

SHERWOOD CULTURAL RESOURCE INVENTORY



for

**The City of Sherwood
Sherwood, Oregon**

•
December 1989

Sherwood Cultural Resource Inventory and Historic Context

Prepared for
The City of Sherwood, Oregon

by
Sally Donovan
Donovan and Associates
Portland, Oregon
and
Sharr Steele-Prohaska
Heritage Affiliates
Portland, Oregon

Special Consultant:
Kimberly Demuth
Demuth and Associates

December 1989

This project was funded by the City of Sherwood and by a matching grant from the National Park Service, U.S. Department of the Interior, in cooperation with the Oregon State Historic Preservation Office

Sherwood Cultural Resource Inventory and Historic Context

for
The City of Sherwood

City Manager

James Rapp

Planning Director

Carole Connell

Project Manager

Sally Donovan

Project Coordinator

Sharr Prohaska

Editor

Kimberly Demuth

Graphics

Sally Donovan

Photography

James Rapp

Special thanks to Odge Gribble, Clyde List, Don Hite, Jim Rapp and the City Staff for their assistance on this project. We also appreciated the cooperation of many of Sherwood's citizens whose interest in the history and architecture of their community made this inventory possible.

TABLE OF CONTENTS

1. Section : Historic Overview
 - A. Theme
 - B. Temporal Boundaries
 - C. Spatial Boundaries
 - D. Historical Background
 - E. Bibliography

2. Section II: Identification
 - A. Methodology
 - B. Previous Surveys
 - C. Resource Types
 - D. Distribution of Resource Types

3. Section III: Evaluation
 - A. Evaluation
 - B. Registration

4. Section IV: Treatment
 - A. Survey and Research Needs
 - B. Treatment Strategies

5. Appendices
 - A. Prominent Citizens
 - B. Newspaper Resources
 - C. Non-Contributing Historic Buildings
 - D. Map of Sherwood
 - E. Evaluation Form

Historic Context for the City of Sherwood, Oregon

SECTION I: HISTORIC OVERVIEW

THEME:

The historic context of Sherwood, Oregon is a geographically oriented study which will be used in the preparation of city policies pertaining to the historic resources in the area. The project areas includes all of the land area within the incorporated limits of the City of Sherwood, as well as the significant properties that are visually significant on the perimeters of the Urban Growth Boundary. The entire area totals approximately 2500 acres. The chronological period extends from the initial people of settlement in 1850 to 1939. The termination date corresponds with the 50 year criterion established by the National Park Service for inclusion in the National Register of Historic Places.

TEMPORAL BOUNDARIES: 1853-1939

The first Donation Land Claim in the Sherwood area was issued to A.Z. Hall in 1853. This date marks the beginning of the gradual settlement of the city of Sherwood. In 1885, the railroad arrived in Sherwood which coincided with the platting of the town. The railroad and other business development caused the population to increase steadily over the next forty-five years. The end date of 1939 was determined by the National Register 50 year old criteria for evaluation.

SPATIAL BOUNDARIES:

The City of Sherwood, Oregon is located in the northwest portion of the state within Washington County. The surveyed area encompasses the resources within the city limits as well as the resources within the Urban Growth Boundary. A part of the rapidly growing metropolitan areas of Portland, Beaverton, and Wilsonville, the study area extends irregularly from Murdock Road and the Tualatin-Sherwood Road on the east, Edy and Scholls-Sherwood roads on the north, Old Highway 99 and Elwert Road on the west; and Wilsonville Road and Sunset Blvd. on the southern boundary.

HISTORICAL BACKGROUND:

The explorations of Lewis and Clark in 1805-06 led to the greatest migration of people overland and by sea in the history of America. "Oregon or Bust" and the Oregon Trail were uppermost in the hearts and minds of thousands of hardy pioneers as they made their way west, and upon arriving in the promised land, the pioneers fanned out in all directions. Some were interested in gold, others attracted to the sea, and still others excited by the vast grazing ranges of the high country and by the forests that grew on the mountains.

