several periods of growth from the 1870s to the 1930s, and include the Cogswell-Miller House at 246 E. 3rd (1884), the Koppe House (1890s), the Watts House at 335 Pearl (1893), and the McAlister House at 286 High (1904), as well as numerous houses dating from the twentieth century.

Two new residential areas emerged when the College Hill Park and Fairmount subdivisions were platted in 1890. Around the turn of the century, many business and professional families started to move east from downtown toward the University and Fairmount neighborhoods, with only a few older established families maintaining their homes along 4th, 5th, and 6th Avenues around Lawrence. George Melvin Miller actively promoted areas outside of the central core, and his 1890 subdivision of Fairmount eventually proved to be a profitable venture. He believed that Fairmount would be the ideal suburb to the University, to include residential, commercial and industrial development, though much of the commercial and most of the industrial development never materialized. Miller was active in the development of the landscape in Fairmount, including ordering over 1,000 trees in 1908 to be planted along Fairmount streets. Lindens were

Photo c of Lanc County Historical Museum #30P/L75-1351

Italianate style house, around 1890.

planted on Columbia, horse chestnuts on Moss and Orchard, maples on Villard and Fairmount, and walnuts on Walnut. Many of these trees survive today. Annexed to the City of Eugene in 1903 or 1904, Fairmount developed into a primarily residential neighborhood in which many University and other professionals resided. A third area, Kincaid Park, on the east side of Hendricks Park, was platted in the 1910s and experienced growth through the 1930s. Although other neighborhoods were also platted by this time, growth in these areas appeared to be limited to an occasional new residence until the 1920s.

Following the economic lull of 1907, Eugene experienced one of its biggest building booms. In response to a growing need for housing, several single-family and several apartment buildings were constructed between 1908 and 1911. The year of 1909 was recorded as the "Greatest Building Record" in Eugene (up to that date). A total of 266 new residential buildings were constructed that year, another 40 residences were remodeled, with the largest number of residences located west of Willamette. East Eugene also grew significantly, and the Fairmount area alone saw 56 new houses built in 1909.[21] Several large real estate deals were made in 1910, including the sale of land from F.L. Chambers to a Mr. Foster for the Driverton Addition (on Alder), the sale of the Storey Tract (Friendly Street neighborhood) to businessmen from Seattle, the sale of the old Whitney farm southwest of the city in the College Hill area, and one of the largest real estate sales reported in the valley when the Jonathan Johnson farm of 1,138 acres, south of Eugene, was sold to B.W. Holeman from Washington for $57,000. Mr. Holeman purchased the property with plans to subdivide part of it into smaller lots and to plant fruit trees.[22]

Businesses began replacing or dislocating private residences in the older established neighborhoods on both sides of Willamette Street shortly after the turn of the century. In about 1910, several older houses were moved to make room for "city growth", among these were the Peters house (from 10th Avenue and Pearl Street to 16th Avenue and Lincoln Street), the Chambers house (from 9th Avenue and Lincoln Street to 10th Avenue and Taylor Street), and the Henderson house (from 8th Avenue and Pearl Street to 260 High Street). Several were moved to the east side of Skinner Butte adding to the wide variety of styles and periods. Some houses were simply moved on their lots to conform to straight property lines. Newer development surrounded some of the older residences, including the Masterson house on Monroe Street, the Skinner-Packard house on W. 6th Avenue, and the Bristow House on Lincoln Street. House styles during this period were varied, with two distinct types dominating. The Italianate and Queen Anne styles were popular until the turn of the century. During the 1910s the bungalow became popularized, with the Craftsman style frequently applied to both small and larger houses.

Until about 1907 or 1908, rental housing in the community consisted of hotels, boarding houses and room rentals in private homes. In the downtown core area, commercial buildings were often built with retail space on the street level and single-room-occupancy rental units on the upper floors, which provided more housing. Multiple dwellings with kitchens and bath facilities in each unit were virtually non existent. The earliest apartment buildings appeared around 1908 and had four to six self-contained units which included a living room, dining room, kitchen,

bathroom and one to three bedrooms. The first apartment buildings were designed and built by Charles and James Working, who were responsible for constructing six four-plex apartment houses between 1908 and 1912. The finest example of the Workings' work is the apartment building at 614 Lawrence, built about 1909, and has been designated a local landmark and is listed in the National Register of Historic Places. Other examples of their work include 642 Lawrence Street and 967 Patterson Street.

Education

The need for classroom space continued to increase as Eugene's population grew. In 1890, Geary School was built at W. 4th and Madison and functioned as an elementary school in west Eugene for approximately 50 years. This imposing structure served the neighborhoods west of the downtown core area which experienced significant growth and development following the turn of the century. In 1910, Patterson School was constructed at E. 13th Avenue and Alder Street and was named after Ida Patterson (daughter of Dr. Patterson), a teacher and principal at various Eugene schools between 1892 and 1937. Demolished in 1936, this two story, frame building had eight classrooms (a new Ida Patterson School was built in 1957 at W. 15th Avenue and Taylor Street).[23] Blanton School was built in the College Crest area in 1907. Later known as College Crest School, the building was eventually converted to a residence.[24]

Two schools were erected in 1909 when school enrollment in Eugene reached 700. Condon and Lincoln Schools (at E. 15th Avenue and Moss Street, and W. 9th Avenue and Monroe Street. respectively) were considered "twin" schools, each a two story frame building with eight classrooms, a basement and small auxiliary rooms. Both of these schools were demolished, in 1950 and 1953 respectively.

The Eugene High School was built in 1903-04 to accommodate 300 students. The school was located with its entrance on 11th Avenue, between Willamette and Olive Streets. This substantial red brick building required an addition in less than two years. By 1915 the building was abandoned in favor of a larger facility. The structure then served as city hall for many decades until it was demolished in 1964, following completion of the existing city hall at Pearl and 10th Avenue.

The University of Oregon and Higher Education

The University of Oregon experienced significant growth throughout the Progressive Era, both physically and idealistically. Designed by Warren Heywood Williams and built by W.H. Abrams (with L.N. Roney supervising construction), the second building on campus was built in 1885-86 and dedicated in 1886. It was named Villard Hall for Henry Villard, a major financial contributor to the University. Built in the Second Empire Baroque style, Villard Hall housed several classrooms on the first floor, and a large assembly hall on the second floor. The building changed over the years as needs for space changed and increased. Originally two stories, the

building was converted to three stories and a large theatre addition was added in 1949.

In 1888 the University again expanded. The architect of Villard Hall, W.H. Williams, was hired to design an observatory, which was situated on Skinner Butte, on land purchased from Dr. T.W. Shelton. Similar in style to Villard Hall, the Observatory measured only 18' x 40' and was built to house astronomy equipment that had been acquired ten years earlier. The Eugene weather, however, provided few clear nights for observation. Furthermore, the observatory was not within reasonable walking distance from campus, and the telescope suffered vandalism only a few months after it was installed. As a result, the barn on the Collier property (on the corner of E. 13th Avenue and University Street) was fitted for use as the observatory, and was also used for technical drawing classes. It was known as the Hall of Civil Engineering and Astronomy, and the use of the original Observatory ceased. By 1901, the building on Skinner Butte had become a public nuisance, attracting vandals and providing ". . . refuge for tramps and other characters".[25] A 1905 explosion and fire destroyed the Observatory.[26]

The University curriculum grew during this period, with the establishment of a School of Law in 1884 and the Medical Department in 1887, at Portland. The Law School moved to the Eugene campus in 1915. The Art Department began informally during President Chapman's tenure (1893-1898), and the Schools of Journalism and Commerce were brought about by Prince Lucien Campbell in the early 1910s.[27] A School of Education was established in 1910, and became succeedingly formal with the presidencies of Strong (1899-1902) and Prince Lucien Campbell (1902-1925).

In 1893, ". . .a new era, exciting and controversial began . . . at the University of Oregon with the arrival of Dr. Charles Hiram Chapman, the second president of the University. It was an era of change. Modernism and liberalism succeeded an era of traditionalism, conservatism, and classicism."[28] A series of changes occurred at the University, including the introduction of graduate work and Master's degrees, summer classes, the opening of the first dormitory, the first track team and the first football game. Changes in the curriculum also reflected the forward thinking of the new president, with the establishment and fortification of various departments. President Chapman traveled the state promoting the advantages and opportunities at the University of Oregon, as well as hiring professors from around the country.

After several years of reform Chapman resigned in 1899. As a result of Dr. Chapman's efforts, the University grew significantly both physically and culturally during his tenure. Dr. Chapman's successor was Dr. Frank Strong who, despite a more reserved demeanor, believed in many of the same education philosophies as Dr. Chapman. He took office in 1899 and during his three years as president established the graduate school and the colleges of literature and arts and sciences. In his short tenure, Dr. Strong consolidated many of the changes initiated by Chapman, and brought modernization to the rough structure that Chapman left.[29] Soon the citizens of Eugene realized that Dr. Strong's ideals differed very little from those of Dr. Chapman, and his resignation was accepted in 1902.

There were several buildings constructed during the 1890s and early 1900s. One of these was Friendly Hall. Prior to 1893, students attending the University did not have the benefit of a dormitory building. Attending students boarded with local families or rented rooms. "During the 1890s there was such a dire need for living quarters that rooms were made in the basement of Deady Hall."[30] In 1893, the State Legislature passed an appropriation of $25,000 for the construction of a dormitory building at the University. Friendly Hall was built in the Jacobean style and consisted of two wings, the north wing for women and the south wing for men, and housed ninety students.

The University purchased the Collier house along with eight acres in 1895. Originally built as a private residence by George Collier in 1885-86, the University used the house as the library and the President's residence. When the library later moved to Friendly Hall, the entire house became the President's home. It was remodeled in 1963 to be used as the Faculty Club.

By 1902, the campus included a gymnasium, McClure Hall and Mechanics Hall. Fenton Hall was built in 1907 specifically for use as a library. It was designed by Eugene architect Yousta D. Hensill. William Knighton designed the 1914 rear (west) addition. Fenton Hall housed the library until the new library opened in 1938. The building was then remodeled by Ellis Lawrence and became the University Law School.

University of Oregon football began on March 24th, 1894, when the University's first football team played its first official game, coached by Cal Young. They beat Albany College 44 - 2.[31] The class of 1896 had eighteen graduates and was the first to wear caps and gowns. It was this class that chose the colors of yellow and green for the school colors.[32]

By 1900, the University was well established, and in the following decades the institution experienced significant growth in population and in physical stature. In 1902 there were seventeen faculty members at the University, and by 1915 the number had increased to over fifty. Student organizations flourished around the turn of the century, and the first fraternity was chartered in 1900, and the first sorority in 1905. Between 1915 and 1930 the number grew from sixteen to 30 -- an average of one new fraternity or sorority per year. The growing population resulted in a housing shortage which was relieved in part by the construction of fraternity and sorority houses located south and west of campus. The University of Oregon contributed significantly to the City's cultural and architectural identity, as well as to its growth.

Other higher education institutions established during this period include Northwest Christian College, which opened in 1895 as the Eugene Divinity School. Located at E. 11th Avenue and Kincaid Street near the University of Oregon, it was instituted to prepare men and women to enter the ministry in the Christian church. One of the two oldest buildings on campus, the Administration Building, was built in 1908 in the Italian Renaissance style. Designed and built by local architect/builder D.L. Hardin, the structure originally housed offices and classrooms.[33] The Eugene Business College was started in 1901 and was located on E. Broadway.[34]

Religion

The Progressive Era in Eugene saw a resurgence in church building. Three churches built during this period have been identified: the Fairmount Presbyterian Church (1895), the United Bretheren Church, circa 1891 (now the Irving Christian Church) and the First Christian Church (1911). Both the Fairmount Church and the Irving Christian Church are typical of the small, wood frame church buildings constructed during this and earlier periods, exhibiting simple vernacular Gothic details. The First Christian Church is an example of a Classical style church in the Greek and Roman tradition, with an imposing portico and graceful bell-shaped dome.

This second cycle of church building began in 1883 when the First Presbyterian Church replaced its 1857 church at 8th Avenue and Lincoln Street. Other denominations began selling their old buildings, and moving to new locations or building new churches.

The Catholic Church was established relatively late in Eugene, with the first resident priest assigned to the Upper Willamette Valley in 1887. Although Catholic missionaries had arrived in the immediate area as early as the 1850's, traveling priests conducted religious services until the acquisition of a permanent church building in 1886. Many families of the pre-parish period were German, and had come to the Willamette Valley seeking a mild climate and rich soils similar to their homeland.[35]

The Catholic congregation purchased their first church building from the First Methodist Church in 1886 and moved it to 11th Avenue and Willamette Street. On May 30, 1886, the first mass was conducted at this church in both German and English. In August of 1887, Reverend Francis S. Beck became the first resident priest in Eugene. From 1887 to 1906, all priests were German or German speaking except for one Irish priest who worked for only one year. In 1889, the Catholic church established a cemetery on land donated by Peter and Cecilia Erz. This cemetery became known as Mt. Calvary Cemetery and is located on a knoll on the south side of Crest Drive.[36]

In 1906-07, a new Catholic church was built on the site of the old one at 11th and Willamette. The old structure had been moved to the rear of the lot, and became the Knights of Columbus Hall. The new building was designed by John Hunzicker in the American Gothic style, and served the congregation until 1921. In 1927, the third Catholic church was built on the corner of 11th Avenue and Charnelton Street. Designed by Jacob Jacobberger of Portland, this church incorporated some windows of the old (1906) church into the north and south transepts of the new building. The old (1906) building was razed in the 1940's.

The First Christian Church moved into a new building at the corner of 11th and Willamette in 1893, and to its present building in 1911. The Congregationalists formally organized in 1889 and began meeting in the Rhinehart Opera House. The Fairmount Presbyterian Church was dedicated in 1895. Plans were made in February of 1899 for a new Episcopal church to be built by L.N. Roney, on the site of the existing church which was moved south to be used as an annex.

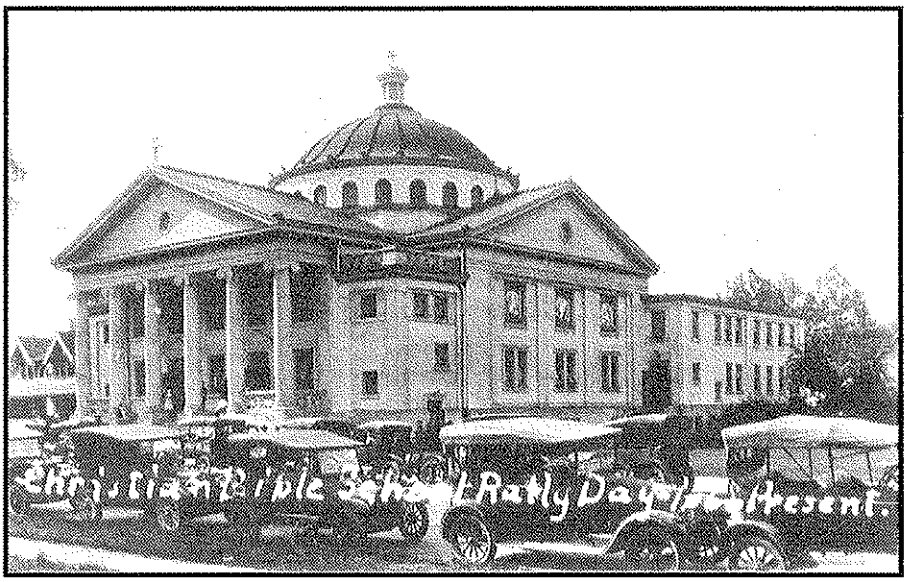


Photo courtesy of City of Eugene Planning Division

First Christian Church, built 1911, American Renaissance style. Early view, around 1918.

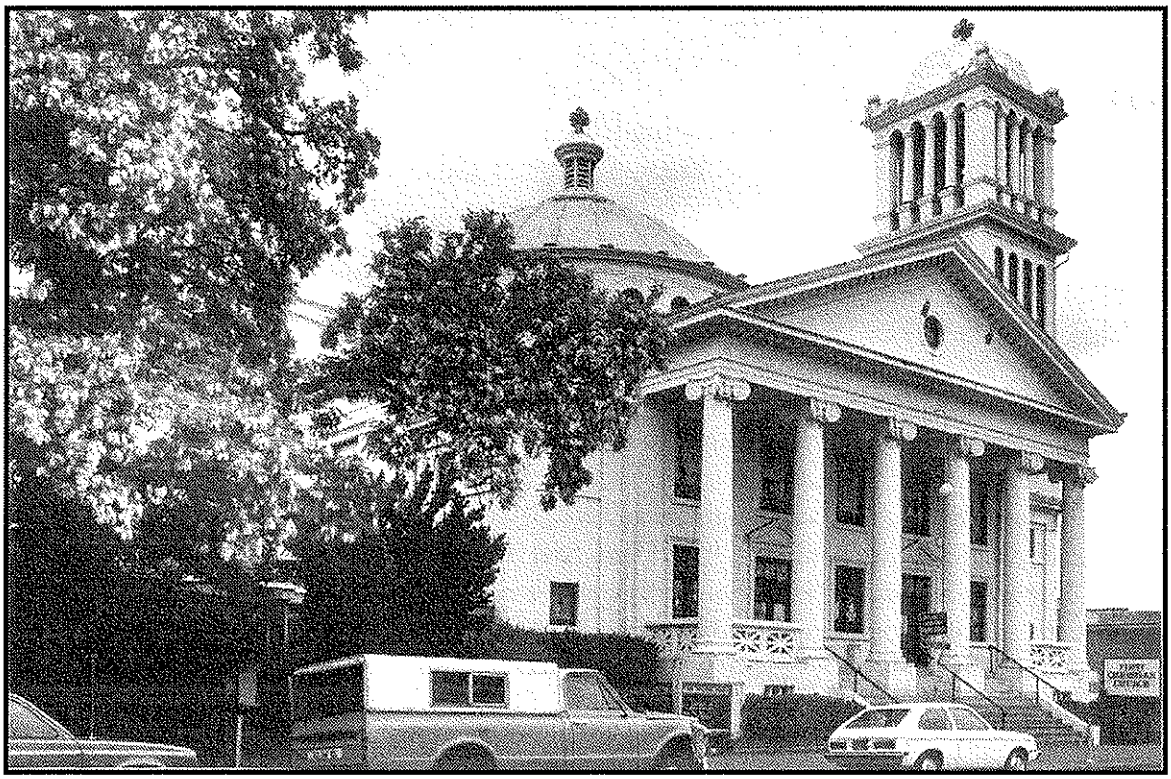


Photo courtesy of City of Eugene Planning Division

First Christian Church, current view, tower added 1926.

The Central Presbyterian church began construction on the southwest corner of 10th Avenue and Pearl Street in 1908.[37]

This burst of church building activity in Eugene occurred as congregations grew and needed more space. In some cases older buildings were demolished or moved to make way for the new larger structures. In other cases a congregation would relocate to a new site and the former church would serve a new congregation. The new churches displayed more elaborate detail and larger scale than the early frame churches, and were often constructed of masonry giving them a substantial and permanent appearance.

Culture, Society and Politics

The cultural and social activities of the community were some of the most prominent and definitive aspects of the Progressive Era. By 1884, several social and fraternal organizations existed in Eugene, but a continued interest by citizens to be involved in various groups encouraged the establishment of others. Groups formed with purposes varying from social reform to children's aid to reading circles. Some of these organizations built or enlarged lodges or halls for meetings and social functions during this time period. In 1899, the Elks Lodge No. 357 hired L.N. Roney to build their hall over Haskell's Store on 8th Avenue, and the new hall was dedicated in December of that year. The Spencer Butte Lodge No. 9, I.O.O.F. enlarged their lodge by adding kitchens and a banquet room in 1899.[38] Organizations also developed for the purposes of promoting commerce and industry in Eugene. The Eugene Commercial Club, which began in 1902, was one such organization. This group was a forerunner of the Eugene Area Chamber of Commerce, and published the local promotional magazine *Anybody's* in 1909-1910.

The 1892-93 Obernauer City Directory listed twenty-three organizations and societies active in Eugene, including the Eugene Free Reading Room Board, "C" Company Oregon National Guard, 2nd Regiment, the Women's Christian Temperance Union, the Missionary Society and the Young Men's Christian Association among others.

Several women's organizations were established to address specific community social issues. One such organization was the Fortnightly Club, still active in Eugene since its first meeting in 1893. Among the noteworthy contributions of this club was their effort to solicit funds to establish a Carnegie library in Eugene (the first Carnegie library in the state), which opened August 20, 1906.[39] The Eugene Women's Christian Temperance Union was also quite active and sponsored the Oregon State Convention in October of 1898. In 1899, the Martha Mulligan Cabin No. 3 was organized for Native Daughters of Oregon.[40] Another women's organization was the Charity Club, established in about 1900. They first met for social programs and their own pleasure, but later became active in providing aid for crippled children of the community .[41] The Eugene YWCA sponsored the annual Oregon state convention in Eugene in 1900.[42]

Chautauqua was another form of entertainment that was popular during this period and the years that followed. The Chautauqua movement was born out of concern for the direction of nation's

youth following the horrors of the Civil War. Chautauqua included grand orators, preachers, musicians, jugglers, and dancers and the movement provided a place for people to gather for education and entertainment.[43] Initially established in 1874 at Lake Chautauqua, New York, the movement reached the West in the 1890s. The Willamette Valley Chautauqua Association organized in 1894, and met annually at Gladstone, Oregon.[44] The Chautauqua Building at Gladstone was reputedly the third largest in the United States.[45] While there is little mention of Chautauqua events taking place in Eugene, it may be presumed that Eugene residents made trips from this area to Gladstone to attend events.

Various other forms of entertainment continued to emerge throughout this time period. There were theaters and operas, dance halls, saloons, and recreation such as roller skating and swimming. Annual events such as the county and state fairs and the Fourth of July parade were always well attended events. Just after the turn of the century, however, a new form of entertainment came to Eugene: the motion picture theater. The Heilig Theater, built in 1903, was one of the first to appear. Others followed, including the Rex, Folly, Savoy, Shell and Eugene Theaters by 1912.

The first use of the millrace for recreational purposes occurred during the winter of 1884, when cold weather froze the waterway creating an ideal ice skating pond. With the opening of the Chambers' boathouse in 1906, the millrace became increasingly popular for canoeing and picnicking. By 1910, there were nearly 100 rowboats and canoes along its banks, as well as several picnic spots.[46] Other popular outdoor activities during the turn of the century included hiking, mountain climbing, fishing and hunting, camping and nature photography.[47] The City of Eugene began its involvement in management of the landscape for recreational purposes in 1906 when T.G. Hendricks donated 10 acres of land to be used as the first city park outside the downtown area now called Hendricks Park. A 1908 bond issue permitted the purchase of Skinner Butte for the development of a municipal water and light department (the Eugene Water Board). In 1914, the Water Board sold the surrounding property to the City of Eugene for use as a city park. Skinner Butte Park was officiallly dedicated on July 6, 1914.

On September 25, 1884, the first Lane County fair was held. Agricultural products, fancy handiwork, baked goods, machinery and manufactured goods were exhibited in Rhinehart's Hall on 9th Avenue and Oak Street, while livestock exhibits were held on the public square. Horse races took place at a track on the Huddleston property in the western part of the city. The fair was a successful event which continued through the years. Founded in 1859, the Lane County Agricultural Society finally incorporated in 1908, and appointed a fair board in 1909. They acquired a portion of the present fairground site from James Huddleston's widow (although a deed was not filed until 1923). In 1923, the Lane County Agricultural Society sold its fairgrounds holdings to Lane County.[48]

By 1884, several physicians who had established practices provided medical care for community. Although there are indications of earlier dentists in the area, Oscar E. Smith became the first to officially register in the county in 1887. By 1893, Eugene had four dentists and thirteen

physicians. William Kuykendall established the first Eugene Hospital in 1900 and construction began in January 1901 at 1245 Willamette. A second hospital, the Eugene General Hospital, was established in 1907 and was located at 20th Avenue and Willamette Street in the present day College Hill area. The steps that led to this building are still visible on the west side of Willamette Street. The Sisters of Mercy purchased this hospital in 1912 and renamed it Mercy Hospital. While it may be assumed that Eugene experienced its share of medical concerns during this era, the most notable were the outbreak of smallpox in 1900 and the typhoid epidemic in 1906 that resulted in over 300 cases and fourteen deaths.[49]

In the area of defense, Eugene was the site of Camp Grant, the Second Regiment of the Oregon National Guard. The United States went to war in 1898 (Spanish-American War) and Eugene's Company "C" was sent to the Philippines to fight in 1899. There was a great deal of community support for Company "C" and Eugene rallied with an active Red Cross organization which was also called upon for assistance.[50] In 1899, the Women's Republican Patriotic League announced plans to erect a monument to soldiers of Lane County who gave their lives during the war.[51] A new armory was opened in January of 1901, dedicated with an elaborate military ball, and it became known as the Company "C" Armory.[52]

Cultural Groups

Eugene's ethnic diversity during this time period was limited primarily to Americans with European ancestry. Though state-wide many different ethnic groups were represented, including African-Americans, Chinese, Japanese, Hawaiian and Mexican, few people of non-European descent lived or worked permanently in Eugene until after W.W.I.

Census records indicate that at least two laundries during this time period were operated by Chinese people. Many Chinese had come to the west coast of the United States to work in the mines or to work on the construction of the railroad. Their significant contribution to the advancement of rail transportation is often overlooked, and their later businesses, such as laundries, though humble were also important contributions to the community.

By 1912, however, there were no Chinese-run laundries listed in the Eugene City Directory. This may have been because they were not listed, or perhaps they simply were not in business. According to one source who compiled Eugene newspaper headlines starting in 1909 however, there was a sense of distrust of Chinese and Japanese residents. One of the 1911 headlines read "Force of 60,000 Japanese in OR, WA, CA [Oregon, Washington, California] - working as servants and laborers, ready to take up arms at a moments notice". Another from 1912 stated that Chinese residents in Eugene had raised the flag of the Chinese Republic, and twenty Chinese had congregated at the Chop Suey House at 21 E. 6th Avenue.[53] The tone of these notices suggests that residents of Eugene and of the northwest were uncomfortable with the presence of the Asian population. Most of the Chinese living in Oregon resided in Portland, where they experienced even greater hostility, despite or perhaps because of, the strong Chinese community there.

There continued to be a strong Jewish contingent in Eugene, many of whom were prominent in local businesses. In addition, there were a number of Scandinavians who settled in the area around the turn of the century, including a Danish colony which purchased the farm of E.C. Smith in Danebo. Although settlement in the area had occurred earlier, the community of Danebo was established in 1900 with the arrival of Reverend P.L.C. Hansen, a pastor of the Bethany Church in Portland. He secured an option on some land west of Eugene, and organized a Danish colony made up of settlers from Iowa, Nebraska, and other Midwestern states. [54] On December 15, 1900, Reverend Hansen held a meeting at his home, and established a new congregation. Charter members included Morten Nelson, N.H. Holm, Jens Bertelsen, Marcus Jensen, Knud Hendricksen, Peter Julius Hansen, J.C. Christiensen, Anton Arildsen, Soren Madsen, Jens P. Olsen, Niels Johansen, & Henry Petersen. Arrangements had been made for several of these new settlers to work for the Booth-Kelly Lumber Company, and others became successful dairy farmers.[55]

Industry & Manufacturing

The early years of the Progressive Era were marked by continued industrial growth in Eugene with the millrace as the primary power source. By 1890, the Sanborn Fire Insurance Maps show two tanneries, a cider factory and fruit drier (owned by W.H. Abrams), a hop kiln, a lumber yard, a furniture factory, a sash and door factory, a planing mill and a flour mill all located along the millrace. A shingle mill and a planing mill were also located near the rivers edge. Industrial and storage buildings were being built along the railroad and by 1890, there was a cluster of grain, wool, and implement warehouses, freight depots, a lumber yard, and a sash and door factory stretching along the railroad from the millrace west to Charnelton Street. The increase in the number of buildings along the Millrace and the railroad reflected the steady growth in industry, agriculture and transportation, which by the 1880s were closely interrelated. The arrival of new residents by train prompted greater demand for the goods provided by both farmers and manufactories, and the town was booming by the 1890s.

As industrial technology improved, firms were in a state of flux as some mills and manufactories prospered while others declined. One of the growing industries was the Eugene Canning and Packing Company built between the millrace and the railroad, near Ferry Street and 8th Avenue in 1891. The cannery was purchased in 1900 by W.K. Allen at which time the "Allen drier" was added, significantly improving the production of the cannery.[56] This plant was the precursor to the Eugene Fruit Growers Association, known today as Agripac. Other successful businesses included the Barr Brothers knife factory (1893), the Eugene Mill and Elevator Company (destroyed by fire in 1892 and rebuilt in 1895), the Eugene Excelsior Company (1899) and the Eugene Sawmill (burned and rebuilt in 1900). By the turn of the century, a new creamery was built (1901), an effort related to the further diversification of farming in the area. One of the industries in decline was the woolen mill, possibly due to the availability of products imported by the railroad from other communities.

Eugene's industry and commerce continued to grow and prosper despite a national economic

panic in 1907. In part, this may have been due to the growth in the timber industry in Lane County. Improved transportation, increased demand, and technological advances in machinery and logging techniques all contributed to this growth. By the early 20th century, logging and lumbering were firmly established as major elements in Lane County's economy. The most influential firm in the Willamette Valley was the Booth-Kelly Lumber Company, which was founded by John F. Kelly and Robert A. Booth.

After purchasing or leasing several other smaller mills in Oregon, Booth and Kelly incorporated in 1895, and moved to Lane County where they established their company offices first in Springfield, then in Eugene in 1909. Their office was located on the corner of 5th Avenue and Willamette Street, where they remained until 1945. The building is now a City of Eugene historic landmark.

> The entry of the Booth-Kelly people in the Willamette Valley had been predicated on the [Southern Pacific] Railroad Company granting a freight transportation rate from the Willamette Valley to San Francisco Bay points, allowing rail shipping mills to compete with water shippings of Western Oregon and Washington. The inauguration of such rail competition was followed by rapid lumber industry development throughout the Willamette Valley. . . [57]

This opportunity was a welcome boost for local lumber interests, who were often competing with larger companies such as Weyerhauser for outside business. Through this arrangement, Booth-Kelly purchased timber land from the railroad, and then utilized the rail to transport logs and lumber. The company thus became the first Willamette Valley firm to engage in interstate business, and they charted the course for the growth of the industry in the region. Industry related to timber continued to develop in Eugene. In January of 1906, the Eugene Planing Mill incorporated and by 1909, two additional planing mills had been built. Construction was steady and by 1910, Eugene was experiencing a surge in growth. Manufacturing interests re-opened idle mills and industry flourished in the woolen mill, the iron foundries, the sash and door and planing mills and many of the other millrace industries. Henry Weinhard's Brewing Company appeared in Eugene in 1910, opening a large ice plant on 9th Avenue (Broadway) and Olive Street at the site of the old Ingham's Vinegar Factory.[58]

Agriculture

Agriculture persisted as an important element in the local economy. Farms continued to decrease in size, being divided in a piecemeal fashion as families sold off portions of larger claims. Though plots became smaller, productivity was assured by the diversification of crops. Diversification involved the production of more than one type of crop on a single farm, such as fruits, vegetables and grain, rather than a single yield such as wheat. As valley farmers became less able to compete with large-scale wheat production in eastern Oregon, emphasis shifted to vegetable and orchard produce, although some other grains were grown. Hops became important in the early 1880s and proved to be a good crop for this area. With the exception of a brief

period around 1900 when pest problems threatened market stability, hops production continued to increase until W.W.I when embargoes were imposed, prices dropped, and production became risky business.[59]

The agricultural industry received a big boost in 1891 when the Eugene Canning and Packing Company was established in Eugene. Farmers produced abundant crops which could then be processed at the cannery and transported to outside markets on the railroad. This illustrates the important relationship between agriculture, industry and transportation during this period. By the turn of the century the fruit and vegetable industry was well established, as small gardens developed into commercial enterprises. In 1905, Frank Chase built the first commercial greenhouse in Lane County in which he grew vegetables and plant starts.[60] The fruit industry continued to diversify and eventually included blackberries, strawberries, loganberries, pears, apples, peaches, prunes, and Royal Anne cherries. The walnut and filbert industry got its start in about 1905, and soon became a significant area crop.[61] Remnants of many of these early fruit and nut orchards can still be found throughout the Eugene urban growth area.

The financial panic of 1907 weakened the local economy just enough that local farmers searched for new markets elsewhere. Concerned that the downward trend might continue, a meeting of farmers interested in cooperative production and marketing was organized and in January 1908, the Lane County Fruit and Vegetable Growers' Association was incorporated.[62] A year later, the name was changed to the Eugene Fruit Growers' Association, and in 1910, they purchased the Allen Fruit Company Plant. The new company eventually became known as Agripac and it currently continues operations on the site of the original (though much expanded) cannery on 8th Avenue and Ferry Street.

Transportation

Transportation during the Progressive Era saw several significant changes. Through the 1910s and 1920s, the railroad enjoyed continued popularity as the primary mode of travel into and out of the city. The relationship between agriculture, industry and the railroad grew stronger as productivity and demand increased. In 1887, the Southern Pacific Railroad company took ownership of all the Oregon & California Railroad lines and in 1908 Southern Pacific built the existing passenger depot at the north end of Willamette Street, replacing the earlier wood frame structure. The Oregon Electric Railroad arrived in Eugene in 1912, and the Oregon Electric Passenger Station (now the Oregon Electric Station restaurant) was built in 1914. "Designed by A.E. Doyle of Portland, the Georgian Revival train station represented a new level of professionalism, quality, and clarity in building construction in Eugene."[63] The Oregon Electric provided daily service to Portland, expanding travel and business opportunities outside Eugene. During the early years of the twentieth century, the area around the depots displayed a carefully planned formal park called Depot Park. This park provided an attractive gateway into the City of Eugene for several years.

Steamboating saw its ultimate demise during this time period. Although never reliable due to

great variance in water depth, steamboats continued to travel upriver to Eugene until 1905. The only sternwheeler built in Eugene, named the *City of Eugene* was launched on November 5, 1898. It ran aground shortly thereafter, where it stayed, unyielding to repeated attempts to free it, until it was sold "dirt cheap" to three investors from Portland in April of 1900.[64] It was decommissioned several years later.

There were two new and significant developments in transportation in the fifteen years between 1891 and 1906. The first was the introduction of a local streetcar system. In February 1891, the city granted a franchise to Henry W. Holden to construct and operate a street railway system. On June 26, the line opened for business with mule-drawn trolleys traveling down Willamette Street from the train depot to 11th Avenue and east to the University. One of Eugene's African-American residents was one of several mule car drivers. "Wiley Griffon, the ebon-hued muleteer, and obsequious Chesterfield of the system, vainly seeking to coax a spasmodic burst of speed out of the perverse long-eared 'critter'. . ." was a common sight along the early street car route.[65] This line was closed in 1903 and the cars and rails were purchased for use at the Black Butte Mines.[66]

In 1906, the city granted another franchise to the Willamette Valley Company for the construction of an electric streetcar line. One year later, the city awarded its first street paving contract to Warren Construction Company, calling for the surfacing of Willamette Street simultaneously with the building of the new street railway line.[67] Operation of the system began on September 26, and three months later the line was sold to the Portland, Eugene and Eastern railway company. In October 1910, the first cars finally reached Springfield, forming an important transportation link between Eugene and Springfield, and probably helping the development of the Glenwood and Laurel Valley (Kincaid Park) areas.[68]

At its peak, the street railway system operated three principal routes within the Eugene city limits, with all but one route originating near the train depot. The University line was eventually extended into the Fairmount loop. The street railway system's carbarn was located along this loop at 13th Avenue and Beech Street. The College Crest loop traveled down Friendly as far south as W. 29th Avenue, and the Springfield line paralleled Franklin Boulevard and the railroad tracks to the Glenwood area.

The second and even more significant new development in transportation was the introduction of the automobile. The first auto arrived in Oregon in 1899, the first in Eugene in 1904. By 1906, there were only four autos in Eugene. Before long, interest in this novel form of transportation had grown, and in 1910 W.S. Moon ordered eight Ford Touring Cars, seven of which were to be sold in Eugene at the costly price of $1,050 per auto. The eighth car was the grand prize in a contest sponsored by the Eugene Daily Guard, in which Mae Warnock was declared the winner.

Profound changes in building types, public works projects, and community planning were associated with the arrival of the automobile. One of the new building types was the garage. Commercial garages began as joint ventures with livery stables, and eventually graduated to their own structures as liveries became less common. New houses were built with garages, usually

behind the house and with similar detail as that found on the house. Older outbuildings such as carriage houses were sometimes converted for use as garages for automobiles.

Street improvements began to include paving to provide a smoother driving surface, and communities began to be planned with the automobile in mind. Though perhaps unforeseen at its introduction, the automobile altered nearly every facet of life in Eugene. It was clearly a mode of transportation, but it was also a catalyst for tourism, urban growth, changes in land use patterns, new residential design and for a changing way of life.

Summary

The Progressive movement was an attempt to develop the moral will, intellectual insight and the political and administrative agencies to remedy the accumulated negligences of industrial growth. The movement flourished during a period of relative national prosperity and developed after the economic depression of 1893. Oregon progressives had three main political demands: "The removal of special privilege and corrupt influences in national, state, and city government; the change and modification of the machinery of government so that it would be more difficult for the few to control government; and the extension of the functions of government to relieve social and economic distresses."[69]

The Progressive Era in Eugene saw major development in industry, communication and transportation as well as extensive development and new construction. Eugeneans, like other Oregonians, worked towards affirmative social reforms and also attacked issues of vice, poverty, crime and disease on the local level.

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48. Freeman, Olga, "The Lane County Fair," The Lane County Historian 16, 43-51.

49. "A Short Medical History of Eugene," The Lane County Historian. 10, 15-16.

50. Eugene Daily Guard, October 18, 1898, 1.

51. Eugene Daily Guard, June 19, 1899, 1. This monument was erected in 1901 on the Courthouse Square. It has since been demolished, though sections of it are now located at the Lane County Historical Museum.

52. Eugene Daily Guard, January 5, 1901, 1.

53. Spicer, Florence LeVan, Adapting to the Times: My Life 1907-1975 (Eugene, Oregon: Vesta Publishing Services, 1991), 74-75.

54. Lane County Historian 9 (April 1964), 15.

55. Eugene Daily Guard, April 19, 1900, 1.

56. Eugene Daily Guard, April 3, 1900, 1.

57. Cox, H.J., Random Lengths: Forty Years With "Timber Beasts" and "Sawdust Savages" (Eugene, Oregon: H.J. Cox, 1949), 31.

58. Eugene Daily Guard, March 31, 1910,1.

59. Newman, Doug. "History of Hops Growing in Lane County," The Lane County Historian 28, 70-76.

60. Moore, 221.

61. Johnson,16.

62. Johnson, 15.

63. Pincus, 23.

64. Eugene Daily Guard, April 18, 1900, 1.

65. Hulin, Gilbert, "Eugene's Trolley Car Era," The Lane County Historian 18, 4.

66. Hulin, 4.

67. Hulin, 5.

68. Glenwood was platted as early as 1890, but was never developed as extensively as the plat suggested. Much of the growth in this area occurred as a result of transportation such as the rail line and eventually the Pacific Highway, which followed present day Franklin Boulevard and McVey Highway. Frequent flooding prevented any extensive and permanent settlement in the area until the 1940s.

69. Rykowski, Thomas Jon, "Preserving the Garden: Progressivisim in Oregon." (PhD. Diss., University of Oklahoma, 1981) 75-80.

The Motor Age: 1914 - 1940

The Motor Age opens in 1914 just prior to the beginning of World War I and ends with the entrance of the United States into World War II. During the years between these two pivotal and traumatic events in world history America experienced the Roaring Twenties and the Great Depression. The automobile became the dominant form of transportation, prompting the development of extensive highway systems and the establishment of the Oregon State Highway Commission in 1913. Airplanes began to land at the newly established Eugene Airpark providing the community with a new and exciting form of transportation. Movies, now with sound, became a popular form of entertainment, and the Trail to Rail Pageants became frequent events in Eugene through the 1940s. The Motor Age was a period of profound growth and change in Eugene, and these changes were reflected in the built environment still seen today.

Transportation & Communication

Methods of transportation in use by 1914 included the railroad, the streetcar, the automobile, the horse and buggy and the airplane while the U.S. Mail, the telephone and the telegraph were the primary modes of communication. Radio became an important form of communication and entertainment. While the horse and buggy, the streetcar and the railroad were dominant in Eugene at the beginning of this time period, technological advances quickly allowed the automobile to became the favored form of transportation, eventually replacing the streetcars and greatly impacting the use of the railroad. The airplane made its debut in Eugene during the early years of the Motor Age, although its impact, while substantial, cannot be compared to that of the automobile.

