POLK COUNTY, OREGON

AN HISTORIC CONTEXT

1811 - 1941

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HISTORIC CONTEXT STATEMENT

Prepared for Polk County, Oregon

by

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TABLE OF CONTENTS

INTRODUCTION

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

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

The project was conducted from September 1991 through August 1991 by Koler/Morrison Planning Consultants of Oregon City under contract with Polk County. The study area encompasses all the unincorporated area in the county, exclusive of federally owned land. The project consisted of four major phases: literature search and preparation of an overview of Polk County history; research on individual properties; preliminary evaluation of resources; and, preparation of final inventory forms and the final document.

There are six major sections in the following report. This section is followed by section one which provides an overview of Polk County history. The overview focuses on major events and themes of county history and provides a framework for analysis of resources. The chronological parameters are approximately 1811 to 1940, with some discussion of Native American pre-history. This section is followed by a list of individuals who played a prominent role in local history, which in turn is followed by a comprehensive bibliography of sources consulted.

The Identification section contains a predictive model for use in identification and evaluation of historic resources in future survey efforts. Section six, Treatment, identifies strategies for protecting the County's significant cultural resources. This section is followed by Appendix A which includes a list of the properties which were documented and evaluated in this project.

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

HISTORIC OVERVIEW

POLK COUNTY, OREGON 1811-1941

The Polk County Historical Overview is a geographically oriented study of significant events and patterns in Polk County history. It is organized according to the historic periods outlined in the Handbook to Historic Preservation Planning in Oregon prepared by the State Historic Preservation Office. This permits the comparison of locally significant historic themes with themes of statewide importance which define the specific periods.

TEMPORAL BOUNDARIES: 1811-1941

The temporal boundaries of the Polk County Overview cover the years from 1811 to 1941. The year 1811 marks the initial exploration of the upper Willamette River Valley by members of the Pacific Fur Company, and the opening of the Polk County region to commercial fur interests. The year 1941 corresponds with the 50-year criterion for determining eligibility for the National Register of Historic Places.

SPATIAL BOUNDARIES

The study area conforms with the current political boundaries of Polk County which encompasses 745 square miles in the central Willamette Valley of northwest Oregon.

Originally formed from part of the Yamhill District on December 22, 1845, Polk District was the first subdivision of the original five districts--later counties--established by the Provisional Government in the Oregon Country. Between 1845 and 1847 Polk County included all of Oregon west of Marion County to the Pacific Ocean, and south of Yamhill County to the Spanish territory of California.

In December 1847 the southern boundary of Polk County was delimited and its land area substantially reduced by the creation of Benton County to the south. Between 1847 and 1893 Polk County encompassed all land west of Marion County to the Pacific Ocean. With the creation of Lincoln County in 1893, Polk County's current western boundary was fixed. With the exception of minor changes caused by river channeling on its eastern boundary, the political demarcation of Polk County has remained essentially unaltered since 1893.

TOPOGRAPHY/HISTORIC LANDSCAPE

Polk County's topography played an important role in defining early settlement patterns and influencing historic development. Settlers seeking agricultural land were restricted to the eastern half of the county and northwest river valleys because of the rough terrain and high elevations of the Coast Range.

Broken only by small valleys in the southwest and the Yamhill River valley in the northwest, the Coast Range covers an area of approximately 324 square miles west of Falls City, with elevations in excess of 3700 feet. Ten miles west of Falls City, within a five-mile radius of Valsetz, the headwaters of the western-flowing Siletz River, Boulder and Rock Creeks, and the eastern-flowing Luckiamute River and Rickreall Creek are in close proximity. This area is subject to

rainfall averaging over 100 inches a year, as compared to 80 inches at Falls City, and approximately 40 inches in the eastern half of the County.

Of the three major provinces--Forest, Shrub-Steppe, and Alpine--in Oregon, only the Forest province is found in Polk County, and only two of the 13 vegetation zones defined within the larger Forest province are represented. The Western Hemlock zone covers the mountainous western division of the county and the higher elevations of the central foothills. Before Euro-American settlement, the terrain was blanketed by ancient stands of western hemlock, Douglas fir and western red cedar.

Historically this densely forested, mountainous terrain, with its heavy rainfall and shorter growing season, was avoided by the early emigrants seeking land for agrarian settlement. It was the last to be settled in the county. However, expanding population and the burgeoning timber market of the 1880s and 1890s brought the area under increasing commercial pressure, altering the historic landscape:

> Although named for the shade-tolerant western hemlock which would dominate in the complete absence of fire and logging, the Douglas fir predominates under present conditions. (Loy 1976:58)

East of a line drawn north and south through Falls City, the topography of Polk County becomes more varied as elevations descend toward the valley floor. The low-lying foothills reach to Buena Vista in the southeast, to Dallas in east-central and to the Eola Hills in the northeast; the Eola Hills bisect the county north and south from Eola to the Yamhill County line. Expanses of prairie land open south of Rickreall Creek and in the southeast and north-central county. Areas of benchlands and alluvial terraces, stream bottoms and small prairie openings are scattered through the eastern county and along the Willamette River watercourse.

The eastern half of Polk County lies within the Willamette Forest-Prairie zone:

> Forest, woodland, prairie, and riparian deciduous forest occupy the alluvial bottomlands of the Willamette Valley and the lowest surrounding foot hills. The most persistent zone include the Douglas fir with admixtures of grand fir and big leaf maple. On drier sites and often representing successional vegetation is a woodland of Oregon white oak. This species also occupies isolated positions [oak openings] in prairies which are maintained by burning. Southerly facing ridges with thin soil also support grassland. A deciduous forest of Oregon ash, black cottonwood and willow flanks the river. (Loy 1976:58)

The two most characteristic features of eastern Polk County's historic landscape were the woodland openings of Oregon white oak on the rolling hills and benchlands, together with the prairie lands on the valley floor south of Rickreall Creek and scattered among the foothills of the north and southeast county.

Early settlers, seeking farmland free from the diseases endemic to the bottomlands of the Mississippi, Missouri and Ohio river valleys, found these low-lying hills and prairies ideal. The hillsides with scattered oak woodlands and openings provided good soil above the rivers, creeks and many intermittent streams. The abundant water supply in turn supported a rich riparian forest of native ash, cottonwood and willow in many of the lower areas, and big-leaf maple on slightly higher elevations.

Farming the eastern lands was also enhanced by the lack of secondary growth and underbrush on many of the larger prairies and hillsides. This open terrain resulted from periodic field burnings by

former Native American inhabitants in order to capture game and encourage the growth of various seeds for forage. The prairie fires would run through the native grasses and spread to surrounding hills, retarding the establishment of deciduous trees and underbrush. The white oak, due to the nature of its hard corky bark, remained unharmed by these quick-spreading prairie fires.

Carbon tests have indicated dates as early as the 1690s for the earliest field burnings. Although not as common on the Polk County prairies as on the larger prairies of the southern valley, field burning by the 1840s had left many relatively open prairies and hillsides south of Rickreall Creek and scattered areas in north-central Polk County. The open land proved vital to those settlers who had just endured the hazards of overland migration and urgently needed to clear land for plantings for food and barter.

Although the commercial lumber industry served to open the western half of Polk County between 1880 and 1941, the lower-lying eastern county with its rolling hills, open prairies and longer growing period remained the primary population, agricultural and commercial center through the historic period.

PREHISTORY AND NATIVE AMERICAN/EURO-AMERICAN RELATIONS

Prior to Euro-American settlement of the Willamette Valley the region was inhabited by a linguistically distinct Native American population known as the Kalapuyan Indians. Ethnographic studies have identified no less than nine separate tribal units, two of which inhabited the Polk County region.

The Yamhills, or Yamel Indians, were composed of as many as five autonomous bands speaking the Tualatin-Yamhill dialect. Their geographic range extended from the Willamette River west to the Coast Range, and from Rickreall Creek north to the McMinnville- Dayton area in Yamhill County. Of the five identified bands, the Champile and Chinchal lived along the Rickreall, while the Andshankualth, Andshimmampak and Chamiwi inhabited the Yamhill River area.

The second tribal unit in the Polk County region was the Luckiamutes who spoke the Central Kalapuyan dialect. From three to as many as six bands resided west of the Willamette River along the Luckiamute and Little Luckiamute Rivers, north to Rickreall Creek and south into Benton County.

Hunters and gatherers, the Kalapuyans depended largely on the native camas root that grew in the wet prairies and bottomlands of the valley. They augmented this staple with a collection of seeds, nuts, berries and insects. Field burning encouraged the growth of several of their primary food sources and forced small game into traps and hunting circles. Excellent bowmen, they hunted deer and bear and augmented their diet with fish from below the falls. While the various Kalapuyan bands had identifiable territorial ranges, their tribal movements in seasonal hunting, fishing and gathering created a system of trails extending throughout the valley.

Living quarters were of impermanent nature. During the summer the natives lived outdoors beneath tree canopies, occasionally in grass houses or shelters of fir boughs overlaid with grass. Winter homes were usually shallow earth pits with walls of standing forked sticks secured in the ground with cross-pieces supporting grass mats; the shelters were roofed with both bark and grass. Lean-to's made of grass mats and planks were also used. Sweat houses were usually constructed over a shallow pit by bending poles overlain with grass or bark and covered with successive layers of dirt. The impermanence of these structures precluded their survival beyond the early historic period.

Population estimates of the Kalapuyans before the arrival of Euro-Americans range from 5,000 to 10,000. Estimates of the Yamhill and Luckimute vary from 500 to 2,000. By the mid-1830s diseases introduced into the native population by traders and fur trappers had reduced their numbers by as much as 90 %. Rampant disease coupled with the increasing immigration of the 1840s continued to reduce the dwindling native population:

> Surrounded as many of the tribes and bands now are by whites, whose arts of civilization, by destroying the resources of the Indians, doom them to poverty, want and crime, the extinguishment of their title by purchase, and locating them in a district removed from the settlements is a measure of the most vital importance to them. (Gov. Lane 1849)

On January 4, 1855, a treaty between the various bands of Kalapuyans and Oregon Superintendent of Indian Affairs Joel Palmer was effected, calling for the various bands to remove to a reservation to be established by the government. For this purpose the Grand Ronde Indian Reservation was opened on June 30, 1857, covering 60,000 acres in northwest Polk and southwest Yamhill counties. A census conducted in 1870 reported only 47 Yamels and 36 Luckiamutes on the reservation; in 1910 the Yamels numbered five, the Luckiamutes, eight. By the end of the historic period the Kalapuyan people no longer existed as a distinct cultural-racial entity.

(1811)-1846: FUR TRADE AND MISSION TO THE INDIANS

This period opens with the establishment of the first permanent settlement in the Oregon Country at Fort Astor (Astoria), and the exploration and opening of the upper Willamette River valley and the Polk County region by members of the American-owned Pacific Fur Company. In 1813, with the threat of armed hostility between Britain and America, the isolated outpost was sold to the Canadian North West Company. While the sale effectively ended direct American influence in the area for some 21 years, the question of Oregon territorial sovereignty would remain a vital issue until the end of the period.