The twenty five years that followed the Lewis and Clark expedition were years of fur trading and associated ventures by the Americans and the British. The Hudson Bay Company dominated the field and merged with the Northwest Company in 1821. Fort Vancouver opposite the mouth of the Willamette River became the head post of the Hudson Bay Company. Dr. John McLoughlin, chief benefactor of the post from 1824 to 1846 managed the company well and also maintained good relationships with the Indians, traders, missionaries, and the colonists.

Few of the early pioneers who searched for sudden wealth were attracted to the alluvial plains of the Tualatin Valley. Early settlements in the area included Beaverton, Hillsboro, Tigard and Sherwood. In the early 1840's only a handful of immigrants from the east wandered through the forested valley as trappers and missionaries. Very rarely did they establish permanent residence. Most made what they could from the beaver pelt and then moved on. Many grew tired of the nomadic life and settled down to farm the rich fertile black soil of the valley.

Trappers, traders, and missionaries began to enter the Oregon country in the mid 1840's. The first great wagon train arrived in 1843. The westward expansion brought nearly a thousand new American settlers to Oregon, primarily to the Willamette Valley. At that time the Oregon country was jointly occupied by the United States and Great Britain. A provisional government was voted in at Champoeg in 1843. Soon other wagon trains began to follow the trail west and in 1845 nearly three thousand people travelled to Oregon. Within the year the population of Oregon numbered approximately six thousand people.

A veritable forest greeted the first settlers in Oregon and the Willamette Valley. The settlers who emigrated to Oregon located primarily in the Willamette Valley, especially in the counties of Yamhill, Clackamas, Tualatin, Champoeg, and Clatsop. The provisional government designated the site of Sherwood as "Yamhill" County although at that time there were no villages in the area. This area was known as the "Tuality Plains" because of the fertile soil. The word "Tualatin" is an Indian word meaning lazy in reference to a river, which is a good description for the meandering streams that flow through the valley. The county of Tuality was renamed Washington County by the territorial legislature

in 1849. The present day Washington County is comprised of 716 square miles or about 460,000 acres.

Pioneers delighted in the rich farm lands that yielded bountiful crops. Congress passed a bill in 1848 that made Oregon a territory. It was under this territorial government that the first settlers arrived in Sherwood in 1853.

Early descriptions of the Tualatin Valley indicate the area was covered by one large body of water. It was known to be flat and very swampy. The first settlers who came to the "Beaver Dam" country, now known as Beaverton, found a huge lake covering nearly half the present town site.

Large lakes were formed by the damming of the many streams throughout the valley. Even today there remains evidence of beaver dams and many other unnamed creeks in the valley. According to early records, the valley floor was largely covered with brush, oaks, elms, and alders. The higher slopes were heavily covered with Douglas fir and cedar. The trees gave way to open areas of grassy growth in the northern part of the valley.

In 1850 the Donation Land Claim bill was passed by Congress thus opening up more land for settlement. A.Z. Hall was the first pioneer to cross the plains in 1852 and settle in Sherwood area. Hall took out a donation land claim of 320 acres in 1853. Mr. Hall's land claim encompassed all of the present site of Sherwood. By the time the Donation Land Law expired in 1855, most of the valuable farm lands in the Willamette Valley had been claimed by the early settlers.

Among the first settlers to reach the Tualatin Valley was the Rev. Harvey Clarke, missionary and educator. He and his family arrived in 1840 and built a home near Orenco in the West Tualatin Plains. In 1845 he moved to the site of Forest Grove to become pastor of the Congregational Church. He opened his home as a school and later was joined by Rev. A.T. Smith, an independent missionary, who also arrived in 1840 and built a log house nearby. Together they established the first Congregational Church in the area.

Early settlers built houses of logs taken from the forest that covered the entire valley. The land was cleared acre by acre. Most of the work was done by hand. The soil was very rich and the first crop of wheat yielded about 60 bushels to the acre. The farmers raised most of their food but occasionally had to go to Portland to get staples unavailable in the area. Twice a year they took the three day journey into Portland to buy salt, sugar, and syrup. At the time Portland had but one dirt street and the only merchants were Meier and Frank and S. Herman. Mail was delivered twice a week to the area..