Eugene's streetcar system met its demise during this period, yielding to the growing popularity of the automobile. In 1912, Eugene had an established street railway system which provided transportation to several areas in town. The Portland, Eugene and Eastern (PE & E) Company's annual report in 1913 claimed 12.8 miles of track within Eugene's city limits and another 2.36 miles from the city limits to Springfield. PE&E sold the business to the Southern Pacific Railroad in 1915. By the mid-1920s, ridership had dropped drastically and in 1926 the Springfield line was discontinued. In April 1927 Southern Pacific petitioned the City to substitute motor buses for streetcars in Eugene, and the City Council unanimously approved a resolution favoring a motor bus franchise. On October 15, 1927, the last streetcar rumbled down Willamette Street.[1]

Although the street rail system ceased after 1927, the railroad continued to have a significant impact on Eugene. The route from Coos Bay to Eugene was built in 1916, and by the 1920s Southern Pacific was running eleven passenger trains daily between Eugene and Portland. "Construction on a large terminal yard at Eugene . . . was begun in 1923 and the last unit

completed during 1929."[2] This substantial yard is located in the Bethel area, between Bethel Drive and River Road. In 1925, the Southern Pacific maintenance shops were moved from Junction City to Eugene, and the 1926 construction of the Natron Cut-off to the east created a new route to California. Eugene was now a major junction in the transportation network, ensuring its place on the rail line for years to come.[3]

The Oregon Electric Railway Company reached Eugene from Portland (down the east side of the Willamette River) in August of 1912, with plans to complete a line from Corvallis (down the west side of the Willamette River) within a few months. In 1914, the company had a depot built on the corner of Willamette Street and 5th Avenue. This Georgian Revival depot, now used as a restaurant, was designed by prominent Portland architect A.E. Doyle, and displays Classical and Georgian Revival influences.[4] The Oregon Electric Railway provided convenient travel to Portland and was popular with residents all along the line, which ran until 1933.

Despite the popularity of rail travel, it was the automobile which had the greatest impact on changing the face of Eugene. The birth of the Ford Model T in 1908 revolutionized American life and brought the Motor Age into being. The development of this affordable, mass-produced, assembly line auto made car ownership possible for many. Although the first automobile arrived in Eugene in 1904, there were still only four by 1906, but by 1912, there were 10,000 autos in Oregon. Following WWI, the number grew to 100,000 and by 1930, Oregon had over 250,000 autos.[5]

The automobile provided a new sense of freedom in travel and brought about several related changes. Creating a demand for new services and commercial enterprises, filling stations and garages, auto repair shops, parts suppliers and salesrooms began to appear. The growing number of cars increased the need for more and better roads which allowed people to comfortably live further from the already developed neighborhoods close to the center of town. These changes in the street system and the growth of new residential areas changed the landscape of the community by promoting growth on previously exclusive agricultural lands.

In 1910, there were only one or two businesses in Eugene directly related to the automobile. By 1914, the number had grown to include six auto dealerships, three repair shops, two motor supply companies and five garages, some of which provided storage for vehicles. The transition from livery stable to auto garage happened within a few years, with businesses catering to both livery and auto services before the transition to auto service exclusively. An example was the Bangs Livery Stable, a long-time business in Eugene's downtown area. Following a devastating fire in 1909, the Bangs Livery was rebuilt in 1910 as a three story brick building with a 60' x 80' auto garage, room to accommodate 140 horses on the first floor, and accommodations for travelers on the second and third floors. This new, improved "stable" was located on 8th and Pearl and paved the way for the development of other garages in Eugene's commercial core.[6]

By the 1920s, the impact of the automobile was clearly evident in Eugene. The Eugene Daily Guard regularly ran numerous auto-related advertisements and called the automobile business

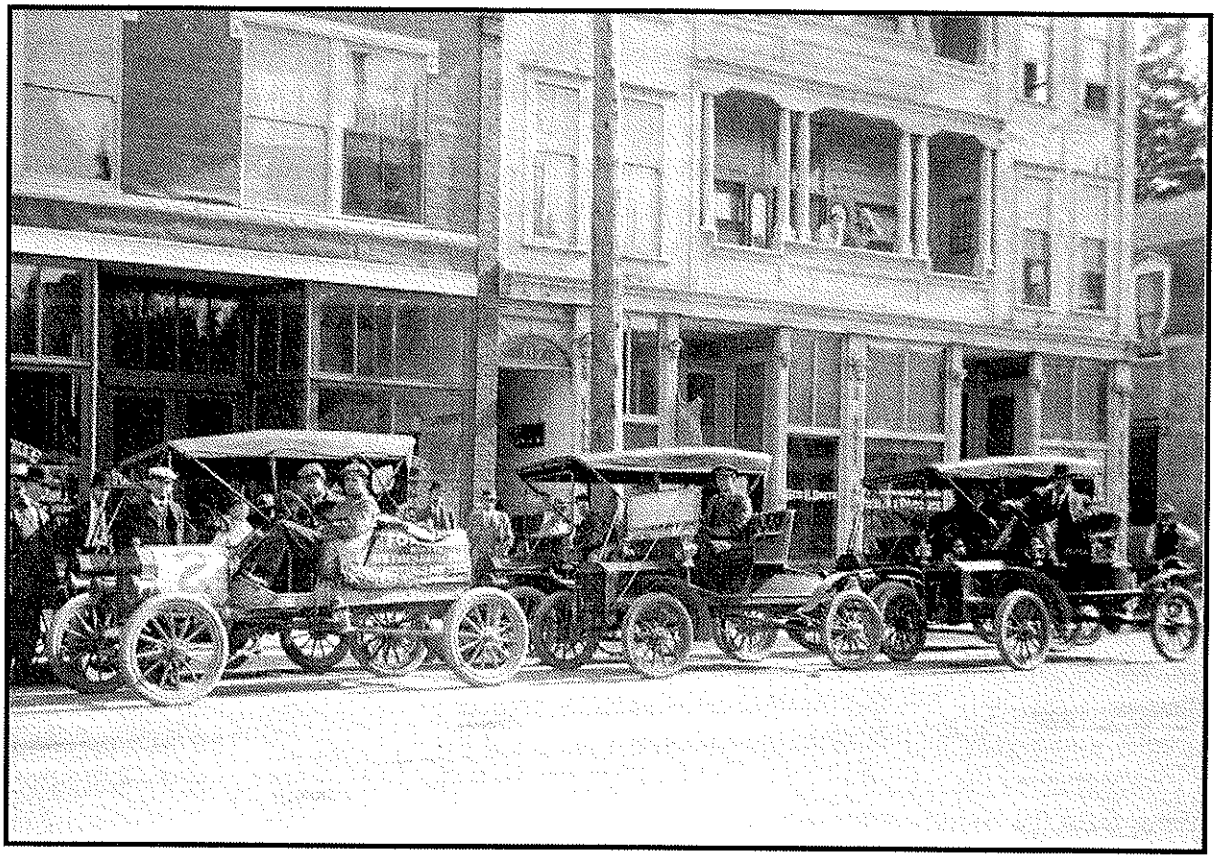

Photo courtesy of Lane County Historical Museum #16E/L75-175

Street scene on E. 9th Avenue between Oak and Pearl Streets, 1909.

one of Eugene's "biggest assets."[7] The 1925 Sanborn Fire Insurance Maps indicate significant growth in the number of resources related to the automobile, and by the mid-1930s, these businesses were quite commonplace, with filling and service stations, garages, tire dealers, and dealerships located throughout Eugene.[8]

Throughout the Motor Age, the City of Eugene worked to grade, gravel and pave new and existing streets. It was also during this time period that a state system of highways was established, impacting transportation in and out of Eugene. In 1913, the Oregon State Legislature took the first official step in developing this system by designating a route from Portland to the California state line. The Pacific Highway north-south route eventually allowed auto travel through three states from Canada to Mexico. The Oregon portion was completely paved by 1923, and by 1926 the Pacific Highway was the longest continuous paved road in the world.[9] The Pacific Highway originally passed through the Eugene area (from north to south) along River Road and Blair Boulevard, then south along present day Franklin Boulevard through Glenwood. By 1921, this highway, though not paved, was improved for year-round use. Due to frequent flooding, the route of the Pacific Highway through Eugene was relocated west of the railroad tracks in 1936.[10]

The auto and its associated road systems expanded opportunities for leisurely travel and an array of roadside services developed, including tourist camps, motor lodges, and various forms of eateries. Many of these resources could be seen in Glenwood. Despite the apparent lack of interest in residential development, Glenwood did succeed in providing service to the numerous travelers along Franklin Boulevard and the McVey Highway (a section of the Pacific Highway). The first commercial development occurred along these roads, appearing as early as 1892. Photographs from the 1920s indicate various businesses such as grocers, service stations and auto camps, and a 1941 photo shows that business had expanded to include a restaurant, a drugstore, the Merwin Hardware Company, and Dickson's Market. The gas stations, grocery stores, and car camping courts that developed historically along Franklin Boulevard through Glenwood were the precursors of what we see today in the form of trailer courts, mobile home parks, and related services.[11] Eventually, the auto led to the development of related entertainment, such as the drive-in movie theatre. Only a few drive-in theaters remain in operation in the state, and none remain operating in the Eugene area.

While the automobile was quickly gaining popularity throughout the country, the airplane began to make its appearance in small towns. The first airplane to land in Eugene was a Canadian-built "Jenny," which landed in an open pasture near 18th and Chambers in 1918. The following year, the Eugene Airpark opened under the direction of Mahlon Sweet, chair of the Chamber of Commerce Aviation Committee, becoming the first municipal airport in the state. R.H. McCully and R.H. Pierce bought the first locally owned plane which was piloted by Cecil C. Wooley, an aviator in WWI. The plane was initially used for local sightseeing trips, including one in 1920 when Mrs. Mahlon Sweet became the first woman in Eugene to go up in a plane.[12]

In 1922, a City of Eugene municipal bond of $22,000 was raised for improvements and

maintenance of the airpark. The interest in an airport began when local citizens who owned their own airplanes wanted a place to land. In the early 1930s, plans for commercial development were realized and the first hangar was constructed.

During the 1920s, the U.S. forest patrol of the 91st Army Squadron made their headquarters at the Airpark, using it as the base for their fire fighting patrols. The Eugene Airpark was important as a stop for mail planes flying between Medford and Portland during bad weather. The first airplane flight around the world was conceived of (and technically began) in Eugene in April 1924. On this date a crew left Eugene for Seattle, where they officially began their adventure. The crew stopped in Eugene on their return, in September 1924, before proceeding to official conclusion in Seattle.[13]

In 1938, United Airlines began negotiations to include Eugene as a regular stop on their west coast commercial route if the city would purchase additional land and improve the runway conditions. By 1939, air activity in Eugene had outgrown the Airpark on Chambers Street and 900 acres were purchased northwest of the city for a new airport. Work began on the Mahlon Sweet Field in 1940. During WWII, the old Eugene Airpark was leased to the U.S. Army and continued to serve private airplane owners and small commercial ventures until it was declared a hazard in 1954, and all operations ceased.[14] The land was later redeveloped and is now the location of Westmoreland Park.

Eugene also began to witness changes in communications as well as transportation. Following WWI, radio became a new form of public communication and entertainment. Eugene had at least two licensed stations before the mid-1920s, including KFAT which was licensed in 1922. KORE was Eugene's first commercial broadcasting station when it went on the air in 1928.[15] The telephone and the telegraph continued as the primary forms of interpersonal communications, supplementing the U.S. Mail system.

Local newspapers continued to disseminate the daily news, and in 1930 the two main papers, the *Eugene Daily Guard* and the *Eugene Register* merged operations becoming the *Eugene Register-Guard.* The University of Oregon newspaper, the Daily Emerald, began in 1910, and dispersed news about what was happening on the University Campus and in nearby areas.

Industry & Manufacturing

During this time period industry and manufacturing underwent changes, many related to technological advancements, and continued to develop until World War I, when progress slowed with the decrease in available supplies and labor. Some industries shifted to war-related efforts in 1917 and 1918, but returned to previously established business following the war. By then, the economy and new technology following the war provided for a period of industrial growth in Eugene.

Industry in Eugene at the beginning of the Motor Age was still focused around the millrace and

the railroad. In 1910, Frank L. Chambers and George Midgley bought the millrace with plans to make it a self-supporting power project. Improvements had to be made, however, which involved enlarging the millrace and increasing flow by building a dam near Judkins Point and widening the waterway nearer the industrial district. At about this same time, the area along 11th Avenue between Kincaid and Mill Streets had become a fashionable place to live, with many of the yards running down to the millrace. The creation of the dam and the raising of the water level led to flooding in basements and yards of houses near the millrace. Conflict between the property owners and the Chambers Power Company (as it had become known) went on until 1913 when an impasse was reached. Property owners organized the Millrace Protective Association and the dispute moved into the courts. By 1916, the case had made its way to the Supreme Court of Oregon and the decision favored the power company's right to alter the millrace.[16]

During these years of conflict, existing industries continued to grow and expand but the uncertain future of the millrace as a power source kept new industries from building along its banks. The 1912 Sanborn Fire Insurance Maps show the following industry established along the millrace: the Eugene Fruit Growers Association, Eugene Ice and Storage, the Eugene Excelsior Company's factory, the Eugene Woolen Mills, Midgely's Planing Mill and Sash & Door Factory, and the Eugene Mill and Elevator Company. By the time the court decision was made in 1916, however, technological advances had made the use of water power obsolete. Chambers had decided that attempting to make the millrace the basic industrial power supply would be unprofitable and he sold the easement for power to the Eugene Woolen Mill and the Eugene Excelsior Company. Both of these companies continued to use the millrace as their source of power until 1928 when a flood damaged the intake channel and all waterwheels were stopped for good. Although the breach was repaired, the industries converted to electricity as a more reliable power source.[17]

Despite the arrival of the auto, the train was the primary mode of transport for goods and enjoyed continued growth. In part because of the millrace conflict, new industries developed along the railroad, and the 1912 Sanborn Fire Insurance Maps show warehouses, freight depots and stockyards near the railroad tracks just south of Skinner Butte, a trend which continued and is reflected on the 1925 Sanborn Maps. An expanding Eugene Lumber Company Saw and Planing Mill was located on a Southern Pacific spur line near East Cheshire Street. The Eugene Planing Mill was an important pillar of industry on the west side of Skinner Butte until the 1990s, when the complex was sold.

The lumber industry continued to grow and prosper during the Motor Age. By the early 1920s, Eugene was called the "lumber headquarters" of the Willamette Valley. At that time, there were 69 sawmills in Lane County (several in or near Eugene) and an estimated 63 billion feet of standing timber in surrounding areas.[18] By this time, lumber production in the Pacific Northwest equaled that of the South and represented over 30 percent of the national total. During the next twenty years, production in other regions declined while that of the Pacific Northwest stabilized until it exceeded that of all other regions, a position it maintained for decades to come.[19] The Booth-Kelly Lumber Company contributed greatly to the local economy, locating its main office

at 5th Avenue and Willamette Street in Eugene where it remained until the 1940s. Other timber businesses located along the railroad included Walters-Bushong, Fischer-Soults and Twin Oaks Lumber Companies and the Far West Wood Manufacturing Company. On occasion fires would break out at the saw mills, which were always a source of concern for both the owners and local residents.

By 1925, industry along the railroad had grown considerably and included several warehouses for fruit, produce, grain, feed, building materials, and implements, Scobert's Lime, Cement and Plaster warehouse, Pacific Transfer and Storage and a number of wholesale grocers, including Mason-Ehrman & Co. Several industrial and agricultural buildings from this period remain in the present day Fifth Street Market area.

A new industry found along the railroad by this time, directly related to the growing dependence on automobiles in Eugene, was the oil industry. Eugene was the oil distribution center for the upper Willamette Valley, including the community of Roseburg. Several oil companies built their facilities along the railroad near Blair Boulevard in the Whiteaker neighborhood. Included on the 1925 Sanborn maps were Shell, Standard and Union Oil Companies.

Agriculture

In addition to the growing reliance on the timber industry, agriculture in the Eugene area continued to be a mainstay of the economy. By 1913, the fruit and nut industry was well established, with shipping and distribution outlets located in Eugene, many near the railroad. By the late 1920s, the area now known as the Fifth Street Public Market had become a one-block trading center for farmers.[20] Buildings such as the Allen & Lewis Wholesale Grocery (now the Fifth-Pearl Building, 1918), the Granary Building (1927) and the Swift Company Poultry Plant (now the west side of the Fifth Street Public Market complex, 1929) are all remnants of the once prosperous agriculture industry located along the railroad.

The Oregon State Grange was established in 1873 and the Lane Pomona Grange (in Springfield) was established in 1909. The first grange to be established in Eugene was the Willakenzie Grange, organized in 1913. This building remains standing on Willakenzie Drive. The grange played an active role in the social and economic life of the community, as well as serving farming interests in the area. In 1915, the Willakenzie Grange joined others in lobbying the Eugene City Council for a farmers' market, and in 1916, the Producers' Public Market began on the Park Blocks. In 1929, the market moved to an indoor market building on the southeast corner of Broadway and Charnelton. "The market was born in 1915, enjoyed a long and useful life, was respected and honored, and passed away in 1959."[21]

The Eugene Fruit Growers Association continued to grow and expand during the early years of the Motor Age. By 1925, the complex (which formed the core of Agripac) had grown into a large conglomeration of buildings. In 1926, national agriculture prices fell sharply which impacted the farming in the area. The years of the Great Depression also took their toll on

agriculture in Eugene, as people struggled for survival in an economy that no longer supported high levels of production. Irregardless, there remained a number of feed stores, livestock and poultry stores in the downtown area which served the needs of the outlying farmers or the backyard amateur with a few hens or rabbits.

Commerce & Urban Development

Commercial growth during the Motor Age was steady, with slowing trends during World War I and the Depression years. Businesses continued to diversify to include auto, fraternal, and service related enterprises. Commercial buildings underwent transformations from small, sometimes elaborately detailed, wood or masonry business blocks to taller, less elaborate, more streamlined architecture.

In addition to a stable industrial and agricultural base, commercial business was also increasing, as reflected in several new business blocks as well as a new Commercial Club Building that were being built in the downtown core. Spreading beyond the core area of the intersection of Broadway and Willamette Street, businesses began to appear to the east and the west of Willamette. To the west, the commercial district was expanding and began overtaking residential development between Olive and Oak Streets. Remaining structures in this area from this period include the Stanley Building (1925) at 94 W. Broadway and the Producers Public Market (1925) at 198 W. Broadway. To the east, larger structures such as the Miner Building (1924) and the Eugene Hotel Building (1924) encouraged further commercialization.

Growth continued until the beginning of World War I, when attention turned to the war effort. In 1917, the building permits in Eugene totaled only $102,072. Construction in 1918 dropped drastically, with a total permit value of only $62,816. New construction that year was limited to a barracks at the University of Oregon and the courthouse annex while most other construction was restricted to repairs and maintenance. By 1919, the construction slump was ending with permits totaling $233,300, although most of these were limited to remodels rather than new construction.[22] Following the war, Eugene again experienced increasing growth, and in 1920, the population was 10,593. By 1930, the population had jumped to 18,901, an increase of 78.4% in a decade.[23]

This growth was reflected in the continued development and physical expansion of the community. By 1921, Eugene had grown to cover four and three-quarter miles, had 21 miles of paved streets, 75 miles of concrete sidewalks, 37 miles of sewer lines, 136 acres of city parks, 15 miles of street railway, 16 churches, four colleges, three high schools, six grade schools, three banking institutions, two hospitals, and a growing residential community.[24] Fifty years after the arrival of the railroad, the City of Eugene had grown by leaps and bounds, exhibiting many of the characteristics of a "modern" American city, including the numerous "mom and pop" type restaurants that appeared on practically every block downtown. These eateries served as local social centers for all age groups, and Pope's Doughnuts was a favorite Eugene institution up to 1970.

By the mid-1920s there was great diversity in downtown businesses. Department stores were becoming bigger and the first of Eugene's "high-rise" buildings had appeared. The Stanley Building (Washburne Building), the Miner Building and Eugene Hotel were all constructed in 1924-25 and represented the movement toward a more streamlined urban aesthetic. Several other buildings, including the Marx Building at 245 E. Broadway (1925), the Schaefer's Building at 10th and Willamette (1929), the Pacific Telephone and Telegraph Building at 10th Avenue and Oak (1932), the Firestone Building on the corner of E. 11th and Oak (1930), the Woodmen of the World Hall at W. 8th Avenue and Lincoln Street (1932), and the Humphries Building (1940) all demonstrated Eugene's forward-looking development. Older buildings were modified and updated for continued use, as seen in the transformation of the opera houses and vaudeville theaters to motion picture houses, as well as the updates made to older storefronts.

By the mid-1930s, Eugene's city limits had expanded to cover over five square miles. There were an estimated 4,615 houses in the city, 5,823 telephones in service, two daily and one weekly newspaper, six hotels (with 544 rooms), five theaters, one auditorium (MacArthur Court), and hospitals with a 194-bed capacity.[25]

Urban improvements such as street lamps and street and sidewalk improvement had begun to appear in the early 1900s and continued to expand. In 1913, the street addresses were renumbered to coincide with the numbered streets, and in 1915 concrete sidewalks became a requirement. Street paving began in the 1910s and continued as neighborhoods filled in, making auto and pedestrian travel easier.

Government

Government involvement was clearly apparent during the Motor Age, particularly during World War I and the Depression years. Both events involved reconstruction efforts which were important to both the physical and spiritual recovery of the community. These efforts involved both local and federal governments.

The World War I effort involved the entire community. As in the Spanish-American War, Eugene sent troops to fight in World War I. The first troops from Oregon were called up on July 25, 1917.[26] Locally, two artillery companies and a University ambulance company formed and went overseas.[27] It was during this period of mobilization that the first organized efforts by the University were undertaken. In response to the need for training of troops, the University of Oregon organized a reserve training program that provided military preparation for troops. Practice fields were soon developed and in 1917 barracks for the reserve training corps were reconstructed on campus.[28] ROTC was established at the University of Oregon in 1919. Various military units trained on campus, including sailors. Those individuals headed for the infantry dug fox holes on the land where MacArthur Court now stands. Marching drills were held on the Memorial Quadrangle. On the home front, women worked with the Red Cross as volunteers rolling bandages and knitting socks for the soldiers. They embroidered the University of Oregon flag and presented it to the first University of Oregon battalion to leave for the war in 1917.

Following the war, energy was re-focused toward community growth and social activities. When the Depression years hit, the federal government enacted programs like the Civilian Conservation Corps and the Works Progress Administration which were meant to put people to work in the shattered economy.

During the 1930s, the city received some assistance from the federal New Deal programs when, in 1934, a massive tree planting campaign on Skinner Butte was undertaken with the assistance of the Civilian Conservation Corps (CCC). Other CCC-assisted ventures were the building of the Civic Stadium in 1938 and the construction of the Willamette National Forest buildings on W. 1st Avenue. The Civilian Conservation Corps district camp was located in Eugene on the north side of Skinner Butte in what is now Skinner Butte Park. The Works Progress Administration was another facet of the New Deal which promoted other types of projects such as community history projects and public art promotion.

The local government continued to involve itself in civic improvements. The city water service underwent constant upgrading and in 1912, new turbine pumps were installed at the water plant on Skinner Butte. In 1914, a new well was drilled for a city water source and the College Hill reservoir was completed in 1915. More new pumps were installed in 1918. By 1925, the Eugene Water and Electric Board had begun using the McKenzie River for drinking water as well as power.[29]

Harry Devereaux was city engineer from 1918 to 1925. He was recognized in the Northwest as a pioneer in paving innovations. Following World War I the city's population doubled, creating a huge demand for new streets. Devereaux utilized exact mixing proportions and layered and jointed concrete slaps to limit cracking and expansion.

William C. Clubb, was hired as a city building inspector in 1919, and succeeded Harry Devereaux as city engineer in 1927. The Great Depression and World War II brought public works projects to a halt, and Clubb was forced to become extremely frugal to maintain the minimum of city services. Surveyors often rode bicycles to job sites. Clubb's ability to maintain public works services through the lean years paid off following World War II when the city was able to quickly respond to a huge post-war construction boom.

In 1913, the city purchased its first gas-driven fire truck, although the horses and hose carts were kept until the fire department was fully motorized in 1915. In 1920, new "modern" fire trucks were purchased.[30] Though early fire stations do not appear to remain within the core area, there are two structures remaining in other neighborhoods. A remaining example of a "neighborhood" firehouse is located in the Danebo area on Elmira Road. A smaller structure, located on Irvington Road in the community of Irving was built in the 1930s, and probably served simply as a garage for the local fire truck.

City parks remained important to Eugene. In 1927, the citizens of Eugene voted for $6,000 worth of bonds to purchase Spencer Butte for a city park when it was threatened with logging.[31]

In 1920 city park improvement bonds were used to improve city parks. One of the projects was the development of free campgrounds along the Willamette River. "The need for such public campgrounds and new types of recreation facilities arose from the growing popularity of private auto transportation."[32] Fred Lamb Cottage, still located in Skinner Butte Park on the north side of Skinner Butte, provided campers with an open air shelter and wash stand.

Public and government buildings constructed during this period were limited to a new post office. Built in 1938 on the southwest corner of 5th Avenue and Willamette Street, this building was built in the Art Deco style, and was designed by Gilbert Underwood.

Education

In 1914, Eugene's primary and secondary education facilities included one high school, five grade schools, a Catholic school, and a private school for girls.[33] In 1915 a new Eugene High School was built at 17th and Lincoln. This new school made expansion of the curriculum possible, providing for the first time courses in industrial arts, household arts, and college prep classes. In 1917 the Francis Willard School was built as a grade school, but used as a junior high school until 1925. This school was gutted by fire in 1954 and razed soon thereafter.[34]

After the war, Eugene again experienced growing pains in education. In 1921, the University of Oregon organized the University High School at 16th Avenue and Alder Street as a way for student teachers to gain classroom experience and to provide needed additional classrooms for high school students. The building remains and is used by the University of Oregon. In 1924, "twin" junior high schools were built. Designed by noted architect F. Manson White, Woodrow Wilson Junior High was located at 12th Avenue and Jefferson Street, and Theodore Roosevelt Junior High was located at 18th Avenue and Agate Street. Both are two-story buildings with centrally located gymnasium/auditoriums and were the first Eugene schools developed strictly as junior high schools. Both were later used for elementary schools, at which time they were renamed Lincoln and Condon Schools, respectively, after former grade schools in the area. Edison Grade School, located on E. 22nd Avenue between Onyx and Emerald, was built in 1926 to accommodate the growing need for classrooms in southeast Eugene neighborhoods. Stella Magladry School, also a grade school, was built in 1927, on land donated by John S. Magladry, a prominent lumber businessman. The school is still in use and is located at 1350 McLean Avenue in the southwest part of town.

Schools were also being expanded in rural areas outside Eugene's core. Earlier wood frame one-room school houses were replaced with larger, multi-room school buildings. The Santa Clara School, built in 1930 and designed by local architect John Hunzicker, is a good example of a classically inspired school building of the period. Others include the Willakenzie School and Willagillespie School, both dating to the 1920s.

By the 1930s, there were six elementary schools, two junior highs, and two high schools in the core area. The Great Depression and WWII halted any new construction until the 1950s brought

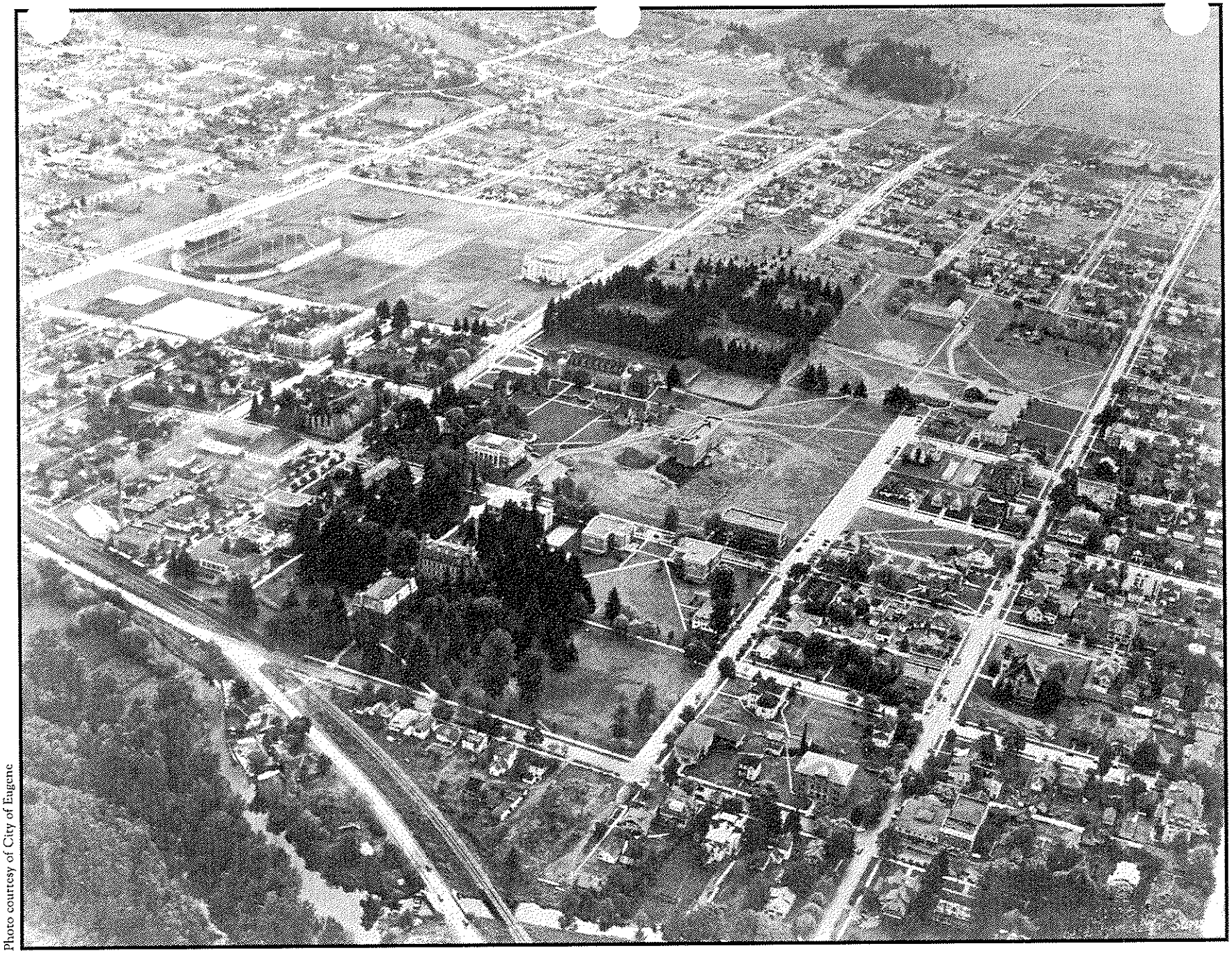

Photo courtesy of City of Eugene

Overview of University of Oregon campus and surrounding areas, mid-1930's.

a surge of public school building in Eugene.[35]

University of Oregon and Higher Education

The University of Oregon saw great expansion throughout this period. Ellis F. Lawrence began his association with the University in 1914, when he was hired as the campus planner and architect. When the engineering program was transferred to Corvallis, he established the School of Architecture & Allied Arts, and served as its dean until his death on February 27, 1946. He designed virtually all of the buildings erected on the campus between 1917 and 1940, including Hendricks Hall (1917), Commerce Hall (1921), the School of Education (1921), the Music Building including Beall Hall (1921), Gerlinger Hall (1921), Susan Campbell Hall (1921), Condon Hall (1924), MacArthur Court (1926), the Museum of Art (1929-30), the Library (1935-37), Esslinger Hall (1936) and Chapman Hall (1939), among others.[36] Lawrence was also involved in the remodeling of Fenton, Villard and Deady Halls, among others.

In addition to the many buildings that were constructed, other works of art were added to the campus as well. The fountain between Fenton and Deady Halls was built in 1913. Three sculptures by A. Phimster Proctor were also erected, including The Pioneer (1919), the Indian Maiden with Fawn (1925), and the Pioneer Mother (1932). The Dads' Gates were constructed in 1940 as the grand entrance gates to the main campus according to Ellis Lawrence's original University campus plan.[37] The University of Oregon Dad's Club commissioned O.B. Dawson (a University of Oregon graduate) to design, build and install the gates. The Work Progress Administration paid for the labor, with the Dad's Club paying for all materials.

Also operating during this period were the Eugene Bible University (formerly the Eugene Divinity School, and now the Northwest Christian College) and the Eugene Business College.

Religion

Religion continued to be a significant part of the fabric of the community. There appears to have been a limited amount of new church building activity until the 1920s and 1930s, possibly due to the building boom in the 1890s and early 1900s and the lull in construction due to World War I. In 1913, the Methodists moved to a new building at 12th Avenue and Willamette Street and in 1927, the Baptists moved into a new church on the corner of 9th Avenue (Broadway) and High Street. The new First Baptist Church, the third baptist church in Eugene, was designed by F. Manson White and built by Heckart & Son contractors. The building is still in use. The St. Mary's Catholic Church (1927) and the First Congregational Church (1925) are still in use, as is the 1938 Episcopalian Church.

For several years, the Jewish community worshipped at the residence of Hyman Rubenstein. The Congregation Beth Israel of Eugene was organized on July 24, 1934 by Joe Weinstein, Sol Rosenberg, E. Rubenstein and H. Pressman. Rubenstein's residence (at 231 W. 8th Avenue) was

remodeled into a synagogue in 1935. The Temple Beth Israel was constructed in the 1950s.[38]

Funerary

Cemeteries were generally not established in conjunction with churches in Eugene. The cemeteries that were founded during this period include Resthaven andWestlawn Memorial Parks. The Hope Abbey Mausoleum was built in 1913 at Eugene's Masonic Cemetery and was dedicated in 1914 . Constructed by the Portland Mausoleum Company for the sum of $40,000, this structure is the only example of Egyptian Revival architecture in Eugene, and was one of the first works by architect Ellis Lawrence in Eugene.

Funeral homes continued to serve the community. The Poole Larson Funeral Home was established on W. 11th Avenue in the mid-1920s, and continues in business today.

Culture, Society and Politics

Social and fraternal organizations continued with similar activities that had been initiated in the previous decades. Women's organizations and efforts in the community were strong. In 1917 a group of local women were actively involved in the suffrage movement and were responsible for inviting organizers from the National Women's Suffrage movement to campaign in Eugene. In 1919, a group of women organized a chapter of the Oregon Humane Society in Eugene.[39] The River Road Women's Club was formed in 1914 and opened a community center on the east side of Pacific Highway at the intersection of Rossman Lane in 1936.[40]

Following WWI, several new organizations emerged, including business oriented groups. The Business and Professional Women's Club was organized in 1923, and in 1936 the Eugene Zonta International, a group of executive women in business whose main objectives was to encourage high ethical standards and to improve the professional status of women was organized.[41] Men continued to be involved in several civic organizations and projects. In 1920, the Kiwanis Club organized and was the sponsor of Eugene's 4H clubs. In 1923, the Rotary Club organized to ". . . encourage and foster 'the Ideal of Service' and the application of that ideal in the members' personal and business life."[42] In 1924, the Lions' Club organized and was actively involved in the community.[43]

New types of social and entertainment activites continued to emerge. In addition to the recreational activities associated with the millrace, motion picture houses became popular during the Motor Age. By 1917, the Heilig, the Rex, the Savoy, the Oregon, and the Eugene theaters advertised their motion picture shows. In 1925, the McDonald Theater was opened (as the Lowell Theater) and was one of Oregon's finest moving picture palaces. Eugene began hosting the "Trail to Rail" pageant in 1926. The first pageant, held on August 18, 1926 to celebrate the completion of the "Natron Cut-off" rail line to eastern Oregon, included a parade and a dance. Pageants were again held in 1929, 1934, 1937, 1941, 1947, and 1950, each more elaborate than the last. Yet another form of entertainment (which has continued up to the present) was started

in 1928, when Eugene's Very Little Theater began operations as a small, live stage theatre.[44]

During the 1920s, local government designated Eugene a "dry" town where alcoholic beverages were not to be served. Springfield, however, was not "dry", and Eugene residents often went to Springfield taverns until alchohol was again allowed within Eugene.

There were marked changes in the health care facilities in Eugene during the Motor Age. In 1912, the Eugene General Hospital was sold to the Sisters of Mercy and became known as Mercy Hospital. The Eugene Hospital moved in 1923 from its old site to a new building at 1162 Willamette and became known as the Eugene Hospital and Clinic. In 1924, the Pacific Christian Hospital was constructed at 12th and Hilyard Streets. Mercy Hospital became part of the Pacific Christian Hospital in 1928. All of the Pacific Christian medical facilities were consolidated and moved to the new hospital site, and in 1936 the Pacific Christian Hospital was sold to the Sisters of St. Joseph and was renamed Sacred Heart General Hospital. The old Mercy Hospital was razed about 1938.[45]

Cultural Groups

Eugene's African-American population began to slowly grow after WWI. By 1930, the number of African-Americans in Lane County had grown to sixteen people, but only five (one family) resided in the city of Eugene. In 1937, Leo and Pearlie Mae Washington and their family arrived in Eugene from Texarkana, Arkansas and became the first African-American family to establish permanent residency in Eugene. Mrs. Washington was employed as a house-keeper and Mr. Washington first as a part-time butler and yardman, later as a baggage handler and crew hauler for the Southern Pacific Railroad, where he worked until his retirement.[46] It was not until after World War II that Eugene would see an increase in the number of African-Americans settling in the community.

Residential Development

Between 1914 and 1940 there was tremendous residential growth in Eugene. The building booms that occurred in the early 1910s and following WWI resulted in record numbers of houses constructed throughout Eugene. In some cases, existing neighborhoods simply filled in, while in other cases, whole new neighborhoods were developed in areas that had previously been farmland.

The building boom that occurred at the beginning of the Motor Age (in the early 1910s) took place primarily in the neighborhoods near the downtown. The West University and Whiteaker neighborhoods continued to fill in and whole new neighborhoods were being developed in the recently platted subdivisions in the areas west of downtown and near the University.

Following the WWI, construction during the building boom of the 1920s created more new

neighborhoods, such as South University, and continued filling in the open spaces of the previously established neighborhoods nearer the city center. In 1921, a record number of residences were constructed in Eugene when 89 new houses were built for a total of $368,232. This record was quickly surpassed when in 1925, an all-time high of 476 new residences, were built with permits valued at over $2.6 million.[47] Although neighborhoods such as Fairmount and College Hill had been platted at the turn of the century, earnest development did not take place until the 1920s and 1930s, when the automobile made living away from the downtown area more feasible. This growth pattern continued throughout the Motor Age, with slowing during World War I and the Depression years, when construction came to a virtual standstill.

Summary

The Motor Age was a period of rapid growth and change for Eugene. The arrival of the automobile altered urban growth patterns, travel habits and architecture, as well as entertainment for nearly everyone. Development occurred in waves according to political and economic events such as World War I, the Great Depression and the beginning of World War II. Many of the elements of life in Eugene that are enjoyed today were in their infancy during the this period, and the buildings that were constructed began to reflect the changing face of American society.

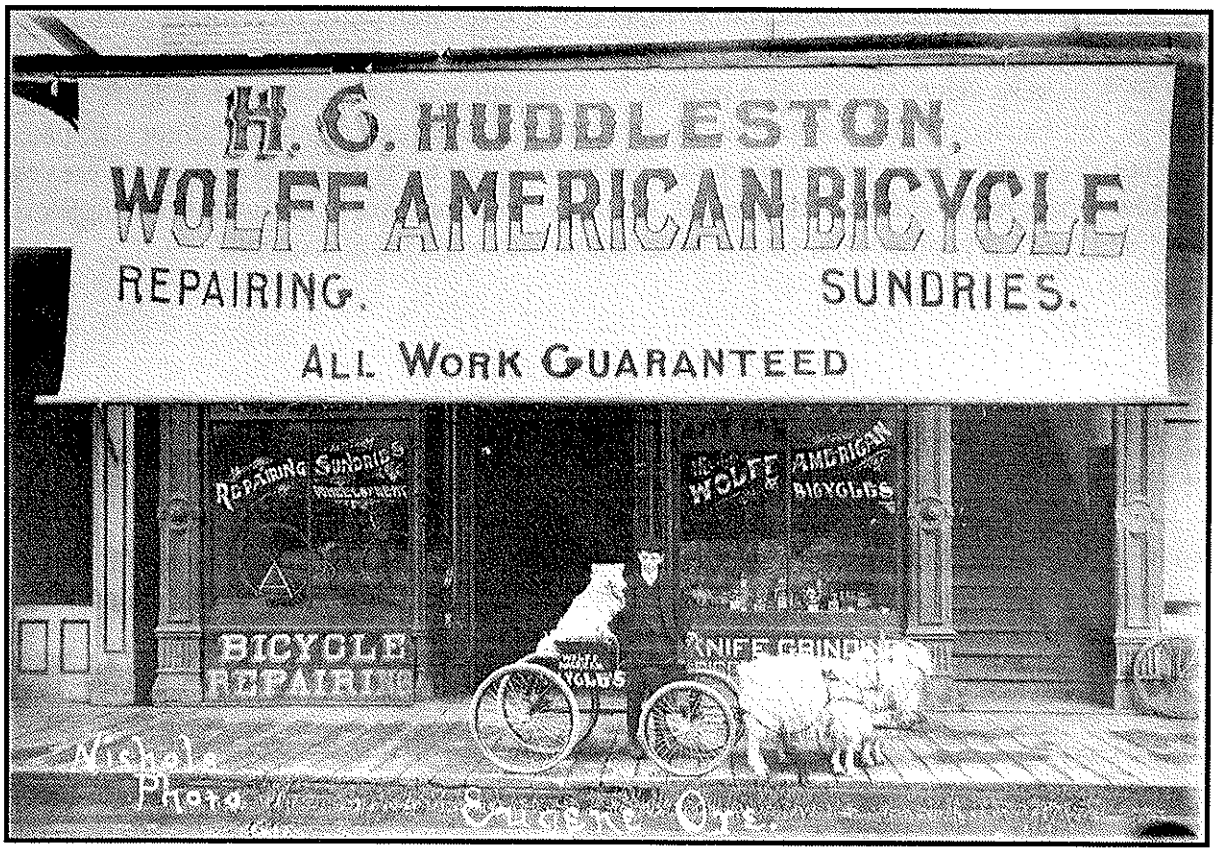

Photo courtesy of Lane County Historical Museum #31C/L90-228

H.C. Huddleston, Wolff American Cycle Agency on West 8th Avenue, 1902.