In the 1830s American interests again asserted themselves in the region, culminating in the 1840s with the American settlement of the Willamette Valley. This included the settlement of Polk County and its creation as a political unit in December of 1845. The period ends in 1846 with resolution of the boundary dispute between Britain and the United States. The treaty was presented to the senate by President Polk--for whom the county is named--and ratified on June 15, 1846, establishing the sovereignty of the United States over all the Oregon country south of the 49th parallel.

Between 1811 and the re-establishment of American interests in the 1830s, the recorded history of the Polk County area is largely dependent on the records and journals of the early commercial fur companies. Since few of these sources specifically refer to the Polk County area before the 1830s, its early history must be considered in the light of available records, references and descriptions dealing with the upper Willamette River valley as a whole.

The first Euro-American exploration of the upper Willamette Valley is believed to have been conducted by Robert Stuart, a partner in Astor's Pacific Fur Company. On December 5, 1811, Stuart with Francis Pillet and Donald McGillis led a party from the Fort Astor into the upper Willamette River basin in order to "determine the advisability of establishing a trading post on its banks" (Hussey 1967:23). Journals indicate that Stuart's party returned to Fort Astor prior to March 1812, although there is no record of the extent of their exploration.

In the spring of 1812 Donald McKenzie led a second expedition into the upper valley. McKenzie is believed to have traveled as far as present-day Lane County and up the river that bears his name.

Traveling by canoe, this expedition by course would have passed the Polk County region, if not actually entering and exploring one of its numerous waterways. On his return, McKenzie described the valley above the Willamette Falls as "bounding in beaver, teeming with elk and deer, with rich prairies and delightful beyond expression" (Hussey 1967:24).

The next recorded exploration of the valley occurred in November 1812, when William Wallace and John C. Halsey led a party into the upper valley to establish a hunting and trading outpost. Sometime between December 1812 and March 1813, the Wallace House was built on Wallace Prairie, north of the original plat of Salem and immediately east of Polk County. This outpost was the first building constructed in the Willamette Valley. A second structure was built approximately two miles west of the original town site of Champoeg (Marion County) sometime in mid-to-late 1813; however, it is unclear whether this post, referred to historically as Willamette Post, was built by the Astorians or the arriving North West Company employees.

With the sale of Fort Astor to the North West Company in October 1813, direct American influence in the region was supplanted by British-Canadian domination. Between 1813 and 1821, the year the Hudson Bay Company absorbed the North West Company, the Willamette River watershed was extensively trapped by fur company employees and freemen trappers (men not under contract with the company). During this period the Willamette Post functioned as the primary trading center in the upper valley:

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

Although there were several episodes between trappers and Native American inhabitants that led to short retreats by the trappers from the upper valley, for the most part the fur interests kept substantial pressure on the native game and fur resources of the region. By the time John McLoughlin was appointed chief factor for the Columbia Department of the Hudson Bay Company in 1824, the upper valley was no longer considered of immediate economic importance in relation to the furs it could produce.

A free French trapper named George Montour was reportedly the first settler in the upper valley, between 1812 and 1815. Although no evidence supports this claim, it is likely that a freemen may have been the earliest settler. Many of these men, with Indian wives and children to support, found it necessary to seek other means of subsistence. Etienne Lucier, a freemen who had come into the region with the Astor party, began raising horses "as a sideline" as early as 1826, in order to mitigate the uncertainties of hunting and trapping" (Hussey 1967:47). Although the upper valley was no longer considered of any direct economic advantage, Mcloughlin felt that settlement, inevitable as it was, must be put off until the qestion of sovereignty was resolved.

The joint occupancy treaty of 1818 signed between Great Britain and the United States left the question of sovereignty unresolved. Renewed in 1827, "it was by itself another mere confession of the inability to agree on a basis of division of the disputed territory" (Carey 1922:468).

Among the early freemen of the upper valley was the American John Turner, who is believed to have been the first settler within the current boundaries of Polk County. McLoughlin considered both the French-Canadians and the few American freemen a "troublesome and unruly lot," beyond

the direct control of the Hudson Bay Company. In an effort to forestall settlement of the region, and bring these men under the control of the company,

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

For transportation of both horses and supplies, the early southern expeditions blazed a trail through the hills immediately south of Scappoose, crossed the Tualatin plains east of Hillsboro, dropping down through the Chehalem Hills west of Newberg and coming out on the Willamette near the old Willamette Post; from there it crossed over to "Campment du Sable," in the general vicinity of Champoeg, rendezvousing there with many of the free trappers and their families who joined the brigades for the southerly trek. The primary trail led south down the west side of the valley, entering northeast Polk County in the Spring Valley area and continuing south-southwest through the county.

McLoughlin's southern brigades opened up the Umpqua watershed, but could not delay the settlement of the fertile upper prairies of the Willamette Valley. Sometime between 1829 and 1832, the first French-Canadian free trappers settled on French Prairie (Marion County), becoming the first farmers in the Willamette Valley. While there is disagreement as to whether Etienne Lucier, Joseph Gervais or Jean Baptiste Desportes McKay was the first to actually till, plant and harvest a crop while residing on his own claim, Hussey writes:

> By the end of 1831 or early in 1832 there were atleast three farms on the upper Willamette--those of Gervais, Lucier, and J.B. McKay. At least one other French-Canadian, Louis Labonte, was living as a farmer the four Canadians who were described by the British Army officers, Lieutenants Warre and Vabasour, in 1845,as having been the first persons to settle above the falls. (Hussey 1967:55)

Early settlement in the upper valley remained confined to French Prairie until 1835, when Ewing Young, an American trapper who had arrived in the region in October 1834, became the first American settler on the west shore of the Willamette. Young took out a claim at the foot of the Chehalem Hills in present-day Yamhill County.

John Turner is believed to have taken the first claim in the Polk County region, between 1837 and 1838. Turner, a member of the Jedediah Smith trapping party of 1828, the first American-based fur company to penetrate the Oregon Country since 1813, was associated with at least two of the Hudson Bay Umpqua brigades between 1829 and 1833. It is unclear whether Turner remained for any length of time in the valley before 1835, but that year he returned from California leading a party that included George Gay, an early Polk-Yamhill County pioneer, and Dr. William Bailey.

In 1837, Turner, with Ewing Young and other early Willamette Valley settlers, participated in driving the first herd of cattle--700 to 800 head--into the Willamette Valley from California, thus freeing the settlers from having to purchase or lease cattle from the Hudson Bay Company. Following this, Turner "took the job of wrangler for the Methodist mission and handled their herd of horses and cattle on the land just across the river to the west of the Mission in what is now Polk and Yamhill counties" (Holmes 1976:53). During 1837-1838, Turner is thought to have built the first building in Polk County. Lieutenant Henry Eld, Jr., describing a visit to Turner in September of 1841, wrote:

> Everything being ready at a later hour we succeeded in packing our animals, and made a short stage of 6 miles, taking a rout about SW by compass thru the Mission, and on the Yam Hills, which brought us to the farm of Mr Turner, who acts as butcher to the Mission...It might be supposed from the term farm I have used, that it was cultivated portion of the country. This however does not always follow in Oregon, as in this case a mere log hut indicates the habitation of this man and his Indian woman, without a single article of furniture to sit or lay on; & but one or two of the more useful cooking utensils. (Eld 1841)

Turner's claim were purchased by John Phillips in 1847. The Willamette Meridian Survey of 1852 shows this claim to have been located on the old Indian and trapping trail that became the Spring Valley Road in Township 6, Range 4, Sections 24 and 25. Prior to 1840, George Gay, a member of Turner's party of 1835, settled on a claim approximately three miles northeast of the Turner-Philips claim, in Township 6, Range 3, Sections 5 and 6.

Although Gay may have settled his Yamhill-Polk County claim as early as 1835-1836, he is more precisely connected with the early settlers of Yamhill County. In 1842 Gay built the first brick house west of the Rocky Mountains on his claim; the south wall of this structure became the north-south boundary line dividing Yamhill and Polk counties in 1845. Although the residence was in Yamhill County, the majority of the claim was in Polk. What is now the Spring Valley Road is believed to be the oldest "roadway" in Polk County; it was originally the trail leading from the west bank opposite the Methodist mission southwest, connecting the Gay and Turner claims.

Established by Jason Lee in 1834, the Methodist mission was located in Marion County approximately ten miles north of present-day Salem. First established to promote Christianity among the native population, the mission was far more successful as a cornerstone for American settlement in the upper valley. In 1836 and 1837, the staff of five who had arrived in 1834 was augmented by reinforcements sent by the mission board. In 1838, Jason Lee went East to extol the benefits of the Oregon country, seeking reinforcements for his mission, and more American settlers to offset the larger French-Canadian population in the valley. He carried with him "a memorial drawn up in Oregon, asking for the protection of the United States Government." (Carey 1922:338)

In 1840, Lee returned from his two-year sabbatical in the East where he recruited settlers and misionaries for the Oregon country. Arriving with Lee aboard the ship "Lausanne," in what has been termed the "great reinforcement of 1840," were 14 families and four single women. Before the reinforcement, the population of the upper valley consisted of approximately 47 men, nine of whom were American. The American reinforcement, coupled with the arrival of the Peoria Party in 1839 and 1840, began to shift the population in favor of the Americans.

From 1840 until the end of the period American immigration grew steadily. Before 1842, immigrants were either formerly connected to the fur trade, or had been associated in some way with the Methodist mission. The year 1842 "marked a turning point in the overland migration to Oregon" as Elijah White led the "first typical wagon train to the Pacific Northwest" (Bowen 1978:12), bringing the first families into the Willamette Valley for the express purpose of agrarian colonization.

The tide of overland immigration preceded by four years the settlement of the international boundary dispute. A primary force behind the pre-territorial colonization of the valley was a bill introduced by United States Senator Lewis Field Linn of Missouri, providing liberal land grant policies to settlers. Even though the United States Senate had no legal jurisdiction over the land policies of the jointly occupied Oregon country, Linn's bill managed to pass the Senate in February

of 1843. Without legal foundation, the bill nonetheless gave confidence to early settlers that federal help and territorial status would be forthcoming.

In 1843 the wagon trains of what has been termed the "great immigration" brought between 800 and 900 settlers into the region, and each year thereafter the trains grew in number and size. Many settlers of the "great immigration" came armed with copies of Linn's bill as substantive proof of their right to lay claim to the land. The settlement and colonization the bill promoted had an impact far greater than any question of its legal force.

With increasing American population the unresolved issue of territorial jurisdiction and international sovereignty became the overriding question in the Oregon country. As early as February 1841, the Willamette Settler's Meeting presaged the formation of a Provisional Government. Convened ostensibly to settle the estate of Ewing Young, who had died intestate with substantial holdings in the Chehalem area, a committee was chosen to draft a code of laws and a constitution, going considerably beyond the supposed purpose of establishing mere probate powers. Dr. Ira Babcock, elected "supreme judge with probate powers," held that position until the "wolf meetings" of 1843.