By 1870 more settlements developed in the present vicinity of Sherwood. Some of the early settlers in the area were: D.G. Olds settled near Middleton, Nelson

and James McConnell settled on farmland about a mile south of Sherwood, Joseph Voss started his farming career about a mile to the southeast of town, J. J. Hall lived on a farm north of town that was later purchased by Claus Borchers, and D.S. Sebastian, whose claim east of town was passed on to Mr. Gore. Other early settlers in this area were Henry Besaert, Jack Hess who lived near Cipole Road, and Charles True who lived near Middleton. As the area grew several German families began to settle north of town in what later became known as the "Bluetown" district.

The first Euro-American children to be born in the vicinity of Sherwood were the children of Mr. and Mrs. A.Z. Hall. Their home was located in the area known as "City View Addition." Hall built a sawmill near Cedar Creek about one hundred yards northwest of Sherwood grade school (120 NW 3rd) Several of the Hall descendents are living in the area.

Small sawmills were common in the valley which accounts for so many homes being built of wood. The sawmill was later purchased by James Smock. Smock ran the mill and he and his wife, Mary Ellen, lived in a small house nearby. The mill was demolished by fire in 1883. Smock rebuilt it near the original site the following year.

In 1868, James C. Smock purchased 160 acres on the site of Sherwood from his step-father, A.K. Hall. Later, Mr. Smock built a new house in what is presently the southwest corner of the original plat of Sherwood. The house, moved and remodeled, still stands at 260 NW First Street between Washington and Main streets. The house is presumed to be the oldest building in Sherwood. J.C. Smock owned a sawmill about a mile north of town. In the summer he would remove the engine from the mill and use it to operate his threshing machinery. Smock also owned the first steam threshing implement in this part of the country and devoted several months each fall to threshing crops for himself and his neighbors.

Smockville and the Railroad

In 1883 a railroad company under the title of "Oregon and Transcontinental" purchased the right of way from Portland to the small town of Dundee. In 1885 Smock granted the railroad a right-of-way through his property with the stipulation that the railroad would build a train depot and make regular stops in the vicinity. J.C. Smock, who owned 160 acres saw the possibilities that a railroad would bring to the area. In anticipation of the changes, he platted a nine square block area adjacent to the proposed railroad line in 1885. The nine square block area was confined by Third Street on the northwest, Park Street on the southwest, Pine Street to the northeast, and Railroad Street to the southeast. The town was laid out in a grid pattern with the railroad tracks as the base line.

The original nine square plat was set at a diagonal rather than on a true north-south grid.

When the railroad came through in 1885, the men working on the railroad began to call the railroad stop, "Smock". Smock did not like the name and changed it to Ellensburg, after his wife, Mary Ellen Smock. When the post office informed him that there was another town with a similar name as Ellensburg in Oregon, he changed the name of the community back to Smockville. Smockville retained its name until the early 1890's when community citizens felt they needed a more sophisticated name for their town. In 1892, at a mass meeting of the townspeople, a new name was chosen. Robert Alexander, one of the owners of the pressed brick factory, suggested the name "Sherwood" because of the forests which surrounded the town. The thick forests reminded him of the Sherwood Forest in England. The new name was formally adopted in 1892. Smockville became known as Sherwood, although the name Smockville appeared on city legal papers as late as 1896.

The building of the railroad brought hundreds of workers into the vicinity from outside the Smockville area. Smockville was unprepared for the large numbers of workers that came to work for the railroad. There were no hotels or other living accommodations. Many of the farmers and residents living in the downtown area converted their homes to boarding houses. At times, the larger homes accommodated up to forty workers at once. Mrs. J.C. Smock boarded thirty-five to forty of the railroad workers herself. For awhile Smockville became a community of boarding houses and tents. Men slept in barns, boxcars, or any other form of temporary shelter. Chinese work crews were responsible for much of the preliminary grading of the road beds. Most of the rail placement was the result of Caucasian labor. At the time of railroad construction, there were more Chinese than Euro-Americans living in Sherwood.