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The War Era: 1941 - 1945

The World War II Era was dominated by the involvement of the United States in the wars in Europe and the Pacific. The war effort was all-consuming, and very little new construction or development occurred during these years. Oregon's contribution to the war included labor, wood products and flax. While the men were fighting, many of the women labored in industries such as shipbuilding. The War Era in Eugene, as in most of the country, was a period of slow growth, with little new construction.

Culture, Society, Politics and Government

Because of the limited amount of physical growth in the built environment during this period, much of the history of the World War II era is of a social and political nature. Although the United States had tried to maintain an isolationist attitude in the 1930s, citizens supported their troops wholeheartedly during the War years. The war effort called upon all citizens to ration nearly everything, from food to household supplies. Much of the metal used in the war was scrap that was removed from buildings, public fountains and other places. The water fountain in front of the University of Oregon library was lined with metal which was removed during this period for use in manufacturing war necessities. The large Whiteaker crypt in the Masonic Cemetery was also stripped of its copper cladding during the war years. Non-functional decorative features such as metal roof cresting or elaborate cornice details were removed from buildings and melted down for use as shell casings or airplane parts. Women entered the workforce in jobs that had previously been exclusively male roles. Shipbuilding, airplane manufacture and other such jobs were commonly held by women while the men were at war.

Eugene continued to be active socially, even through the war years. Several existing fraternal and social organizations continued to meet regularly, while a few new groups were established. Two women's organizations got their starts during this time period, including the Eugene Quota Club (established in 1941), and the National League of American Pen Women (established in 1945).[1] The Eugene Quota Club concerned itself with the well-being of children in the community including medical aid and scholarships. The latter group consisted of several women writers who were particularly interested in recording the history of the American West.

Several forms of entertainment continued to be available to the residents of the community. In addition to several movie theaters, there were two golf courses, a roller rink, a bowling alley, a new ice arena, a raceway, a new public swimming pool, and baseball games at the recently built Civic Stadium (1938). Outdoor recreation also continued to be enjoyed by many who regularly availed themselves of the outdoor opportunities of the Cascades and the many acres of city parks.

As with other aspects of the community during this time period, civic projects continued at a slower pace. As the economy focused on the war, the amount of public spending made by any of

the government agencies was limited. Small projects, such as the purchasing of a new city street sweeper and the adoption of a food stamp program by the county in 1941, reflect the progress of the times. The City of Eugene announced in 1941 that it was beginning a savings plan toward the goal of a new sewage treatment plant.[2]

Cultural Groups

Culturally, Eugene continued to be a predominantly white community. "The black settlement pattern in Eugene began to change from its rural character after the start of World War II, when three new families moved into the outskirts of the city on the north bank of the Willamette River near the old Ferry Street bridge."[3] The Mims family was able to purchase a house near Skinner Butte within the city limits just southwest of the bridge, while others remained in a tent camp near the bridge. This house, the oldest remaining in the East Skinner Butte Historic District, is located on High Street between 3rd and 4th Avenues. In 1942 Sam and Mattie Reynolds arrived in Eugene with four of their twelve children. In 1943, several other African-American families moved into the settlement near the bridge. It continued to expand until as many as fifty persons resided in the sub-standard tent village.[4] Although a few of the newcomers were able to purchase or rent houses in town, most lived in the Ferry Street bridge "village" because few white residents would rent to black families.

"During the war era, institutional ties of the Eugene blacks were meager: they did not even have their own church. A local Christian church provided student ministers to conduct services for them in the vicinity of the old Ferry Street bridge."[5] The attitude of the white population toward black residents varied from intolerant to sympathetic, and was reflected in the varying degrees of aid given to the African-American families.

While some wartime gains were made by African-Americans, women and second and third generations of other immigrant groups, the Chinese and Japanese experience in America before and during World War II was significantly different.[6] "Japanese America was debased while Chinese America was promoted. The long term changes for each community, however, were similar: in each instance, the center of gravity changed decisively from the Old World to the New."[7] There is little documentation about the attitudes of and about the Chinese and Japanese population during this period in Eugene, probably due to their small numbers in the community. Many of Oregon's Chinese and Japanese residents lived in the Portland area.

Transportation

Transportation in Eugene did experience advancement during this time. With the promise that United Airlines would include Eugene as a stop on its west coast route if a new and larger landing field were available, the City purchased land northwest of town and continued to improve its air transportation facilities under the direction of Mahlon Sweet. In 1940, work began on the new airport which opened in 1943. The first commercial airline, a United Airlines

Photo courtesy of Barbara and Gilbert Bissell

Eugene Farmers Creamery delivery vehicles, including push cart, bicycle, and horse drawn wagon.

DC-3, arrived on May 1, 1943, which had been declared Eugene Aviation Day. On May 11, 1943, the airport was named the Mahlon Sweet Field. The Eugene Airpark was used by the U.S. Army during the years of the war and continued to provide service for private airplane owners until the 1950s. Westmoreland Park is now located on part of the former Eugene Airpark.

The automobile continued to be the primary form of transportation for most Eugeneans. Motor buses provided public transportation. Rail service was available for travel outside the city, as were bus lines.

Agriculture

Agriculture had become quite diversified by the beginning of the War Era. Grain crops had been replaced by legumes, flax had become a major crop, and grass seed had grown from its infancy to over 5,000 acres in production in the area. Flax became very important to the war effort. The army and navy used the linen thread for parachutes, fire hoses and to sew leather shoes. Oregon was found to be an excellent place for growing flax, and the industry was largely based in the Willamette Valley.[8]

The number of acres of irrigated fields had climbed from 1,400 in the 1930s to over 5,000 in the 1940s. The greenhouse, nursery, holly and bulb industry had doubled since 1930, as had the output by the Eugene Fruit Growers. Remnants of these agricultural pursuits can still be seen in the Willakenzie area in the Chase Gardens and sections of holly, fruit and nut orchards that remain intact. Dairying had become a major industry, particularly in the Bethel area west of Eugene.[9] The Peterson Barn, built as a dairy barn in the early 1930s, is a reminder of the dairy industry that was active through the 1940s in the area.

Agriculture and horticultural pursuits continued to be concentrated in the Willakenzie and River Road/Santa Clara area. Three additional granges had been organized in the outlying areas by 1940. These were the Four Oaks Grange in the Bailey Hill area, the Irving Grange in Irving and the Santa Clara Grange, all of which continued to contribute to the social and political well-being of the farmers.

By 1944, Eugene's business directory included listings for twenty-six florists and greenhouses, several produce dealers, poultry and livestock dealers, and industry related to processing agricultural goods, such as fruit dryers, the cannery, and twenty-three dairies.[10]

Industry

By 1940, agriculture had developed into a major enterprise, but lumber replaced it as the number one industry between 1941 and 1950. The building boom in the 1920s and the continued growth through the 1930s required a greater and greater output of lumber with which to build. Home building had become a major industry as well. In 1940, nine new large mills and twelve new

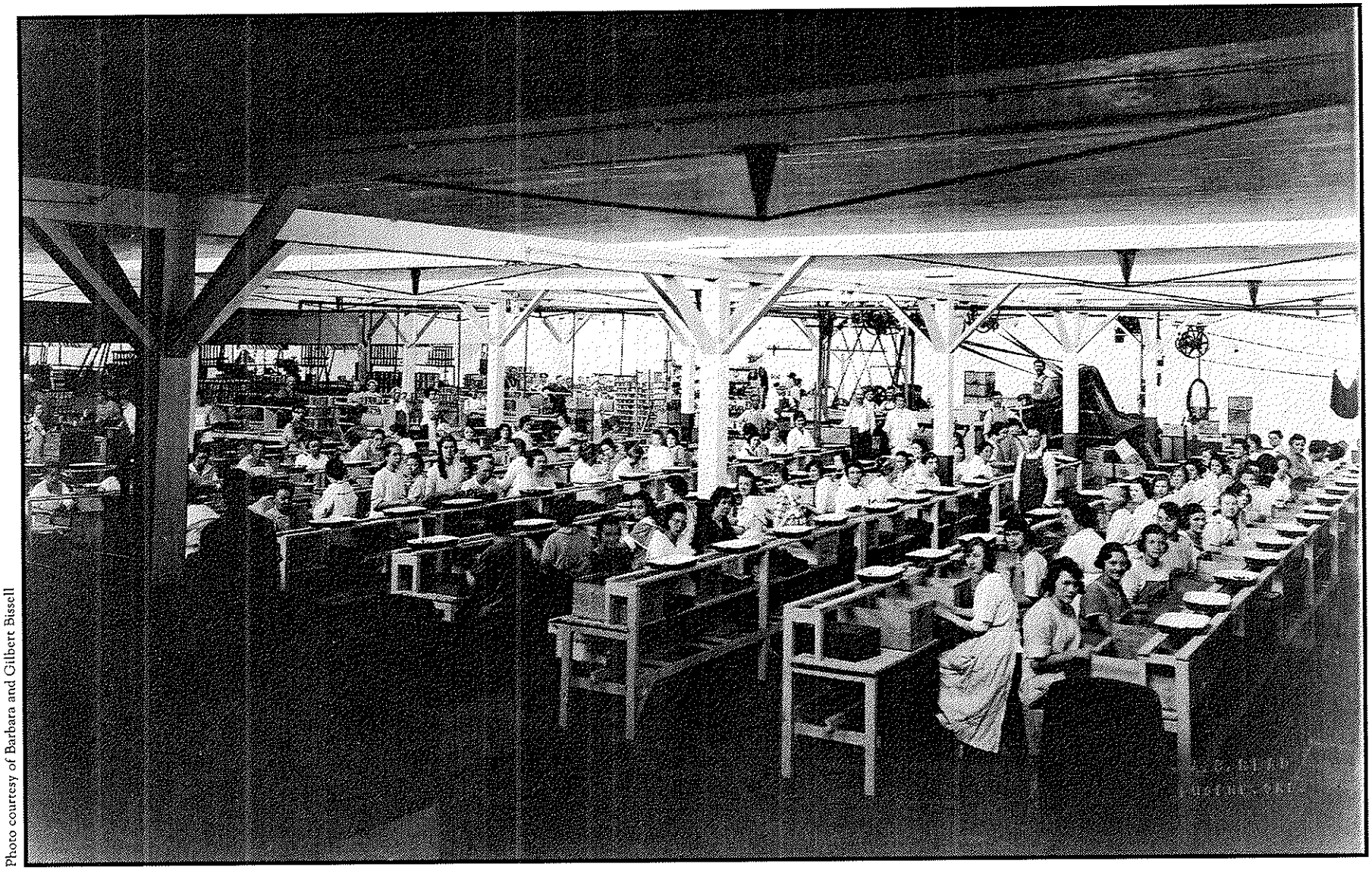

Photo courtesy of Barbara and Gilbert Bissell

Wartime workers at Agripac in downtown Eugene, 1942.

small mills were started in Lane County in hopes of meeting the growing demand for lumber products both regionally and nationwide.[11]

Home building came to a near standstill during the war years, but timber production was an important part of the war effort. Wood was used to build barracks and for many other facets of the war effort and the Pacific Northwest obliged. Following the war, lumber and wood products production continued to increase and became the most important industry in the area, which it remained for several decades.

Commerce & Urban Development

Private construction in 1940 had been the highest since the building boom in the late 1920s, and was slowed only by the coming of the war. There was little construction during the war years, and the 1944 business directory for Eugene does not differ a great deal from the 1936 business directory. In 1936 there are six department stores, eighty-seven grocers, thirty-seven dentists, forty-four physicians, three hospitals, sixty restaurants, fourteen hotels, and five movie theaters. By 1944, there were six department stores, eight-five grocers, thirty-two dentists, thirty-four physicians, four hospitals, forty-five restaurants, thirteen hotels, and six movie theaters.[12] The population of Eugene at this time was 20,838.

Residential Development

Residential development in Eugene during the war years slowed significantly from the pace it had achieved by 1940. Though occasional new homes were constructed between 1941 and 1945, no new subdivisions or additions were recorded until 1945, when the Englewood's Addition, just southwest of the fairgrounds was platted. Growth picked up again following the war, when the sense of prosperity and a forward-looking attitude returned to Eugene.

The University of Oregon

Included here as a thematic category for future research work.

Summary

The War Era lasted only four years, during which time the community and the nation pulled together to support troops in Europe and the Pacific. The lull in development ended with the conclusion of the War in 1945, and Eugene was once again growing and expanding in preparation for the technological leaps made in the Contemporary Era. Eugene's history, like that of many other Oregon towns, is full of periods of growth and prosperity as well as difficult times. Throughout the last 150 years, the astounding feat of formulating a community from a natural landscape has been reflected in the built and natural environment.

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Photo courtesy of Lane County Historical Museum #L75-1191

A respectable garden in Eugene, date and location unknown.

EUGENE'S LANDSCAPE HISTORY

Eugene's Landscape History

In two life times (almost 150 years) Eugene evolved from an aboriginal, self-supporting landscape to an agricultural landscape that sustained hard-working settlers in a small-town environment. The Willamette Valley, where Eugene is located, is a gardener's paradise whose moderate climate allows numerous exotic plants to flourish. Eugene, the second-largest city in Oregon, has a well-developed urban area laid out in the traditional grid pattern and an evolving system of curvilinear roads and cul-de-sacs. Remnants of the historic landscape still visible include old oaks which coexisted with the Native Americans, orchard trees, former river courses, a changing forest ecology, and the ever-present soil types that reflect centuries of intermittent floods. A comprehensive landscape analysis of Eugene is no minor task and should include elements pertaining to the industrial landscape, a discussion on evolving transportation needs, agricultural land, residential gardens, street trees, and public open space. Following is a brief story of Eugene landscape evolution over time. Hopefully, this information will be useful to the urban pioneers of the 1990s as they, like their predecessors, continue to make their imprint upon the land. This section is organized by 50- year time periods, approximately.

1846-1900: The Landscape The Pioneers Knew

Plants are like people. They are much more interesting and appealing if we take the time to know who and what they are. by Kenneth W. Knapp

Prior to the major Euro-American migrations of the mid-19th century the Eugene area was visited by Hudson Bay trappers. In 1826 the noted plant explorer David Douglas made observations on the flora of the Eugene area, as well as other sections of Oregon. In 1846 Eugene and Mary Skinner arrived and took up their 640 acre donation land claim in the area which is now the Fifth Street Market District, the west butte neighborhood and the East Skinner Butte Historic District. The Skinner cabin was located on the west slope of Skinner Butte and the exact location is still a debatable issue. During this same period other settlers arrived to take up land claims, including John Leasure, Hilyard Shaw, Daniel Christian, Charnel Mulligan, James Huddleston and Prior Blair. These settlers began to build their houses and cultivate the land. All of these claims were eventually subdivided to make up the grid pattern that represents a portion of present day Eugene.

With the cessation of prairie burning by the Kalapuya Indians, trees began to naturally grow on the land that was formerly open prairie. Grazing and farming kept many of the flatlands clear, but some of the hills surrounding Eugene began to slowly fill in with forests. Other hills were grazed and even planted in orchards. It was during this period that the native landscape began to experience a dramatic change as the early settlers and their families arrived in the Willamette Valley to farm and make a living by working the land.

With the establishment of the town boundaries of Eugene City in 1852 the millrace was created to power essential industries that were located along the banks of this stream. Any woods existing in the area of early Eugene were cut down to make way for roads, and used as construction material for houses and buildings that were part of the growth of the new city. In 1853 Martha and Charnel Mulligan and Eugene and Mary Skinner donated the four Park Blocks at 8th and Oak Streets for use as a city park and to provide land for the county courthouse. This "town square" design was in keeping with 19th Century American open space traditions, particularly those of New England and the Midwest.

By 1871 the Southern Pacific Railroad had reached Eugene, further advancing the goals of civilization in this pastoral landscape. Running south from the railroad depot Willamette Street became established as the commercial core of the community, with residential development expanding south, west, and east on grided streets. Street trees were planted along this street grid during the 1860s. As Eugene continued to expand to a population of 3,236 by 1900, the oaks and Douglas fir had grown vigorously in the surrounding hills. Skinner Butte was becoming forested on the north slope, while the south slope remained bare. The Shelton-McMurphey house was constructed in 1888 and maples, firs, and cedars in the large garden surrounding the house were evident from Willamette Street by 1920. The south slope of Skinner Butte did not reforest itself, possibly due to the grazing of animals, the thin soil and sunny exposure. The north side of the butte began to grow over with Douglas fir and young maples. A few grand fir established themselves and matured. The Willamette River floodplain underwent major changes in the pioneer period. Between 1861 and 1902 the Willamette River continued to change its course. East of the Ferry Street Bridge and north of Alton Baker Park the river coursed through the area considerably north of its present location with a system of sloughs and waterways existing in the midst of the riparian forest. Historic photographs inform us that by 1902 the southern course was the main channel of the river with the two northern channels filled by sediment, undoubtedly from repeated flooding between 1861 and 1902. This floodplain continued to inhibit agricultural development until the early part of the 20th century, when it was converted to orchards, hop fields, and crop land.

The destination of the early settlers was the "Garden of Oregon," the wonderfully fertile Willamette Valley. Here they found farming conditions that were similar to what they knew in the Midwest and border states. Rainfall was ample, timber readily available, and wheat, fruit, and vegetables grew well. The Willamette River provided adequate access north and south through the valley until the railroads could be built. "The men who first saw the valley said that it was filled with beauty; that it would surely grow anything.[1]" The incentive was high to settle the Willamette Valley with its choice riverbottom land that is well suited for agriculture. Early settlers divided the land and shaped their claims so as to maximize the advantages in relation to terrain, water, soil types and vegetation. The city continued to be surrounded by agricultural land, orchards, wetlands, forested hills and the evolving prairie. Eugene was well positioned for continued growth which marked the beginning of significant change in what was a pastoral landscape.

1900-1945: A Cultivated Landscape

Following the turn-of-the-century Eugene grew by leaps and bounds because of increased population, large scale logging, and the expansion of agriculture in this section of the Willamette Valley. An effective streetcar line serviced most of the community during the first quarter of the 20th century. With the growth of the community came the increased popularity of the automobile, which was a national trend. The first car was brought to Eugene in 1904 and by 1906 there were six automobiles in the city. It was during the 1920s that the automobile became affordable and important to the American way-of-life as more and more people began to embrace their leisure with Sunday drives and picnics further from home, particularly in the surrounding hills and valleys. The automobile, and the subsequent creation and improvement of roads, made formerly inaccessible areas accessible for expanding suburban development. With these transportation amenities Eugeneans no longer had to rely on the horse and carriage to get them where they needed to go. Streets were paved and sidewalks were constructed, much to the relief of the motorist and pedestrian. In 1906 T.G. Hendricks, City Councilor and Parks Commissioner, donated 47 acres to the city for the first city park outside of downtown. Additional land was purchased to create the park which bears his name. The donation of Hendricks Park was in keeping with the influences of the Progressive Era and the City Beautiful Movement, which had gained popularity after the Chicago Columbian Exposition of 1893. The work of Frederick Law Olmsted and Charles Eliot had promoted park and open space design as an important component of urban planning. In 1910 Melvin Miller donated a two-acre site in southwest Eugene for a city park. The Eugene Water Board deeded Skinner Butte to the City in 1914 to preserve its beauty and historical value. This land comprised the principle parks for the city until the parks initiative gained full momentum in the 1930s.

The south hills of Eugene were being covered by succession growth. By 1910 some areas were ready to be logged. The subsequent logging of the hills modified the landscape ecology of the area. By 1920 the southern limit of Eugene extended as far as 19th Avenue, with areas further south covered in orchards, farmland, and the ever-evolving forests.

The beginning of the century saw the removal of much of the riparian forest to accommodate the need for more agricultural land. After 1880 much of the nation's wheat was being grown in the Great Plains as well as eastern Oregon and Washington, which resulted in the conversion of wheat fields around Eugene to pasture. With the removal of the riparian forests sand and gravel extraction became a profitable enterprise, particularly with the increased need to improve roads and highways. One of the larger quarries of this period operated along the Willamette River in Alton Baker Park and the riverfront lands of the University of Oregon. The basalt columns site on the west slope of Skinner Butte was probably the first quarry in Eugene with gravel being used for street improvements and the basalt rock used for foundations and retaining walls in Skinner Butte and Hendricks parks, and other locations.

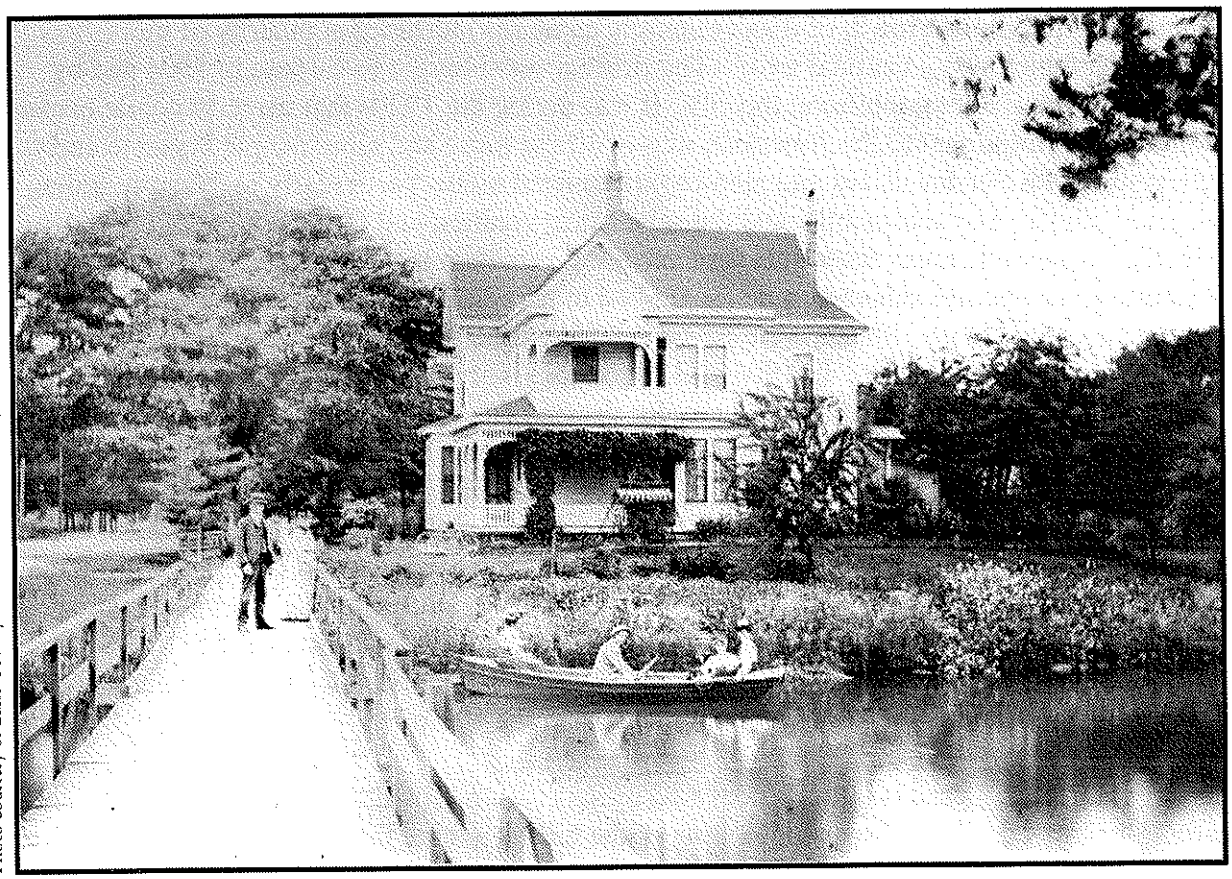


Photo courtesy of Lane County Historical Museum #16E/L75-1132

Queen Anne style C.S. Frank House, around 1900, on East 9th Avenue (Broadway), where International House of Pancakes is now located.

The beginning of the century saw many farm families involved in the production of market produce. Frank Chase sold produce door-to-door and was the first in Eugene to market hothouse vegetables as early as 1895. In 1921 he and his family began marketing cut-flowers on a large scale. Chase Gardens became the largest producer of cut roses and orchids for the wholesale market in the Pacific Northwest. They shipped cut-flowers to all parts of the country after air freight became affordable.

The Eugene Country Club was founded in 1899 with its office on South Willamette Street. This club is the second oldest country club in the state, with Waverly in Portland being the first. In 1923 the club moved to their present location on "Country Club Road," where they established the first golf course for members. The Young-Ford-McAllister properties were purchased and Chandler Egan, one of the nation's greatest tournament golfers laid out the magnificent 18-hole golf course which was known as one of the best golf courses in the state. The Oakway Golf Course was originally constructed as an 18-hole golf course in the 1940s. After some of the property was sold off for residential construction the course was converted to an "Executive Course." The nine-hole Laurelwood Golf Course came into city ownership in 1968. This course had been an 18-hole course that was established in 1929.

During this period the University of Oregon continued to expand and develop the campus to suit the needs of the academic community. The campus was originally sited in a pasture, but with time trees were planted and a system of roads and walkways became well established between the monumental campus architecture. Ellis F. Lawrence, the dean of the School of Architecture and Allied Arts, deigned the first unified and long-range campus plan in 1914. This plan was modified by Lawrence in 1923 and 1932. Today, the University of Oregon campus is one of the city's finest "landscape parks", with an exceptional collection of trees, rhododendrons and shrubs.

The first airplane landed in Eugene in 1918. One year later the Eugene Airpark opened at a vacant pasture on the south end of Chambers Street. Mahlon Sweet was the guiding force for the development of aviation in Eugene until his death on December 14, 1947. A favorable bond measure in 1922 facilitated the development of the airpark. During the early 1930s the airpark began to consider the needs of commercial airlines. The Airpark provided an important training function during World War II. With the changes in aviation technology of the early 1940s it was decided that a new airport was needed further out of the city. The new airport was named the Mahlon Sweet Field and was dedicated in May of 1943. The former Airpark was developed as Westmoreland Park and lots for single-family housing after the move. Mahlon Sweet Field was renamed the Eugene Airport in 1989.

By the 1930s Eugene was well known for its tree-lined streets. With an attitude of civic pride citizens promoted a scheme to forest the south face of Skinner Butte in 1934. This idea developed with the Chamber of Commerce and was supported by the American Legion, who saw an opportunity to honor the war dead. The butte was planted on November 12, 1934, Armistice Day, by a legion of volunteers. The hundreds of trees and shrubs had been gathered by the Civilian Conservation Corps, the Forest Service, as well as donations from the Peavy Arboretum

at Oregon State College.

With the assistance of the local Works Progress Administration in 1938 the Willamette Stadium Ball Field, now known as Civic Stadium, was constructed. The land was leased by the city after a favorable vote on a bond measure and an impressive fund-raising campaign was launched by dedicated citizens and the Eugene School District. The stadium was used for semi-pro baseball clubs and high school athletics. Rodeos were held at the stadium for a number of years. The stadium is still a prominent landscape feature along south Willamette Street.

Also in the 1930s Eugeneans took a great step to provide for a future park system in the city. After citizens learned that Spencer Butte was to be logged local outcry resulted in a bond measure that raised the funds to purchase the butte in order to preserve it in its natural state for future generations. The citizens of Eugene were recognizing the hills around them and taking steps to preserve some of the natural beauty of the area.

During this period, Eugene was growing and expanding to the west, at South University, Fairmount, and the College Hill areas. Industrial and commercial development was expanding in the northwest part of town, partially due to the proximity of the railroad and the Pacific Highway. In south Eugene the Amazon stream with its clay soils and periodic flooding prevented development along it for many years. During the 1930s a series of flash floods caused the city to request federal flood control assistance. After a series of delays and red tape the Army Corps of Engineers was authorized to straighten and deepen the Amazon.

With development at a standstill during the Great Depression and through the Second World War Eugene remained a small town with a population of 20,838. Like the rest of the country the populace focused their attention on the war effort, and the "Victory Gardens" of that era were probably a notable landscape contribution towards the end of this period.

1945 To Present: The Modern Landscape

Following the end of the Second World War in 1945 Eugene's population rose from a little less than 21,000 in 1940 to 35,879 by 1950 and 50,977 by 1960. Eugene had become a significant wood products processing center with the logging of the Cascade and Coast Range forests. The post-war economy focused on reconstruction and new housing across the nation and Eugene entered a period of phenomenal growth and residential expansion. Subsequent expansion of commercial and industrial centers occurred along the primary transportation routes, which further diminished the agricultural and pastoral landscape. It was during this period that livestock grazing and fruit and nut orchards were greatly abandoned. Agricultural land was converted to residential subdivisions with a great variety of exotic nursery stock utilized in planting schemes.

By 1946 the City Parks Department was reorganized and with the hiring of Don January Eugene had its first full time parks superintendent. During this same period comprehensive long range planning was implemented as a function of city government. West Eugene was greatly

developed in the 1950s after the Eugene Airpark moved to its present location. Flood control on the upper Willamette River was securely established by 1950 allowing for the development of previously wet land that had been located within the flood plains. With flood control in place the forest ecology changed and flourished. Willow, alder, cottonwood, Douglas fir, and big leaf maple began to grow in areas where it had never grown before.

By 1958 the Army Corps of Engineers had completed the Amazon channel all the way to Fern Ridge Reservoir. New schools and parks were built on the previously vacant land along the Amazon slough, including Amazon Family Housing at 24th and Patterson as early as 1947. Amazon Park was greatly developed in the 1950s and 1960s. Today it is part of an impressive series of bicycle and jogging paths that meander through much of the city.

During the 1960s and 1970s the city continued to expand in all directions, with the south hills greatly subdivided and developed. Houses replaced many of the filbert and walnut groves in the River Road and Willakenzie areas by 1950. In the next twenty-five years curved streets with cul-de-sacs were constructed over the agrarian landscape of these areas. The rampant growth of these decades led to the establishment of the Land Conservation and Development Commission (LCDC) in 1974. Nineteen statewide land use goals were established with the intention of preserving Oregon's unique and natural features from overdevelopment. These land use goals have helped to shape the look of Eugene up to the present day.

Eugene's Cemetery History

The cemetery, both as a place and a landscape, has spiritual and mystical overtones. It is a distinct and positive expression of religious ideology on the land. The cemetery is a cultural landscape that has definable visual characteristics based on individual forms, such as tombstones, trees, curbs, and fences. It is a place that is carefully arranged.

Eugene's seven historic cemeteries (Gillespie, Laurel Hill, Luper, Masonic, Mount Calvary, Mulkey, Pioneer) exhibit little ethnic diversity or religious uniformity. Eugene was dominated by mixed Protestant faiths in the early years. Immigration to Eugene in the 19th century was from the Midwest and southern United States, not directly from foreign countries or by one particular religious group. The cross form is conspicuously absent in Eugene's cemeteries and is probably attributable to the small number of Catholics in the area. The general trends in monuments can be summarized briefly. Early stones were simple tablets, and were usually about thirty inches high. After the Civil War (1865) height and ornateness increased, and by 1890 the tall obelisk was common. After 1905 monuments became more simple and height decreased to less than thirty inches. Grave markers can reflect the wealth and prestige of the lot owner, or family.[2] There are good and bad neighborhoods in cemeteries, just like cities and towns. This differentiation of space probably reached its peak at the turn-of-the-century in Eugene. A hilltop location, or specially landscaped section of a cemetery still brings the highest price.

Segregation in death appears to be as much a reality in America as segregation in life. In some

cemeteries minorities are given peripheral graves in the "bad" neighborhoods of the cemetery. In some cases minorities have been excluded from Eugene's cemeteries. Early cemeteries were frequently located on tops of hills (like Masonic, Mulkey, Mt. Calvary, and Gillespie). The hill is a deeply rooted symbol in the Judeo-Christian heritage. Hilltops are not susceptible to flooding and possess the least agricultural value. Our rural and town cemeteries are laid out on a strict compass-oriented grid. The "streets" are walkways and the "blocks" are family burial plots. The curvilinear carriage path is a typical feature of turn-of-the-century rural cemeteries, like at the Masonic. Shrubs, grass, and evergreen and deciduous trees amidst a network of paths and roads provide the framework for most of Eugene's cemeteries, with monuments adding interest and variety to the landscape.

In most cases the oldest monuments are a noticeable cluster in Eugene's cemeteries. Newer monuments spread out like residential sprawl of the city. The oldest part is often at the summit of the hill, with new rings of growth on the downhill slopes. In the cemetery, architecture, "town" planning, display of social status, and racial segregation, all mirror the living, not the dead. Cemeteries, as the visual and spatial expression of death, may tell us a great deal about the people who created them and developed our city.

Eugene's Park History

The first public land that was used as a public park was donated by the Skinner and Mulligan families in 1856. These four city blocks became the public square that are today known as the Park Blocks. They were used for band concerts, county fairs, community gatherings, and of course for relaxation. Following construction of the first courthouse the park blocks were reduced in size. In 1905 the city adopted a "home rule" charter which allowed the city to"purchase, hold, and receive property for use as City parks upon the recommendation of the library board."[3]

As the automobile became popularized Eugene was forced to adapt to the pressures to adopt an expanded park program to provide for tourists who were exploring the beautiful Willamette Valley. Eugene voters approved a $10,000 park improvement bond to construct a free auto tourist camp along the Willamette River and make improvements to other existing parks. The Fred Lamb Cottage in the park is the lone survivor of this auto camp.

With the development of the Riverwood subdivision Sladden Park was added to the system in 1926. The first supervised recreation program was introduced in 1927 with the creation of a Public Recreation and Playground Fund. A Playground Commission was established and with the participation of many parents was enormously successful in the summer months. Following the stock market crash of 1929 Eugene's park program ground to a halt. However, in 1932 Frank Chambers donated 4.3 acres for Kiwanis Park.

By 1943 Eugene had an inventory of seven park sites. The city had acquired park land on the three most visible buttes in the community, ensuring their protection through public ownership.

Eugene's early history of acquisition was through donation by civic minded citizens. During the second phase of park development Eugene became actively involved in paying for park acquisition.

In 1944 a citizen based "Recreation Commission" was established to make recreation and park related recommendations. Their involvement resulted in the construction of the Jefferson swimming pool, acquisition and development of five neighborhood parks, and the adoption of a long-range acquisition and improvement program. In 1946 recreation services were consolidated into the Parks and Recreation Department. A year round parks and recreation program was initiated under Don January. Also in 1946 the Century Progress Fund was created to organize the acquisition of Amazon Park. The Progress Fund worked for seven years to acquire ownership of 90 acres from fifty land owners. Amazon Park was dedicated in 1955.

Howard Buford arrived in Eugene in 1945 and was the first planning consultant for the former Central Lane Planning Council. He received his degree in landscape architecture from Oregon State College in 1933. He came to Eugene after working for the National Park Service, the State of California and the Army Corps of Engineers. Sometime after his arrival he came to envision a "Central Park" for Eugene. Buford arrived at a propitious time because the community was badly in need of planning and park acquisition.

Buford became concerned about the north bank of the Willamette River between the Ferry Street Bridge and Springfield. He felt the site was perfect for a large metropolitan park and believed that the only way to save the land for park purposes was to remove it from private hands. To accomplish this he helped interest the State Highway Department in acquiring more than 100 acres of land as a source of gravel for construction of Interstate 5 during the late 1950s. At a later date the state agreed to sell 92 acres of the tract to the University of Oregon for part of its stadium site. In 1951 the Eugene Park Study identified the recreational potential of the site for the Central Lane Planning Council.

The 1950s were an era of massive highway, water supply, and power development projects. The Eugene area had become a lumber capital of the state and a movement was established to make the area a cultural and recreational center. The creation of a metropolitan park was in keeping with the community's goals. In 1959 new roads were being created in and around Eugene, as well as a number of new subdivisions. There was a concern that subdivisions would engulf the farm land on the north shore of the river if it was not put into public ownership. Tex Matsler, director of Eugene's Bureau of Parks and Recreation, stated that the site had long been envisioned as ideal for serving the entire Eugene-Springfield metropolitan area as the first "truly regional" park.

By the close of 1959 the populace and government officials were committed to acquiring the land that would be needed to create the North Bank Park (Alton Baker Park). Buford retired in 1973 as planning director of the Lane Council of Governments, after 28 years of service. Thirty five years later his vision for a metropolitan park is still appreciated by citizens of Eugene,

Springfield and Lane County.

The 1960s were an era of more park acquisition and the development of neighborhood community centers. The community centers expanded recreational opportunities with a variety of programs and classes which operated on a year round basis. The Celeste Campbell Senior Community Center began in 1958 and developed at its present site in 1967. Westmoreland Community Center was completed on part of the site of the former Eugene Airpark in 1967. Additional centers included Amazon Village (1973), Trude Kaufman Senior Center (1973), and Petersen Barn (1976).

Following the construction of Jefferson Pool in 1948 the Amazon Pool was constructed in 1956. Sheldon Meadows Pool followed in 1966 and Echo Hollow Pool was completed in 1969. Other accomplishments of the 1960s included the acquisition of Minnie L. Washburne Memorial Park in 1962. The nine-hole Laurelwood golf course was purchased by the city in 1968. Since golf in Eugene was limited to private facilities this was an important acquisition for Eugene's golfers. Between 1944 and 1969 the parks system had strengthened its identity with four community centers, the formation of a separate Parks and Recreation Department, and an aggressive acquisition program At the end of the decade Eugene was on its way to becoming an "All-American City." Eugene was awarded the Gold Medal for excellence in park and recreation management in 1969. The next decade was a period of great social change in Eugene, as well as a time for new directions in recreational planning for Eugene.

Summary

The transportation corridors that were established in the early days have been widened, paved, improved and connected to the ever-expanding street and highway systems of the community. Some of these roads date back to the settlement era and are significant as early trail routes. Eugene has numerous historic trees that are located along the streets and within the confines of private yards and gardens. In addition there are many landscapes that were designed by landscape architects that are yet unidentified. In the industrial areas of Eugene we see an evolving landscape as some of the lumber mills close down or adapt to changing needs. This includes the filling of log ponds, the removal of railroad spurs, and the disappearance of obsolete industrial buildings that were used to house logging operations. The industrial imprint is on the land and is currently an evolving landscape form. In a few minutes drive Eugeneans can leave the city and enjoy the rural quality of the agricultural land which still surrounds the city. As one moves through the community there is still strong visual evidence of our agricultural past, which includes orchards, truck farms and small pastures with the appropriate fence types. The Willamette River will always be one of Eugene's spectacular natural features. The elaborate system of parks and bike paths that run along the river allows all citizens the opportunity to enjoy the quiet views that are associated with this landscape. Wetlands, streams and riparian zones are yet another aspect of Eugene's landscape history.

Landscape Identification

Eugene Cemeteries

GILLESPIE Gillespie Cemetery is a hillside landscape which was once part of the homestead of the Reverend Jacob Gillespie. Gillespie purchased the land claim from Adam Peek in 1852. In May of 1895 Jacob and Elizabeth Gillespie donated a parcel of land measuring 12 by 14 rods on the north end of Gillespie Butte to the Gillespie Cemetery Association to be used as a burial ground. On March 9, 1896 the cemetery association met and elected officers and trustees. The Gillespie Cemetery Association continues to meet to this day, and have maintained impeccable burial and business records. The cemetery landscape is rugged and wild. Vegetation is native and the grass is unmown. The cemetery is laid out on a grid with all burial plots numbered. Graves face eastward and markers are placed on the west end of the grave. North of the cemetery a stand of magnificent oaks exist.