The "wolf meetings" were held with the avowed intention of finding a way to eradicate predatory animals; however, as with the first Willamette Settler's Meeting, the underlying concern was for civil government. The initial meeting held to the predatory-animal issue as originally proposed. The second meeting "submitted a resolution dealing with (animal) bounties" and then "boldly called for another meeting to form a provisional government, to be held at Champoeg May 2, 1843" (Corning 1956:272). Those present at the Champoeg meeting of May 1843 voted 52 to 50 to organize a Provisional Government in the Oregon country.

The First Organic Laws adopted by the Provisional Government in July 1843 included the same key land grant provisions as in Linn's senate bill: adding legal force--albeit, provisional--to the bills carried by many of the immigrants of 1843. The articles under the Organic Law permitted an individual to claim up to one square mile of land, 640 acres, as long as permanent improvements--either structures or enclosures--were made within six months and occupancy commenced within one year of the date of record.

While free land was a strong inducement to immigration in the 1840s, economic hardship and disease were also major motivating factors among the immigrants. The Panic of 1837 had brought several years of severe economic depression, while crop prices fell with agricultural overproduction. Many midwestern pioneers lost farms and homesteads during the period from 1837 to 1840. Added to economic privation were years of scarlet fever, measles and smallpox epidemics, as well as disease illness endemic to the bottomlands of the Mississippi, Missouri and Ohio River valleys:

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

Characteristic of early pioneer settlement patterns was the tendency of neighbors, families and extended clans to immigrate together, establishing claims and kinship patterns close to one another:

> The journey to Oregon was too dangerous, and the northwest frontier too wild and distant for a man to risk the lives of his family merely on the public statements of complete strangers. . .For members of a particular family or

> neighborhood the system meant that the choice of migration routes and eventual areas with which their close acquaintances were familiar. This in turn created a tendency for existing groups to migrate as units and to maintain themselves as more or less spatially definable bodies in new lands. (Bowen 1978:23)

The largest percentage of early immigrants came from the western border states and the north and south-central state. Many of these immigrants represented pioneer families that had followed the frontier as new areas opened up. Family movements can be traced by the birthplaces of the older children as the family moved west. In 1850, Missouri accounted for over 18.5% of Oregon's population, while Oregon accounted for 18.45%; Illinois, 8.36%; Ohio, 7.04%; Kentucky, 5.97%; Indiana, 5.87%; Tennessee, 3.22%; and Iowa, 3.58%.

In Polk County the percentage of Missourians exceeded even the high percentage statewide. In 1850, approximately 23.5% of county-area residents had been born in Missouri. Of the approximate 190 households reported in the census, 111 had one or more native Missourians, while along the Rickreall and Luckiamute Rivers more than 80% of the households included natives of Missouri (Bowen 1976:50). Natives of Kentucky were listed in 53 households; South Atlantic (including Virgina, North and South Carolina, Georgia, Maryland, Florida and the District of Columbia), 52; Illinois, 51; Tennessee, 41; Middle Atlantic (Delaware, New Jersey, New York and Pennsylvania), 35; Indiana, 25; Ohio, 24; Iowa, 12; New England, 9; foreign-born, 7; and Canadian, 1.

The high number of Missourians in the county was due to several factors. Before the southern route was opened in 1846, immigrants moved into the valley from the north through Oregon City, settling the valley from north to south. Since much of Marion County's land had already been claimed by the early French-Canadians, after 1843 the overland immigrants were attracted to Polk County's large unsettled region which was close to the older valley settlements, including the Methodist mission, and within reasonable traveling distance of Champoeg and Oregon City with its wheat and trading warehouses. Polk County became one of the first areas to be settled after 1843 by the many Missourians and migrants from the north- and south-central states who came overland on the northern route. In addition, population and ethnic settlement patterns were most often determined by the fact that settlers usually traveled in family and clan units, and later-arriving neighbors, friends and family would settle near these units. Such factors may also account for the high percentage of people from the South Atlantic states in Polk County: approximately 9.75%, as compared to 6.44% statewide in 1850.

Representative of the small homogeneous pioneer unit, moving together in order to survive and to preserve their social and family structure, were the Applegate brothers, Jesse, Lindsay and Charles. Born in Kentucky, they moved to the Missouri frontier where they married and were raising families at the time of the immigration of 1843. The three families joined the "great immigration" and arrived in Oregon in late 1843, overwintering at the Methodist mission. In 1844, they became the first settlers in the Salt Creek area of Polk County, laying out claims in Township 7, Range 5, Sections 5, 6, 7 and 8. Jesse Applegate built "his first cabin on a point of a ridge a hundred and fifty feet above the Valley. He said that in Missouri they had chills and fever; he wanted to get plenty of fresh air" (Childress 1927:61). Over the course of the next few years several families associated with the Applegates in Missouri moved into the area. Although the Applegates moved out of Polk County in 1850--it was not uncommon for the early settlers to move claims prior to the termination of the Donation Land Law--they moved as a unit, preserving their extended family and many neighborhood ties.

Many other family and clan units settled and stayed in Polk County in small homogeneous groups, in Bethel, Monmouth and along the Rickreall and Luckimute Rivers.

Settlement remained confined to the northeast quarter of the county until 1845, when more than 3,000 settlers entered the Willamette Valley. Between 1845 and 1846, settlement moved south of Rickreall Creek and northwest into the South Yamhill River valley. A great number of early settlers, in poor health, with little money and few possessions after the overland trip, entered the valley in the late fall of 1846. Many chose to overwinter at the French Prairie settlements and at Salem, to work and regain their health before searching for a claim.

A number of these immigrants chose to cross the Willamette and search in the more immediate regions of Polk County for their homesteads. Sometime prior to 1843, a ferry was operating from Salem to the present site of West Salem, just north of Rickreall Creek. The land and prairies along the Rickreall became the sites of many of Polk County's earliest settlements (Eola, Dallas, Dixie, Ellendaly). The earliest recorded ferry was built by Jesse Applegate in 1843-1844 for Alsom Beers, whose original land claim lay at what would become the site of Lincoln, the largest wheat-shipping port on the upper valley. Entering Polk County from this point led into the old Spring Valley settlement area, and west over Indian trails to Salt Creek and the Yamhill River valley.

Because of the immigrants' critical lack of money, wheat, peas and beaver skins became the primary mediums of exchange, thus making it imperative for the immigrants to establish their claims and plant their first "cash crop" as soon as possible. Agriculture remained at subsistence level for most of the period, with the exception of wheat--the cash crop being stored in and exported from the Hudson Bay warehouses at Champoeg and Oregon City. Other crops included potatoes, oats, peas, beans, beets, carrots, turnips, squashes, melons, broom corn, summer and winter squashes, pumpkins, cucumbers, etc. (Speulda 1989:6); however, typically the primary acreage was planted in wheat with a small kitchen garden to serve the immediate family needs.

In 1844-1845, James A. O'Neal (O'Neil) built the first grist mill in Polk County on Rickreall Creek approximately three miles west of Dallas. O'Neal later added a store to his site as the small settlement grew into what may be considered Polk County's first community. The mill served the needs of the growing population on the west side of the river from Yamhill County into what are now Linn and Benton counties. Purchased by James Nesmith and Henry Owens in 1849, this mill continued in operation until 1857.

Employment clearing land, or splitting shakes and rails for construction, or to accommodate the enclosure requirement of the land grant provision, would bring $1.00 to $1.50 a day (Holmes 1976:8), commonly bartered for subsistence or provisions.

Transportation was primarily by canoe or flatboat on the Willamette and its navigable tributaries, and overland by horse or oxen on Native American and trapping trails. A few rude market roads led to river landings in order to raft wheat to the Hudson Bay warehouses, although these "roads" remained little more than trails until the 1850s.

The first school in Polk County was built in 1845 by Col. Cornelius Gilliam near the Dallas town site. A one-room log cabin, it is believed to be the first building constructed solely for the purpose of education within the current county boundaries. Also in 1845 John E. Lyle taught classes in the home of Nathaniel Ford, at the present site of Rickreall.

The following year Lyle founded the Jefferson Institute on the land claim of Carey Embree, east of the present townsite of North Dallas. The institute was housed in a cabin built expressly for the purpose, and became the focal point of early Polk County education and community life. Tuition was $8.00, and it drew "its scholars" from as far away as the Applegate settlement on Salt Creek. It also served as one of the earliest churches in Polk County. Lyle was a Presbyterian, but "denominational differences were ignored and missionaries of all churches were welcome" (Carey 1922:705).

The first organized church in the county was the Baptist Lacreole (Rickreall) congregation, organized July 18, 1846. This was one of several denominations that held early meetings at the Jefferson Institute. The institute continued as an educational, religious and community center until 1855, when La Creole Academic Institute was founded at Dallas.

The Provisional Government passed "An act to create and organize the district of Polk" on December 22, 1845, the first division of the original four districts (later counties) in the Oregon country. Under the Organic Law the Supreme Court of the Provisional Government was empowered to perform the duties of county commissioners, exercising the same judicial and probate functions as enacted in the laws of the territory of Iowa. In 1846 the following modifications of the basic laws of county government were made: (1) All county officers were to be elected by the people; (2) three justices of the peace were to be elected to each county; (3) the sheriff was to be the ministerial officer of the county court as well as the conservator of the peace; and (4) the justices of the peace, or any two of them, were authorized to act as probate courts and as the board of commissioners in their respective county (Wharton 1962:1).

In the spring of 1846 an election was held to select the first Polk County governing body. Among the first elected officials were Alonzo A. Skinner, circuit court judge; Benjamin Nichols, sheriff, and John E. Lyle, clerk pro tem of the ciruit court. The first session of the Polk County Circuit Court was held at the Jefferson Institute on September 6, 1846 (HPC 1987:4). Between 1846 and the year the first courthouse was built in Cynthian (North Dallas) in 1851, the county court was held in the homes of prominent area residents or at the Jefferson Institute.

This period ends in 1846 with resolution of the boundary dispute between Britain and the United States, establishing the sovereignty of the United States over all the Oregon country south of the 49th parallel. Polk County population figures are unavailable for 1846, though estimates within the current county boundaries at the end of the period range from 700-800 inhabitants, with core settlements beginning to form around James O'Neal's mill and store, which would become Ellendale, and the Jefferson Institute, which would become Cynthian and, later, Dallas.

