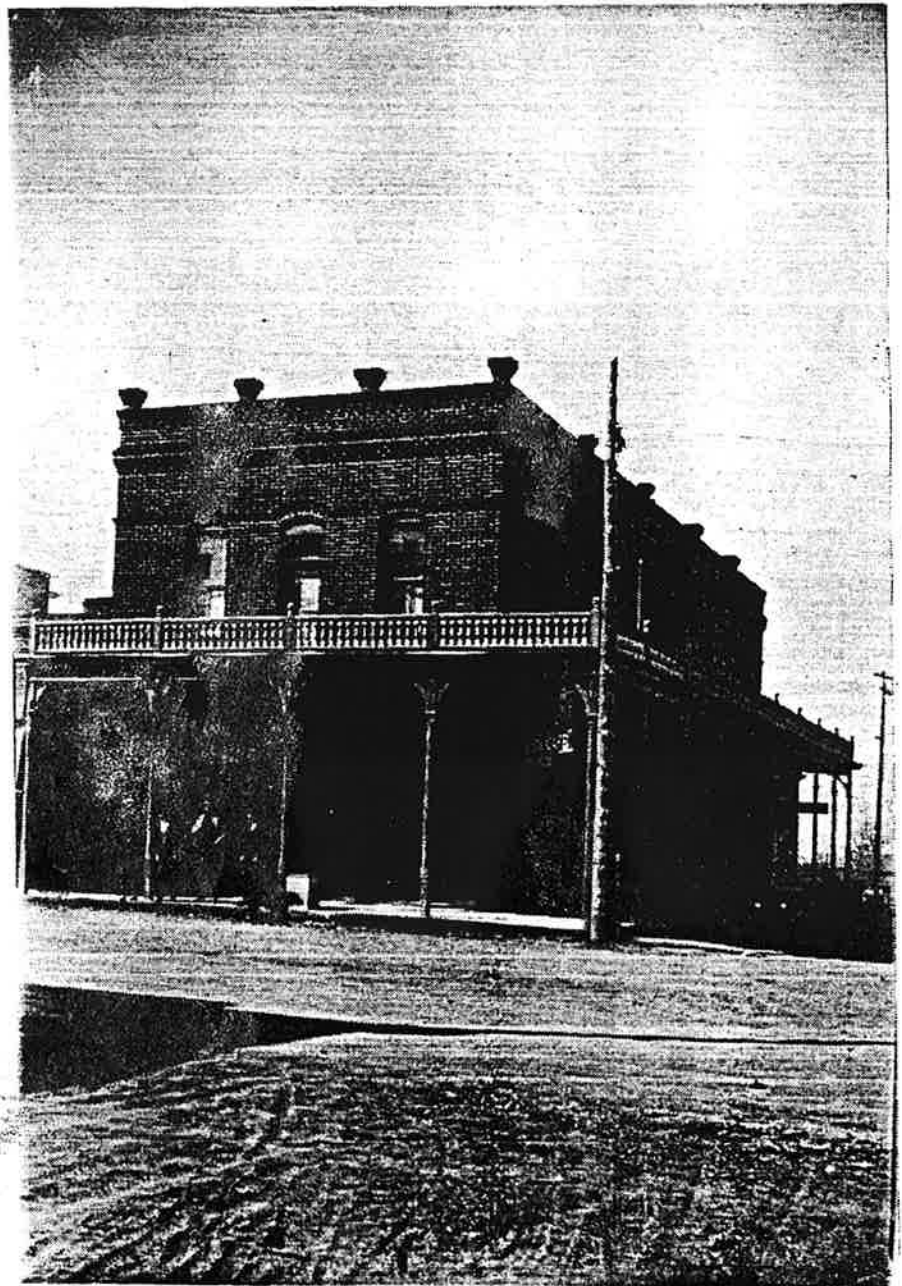


# HISTORICAL RESOURCE SURVEY LAKEVIEW, OREGON



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**HISTORICAL RESOURCE SURVEY  
OF LAKEVIEW, OREGON**

**Ward Tonsfeldt Consulting  
August 1, 1989**

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## PREFACE AND ACKNOWLEDGEMENTS

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

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

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

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

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

around town.