LAUREL HILL This cemetery is located in Glenwood, the small riverside community between Eugene and Springfield. Zara Sweet, Daniel McVey and Charles Sweet were all donation land claimants in the Glenwood area. Glenwood Park was platted in 1888. Laurel Hill Cemetery is an eleven acre site overlooking Interstate 5, on the old Thomas Judkins land claim. Judkins purchased his claim from Zara Sweet in 1857 and additional land from Daniel McVey in 1863. Thomas Judkins died in a wagon accident in 1878 leaving behind his wife Lucinda and two sons, Edward A. and Edmund D. The cemetery was later deeded to the Springfield International Order of Odd Fellows Lodge #70 by Edmund Judkins. Laurel Hill is the pioneer cemetery for Glenwood and Springfield. Springfield's original pioneer cemetery was located at South 4th and "C" Streets, but was closed to internments in 1900. Around 1912 remains were moved to the Laurel Hill cemetery. Since 1975 the old cemetery site has served as a pioneer memorial park. Notable burials include: the Briggs family, the founders of Springfield; Albert Walker, Springfield's first mayor; and Charnel Mulligan, a co-founder of Eugene City. The oldest grave is that of William Sweet, a child of Zara Sweet dating to 1855. The cemetery has served as the resting place for both community's indigent population.

The cemetery was platted in 1912 with nine rectangular sections and a circular turn-around at the center of the cemetery. Many of these sections contain the family burial plots with five grave sites. A Pauper's Field was set aside around the turn-of-the-century. The cemetery is located on the crest of a hill and is named after the Laurel trees (Madrone), which dominate. Additional species include Douglas firs, big leaf maple, Incense cedar and Western white oak. Imported species include an English hawthorn on the Judkins plot, and hollies, wild rose and a lone birch tree.

LUPER This cemetery has been used as early as 1857. It was part of the Donation Land Claim of the Baker Family. The land is flat and planted and was Irving's original cemetery.

MASONIC On June 10, 1856, Masonic Lodge #11 was organized in Eugene City. In 1857 a request was submitted to the Lodge to establish a burial place for the citizens of Eugene. A cemetery search committee eventually located six acres owned by Fieldin McMurry which was purchased for $200. The Lodge agreed to this arrangement and even provided a family burial plot for the McMurry family. Eugene's first brickyard was in operation at the northeast corner of the cemetery. Eugene's first schoolhouse, Point of the Hills School, was located near the cemetery as well. The first survey of the cemetery occurred in April of 1859 with four acres laid out in lots 20 feet square with 8-foot wide alleys. Individual lots were sold for $15. Masons were able to purchase lots prior to public sale. Four lots were selected to bury transient and poor Masons. At a later date some lots were set aside as "paupers" lots. In October of 1859 four additional acres were purchased which expanded the cemetery to its present size of 10 acres. Elizabeth H. Parsons was the first recorded burial and many Eugene citizens are interred at the cemetery including early legislators Harrison Kincaid and John Whiteaker. University of Oregon founders and faculty, George Collier, Dr. Thomas Condon, Samuel Friendly and Maude Kerns. And Lane County Donation Land Claim Families including: Blair, Bristow, Harlow, Leasure, McMurray, Spencer and Skinner.

The cemetery was developed and improved over the years. The landscape was cultivated and lot owners planted trees, shrubs and flowers. Prior to 1900 families visited the cemetery to pay respect to their deceased, as well as to have a family outing and picnic. During Eugene's streetcar era the Masonic Cemetery could be reached on the Fairmount Line, with the streetcar tracks originally located in the northeast corner of the cemetery.

In 1905 certain cemetery lots were vacated for the construction of the carriage road that currently exists in the cemetery. Burial lots were also vacated in the southwest corner of the cemetery in order to construct Hope Abbey Mausoleum. In 1912 the Masons hired Ellis F. Lawrence as the architect to design the Hope Abbey Mausoleum. Lawrence became the first dean of the University of Oregon School of Architecture in 1914, the year that the Mausoleum was completed. Ellis Lawrence was classically trained in architecture and his choice of the Egyptian Revival Style for the design of the mausoleum was appropriate for the period and particularly for funerary architecture. Cost of construction was around $40,000. The mausoleum was dedicated on June 4, 1914 with a large ceremony. A time capsule was placed in a receptacle within the mausoleum, which is to be opened in 1000 years, which would be the year 2,194.

MOUNT CALVARY This Catholic cemetery is located on a hillside above Crest Drive in south Eugene. It dates to December 23, 1889, when Peter and Cecilia Erz donated three acres of land to St. Mary's Church. The first recorded burial, that of Emelia Kuemmel, took place four years later, on December 2, 1893. Since then over 2,300 graves have been added, including that of Father Daniel P. Curley in 1945 at the foot of the cross. From 1943 to 1949 Whitey Whitsell served as caretaker, and Hugh Stewart succeeded him from 1949 to 1963. The trustees established perpetual care about 1952, and from then on a continuous effort went into landscape improvements. The lot markers and irrigation system came as an early part of

this renovation, and, in 1969, a small office and chapel was constructed. In 1980, storage and workshop space increased with the razing of the little house and its adjoining buildings and the erection of the present structure. The purchase of additional property brought the cemetery's acreage to its present total of 12.78 acres.[4]

MULKEY The Mulkey Cemetery is named for Philip Mulkey (1802-1893), a Kentucky preacher and farmer who arrived in Oregon in 1853 at the age of 51 with his wife Martha and many of their nine children. They were early Donation Land Claim holders in west Eugene. The family farmed and Philip was the first traveling preacher in Lane County. The first decade in Oregon was difficult for the family because Martha Mulkey and three of their children died between 1862 and 1865. Their burials, along with others, led to the beginnings of the Mulkey Cemetery. The hilltop cemetery reflected the pioneer fear of flooding. The cemetery was rural and primarily used by farm families.

By the late 1870s there were more than 25 graves at the cemetery. In the 1880s Philip Mulkey joined with John and Elizabeth Baily and T.J. & Mary Lindly to donate the necessary land for the cemetery. The cemetery takes in views of the South Hills, the Coast Range and the Cascades, and at one time was surrounded by the cherry and pear orchards of Edward Hawkins. Hawkins came to Oregon on the "lost wagon train of 1845." He moved to Eugene in 1884. Edward's son, Virgil Hawkins, managed the orchards until his death in 1956, after which the orchard was subdivided as "Hawkin's Heights."

PIONEER CEMETERY (I.O.O.F) The cemetery was established by the Spencer Butte Lodge No. 9 of the International Organization of Odd Fellows, in 1872. Originally it was platted with 10 acres, but 5.9 acres were added in 1907. The cemetery was laid out with wide roadways on a flat site. The roadways are named Walton Lane, Risdon Lane, Kelley Drive, Dorris Avenue and Conger Lane. All of the plots (usually for 4 or 8 burials) were sold by 1930 when the Odd Fellows established West Lawn Memorial Cemetery, which left the Pioneer Cemetery without provision for perpetual care. In an effort to establish funds for perpetual care the Oddfellow's Cemetery Association was founded and permission was granted to vacate the east-west alleyway so this land could be sold for burial spaces. Few of these lots were sold and over the years the association has survived, and maintained the cemetery, through annual dues and donations. During World War II, the cemetery was minimally maintained. By 1956 the lot owners association needed to be revitalized. During a fund raising drive the association raised enough money to erect a pumice block maintenance building with rest rooms and city water at the southwest corner of the Memorial Square. The name of the organization was officially changed to the present "Eugene Pioneer Cemetery Association."

The IOOF Cemetery has 119 Civil War veterans buried in its grounds. John S. Covell, a Civil War veteran, donated funds to erect a monument to the Civil War dead. On December 9, 1905 a seven-ton statue of a Union soldier with rifle at rest, sculpted of Vermont blue marble, was delivered from the Vermont Marble Company. Other significant plots include the Spanish-American War Veteran's plot with 20 burials; The Ladies of the GAR plot, with six burials;

and the Women's Relief Corp, with four marked burials. The 15 plus acre site is characterized by a variety of mature ornamental trees, both deciduous and coniferous. The principal roads are lined with mature Douglas firs, many of which were damaged in the Columbus Day storm of 1962.

Eugene Parks

Hendricks Park (1906)

Today, Hendricks Park contains 81.5 acres of park land. T.G. and Martha Hendricks donated 47 acres of land in 1906 as the first city park. Following the Hendricks donation the city purchased 31 additional acres to increase the area. By June of 1911 some improvements had been made to the park, including a road. Other improvements included two wells, tables, and swings,

In 1912 two elks, which were purchased for the Elks Convention, made up a very small zoo, which lasted until 1961. An observation tower was erected in 1936 in the southwest corner of the park, which is no longer standing. During the 1950s the park saw improved roads and increased parking. The hiking trails were expanded along with the installation of fireplaces for outdoor cooking. The log picnic shelter was completed and dedicated in 1938. Francis M. Wilkins, long time chairman of the city park board, was instrumental in its construction. The Rhododendron Garden is one of the main features of the park. The garden was established by the Eugene Rhododendron Society in January of 1951. Many of the plants have been donated, and there are a series of memorials throughout the Rhododendron Garden.

Skinner Butte Park (1908)

The history of this land is unique, particularly for its historical association with the city's founder, Eugene Skinner and as a geographical landmark that is prominent throughout most of the community. Prior to park development portions of the park were the site of early industry including: a sawmill, an excelsior plant, a gravel plant, shingle factory, a shipyard, and at its eastern edge the crossing for the Ferry Street Bridge. In 1888 Dr. and Mrs. Shelton donated a small piece of land on the summit of the butte to the University of Oregon for educational purposes. The University's observatory was located here for many decades. The property is now occupied by a radio transmission building and observation platform. As the automobile became increasingly popular after 1904 there was more demand for tourist camps that would accommodate overnight travelers. An auto camp was developed in the park and could accommodate 200 campers. In 1908 a bond measure allowed the city to purchase Skinner Butte for $140,000 as part of the development of a municipal water and light department. On July 6, 1914 the butte was dedicated by a concert with the Eugene Band, dancing, and fireworks. The original acquisition was for 67 acres. Over the years the park has increased to include 92.85 acres. The old reservoir was removed in 1973. The park has always been a recreation hub for residents of Eugene. A baseball diamond, swimming hole and bath house all

existed prior to 1930. After the Willamette River became so polluted in the late-1930s swimming had to cease.

One benefit of the Great Depression was development of regional, state and national parks by the make-work programs established through the Work Progress Administration. Skinner Butte Park was the regional camp and headquarters for the Civilian Conservation Corps. The basalt retaining walls and steps, and some of the plantings were accomplished by the CCC boys. The Fred Lamb Cottage was remodeled in 1951 from an open picnic shelter to an enclosed building. The basalt columns on the west slope of the butte are a favorite area of the park. Today the columns are used for practice by climbing enthusiasts.

Skinner Butte Park was home to Eugene's zoo as early as 1920 when the Eugene fire department presented a bear as a mascot to the city. Following this a succession of critters were exhibited, including: monkeys, raccoons, skunks, porcupines, pheasants, ducks, roosters and assorted birds. The zoo was disbanded in 1970 after citizen outcry about the unnatural conditions for the animals. The Eugene Register Guard of December 10, 1970 explains: "...animal exhibits are minimal and the facilities are less than luxurious,...the animals were properly fed and cared for, their cages, however, did not provide a natural setting and were probably more a source of embarrassment and pity than of enjoyment for the visitors." In 1971 the Lane County Historical Society dedicated the half scale reproduction of Eugene and Mary Skinner's Cabin, which was installed on the natural terrace on the south side of the park.

Melvin Miller Park (1910)

The City acquired the park in 1910 and dedicated it to George and Lizzie Miller. Melvin Miller had been the key promoter of the development of the Fairmount neighborhood. The park is undeveloped.

Sladden Park (1926)

This 4.45 acre park was purchased in 1926 as part of the subdividing of the Riverwood area. The park remained undeveloped until 1944 when a millage levy allowed for installation of play equipment and a wading pool. In 1946 a controversial decision by Judge George F. Skipworth ruled that World War II veterans would be able to install travel trailers in the western half of the park to help alleviate the housing crunch that was occurring because of the G.I. Bill. The trailers were to be removed in 1948, but provided housing for a series of students until 1960. The Veterans of Foreign Wars contributed $1,500 towards the cost of installation of the play equipment at the northeast corner of the park. After removal of the trailer park in 1960 the land was cleared and a picnic area, basketball court and tennis courts were installed. Old street lights were installed to illuminate the park for night use. Plantings are laid out in a traditional scheme that is pleasant for a neighborhood park.

Spencer Butte (1938)

This 305 acre park might have the most dramatic history of all the parks in Eugene, according to local legend. The Indians called this butte "Cham-o-tee", which meant rattlesnake mountain. Trappers from the Hudson Bay Company knew of the butte since they traveled near it on their way south towards California. It is from this period of expeditions that the butte received its name. The story explains that a young Englishman, named Spencer, was killed by Indians while hunting on the butte. However, Lewis McArthur, informs us that Miss A.J. Allen's book "Ten Years in Oregon", published in 1848 describes the naming otherwise. According to Allen the butte was named Mt. Spencer, after John D. Spencer, then secretary of war by Dr. White, who was exploring the area to establish an immigrant route. A few settlers lived in the vicinity of the butte, which warranted a post office between 1853 and 1855. For many years the butte belonged to Charles Church, who was prominent in the steamboat business around 1870. A Dr. Giese from Portland fell heir to the butte through his marriage to Ida Church Giese. In a spirit of civic pride Eugeneans ran a spirited campaign to raise funds for a down payment necessary to buy 240 acres of land to prevent the site being sold to a logging concern. Following acquisition, the park was enhanced by construction of bridle paths and trails that were developed by the CCC boys. This comprised all development in the park until the 1970s. In 1951 there were complaints registered that the goats on the butte were a nuisance to visitors. Local residents pointed out that they kept the undergrowth maintained. In the 1960s and 1970s improvements were made to include a parking lot and much improved trails.

Washington Park (1940)

This park was acquired in 1940 and consists of 5.55 acres. It is well developed with tennis courts, wading pool, basketball courts, ballfields, lights and picnic area.

Country Lane (1944)

This park was acquired in 1944 and today has some play equipment, a ball field, and a paved tennis court.

Amazon Park (1946)

This park consists of 79.5 acres located between 20th and 29th Avenues, near Hilyard Street. The Amazon Creek flooded seasonally until 1954 when the creek was channeled and contained. In 1946 the city purchased the first 28 acres. Between 1952-1958 local citizens sponsored a fund raising drive to acquire additional land, which was known as the Century Progress Fund. Prominent members included Orlando John Hollis of the University of Oregon, Loy W. Rowling, a banker, Alton F. Baker and William M. Tugman of the Register-Guard, and Donald R. Husband. In addition to land acquisition the Century Fund raised money for the development of play areas in the park.

The earliest improvements were made in 1952 and 1953 with the construction of two softball fields north of 24th Avenue. The Eugene Softball Association in conjunction with other local organizations donated the labor to carry out the 6 acre improvement. Between 1953 and 1954 fifty seven lots were purchased for park land. In 1956 a baseball field was constructed south of Roosevelt Junior High School for joint use by the city and 4J school district. In 1957 a diving pool, racing pool, and beginners' pool were completed. In 1960 a wading pool was constructed and the U.S. Air Force donated an obsolete F89-B Scorpion jet, which was installed in the park. One of the more bizarre projects over the years was to construct a children's fairyland in the park, similar to one developed at Oakland, California. Development has continued in this park into the present.

Owen Rose Garden (1950)

This 6.52 acre garden was donated by Mr. and Mrs. George Owen in 1950. George Owen was a local lumberman and former City Councilor, and a philanthropist. The park was originally 4.89 acres and at the outset of development included the planting of 1,500 rose bushes and two acres of lawn. The initial collection of rose bushes was donated by the Eugene Rose Society and various interested collectors and growers. At the northwest corner of the Rose Garden stands the Black Tartarian cherry tree which might have been planted in 1860. This is believed to be the largest cherry tree in Oregon and one of the largest in the United States.

Westmoreland (1955)

The site is part of the original Eugene Airpark which was established in 1919. The park site was developed in the 1950s and 1960s. The runways were too costly to remove so tons of fill were brought in and mounded on the site. Athletic fields, tennis courts, irrigation system, lighting and community center have all been installed in recent years.

Washburne Park (1958)

The 4.68 acre park was originally part of the residence of Carl and Narcissa Washburne, which was located at 2425 Fairmount. The house was built in 1915. The garden was designed in the 1920s by George Otten, presumably a University of Oregon landscape architect. A main feature of the park was a concrete wading pool, which was removed after city of Eugene ownership in 1961. The stone wall along the perimeter of the park were constructed by Italian masons. The park was dedicated as the Minnie L. Washburne Memorial Park in 1948, after Carl's mother. Carl Washburne died in 1948 and Narcissa maintained the grounds until her death in 1961. The City of Eugene purchased the park in 1961 for $10,000. The park is predominantly open in the center with plantings of lawn. A variety of trees are massed and clustered around the circumference of the property. Predominant tree species include Douglas fir, Coast redwood, California incense cedar, Big leaf maple, Norway maple, Vine maple, Cherry, Plum, Horse chestnut, Black locust, American elm, Western red cedar, White poplar, Weeping willow, Norway spruce, English laurel to name a few.

Eugene's Landscape History Endnotes

1. Moore, McCornack & McCready, The Story of Eugene (New York: Stratford House, 1949), 2.

2. Traditionally, class distinctions within the cemetery were based on size of lot and size of memorial or mausoleum. Historically, the rich man's grave was marked by a large memorial or mausoleum, the poor man's by a small head or footstone, or perhaps by the absence of a stone.

3. Eugene Parks and Recreation Plan, p. 59.

4. Sister Caroline Gimpl, S.N.J.M., Cleora Mersdorf, & Parishioners, St. Mary's Parish Centennial (Eugene, Express Press Printing & Graphics, 1987), 38.

Photographer: Elizabeth Romane/Photo courtesy of Lane County Historical Museum #L80-231

Mrs. Whetstone with her fly rod, creel, and prize catch of trout.

Significant People

List of Significant People

The following is a listing of persons whose lives have had a significant impact on the development of the Eugene area. The list was developed through the course of historic research, and is not necessarily comprehensive, although every attempt has been made to include all persons who played a role in public life during the historic periods. Dates of birth, death, and involvement were included when available. Information has been gathered chiefly from the Eugene Downtown Area historic context statement, Willakenzie Area historic context statement, and local surveys. Dates are approximate and not inclusive, as are the descriptions of activities.

Names	Activities
Abrams, W.H.	Started early sash & door factory and cider mill, early University of Oregon supporter and builder of Deady Hall.
Adair, L.G., bl840	Railroad worker, came to Eugene 1877.
Allen, Eric W.	Developed Journalism School at UO, newspaper editor.
Applegate, Jesse	Helped form Provisional Government for Oregon Country in 1845, prominent member first Union Republican Convention in Oregon, 1862.
Armitage, Frank	Postmaster - 1936-39.
Armitage, George H., bl834	Came to Eugene vicinity in 1850. Briefly ran ferry across the McKenzie, married Sarah Jane Stevens.
Atherton, J.E.	Developed 1st subdivision at College Hill in 1890.
Ayres, Fred C.	Dean, UO School of Education - 1914.
Ayres, Palmer	With wife Mary, owned over 500 acres of land on the east bank of the Willamette River. First to import pure-bred cattle.
Ayres, Will	Market master of the Producers' Public Market, 1915-1942
Bailey, Ezekiel	Early settler west of Eugene, namesake of Bailey Hill Road.
Bailey, M., bl822	Professor of math. and astronomy at the U of O.
Baker, Alton	Editor, Eugene Register-Guard.
Bangs, Eli, bl85l	Owned premier livery stable in region. Owned stage route to the Bohemia mines; opened Bang's park and a race track. City councilor.
Barnard, C.P.	County Judge - 1925.
Bartle, Phillip John	Doctor, one of founders of Eugene Hospital & Clinic, city school board member, President Oregon Medical Society.
Bean, W.A.	City Attorney - 1908.
Bell, W.A.	Mayor 1915-1917.

Belshaw, George & Maria	Successful farmers in the Irving area. Geroge led an early wagon train.
Berger, F.J.	Mayor 1910-1913.
Bergman, Carl	Police Chief 1932-1938.
Bilyeu, L., bl851	Started legal practice in Eugene in 1882. State legislator 1884, 1886 and 1896.
Blair, Prior F., bl847	Came to Oregon in 1847. The Blair farm was an early landmark. Built first County Clerk's office. Established racetrack.
Bond, Allen and Rachel	Early settlers in Irving north of Eugene, 1850s.
Bond, Samuel	Early auto mechanic, 12 year City Council member, credited with guiding city through the Depression, Woodmen of the World General Council.
Booth, Robert A.	One of founders Booth Kelly Lumber Co., Oregon Senate, Oregon Legislature, candidate for U.S. Senate, large contributor to EBU 1909, founder of state student loan programs.
Boyer, C. Valentine	Dean Liberal Arts UO 1932, Acting President 1934-37.
Bristow, Darwin, 1862-1952	Early UO graduate, Chambers-Bristow Bank 1907, partner Chambers Power Co.
Bristow, Elijah, bl788	First to build a cabin in Lane County, at Pleasant Hill, 1846.
Bristow, William Wilshire	Taught in first school in county at Pleasant Hill, justice of the peace, member of state constitutional convention. Three-term senator. In 1865 came to Eugene as partner in Bristow mercantile business.
Brown, Gerda, 1901-1983	Founder and major participant with "Very Little Theater."
Brown, W.E.	President Eugene Loan & Savings Bank - 1907, stockholder in Eugene Electric Co.
Brumley, Joseph	Operated early mercantile, ran millrace, 1850s-1860s.
Buford, Howard	Arrived in Eugene in 1945 as the first planning consultant for Central Lane Planning Council. Created vision for Alton Baker Park.
Cady, Thomas	Was "secretary" at organization of Willamette Forks "Republican party" 1856.
Calkins, Sylvenus M.	City Attorney - 1925-1931.
Calkins, W.W.	Attorney, President Merchants Bank (later U.S. National), City Alderman - 1907, Oregon Senator, active in public water campaigns leading to creation of EWEB.
Callison, Gilmore, bl808	Arrived Eugene 1866. Farmer, preacher, state legislator.
Callison, R.M.	Came to county in 1852. Farmer, with stock and grain farms in Pleasant Hill and Fall Creek.
Campbell, Ira and John	Editors and owners of Eugene Daily Guard 1878-1908.

Campbell, Prince Lucien	President, University of Oregon 1902-1925.
Carlson, Fred	City Council member, 1st ward - 1934.
Chambers, Frank L.	Extensive business dealings in hardware, banking, private power and water utilities; helped get railroad to Eugene, one of Millrace owners.
Chase, Frank B.	Founder Chase Gardens, original member EFGA board.
Cherry, David	Ran early furniture factory along millrace, 1860s.
Childers, S. Earl	President, Eugene Bible University - 1931.
Chrisman, G.R.	Mayor 1901-05, County Judge - 1907.
Christensen, C.B.	Chief of Police - 1914-1921.
Christian, Daniel	Early settler, among first DLCs, south central Eugene.
Church, Campbell	Businessman, financed fraternities and sororities, gave home to state for use by OSSHE Chancellor.
Church, Judge JC, bl834	Started hardware business 1872. County Judge 1880 for one term.
Clubb, William C.	City building inspector, city engineer, and Eugene's first Public Works Director.
Cochran, R.B., bl820	State legislator 1858 and over 25 years following.
Cockerline, A.T.	Store owner with F. Wetherbee, EWEB board member 1921-28.
Cogswell, John	Early Eugene resident, helped establish early road to eastern Oregon with Felix Scott.
Collier, George H., bl827	One of first professors at University of Oregon, taught chemistry and physics.
Condon, Thomas	Minister, U of O professor, and Oregon's first state geologist.
Condon, Cornelia	Wife of Thomas, mother and teacher.
Cressman, Luther	Founded Anthropology Department, U of O.
C.C. Croner	Started grocery business with his brother.
Cuthbert, Fred A.	Landscape Architect, U/O faculty member.
Day, R.M.	Member first EWEB board - 1911.
Deady, Judge Matthew	One of founders and benefactor of U of O, on Board of Regents 1873-1893, namesake of Deady Hall.
De Cou, Edgar E.	Head of UO math department 1902-38.
Devereaux, Harry F.	City Engineer - 1918-25.
Dilliard, W.B.	County School Superintendent - 1907-10, later County Recorder.
Dodson, William	One of first settlers in Lane County, 1846.
Donahue, Charles D.	Doctor, one of founders of Eugene Hospital & Clinic
Dorris, Benjamin Franklin.	Tinsmith, city council member, Mayor 1875-77, 79-81; City Recorder - 1887 - 1909 (grandfather of more recent Ben F. Dorris). Arrived in Eugene 1868 with brother George.

Dorris, Benjamin Fultz	Heir to, but not son of , Georg A. Dorris. He and wife Clysta Cornett Dorris continued filbert production, and they donated park lands.
Dorris, George B., bl832	Attorney, Mayor 1877-79, member Board of Councilmen 1892, Oregon State Senator, Oregon Legislator, active early supporter of UO.
Dorris, George A.	Oldest son of Benjamin Franklin Dorris. Originator of commercial filbert cultivation in Oregon.
Drew, E.M.	Construction contractor, member EWEB board--1925-28.
Drew, John	Member EWEB board - 1918-21.
Driskill, William, bl838	Blacksmith. Member of firm Driskill & Luckey.
Driver, I.D.	Early doctor.
Dunn, F.B., bl833	Businessman, large drygoods store, (the pioneer Dunn Store). Mayor 1885-89.
Dunn, G.B.	Mayor, 1883-85.
Eakin, S.B., bl846	Sheriff 1874, one of founders of Eugene Water Co 1886, Vice President 1st National Bank 1907, Oregon State Legislator 1882, Oregon State Senator 1888. Joined Mr. Hendricks in the bank in 1884.
Eaton, Allen H.	University faculty, earlier Oregon State Legislator.
Edris, William, bl832	One of founders of Eugene Electric Co. 1887.
Edwards, H.D.	County Commissioner - 1907-10.
Edwards, Percy J.	City Council member - 1931.
Erb, Donald	U/O faculty; Erb Memorial Union named for him.
Farmer, Cornelius	City Parks Superintendent - 1932.
Farrington, E.A.	Chief of Police - 1907-10.
Fell, W.P.	President Eugene Water Board - 1925.
Fisher, George A.	Member City Board of Councilmen - 1892/3.
Fisk, A.H.	County Judge - 1892.
Fiske, Fred	Sheriff - 1907, County Judge - 1934-38.
Flegal, L.E., Mrs.	Active in Eugene chapter, Women's Christian Temperence Union (W.C.T.U.).
Frank, C.S.	Member 1st Eugene Water Board - 1911.
Frazier, Al. & Dora	Subdivided University Addition.
Friendly, S. H., bl840	One of founders of U of O, member of Union Univ. Assoc., very active UO supporter, successful businessman with drygoods store, one of founders of Eugene Water Company, Mayor 1892-95, U of O Regent for 6 years. Dealt in wool, wheat and hops over a period of years. Served on the city council for two terms, and later became mayor.
Furrer, Emil	First pathologist in city, led effort to create Sacred Heart Hospital from defunct Pacific Christian Hospital in 1936.

Garrett, T.H.	City Councilman - 1907-10.
Geller, G.W.	General Superintendent/Secretary EWEB 1914-18.
Gerow, Theodore	Architect, partner with Hunzicker, designed Edison School.
Gilbert, James H.	Businessman, economist; Dean at UO 1925-42.
Gillespie, Jacob	1852 settler, minister, DLC in Willamette Forks, namesake of Gillespie Butte.
Gilstrap, Will, Frank & Otto	Owners Eugene Morning Register 1890s-1920s.
Goodchild, Charles	Operated early woolen manufactory along millrace, circa 1870.
Goodpasture, Alexander	1853 settler, owned farm in Willamette Forks.
Griffith, G.W.	Very active in public water/power campaigns - 1903.
Griffon, Wiley	Early African-American Eugene resident and driver for early streetcar system.
Gross, Frank	Founder and owner of Gross Brothers Iron Works.
Gross, George C.	Land developer - Gross Addition (S. Univ.)
Hadley, Henry G.	The first justice of the peace in Lane county. One of the first county representatives in the legislature. Lived on donation claim until 1877.
Haines, W.W., bl828	Tanner, came to county 1874.
Hall, R.W.	Police Chief - 1931.
Hamilton, R.S.	Attorney, member Board of Education - 1918.
Hampton, John	Hampton Brothers Department Store proprietor.
Hanchett,William	Eugene's first doctor.
Hardy, Charles	Attorney, started trolley system (Eugene and Eastern Railway).
Harlow, Anderson Jackson	Owned 280 acres along County Farm Rd., farmer.
Harlow, Mahlon H.	Headed the Harlow-Tandy wagon train from Missouri, 1850. First Clerk of Lane County, 1851. County Assessor 1865.
Harlow, Mahlon Jr.	Served as President of the Eugene Fruit Growers Association.
Harris, J.B., bl842	Capitalist, came to county in 1883.
Harris, L.T., bl873	Attorney, Oregon State Legislator 1901-03, 15-25; Circuit Court Judge - 1907; State Supreme Court Justice. Elected to Supreme Court in 1914 and served until 1924.
Harris, Moses	First African-American in Lane County, arriving with the first Applegate Trail exploratory party.
Harris, T.W., 1849-1925	Early pioneer, doctor, partner with Dr. T.W. Shelton, Mayor 1899-1901. Came to Eugene in 1878. Active in civic and public works. Mason.
Hays, R.R., bl848	Saloon keeper, came to Eugene 1852.
Hayward, William L.	UO track coach 1904-40s, Olympic coach 1927-1933.

Henderson, Enoch P.	Reverend, founder of Columbia College, Pres. 1856-59.
Henderson, James H.D., bl810	Pastor, Superintendent of schools 1858, elected to House of Representatives 1864.
Henderson, R.B.	City Council member for several years prior to 1910. EWEB Superintendent 1910.
Hendricks, James M.	Built his own implement business at Broadway and Oak, lived on present site of Eugene Professional Building.
Hendricks, Thomas Grundy	Businessman, founder First National Bank, sold land for campus, avid supporter of UO, UO Regent for 24 years, 1 of founders of Eugene Water Co., Mayor 1881-83, County School Superintendent 1870-74, Oregon State Senator, donated land for Hendricks Park.
Hensill, Yousta D.	City Alderman, 1st ward - 1912-14 - architect, University architect, active in Fairmount community affairs.
Holden, J.W.	Began mule-drawn streetcars out to College Hill area - 1891; developed "City View Park" at end of line.
Hodes, Clemens, bl839	Born in Germany, came to America at the age of 17. Reached Eugene in early 1870s, early saloon owner.
Holland, Walter J.	County Commissioner - 1931-38.
Holt, Jacob O.	First secretary and general manager of the Lane County Fruit and Vegetable Growers Association.
Howard, Merle G.	Doctor, one of founders of Eugene Hospital and Clinic.
Hovey, A.G., bl830	Mayor 1889-91, Oregon State. Senator, banker. Established Hovey and Humphrey bank, later to become the Lane County Bank.
Huddleston, James, bl823	Arrived 1850, located land claim south of Eugene Skinner, opened trading post/store in Eugene. Prominent in early settlement of Eugene. Operated race track.
Hulin, Lester, bl823	Fought in Cayuse war. Resettled in Eugene and was an Applegate Trail diarist.
Hulin, Lester G.	Son of pioneer Lester Gilbert Hulin.
Hull, O.J.	Member City Board of Education - 1907-1910.
Humphrey, H.C.	One of founders of Eugene Electric Co. 1887.
Hunter, Laurence	Partner of Archie Tirrell, builder of early fraternities & houses - often Hunzicker designs.
Hunzicker, John	Prominent and prolific local architect - bungalows, early fraternities, Eugene Hotel, Miner Building, 1904-40s.
Jenkins, Frank	Editor, Eugene Morning Register 1918.
Johnson, Edwin V.	Mayor, 1949-53.
Johnson, O.J.	Real estate developer, supported railroad to Coos Bay.
Judkins, LC	First librarian in Eugene, 1874.
Judkins, William G.	Chief of Police - 1925.
Kelly, John	A founder of Booth Kelly Lumber Co., active in

	supporting creation of UO.
Kelly, George	A founder of Booth Kelly Lumber Co.
Kerns, Maude I.	Painter, Fine Arts instructor at UO.
Kincaid, Harrison	Founder and editor of early newspaper Oregon State Journal.
Kincaid, Thomas and Nancy	Early settlers.
Kuykendall, William F.	One of first doctors, Mayor 1897-99, Oregon State Legislator, Acting Governor, one of founders and head of Eugene Hospital and Clinic.
Lakin, D.R., bl837	Came to Oregon w/ family at 2 years of age, manufactured saddle-trees, purchased livery stable 1872.
Large, Elisha	Mayor 1931-45.
Lane, General Joseph	First Territorial Governor of Oregon.
Lane, Joe	Built and ran Lane's Hall - music and entertainment - 1870s and 80s.
Lawrence, Ellis, 1879-1946	Prominent Portland architect, established UO School of Architecture, designed campus plan and many buildings, also fraternities and sororities.
Lee, E.U.	Mayor 1925-27, member first EWEB.
Luckey, J.S.	County treasurer, jeweler and watchmaker. Established a small watch-making business (later to become Bristow's Jewelry). Served as county treasurer.
Matlock, J.D., bl839	On Board of Councilmen - 1892, Mayor 1895-97, 1907-10, early teacher and school superintendent, regent of EDS, merchant. Born in Tennessee, 1839. Came to Oregon in 1862. Teacher, school superintendent, mayor.
McAllister, E.H.	Dean, UO College of Engineering - 1914.
McArthur, J.W.	President, EWEB - 1918.
McClain, Carl A.	EWEB General Superintendent-Secretary - 1918-1932. Developed and guided EWEB's accelerated program of improvements and construction.
McClanahan, E.J., bl844	Businessman in variety of bus., first chicken incubator factory in Oregon, first boathouse/rentals on Millrace 1880. Bought real estate, built houses, drying business, sawmilling. Later in commission business selling farmers' produce. Drove old coaches in Oregon.
McClung, John H., bl837	Merchant, local school director, City trustee, 1864, Mayor 1891-93, Oregon State Senator, established first drugstore, extensive builder, active in creating UO. Built McClung Building (first two floors of current Tiffany building). Served as school director, city council for ten years, mayor. I.O.O.F. Methodist.
McClure,Vincent S., bl815	Early settler, state legislator 1862.

McCornack, Andrew	State legislator, 1870s.
McFarland, V.	City Building Inspector - 1910.
McKinney, B.B.	Member of first EWEB - 1911.
McMorran, George	Prominent merchant, McMorran-Washburne Dept. Store.
McMurry, Fieldin	Early settler, DLC near Masonic Cemetery, operated one of early brickyards, first County Treasurer, member Territorial Legislature.
McNutt, Earl	Mayor of Eugene, 1941-45, partner with Eli Bangs in livery and stage business, Earl McNutt Stage Lines.
Melson, George bl857	Blacksmith, carriage manufacturor, paint shop proprietor.
Midgeley, George, bl861	Founder Midgeley's Mill (woodworking), partner with F. L. Chambers in power company.
Miller, George M., bl853	Attorney, real estate developer (Fairmount, Florence), highway promoter, participant in final boundary resolution w/ Canada 1901, inventor, brother of Joaquin Miller. Came to Eugene in 1882 and entered law practice.
Miller, Hulins, bl812	Early settler, father of George Miller, attorney.
Moffitt, L.C.	County School Superintendent - 1934-38.
Moore, E.J.	County School Superintendent - 1918-25.
Moore, Sarah Ann	Taught at first school in Eugene "Point of the Hills School", 1850s.
Morse, Wayne	Dean of U of O Law School (1930s), State Senator (1940s - 1968), his home is now Wayne Morse Ranch on Crest Drive
Mulligan, Charnel	Early settler, DLC, gave land as part of first plat of city.
Neal, William	Doctor, nephew of P.J. Bartle, early member of EHC.
Noland, James E.	County Sheriff - 1892.
Osburn, F.W.	Banker, land developer - subdivided Gross Addition.
Osburn, W.T., bl823	Established a flour and sawmill business. Member of the first city council of Eugene.
Packard, N.L., bl818	Seafarer who moved to Eugene City in 1865 and married E. Skinner's widow, Mary.
Parker, B.H.	City Park Superintendent - 1931.
Parker, Ellis Rutledge	Principal, Geary School - 1914-18; later teacher at Whiteaker, Jasper schools; taught for 60 years in Lane County.
Parks, Edwin B.	City Council, 1st ward - 1918-21, Mayor 1923-25.
Patterson, A.S., bl824	A merchant & postmaster of Eugene City. One owner in the Eugene City flouring mills with J.G. Gray, William Edris and G.W. Swift. Elected to the State assembly in 1858, Mayor 1869-73. Married to Sarah E. Christian.
Patterson, Andrew W.	First doctor, surveyor platted city, Co. School

	Superintendent, wrote textbooks, Oregon State Legislator.
Patterson, Robert	1859 arrived Lane County, early farmer.
Peters, A.V.	Business leader, twice elected to City Council, a prime mover to raise money to bring railroad to Eugene. One of the original UO stockholders.
Peterson, C.O.	Mayor 1917-23.
Potter, E.O., bl860	Attorney, City Board of Education - 1914, Oregon State Legislator two terms.
Potter L.H.	Banker at 1st National Bank, began Merchants Bank (later US National).
Potter, William A.	First donation land claim in Irving area north of Eugene.
Prentice, Dr. F.W.	Physician, and practiced in Eugene continuously until his death.
Quackenbush, A.R.	Prominent merchant.
Rebec, George	Professor UO (Philosophy) -active in establishing City. Treasurer - 1907-14 at EWEB.
Rhinehart, J.B., bl841	Painter, photographer, taxidermist. Owner of popular dance and entertainment hall in Eugene.
Risdon, Judge D.M.	Lawyer. Arrived Eugene 1850, Territorial Representative 1851-2, County Judge.
Robinson, J.F.	One of founders of Eugene Electric Co., Eugene Water Co. 1886, 87.
Roney, L.N.,1853-1946	Builder - first opera house, churches, Villard Hall, Shelton-McMurphey House, and many bridges; City Council member. Elks lodge, Eagles, Mason, Republican.
Russell, S.M.	Clerk for State Circuit Court, Commissioners Court, Probate Court - 1912-18.
Rutherford, W.R.	City Superintendent of Schools - 1918.
Sanderson, Eugene C.	Founder, 1st dean and President, Eugene Divinity School/Bible University 1895-1930
Schaefers (Frances, George, Charles and Albert)	Merchants, brothers, and developers of significant early-20th Century downtown buildings.
Schafer, Joseph L.	Early UO professor (history), active in establishing extension services - director 1911.
Schmidt, F.G.G.	Early and popular UO professor (modern languages).
Scott, Felix	One of first settlers in Lane County, 1846; helped establish early road to eastern Oregon; ran one of first sawmills in Lane County along McKenzie River.
Shaw, Hilyard	Early settler, built Millrace and some early mills, started Oregon State Journal.
Sheldon, Henry Davidson	Early UO professor (education), started School of

	Education, very influential at UO on teaching methods and counseling, throughout state in teacher training, extension service; Dean of School of Education - 1918.
Shelton, T.W.	Early doctor, one of founders of Eugene Water Co. 1886.
Simon, George	City Council member, 1st ward - 1931-34.
Skelton, William bl834	Arrived Eugene 1874. Proprietor Eugene Woolen Mills.
Skinner, Eugene	Founder and namesake of city, first DLC in area of city, gave land with Charnel Mulligan for first platting, first Mayor, 1864.
Skinner, Mary	Wife of Eugene, and prominent in establishing city of Eugene, mother.
Skipworth, E.R.	City Attorney - 1892.
Skipworth, George F., bl873	Early attorney, City Attorney - 1912-14, Deputy District Attorney, Circuit Court Judge. University of Oregon Regent four years. Woodmen, Kiwanis, Mason.
Slattery, Henry E.	Attorney, in long practice 1902-1930s.
Sloan, John M., bl837	Blacksmith, came to county 1871.
Snodgrass, Pliny E.	Prominent banker, cashier 1st National Bank- 1907.
Soults, Homer A.	Prominent businessman - lumber in 20s and 30s.
Spiller, Mary	One of a few early female faculty members at the U of O.
Spores, Jacob C., bl795	Early pioneer, first settler in McKenzie River area, ran early ferry across McKenzie.
Stafford, O.F., 1873-1941	Early UO professor (chemistry), popular teacher, Fellow American Academy of Science, worked on woodwaste use and on heavy water production
Stevens, William M.	First white settler south of the McKenzie River in the Willamette Forks area - 1847, house on Game Farm Rd.
Stevenson, J.G.	County Superintendent of Schools.
Stewart, John, bl837	Ran mercantile store in Springfield w/ brother, then a livery stable and barn in Eugene.
Straight, Col. A.J.	Early developer, platted Santa Clara and possibly Glenwood in the 1890s.
Strait, J.F.	Police Chief - 1928.
Straub, John	Early UO professor, popular teacher and public figure, Dean of College of Arts and Letters - 1918, subdivided Fairmount with George Miller.
Sullivan, Charles A.	City Superintendent of Parks - 1934.
Svarverud, Martin	Prominent merchant, land promoter, major figure in public water campaigns, Pres. 1st EWEB 1911-13; promoted Fairmount after George Miller, subdivided Fairmount Heights.
Swartz, C.A.	County Sheriff - 1938.
Sweet, Charles B. and Zara	Early settlers, owned DLCs in Glenwood, Laurel Valley

areas.