1847-1865: SETTLEMENT, STATEHOOD AND STEAMPOWER

Settlement patterns in the Willamette Valley and Polk County changed in the final three years of the 1840s:

> In many respects 1847 may be regarded as the decade's last normal year of migration. Destruction of the Whitman Mission, and resulting Indian hostilites east of the Cascades, combined with the discovery of gold in California were to alter dramatically the direction and scale of westward movement. Countless thousands crossed the continent in the next several years, but relatively few favored Oregon over the mines of its southern neighbor. (Bowen 1976:13-14)

Between 1848 and 1849 an estimated two-thirds of all men in the Willamette Valley left for the gold fields of California. Those settlers who chose to remain in the county were able to take advantage of the burgeoning new market to the south. Fruit, lumber and wheat were in demand in the mining towns and camps of California, which remained one of Oregon's primary markets until the late 1850s when the discovery of gold in eastern Oregon and Idaho created new demands for Oregon products.

As early as 1846, Robert Newell had put flatboats on the upper river, running between Champoeg and the portage at the Willamette Falls. With the demand from California for upper valley produce, flatboats hauled wheat and produce from landings in Polk and Marion counties.

By late 1849, this trade brought large quantities of gold into the Oregon county. Many settlers had returned from California with substantial wealth to invest in the Oregon economy. The medium of exchange then became gold, and the first currency was minted at Oregon City.

On August 14, 1848, the United States Congress passed the Act to Establish the Territorial Government of Oregon. On March 2, 1849, Governor Joseph Lane arrived in Oregon City and the Territorial Government was formally inaugurated. One of the first items on the Territorial agenda was a comprehensive census.

The Territorial Census of 1849 reported a population of 8,779, an increase of 6,669 over the first Provisional Census of 1845. By 1850, the year of the First Federal Census, the reported population had reached 11,631, of which a total of 1,051 resided within the current boundaries of Polk County. Between 1850 and 1860, Polk County's population would increase by 244.4 %, due primarily to the Donation Land Act.

The Donation Land Act was passed by the United States Congress on September 17, 1850, to encourage immigration and settlement in the new territory. In general, the 1850 land act affirmed the intention of the earlier provisional land act by granting:

> ...a citizen of the United States, or one who had declared intentions before December 1, 1850, andwho had resided upon and cultivated the land for four consecutive years, 320 acres; if married within one year, 640 acres, one half to be held by the having declared intentions, above age 21, emigrating to and settling in the Oregon Territory within three years after December 1, 1850 [later extended to 1856], were granted 160 acres if single; if married within one year after becoming 21 years old, 320 acres, one half to the wife. (Corning 1956:75)

The generous terms of the Donation Land Act brought a wave of immigration into Polk County. According to the 1850 United States Census, 1,051 people resided in the county; by the 1860 census the county population had grown to 3,625, an increase of 244.4 %. Primarily rural, this early agrarian settlement established agriculture as Polk County's leading industry--a position held by agriculture throughout the historic period--and the base of the county's economy.

Between 1850 and 1860 the number of farms grew from 129 to 535, with over 102,000 acres of improved land. Wheat and oats were the primary field crops, followed by hay, potatoes, barley and corn. Fruit orchards were established and grew in size and production value. During this period livestock production became an important adjunct to the county's agricultural industry. Several specialty crops, including tobacco and flaxseed, gained popularity for a time. To serve the economic and social needs of the expanding rural population, communities took shape around mill, education and transportation sites.

Oregon "has been noted as being unusual in that it was quick to found towns and cities in order to aid farmers in getting cash crops to distant markets" (Holtgrieve 1973:15). In Polk County townsites oriented to market transportation included Buena Vista (1851), Eola (1851), Independence (c.1852) and Lincoln (c.1860). These four river towns were built around the expanding river trade of the 1850s and 1860s.

In 1851, the "Hoosier," the first steamboat on the upper Willamette River, began service between Willamette Falls and Salem, including stops along the western Polk County shore to pick up and transport wheat and other commodities. While Robert Newell's keelboats had established the first commercial shipping line on the upper river, steampower brought river transportation on the Willamette to its peak. Between 1851 and the turn of the century, no fewer than 15 river landings have been identified in Polk County; these were, from north to south: Lincoln, Rice's Bar

Landing, Savage Landing, Brown's Island, Eola, Rickreall, Ed Dov's, Independence, Kreb's Hop Yard, Murphy's Landing, Buena Vista and the mouth of the Luckiamute River.

Of the four major townsites in Polk County that developed along the river, Lincoln became the most specialized, with its half-mile of waterfront warehouses and wharves geared primarily to warehousing and shipping the wheat hauled to its docks from as far away as Willamina (25 miles). By the mid-1870s Lincoln had become the largest shipping port on the Willamette River above Portland; however, the port lacked the diversification to survive for long after the arrival of rail transportation.

Three river towns, Independence, Eola and Buena Vista, survived through the historic period. Of these, Independence was the most successful, developing from an early shipping site to an agricultural center based on diversified farming, including dairying and hop growing, in the surrounding country. Diversification and rail connections in the 1880s allowed Independence to grow with the transition from river to rail transportation.

Eola, originally Cincinnati, sited at the confluence of Rickreall Creek and Willamette River, supported one of the earliest sawmills in Polk County. A grist mill, tannery and warehousing facilities were also in place as early as 1854. Eola grew steadily during this period, and was considered a possible site for the state capital; however, with the demise of river traffic in the 1880s, and without rail connections until 1907--the year the Salem, Falls City and Western Railroad was put through the area--Eola declined in importance.

Buena Vista was platted by Reason B. Hall and Harrison Linville in 1851, the year Hall began ferry service across the Willamette, and became the primary shipping port of southeastern Polk County between 1851 and the 1880s. The community by 1854 supported a grist mill, hotel, wagon shop and warehouse and by 1859 included a general store, blacksmith shop, cable shop, and sawmill by 1859. In 1865, Freeman Smith opened one of the first pottery and clay works in the Northwest, which became in this period one of Polk County's largest industries not associated with agriculture or lumber.

A number of significant factors contributed to the development of early townsites in the interior of the county. Communities tended to grow up beside early industrial ventures, transportation routes, or were formed by a common social concern; political, educational and religious institutions played a large part in the early growth of many communities. Among townsites established around early industrial ventures were Ellendale (c. 1845-1848) at the O'Neal-Nesmith mill, and Falls City centered around the grist mill built by John Thorp in 1852. In 1865 Thorp moved his mill to the growing townsite of Rickreall (Dixie).

Rickreall, approximately four miles east of Dallas, developed as an early agricultural community along two of Polk County's earliest transportation routes. It was originally sited on the north bank of Rickreall Creek along the trail that led from Dallas to Salem; the current Salem-Dallas highway closely follows this original route. In 1851 the first county road (County Road #1) was built running north-south from the Yamhill County line through Rickreall and south to Benton County. Highway 99W now follows the approximate course of that early road. By 1854-1855 a road between Dallas and Salem replaced the older trail along the north bank of the creek, intersecting at Rickreall with the north-south route, and providing a stimulus to the local economy.

Dallas was the earliest Polk County townsite significantly affected by a transportation route. In 1847 the territorial road between Portland and Marysville (Corvallis) was laid out, running approximately one mile west of the original townsite of Cynthian, now North Dallas. Many settlers entered Polk County over this route, settling near the present site of Dallas. In 1850 the growing community was established as the county seat, and the first courthouse built the following year.

The foundation of the La Creole Academy in 1855, chartered in 1856, contributed to Dallas's growth and position. A "rate school" (each course taught for a prescribed sum or tuition), the academy attracted the children of many of the county's leading settlers. Two other private schools were chartered in 1856: Bethel Institute, founded by the Disciples of Christ, and Monmouth Christian College, founded by members of the First Christian Church.

Monmouth was built by Illinois pioneers who had immigrated for the express purpose of building a Christian college and town in Oregon. By platting and selling off lots in their townsite, they generated enough money to build and open Monmouth Christian College in 1856. Bethel Academy was opened near the small community of Bethel by Nathaniel Hudson in the fall of 1851, but closed after his move to Ellendale in 1854. In 1856, community members opened a second school, naming it Bethel Institute. Contributing to the growth of the small community, it remained open until 1865 when it was merged with the Monmouth school forming the Christian College at Monmouth. In 1882, due to financial problems, the school was given over to the state regulating system and renamed the Oregon State Normal School (in 1939 this became OCE: Oregon College of Education).

While these institutions contributed significantly to the growth of their communities and to the educational needs of the immigrant population, their creation foreshadowed one of the early dilemmas Oregon's educational system would face.

Territorial legislation in 1849, which became state law in 1859, required that counties set up school districts for the benefit of the rural population. Each district was under the direction of a local school board with the power of levying district taxes within certain limitations. With many of the wealthier local farmers sending their children to the early private schools such as La Creole Academy and Jefferson Institute, local school boards often found support for district funding, beyond nominal subsistence, in short supply. This, coupled with the disparity of wealth between one district and the next, left a number of Polk County's early one-room schoolhouses in a somewhat primitive condition until the movement for standardization and district consolidation began to make inroads at the turn of the century.

While interior townsites grew, the road systems between them developed slowly. Samuel Thurston, in his report to Congress on the Oregon road situation in 1850, stated that "no teams, or stock, or freight of any kind, can reach the settlements in the Willamette Valley, except by water" (Thurston 1850:10). The earliest roads in Polk County were the territorial roads, and those built by farmers in order to gain access to the river landings. Road construction was under the direct jurisdiction of the county commissioners and court. In 1852 Polk County was divided into five road districts. During this period several hundred miles of county roads were constructed, but most remained impassable during the autumn and winter rainy season. As the road overseers were in most cases not accredited engineers, the roads underwent constant changes and alterations, while lasting improvements were minimal.

> The first roads were laid out in direct lines from their points of origin to the points of destination, with some provision for physical obstacles such as hills or deep streams. Later they were changed to follow property line and field boundaries, resulting in numerous right-angled turns. Changes in routes were thus continually requested of the [county] commissioners. (Holtgrieve 1973:68)

With Oregon's statehood in 1859, a federal law was put in place requiring that five percent of the net proceeds from the sales of public lands be apportioned to territorial road building and internal improvements. The initial effect of this legislation would usher in the period of overland stage travel.

In 1860 stage travel over the territorial road was initiated by the California Stage Company, providing the first overland service between Portland and California, improving travel and communication lines throughout the state and county. Local stage lines soon followed and weekly or semi-weekly travel between Dallas, Lincoln, Independence, Monmouth and several other Polk County towns was in operation by the end of the period. Although commercial travel began to increase, the county's market road system, or lack thereof, remained in a primitive state through the period.

Sawmills began to operate early in the period, but due to the poor transportation system they remained small operations supplying the needs of the local communities as wood-frame buildings began to replace the ubiquitous log cabin by the 1850s. Early mill sites included Dallas, Eola, Ellendale, Rickreall and Buena Vista.

Sawmills provided much of the building material for early farms, many of which were subsistence level only but nonetheless often contained several outbuildings in addition to the house and barn. Outbuildings might include a granary, threshing floor (with roof), shed, tack room, smokehouse, fruit house, root cellar, hen house and outhouse. Fruit driers were built at several of the larger townsites during this era to accommodate the needs of early farmers and orchardists, although there are indications that smaller driers may have been present on several of the larger farm complexes by the end of the period.