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

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

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

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

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

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

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

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

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

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

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

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Bend, Oregon

## HISTORICAL CONTEXTS

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

### Temporal Boundaries of the Study Unit - 1871-1939

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

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

### Spatial Boundaries of the Study Unit

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

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

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

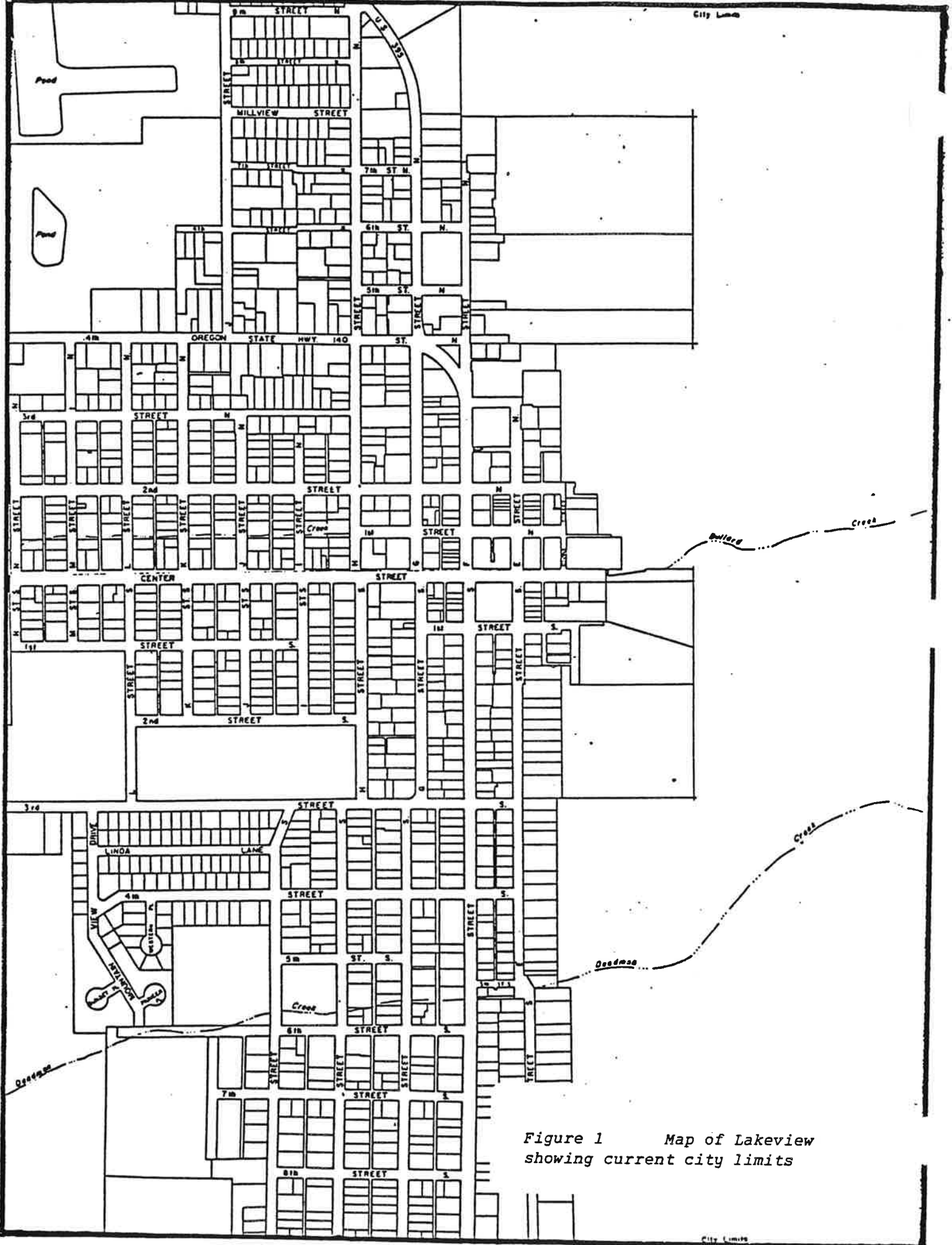


Figure 1 Map of Lakeview showing current city limits



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

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

### Historical Contexts for the Study Unit

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

#### 1860 - 1885: SETTLEMENT TO INDUSTRIALIZATION

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

#### 1885 - 1912: RAILROADS AND INDUSTRIAL BEGINNINGS

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

#### 1912 - 1930: INDUSTRIALIZATION AND THE PROGRESSIVE ERA

This period marks the development of the industrial

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

#### 1930 - 1942: THE DEPRESSION AND THE MOTOR AGE

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

#### Broad Themes within the Study Unit

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

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

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

**COMMERCE AND URBAN DEVELOPMENT** - resources related to towns and trade

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

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

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

## Resource Types by Broad Theme

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

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

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

**INDUSTRY AND MANUFACTURING**

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

**GOVERNMENT**

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

**CULTURE AND ARCHITECTURE**

residences  
churches  
private schools  
theatres  
fraternal organizations, lodges

## LAKEVIEW HISTORICAL OVERVIEW

### Introduction

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

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

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

### Building the Town: 1875-1900

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

According to the Illustrated History, renewed settlement of the Goose Lake Valley in both Oregon and California followed the end of the Snake Indian wars in 1869.<sup>1</sup> M.W. Bullard filed a preemption claim on land near the northern end of the Valley in January of 1871, and built a cabin on the site that was to become Lakeview. M.T. Walters, another early settler in the Goose Lake Valley, recorded the scene in 1872<sup>2</sup>:

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

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

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

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

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

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

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Source: Shaver, 1905

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

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

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

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Source: Lake County Examiner, Feb. 20, 1880

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

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

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

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

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