Sweet, Mahlon ..... Chair of Chamber of Commerce Aviation Committee, instrumental in opening of Eugene Airpark.

Swift, Samuel, bl821 ..... Miller, member of firm Gray, Swift & Combs of Eugene Flouring Mills.

Tandy, Sarah Snelling ..... Matriarch of the large Tandy Family, arived in Willamette Valley in 1851.

Taylor, S.W. ..... Superintendent Eugene Water Co. 1890-1908, Superintendent of City Water Works 1910, County Treasurer - 1912.

Thatcher, W.F.G. ..... Professor at UO (English), writer for first Oregon Trail Pageants - 1926-late 40s.

Thomas, Free ..... Early architect, City Building Inspector - 1914, started first movie theater.

Thompson, Carey, bl856 ..... Farmer and roadbuilder. Built Thompson's Resort in 1902.

Thompson, John M. ..... Early attorney, active in creation of University, early Regent of University.

Thramer, John ..... Fruit farmer, 1905. The Thramer orchards are now part of Alton Baker Park.

Tiffany, Albert R. ..... Registrar University 1905-20, developed modern recording systems; later local businessman.

Tingle, Lillian ..... Professor at UO, Head of Department of Domestic Arts for many years, popular campus and public figure.

Tirrell, Archie ..... Early builder and contractor with Laurence Hunter, built many early fraternities, sororities and residences; often worked with John Hunzicker.

Tugman, William ..... Editor of Eugene Register Guard 1930s; one of founders of Very Little Theater.

Underwood, J.B. ..... Early businessman; purchased Eugene FlourMill in 1869, later part owner of Millrace, early city council member, Mayor 1864-69.

Villard, Henry ..... Railroad magnate and early supporter of University of Oregon, namesake of Villard Hall.

Waggoner, George H. ..... City surveyor and engineer - 1907-10.

Walton, Judge J. ..... Early settler, judge, active in creation of University, City School Board Director -1892.

Ware, Joel ..... County Clerk, co-established Oregon State Journal 1864, Mayor 1873-75.

Washburn, Charles W. ..... Farmer, miller, came to Oregon 1853.

Washburne, C.G. ..... Prominent businessman, partner in McMorran & Washburne department store, financed Eugene Daily Guard in 1880s, Council member 1st ward - 1925, 28.

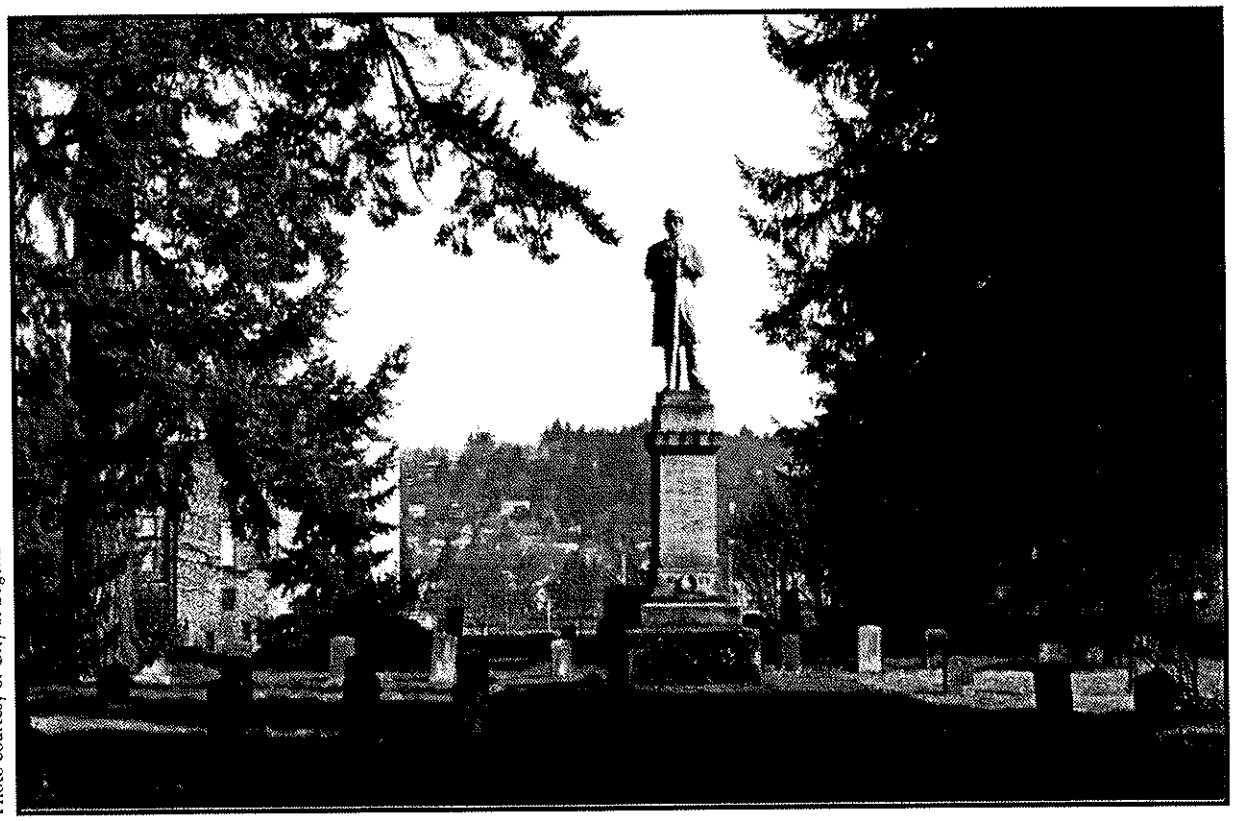


Photo courtesy of City of Eugene

Civil War monument at the Pioneer Cemetery.

Washburne, G.S., bl855	Very early UO graduate, prominent attorney., part of estate later given to city for park. Member of first University of Oregon graduating class of 1878. Read law with George B. Dorris, entered practice of law, 1879.
Watkins, W.H., bl846	Proprietor of St. Charles Hotel.
Westfall, Edgar A.	Prominent businessman, founder and president of Eugene Sand and Gravel.
Wetherbee, Frank R.	Prominent merchant, founded Cockerline & Wetherbee with Alexander Cockerline.
Wentworth, Fred	City Treasurer - 1931-38.
Wheeler, A.W.	Member, city Board of Councilmen, 1892.
Wheeler, E.K.	Member EWEB - 1918, President 1921.
White, F. Manson	Prominent Portland Architect, designed First Baptist Church, Lincoln School, Condon School.
Whiteaker, John, bl820	Governor of Oregon during Civil War.
Wilder, H.E.	Mayor 1929-31, building inspector, contractor.
Wilkins, F.M., 1848-1941	Early pharmacist, city council member, Mayor 1905-07, Chairman Park Board for 30 years, school board; erected business block between 8th and 9th Streets. One of organizers of first Eugene Water Co., city water works; responsible for street-tree plantings, established Spencer Butte as park. Named Eugene's First Citizen in 1939.
Willcox,W.R.B., 1869-1947	Architect, Head of Department of Architecture, very prominent and seminal design educator; 3 of 4 buildings built in Eugene remain.
Winnard, Norton	Doctor, one of founders of Eugene Hospital & Clinic.
Woodcock, A.C., bl859	Practiced law in Eugene continuously for many years. Republican, Elks, Knights of Pythias, Mason.
Yoran, Darwin E.	Helped publish Eugene Morning Register 1880s, printer in family firm, Mayor 1913-15, Postmaster 1931.
Young, Cal	Son of 1850s pioneers, active in Oregon Trail Pageant 1926-1950, active in founding Lane CountyMuseum, County Commissioner - 1931-38; University of Oregon's first football coach, 1893.
Young, Charles Walker	Early settler, farmer.
Young, F.G.	Early University professor (Economics), Dean of Graduate School - 1918, active in establishing Oregon Historical Quarterly, local historian.
Zumwalt, Soloman and Nancy	Early settlers west of Eugene, established First Methodist Congregation in their log cabin, 1854.

Prominent Local Architects and Builders

Abrams, W.H.	Started early sash and door factory (1870s), early University of Oregon supporter, involved in construction of many early buildings including Deady Hall and Villard Hall.
Campbell, W.T.	Builder.
Cuthbert, Fred A.	Landscape architect and University of Oregon faculty member, namesake of Cuthbert Amphitheatre in Alton Baker Park.
Ford, J. Ralph.	Early architect, designed many bungalows; native Oregonian, started architectural practice in 1905, later successful contractor and president of the Ford-Nelson Mill Company in Eugene.
Gerow, Theodore	Architect early 20th century, partner with John Hunzicker, designed Edison School.
Hardin, D.L.	Local builder, early 20th century.
Heckart, William O.	Early contractor/builder 1910s-1920s, often worked with Hunzicker.
Hensill, Yousta D.	Architect circa 1910-1920s, designed Fenton Hall on University of Oregon campus, numerous houses throughout Eugene.
Hunter, Lawrence	Builder 1910s-1930s, partner of Archie Tirrell, built many early fraternities of which many were designed by John Hunzicker.
Hunzicker, John	Prolific early architect 1904-1940s, bungalows, early fraternities, Eugene Hotel, Miner Building, Eagles Building
Kesler, Lew	Local designer, 1910s.
Knighton, William	Portland architect, designed Johnson Hall and Fenton Hall addition on University of Oregon campus.
Lawrence, Ellis 1879-1946	Architect, established University of Oregon School of Architecture, campus planner, designed UO campus plan as well as many buildings throughout Oregon.
Piper, W.W.	Architect of first building at UO - Deady Hall (1876)
Ragsdale, I.L.	Local architect, 1910s.
Roney, Lord Nelson 1853-1946.	Builder, first opera house, churches, Villard Hall, covered bridges, Booth-Kelly Office Building.
Smith, A.A.	Designed first Courthouse, 1855.
Smith, Graham	Architect, practiced with Hunzicker.
Thomas, Free	Architect, City Building Inspector to 1914, started first movie theatre in Eugene, designed many bungalows during 1910s and 1920s.
Tirrell, Archie	Builder and contractor 1910s-1930s, partner with Lawrence Hunter, built many early fraternities, sororities and residences, often worked with John Hunzicker.
Willcox, W.R.B. 1869-1947	Architect, Head of Department of Architecture, prominant and seminal design educator, 3 of 4 buildings in Eugene remain.
Williams, Warren Hayward	Architect of Villard Hall (1885), Observatory Bldg. (1888) at Univ. of Oregon campus.
White, F. Manson	Famous Portland Architect, designed 1st Baptist Church Lincoln School among others (1920s).
Working, James and Charles	Builders, designed and built first apartment houses in Eugene 1908-1912, four of six remain.

Photo courtesy of Lane County Historical Museum #23. .18

First Eugene Public Library, opened 1906. The first Carnegie Library in the state.

IDENTIFICATION OF RESOURCES

Identification of Historic Resources: 1846-1945

The purpose of this section is to identify the types of historic and cultural resources that might be found within the Historic Context study area prior to future survey work. This identification is a compilation of the information gathered during the Historic Context project as well as the resources identified during the various surveys that have been completed by the City of Eugene.

Previous Surveys

The current City of Eugene inventory of cultural and historic resources has been based on several surveys completed between the 1980s and the present. These surveys include:

Fairmount Neighborhood Survey (portion) (1985-1987)
South University Neighborhood Survey (1985-1987)
West University Neighborhood Survey (1986-1987)
11th Avenue Survey (1987)
Ellis Lawrence Thematic Survey (1989)
Eugene Downtown Survey (1991)
Chase Gardens/Old Coburg Road Survey (1991-1992)
Downtown Western Edge Survey (1992)
Masonic Cemetery Survey (1994 - 1995)
Whiteaker Neighborhood Survey (1993-1996)

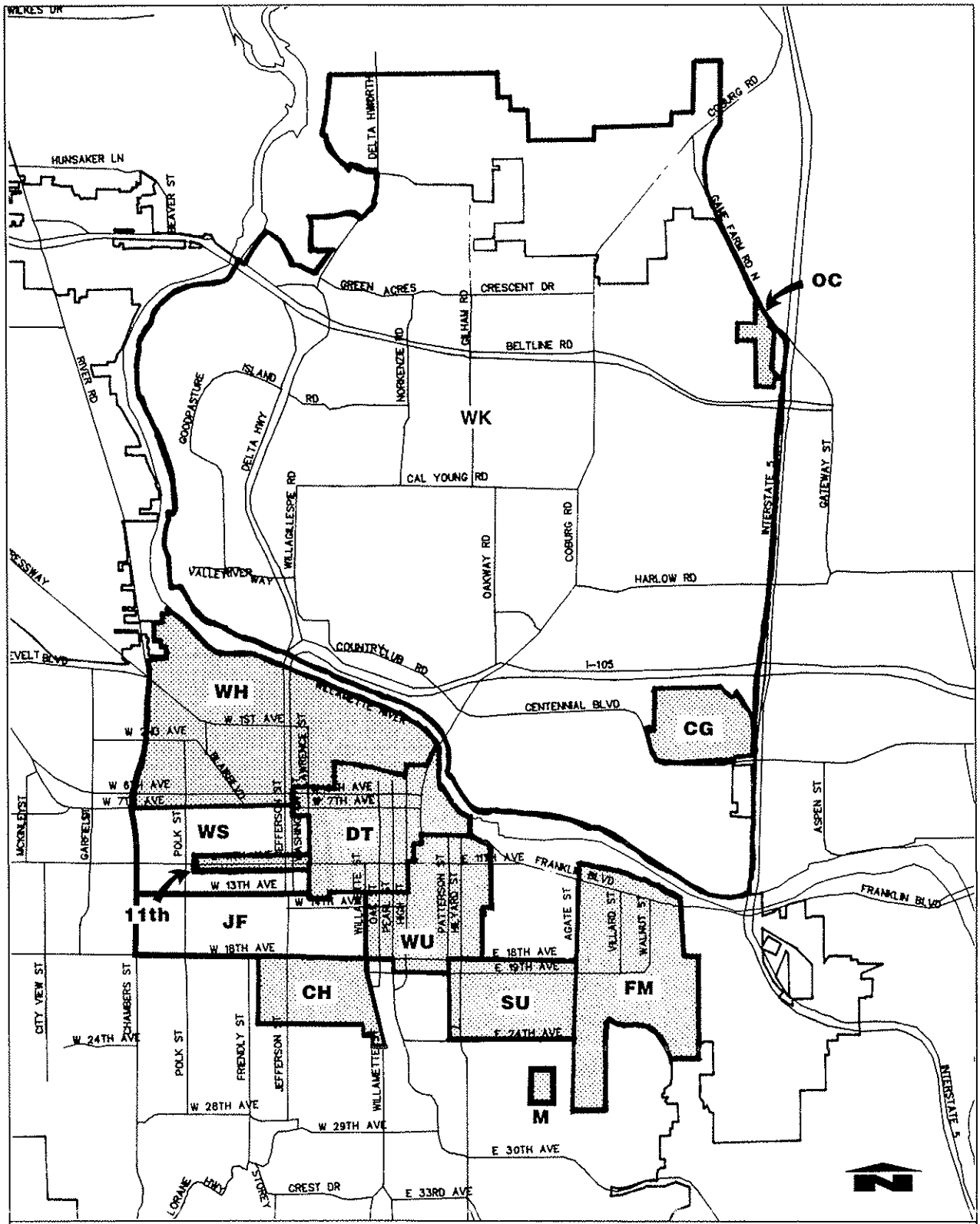
In addition, a context statement has been completed for the Willakenzie Area (1989). The Blair Boulevard Commercial Area and the East Skinner Butte neighborhood have been documented and designated as National Register Historic Districts. Numerous individual buildings have also been documented and listed in the National Register and/or on the local landmark list. (See Evaluation section) The City of Eugene has also produced several brochures and walking tours which help promote Eugene history.

Resource Distribution

This section will identify resources and resource types associated with each of the chronological periods. A brief description of each type will be given below. Distribution of built resources occurred in response to various influences including population growth, land use (i.e. agriculture, industry, commerce, etc.), and geography. Historically, heavier concentrations of both residential and commercial buildings occurred in the Eugene City and Irving central business areas, with surrounding areas occupied primarily by farms, larger parcels and open space.

The distribution of resources around the downtown core area is graphically like a donut, with the center nearly empty of historic resources and a fairly dense ring of historic resources lying just outside the downtown. Beyond that ring the pattern begins to follow a more complex arrangement governed by the dates of plats and transportation routes.[1] The University was an important factor in the growth of areas east of downtown such as the West and South University neighborhoods and Fairmount.

As time progressed, residential growth in Eugene moved principally to the east, west and north, with the south hills inhibiting significant growth until the 1960s. Agricultural pursuits occurred in areas outside the core area, making farmhouses, barns and outbuildings more common further from downtown. The scattered distribution of these types of resources in the Willakenzie or Santa Clara areas, for example, suggests a historic pattern of large parcels that were used for agriculture, rather than the loss of significant numbers of resources in a once more densely



City of Eugene

Cultural Resource Surveys*

COMPLETED SURVEY AREAS

- **DT** Downtown
- **WU** West University
- **FM** Fairmount
- **SU** South University
- **CH** College Hill
- **11th** 11th Avenue
- **CG** Chase Gardens Area
- **OC** Old Coburg Road
- **WH** Whiteaker
- **M** Masonic Cemetery

SURVEY AREAS IN PROGRESS

- **WS** Westside
- **JF** Jefferson

COMPLETED THEMATIC SURVEY

(Not shown on map)

Ellis Lawrence, Architect

COMPLETED HISTORIC CONTEXT STATEMENTS

(Not shown on map)

- **WK** Willakenzie
- **DT** Downtown Core Area
- **EA** Eugene Area Historic Context

** Cultural resource surveys identify all buildings, landscape features, objects, and sites over 50 years of age and evaluate their historic significance. The surveys do not include archeological resources.*

3/96

developed area. Industrial resources were located along the millrace, and later along the railroad. Many of the remaining older industrial buildings are still situated along the railroad today.

Generally, buildings in the study area were constructed of either wood or masonry. Wood was an extremely abundant resource that was utilized for both residential and commercial buildings. Initially, nearly all structures were built of wood, and exhibited finer workmanship as sawmills provided sawn lumber. Masonry was utilized, especially for commercial and education-related buildings, as soon as brickyards and masons were available. Single family residential buildings in the community were historically and are presently built almost exclusively of wood. Apartment houses were initially of wood frame construction. Beginning in the 1920s, the larger apartment buildings were often built of brick.

Agriculture related resources such as barns and outbuildings were generally also constructed of wood. Industrial and transportation related resources utilized wood framing, and were somtimes faced with stucco or brick for a more elegant finish. The process of facing a wood framed building with masonry gradually became more common, though masonry bearing wall buildings continued to be constructed.

The following description of resource types that are or may be found within the study area is divided into sections by chronological period. Each period is then sub-divided by resource type.

The Pioneer Period: 1846-1870

This section will describe the resource types that were typical of the settlement period, 1846-1870. Agriculture was the primary endeavour during this period, resulting in a large number of farm groups and farm-related buildings. Residential buildings would also have been numerous. Many of these early structures however, have been lost to deterioration and development. In the following description, specific extant sites will be identified, and patterns of distribution will also be discussed.

The resource types associated with this period include

- Farm Groups, including "Little Farms"
- Domestic (log cabin, hewn log house, frame house)
- Agriculture (livestock and hay barn, granary, pumphouse, hop houses, etc.)
- Industry (millrace, quarry, mill)
- Transportation (stage stop, millrace, ferry, bridge, wagon road)
- Education and Religion (schools, churches)
- Government (clerk's office)
- Commerce & Trade (specialty store, warehouse, tavern)
- Social (meeting halls, grange halls, theatres)
- Funerary (cemeteries)

Most of the resources from this early period in Eugene's history are gone, lost to replacement, growth or deterioration. Each type will nonetheless be discussed in the following section, and will be described in terms of style, material, and distribution. Good examples of each type, if still in existence, will be identified.

Farm Groups [2]

The earliest period of settlement was characterized by farm groups, which included both domestic (residential) buildings and agricultural structures. According to local historian Philip Dole, the early farm:

> . . . was an extensive, industrial enterprise, initiated by one family. It involved not only the planning and management of six hundred acres [size of Donation Land Claim], but also the design, construction and operation of a variety of buildings, each of which had special requirements. One may guess that a typical farm would contain ten or twelve different structures. However, the number of kinds of farm buildings used in the county a hundred years ago, including all specialized types, might make a list of as many as fifty buildings. [3]

The most important structure in the group was the barn, which was built soon after the first house was completed. Early settlement barns had a distinct appearance. They were usually rectangular

in shape with a low-pitch gable roof and often lean-tos that gave the building a broad, low appearance. These barns were built of hand-hewn timbers with mortise-and-tenon joints and were clad with vertical board siding of varying widths.

Other outbuildings such as granaries, implement sheds or hop houses were built subsequent to the first barn. Each farm building had a distinct appearance which corresponded directly to its function. While agricultural building types may be more likely to survive if retained within a farm group, there appear to be none of the above building types *from this period* remaining within the Urban Growth Boundary.

Because Eugene became a town so soon after initial settlement, many of the farm groups that sustained agricultural use through the following decades were located north of the core area, in the Willakenzie and Santa Clara areas. Few groupings remained intact once development began to encroach on these areas. The buildings that most often remained were the frame houses, and perhaps one or more of the smaller outbuildings (i.e. pumphouse, outhouse, storage shed, brick cellar).

Domestic

Residences during this period can be divided into three groups: the log cabin, the hewn log house, and the frame house. The log cabin was the first structure built by the earliest settlers, and was usually made with round, notched logs. This type of log construction was also used for early outbuildings. Not only did these crude buildings serve as shelter, they also fulfilled the legal requirements for the acquisition of a Donation Land Claim from the government. None of these log cabins remain, although a half scale replica of Eugene Skinner's first cabin is located on the north side of Skinner Butte in Skinner Butte Park.

The hewn log house was traditionally the second house built on a claim. These houses were built of hewn, squared logs, and were somewhat larger than the temporary log cabins. The pioneer house, whether log or hewn, can be recognized for its simple, low rectangular shape occasionally modified by a parallel lean-to porch. An end chimney, and perhaps one or two small windows were typical of this type of building. It appears that no hewn log houses remain within Eugene's Urban Growth Boundary. These buildings can date from the 1840s to the 1870s.

Frame houses began to appear as soon as the lumber mill was established. In Eugene, this was in 1851. Frame houses often utilized heavy timber framing, and were clad in clapboard. Simple details were found in the gable, eaves, and door and window surrounds. Many of these earliest frame house defy stylistic definition, being a combination of eastern or southern regional styles and functional necessity. Vernacular forms consisted of one or one-and-a-half stories with a low-pitched gable roof and sometimes a one story kitchen wing to the rear of the house.

There were two distinct styles that were popular during this period. The Classical Revival style was the earliest to appear in Eugene, and was popular during the 1840s through the 1860s. The

building form was characterized by one or one-and-a-half stories, with a low pitched gable roof. A porch with column-like supports usually ran across the width of the front of the building, and a rear ell often housed the kitchen. Features of the Classical style included symmetrical window and door placement with six-over-six or nine-over-nine double hung sash windows, weatherboard siding, corner boards, a wide frieze board and prominent eave returns. Classical Revival buildings usually displayed a complete entablature, which included an architrave, a frieze and a cornice.[4] These buildings were usually painted white, and were very balanced and proportional in appearance. There are three good examples of this style in the study area. The County Clerk's Office (1853), located near the Historical Museum in the Lane County Fairgrounds; the Daniel Christian House (c. 1855), located on West 12th Avenue; and the Abraham Landes House (1850s), located on Old Coburg Road.

The Gothic Revival or Vernacular Gothic style became popular as a result of Andrew Jackson Downing's promotion of the style through various publications. In frontier communities the style was simplified significantly, though several characteristics were commonly found, even in farmhouses. Typically, the buildings were one-and-a-half to two stories tall with a steeply pitched gable roof. L and T-shaped houses were common, without the symmetry found in the Classical style. The style had a distinct vertical emphasis, found in the tall two-over-two or four-over-four double hung sash windows and steep roof. Jigsaw work often embellished shed or hipped roof porches and eaves. Horizontal weatherboard siding was used until 1875, when shiplap became popular.[5] There are several examples of this style that remain in the study area, though most have been altered. One good example is the Peters-Liston-Wintermeier House on Lincoln Street. This house utilizes board and batten siding, and exhibits more of the detailing typical of the Gothic style than many of the more modest farmhouses built in the city. The Powell House on W. 5th Avenue (1865) and the Bristow House located on Lincoln Street (1860s) both retain the vertical emphasis and some of the window details typical of this style.

Education and Religion

> *A school building was usually the first community center in a rural area, and often doubled as a church or public hall. The earliest log school was frequently built by a family -- one with a number of school-age children -- on their own property. Typically, the school was a simple one-story, one-room gabled structure with an entrance at the gable end and, perhaps, a cupola with bell over the entrance.* [6]

Although there were several different schools established during this period in the study area, none remain today. Schools seemed to spring up wherever they were needed, and early maps indicate school houses in several different locations within the study area. There was a higher number of schools within the City of Eugene, but smaller schools also existed in Bethel, several in Willakenzie, and one in Irving.

The building type consisted of a simple, rectangular structure, first of logs and later frame. Both would usually contain only one room, with a door in the gable end. The log buildings had dirt or

puncheon floors, and small windows. The frame structures were an improvement over the log buildings, with windows and usually a belfry over the entrance.

Because many early schools also served as places of worship, the earliest church and school buildings were often one and the same. Once congregations were firmly established and had money to build a church building, however, many were constructed within the downtown area of Eugene City, and the church and school structures were separate.

There were numerous churches built during the years between 1846 and 1870. Most of the earliest church buildings were simple, with details suggesting the Classical or Gothic styles. Later buildings may have exhibited greater detail, with tall, sometimes pointed arch windows, a gable roof, and a bell tower or steeple over the entrance. The Cumberland Presbyterian Church, now demolished, was the first formal church building within the limits of Eugene. Unfortunately, none of the earliest churches remains. The oldest remaining churches in the Urban Growth Boundary date to the 1890s. While there appear to be no school or church buildings from this period remaining in the Urban Growth Boundary, it is possible that an older church or school structure may have been remodeled for use as a residence.

Industry

Industrial buildings or features from this period include mills, millrace or power production sites, or breweries. The millrace is the oldest remaining industrial feature remaining in Eugene. Industrial buildings from this period were located primarily along the Millrace. Although mills served many different purposes, most early utilitarian buildings were large, barn-like structures built of sawn lumber. The buildings had large door openings and few windows. Mill wheels would also have been found along the Millrace. These structures housed flour, lumber and woolen mills and tanneries during this period. There are no industrial buildings from this period remaining in the study area.

Transportation

Transportation resources from this period include stage stops, old road beds, ferry sites, canals, and bridges. There were few transportation-related resources from this period. In many cases the transportation routes themselves remain, though altered, widened, paved or grown over. The main road within the downtown area

> . . . was the Eugene City to Booneville Territorial Road established in 1856 as the main stage road north to Corvallis and Portland. It was later known as 'County Road 200' until its designation as the 'Pacific Highway' in 1917. This road ran west from downtown on 8th Avenue, then turned north on Blair Boulevard connecting River Road. It remained the primary road north until 1936 when Prairie Road was chosen as the primary road. . . [7]

Other major roads that were established during this period that are still in use include Coburg Road, the road to Springfield via Glenwood (Franklin Boulevard), Alder Street and Willamette Street. The grid system within the downtown was also established during this period, and initiated the existing grid pattern seen in Eugene. Many of these historic roads still exist and continue to be used today.

The Ferry Street Bridge crosses the Willamette River only a short distance from Skinner's original ferry crossing, though no traces of the original ferry crossing remain. Other roads, such as the Territorial Road, follow ancient paths established by the Native Americans years ago. Other than ferry sites and long established land transportation routes, there are no transportation related buildings remaining from this time period.

Government

Government buildings from the Pioneer period included courthouses, jail buildings, city halls, fire stations, clerks offices, and post offices. The only government building remaining from this period is the County Clerk's Office (1853), located at the Lane County Fairgrounds south of the Lane County Historical Museum. Throughout the years, government buildings have utilized various interpretations of the Classical style, and the settlement period was no exception. The Lane County Clerk's Office is one of the most well preserved examples of the Classical Revival style in Lane County. Government related buildings were concentrated within the boundaries of the City, most being located within or very near the courthouse square (now the Park Blocks) because Eugene City was the county seat. Other government offices such as post offices were located within the community which they served, though none from this period appear to remain.

Commerce and Trade

Commercial buildings in the settlement period were usually of wood frame construction. Generally, the earliest commercial buildings were one to two story frame structures, with gable roofs and false fronts. "This false-front arrangement [was] . . . common to small, wooden buildings erected during the second half of the nineteenth century to serve neighborhoods and create the commercial core of new towns during their initial period of development." [8] Early buildings were most often clad in shiplap or shingles. Simplified Classical or Gothic detail was limited to a simple band of trim on a modest cornice or frieze board. Windows were multi-pane, double hung sash along the sides and on the upper stories. Early storefronts had multi-pane display windows with transoms above, and recessed entrances with narrow double doors, or wider single doors. Wooden frame commercial buildings dominated the downtown area from settlement until the 1870s and 1880s, when brick became more widely used. Because fire and demolition were common occurrences, no frame buildings from this period remain in the study area.

Once a local brickyard was established, masonry structures began to appear. The earliest brick

structure in Eugene, the Bristow Bank, was built in 1866. Brick commercial buildings were also simple during the early years. They were one to two stories in height, with similar window and door arrangements to their wooden counterparts. Storefronts displayed recessed entries, wooden doors and large glass display windows with transoms. Cast iron storefront elements, such as columns, pilasters and various decorative features, began to appear on masonry structures in the late 1860s. Masonry commerical structures were built very close together, often sharing exterior walls (called party walls) with adjacent buildings.

Commercial structures during this period were concentrated around the courthouse (on the Park Blocks) and along Willamette Street near Eighth and Ninth Avenues. There appear to be no remaining wooden or brick commercial structures from this period in the study area.

Social

Resources associated with social movements included meeting halls, club houses and civic facilities. Although fraternal and social organizations were established relatively early in Eugene, official meeting halls were often not constructed until several years later, when the organization had the funds to build their own building. Until that time, meetings were held in rented space, or space that was shared with other fraternal organizations. There are none of these building types remaining from this period in the study area.

Funerary

Funerary resources included cemeteries, mortuaries, burial sites, or funeral homes. There are several cemeteries in the study area that were established during this period. Perhaps the most prominent is the Masonic Cemetery. This cemetery was platted in 1859 for the Masonic Lodge, and is where Eugene Skinner, Oregon's first Governor, John Whiteaker and other prominent citizens are buried. Other cemeteries that were established during this period of development are the Gillespie Cemetery on Gillespie Butte (1850s), Mulkey Cemetery (1850s), Oak Hill Cemetery (1853; outside the study area but includes graves of the Bailey Family), and the Luper Cemetery north of Irving (1859). All of these cemeteries except the Luper Cemetery are sited on a knoll or a slight rise, to avoid flooding. Cemeteries that were established during this period were distributed evenly throughout the study area, each serving a distinct region, income group or early settlement.

Summary

Many of the built resources that were commonly found during this period have been lost to replacement, deterioration, and decay. Because many of them were of wood frame construction, fire was also a threat, capable of destroying several structures at a time. Alteration to and updating of these settlement structures was common, even in the early years. Houses were dismantled, rebuilt, moved, enlarged, windows replaced and siding changed. A house built in the 1860s may

have undergone its most drastic changes by 1890, but it may still retain significance architecturally as a testimony to its changing times. These changes therefore make it difficult to determine definitively whether structures may indeed date to an earlier period than their appearance suggests.

Railroads and Industrial Growth: 1871-1883

As time progressed, the number of different resource types that may have been found in the community increased. This was due to the advancement and growth of the community and the buildings, structures, and sites that were associated with specific uses. New resource types related to the railroad and industry began to appear, and residential and commercial structures began to exhibit greater detail and exuberance.

The resource types associated with this period include:

- Domestic (Gothic, vernacular, Italianate)
- Agriculture, including "Little Farms"
- Industry
- Transportation (bridges, train stations, stage stops)
- Education
- Religion
- Commerce/Trade (business blocks)
- Social (fraternal halls, meeting halls)
- Government (courthouse, city hall, jail, civic buildings such as firehouses, etc)
- Funerary (cemeteries)
- Recreation and Culture (Play houses, theatres, halls)

Domestic

There were two styles that dominated residential architecture in the study area during this period: the **Gothic Revival** and the **Italianate**. The **Second Empire** style, while popular during the period in other locales, was less common in Eugene. The earliest Gothic house type, such as the W.W. Bristow House, gave way to a vernacular gothic style which became a dominant farmhouse design for over thirty years, from before 1870 until just after 1900. The basic house form consists of a gabled, one-and-a-half or two story, L or T-shaped building. Verticality was emphasized with a steep roof pitch, tall chimney, and long two-over-two or four-over-four double hung sash windows. Siding consisted of weather boards, and later shiplap. This style was used for both farmhouses and urban houses, and depending on the location and the desire of the owner, the buildings were embellished with scrollwork along the eave and porches. Overall, the number of houses of this style remaining in good condition is small. "Most of the remaining examples [in the downtown area] originally occupied large parcels of land which were either farms or very large house sites. These urban homesteads were frequently a block or larger in size, sometimes as much as ten acres."[9] Gothic features were sometimes also applied to commercial buildings. Elongated windows, pointed or elaborate window heads, and a general vertical emphasis to the structure were common applications of Gothic elements to commercial structures.

The Italianate style began to appear in the early 1880s. In Eugene, houses were often square or rectangular in shape, with paired symmetrically placed windows, bracketed bay windows, a shallow pitched hip roof, projecting eaves, eave brackets and more elaborate frieze details. Italianate houses were either one or two stories with a broad front porch. Details included with elaborate scroll work, eave brackets and bay windows. The style was also sometimes asymmetrical in shape, with towers and belvederes accenting the basic form.[10] The amount of detail found on Italianate houses rivalled and often exceeded that of any other styles seen thus far in Eugene.

The Second Empire style was borrowed from nineteenth century French architecture. The Second Emprire building was frequently symmetrical in shape, with a small porch or porches. The characteristic elements included a mansard roof often pierced by dormers, a cornice supported by decorative brackets, and tall segmental-arched windows. The Belshaw-Condon House on Jackson Street is a rare residential example of the style in Eugene. Deady and Villard Halls on the University of Oregon campus are two excellent examples of the style as applied to institutional buildings.

Agriculture

Many of the agricultural buildings during this period were carried over from the settlement period and were retained until they were either no longer needed or had deteriorated beyond repair. The types of agricultural buildings that were found in the community included stock and hay barns, hop houses, flax dryers, as well as the smaller outbuildings found in farm groups such as cellars, woodsheds, outhouses and pumphouses. The characteristics of these structures remained very similar to those in the settlement period. Barns displayed gable roofs with end or side openings, hewn frame, and varied interior layout depending on their use. The smaller of these building types are more likely to survive, as they were often located within the "house yard" and therefore had a better chance of surviving surrounding development. The larger buildings have survived on parcels that have not been totally divided and sold for development, though there are few of these left within the Urban Growth Boundary.

Agricultural buildings are no longer abundant in the study area. Because of encroaching development and age, many of these now obsolete buildings have been lost to demolition or have simply deteriorated beyond repair.

Industry

The only remaining early industrial building in the study area is Abrams Cider Mill at 620 1/2 E. Eighth Avenue. "Its barn-like appearance reflects the unity of agriculture and industry during the early settlement period. This resource type included early flouring mills, tanneries, carding mills, woolen mills, furniture factories, door and sash factories, etc." [11] Most early industrial buildings exhibited some resemblance to agricultural structures, with gable roofs, simple design, small

windows, and perhaps lean-tos. By the early twentieth century, most of these structures had been demolished or completely altered.

Industrial buildings from this period related to the railroad may remain in the study area and would exhibit similar characteristics to those found along the Millrace.

Transportation

The most obvious new transportation-related resource types to emerge during this period were associated with the railroad. The train depot and various storage warehouses were located along the railroad, primarily in the area around Willamette Street. All of the earliest rail-related resources within the study area appear to be gone, the last of the wooden warehouses were demolished in 1991.

Other transportation resources that would have been found during this period include steamship launches along the river, stagecoach stops (or taverns), and bridges. None of these resources from this period remain, although the current Ferry Street Bridge is located very near where the two previous bridges crossed.

The road system in the study area is vast, and many routes that were established during this period are still in use.

Education

School buildings built during this period were usually the second building for the area or site and would have been substantially larger than the original log structures. Often these buildings were enlarged only a few years after their erection to accommodate the growing number of school aged children. The Central School, built in 1878, was a huge leap from the small one room log school houses of only 20 years before. Buildings were usually frame structures, with simple details and abundant windows. In rural areas, smaller, one-story buildings usually replaced the first school house, and often consisted of two classrooms. Early school houses that have been converted to residential use may remain in the study area, but there appear to be none that remain in use as schools or meeting places.

The University of Oregon building (Deady Hall) was constructed in the Second Empire Baroque style, and was the last building designed by architect William W. Piper. University buildings were often built to express a grandeur not found in buildings elsewhere in a community, and the Second Empire Baroque provided an imposing, though outdated impression. Characteristics of this style include a mansard roof, corner towers, an exterior finish of stone or that mimics stone, and large elongated windows. Deady Hall is one of Oregon's National Historic Landmark buildings.

Religion

Church buildings from this period continued to display Gothic influences, though only one new building was constructed between 1871 and 1883. This was the First Presbyterian Church, a simplified Gothic style building, which has been demolished.

Commerce/Trade

During the late 1860s through the 1880s, commercial and residential architecture in Oregon became more elaborate, partially as a result of greater settlement and capacity to produce more finished building materials. Wood was still commonly used, although brick began to gain in popularity as a "fireproof" material for downtown buildings. Commercial structures exhibited elements of the Vernacular Gothic and Italianate styles, which included elongated two-over-two or four-over-four double hung sash windows (in both wood and masonry buildings), a vertical emphasis in massing, and greater elaboration in the eaves and frieze. The use of pre-made, cast iron elements became extremely popular during this period, and entire storefronts often utilized this new innovation. Wrought iron was also used for decorative features such as balcony railings or roof cresting.

Early masonry commercial buildings in small towns generally consisted of one to two stories, with a sloping roof and a parapet. Details were more elaborate than those found on frame structures, though masonry buildings displayed a wide array of ornamentation. The upper stories may have included corbelling, brackets, or a stepped cornice along the eave with applied frieze details. The windows were multi-paned (usually two-over-two), and later one-over-one double hung sash, with segmental or flat arches of brick or stuccoed brick.

Storefronts continued the use of recessed entrances with large, wood or cast iron framed display windows and transoms. Cast iron columns or brick pilasters placed at the corners of the building provided detail and delineated the edges of the individual buildings and the display windows. Above the storefront a boldly decorated cornice provided division between the first and second stories, which were often used for different purposes. (Upper levels were used for offices or meeting halls, with access through a door alongside the storefront. The street level was used for commercial purposes.)

Although there may be some portions of structures from this period remaining within or around current buildings, for identification purposes there appear to be no commercial buildings from this period remaining in the study area. The Smeede Hotel, completed in 1884, is a good example of the type of structures that lined the main streets of downtown Eugene during this period.

Social

When social organizations were initially established, they often rented space in an existing building until they could afford to build their own meeting hall. The I.O.O.F., the Masons, the

Knights of Pythias and numerous other fraternal groups existed in Eugene during this period, but none of the meeting halls or buildings constructed during the early years survive.

Government

Typically, government buildings such as city halls and courthouses were built with classical elements, though structures that served as fire houses or post offices were less formal. The first city hall in Eugene was built in 1883 in the Park Blocks. This building was eventually demolished, and there are no government related buildings remaining from this period.

Funerary

The cemeteries that were established during this period include the Pioneer Cemetery near the University Campus, established in 1873 and the Laurel Grove Cemetery in Glenwood (1878). Each of these cemeteries is or was once associated with the I.O.O.F., and all are currently in use.

Recreation and Culture

There are no play houses, theatres or halls from this period remaining in the study area.

Summary

There are few resources remaining from this period. Many have been lost to development and deterioration. Those that do remain are rare reminders of a period of high hopes and significant steps in growth and development for Eugene. From this period, resources related to transportation, industry and the University are particularly important in describing the evolution of the town.

The Progressive Era: 1884-1914

The number and types of resources that appeared during the Progressive Era increased with the arrival of the automobile and the use of new residential building styles. New recreational facilities such as movie theatres also began to appear.