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

> For a nominal fee of $34, all eligible citizens over 21 years of age who so desired could locate upon 160 acres of unoccupied land and, after five years of residence, obtain final title. (SMHS 1982:3.1)

Some areas of Polk County were homesteaded under this act, primarily in the western half of the county; however, most new immigrants continued to settle in the eastern or northwestern section of the county, as the original claims were broken up and sold under rising land prices.

> A comparison of the manuscript censuses of 1850 and 1860 indicates that very few valley farmers kept their holdings intact. Most either subdivided or sold their claims when much of the "free" land was no longer available to newcomers.(Holtgrieve 1973:14)

Several factors combined towards the end of the period to increase the demands for better transportation and the construction of rail lines. Land owners and speculators who wanted to take advantage of rising land prices were met with declining immigration and a lack of buyers: between 1860 and 1865, Polk County's population had increased only 12.9 %, as compared to the previous decade's 244.4 % increase. With declining immigration came several years of low crop prices following the Civil War. This put an added burden on the county's agricultural base and heightened the demand for better road and shipping systems to handle the county's agricultural surpluses. Railroads became the dominant issue of the following era.

1866-1883: RAILROADS AND INDUSTRIAL GROWTH

Polk County's settlement and economic growth had reached a point by the beginning of this era where future development was largely dependent on improvements in transportation and shipping systems. As early as the 1850s

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

The need for rail connections in the upper valley was one of the most prevalent topics of the day in the late 1850s, but quieted during the Civil War years. With renewed regional and national interest following the war, Congress passed a bill in 1866 creating Oregon's first land grant railroad. This bill granted alternate sections of public land--20 alternate sections per mile; 10 sections on either side of the right-of-way--to the company in Oregon to complete the first 20 miles of track, and patents thereafter on completion of each 20-mile section.

In 1868, two opposing companies, Joseph Gaston's Oregon Central or "West Side Company," and Ben Holladay's Oregon & California Railroad or "East Side Company," began construction out of Portland in an effort to be first to complete 20 miles of rail no later than January 1, 1870 (Carey 1922:691). Polk County's interests were initially tied to Gaston's West Side Company, and its surveyed route through the heartland of eastern Polk County which would connect it with Portland and California markets; but with Holladay completing the required road and receiving the grant in December 1869, interest shifted to Holladay's proposed expansion of both lines.

Acquiring control of the West Side Company Holladay consolidated the two lines and reorganized them as the Oregon & California Railroad. The line down the eastern valley reached as far as Roseburg in 1873 before stalling due to Holladay's financial collapse. Although stopping short of its proposed connections with California, the O & C served to open up the eastern half of the valley to direct shipping connections with Portland, and stimulate valley settlement and the urban growth of several early townsites, including Salem, Albany and Eugene.

In contrast, the west side line had reached only as far as St. Joseph in Yamhill County--ten miles north of the Polk County line--before it stalled, leaving Polk County without rail service for the better part of the decade. Without rail competition the county's river towns remained the dominant shipping and transportation centers through most of the era. Lincoln became the "wheat shipping metropolis" of the upper Willamette during this period, while Independence grew to rival Dallas as the county's leading city and actually surpassed it in population for a brief period between 1880 and 1883.

Lacking direct or timely shipping facilities, a number of the county's interior towns went through a period of stagnation during the 1870s; at the same time county population increased by 40.5 %. Dallas, the county seat, serves as the best example of this. In the preceeding decade Dallas had grown by over 77.1 % during a time of comparatively slow countywide growth (29.7 %). Conversely, between 1870 and 1880, with county population figures up 40.5 %, Dallas lost 18.5 % of its resident population.

Population figures countywide rose from 4,093 in 1865 to an estimated 6,978 in 1883. Without a primary urban center or a diversified industrial base, new settlement remained rural and oriented to agricultural pursuits. New settlers continued to locate in the eastern half of the county or northwest river valleys. Census figures indicate that those who chose to settle in established townsites were more inclined to choose one of the river townsites over one of those located in the interior.

Germans" composed the largest part of the foreign immigration and developed several communities or enclaves within the county, contributing to its cultural and social base including the establishment of several Mennonite and German Baptist churches. By the end of the era approximately 4.7 % of the county's population was of foreign origin.

Agriculture remained the cornerstone to the Polk County economy throughout this period. As new settlement remained primarily rural and agrarian in nature, continued pressure was put on the agricultural lands of the eastern county. Donation land claims continued to be broken up and sold in response to the demand for farm land and the rising prices it brought. Between 1870 and 1880 the number of farms increased from 593 to 782, while the average size of the farm decreased from 378.1 to 303 acres. With the decrease in farm size came an increase in production capabilities, as more land was brought into use. The U.S. Census records for 1870 indicate that 56.1 % of the farm land was improved; in 1880 this had increased to 70.5 % or 167,195 acres.

Though not equaled at any other point during the historical period, some of the "improved" acreage in 1880 would prove untenable as crop-producing land by the end of the following decade. Among the mitigating factors were poor soil, drainage and simple overproduction. In 1890, 141,877 acres were reported as improved, while the average number of improved acres between 1870 and the end of the historic period was 139,447.

Wheat continued to be the dominant field crop during this period, having twice the acreage of all other crops combined. Oats remained the second leading crop followed by hay, barley and corn (Torgerson 1927:1685). Fruit production was decreasing by the end of the period due primarily to the aging of the early orchards. Experimental crops continued to be tried, hops being the most significant new planting during this period. It is unclear where the first planting of hops took place in the county but, by 1880, 35 acres were in production--the nucleus of what would become Polk County's leading agricultural commodity in the following period.

With the expanding rural farming population came an increased demand on educational and social institutions. By 1874 there were 36 organized school districts in the county, and 33 school houses of which 31 were one-room schools. By the middle of the period wood-frame schoolhouses had replaced the original log cabins of the settlement period, but a number remained in poor condition due to lack of district funds;

> The school-buildings of this county are all wooden either 'frame' or 'box' houses of which twenty-four are in good condition, and well painted neat structures; one tolerable, and eight in bad condition. All are comfortably seated with 'home-made' seats and desks. (Grubbs 1874:28)

The disparity in district wealth, funding problems and the lack of standardization--including architectural considerations such as lighting, ventilation, safe heating and sanitary facilities--continued to distract from the educational process. Economic problems, crop plantings, harvests, and poor rural road systems all combined to lower attendance. In 1876, the average number of months taught per district was 4.75, as compared to Marion County's 8.18. With increasing pressure from educators, administrators and social organizations the Polk County school system grew rapidly from this point forward, in both size and attendance; however, the need for architectural improvements in rural schoolhouses remained an ongoing concern until the turn of the century.

The organization of the Patrons of Husbandry in Oregon dates from the founding of Grange No. 1, in March 1873 at Marshfield [Clackamas County]. Two months later, Polk County established its first grange, Mono No. 25, in the neighborhood of Suver. The Grange offered educational, social and a political grassroots base from which the rural population could lobby for their needs. During the historical period the movement was widespread in the county with as many as seven

chartered granges including a grange co-op and warehousing facility at Lincoln. The formation of the grange in Polk County helped to focus attention on the need for improved market roads and the continuing need for rail connections to serve the expanding population.

In 1877 a group of Polk and Yamhill County farmers organized the Dayton, Sheridan & Grande Ronde Railroad [Oregonian Railway], built with the intention of shipping agricultural commodities to market. In 1878 this became the first railroad to enter Polk County, but went into receivership after only 20 miles of road were laid. Scottish capitalists purchased the line in 1880, and reorganized it under the name of the Willamette Valley Railroad. Between 1880 and 1882, the line was extended south through Dallas to Monmouth, and then southwest to Airlie--named after the president of the Scottish company financing the venture, the Earl of Airlie. Though never a financial success, the line succeeded in opening the interior of the county to shipping, while putting pressure on the controlling interests of the Oregon and California system to extend their own western line.

In 1880, Henry Villard, who had taken over Ben Holladay's interests in the Oregon & California Railroad, extended the west side line from St. Joseph to McCoy (1879), and south through Rickreall and Independence to Corvallis. In 1883 Villard established transcontinental connections through Portland, linking the upper Willamette Valley with rail markets of the east.

A number of agricultural communities in Polk County grew up as station stops along the routes of the narrow guage and Oregon & California Railroad. These included Ballston (1878), Broadmead (1878), Perrydale (1878), Smithfield (1879), McCoy (1879), and Polk Station (1879). Commercial interests looked to relocate near rail points, causing the decline of a number of the small towns lacking rail connections, such as Bethel and Zena (Spring Valley).

By the end of the era there were approximately 160 miles of designated roadway within the county boundaries. Although road construction continued through the era, the immediate effect of the railroads was to forestall any permanent improvements, as rail transportation monopolized shipping and travel in the 1880s and 1890s. Market roads, with the notable exception of connecting lines to rail stations, continued to be built, rebuilt, realigned and repaired, but few permanent improvements of an all-weather nature were made until the 1900s.

By the end of the era two railroads were servicing eastern Polk County's agricultural communities. With access to new markets establishing "a consistent demand for Oregon products" (Spuelda 1989:13), the county's economy and interior townsites entered a period of growth, just as its river towns declined with the end of steamboat shipping on the Willamette. Of the county's four primary river towns only Independence had rail connections during the 1880s and 1890s, which allowed it to compete successfully with other transportion sites. Railroads continued to play a pivotal role in the diversification and expansion of Polk County's economy during the Progressive Era, as lines extended into the western half of the county to open up its vast timber reserves.

1884-1913: PROGRESSIVE ERA

The Progresive Era in Polk County is most clearly marked by the growth of the lumber industry and the diversification of the agricultural base. With improved shipping facilities and advances in agricultural sciences the production capabilities of the county's farms increased steadily through the period.

Between 1890 and 1910 the population of the county grew by 71.4 %, from 7,858 to 13,469; townsites grew but the greater percentage of new immigrants settled on the existing agricultural lands in the eastern county. During this 20-year period the number of farms grew from 882 to 1,557, while improved farm land actually decreased by 4,715 acres. Overproduction has been given as one of the primary causes of the decrease in acreage but other factors, including crop rotation, higher yields, and new varieties of seeds, also affected the decrease. Earlier census figures on improved farm acreage also considered lands brought under cultivation that did not prove tenable for agricultural purposes. With the increase in rural population and the decrease in farm size from an average of 262.1 acres to 167.2 acres, a corresponding demand for better planting methods and new agricultural technology brought about increasing yields of many of the county's crops.

For example, in 1889 the acreage of wheat had decreased by over 10,000 acres, while the production increased by nearly a quarter of a million bushels. This was brought about by a change from spring to winter wheat. During the 1880s wheat still dominated the field crops with potatoes and oats providing the next highest yields. The largest increase on a commercial basis came in the production of fruits as that industry began to establish itself in the county. By 1889 the acreage in hops had increased from 35 acres to 340.