Soon the railroad was in full operation. A small engine pulled the cars on a narrow gauge line. It was ten years later before the tracks were widened to standard gauge size. A simple railroad depot was built southeast of the railroad tracks between South Sherwood Blvd. and SW Washington streets. The depot was a one room building, approximately 12' x 15', with the typical wooden benches and a center stove for heat.

Initially, the small gauge trains hauled both passengers and freight, with a round trip to Portland taking an entire day. Due to the curves in the railroad line between Newberg and Sherwood, the train became known as the "Peavine". It wasn't until the tracks were widened, ca. 1895, to accommodate a standard gauge railroad line, that the line was extended to Airle and later connected to Yaquina. In an effort to accommodate both the wide and narrow gauge trains, three sets of rails were laid which resulted in both size trains operating at the same time.

Smockville began to grow after in the early 1880s after a large number of houses were built for the railroad workers. R. H. Tyson built and opened a store in the downtown area at the corner of Railroad and Main streets. In 1889 J.C. Smock built a new store across the tracks from his first store, moving his store and the post office to the new location. Smock served as the first postmaster. Before long G. Hanke came to Smockville and opened a shoe shop around the corner at First and Main streets.

In response to the growing needs of the railroad, Smock built a warehouse at the corner of Park and Railroad streets in 1888. A fire demolished the building several years later, however a warehouse was rebuilt on the site and became the Carlson and Sherk store.

The railroad continued to bring new residents to Smockville during the 1880s and 1890s. In 1890 John Fitch and Lee Smock built a two story hotel and dance hall on NW Railroad Street between NW Washington and NW Main Streets. The following year a livery stable was built on NW First Street by Jim Parrett and Milton Parish.

The electrification of the railroad was greeted with enthusiasm in 1913. Regular interurban service commenced via the Southern Pacific Railroad. Sherwood was then assured of service every two hours daily, with four trains each way daily. It was felt the two hour service would put the community in a favorable position for growth over other communities. This passenger train served the community until ca. 1935. The first setback came in the late 1920's when highways were improved, followed by the development of gasoline powered buses, the family car, and the Great Depression. The railway was soon used only for freight as passenger travel diminished. Mail also began to be delivered into Sherwood by mail trucks and by bus.

The Brickyard

In 1890, four Portland businessmen, Dr. Edgar Poppleton, E.T. Johnson, J.H. Smith, and Rover Alexander, decided to build a brick yard in Smockville. They hired Matt Fitch, from the Kennedy Brick Company of Chicago, a manufacturer of pressed brick machinery, to come to Smockville and develop the brick yard for the owners. Mr. Fitch set up the first plant and watched as it produced a kiln of bricks, then turned over the management of the plant.

The brick yard employed about one hundred men which was considered a large operation at that time. The wood used to fire the five kilns came from the forests that covered much of the Sherwood flats. The clay used in making the bricks came from the ground between the brickyard and the bottom of Washington Hill in the Epler addition. Most of the trees in the area were cut to provide fuel for the brickyard.

Great mounds of topsoil were scraped to get to the clay. The demand for the brick necessitated the plants operation night and day for the first three years in an attempt to fill all the brick orders. Within the brick yard were five large kilns necessary to fire the brick, tile, and building blocks produced by the plant. The bricks were fired under such great pressure that the unburned bricks could not be broken by ordinary means. As a result, the machinery often broke down and delayed production. Many of the bricks were shipped to Portland to meet the demand for new building construction. The brickyard had a great effect upon the economy of the town. Besides increasing business and the number of new buildings, it brought many prominent people to Sherwood who were responsible for the development of the city.

It is not known why the brick yard decreased its large scale production operations in 1893 and by 1895 the business had closed. Many people cited mismanagement as the reason for the brickyard's demise. The people who had been working in the brickyard turned to farming and the fertile soil for their living. The high land grant farms were split up and soon most of the land in the vicinity was being farmed.