The resource types associated with this time period include

- Government (county courthouse, post office)
- Commerce & Trade (business blocks, financial institutions, specialty stores, department stores)
- Domestic (single-family and multi-family dwellings; Italianate, Stick Style/Eastlake, Queen Anne, Shingle, Romanesque, Colonial Revival, Neo-Classical, Classic Box, American Renaissance, Prairie School, Craftsman, Western Stick Style, and Bungalow)
- Education (schools, colleges/university, library)
- Religion (churches)
- Funerary (funeral home, cemetery)
- Social (lodges and meeting halls)
- Recreation & Culture (theaters, auditorium, outdoor recreation, fairgrounds)
- Health Care (hospitals, clinics)
- Defense (armory)
- Industry (mills, factories, waterworks, powerplant, warehouses)
- Agriculture (cannery, agricultural fields, horticultural facilities)
- Transportation (streetcar line, railroad, steamboat, roads, garages)

Government

Government resources from this period included a courthouse, city hall, jail building, fire house and post office. During this period, government buildings generally were built in the Richardsonian, Beaux Arts or Classical Revival styles, or exhibited elements of these styles. Only three government buildings were constructed during this time period (two county courthouses and a post office), none of which exists today.

Commercial

Commercial resources from this period include business blocks, financial institutions and specialty and department stores. The primary change in commercial architecture prior to 1900, was the use of masonry construction which was more permanent and less susceptible to fire. Stylistic elements were adopted from both the Gothic and the Italianate. The Italianate style was easily adapted to

commercial architecture, both in wood and masonry, and was most commonly used in the 1880s and 1890s. Commercial buildings may have also exhibited gothic elements, though the purest forms of this style were reserved for churches and residences. Cast iron storefront elements continued to be used.

During this period, commercial building styles displayed corbelled brick cornices and large arched windows on the upper stories. As the turn of the century approached, buildings began a slight decline in the amount of elaborate detail on the storefronts. Entrances were still recessed, and the use of transom windows continued, but as time progressed (circa 1900), the storefront became somewhat more streamlined, losing the smaller, more elaborate details of earlier years. The idea of a transparent storefront was evident in the large, single paned display windows that replaced the multi-paned windows of previous years. Strips of metal soon began replacing cast iron or wood for structural framing of the display glass. The transom windows were more integrated into the main display section, and metal awnings were replaced with canvas. Buildings generally became less embellished as time progressed.

Although much of Eugene's downtown commercial core was developed during this time period, very few of the historic structures are intact today. Many were demolished to make way for new development in the 1960s and 1970s. Those that remain include the Smeede Hotel on Willamette Street between 7th and 8th Avenues (commercial Italianate style - 1884), the Gross Hotel, now known as the Lane Building, on the northwest corner of 5th Avenue and Willamette Street (commercial Italianate style, 1903), the Quackenbush Hardware Store on E. Broadway between Oak and Pearl Streets (1902) and the Booth-Kelly Lumber Company office building on the southeast corner of 5th Avenue and Willamette Street (1909).

Residential

Residential resources are the most abundant and visible resources which have survived from this time period. Residential architecture during the Progressive Era reflects a wide variety of styles.[12] During the 1880s, several Late Victorian styles could be found which were actually carried over from the previous decade and used until the late 1890s. These included the Gothic (Revival and Vernacular), Italianate, and Stick/Eastlake styles. (The Gothic styles are described in the previous section.)

The **Italianate** style, popular during the 1880s and 1890s, was used for buildings that were usually two stories, although there are some local examples of one story Italianates. Usually square or rectangular in shape, these houses balanced a vertical tendency with stong horizontal emphasis along the roofline and eave. Italianate houses had low-pitched hipped roofs with wide overhanging eaves with decorative brackets. The double hung sash windows had a distinct vertical emphasis and were often paired. The windows may have displayed flat or segmental arches with elaborate, decorative crowns. On domestic architecture, single story porches were almost always present. Paired doors, with large-pane glazing in the door itself, became popular in Italianate houses. Examples of Italianate architecture in Eugene from this time period include the Collier House

(1885-86), the McNail-Riley House (1889) and the Ayers House (1880s).

Stick/Eastlake was another style utilized during this time period, though it actually had its beginnings in the late 1860s in the eastern states. This style is defined primarily by decorative detailing. Identifying features include a steeply-pitched, cross gabled roof with decorative trusses at the apex of the gables; overhanging eaves, usually with exposed rafter tails, wooden wall cladding interrupted by patterns of horizontal, vertical, or diagonal boards (the stickwork) raised from the wall surfaces for emphasis and porches with diagonal or curved brackets. Eastlake detailing (decorative panels above doors and windows, sunbursts, and spindlework) was sometimes incorporated into the ornate detailing of the Stick Style house. This style was reserved primarily for residential architecture. Its application in Eugene seems to have been primarily Stick/Eastlake details used in conjunction with other styles. The Shelton-McMurphey House (1888) is an example of a house with Eastlake detailing, although it is also identified with the Queen Anne style.

There were several other Late Victorian styles which emerged in the 1880s and were used into the 1890s. These included the popular Queen Anne (and Queen Anne Cottage), the Shingle Style, and the Romanesque Revival styles. The **Queen Anne** style grew out of the Stick Style, but became far more influential and widespread. Characterized by an irregular building shape with a steeply pitched roof (often with a front-facing gable), patterned shingles, cutaway bay windows, partial or full-width porches (often extending along one or both side walls), the Queen Anne style is easily recognized as a highly decorated type of architecture. Numerous Queen Anne houses and cottages were built in Eugene in the 1880s and 1890s. Examples include the Snodgrass House (circa 1880s), the Shelton-McMurphy House (1888), the F. Smith House (also known as Lansdowne House, circa 1890s), the Chambers House (1891) and the Calkins House (1902).

The **Shingle Style** was free-form and variable, dependent solely on its shingle cladding to differentiate it from other styles. It was influenced by three other traditions: from Queen Anne, it borrowed wide porches, shingles surfaces, and asymmetrical forms; from the Colonial Revival it adapted gambrel roofs, rambling additions, classical columns, and Paladian windows; and from the Richardson Romanesque it borrowed an emphasis on irregular, sculpted shapes. Used primarily in residential architecture, the Shingle style does not emphasize decorative detailing and contrasting textures, but aims instead to create the effect of a complex shape enclosed within a smooth surface (the shingled exterior) which unifies the outline of the house. Although this style was most popular in coastal New England, occasional examples appear in Oregon. There was one Shingle style house identified in the Fairmount neighborhood on Fairmount Avenue during the 1987 survey.

Romanesque Revival (also known as **Richardson Romanesque**) is a style that was used primarily for commercial and public architecture between about 1880 and 1900, although it was occasionally used for large, elaborate houses. This style is characterized by masonry construction, usually with at least some rough-faced, squared stonework. segmental-arched windows, porticoes and entrances, asymmetrical facades, and often, towers which are normally round with conical

roofs. Frequently two or more colors or textures of brick or stone are combined to create decorative wall patterns. There are currently no identified residential examples of the Romanesque Revival in Eugene.

Several late 19th and early 20th century period styles were used in domestic architecture. These include the Colonial Revival (from c. 1890 to 1915), Neo-Classical (from c. 1890 to 1920), and the American Renaissance (also known as Beaux Arts; from c. 1895 to 1930).

Colonial Revival houses are usually rectangular in shape, with one-and-a-half to two stories and low pitched gable roofs. The style is characterized by a symmetrical facade with multi-paned, double-hung sash windows. The entry displays a classically influenced pediment supported by columns and pilasters with a front door accentuated with sidelights and/or fanlight. One of the subtypes includes a second-story overhang. This style of architecture was popular in Eugene and several examples have been identified through surveys in the College Hill, Fairmount, South University, and West University neighborhoods.

The **Neo-Classical** style is based on earlier Classical Revival types. Usually rectangular with gable roofs, houses of this style may be large or small, with common elements including a symmetrical facade, multi-paned double hung sash windows, a simple frieze and eave returns. Doorways commonly have elaborate, decorative surrounds. Larger Neo-Classical houses are easily recognized by a facade with a full-height porch with a roof supported by classical columns, typically with Ionic or Corinthian capitals. There are currently no identified Neo-Classical style houses in Eugene, although there are some which could be considered a simplified vernacular or regional version of this style.

Another style which appears to have been infrequently used for residential architecture in Eugene is the **American Renaissance** (or **Beaux Arts**) style. This style tended to lend itself well to large public buildings, large apartment houses, townhouses, and private mansions. It is characterized by masonry construction of usually smooth, light-colored stone, wall surfaces decorated with garlands, floral patterns and shields, a symmetrical facades decorated with quoins, pilasters, or columns (usually paired) and a rusticated first story. There have been no houses of this style identified in Eugene, although Johnson Hall on the University of Oregon campus and the First Christian Church were constructed during this period in the Beaux Arts style.

There were several additional styles which might be generally described as late 19th and early 20th century American Movement styles. These include the Classic Box (1890 to 1915) (also known as the Transitional Box or American Foursquare), the Prairie School (circa 1900 to 1930), the Craftsman style (1905 to 1915) and the Bungalow (1900 to 1930).

The **Classic Box** is a style that might best be described as transitional, as it was used between about 1895 and 1905, bridging the gap between the Victorian styles and the bungalow craze. It is also sometimes called the American Foursquare or Transitional Box. Exemplified by a

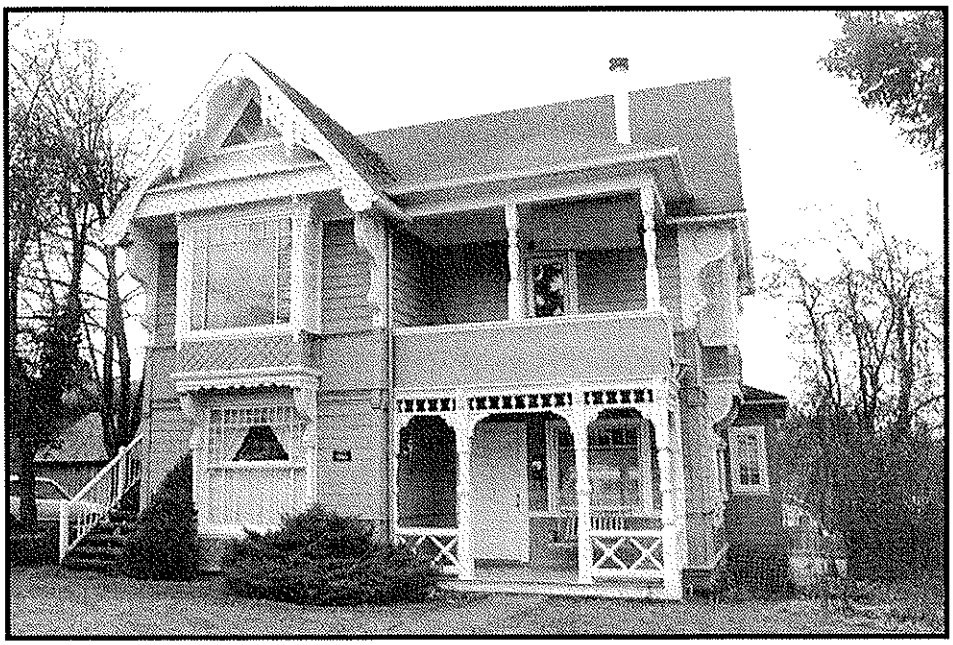


Photo courtesy of City of Eugene

THE QUEEN ANNE STYLE

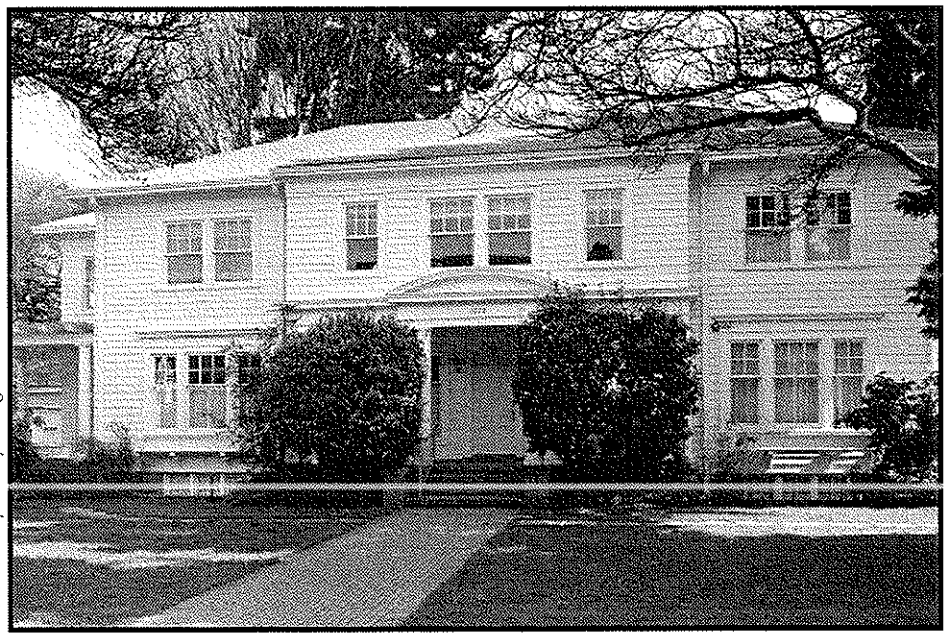


Photo courtesy of City of Eugene

THE COLONIAL REVIVAL STYLE

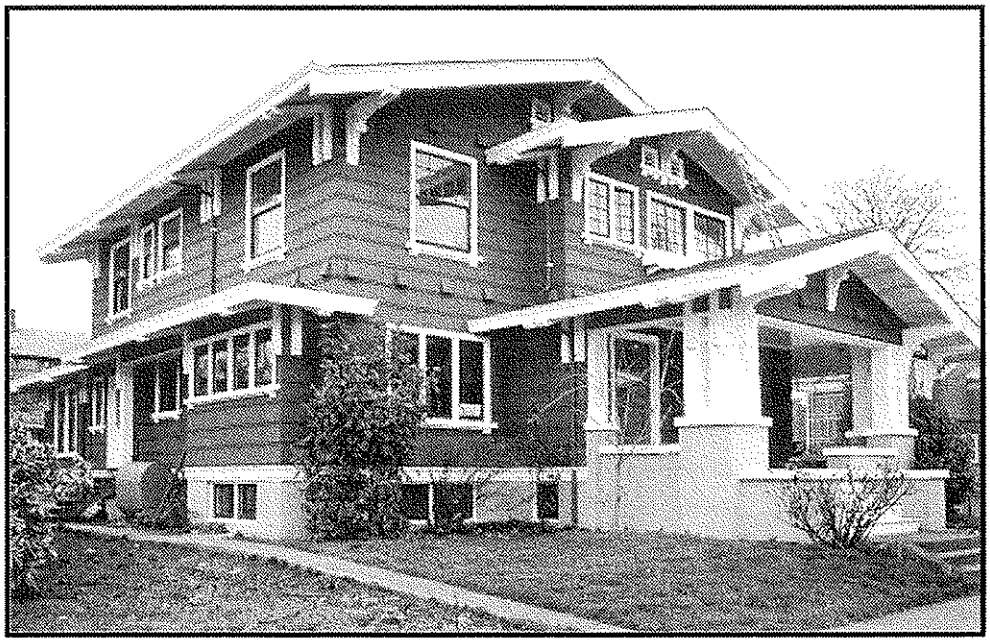


Photo courtesy of City of Eugene

THE CRAFTSMAN STYLE

Photo courtesy of City of Eugene

THE BUNGALOW STYLE

two-story square or rectangular box with a hipped roof, these houses have double-hung sash windows and clapboard or shingle siding. Ornamentation is limited to simple window headers and sometimes the use of two types of siding. Clapboard or shiplap may be used on the first level, and shingles on the second. There are several good examples of this style in Eugene, including the houses at 342 W. Broadway and at 320 High Street.

The **Prairie School** was mastered and promoted by architect Frank Lloyd Wright. The style is influenced by Japanese design and a sensitivity for the environment in which the building is placed. It can be identified by its strong horizontal emphasis. The low-pitched roof, which is usually hipped, widely overhanging eaves and banks of windows all contribute to this horizontality. Houses of this style also exhibit one-story wings or porches on two-story houses, simple detailing which emphasizes horizontal lines, and massive, square porch posts on high-style examples. Vernacular examples might also have the massive supports, but more likely will have simple square posts. The high-style examples often have contrasting colors, window boxes, geometrical patterns in the window glazing, and stylized ornamentation. There are few buildings of this style in Oregon, though its influence can be seen in some buildings of the bungalow or Craftsman style. There has not as of yet, been any examples of this style identified in Eugene from this period, though a 1959 Frank Lloyd Wright house is located in Eugene on Ridgewood Drive.

The **Craftsman** style was inspired by the work of designers such as Gustav Stickley and the California architectural firm of Greene and Greene. The style is influenced by the Arts and Crafts movement, and is often a term used to denote a decorative style as well as a house type. The style was most often applied to bungalow house forms, but also appears in others. The Craftsman style was characterized by a horizontal emphasis, an irregular shape, banks of windows, broad open porches and the use of local materials. The interior of the Craftsman house was very distinctive for its open floor plan, abundant use of naturally finished wood and a connection to nature through the many windows and porches.

What are generally referred to as Craftsman are the high-style "ultimate bungalows" characterized by low-pitched, gabled roofs with wide unenclosed eave overhangs, exposed roof rafters, decorative beams or braces under the gables, battered porch columns often on pedestals or massive piers that extend to the ground level. Shed or gable dormers are common; wood clapboard and wood shingles are the most typical wall claddings; stone, brick, concrete block, and stucco are also used. Occasionally, a house will display a secondary influence of Tudor half-timbering, Swiss balustrades, or Oriental roof forms. There are several excellent examples of the Craftsman style in Eugene, including the Ball House at 1310 Lincoln Street (1912), the Soults-Westfall Duplex (c. 1914) at 1412 Pearl Street and the Wheeler House at 710 Lincoln Street (c. 1912).

The **Bungalow** house form was exceedingly popular in Eugene between 1900 and 1930. In their purest form, bungalows are one story with a low pitched gable roof with broad eaves, exposed rafters, large porches, and banks of windows, and are constructed of local materials. During the peak of their popularity, bungalows appeared in many different forms. Most houses of this style are one or one-and-a-half stories with shed or gable dormers, decorative beams or braces under the

gables and wood clapboard and shingle wall cladding. The use of stone, brick, concrete block and stucco are also found, especially on chimneys and foundations. Bungalows may exhibit Craftsman features or elements of other styles such as Classical or Colonial. Decoration is usually simple, limited to braces and beams under the gables and/or decoratively sawn rafter tails. There are several fine examples of the Bungalow style throughout Eugene including the Zimmerman House at 146 E. 12th Avenue, built in 1914 and the Lord House, built in 1910 and located at 372 W. 10th Avenue.

A newly emerging residential building type found during the Progressive Era was the apartment house. There are at least six early apartment houses remaining from this period in Eugene. These wood frame buildings took the form of two story, rectangular, hipped roof structures with prominent front porches for each of four units (two above and two below). The individual apartments were often as large as small houses of the time, including a living room, dining room, kitchen, two or three bedrooms and a bathroom, as well as a front porch. The buildings displayed elements of the bungalow, Craftsman and Classical styles. There are several excellent examples in the Westside neighborhood, including the Working Flats at 614 Lawrence Street and the Humphrey Apartments at 856 Lincoln Street.

Commercial buildings continued to serve the dual purpose of retail and housing with apartments upstairs. This trend continues today in buildings such as the Booth-Kelly Office Building (507 Willamette) and the Tiffany Building (E. 8th and Willamette).

Education

Primary and Secondary Schools

Education resources that may have been found during this period include schools, libraries, and college/university buildings. School buildings constructed during this time period exhibited several different styles, which seem to have been determined in part by the location of the school. Rural schools were often built using wood frame construction, and were considerably smaller than urban schools. Larger urban school buildings were often two stories, of masonry construction with more elaborate detail such as that found on the Geary School building. Because of continuing growth, none of these large schools survive in Eugene. The earliest of the non-collegiate educational resources constructed during this time period that survives today is the Blanton School (1908), which may now be a residence on Crest Drive. There may be other school buildings from this period that survive as residences or other uses, but none have been identified.

University of Oregon

The other surviving educational resources constructed during this time are buildings on the University of Oregon campus. Styles popular for University buildings during this period include the Second Empire Baroque, as seen in Villard Hall (1887), the Jacobean Style found in Friendly Hall (1893), and Fenton Hall (1907). Styles chosen for university buildings continued to exhibit rather grandiose characteristics, though toward the end of this period, with the arrival of Ellis Lawrence, architecture became more classically elegant.

Other Higher Education Institutions

The Northwest Christian College (then called the Eugene Divinity School and later the Eugene Bible University) retains one structure from this period. The Administration Building, at 828 E. 11th Avenue, was constructed in 1908 in the Italian Renaissance style for use as classrooms and offices.

Religious

Churches built in the Progressive Era exhibited greater scale and detail than in previous years, and continued to be influenced by the Gothic and Classical styles. The First Christian Church, built in 1911, is an excellent example of the American Renaissance style. The Fairmount Presbyterian Church (1895) exhibits elements of the Georgian and Gothic styles, and the Irving Christian Church (formerly the United Brethren Church, c. 1891) is also a simplified Gothic style church. The latter two buildings exemplify the character of early and rural churches, and it was this type of building that was replaced by the larger masonry churches that began to appear during the Progressive Era.

Funerary

Funerary resources from this period are represented by cemeteries and funeral homes. The Danebo Cemetery on Danebo Drive in west Eugene appears to be the only cemetery in Eugene's urban growth area that was once associated with and adjacent to a church, and was established in 1901. The church no longer stands. The Catholic Mt. Calvary Cemetery on Crest Drive was established in 1889.

The Hope Abbey Mausoleum, constructed in 1913 by Ellis Lawrence, is one of the state's best examples of the Egyptian Revival style. Located in the Masonic Cemetery, it is the oldest mausoleum in the city.

In previous decades, funeral homes were associated with furniture makers, who also built coffins. During this period, funeral homes began to appear as separate businesses. The Branstetter Mortuary (1911) was established during this time, and continues operation today. It is located at 1152 Olive, and is now known as the Lounsbury-Musgrove Mortuary.

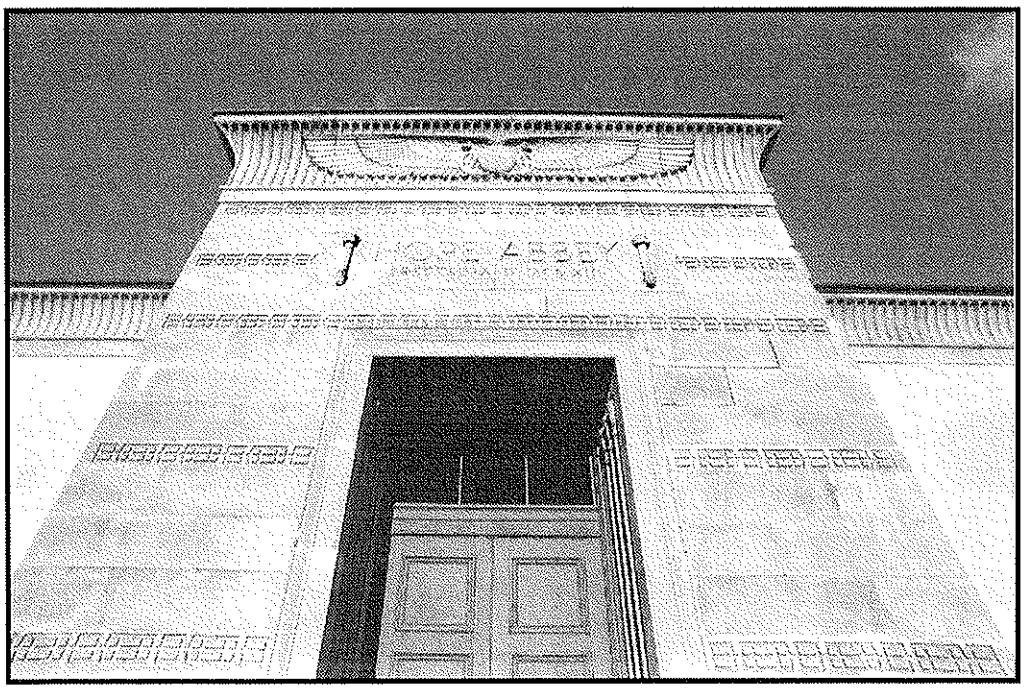


Photo courtesy of Kent Peterson

Entrance pylon at the Hope Abbey Mausoleum (1914) at Eugene's Masonic Cemetery.

Social, Cultural, and Recreational

Resources associated with Social, Cultural and Recreational activities from this period include fraternal lodges and meeting halls, theatres, auditoriums, fairgrounds and outdoor recreational sites or buildings. Although Eugene was socially vibrant during this era, very few buildings associated with these activities remain. The Eagles Building (1906) is located on Willamette, but has been altered. The Rex Theatre (1908) was extensively remodeled in 1991 and retains none of its historical integrity.

The County Farm served to house the poor in the community, and was located in the vicinity of Coburg and County Farm Roads.

Hendricks Park (1906), Skinner Butte Park (1908), Melvin Miller Park (1910) and the upper millrace are surviving examples of outdoor recreational resources. During the Progressive Era, the Millrace began to be used for canoeing and picnicking, activities which continue today. All three of the parks continue to be used and improved upon through additional land acquisitions and shelters built to promote year-round use. The Lane County Fairgrounds was also established during this period, though none of the original structures remain on the site.

Health Care

Health care resources found in Eugene during this era included two hospitals and doctors' and dentists' offices. The only known remnant of any of these resources are the steps that once led to the Mercy Hospital on College Hill that are still located on Willamette Street near 20th Avenue.

Defense

With the exception of the armory building, the resources related to defense in Eugene in this period were temporary sites. The only resource from this time period which survives is the memorial marker dedicated to the soldiers in the Spanish-American War located at the Pioneer Cemetery. The armory (1901) was demolished in 1976.

Industry and Manufacturing

Industrial buildings from this time period included mills, warehouses, factories, power plants and waterworks. Many of these buildings were similar in style to the previous time period, being box-like and utilitarian in nature, with few windows. These building types tended to be constructed of sawn lumber, although by 1913 the use of concrete for floors and foundations was becoming common. Most of the resources from this period have been demolished. The Gross Brothers Foundry (1902, later the Eugene Foundry and Machine Shop) remains on its original site at 518 E. 8th Avenue. This frame structure retains its basic shape and several of the early multi-pane windows, and is still in use.

The Fifth Street Public Market area contains a collection of agriculturally related industrial buildings. Most of the structures from this period have been altered or demolished. The Bag Building (c. 1908) located at 295 E. 5th Avenue is one of the oldest structures in the area, but has been extensively altered. Other industrial or manufacturing related resources from this period may include warehouse buildings along the railroad or in the vicinity of the old Eugene Planing Mill.

Agricultural

Agricultural resources continued to include residential buildings and agricultural structures such as barns, storage buildings, pumphouses, granaries, hops barns and sheds. In addition to an occasional farmhouse and barn, two primary resources that appeared during this time period remain. The first is the site of Agripac (c. 1908), which may retain some elements or features from this period. The second resource is the multiple remnants of orchards which can be found throughout Eugene's urban growth area, primarily in the Willakenzie and the River Road/Santa Clara areas. There are several barns and agricultural outbuildings throughout the Urban Growth area that may date to the Progressive Era as well.

Transportation

The resources associated with transportation during this time period pertain to roads and railway tracks. The tracks of the original streetcar system were removed in 1903 and most of the tracks from the Eugene Street Railway have either been removed or paved over. A short section of tracks remains intact on Columbia Street between 22nd and 23rd Avenues and is visible to the passerby .

Another remaining resource from this time period associated with transportation is the Southern Pacific Railroad Depot. Built in 1908, this depot is a simplified version of the Richardson Romanesque style, a prototype used by the Southern Pacific Railroad for depots during this time period. The Railroad Express Office, east of the depot, probably dates to around 1900. The small bunk house may also date to the turn of the century.

The introduction of the automobile prompted several new resource types such as repair shops and garages. There are numerous garages associated with houses that remain standing and can be seen along the alleys of many Eugene streets. There have been no specific repair shops or repair garages from this period identified to date.

Summary

There are more resources remaining from this period than from previous years, particularly residential structures from the early 1900s to mid-1910s. The population grew from 2,275 in 1890 to 9,009 in 1910, making growth an important trend during this era. Physical growth of the

community sometimes involved moving or demolition of structures to make way for new development. This was the case with several church buildings in Eugene during this period.

Progress also meant expansion of urban residential areas, as evident in the Westside, Whiteaker and Fairmount neighborhoods. The sheer number of buildings constructed during the Progressive Era attests to the incredible growth and advancement experienced during these years.

The Motor Age: 1914-1940

During the Motor Age Eugene experienced growth in transportation systems, commerce and residential development. The automobile prompted the development of new resource types such as auto repair shops, filling stations, auto parks and garages. The auto also allowed residential areas to expand beyond the core area, and residents were able to live further from town.

The resource types associated with this time period include:

- Transportation (railroad depots, auto garages/showrooms/filling stations, tourist camps, motor lodges, airfields)
- Industry (mills, factories, waterworks, powerplants, warehouses, lumber resources)
- Agriculture (cannery, agricultural fields and orchards, horticultural facilities; granges)
- Commerce and Trade (business blocks, specialty stores, department stores, hotels)
- Government (reservoirs)
- Education and Religion (schools, colleges/university, churches)
- Social (lodges, meeting halls, community clubs)
- Recreation and Culture (theaters, auditorium, stadium, outdoor recreation)
- Health Care (hospital and clinics)
- Defense (training facilities, practice drill fields, barracks, monuments)
- Domestic (single-family and multi-family; Colonial Revival, Neo-Classical, Tudor/ Jacobethan, Dutch Colonial, Georgian Revival, Spanish Colonial, Mediterranean, American Renaissance, Exotic Styles, French Provincial, Norman Farmhouse, Prairie School, Craftsman, Western Stick Style, Bungalow, California Mission/Pueblo, Adirondack Rustic/National Park Style, Art Deco/Moderne, International, Stripped Classical/Half Modern, and Minimal Tract)

Transportation

Transportation resources from this period are very diverse, and includes railway stations, airplane landing strips or airparks, street railway resources and auto related resources, which includes everything from auto showrooms to highway bridges. Many resources such as roads, airstrips, and rails, have been replaced, removed or covered over, though the original route is often still in use. Buildings associated with the time period, however, varied in construction and respresent a wide variety of styles.

Railroad

One of the most prominant transportation-related structures surviving from the Motor Age is the Georgian Revival Oregon Electric Railway depot (1914) on the northeast corner of 5th Avenue and

Willamette Street. Other structures related to the railroad may include warehouses or railroad service sheds. There are three small sheds located along the railroad south of the vast railyard, on Bethel Drive. Railroad depots built during the Motor Age were more often of masonry construction, replacing the earlier wood frame depots. Railroad maintenance and utility buildings continued to be constructed of wood.

Automobile

Despite the loss of many of the early resources associated with the automobile, there are numerous garages that remain, primarily those associated with private residences. Houses built after about 1910 were frequently paired with a matching garage, such as that seen at 13th Avenue and Lincoln Street or at the Harlow House (1922) on Harlow Road. These garages were usually sited to the rear of the house. The conversion of carriage houses to garages was common on sites that had been developed earlier. Multiple family dwellings also had associated garages, such as those seen behind the Petersen Apartments on W. Broadway between Lincoln and Lawrence. In urban areas, the garage became the primary "outbuilding" associated with the house, and in rural areas the garage was an added feature to the collection of outbuildings normally found on a rural homesite.

The earliest auto-related buildings, such as the Bangs Livery/Garage, are gone. There are several commercial structures related to the automobile remaining from later in this period. Representing the styles of Art Deco and Moderne are the Firestone Building (1930), the Humphries Building (1940) and the Kendall Motor Co. building, all located near the city center. These buildings, like many that were associated with transportation at this time, were constructed of masonry, including brick and stucco. Sam Bond's garage, on the corner of 4th Avenue and Blair Boulevard, (1926) is a good example of a neighborhood auto repair shop that was in use until 1973. This building retains some of its original features including the motor hoists in the rafters, and has been converted to non-auto business use. Other resource types common during this period include filling stations, tourist camps and motor lodges. These resources were found along main roads and along the route of the Pacific Highway. There are several older filling stations in the vicinity of W. 6th Avenue and Blair Boulevard. Seavers Car Camp was a popular location in Glenwood, and the site is now the location of a mobile home park. Motor lodges such as the Eugene Motor Lodge on Franklin Boulevard were simple but attractive structures that served tourists.

Air Travel

There are no visible surviving remnants of the Eugene Airpark visible, Westmoreland Park was built on much of that site, and it retains the broad open space that was found at the airpark.

Industry and Manufacturing

Industrial buildings from this time period continued to be utilitarian in nature. As certain manufacturing processes became more specialized, so did building shapes and sizes. Many were constructed with wood framing, but the use of masonry for exterior walls seems to have grown in popularity during this time period. There was an increased use in metal construction, especially by the oil companies, in building tanks for petroleum products. While many of the industrial resources from this period have been lost (particularly those associated with the Millrace) there are surviving remnants of early buildings at the Agripac complex, an occasional warehouse along the railroad, early buildings associated with the lumber industry, and examples of early oil company facilities in the Whiteaker neighborhood. Now used as commerical space, the Vitus Electric Works (1940) is still located at 140 E. 5th Avenue.

The Brenner's Furniture Warehouse, at 220 W. 8th Avenue, was constructed about 1925 and exhibits the typical simplicity of storage and warehouse buildings dating from this period. Warehouse buildings also remain standing along the railroad. One example is the Parks Warehouse and Storage building located at 410 Pearl Street, which was built about 1925.

Sites related to timber have necessarily experienced change over time, but one of those remaining from this period is the Giustina Lumber Company in west Eugene, dating from circa 1938. The Star Lumber Company also dates from this period, about 1940.

Agricultural

Agricultural resources from this period may include warehouses constructed to store produce, grain and feed, barns, greenhouses, and the orchards and gardens of the fruit and nut industry. Remnants exist throughout the city. Some of the horticultural resources associated with Chase Gardens, such as the greenhouses and smokestack, survive. There were few new farms developed during this time period in which new farmhouses and barns would have been built, although there may be some located in the Willakenzie area. A pair of gambrel-roofed barns and a large unidentified agricultural building can be seen on Royal Avenue just east of Greenhill Road. There are other agriculture related structures scattered throughout the urban growth area. The Willakenzie Grange, built in 1913, remains standing on Willakenzie Drive. The Jefferson Elevator structures are highly visible landmarks west of the Washington-Jefferson Bridge.

Agricultural resources located closer to the core area are found in the 5th Avenue area and include the Allen & Lewis Wholesale Grocery (1918, now the Fifth-Pearl Shops), the Granary Building (1927), the Swift Company Poultry Plant (1929, now the west portion of the Fifth Street Public Market complex) and the Farmer's Union building and the egg taking station on the corner of 5th Avenue and Olive Street. All of these structures retain some of their historic appearance on the exterior, and several retain interesting historic interior features.

Remnants of fruit and nut orchards are evident throught the urban growth area. There are large tracts remaining in the River Road and Willakenzie areas, as well as smaller, non-producing sections or groups of trees in nieghborhoods throughout the Eugene area.

Commerce and Trade

The trend in commercial architecture during this time period was toward simpler, more linear design with fewer elaborate details. Following the Craftsman-type features added to commercial storefronts in 1910s, the stylistic influence of Art Deco became popular in the 1920s and 1930s, with its flat surfaces ornamented with simple geometric elements. While most commercial buildings continued to be constructed of masonry, new materials such as metal framed windows, tile and colored glass panels, and neon lighting were also being used. Several commercial resources from this time period have survived, although some have been altered from their original appearance. Examples include the Stanley Building at 94 W. Broadway (1925), the Miner Building at 132 E. Broadway (1924), the Eugene Hotel located at 222 E. Broadway (1924), the Eugene Steam Laundry at 245 E. Broadway (1925), and the Schaefer's Building on the corner of 10th Avenue and Willamette Street.

Government

Government resources constructed during this time period were related primarily to the waterworks and electric company, and include the College Hill reservoir. Another example of a government related resource is the Columbia Substation on Hwy 99 in Bethel. The present Post Office was built in 1938 in the Art Deco style, and remains one of the better examples of the style found in Eugene.

Educational

Schools constructed during this period have many of the same features as those found in the latter part of the Progressive Era. Commonly one or two stories with low pitched hipped roofs, most schools exhibit a central pedimented entrance with double doors and sidelights. Banks of multi-paned windows provided abundant light to classrooms, and a flagpole was often located near the entrance. Stylistic influences of the educational buildings constructed during the Motor Age include Georgian Revival, Tudor/Jacobethan, Lombardic Romanesque, Beaux Arts, Art Deco, and Stripped Classical. These styles were applied in varying degrees to many of the educational buildings that remain in the community.

Two of the schools constructed during this time period, the high school at 17th Avenue and Lincoln Street and the Francis Willard School, no longer exist. The "twin" junior highs known as the Lincoln and Condon Schools (1924), however, have survived and have been successfully

renovated for use as housing and administrative offices. The two elementary schools, Edison and Stella Magladry (1930s), continue to be used for educational purposes. The University High School also survives, and is part of the University of Oregon.

There are several other schools that remain in use, such as the Willakenzie School (c 1930s) on Willakenzie Drive, the Willagillespie School (c. 1930s), theSanta Clara School (1935) designed by local architect John Hunzicker, and the Dunn School (c. 1930s) on South Willamette Street.

University of Oregon

Many of the University of Oregon buildings constructed during this time period have survived. Some structures, such as the army barracks (1918), the original Gerlinger Annex (c. 1919) and the YMCA bungalow (1918) have been demolished. Of those that remain, some have been altered or added onto, but most are excellent representations of their original forms. The campus buildings displayed several different influcences in style, while maintaining a sence of continuity in spatial planning and use.

The largest influence on the University's physical development during this period was the work of Ellis Lawrence, the campus architect and planner. Lawrence was able to implement much of his grand campus plan, including the Memorial Quadrangle plan on the west side of campus surrounded by the Library, the Museum, and Gilbert, Condon and Chapman Halls. Lawrence was also responsible for the design of the University High School, the Education Building, the Music School and the Women's Quadrangle, among others. (Lawrence's last designs on the University campus include the Erb Memorial Union building and Carson Hall.)

Johnson Hall, which houses the President's office, was built in 1914 and designed by William Knighton in the American Rennaissance style. Knighton also designed the west wing of Fenton Hall in 1914. According to University of Oregon archivist Keith Richard, Johnson Hall is the last building designed by someone other than Ellis Lawrence between 1914 and 1946.

Religious

Several churches survive from this time period. Stylistic influences continued to include the Classical and Gothic, but as the years progressed churches became less "pure" in their interpretations and applications of these styles and became more "modern" in appearance. The First Congregational Church is one example, being built in the Mediterranean style by W.R.B. Willcox in 1924-25. This building is now known as the Willcox Building, and houses offices and the Bijou Theatre.

Funerary

Funeral homes continued to serve the community during this period, and generally adopted the

styles found in residential buildings. The Poole-Larson Funeral Home, located on W. 11th Avenue and Charnelton Street, is located in a large, formerly residential building that has been converted.

Social, Cultural, and Recreational

There are a few identified remaining resources from this time period related to social, culture, and recreation. These resources may include theatres, meeting halls, auditoriums, lodges and parks.

Although several organizations and clubs were active during the Motor Age, few actually built facilities. One exception was the Woodmen of the World Hall, constructed in 1932, with an Art Deco influence. The River Road Women's Club built a community center which survives in an altered state. The Willakenzie Grange Hall, previously discussed as an agricultural resource, could also be considered a meeting place and therefore a social resource.

Theatres from this period often attempted to create a fantastic environment in which to view plays and movies. Some of the themes commonly used included Egyptian Revival,or Morroccan. The McDonald Theater (1924) is the only surviving example of Eugene's early motion picture theaters, and is an example of Mediterranean style architecture. Once opulent, the interior has been extensively altered. The Rex Theatre, built in 1912, was totally altered in 1991. Although there were several drive-in theatres in Eugene during the Motor Age, none survives.

Health Care

Because of the rapid growth and advancement of medical technology, none of the early resources related to health care remain. The steps on Willamette Street between 20th and 21st Avenues are the last remnant of the Mercy Hospital on College Hill. The Sacred Heart Hospital complex retains none of its original structures.

Defense

Defense related resources in Eugene often consisted of temporary encampments. The only permanent defense related resource in Eugene was the Armory (built in 1901 and demolished 1976) and barracks built at the University of Oregon during World War I. Neither of these resources survive.