The 1890s ushered in a period of applied agriculture, stemming from educational sources like the grange and increased extension services provided by the Oregon State Agricultural College (Oregon State University). Red clover was introduced as a field crop to be used as seed and in crop rotation, while providing a nutritious forage for dairy cattle, The dairy industry remained small, providing for home consumption, but with the introduction of silos in the mid-1890s, as well as the increased acreage of corn for silage and red clover for forage, the industry saw a marked improvement by the end of the period. The single largest increase came in the acreage of hops which grew from 340 acres to 2,568 acres, or by 655.3 %.

With diversification came an increase in the number and type of outbuildings on farms, as well as a shift in farm types from general farms, which often produced a variety of goods, to specialized operations such as dairies, which focused on a single product. For example, silos were introduced in the county in the 1890s, while sheds and structures to house the increasing variety of agricultural equipment were built and rebuilt, or changed to accommodate the needs of a new crop. In the late 1880s electricity was introduced to a few of the farms close to Dallas and Independence. By 1900 the Mountain State Power Company had expanded services through several substations to outlying farms, but the cost of electricity to rural areas was still prohibitive, and many early farms relied on home power plants using calcium carbide and water to form acetylene gas to supply light and heat.

By the turn of the century the introduction of steam-powered engines on threshers and harvesting equipment had helped to shorten the harvest and labor requirements, although early machines often called for several teams of horses to haul them from location to location. One of the first threshing machines was owned by the Ritners, near Pedee, who contracted for work from neighboring farms (PCHS 1988:27).

Two-story hop driers became a common sight throughout the county, but especially near Independence and American Bottoms. During the hop harvest the larger growers established

camps with wood-frame cottages to house the pickers, many of whom returned year after year to their praticular cottage. The pickers were primarily natives, many "city" people taking vactions during the season in order to attend the harvest and earn extra money while "vacationing."

> Thousands of pickers were required to pluck the hops from the vines. As early as 1904, the influx of pickers was estimated at 6,000 during late summer and early fall for the six week harvest. By 1940, estimates indicated that as many as 25,000 related activities during the harvest season. (Lockwood 1976:17)

The period from 1900 to 1910 was characterized by still greater diversification of crops "and a conspicuous reduction in the wheat acreage from 49,346 to 13,089 acres" (Torgerson 1922:1686). Hops continued to grow, almost doubling in acreage. The fruit industry was further advanced: apples increased from 27,000 to over 70,000 bushels, and the prune industry was on a commercial basis. Many of the early hop driers served double duty as prune driers. Due to introductions made in the previous decade, the value of dairy products increased by 592.9 %, from $29,324 to $203,185.

Hop production reached its height during this period, totaling 4,497 acres in 1909. With many larger companies, such as the Horst Company, locating commercial hop yards in Polk County, the hop towns and "cities" that sprang up during the harvest developed recreational facilities, dance halls and other entertainment centers to accommodate the community that thrived during the season. The Horst Company's farm near Independence had two camps, each housing about 1,400 people (Lockwood 1976:20). Hop tickets became a form of currency during the period, exchanged in both the camps and county towns for goods. Although hops began to decline toward the end of the period, they remained an important component of Polk County agriculture through the historic period.

Gas-powered tractors were first used in Polk County toward the end of this period. By 1920 only 8 % of the farms in the county operated tractors, and in 1940 approximately 57 %, as draft animals continued to be used throughout the historic period.

While agriculture diversified and expanded its base in the eastern half of the county during this period, the lumber industry made serious inroads in opening the western county. The extensive forest lands of the western half of the county had remained relatively untouched prior to the 1890s. Up until this time the lumber industry in Polk County had remained a "cottage industry" supplying the needs of the local agricultural communities. With poor or nonexistent transportation facilities, the primary means of transporting cut timber to the nearest mill were splash dams, oxen and flumes. These early mills were by necessity mobile and tended to relocate as resources or the economy dictated. As new markets opened and the demand for timber increased between 1890 and 1910, the western half of the county came under increasing pressure. In order to supply the demand for finished lumber new mills began to be built in pre-existing agricultural towns rather than in new ones:

> In the majority of cases, the Willamette Valley lumber town was started as a farming community platted in the 1870's or 1880's, and grew rapidly in the early 1900s as the result of the establishment of numerous small sawmills in the town.(Erickson 1965:57)

In order to open up the resources of the western county and supply the growing mill towns with logs, several rail lines were built between 1900 and the end of the period. Louis Gerlinger had promoted and built The Salem, Falls City and Western Railway in 1907 for access into the vast timber holdings he had purchased in the Black Rock area. The Teal Creek Railroad was constructed as a spurline from Falls City to reach timber in the Teal creek region in 1912. These

two lines supplied the growing mills at Dallas and Falls City, and also carried logs to ponds along the Willamette for transportation.

The Willamina & Grand Ronde Railroad accessed the Yamhill River Valley and transported logs from the northwest section of the county to several mill sites, including Willamina which had grown from a small agricultural community into one of the largest mill towns in Polk-Yamhill County.

The Cobb-Mitchell mill began construction in 1912 on the Valley & Siletz line in order to salvage timber in the Hoskins area. The line was originally built to Hoskins between 1912 and 1915, and then extended to the Valsetz area in 1919. At first the timber was transported to Pedee where it was offloaded and sent down the the Luckiamute River by means of splash dams. By the 1920s the train became the primary means of transportation, supplying mills at Pedee, Monmouth, Dallas, Independence and Salem.

Most towns by the end of this period had at least one mill, while concentrations of mills had grown up around Willamina and Falls City. Townsites also grew up briefly around camps and logging sites in the western county, although most collapsed after the resources had been depleted. Among the largest of these early logging towns was Black Rock. Located above Falls City on the Falls City & Salem Railroad, it had grown to support a population of more than 1500 people by 1910, surrounded by four logging companies: Charles Spaulding, Great Western, Dallas Lumber and Falls City Lumber. With dwindling resources Black Rock began to decline, becoming little more than a ghost town by 1940. As trucking replaced rail transportation during the following period, and private logging roads extended into the western county, mobility brought an end to most of the early camps and "temporary" townsites. By the end of the Progressive Era the lumber industry was the second largest industry in Polk County, retaining its position through the historic period.

Expansion of agriculture and lumber brought an increase in urban population to support the increasing industrial activities of the mills and related agricultural industries. Dallas overtook Independence in 1890 as the largest town in Polk County, with a population of 848 as compared to 800 in Independence. In 1889 the first light plant was established in Dallas; phone service was inaugurated in 1892; and a new county courthouse dedicated in 1900. Dallas's growth during the years 1890 through 1913 was largely due to the lumber industry--the establishment of Louis Gerlinger's Willamette Valley Lumber Company--and the expansion of agriculture. By 1910 the city had a population of 2,124 and had become the shipping and processing center for the region's flourishing prune industry.

Independence continued to grow during this period as a shipping and distribution center for the many agricultural industries located in the immediate area. Though hop production was extended to almost every area of Polk County's agricultural land by 1910, Independence became the "Hop Center of the World" by 1900; or so named for the quantity of hops produced and shipped from the local region.

Dallas and Independence both established high schools by the end of the era. County wide the school system had expanded to include 72 districts, and 78 schools. The majority of the county schools continued to be one-room wood-frame structures, but with the movement for standardization between 1890 and 1913, many of the buildings had been improved to offer good lighting, outbuildings, drinking fountains or water and jacketed stoves with adequate ventilation. The average length of the school year had increased to slightly over eight months by the end of this period.

In 1900 the road system in the county was still in poor condition; however, with the arrival of the automobile and the resulting Good Roads Movement, there was increasing pressure to improve the road system. The Good Roads Movement had begun in the mid-1890s, and became one of the

strongest grassroots lobbying efforts on behalf of improved roads. The federal Rural Free Delivery program, which began on October 1, 1896, also influenced the county and state road systems:

> R.F.D. was of tremendous importance in the good road out only where the patrons numbered at least one carrier to travel. In the attempt to keep their roads in good repair and eligible for the service, farmers are estimated to have spent over $70,000,000 by 1908 (nationally). (Hoyt 1966:192)

Although the Rural Free Delivery program was slow to catch on in Oregon as a whole, Polk County had several routes established by 1913. Farmers found the service the most expedient form of upkeep as well as for the benefit of delivery and communication. For the most part, however, the condition of the county roads remained subject to vagaries in the weather.

The first all-weather road surface in the county was constructed in 1912, in Independence, when pavement was laid down on Main Street. Road surfacing began in Dallas in 1913, when parts of Main, Mill, Court and Oak Streets were paved.

The first motor stage lines began operating in approximately 1910, and as the number of motor vehicles increased, the demand for county-wide road improvements became more insistent. In 1913, the close of this period, the Legislature created the State Highway Commission:

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

The subsequent construction of U.S. 99 (West), coupled with the market and forest road legislation of 1919 and 1920, would bring Polk County into "The Motor Age."

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IDENTIFICATION

METHODOLOGY

This project consisted of two major phases: 1) development of a historic context statement for Polk County, and 2) survey and inventory of 104 resources identified in previous studies.

Included in the Historic Context Statement is an overview of Polk County history. The "Overview" covers the period 1811 to 1941. Research for the Overview was conducted in a number of local repositories including the University of Oregon library, the State Archives in Salem, the Oregon Historical Society, Polk County Courthouse records and the Dallas Public Library. Following completion of the Overview an outline of anticipated property types that were expected to exist in the study area was prepared. The Overview was reviewed by the Landmarks Commission and other interested individuals. Projections were made based on information in the Overview and on the number and types of properties identified in earlier studies. The characteristics and distribution of anticipated property types resulted in a predictive model for use in future identification of historic resources in Polk County.

Individual property research and documentation was conducted following completion of the predictive model. All the properties were documented on individual field forms which included locational data, physical descriptions of both buildings and setting, and site plans; photographs were also taken. Whenever possible, knowledgeable persons were interviewed regarding a property's history, and basic research was conducted on past owners and their activities. Several of the properties were never located and were therefore not documented. It is assumed they have been either demolished or the locational data was insufficient to locate them.

During the course of the field work, the physical integrity of a number of buildings was found to be seriously compromised by inappropriate alterations. A list of properties was generated during the field work -1B List- which consisted of intact 20th century buildings or very good or better examples of a specific property type.

At the completion of field work, final inventory forms were prepared, which included the data collected in the field and a statement of property significance based on historic research, physical integrity, and architectural significance. Vicinity maps and site plans were finalized and photographs were identified and labeled.

Evaluation of the properties was based on criteria adopted by the Polk County Board of Commissioners, following the standards adopted by the National Park Service for evaluation of resources for the National Register of Historic Places. Due to the lack of professional or educational experience on the part of the Polk County Landmarks Commission each of the properties received a preliminary evaluation based on the criteria. The preliminary evaluation was used as a training exercise for Commission members and is not considered a final evaluation which can only take place as part of the formal designation process.

Recommendations for future research and survey needs, and treatment strategies for protection of resources, were prepared following completion of the inventory forms.