The Developing Town of Sherwood

The only commercial buildings in downtown Smockville in 1890 were the Smock general store, the Smock warehouse, a blacksmith shop, the train depot, and a few saloons. As the needs of the community grew, John Fitch and Lee Smock decided to build a hotel and a dance hall in 1890 on Railroad Street between Washington and Main Streets on the site of the former Carlson & Sherk Furniture Store. As the saloons prospered, Smockville gained the reputation of being a "tough town". Gun play was not unusual and street brawls were common. In 1893, George Williams was shot in a saloon by Alvie Fields. The saloon was occupied later by George Saylor's jewelry store.

Even with the demise of the brickyard, the town continued to grow. August Holznagle built a blacksmith shop in 1893. The train depot was enlarged and a freight house was added to the depot. C.G. Reisner expanded his holdings by building a hotel and saloon on the corner of Railroad and Washington streets, later occupied by the Citizens' Bank (10 NW Washington Street).

Residential construction also continued to flourish. Matt Fitch built a home on the corner of First and Pine streets, which later became known as the Emil Lawrenz home (135 N. Pine Street). Mr. Brooks, who had played an important role in the brickyard, built a home at the corner of First and Park streets, which later was owned by J.E. Morback. Rover Alexander later purchased the house and lived there until the demise of the brickyard. In 1895, Angus Atterbury built a house south of town which later was occupied by John Owens. At the same

time that Mr. Reisner was building his hotel, he also built the "Spath House" on First Street.

M.P. Atterbury built a house in the southeast section of town in 1882. The "Jim Brown" house was built in the east section of town about 1885, at the same time that the "Will Young" house was erected south of town. Reverend H.C. Plummer moved to Sherwood and built the "Wilson" house in 1887. In addition to homes in the city, the land grant farms in the outlying areas were subdivided in smaller parcels to accommodate other new homeowners

In response to growth of the community and the needs of the people, two churches were erected in 1890 and the first school was built circa 1894 at the intersection of N. Sherwood Blvd and NW Third Street (130 NW Third Street).

The Friends Church was the first church to hold regular services. The Friends Church originated about 1890 and by 1892 the church erected a building on the corner of Second and Washington streets. The Friends (also known as the Quakers) were among the early Pilgrims to migrate from England to America. Many settled in Pennsylvania and had a part in forming the government and writing the constitution of the United States. Later, these same people migrated west and were among the early settlers in the Willamette Valley.

The United Brethren church was built in Sherwood in 1894. Two year later it became a Congregational Church and it remained that way until 1920 when the Congregational Church was changed to the Methodist Church. In 1881, the St. Paul Lutheran congregation built their first church near Six Corners on Scholls-Sherwood Road.

By 1892 the population had increased enough that Sherwood could support its first resident doctor. Prior to this time anyone that was ill in the area, had to go to Portland. Occasionally, a Portland doctor would make a house call for the fee of twenty-five dollars. The first doctor in Sherwood was a Dr. Rickard who established his office in the hotel on Railroad Street. Dr. Rickard decided to build his own office building on the corner of First and Main streets, ca. 1903 (105 NW Main Street). The building remains in that location. Later, J.C. Smock built a doctor's office on the east side of the Smock store where Dr. Rickard practiced until 1902.

The livery stable was built by Jim Parrett and Milton Parish between Washington and Pine Streets on N.W. First Street in 1891. In 1892, the town of Sherwood was incorporated. The following year the city hall and jail were constructed on Main Street between Main and Railroad streets.

As with many of the smaller towns, the street system was either dirt or mud which made conducting business difficult. Sherwood fared a little better as the free brick bats from the brickyard were used to fill the deepest mud holes. In

1906, in an effort to alleviate the problem, the City brought in large boulders which the citizens and shopkeepers, in their spare time, broke up with sledgehammers into smaller rocks. The rocks were then placed on the streets throughout the city to improve the roadbed surface. A few years later cement cross walks were poured. Eventually, gravel was placed on the city streets which helped improve the downtown streets, although the residential streets remained covered with dirt for many years.