Residential

As with the previous time period, residential structures are the primary type of resource which have survived throughout the city. Residential architecture in the Motor Age represents a wide variety of styles and changing technology in building materials. Several of the styles found during this

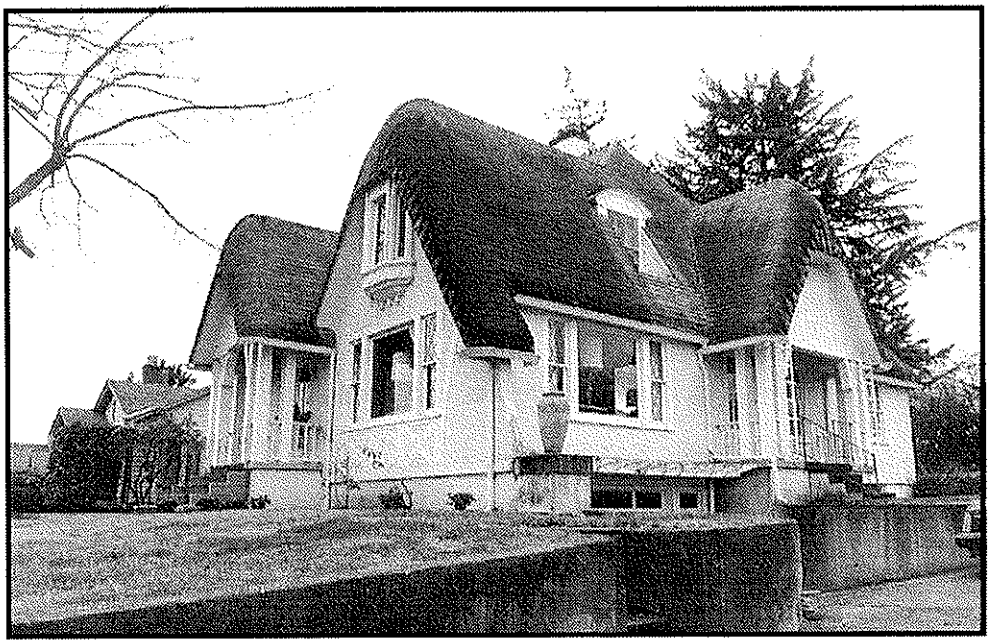


Photo courtesy of City of Eugene

THE ENGLISH TUDOR STYLE

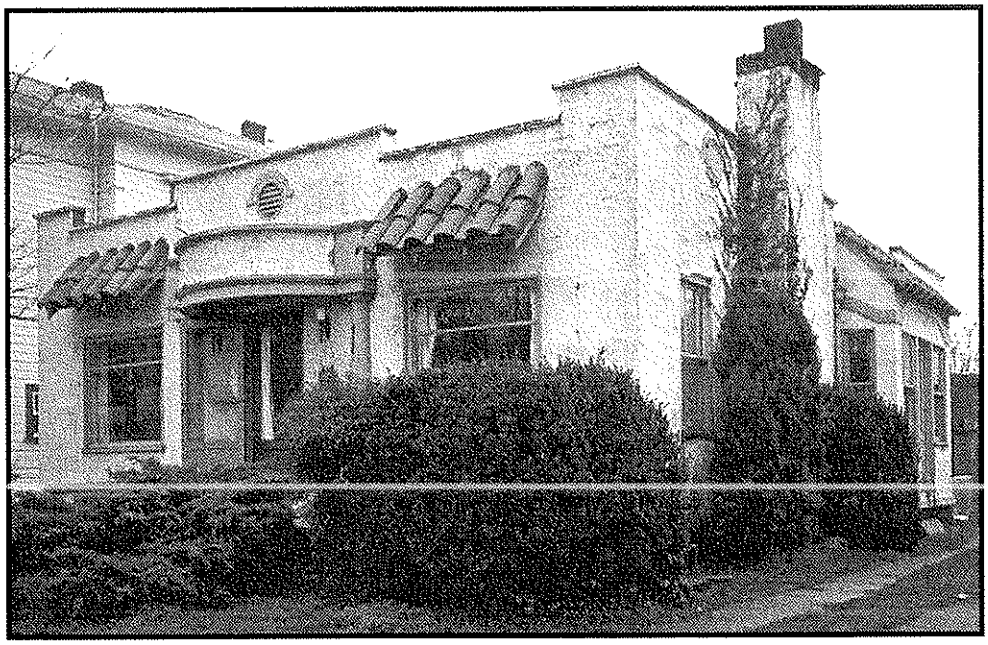


Photo courtesy of City of Eugene

THE CALIFORNIA MISSION STYLE

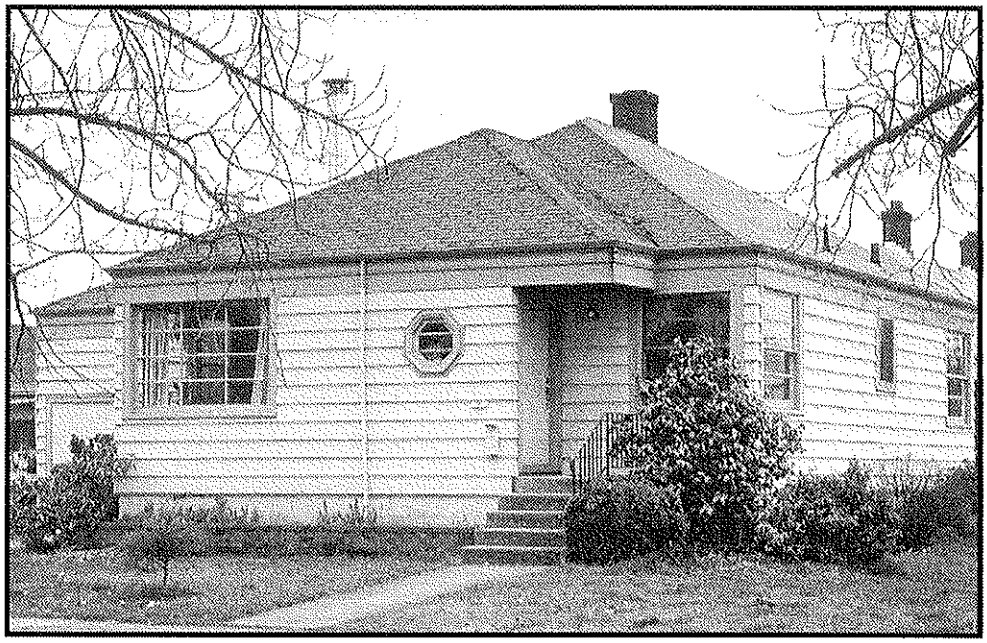


Photo courtesy of City of Eugene

A MINIMAL TRACT HOUSE

Photo courtesy of City of Eugene

A ONE AND A HALF-STORY MINIMAL TRACT HOUSE

time period were carried over from the Progressive Era and were described in detail in that section. Information pertaining to the Colonial Revival, Neo-Classical, American Renaissance (Beaux Arts), Prairie School, Craftsman and Western Stick Style, and Bungalows can be found there. Other styles popular during this time period are described below.

Several early 20th century period styles were popular in Eugene. The **Tudor** or **Jacobethan** style was found in Eugene between about 1915 and 1935. Identifying features include a facade dominated by a prominent gable of a steeply pitched roof; decorative half-timbering; tall, narrow windows, usually in multiple groups with multi-pane glazing; and massive chimneys, generally crowned with decorative chimney pots. Materials include stucco, brick and stone wall cladding, as well as wood. Composition roofing shingles are sometimes rolled around the eaves and rakes to simulate the appearance of a thatched-roof. Occasionally, parapeted gables are seen. Examples of this style have been identified in the Fairmount, South University, College Hill, West University (along the Millrace) and River Road areas.

The **Dutch Colonial Revival** style was popular between about 1920 and 1940, and is found in several of Eugene's neighborhoods. As a revival style, the Dutch Colonial is actually a subtype of the Colonial Revival (described in the Progressive Era section), but is distinguished primarily by its gambrel roof. The side gambrel, often with elongated shed dormers, was the predominant form built in Eugene in the 1920s and 1930s. Most of these houses include the characteristics associated with the Colonial Revival houses of the period. Numerous examples of this style have been identified through prior survey work, including the Carl G.Washburne House (1916) in the Fairmount neighborhood.

The **Georgian Revival** style is also a subtype of the Colonial Revival styles popular between 1920 and 1940. Georgian is often considered the "high-style" of the Colonial Revival and examples often include elaborate detailing associated with the earlier Georgian period, such as decorative doorways and cornices and Palladian windows. Examples of Georgian Revival houses have been indentified in the South University neighborhood. This style, also used for academic buildings, can be seen at the University of Oregon campus on the Women's Quadrangle buildings.

Spanish Colonial or **Mediterranean** style, popular between 1910 and 1925, is characterized by an asymmetrical facade with a low-pitched roof, usually with little or no eave overhang, tile roofing materials, stucco wall surfaces, one or more prominent arched doorway or windows. The style may be highly ornamented with the use of stained glass, decorative tiles, cantilevered balconies, and round or square towers, and sometimes includes arcades walkways and fountains in stylized gardens. Examples of this style have been identified in previous Eugene surveys and several can be found in the Fairmount and South University neighborhoods.

A variety of **Exotic Styles** were used throughout Oregon between 1920 and 1930, but few have been identified in Eugene. These styles include the influences of Egyptian Revival, Moorish, and Swiss Chalet. No residential examples of these styles have been identified through previous

surveys, although an excellent example of Egyptian Revival can be seen in the Hope Abbey Mausoleum in the Masonic Cemetery.

The **Provincial** style was popular between 1920 and 1940. It is generally characterized by a tall, steeply pitched hipped roof with eaves that commonly flare upward at the roof-wall junction. These houses usually have brick, stone, or stucco wall cladding, and may be decorated with quoins or Renaissance detailing such as pilasters and pediments. The **Norman Farmhouse** style is generally used to describe the rural, vernacular manifestation of this style and is characterized by a gabled roof, sometimes with flared eaves, and doors set in simple arched openings. Typically constructed of wood, sometimes with masonry cladding, it is common to find a front gabled entrance with one side of the gable extended into a flare. Both the high style and vernacular may have either double-hung or casement windows. There are several examples of the Norman Farmhouse style found throughout Eugene's neighborhoods.

Most of the styles considered part of the 20th Century American Movement were described in the Progressive Era section, including the Prairie School, the Craftsman and Western StickStyle, and the Bungalow. Several examples of these styles can be found throughout Eugene, many of them constructed during the Motor Age. One of the finest examples, however, is the Soults-Westfall Duplex on the corner of 14th Avenue and Pearl Street, a Craftsman house built in 1914.

Three other styles fall in this category and should be mentioned here. The first are the **California Mission** and **Pueblo** styles, both popular between about 1915 and 1940. The Mission style is characterized primarily by the use of shaped **dormers** and roof parapets. This style commonly has wide overhanging eaves, tile roofs, porch roofs supported by large, square piers, and smooth-surfaced stucco walls. Decorative detailing is generally absent, although patterned tiles or carved stonework can occasionally be found. The Pueblo style, on the other hand, is characterized by a flat roof with a parapet wall; rounded, blunt edges; projecting wooden roof beam (called vigas) extending through walls; and a stucco wall cladding, usually earth-colored. Examples of the California Mission style have been identified in the Fairmount, College Hill and Whiteaker neighborhoods, although previous surveys have not identified examples of the Pueblo style in Eugene.

The last style of the 20th Century American Movements is the **Adirondack Rustic** (or **National Park**) style. Popular between about 1920 and 1940, this style is best described as a rustic log house with massive stone fireplaces and chimneys. Only one example of these style has been identified through sruveys in Eugene and it is located in the Fairmount neighborhood.

Several styles of the modern movement were built in Eugene during the Motor Age. These styles included Art Deco and Moderne, International Style, Half-Modern or Stripped Classical, and Minimal (eaveless) Tract styles. These styles started to appear in the 1920s and were used through the 1930s and into the 1940s. The Minimal Tract style was used into the mid-1950s.

The **Art Deco** and **Moderne** styles were particularly popular in use for commercial architecture in Eugene during the 1920s, 1930s and 1940s. There seems to be, however, few example (if any) of these styles being used for residential architecture. Both are characterized by smooth wall surfaces, usually of stucco and flat roofs. The Moderne, however, is typically horizontally oriented with grooves or lines in walls, distinct coping at the roof line, and horizontal balustrades to emphasize the horizontality. The Moderne is also rounded at the corners and often employs glass block in windows which wrap around the corners. Art Deco, on the other hand, is vertically inclined, using towers and other projections above the roofline to give a vertical emphasis. Ornamentation on the Moderne is minimal, while ornamentation on the Art Deco consists of zigzags, chevrons, and other stylized geometric patterns.

The **International** style is similar to the Moderne in that it,too, is horizontally oriented, has smooth wall surfaces and a flat roof. The difference comes in the lack of ledge (coping) at the roof line, generally square corners (unless a cylindrical form is used in the overall massing), and the use of metal casement windows. This style is devoid of ornamentation and has no decorative detailing. Also preferred for commercial and business buildings, no residential examples of this style have been identified through Eugene surveys.

The **Minimal Tract** house appeared just before the beginning of World War II and was a style which continued to be popular after the war as well. Often described as a compromise style, the Minimal Tract house reflects the form of traditional Eclectic houses but lacks the decorative detailing. Roof pitches are low or intermediate; eaves and rakes are close rather than overhanging; often there is a front-facing gable. Generally built of wood framing, exterior wall cladding may be wood, brick, stone, or a mixture of materials. Most are relatively small houses, usually one story. This style was built in great numbers, commonly in large tract developments, immediately preceding and following the war. There are numerous examples of this style throughout Eugene, particularly in West Eugene.

Apartment Buildings and Multi-Unit Housing

The apartment houses of the previous period evolved into larger apartment buildings during the Motor Age. Designed with smaller living units and more units per building, many of the apartment buildings dating from the 1920s through the 1940s are built of brick or wood framing faced with brick. These buildings display symmetrical fenestration, central hall plans, and two to four stories. Details are simple, with Classical or Colonial influences. There are several excellent examples of early to mid-twentieth century apartment buildings in Eugene, including the Petersen Apartments at 361 W. Broadway and the Wilder Apartments at 259 E. 13th Avenue.
One of the larger apartment buildings constructed in Eugene was the Osburn Apartments (now demolished), which was similar in design and scale to hotels such as the Eugene Hotel. Most, however, were smaller scale buildings located in neighborhoods near downtown or the University.

Summary

As the years progressed, new architectural styles and types augmented the already existing stock of buildings in the community. As new developments such as the automobile appeared, new styles were introduced and old ones altered to accomodate the needs and tastes of the population. This evolution can be seen in many buildings that remain in use today.

The War Era: 1941-1945

While the country concentrated on the war on two fronts, this was a short time period of extremely slow growth. Therefore there are fewer resources identified in this section than in previous periods.

Resource types associated with this time period include:

- Transportation (airport)
- Agriculture (agricultural fields and orchards, horticultural facilities, granges)
- Industry (lumber resources)
- Recreation and Culture (outdoor recreation, theaters, skating rinks)
- Defense
- Domestic (single-family and mutli-family; International, Moderne, and Minimal Tract)

Transportation

Transportation resources from this time period are limited to the developments at the new Eugene airport site. Though recently updated, the Eugene Airport Terminal was constructed in 1943.

Agricultural

Agricultural resources from this time period include further development of agricultural fields, orchards, and greenhouses. There are several barns within the Eugene Urban Growth Boundary which may also date to this period.

Industry and Manufacturing

Industry and manufacturing resources from this time period are represented primarily by timber related sites. The Giustina and Star Lumber Company sites west of Eugene were both operating during this period, with resources dating to the late 1930s and 1940s.

Health Care

There were no health-related resources constructed during this time period.

Defense

There have been no defense-related resources identified from this time period, however quonset

huts and other buildings appear to have been relocated following the war in 1945.

Residential

All of the styles associated with this time period (International, Moderne, and Minimal Tract) were described in the Motor Age section. Because new residential construction was almost non-existent during the war years, few (if any) houses constructed during these years have been identified and stylistic influences are presently unknown. Generally, however, houses built in the 1940s exhibited much simpler character than the styles that came before. Houses were smaller, square or rectangular in shape with shingle siding, hipped or gable roofs, diminutive eaves, and often horizontally divided two-over-two double hung sash windows. The larger porches of the 1910s and 1920s were reduced to small stoops, and garages began to be attached to the house, rather than standing as individual structures.

Identification Summary

World War II brought new construction of any kind to a virtual halt. The building boom following the war resulted in many hundreds of buildings, particularly residential types being built in Eugene. Developments in west Eugene, such as the Friendly Street area, display many of the post-war 1940s and 1950s houses that were so prolifically built during the following years.

New building technology allowed rapid and inexpensive construction, which influenced urban growth and neighborhood design. The use of the automobile also increased, influencing urban growth patterns, paving the way for neighborhood centers, shopping malls and freeways that mark the modern landscape. The natural landscape continued to be an important feature of Eugene, and residents were and continue to be active in the designation and development of city parks and the maintenance of open spaces.

Although many of the early resources have been lost to deterioration and growth, many historic sites and resources remain in and around Eugene, contributing to the special character of the City.

Identification of Historic Resources Endnotes

1. Pincus, Jonathan, Eugene Downtown Core Area Historic Context Statement (Eugene: City of Eugene Planning Department, 1991), 35.

2. For an interesting discussion of early farm groups in the area, see "Farmhouse and Barn in Early Lane County" by Professor Philip Dole. This appears in the Lane County Historian 10 (1965).

3. Dole, Philip, "Farmhouse and Barn in Early Lane County" Lane County Historian 10 (1965).

4. Clark, Rosalind, Oregon Style: Architecture from 1840 to the 1950s. (Portland, OR: Professional Book Center, 1983), 35.

5. Johnson, Maura Willakenzie Area Plan Historic Context (Eugene, OR: City of Eugene Planning Division, August 1989), 27.

6. Johnson, 29.

7. City of Eugene Planning Department files, "Historic: Transportation."

8. Longstreth, 55.

9. Pincus, 37.

10. Clark, Rosalind, 59.

11. Pincus, 36.

12. Information regarding styles is gathered from Virginia and LeeMcAlester's A Field Guide to American Houses (New York: Alfred A. Knopf, 1989) and from Rosalind Clark's Oregon Style: Architecture from 1840 to the 1950s (Portland, OR: Professional Book Center, 1983). The list of styles was taken from a SHPO-prepared list of styles for Oregon.

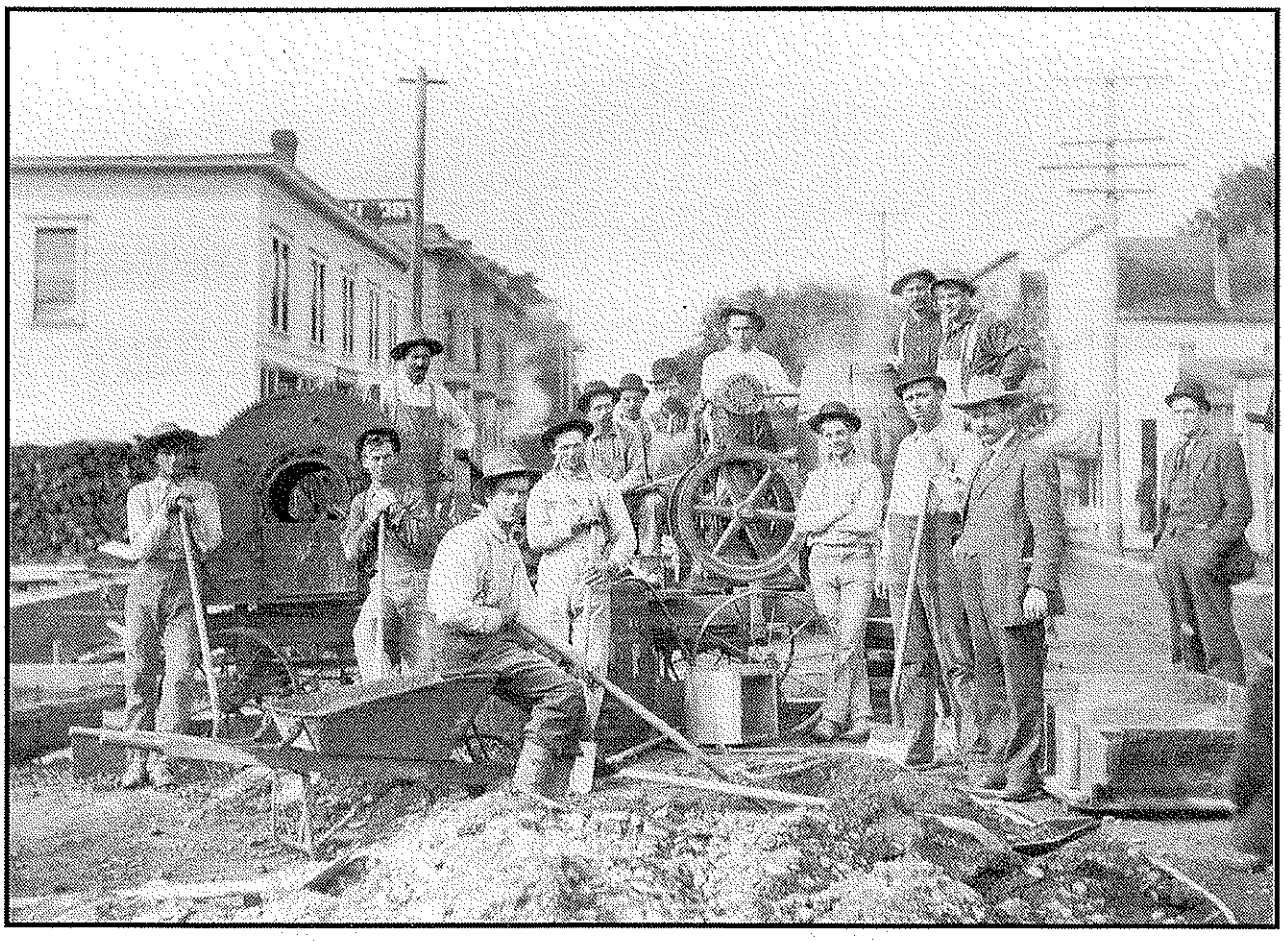


Photo courtesy of Lane County Historical Museum #31C/L81-158

Street paving, looking west on 8th Avenue from Olive Street, 1910.

EVALUATION OF RESOURCES

Evaluation of Historic Resources

Evaluation is the process by which identified property types are compared to their character defining components and ranked according to integrity and condition criteria. Evaluation criteria are derived from National Register standards, the 'best to minimum' example model, and associative cultural value. The evaluation process is extremely important for the development of treatment strategies.[1]

The City of Eugene currently has an approved evaluation form that has been used for several survey projects. The criteria used in the current form incorporate the City Landmark and National Register criteria for evaluation. Each of the criteria are ranked on a scale of 1 to 5, with 5 being high. The evaluation process considers integrity and significance of the resource and through a numerical ranking process, identifies historic resources as primary, secondary, contributing or non-contributing.

Evaluation Criteria

Integrity and Condition

Integrity referes to the ability of an identified resource to convey its original design or some later period of significance through the intactness of its historic form, original or historic use of materials, setting and site. The City of Eugene evaluation form recognizes three levels of integrity:

High Integrity (Virtually Intact): The resource essentially remains in its original or historically significant setting with little or no visible modifications that overtly diminish the ability to relate its historical association. The resource retains the following original or historically significant elements:

- massing
- architectural detail
- surface treatment
- windows and doors

Medium Integrity (Minor Modifications): Over time the resource has had minor, reversible modifications, or has had minor modifications that may be compatible with its historic character. These may include:

- New siding over original siding (reversible)
- Addition to rear of house, not visible from street and compatible in design and massing to original portion of house
- Compatible and reversible enclosure of front porch

Low Integrity (Major Modifications): The resource has experienced a high degree of alteration that changes its historic form and materials. Historic elements have been substantially altered, removed or irreversibly obscured so that the resource no longer conveys its significant historical associations. For example:

- Removal, replacement, or alteration of windows or window openings
- Replacement of original siding
- Removal of character-defining features (such as brackets and window architraves on an Italianate building)
- Incompatible additions or remodeling which obscures or removes features or elements

Particular resources experience changes over time as an intrinsic characteristic of that resource, such as in a landscape feature or an agricultural or industrial facility. This should be factored into the evaluation of the integrity of the resource.

The *condition* of the resource may also be assessed, although a resource in poor condition can still have high integrity if a majority of its historic material, design and workmanship remains intact.

Significance

The significance of each resource is evaluated using the following criteria. Properties are ranked on a scale of 1 to 5, with 5 being high. The citeria are:

1. Association with historic or famous events
2. Antiquity

   Numerical values for the criterion addressing antiquity are generally as follows:

HISTORIC PERIOD	NUMERICAL VALUE
1846-1870	5
1871-1885	4
1886-1899	3-2
1900-1925	1
1925-1941	0

3. Unique architectural merit because:

   a. Representative of a period or style of architecture or method of construction
   b. Extraordinary or unusual design, detail, use of materials or craftsmanship
   c. Identification as the work of an architect, designer or master builder whose individual work has influenced development in the nation, state or community.

4. Relationship to the broad cultural history of the nation, state or community

5. Identification with a person or persons who have significantly contributed to the history of the nation, state or community (a significant owner, architect, builder, etc.)

6. Identification as a unique object representing an aesthetic or educational feature of the community

Ranking

Ranking combines the integrity and significance numerical ratings of the resource within its identified context and arrives at designation of one of the following categories.

General Numerical Values for Ranking Categories

	High Integrity	Medium Integrity	Low Integrity
Primary	6 or more	10 or more	N/A
Secondary	5-7	8-9	10 or more
Contributing	2-4	5-7	6-9
Non-Contributing	0-1	0-4	0-5

Sample Evaluation Form

The following is the evaluation form currently used by the City of Eugene.

CULTURAL RESOURCES SURVEY EVALUATION CRITERIA

ADDRESS:_____ INVENTORY NUMBER: _____

MAP/TAX LOT #: _____ TOTAL SCORE:_____ FINAL RANKING: P S C NC

Please rank properties using a numerical ranking of 0-5. 0 = Does not meet criteria; 1 = Low merit under this criteria; 2 = Some merit under this criteria; 3 = Average merit under this criteria; 4 = Strong merit under this criteria; 5 = Very strong merit under this criteria.

CRITERIA RANKING

1. Association with historic or famous events .....
2. Antiquity .....
3. Unique architectural merit because: (There are only a total of 5 points allowed for all parts of #3) .....
   a. Representative character of a period or style of architecture or method of construction;.....
   b. Extraordinary or unusual design, detail, use of materials or craftsmanship;.....
   c. Identification as the work of an architect, designer, or master builder whose individual work has influenced development in the nation, state or community.....
4. Relationship to the broad cultural history of the nation, state or community .....
5. Identification with a person or persons who have significantly contributed to the history of the nation, state or community .....
6. Identification as a unique object representing an aesthetic or educational feature of the community.....

LEVEL OF INTEGRITY:

LANDMARK STATUS:

****

Evaluator Date

Notes:

City of Eugene Historic Resources as of February 1, 1996

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
ACTIVE BETHEL CITIZENS					
(Not surveyed)					
AMAZON					
(Not surveyed)	26th and University	Masonic Cemetery	x	x	x
		Hope Abbey Mausoleum			
BETHEL TRIANGLE					
(Not surveyed)					
CAL YOUNG					
(Portion surveyed)	1610 Cal Young Road	Cal Young House		x	
	89205 Old Coburg Road	Abraham Landes House			x
CHURCHILL AREA					
(Not surveyed)					
CREST DRIVE					
(Not surveyed)					
DOWNTOWN					
(Surveyed)	630 Charnelton Street	Leonard Gross House			x
	642 Charnelton Street	Wald/Woodruff House			x
	1062 Charnelton St. B	St. Mary's Catholic Church			x
	1178 Charnelton Street	J D McDonald Home			x
	799 Ferry Street #A	Eugene Fruit Growers Association			x
	799 Ferry Street #B				x
	795 High Street				x
	855 High Street	Eli Bangs House			x
	868 High Street	First Baptist Church			x
	614 Lawrence Street	Working Flats		x	x
	700 Lawrence Street	Wheeler House			x
	857 Lawrence Street	Hodes Grouping			x
	564 Lincoln Street	W.W. Brown House			x
	618 Lincoln Street	Chess/Large Grouping			x
	664 Lincoln Street	Humphrey Apartments			x
	837 Lincoln Street	Wesley B. Pennington House			x
	856 Lincoln Street	Hampton Apartments			x
	1312 Lincoln Street	Ball House			x
	856 ½ Lincoln St.	Bristow House			x

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	800 Oak Street	Courthouse Sq/Hitching Post			x
	801 Oak Street	Courthouse Sq/Hitching Post			x
	1143 Oak Street	Alpha Tau Omega House	x	x	x
	1166 Oak Street	First Christian Church			x
	1230 Oak Street	Dunn Family House			x
	1281 Oak Street	Peterson Apartments			x
	1290 Oak Street	Humphries Motors Building			x
	532 Olive Street	Lane County Farmer's	x		x
		Union Cooperative Building			
	1264 Pearl Street	McDermott House			x
	449 Willamette Street	Southern Pacific Depot		x	x
	453 Willamette Street	Depot Restaurant			x
	488 Willamette Street	Palace Hotel	x	x	x
	507 Willamette Street	Booth-Kelly Building		x	x
	520 Willamette Street	U.S. Post Office	x	x	x
	767 Willamette Street	Smeede Hotel	x	x	x
	795 Willamette Street	McMorran & Washburne Store	x	x	x
	973 Willamette Street	AxBilly Dept. Store	x	x	x
	1001 Willamette Street	Schaefers Building	x	x	x
	1004 Willamette Street	McDonald Theater	x	x	x
	1272 Willamette Street	Florence Apartments			x
	1280 Willamette Street	Kennell Ellis Building		x	x
	500 East 4th Avenue	EWEB Standby Electrical Plant			x
	27 East 5th Avenue	Oregon Electric Railway Station	x	x	x
	207 East 5th Avenue	Allen & Lewis Wholesale Grocer			x
	259 East 5th Avenue	Feed Mill			x
	313 East 8th Avenue	Frank L. Gross House			x
	518 East 8th Avenue	Gross Brothers Foundry			x
	620 East 8th Avenue	Halvor P. Garberg House			x
	620 ½ East 8th Ave	W.H. Abrahms Cider Factory			x
	30 East Broadway	Luckey's Clock			x
	132 East Broadway	Miner Building			x
	160 East Broadway	Quackenbush Hardware	x	x	x
	222 East Broadway	Eugene Hotel	x	x	x
	245 East Broadway	Eugene Cleaners			x
	433 East Broadway	Hon. Joshua J. Walton House			x
	50 East 11th Avenue	Stanwood Building			x
	185 East 11th Avenue	Firestone Building			x
	280 East 11th Avenue	Friendly Residence			x
	146 East 12th Avenue	Edward L. Zimmerman House		x	x
	158 East 12th Avenue	Oscar A. Faust House			x

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	170 East 12th Avenue	Christian House		x	x
	149 East 13th Avenue	Francis Berrian/Dunn House			x
	236 East 13th Avenue	Wm. T. Carrol House			x
	259 East 13th Avenue	Wilder House			x
	182 West 5th Avenue	Pacific Cooperative Poultry Producers	x	x	x
	260 West 6th Avenue	Skinner-Packard House			x
	268 West 7th Avenue	John Hampton House			x
	291 West 8th Avenue	Woodmen of the World Hall	x(pending)		x
	355 West 8th Avenue	Yoran Apartments			x
	94 West Broadway	Stanley Building			x
	342 West Broadway	Gilbertson House			x
	358 West 10th Avenue	Cross-Currin House			x
	372 West 10th Avenue	Lord House			x
	388 West 10th Avenue	Howe-Smeed House			x
	272 West 11th Avenue	Bristow Residence			x
	276 West 12th Avenue	C. C. Meyers House			x
	351 West 12th Avenue	Wilkinson-Sellon House			x
	367 West 12th Avenue	Sloat-Clow House			x
FAIRMOUNT					
(Portion surveyed)	2250 Columbia Street	Streetcar Tracks			x
	1825 Fairmount Blvd	George M. Miller House			x
	2000xFairmount Blvd	Hendricks Park			x
	2425 Fairmount Blvd	Carl Washburne House			x
	2691 Fairmount Blvd	Pliny E. Snodgrass House			x
	2713 Fairmount Blvd	Lawrence T. Harris House			x
	1800xGarden Avenue	Upper Millrace			x
	1973 Garden Avenue	C. S. Williams House	x		
	1991 Garden Avenue	Howard Hall House	x		
	2315 McMorran Street	G. H. McMorran House			x
	2237 Spring Boulevard	Hampton/Church House			x
	1910 East 15th Avenue	Fairmount Presbyterian Church		x	x
FAR WEST					
(Not surveyed)					

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
FRIENDLY					
(Portion surveyed)	2056 Lincoln Street	Frederick Smith House			x
	1900 Olive Street	Columbia College Marker			x
	2058 Olive Street	Archie Tirrell House			x
	96 W 20th Avenue	Edgar Moore House		x	x
GLENWOOD					
(Not surveyed)					
HARLOW					
(Portion surveyed)	345 Campbell Road	Wylie House			x
	345xCampbell Road	Wylie House Landscape			x
	426 Centennial Boulevard	Clarence Chase House			x
	110 South Garden Way	Jack Chase House			x
	242 South Garden Way	Gladys Chase House			x
	242xSouth Garden Way	Gladys Chase Garden			x
	274 South Garden Way	Frank Chase House			x
	274xSouth Garden Way	Frank Chase Garden			x
	2991 Harlow Road	Harlow House	x	x	
INDUSTRIAL CORRIDOR(HWY 99)					
(Not surveyed)					
JEFFERSON AREA					
(Not surveyed)	1611 Lincoln Street	Peters-Liston-Wintermeier Housex		x	
	740 West 13th Avenue	Lane County Clerk's Building	x	x	
LAUREL HILL VALLEY					
(Not surveyed)					
RIVER ROAD					
(Not surveyed)					
SANTA CLARA					
(Not surveyed)					
SOUTHEAST					
(Not surveyed)					

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
SOUTH UNIVERSITY					
(Surveyed)	1995 Potter Street	A. R. Quackenbush House			x
	2045 Potter Street	Albert R. Tiffany House			x
	2117 Potter Street	Alvin Sether House			x
	1883 University Street	Delta Tau Delta House			x
	2186 University Street	Charles A. Hardy House			x
	930 East 21st Avenue	James S. McMurray House			x
	1138 East 22nd Avenue	Clarence V. Boyer House			x
UNIVERSITY OF OREGON					
(Portion Surveyed)	University of Oregon	Chapman Hall			x
	University of Oregon	Collier House		x	
	University of Oregon	Commerce Hall			x
	University of Oregon	Condon Hall			x
	University of Oregon	Deady Hall	x	x	
	University of Oregon	Education Building (1916)			x
	University of Oregon	Hayward Field E. Grandstand			x
	University of Oregon	Johnson Hall	x	x	
	University of Oregon	McArthur Court			x
	University of Oregon	Museum of Art	x	x	x
	University of Oregon	Music Building			x
	University of Oregon	Physical Education Building			x
	University of Oregon	Library/Memorial	x		x
		Quadrangle Ensemble			
	University of Oregon	U of O 1914 Campus Plan			x
	University of Oregon	Villard Hall	x	x	
	University of Oregon	Women's Memorial Quadrangle	x		x
		Ensemble			
		- Hendricks Hall	x		x
		- Susan Campbell Hall	x		x
		- Gerlinger Hall	x		x
AMAZON FAMILY HOUSING HISTORIC DISTRICT					
	2154 Patterson		x	x	
	2157 Patterson		x	x	
	2159 Patterson		x	x	
	2160 Patterson		x	x	
	2170 Patterson		x	x	
	2172 Patterson		x	x	
	2174 Patterson		x	x	
	2182 Patterson		x	x	

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	2190 Patterson		x	x	
	2196 Patterson		x	x	
	2197 Patterson		x	x	
	2200 Patterson		x	x	
	2202 Patterson		x	x	
	2206 Patterson		x	x	
	2232 Patterson		x	x	
	2240 Patterson		x	x	
	2255 Patterson		x	x	
	2256 Patterson		x	x	
	2260 Patterson		x	x	
	2270 Patterson		x	x	
	2278 Patterson		x	x	
WEST EUGENE					
(Not surveyed)					
WESTSIDE					
(Not surveyed)	765-781 Monroe Street	Baldwin Market	x(pending)x		
	1006 Taylor Street	Chambers House	x	x	
	650 West 12th Avenue	Lincoln School	x		
WEST UNIVERSITY					
(Surveyed)	1000xAlder Street	The Millrace			x
	963 Ferry Lane	Dorris Apartments	x		
	1018 Hilyard Street	Chi Psi Fraternity House	x		
	1021 Hilyard Street	Gamma Phi Beta Sorority House	x		
	1050 Hilyard Street	Alpha Phi Sorority House	x		x
	1059 Hilyard Street	Edith Chambers House			x
	1059xHilyard Street	Edith Chambers Garden			x
	1125 Hilyard Street	Maude Kerns House			x
	1332 Kincaid Street	Phi Delta Theta Fraternity House			x
	1211xMill Street	Black Locust Trees			x
	1280 Mill Street	Wetherbee/Winnard House		x	x
	1361 Pearl Street	Robert A. Booth House			x
	1412 Pearl Street	Soults-Westfall Duplex		x	x
	1605 Pearl Street	Patterson/Stratton Residence		x	
	322 East 11th Avenue	Fuller-Slattery House			x
	465xEast 11th Avenue	Butternut Tree			x
	588 East 11th Avenue	Calkins House	x	x	x
	763 East 11th Avenue	Sigma Nu Fraternity House			x

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	790 East 11th Avenue	Hull House Apartments			x
	828 East 11th Avenue	Eugene Divinity School			x
	379-381 East 12th Ave	Beta Theta Pi House	x		x
	446 East 12th Avenue	George B. Dorris House			x
	511 East 12th Avenue	Schwering House		x	
	336 East 13th Avenue	Fred Rice House			x
	492 East 13th Avenue	First Congregational Church	x	x	x
	470xEast 14th Avenue	Hickory Trees			x
	812 East 14th Avenue	Sigma Alpha Epsilon Fraternity House			x
	850 East 14th Avenue	Craftsman Club			x
	791 East 15th Avenue	Kappa Alpha Theta Sorority House			x
	244 East 16th Avenue	Christian/Patterson Rental	x	x	
	707 East 17th Avenue	Benjamin Franklin Dorris House	x		
WHITEAKER					
	Owen Rose Garden	Black Tartarian Cherry Tree			x
	437 Lawrence Street	Eakins/Snodgrass House		x	x
	250 North Adams	Wilbur Hyland House			x
	303 Willamette Street	Shelton-McMurphey House	x	x	x
	920 Cheshire Avenue	W and L Hyland House			x
	960 Cheshire Avenue	A and F Hyland House			x
	12 North Jefferson Street	Charles and Eva Barhite House			x
	425 Lawrence Street	Jerry and Melissa Horn House			x
	511 Lawrence Street	Adeline Church House			x
	315 Madison Street	Pacific Co-op Poultry			x
	37 North Madison Street	Dimond/Snellstrom House			x
	655 Monroe Street	The Cartmell House			x
	405 West 3rd Avenue	Eugene Planing Mill			x
	969 West 3rd Avenue	The Carmichael House			x
	641 West 5th Avenue	Hooker/Reid House			x
	1125 West 5th Avenue	Otto and Otelia Koppe House			x
	931 West 7th Avenue	Jorgenson House			x
	931B West 7th Avenue	Jorgenson Barn			x
OBJECTS	The Big "E"	Skinner Butte Park			x
	The Big "O"	Skinner Butte Park			x
	Skinner Cabin Marker (1908)	West 2nd Avenue			x
	Skinner Cabin Marker (1930)	Lincoln Street			x
SITE	Basalt Quarry	Skinner Butte Park			x
STRUCTURES	Basalt Wall	Skinner Butte Park			x

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	Skinner Butte Reservoir	Skinner Butte Park			x
BLAIR BOULEVARD HISTORIC COMMERCIAL AREA					
	Eugene to Booneville Territorial Hwy/Blair Blvd		x	x	
	1100 blk. W. 4th, S. side	Scobert Park	x	x	
	SW corner Blair/W. 4th	Scobert Property	x	x	
	302 Blair Boulevard	Surata Soy Foods	x	x	
	312/324 Blair Boulevard	F.P. Allen House	x	x	
	314 Blair Boulevard	Apartments	x	x	
	325 Blair Boulevard	Old Texas Steak House	x	x	
	340 Blair Boulevard	JESCO Club	x	x	
	358 Blair Boulevard	Earl Peterson House	x	x	
	394 Blair Boulevard	Jefferson D. Spencer House	x	x	x
	400 Blair Boulevard	Original Tiny Tavern	x	x	x
	407 Blair Boulevard	Sam Bond's Garage	x	x	
	440 Blair Boulevard	Scobert House	x	x	x
	440 ½ Blair Boulevard	Agricultural Outbuildings	x	x	
	442 Blair Boulevard	King Gillette Realty Office	x	x	
	444 Blair Boulevard	Vernacular Residence	x	x	
	449 Blair Boulevard	Burton's Saw Factory	x	x	
	450 ½ Blair Boulevard	Bungalow	x	x	
	451, 461, 471 Blair Blvd	Burton's Saw Factory Cottages	x	x	
	458 Blair Boulevard	Koepp Family House	x	x	
	341 Van Buren Street	Ben White's Vulcanizing	x	x	
	345 Van Buren Street	New Day Bakery	x	x	
	357 Van Buren Street	Hayes Blacksmith Shop	x	x	x
	1080 West 3rd Avenue	C.O. and F. A. Stratton House	x	x	x
	1110 West 3rd Avenue	Henzler House and Shop	x	x	
	1022 West 4th Avenue	Cash O. Smith House	x	x	
	1100 West 4th Avenue	English Cottage Revival Res.	x	x	
	1001 West 5th Avenue	Gibson House	x	x	
	1125 West 5th Avenue	C.W. Powell House	x	x	x
	Parking lot on 4th Ave	Nedco Parking lot #4201, 4200	x	x	
EAST SKINNER BUTTE HISTORIC DISTRICT					
	106-140 High Street	Apartments			
	188 High Street	Victorian Cottage	x	x	
	212 High Street	Hanson House	x	x	x
	240-242 High St.	Queen Anne Victorian	x	x	
	260 High Street	Henderson House	x	x	x
	262 High Street	Structure	x	x	

Neighborhood	Address	Historic Name	National Register	City Landmark	Primary Ranked
	286 High Street	McAlister House	x	x	x
	306 High Street	Structure	x	x	
	315 High Street	Commercial	x	x	
	320 High Street	Dixon Daughter's House	x	x	x
	330 High Street	Mims House	x	x	
	336 High Street	Mims House II	x	x	x
	340 High Street	Gothic Farmhouse	x	x	
	341-343 High St.	People's Market	x	x	x
	347-1/2 High St.	Ham House	x		x
	212 Pearl Street	Ankeny House	x	x	
	245A Pearl Street	Wheeler House	x	x	x
	252 Pearl Street	Campbell House	x	x	
	17-03-30-44 Lot-4300	Vacant Land	x		
	17-03-30-44 Lot-4400	Vacant Land	x		
	284 Pearl Street	Bungalow	x	x	
	298 Pearl Street	E and N Chase House	x	x	x
	335 Pearl Street	Watts House	x	x	x
	205 East 2nd Avenue	Structure	x	x	
	208 East 2nd Avenue	Colonial Bungalow	x	x	
	215 East 2nd Avenue	Transitional Box	x	x	
	215-1/2 East 2nd Avenue	Apartment	x	x	
	224 East 2nd Avenue	Colonial Bungalow	x	x	
	235 East 2nd Avenue	Apartment	x	x	
	235-1/2 East 2nd Avenue	Apartment	x	x	
	240 East 2nd Avenue	Colonial Bungalow	x	x	
	259 East 2nd Avenue	Colonial Bungalow	x	x	
	260 East 2nd Avenue	Apartment	x	x	
	205 East 3rd Avenue	Koppe House	x	x	
	210 East 3rd Avenue	Apartment	x	x	
	211 East 3rd Avenue	Koppe House	x	x	x
	211B East 3rd Avenue	Koppe Carriage House	x	x	x
	221A East 3rd Avenue	Koppe House II	x	x	x
	235 East 3rd Avenue	Pironi House	x	x	
	246 East 3rd Avenue	Cogswell-Miller House	x	x	
	258 East 3rd Avenue	Bungalow	x	x	
	340 East 3rd Avenue	Gothic Farmhouse	x	x	
	344 East 3rd Avenue	Italianate Cottage	x		

Evaluation of Historic Resources Endnotes

1. Hamrick, James and Lou ann Speulda, "Handbook to Historic Preservation Planning in Oregon" (Salem, Oregon: Oregon State Historic Preservation Office, 1989), 17.