The following chapter, "Identification", is a predictive model to aid in the future identification and evaluation of historic resources in Polk County.

PREVIOUS SURVEYS

There have been two previous historic resource surveys in Polk County: the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976, and a compilation of potentially significant properties by the Polk County Historical Society in 1978. Neither of these studies was comprehensive in scope.

The Beckham survey focused on the northern part of the county and recorded only those resources with the most obvious architectural and historic significance. It was a windshield survey with minimal documentation. This study is outdated as it excludes properties constructed after 1926 which may be eligible for inclusion on the inventory.

This project is the first intensive-level inventory of cultural resources in Polk County.

PREDICTIVE MODEL

Resource Types

All resources identified in previous surveys, along with anticipated property types identified in the predictive model, are categorized for analysis into seven Broad Theme groups:

Agriculture*	Industry*
Commerce*	Settlement
Culture*	Transportation*
Government	

The characteristics and distribution patterns specific to resources associated with each broad theme are described. The discussion focuses primarily on the historic function of the building and the physical/architectural elements believed to be representative of the type. This approach provides the context for evaluation of relative integrity and significance of individual properties.

Agriculture

Farms are described in three ways: by function, date and number of buildings; and for the purposes of analysis are divided into the following categories as defined in Oregon's Agricultural Development: A Historic Context (OADHC) prepared by the Oregon State Historic Preservation Office:

1) Basic Farm: house and one outbuilding, usually a barn;
2) Multi-Unit Farm: basic farm with the addition of other outbuilding(s);
3) Isolated Agricultural Buildings: only one remnant farm building from the original ensemble, such as a single barn or residence.

The OADHC further categorizes farm ensembles into historic periods (as outlined in the "Historic Overview"): 1812-1846, 1847-1865, 1866-1883, 1884-1913, and 1914-1940. The temporal division of a farm operation does not take into consideration the fact that most agricultural building groups evolved over a long period of time, as did the type of farming activity. This evolutionary-general farm type usually spanned more than one historical period, generally produced a variety of changing crops, and includes buildings constructed in different years or adapted for varying uses over time. This type of farm may date from the pioneer period of settlement to the present.

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* These themes were selected for in-depth analysis as they are likely to represent the bulk of the area's known resources.

There may be, however, specialty farms identified by function, which date to a specific agricultural period. In the study area, specialty farms appeared during the Progressive Era and became more common after 1914. These included dairies, poultry farms, hop yards, vegetable farms and fruit and nut orchards.

Following are the anticipated characteristics of the individual farm types, with a focus on the outbuildings common to each. It is likely that some types of outbuildings will be found on all types of farm operations. Although an integral part of farms, farmhouses are discussed elsewhere in this section (see Culture: Domestic Buildings).

A. Evolutionary-general

This is a farm operation that spanned more than one historical period and produced different crops in response to market demands. The resulting complex will exhibit a wide variety of functional outbuildings that were either built for a specific purpose or adapted over time for different uses. Many of the outbuildings associated with the evolutionary farm will occur regularly with other farm types. Farms may be divided into two distinct groups--house-related outbuildings clustered in close proximity to the rear or side of the main farmhouse and farm-related outbuildings located near the barn, which historically was the center of operations. House-related outbuildings may include:

The garages, either free-standing or attached to the house, will probably be small, rectangular wood-framed buildings with roof forms and architectural styles that may sometimes mirror those of the house. Occasionally the buildings will be constructed of masonry. With end-opening doors, some may have space for one or two automobiles. Some may also have windows, lean-tos, or a shop area. Large farms might have more than one garage.

Cellars may be even smaller rectangular, one-story buildings. They are also called fruit cellars, fruit rooms, or cool rooms. They most often will be constructed of hollow clay tile, but wood framing can occur. Roofs may be gabled and sometimes may have cupolas or vents for air circulation. The buildings can be entered by a single door and may have one or more windows. Cellars are above-ground root cellars, used before the advent of refrigeration.

Woodsheds may be small to medium-sized buildings, that are either free-standing or attached to the rear of the dwelling. Like examples throughout Western Oregon they may be one-story, rectangular, wood-framed buildings, often constructed to compliment the house in appearance. Roofs may be gabled, and there may be at least one entry door.

Pumphouses may be small, one-story, rectangular buildings that mark the site of a well. They may be a regular feature of farmsteads and can usually be identified by an electric power pole and line connected to one elevation. Pumphouses may be either wood-framed or of masonry construction. They may have gable roofs, no windows, and one entry door. Pumphouses may sometimes double as a coolroom.

Chicken houses may be small, rectangular, wood-framed buildings with gable roofs. They are intended to house a small flock of chickens raised for family use. Chicken coops may have a pen attached to it, and a side elevation containing small low doors for the fowl to pass in and out of the building. Windows and entry doors may also be present.

Smokehouses may also exist in the study area. Tall and wood-framed, the buildings may have gable roofs and no openings except an entrance. Occasionally they may have a cupola or vent on the roof ridge.

Privies may be small one-story buildings with a form similar to the smokehouse. They may be wood-framed and shed or gable-roofed, while one elevation may be completely taken up by the entry door.

Water towers, once common in Western Oregon around 1900, may be multi-story buildings that will be either free-standing or connected directly to the farmhouse. They will soar in height over the dwelling and originally contained a windmill and water storage tank at the top. The hip-roofed, wood-framed buildings may be nearly square in plan, and each ascending level may be smaller than the one below. Water towers can be plain in appearance or enhanced by wall dormers, balconies, and decorative siding.

Second dwelling(s) may be included in the farmstead complex. They were usually built to accommodate a family member or hired hand(s). These houses may assume the style of architecture popular during the time of construction and normally would have outbuildings of their own. The appearance and mode of building may vary, but if they exist, they probably were constructed much later than the main farmhouse.

Migrant housing was a 20th century phenomena; although lodging for hired help was not uncommon on early farms in Western Oregon. These dwellings were built to house seasonal farm workers. Their minimal design may reflect the temporary nature of migrant labor. The rectangular wood-framed buildings may occur in groups. They may have gable roofs, one or two entry doors, and small windows along one or more elevations. Chimneys will give evidence of some type of heating facility.

Farm-related outbuildings may be generally arranged in one of two ways in relation to the main barn: 1) around a common work area or courtyard that is or was anchored by the barn, and 2) in a linear pattern along a major service road that leads to or from the barn. Fencing systems connecting the building group and encompassing the fields and pastures may still be extant. Following are the farm-related outbuildings which are anticipated in the study area:

Barns may be the most prominent of the farm outbuildings; they may be large, two-story, rectangular, wood-framed buildings. According to Dole (Dole 1974a:86-95), the earliest barns (c.1840-1870) in Western Oregon have hewn-framing systems, low-pitched roofs, and simple utilitarian appearances. They rest on fieldstone foundations and may have lean-tos. The windowless barns are both end-opening and side-opening. Although relatively tall buildings, early barns did not have a floored second story. Functionally their use was multi-purpose, providing space for stock, feed storage and threshing.

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

The majority of barns in Western Oregon dating from around 1900 into the early 20th century may have wood siding--either horizontal/vertical boards or vertical board and batten. Some may be shingled. The early barns may have gabled roofs, followed by gambrels which became common about 1910. Beginning in the 1920s and 1930s, round barn roofs became popular. Most of the buildings may have one or more lean-tos, either attached to the lower elevations or built within the main structural system. The long side of the barn was the favored position for a lean-to. Small windows may be common, especially in dairy barns. An equal number of barns may have end-opening sliding doors as opposed to side-opening. Some barns may have hay hoods, and some may feature a vented cupola or sheetmetal ventilator atop the roof ridge. An unusual barn type that can occur is called a bank barn. These barns differ from the other types in that they will be built into a hillside or sloping embankment, thereby giving the structure a full three stories.

Grain Elevators are tall, narrow buildings used to store grain prior to shipping. They are usually located close to shipping facilities.

Granaries may be rectangular, one-story, wood-framed buildings that vary in size. Some may have barn-like proportions, while others may be much smaller. Roof forms will most likely be gable. Because ventilation was important for keeping the grain dry, the buildings may be constructed high off the ground. Some may feature vented cupolas or metal ventilators atop the roof ridge. Granaries may be windowless except for a small sash high in the gable end for light. A lean-to, once used as a wagon drive for unloading grain, may be present on a side elevation. The long side may also be the favored location for doors.

Machine sheds may be the most common of the major farm outbuildings. They may be long, rectangular, wood-framed buildings, with gabled roofs and one open elevation divided into two to four parking bays for farm equipment. There will probably be no doors or windows. Some, however, may contain a shop area that requires the enclosure of one or more bays as well as an opening for entry and light.

Shop buildings may also be free-standing outbuildings. They may be medium-sized, rectangular, wood-framed buildings with gable roofs. Buildings used for the repair of farm equipment were common on Western Oregon farms historically. Many of them contained a blacksmithy.

Fuel sheds are 20th century outbuildings and may be small and almost square in plan, with gable roofs. Wood-framed or of masonry, they may be entered by a single door and have no windows.

Small animal sheds/barns may be medium to large-sized, rectangular, gable-roofed, wood-framed outbuildings. Small versions of the type may be windowless and may have single entrance doors. The larger sheds may have windows and one or more entries. Both may have small square doorways positioned low for the swine to pass in and out of the building. Attached pens may be associated with these buildings.

Warehouses are large, wooden buildings, located adjacent to rail facilities, which were used for bulk storage of agricultural products.

Multi-purpose outbuildings on a farm complex may have served several functions that changed over time. Some may be equipment storage sheds or stock shelters. The buildings may be rectangular and single-story with shed or gable roofs. The size of the outbuildings may vary from quite small to barn-like proportions. Most may be wood-framed, but masonry buildings can occur. A few may be windowed, and all may have either a doorway or an entrance similar to that on a garage.

B. Dairy

Polk County has a history of cheese factories and creameries which were probably supplied by the area's dairies. This type of farm was established during the Progressive Era (1884-1913) and reached its peak in about 1928, when numerous dairies were in operation in Polk County. Following are the outbuildings that are typically associated with a dairy and which may still be extant in the study area:

Dairy barns may be distinguished by banks of low windows that line at least two elevations. The rectangular barns may be either wood-framed with board and batten/vertical wood siding or a combination of wood-framing over a hollow clay tile base. Gable and gambrel roof forms may prevail, while cupolas or sheetmetal ventilators may crown the central roof ridge. The large buildings may feature hay hoods and may be two-story, with the upper level devoted to hay storage. Both endwall and sidewall sliding doors may be present.

Milkhouses, sometimes called dairies, may either be built into or positioned near the dairy barns. Used for separating the cream and cooling the milk, the medium-sized buildings may be constructed with a hollow clay tile base topped by wood-framing. Some may be all wood. Like the dairy barns, they may use windows and a ventilator or cupola atop gabled roofs.