Sherwood was plagued by fires which is a common occurrence in communities where wood was used to build homes and commercial businesses. By 1896 most of the Sherwood commercial business district was comprised of wooden frame buildings.

Most of the business district of Sherwood burned to the ground in 1896. One block was entirely destroyed along Railroad Street which contained the McConnell and Iler store, the Seyney dance hall and hotel, and other small buildings. Sparks from the fire jumped across the railroad tracks and burned the newly improved train depot. There was little protection for the buildings from fire, except for volunteer firemen who formed water bucket brigades to fight the fires.

The community responded to the disaster by rebuilding bigger and better buildings than they had before. McConnell and Hall built a new store building. Other buildings constructed after the fire included a A.O.U.W Lodge, a meat market, Smock's general store, Carlson and Skerks, an undertaking building, dance hall, and Colfelt's general store. The train depot was also enlarged and made more efficient for passenger service.

Community citizens became concerned about fire protection after the big fire of 1896. Two years later the businessmen built a seventy-five foot water tower over a well just off of the Main Street between Main and Railroad streets. A large eight thousand gallon tank was mounted to the tower and was filled by six men operating a hand pump. The water tower was built with license money from the city saloons .

The Friends Church on the corner of Second and Washington streets burned in 1904. When the fire was discovered, it was too late to save the church. Following the fire the devoted congregation held their meetings in the Congregational Church until 1912 when they rebuilt the church on the corner of Second and Pine streets.

Lawrence McConnell constructed a building which housed one-story skating rink in ca. 1905. In 1908 McConnell made plans to expand and build a dance hall in his building. To accomplish this feat, McConnell and his partners decided to raise the floor of the skating rink and place a dance hall on the lower floor. Charles

True was hired to supervise the raising of the building. The venture was very successful because there were few places of entertainment in Sherwood except for the race track operated by Will Young. Other entertainment included the baseball games sponsored by the community baseball teams.

In 1906 the first bank was organized by Lawrence McConnell, Arthur Hall and Fred Foler. It served the community from a structure on the corner of Railroad and Main streets which later housed the G. Hanke shoe shop. The bank building was constructed by the Bristow brothers and served as the community blacksmith shop. The Smock store (270 NW Railroad Street) was purchased by J.E. Morback in 1907. Jack Balding, the city recorder, started a lumber yard about the same time.

Another disastrous fire struck downtown Sherwood on July 3, 1911. Originating in the 1891 livery stable owned by Grover Hagey on the corner of First Street between Washington and Pine streets, the fire quickly spread to the Colfelt saloon and other nearby buildings, destroying over a half block in the downtown area. The Molzer brothers, who owned and operated the stable at the time of the fire, narrowly escaped with their lives. In order to prevent this from happening again, the city council authorized the funds to purchase more fire fighting equipment and expand the fire hydrant system. The Council also recommended that all new buildings be constructed of fireproof materials.

Following the fire, Ed Colfelt rebuilt his saloon in 1911 with fireproof brick on the corner of First and Washington streets (90 NW Washington). The building is still standing today. L.W. Roellich built a new brick building on the corner of Washington and First streets (180 NW First Street). In 1915, the Weckert Building was erected on Washington Street. Frank Colfelt joined in the building activity and constructed the Sherwood Hotel (10 NW Washington Street) in ca. 1914. It later became known as the Sherwood Bank building. Sherwood began to develop a modern appearance with newer brick and concrete buildings.

To keep the community informed of local and national news, E.O. Sheperd started the "Sherwood News Sheet" on October 25, 1911. Mr. Shepard may have used his influence as editor of the newspaper to convince the populace that the city should change its reputation and become a "dry" city. Two years later as a result of increased public sentiment towards the abuse of alcohol, the city voted to become dry on November 16, 1914.

The October 30, 1912 Sherwood News Sheet announced that Sherwood was no longer a little town of nine square blocks, but instead a handsome city of nearly a mile square, jumping from a population of 115 to 350 as the result of an annexation election. The annexation was greatly contested. The final decision was seen as an incentive for a greater, better and cleaner Sherwood.