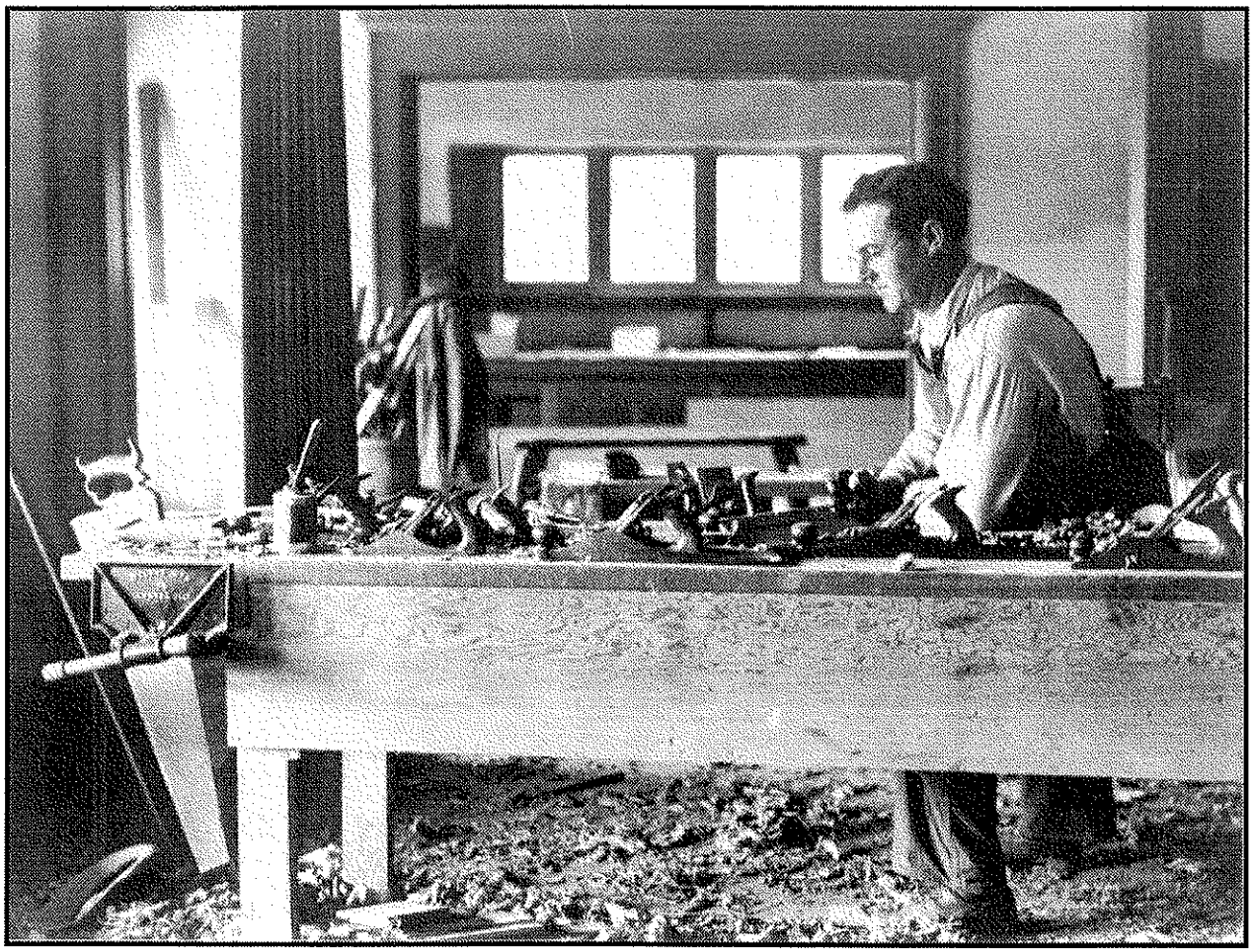


Photo courtesy of Lane County Historical Museum #31T/L78-4567

Local builder Archie Tirrell, self portrait.

STRATEGIES FOR PRESERVATION

Strategies for Eugene's Historic Preservation Program

Introduction

The purpose of this section is to identify recommended long-term strategies that will enhance our understanding about local history and help preserve significant historic resources. The list of strategies was created based on a review of information obtained during preparation of the Eugene Area Historic Context Statement, local historic survey work, and historic context statements prepared for the Willakenzie Area and Eugene's downtown core area.

The strategies are suggested ideas for future preservation work by the City of Eugene and other partners in historic preservation. Implementation of the recommended strategies by the City of Eugene will be based on a variety of factors such as available funding and priorities established by the Eugene Historic Review Board, and the City Council. Over the years, new strategies will emerge and some of the recommended strategies in this report will be altered.

This section describes key opportunity areas for conducting further historic preservation work and lists related recommended strategies. The key opportunity areas include:

- Survey of Historic Resources by Neighborhood or Geographic Area
- Thematic Surveys and Historic Research
- Preservation Planning
- Regulatory Measures
- Preservation Incentives
- Public Involvement, Education, and Heritage Tourism
- Support for Historic Preservation Program Activities

List of Recommended Strategies and Priority Ranking

- **Survey of Historic Resources by Neighborhood or Geographic Area**

1. Complete historic surveys for the area within Eugene's Urban Growth Boundary. Place a priority on conducting surveys in areas where previous surveys are insufficient or out-of-date, where there is a concentration of historic resources, or in areas where historic resources will be impacted by urban growth, redevelopment or conflicting uses. (Refer to the map titled, "Eugene Survey Priorities"on page 204.)

- **Thematic Surveys and Historic Research**

2. Promote thematic surveys and historic research on ethnic groups and women, agricultural resources, the timber industry, and railroad resources. Place a priority on researching resource types that significantly reflect the area's history and that appear to be threatened. (Refer to the list of priorities established for thematic surveys and historic research on page 208.)

- **Preservation Planning**

3. As a Metropolitan Plan "housekeeping activity" review and revise the Historic Preservation Element to remove outdated findings and policies, address state-mandated language in the Periodic Review Evaluation document and incorporate new inventory data and recommendations that are readily available from adopted studies. (High Priority)

4. Prepare code amendments and intergovernmental agreement amendments to clarify Eugene and Lane County's jurisdictional responsibility for historic resources in the area outside the Eugene City limits but within the Eugene portion of the Urban Growth Boundary, also referred to as the urban transition area. (High Priority)

5. During preparation of community and neighborhood plans, strive to integrate historic preservation components including preservation policies that may be needed to address specific issues or opportunities. In conjunction with planning work, consider pro-active mechanisms that will foster historic preservation either through incentives, public education, or regulation. (High Priority)

6. Periodically review the Eugene Area Historic Context Statement to incorporate new information, maintain accuracy of historic research, and update the list and related priorities of the implementation strategies.
(Medium Priority)

7. During preparation of a revised Natural Resources Functional Plan for the metropolitan area, consider the historic significance of landscape resources. In applying related Metropolitan Plan amendments, ordinances and zoning consider the relationship between natural and historic resources.
(Low Priority)

8. Prepare a long-range plan to comprehensively address historic preservation issues by either expanding the Historic Preservation Element in the Metro Plan or preparing a Historic Preservation Plan for the City of Eugene.
(Low Priority)

9. Promote designations of historic resources as City Landmarks or to the National Register of Historic Places. At a future date have the Historic Review Board establish a priority list of "potential" landmarks.

- **Regulatory Measures**

10. During the Zoning Code Review Project, conduct a comprehensive examination of the effectiveness of the existing Historic Preservation Ordinance. Explore changes in the ordinance to address shifts in community attitudes, new ways to encourage preservation, changes in State legislation, and other key factors. (High Priority)

11. Develop preservation plans for historic properties owned by the City of Eugene. (Medium Priority)

- **Preservation Incentives**

12. Actively support State legislation that will provide incentives for property owners while also supporting broader historic preservation goals and objectives. (High Priority)

13. Support changes to local zoning and land use development regulations that will encourage incentives for historic preservation. This could include, for example, increased options for code variances to standard development regulations if the modification is needed to help preserve the historic resource. (High Priority)

14. Increase the availability of low-interest loans for property owners to use for appropriate restoration, rehabilitation, or preservation. (Medium Priority)

- **Public Involvement, Education, and Heritage Tourism**

15. Prepare "Advisory Guidelines for Historic Rehabilitation" for residential and commercial resource types and related landscape resources in Eugene. Distribute the guidelines to owners of historic properties to provide information about appropriate maintenance, alterations, and additions.
(High Priority)

16. Investigate ways to improve and maintain greater accessibility to the Lane County Historical Museum research library, especially for University of Oregon faculty, students, and other scholars. (High Priority)

17. Continue to foster communication between University of Oregon faculty conducting historic preservation related courses, students in historic preservation, planning, architecture or related fields, and City staff.
(High Priority)

18. Continue to support education programs and activities such as National Historic Preservation Week. (Medium Priority)

19. Design a program to begin conducting oral histories related to the history of the Eugene area. (Medium Priority)

20. Participate in the Applegate Trail interpretive display in Skinner Butte Park. (Low Priority)

- **Support for Local Historic Preservation Program Activities**

21. Continue to seek grant assistance through a variety of local, state and federal programs. (High Priority)

22. Increase network with local businesses that provide services or goods that are especially important to owners of historic properties, e.g. home improvement and construction related companies. (Medium Priority)

23. Solicit support and funding for historic research activities and special projects that may provide an indirect benefit to particular businesses or people. This could include, for example, timber industry support for a historic context focused on the role of timber and wood product industries in the region. Another example would be increased business sponsorship of National Historic Preservation Week activities. (Low Priority)

Survey of Historic Resources by Neighborhood or Geographic Area

Background

Cultural resource surveys are a valuable tool to identify and evaluate historic resources. Since the mid-1980s the City of Eugene has undertaken a series of historic surveys for particular areas of the community. The priority list for historic survey work was initially established by the Eugene Historic Review Board based primarily on the estimated number and integrity of historic resources in each Eugene neighborhood. This method did not take into account historic resources located outside the City limits but within the Eugene Urban Growth Boundary (urban transition area) or those located outside of an official neighborhood group boundary such as the University of Oregon campus. It did not examine the merits of surveying specific types of resources according to a theme such as the timber industry or by historic period.

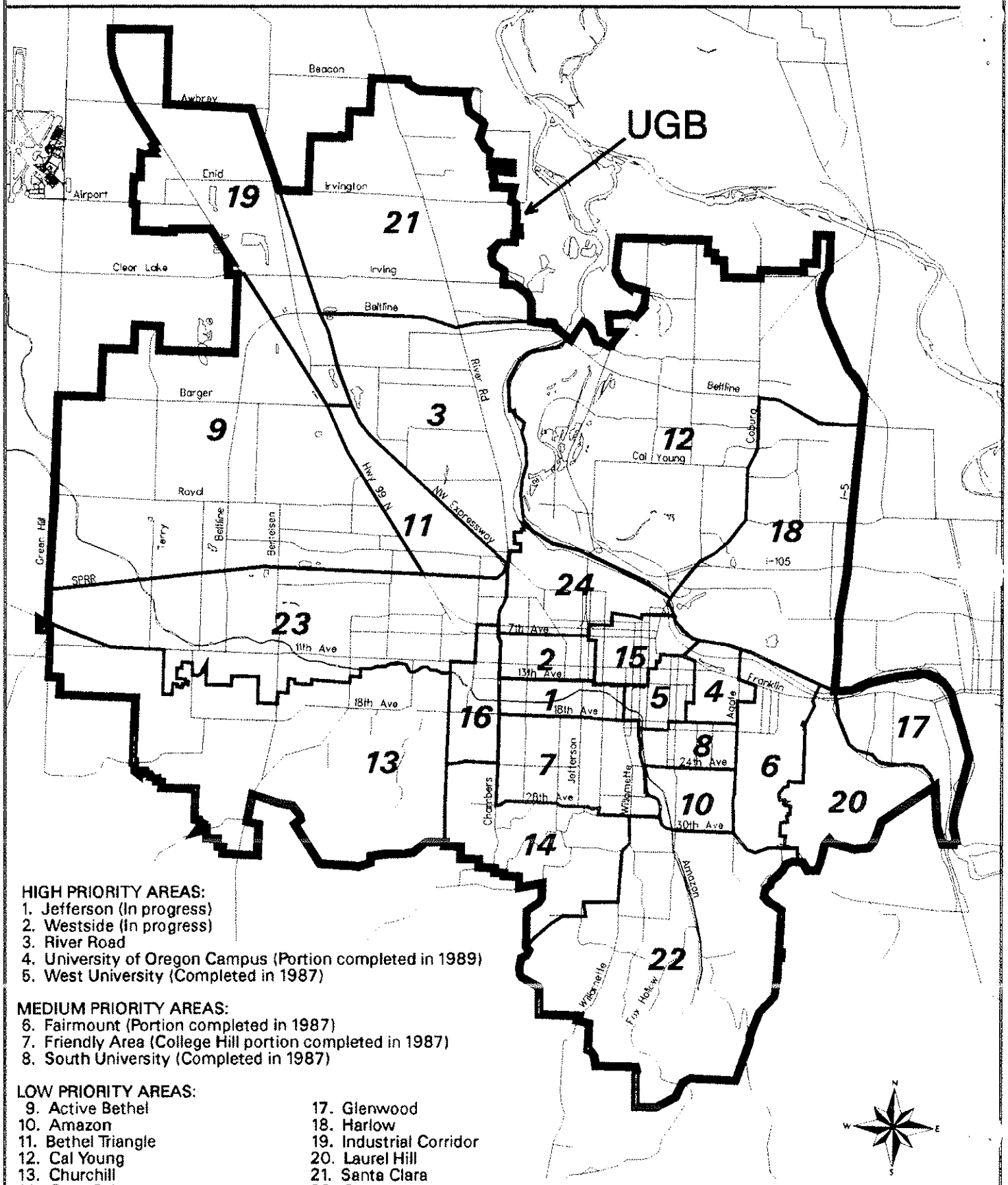
Listed below are areas of the city where survey work has been completed.

- College Hill (1985-1987)
- Eugene Downtown Survey (1989-1992)
- Fairmount Neighborhood (1985-1987 portion)
- South University Neighborhood Survey (1985-1987)
- West University Neighborhood Survey (1986-1987)
- Whiteaker Neighborhood Survey (1993-1995)
- Chase Gardens/Old Coburg Road Survey (1991-1992)

In addition to the neighborhood surveys, a thematic survey was completed by Michael Shellenbarger, former Director of the University of Oregon Historic Preservation Program, of resources designed by the architect, Ellis Lawrence (1989). A section of West 11th Avenue was surveyed by a University student completing a University of Oregon course. Both of these surveys were acknowledged and accepted by the Eugene Historic Review Board.

A historic context statement was prepared by the City of Eugene for the Eugene downtown core area using information from the Eugene downtown survey. Another context statement was prepared by the City for the Willakenzie Area based on a priority established during the preparation of the Willakenzie Area Plan. Historic research and survey documentation was prepared for the Chase Gardens/Old Coburg Road areas.

EUGENE SURVEY PRIORITIES



HIGH PRIORITY AREAS:
1. Jefferson (In progress)
2. Westside (In progress)
3. River Road
4. University of Oregon Campus (Portion completed in 1989)
5. West University (Completed in 1987)

MEDIUM PRIORITY AREAS:
6. Fairmount (Portion completed in 1987)
7. Friendly Area (College Hill portion completed in 1987)
8. South University (Completed in 1987)

LOW PRIORITY AREAS:
9. Active Bethel
10. Amazon
11. Bethel Triangle
12. Cal Young
13. Churchill
14. Crest Drive
15. Downtown (Completed in 1992)
16. Far West
17. Glenwood
18. Harlow
19. Industrial Corridor
20. Laurel Hill
21. Santa Clara
22. Southeast
23. West Eugene
24. Whiteaker (Completed in 1995)

Produced by the Lane Council of Governments for the
City of Eugene Planning and Development Department 1/96

Recommended Strategy

1. **Complete historic surveys for the area within Eugene's Urban Growth Boundary. Place a priority on conducting surveys in areas where previous surveys are insufficient or out-of-date, where there is a concentration of historic resources, or in areas where historic resources will be impacted by urban growth, redevelopment or conflicting uses. (Refer to the map titled, "Eugene Survey Priorities" on page 204.)**

Within the Eugene city limits, the Westside and Jefferson neighborhoods, located west and southwest of Eugene's downtown core, both contain a high concentration and eclectic mix of architecture dating from the 1880s to the 1940s. A large number of the houses were constructed between 1910 and 1930. Historic buildings in these neighborhoods are subject to alterations and upgrading, making the historic survey important to the preservation of the integrity of the structures. These neighborhoods were identified as high priority areas for survey work. The City Council approved initiation the two survey areas with work beginning in the fall of 1995. These surveys could culminate in local or National Register historic district nominations, or individual nominations. Other high priority areas in the older parts of Eugene include updating the 1987 survey for the West University Neighborhood, completing a survey of historic resources on the University of Oregon campus, and updating and completing survey work for the Friendly Area Neighborhood.

There are large areas within the Eugene Urban Growth Boundary that are unsurveyed. The Eugene Area Historic Context Statement helps indicate the potential types and number of historic resources, including agricultural land and open space, being impacted by growth. One of these areas, for example, is the River Road area located northwest of the core area of Eugene. First settled in the 1850s, River Road was initially established as a distinct agrarian community and contains numerous historic resources. Now within Eugene's Urban Growth boundary, this area has experienced extensive growth and development in recent years. The Historic Review Board identified the River Road Area as a high priority for future survey work.

The architecturally rich Fairmount and South University neighborhoods contain a number of buildings that have reached the fifty year threshold since the completion of the initial survey in 1987. In addition, the evaluation process used to rank properties for historic significance has been revised since the surveys were conducted. The Historic Review Board identified these two neighborhoods as medium priorities for future survey work.

Thematic Surveys and Historic Research

Background

There are three types of historic research that may be considered priorities for Eugene: 1.) thematic surveys by resource types, 2.) thematic surveys by architects or builders, and 3.) historic research on ethnic groups and women.

Thematic surveys are conducted to address resources that are not necessarily within a particular neighborhood area, but are related by a common theme such as building type (like barns) or architect. For example, one of the most prolific architects practicing in Eugene during the early twentieth century was John Hunzicker. Hunzicker was responsible for the design of both commercial and residential buildings, and many of his buildings remain in use today. A survey of John Hunzicker's architecture, both commercial and residential, would be a valuable addition to the body of work on early Eugene architects. The survey may result in a local or national multiple property nomination. Other thematic studies or surveys might include World War II Era architecture or Eugene bungalows.

A comprehensive landscape survey would identify significant landscape features throughout the study area. These might include orchards, irrigation canals, individual plantings, street trees, pre-settlement landscapes or private gardens. The survey could result in protective measures being taken for the most significant of these features, or for addition of particular features to the local landmarks list.

The development of a thematic survey of the timber industry in the community could be a collaborative project with the cities of Springfield and Cottage Grove, as well as Lane County. This would form the basis for the protection of various sites in the area that are associated with the early timber industry.

There is a gap in the historical record about the various non-European groups that helped shape the community of Eugene. Further research on the occupation, sites and culture of the Native American people in this area would be helpful to document their lifeways and significant sites. Despite the contributions of the Chinese, Japanese and African-American people who were living in and around Eugene as early as the 1860s, there is little documentation of their contributions to the advancement of Eugene. Information regarding specific roles, significant individuals and families, their attitudes about the community and the community's attitudes about them would be important to understanding Eugene's society and culture. This project could involve archival research in conjunction with oral interviews of descendants and current residents of the community. The end product, a research paper or a context statement, would be a valuable contribution to understanding Eugene's history, and could aid in the identification and protection of related resources.

The contributions of women to the development of Eugene is often overlooked. Women traveled

the Oregon Trail with their husbands, fathers and brothers, and made their homes under sometimes unfathomable conditions. Although women's history has been addressed to an extent in this document, a more comprehensive study would be valuable. Women's struggles and triumphs should be documented and acknowledged through research which may include archival work (such as reading diaries) as well as interviews with long-time residents and descendants of early settlers.

Recommended Strategy

2. **Promote thematic surveys by resource type, architects or builders and historic research on ethnic groups and women. Place a priority on researching resource types that significantly reflect the area's history and that appear to be threatened. (Refer to the list of priorities established for thematic surveys and historic research.)**

The remaining agricultural and landscape resources in the study area may date from the 1870s to the 1940s. They primarily reflect the agrarian emphasis that was prevalent in Eugene until the 1930s and 1940s. Many of these resources are located outside the city limits and within the Urban Growth Boundary and have not been part of a cultural resource inventory. A comprehensive survey or contextual study of these sites would identify both buildings and landscape features that represent a past economy and way of life. These areas are planned for future urban development to meet anticipated growth in employment and population. There may be opportunities for public acquisition of selected sites for open space, recreation, or cultural purposes. There may also be an ability to conduct historic documentation of significant sites prior to redevelopment activity. Documentation could include photographs and site plans that help record the dominate landscape features and site layout. The Historic Review Board identified a thematic survey of agricultural resources as a high priority.

Industry and transportation were both crucial to the economic success of Eugene. The railroad and the timber industry were wedded early in their histories in the Eugene area, as the railroad provided transportation for timber from remote locations. Land exchanges between the railroad and timber interests also impacted physical and economic growth in the community. In studying the timber industry, a written context and possible subsequent survey of significant sites related to the timber industry (such as Booth Kelly sites) throughout the area might involve other communities such as Springfield and Cottage Grove, as well as Lane County. The Historic Review Board identified a thematic survey of timber industry and railroad resources as a high priority.

Potential Thematic Surveys and Historic Research Topics and Priority Rankings

Thematic Surveys by Resource Type

- Agricultural Resources (High Priority)
- Archeological Resources (Medium Priority)
- Commercial Resources (Low Priority)
- Domestic Resources prior to 1914 (Low Priority)
- Education and Religion Resources (Low Priority)
- Funerary (Masonic Cemetery Completed 1995) (Medium Priority)
- Government Resources (Low Priority)
- Industrial (Low Priority)
- Landscape Resources (Medium Priority)
- Timber Industry and Railroad Resources (High Priority)
- Transportation Resources (Low Priority)
- Social, Cultural, Recreation Resources (Medium Priority)

Thematic Surveys by Architects or Builders

- J. Ralph Ford (Low Priority)
- Lawrence Hunter (Low Priority)
- John Hunzicker (Low Priority)
- Ellis Lawrence (Completed in 1989)
- Archie Tirrell (Low Priority)
- W.R.B. Wilcox (Low Priority)

Historic Research on Ethnic Groups and Women

- African-American (Low Priority)
- Asian and Pacific Islands (Low Priority)
- Hispanic Origin (Low Priority)
- Scandinavian (Low Priority)
- Women (Low Priority)

Preservation Planning

Background

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) provides the overall vision for community growth and development. The vision addresses the size of the community, its population, the form and density of development, areas for future expansion, how services will be provided for a growing population, design of the urban street system, protection of natural and unique environments, the pattern of parks and open spaces and numerous other urban development factors. The vision for the metropolitan area is expressed as goals and policies in the Metro Plan and companion documents like the metropolitan transportation plan (TransPlan) and neighborhood refinement plans.

Through extensive public involvement, the Eugene-Springfield community has chosen an overall form of compact urban growth within the physical boundaries provided by the McKenzie and Willamette Rivers and the south hills ridge lines. Growth is managed by having new development occur in a sequential pattern as the full range of urban services are provided by the two cities. The urban area is surrounded by rural areas in agricultural and forest uses that allows for a separation from the smaller cities of Coburg, Creswell, Junction City, and Veneta, allowing them to maintain their independent identities.

In addition to establishing compact urban growth as the urban form model, the Metro Plan also contains the concept of an Urban Growth Boundary (UGB). The UGB is designed to concentrate urban growth within a defined area. Land outside the cities of Eugene and Springfield yet inside the UGB is called the urban transition area.

The Metro Plan vision contains both the concept of planning for intense urban development on suitable land and encouraging the protection of historic resources. In the historic preservation field, the term "historic resource" generally applies to structures, objects or sites that are over fifty years of age. Resources less than fifty years of age may also be considered "historic" based on other factors. Eugene applies guidelines provided by the State Historic Preservation Office and Statewide Goal 5 to help determine the identification and significance of historic resources.

In some cases, the vision in the Metro Plan to encourage increased densities, especially near downtown and other major employment centers, may appear to conflict with efforts to preserve historic resources. The residential neighborhoods surrounding downtown, for example, contain a large supply of older housing stock. As these areas experience redevelopment, there will be an impact on the ability to preserve or mitigate impacts on historic resources. In addition, some of these neighborhoods, such as Whiteaker, have both a concentration of historic resources and a substantial amount of low-cost housing. These situations illustrate the challenge of being able to achieve policies aimed at increasing residential density, encouraging historic preservation, and providing affordable housing options.

Economic development policies encourage redevelopment of industrial sites that are no longer viable employment centers. As redevelopment occurs in older industrial areas of the community, there could be a significant loss in historic timber related resources. Economic policies also support intensification of areas planned and zoned for commercial development. Some of these areas have existing older, single family houses that are not always suitable for commercial use. In these cases, the commercial zoning may threaten the retention of the historic residential structures.

In summary, as opportunities arise for integrating preservation planning with other community planning projects there will be enhanced success in meeting the historic preservation vision in the Metro Plan, while fostering community livability.

Recommended Strategies

3. **As a Metropolitan Plan "housekeeping activity" review and revise the Historic Preservation Element to remove outdated findings and policies, address state-mandated language in the Periodic Review Evaluation document, and incorporate new inventory data and recommendations readily available from adopted studies. (High Priority)**

   This strategy is scheduled to be completed as part of the Eugene-Springfield Metropolitan Area General Plan Periodic Review Work Program. The objective is to make necessary revisions to the Historic Preservation Element of the Metro Plan but does not include conducting a comprehensive, major update.

4. **Prepare code amendments and intergovernmental agreement amendments to clarify Eugene and Lane County's jurisdictional responsibility for historic resources in the area outside the Eugene City limits but within the Eugene portion of the Urban Growth Boundary, also referred to as the urban transition area. (High Priority)**

   This strategy is scheduled to be completed as part of the Eugene-Springfield Metropolitan Area General Plan Periodic Review Work Program.

5. **During preparation of community and neighborhood plans, strive to integrate historic preservation components including preservation policies that may be needed to address specific issues or opportunities. In conjunction with planning work, consider pro-active mechanisms that will foster historic preservation either through incentives, public education, or regulation. (High Priority)**

6. **Periodically review the Eugene Area Historic Context Statement to incorporate new information, maintain accuracy of historic research, and update the list and related priorities of the implementation strategies. (Medium Priority)**

7. **During preparation of a revised Natural Resources Functional Plan for the metropolitan area, consider the historic significance of landscape resources. In applying related Metropolitan Plan amendments, ordinances and zoning consider the relationship between natural and historic resources. (Low Priority)**

This strategy is scheduled to be completed as part of the Eugene-Springfield Metropolitan Area General Plan Periodic Review Work Program. The primary objectives include updating the existing inventory in the Draft Natural Resources Special Study and the vegetation/wildlife and geologic hazards working papers, expanding the natural resources inventory out to the Metro Plan boundary, and adopting a revised Natural Resources Functional Plan for the metropolitan area. The project will incorporate Statewide Goal 5 requirements including an assessment of the economic, social, environmental, and energy consequences associated with protection, mitigation, or development of the sites.

8. **Prepare a long-range plan to comprehensively address historic preservation issues by either expanding the Historic Preservation Element in the Metro Plan or preparing a Historic Preservation Plan for the City of Eugene. (Low Priority)**

9. **Promote designations of historic resources as City Landmarks or to the National Register of Historic Places. At a future date have the Historic Review Board establish a priority list of "potential" landmarks.**

Regulatory Measures Affecting Historic Preservation

Background

Regulatory agencies, such as the Department of Environmental Quality or Environmental Protection Agency, and federal legislation, such as the Clean Air Act and the American's with Disabilities Act (ADA), can create conflicts with preserving historic resources. In addition, reuse of historic properties from residential to non-residential use often requires non-compatible changes to the structure to meet updated building codes and ADA requirements.

Regulatory measures are adopted by the City of Eugene based on federal and state mandates and the vision contained in the Metro Plan. These regulations can either create incentives for preservation or actually deter appropriate rehabilitation and conservation of historic resources. A comprehensive update of land use and development regulations is underway as part of the Zoning Code Review Project.

The Historic Preservation Ordinance in the Eugene Code is cumbersome and difficult to understand and use by the public. The ordinance was last comprehensively updated in 1988 and may no longer reflect changes in community values or circumstances. A number of suggested code changes are emerging from citizens, property owners, elected officials, and others involved with historic preservation. These will be addressed during the Zoning Code Review Project.

Recommended Strategies

10. **During the Zoning Code Review Project, conduct a comprehensive examination of the effectiveness of the existing Historic Preservation Ordinance. Explore changes in the ordinance to address shifts in community attitudes, new ways to encourage preservation, changes in State legislation, and other key factors. (High Priority)**

    The Eugene Historic Review Board will directly participate in the review of the historic preservation ordinance and will provide recommendations for necessary changes during the Zoning Code Review Project.

11. **Develop preservation plans for historic properties owned by the City of Eugene. (Medium Priority)**

Preservation Incentives

Background

There are inadequate incentives for property owners to preserve historic resources. In addition, there are forces that negatively influence appropriate restoration or rehabilitation based on changes in building codes, zoning, and other factors. There are significant opportunities or ways to increase the types of incentives that are provided to property owners of historic resources.

Recommended Strategies

12. Actively support State legislation that will provide incentives for property owners while also supporting the broader historic preservation goals and objectives. (High Priority)

The Oregon Special Assessment program is the only Statewide program that provides a financial incentive to owners of properties listed on the National Register of Historic Places. The program was renewed in 1995 and is currently being evaluated.

13. Support changes to local zoning and land use development regulations that will encourage incentives for historic preservation. This could include, for example, increased options for variances to standard development regulations if the modification is needed to help preserve the historic resource. (High Priority)

Refer to the discussion of the Zoning Code Review Project mentioned earlier under Strategy #10.

14. Increase the availability of low-interest loans for property owners to use for appropriate restoration, rehabilitation, or preservation. (Medium Priority)

Currently the City administers a variety of loan programs using both federal funds and the local general funds. When federal funds may impact a historic property, planning staff review the proposed rehabilitation work for adverse impacts through the environmental review process. The review includes an assessment of whether the rehabilitation is appropriate given the historic significance, integrity, and condition of the building.

Public Involvement, Education, and Heritage Tourism

Background

The City of Eugene regularly supports a number of programs, projects, and events designed to encourage public involvement and education in historic preservation activities. The City assists with the coordination of National Historic Preservation Week locally, and stimulates the involvement of the City of Springfield and numerous groups in preservation week activities. In addition, there is a strong link between the City of Eugene and the University of Oregon Historic Preservation Program. Strong faculty and student participation is evident in a number of ways, such as participation in local survey work, National Register nominations, and ongoing research projects. The Applegate Trail Committee is working with the Eugene Public Works Department to install an interpretive display on the "Trail" in Skinner Butte Park, which will involve the relocation of the replica of Skinner's cabin.

The City is experiencing growth and a large number of Eugene residents have lived in the local area for less than five years. Due to changes in population, there is a continuous need to promote public education and involvement. In addition, there are a large variety of architectural styles and types of historic resources and it is difficult for property owners to understand and learn about appropriate protection measures.

Eugene is not attracting as many visitors to the area based on heritage tourism that might be expected. In addition, historic resources are often difficult to identify, they are scattered throughout the community, and are often perceived to be few in number. These factors make it difficult to attract visitors specifically for the purposes of viewing historic properties.

There are opportunities for coordination between various groups that deal with historic preservation. There are numerous groups that address preservation in the region including the Lane County Historical Society, selected neighborhood groups, the University of Oregon's Historic Preservation Program, the Associated Students of Historic Preservation, the Applegate Trail Committee, and the Eugene Masonic Cemetery Association. The Lane Historic Preservation Council was formerly active and may again be a local advocacy group.

Recommended Strategies

15. Prepare "Advisory Guidelines for Historic Rehabilitation" for residential and commercial resource types and related landscape resources in Eugene. Distribute the guidelines to owners of historic properties to provide information about appropriate maintenance, alterations, and additions. (High Priority)

Advisory Guidelines would also aid the City in determining, implementing and explaining compatible methods of alteration to historic properties.

16. **Investigate ways to improve and maintain greater accessibility to the Lane County Historical Museum research library, especially for University of Oregon faculty, students, and other scholars. (High Priority)**

The Museum is an extremely important resource for archival materials relevant to local history. Currently access to research materials at the Museum is very limited, which seriously hinders effective, efficient and thorough historical research.

17. **Continue to foster communication between University faculty conducting historic preservation related courses, students in historic preservation, planning, architecture or related fields, and City staff. (Medium Priority)**

18. **Continue to support education programs and activities such as National Historic Preservation Week. (Medium Priority)**

19. **Design a program to begin conducting oral histories related to the history of the Eugene area. (Medium Priority)**

20. **Participate in the Applegate Trail Interpretive display in Skinner Butte Park. (Low Priority)**

Support for Historic Preservation Program Activities

Background

The City of Eugene provides funding to administer a local historic preservation program through the Planning and Development Department budget. In addition, other departments engage in historic preservation work through activities such as planning and design for historic parks, coordination of cultural events that help educate community members about local history and the role of various ethnic groups, and conducting research on the history of specific local government services.

The City of Eugene has successfully obtained federal grants through the State Historic Preservation Office to fund historic survey work, planning, National Register nominations, and education activities. The City has also received special grants to help restore the Shelton-McMurphey House and the Masonic Cemetery. The City facilitated community support of the ongoing preservation and restoration of the Masonic Cemetery.

It is increasingly difficult for the City of Eugene to adequately fund a local historic preservation program that addresses the multitude of issues, projects, and service needs of community members. Support for local historic preservation program activities would be greatly enhanced with increased funding.

Recommended Strategies

21. **Continue to seek grant assistance through a variety of local, state, and federal sources. (High Priority)**

22. **Increase network with local businesses that provide services or goods that are especially important to owners of historic properties, e.g. home improvement and construction related companies. (Medium Priority)**

23. **Solicit support and funding for historic research activities and special projects that may provide an indirect benefit to particular businesses or people. This could include, for example, timber industry support for a historic context focused on the role of timber and wood product industries in the region. Another example would be increased businesses sponsorship of National Historic Preservation Week activities. (Low Priority)**

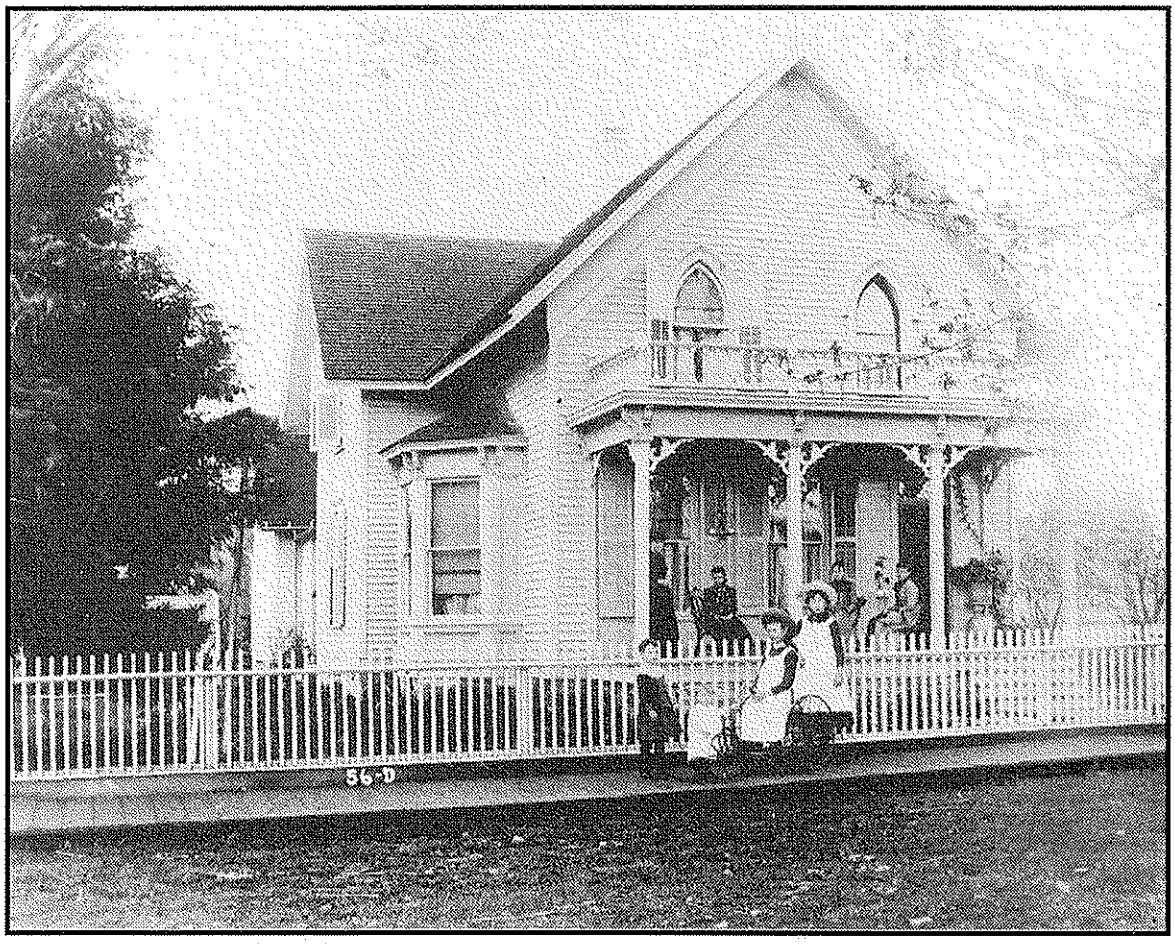


Photo courtesy of Lane County Historical Museum #L79-511

Thomas G. Hendricks house with picket fence and board sidewalk, about 1885.

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