Silage pits may be large open pits heaped with silage used for dairy cattle feed. Most pits will have concrete retaining walls on three sides. Silage pits, an older form of ensilage storage, are also called horizontal silos (Noble 1984:79-80).

Tower silos may be tall, free-standing, cylindrical structures, often occurring in groups of two or three. They may be banded by metal belts that secure the cement or wooden staves of the sidewalls. Domed roofs may be covered with shingles or sheetmetal. Circular silos constructed with wooden staves are an older form dating to c.1894. Cement-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced in their construction, especially during the 1920s (Noble 1984:73-79).

Stock sheds may be medium to large, rambling, wood-framed buildings with vertical siding and gable roofs. Some may be open on two or more elevations, and contain pens and feeding facilities. These buildings may be specifically designated as barns for bulls, heifers, dry cows or calves.

C. Grass Seed Production

Seed Cleaning Buildings may be medium to large, wood-framed gabled buildings without windows which are built above the ground on piers to keep moisture out.

D. Poultry Farm

Poultry farming in Polk County began during the Motor Age in the 1920s and continued through the historic period. Chickens were raised for their eggs and turkeys for their meat. The poultry farm has three outbuildings generally associated with its operation. It is likely that some of these survive in the county

Poultry houses may be much larger and more efficient than common chicken coops. They may be elongated, rectangular, single-story buildings with low-pitched gable roofs. Constructed either of wood or hollow clay tile, the buildings may have rooftop ventilators and banks of low windows that line the long elevations. Although a general farm may have a single, large, poultry house among its outbuildings, the poultry breeder may have two or more of the type in the complex.

Incubators and brooder houses may be small, single-story rectangular outbuildings. They may be constructed of either hollow tile or wood and may have gable roofs. The incubator was used to hatch fertilized eggs, and the brooder house sheltered the newborn chicks.

E. Hop Culture

Hop farming in the study area dates from the 1880s to the late 30s. Despite a fluctuating "boom or bust" market, Polk County remained competitive and the primary producer of hops for the state. Following are the characteristic outbuildings found on a hop operation:

Hop dryers were specialized buildings used in the drying and processing of hops. The large distinctive outbuildings were also called hop houses or kilns. The dryers may be two-story, wood-framed, rectangular buildings, with vertical board or board and batten siding. Roofs may be either gabled or hipped, and cupolas and dormers may be present. Beginning in the 1930s, fans were mounted in the cupolas to facilitate the upward movement of heated air; some of these may have survived. The dryers will probably have no windows and may have at least one large loading door on the lower level. The smaller hop houses may have an ell off one elevation that served as a cooling and bailing shed. The bailer itself may survive. The large kilns may contain the cooling/bailing room under the same roof as the drying rooms. Bigger hop operations constructed kilns as an interconnected group of paired dryers, that may be separated by a long hallway containing the cooling and drying facilities.

Hop pickers' shacks were buildings used by the laborers as sheltered resting places. They may be single-story, rectangular, wood-framed buildings with gable roofs. Windows may be minimal, and there may be only a single entry.

Dancehall and stores were often found on large-scale hop operations. According to tradition, the hop pickers came from distant places to pick hops, so they stayed in "tent cities" at the yard until the end of the season. The local grower would provide facilities to accommodate his guest workers; hence a wood-framed dancehall and store were built.

F. Berry and Vegetable Farms

Berry farming in the study area dates to the Railroad Era (1865-1883) and continues to the present. Among the first fruits to be cultivated were raspberries, currants, goose berries and strawberries. Vegetables such as corn, beans, carrots and beets were grown as cannery crops.

This type of farm had no outbuildings specific to the production of small fruits and row crop vegetables. Equipment sheds for farm machinery and storage sheds that hold the harvested crops until they are shipped to the packers and canneries were common; however, the buildings were no different in appearance from those found on a general farm. Barns were not necessary to berry or vegetable production; although farmers may have had stock that needed shelter. For instance, before the advent of motorized farm equipment, most farms in the study area probably had a horse barn to house the field horses. Families commonly had a multi-purpose barn for horses, feed storage and milk cows.

G. Fruit and Nut Orchards

Fruit and nut orchards in the study area began production around the turn-of-the-century, and the industry continues to the present day. Prunes, apples, cherries, filberts and walnuts were among the first orchard products to be raised on a large-scale, commercial basis.

Fruit and nut dryers were not a common outbuilding in a commercial orchard of the early 20th century. Rather the orchardist took his crop to a large commercial dryer that was located in an area central to fruit and nut production. The prune dryer pre-dated the walnut and filbert dryer in the study area.

The early dryers may be elongated rectangular, wood-frame, two-story buildings that were called "tunnel dryers." They may have gable roofs, no windows, and except for the drying tunnels, may be open on all sides. Cleaning of the fruit and nuts was accomplished out in the open but near the dryers. Several long, narrow, hollow tile drying tunnels, running side-by-side, may be positioned above iron wood-burning furnaces. Stacked trays of fruit or nuts, loaded on small rail cars, were placed within the kiln to be dried by heated circulating air. Nut dryers may be vented at the roof ridge, but fruit dryers will probably be completely enclosed.

By the decade of the 1930s the dryers were enlarged to include the cleaning equipment and wooden storage bins under the main roof to the side of the drying tunnels. The rectangular, wood-frame, gable roof building forms may prevail; however, the tunnels may be at ground level, with the furnaces directly underneath. Oil and natural gas replaced wood as fuel, and a fan system facilitated the horizontal movement of heated air.

Kilns, called bin dryers, came into use with the rise of the filbert industry. They may be two-story, rectangular, wood-frame, gable roofed buildings with the heating and fan systems possibly located to the side of the drying bins. The inclined wire drying racks may be positioned on the second level of the building, above individual wooden bins that were used to store the dried nuts until they were sacked. The buildings may have no windows and may be vented at the roof ridge. The nut cleaning equipment may be included under the main roof, near the drying bins.

A nut cleaning shed is a one-story rectangular wood frame shed roof building that contains equipment for cleaning the newly picked nuts. The shed is open on one or more elevations and may include the parking space for wheeled equipment. There are no doors or windows.

Commerce

Polk County's early commercial development was primarily located in the small settlements which which were established during the 19th century, many of which grew into the county's predominant cities and towns. However, commercial building types also occurred outside of these centers.

The earliest photographs of Polk County's commercial buildings date to circa 1880 and show the shops and stores to be typical of those found in communities throughout Western Oregon during this period. The buildings, if they have survived, may be all wood-framed with board and batten or horizontal drop siding. They may be one to two stories in height, with gabled roofs, and false front facades. Stores may have recessed entries flanked by large windows. Most buildings will probably be modest in size; however larger buildings could be present.

Historic photographs and extant buildings dating between about 1906 and the 1930s show that brick, stuccoed wood and brick, and concrete block was used for these buildings. They were all large-sized, rectangular, and one to two stories in height. The facades were straight forward, and most featured large windows on all levels. The architectural styles of many buildings could be termed vernacular, for they were plain in appearance and without distinctive stylistic elements. A few, however, were constructed to reflect the styles popular at the time. Restrained versions of the following architectural styles were noted.

The Italianate style (masonry and western falsefront) was popular in Oregon between 1885 and 1900. Buildings in this style were constructed of both wood and masonry. Common elements include the first floor storefront with prominent cornice supported by large eave brackets; masonry buildings often had segmentally arched window openings.

The Mission style was influenced by the colonial adobe buildings of the California mission period. The style was popular in Oregon between 1910 and 1935. It may be characterized by wood-frame or brick construction with stucco walls, low-pitched roofs with curved parapets rising above the roof line, and decorative Spanish-inspired details such as projecting roof beams, round-arched openings, and wrought-iron trim.

Art Deco was in fashion in Oregon between 1915 and 1940. The geometric style looked to the future for its inspiration rather than the past. It was influenced by cubism and celebrated the machine age. Characteristic elements may include rounded corners, windows, and decorative features; asymmetrical compositions; polychrome surfaces covering steel or concrete frames; and geometric ornaments in low relief.

The Queen Anne style was popular between approximately 1890 and 1900. This exhuburant style is characterized by irregular form, and a profusion of decorative materials including turrets, patterned brickwork and a variety of window forms.

A number of other building types are identified herein and are expected to be found in the county. These include: 20th Century commercial masonry buildings, one to two stories in height, sometimes with simple decorative motifs at the roof and wall junctures and windows; gas stations identified by a strong horizontal emphasis with gabled roof and projecting apron which sheltered the gas pumps; and, utilitarian, wood frame, buildings, one to two stories in height, with loading docks, examples include feed stores.

Culture: Architecture

The property types associated with this theme are divided into two categories: Domestic Buildings and Public and Social Buildings. Commercial Buildings are discussed above under the Commercial theme and transportation buildings under the Transportation theme below. Industrial buildings located in the project area were probably not constructed in any particular architectural style; therefore they are discussed only once under the theme of Industry.

A. Domestic Buildings

The first dwellings in the project area were the log cabins or hewn-log houses of the pioneers. The cabins were often crude, hastily constructed dwellings with earthen floors, no windows, and stick and clay chimneys. For many of the settlers it was a temporary shelter until a more substantial home could be built. Hewn-log houses were an improvement over the cabin. Log houses were constructed of squared logs and had amenities such as puncheon floors, brick chimneys and glass-paned windows. It was not unusual for these dwellings to be two-stories and have a kitchen wing. Some were clad in milled wood siding and so took on the appearance of a lumber house.

The Vernacular architectural style was one of the most common in Oregon and one that spanned the broadest time period. Houses of this style in the study area would date from approximately 1848 to 1940. Distinguished by their simplicity and lack of distinctive stylistic features, Vernacular buildings do not fit any stylistic category; however, some may have borrowed the qualities or decorative features from other popular styles of the day.

Vernacular-style houses may be characterized as one-and-one-half to two-story, wood-framed buildings, composed of one or more rectangular volumes, often arranged in a T or L plan. Roofs may be gabled and windows double-hung sashes. Ornamentation may be found on the front porch, gable ends or window caps. It was not uncommon for these dwellings to evolve over time, with various additions built onto the side or rear elevations. The Vernacular was a conservative house form which, except for decorative features, changed little over time.

The Classic Revival style was popular in Oregon between 1840 and 1865, the style is characterized by low-pitched gable roofs with eave returns or pedimented gables, complete entablatures, bilateral symmetry, weatherboard siding, six over six double-hung sashes and colonnaded porches. The style copied both Greek and Roman modes of expression, and the buildings fell into four categories: Classic, experimental Classic, conservative Classic, and vernacular Classic.

The Gothic Revival style was introduced to Oregon in the 1850s through the publications of Andrew Jackson Downing; the style remained popular for dwellings to 1900. Three variations of the form prevailed in Oregon: Early Gothic, Carpenter Gothic, and Vernacular or Rural Gothic (Clark 1983:46).

Characteristic elements of the Gothic style include steeply pitched gable roofs, prominent central gables and wall dormers, and wood-framed rectangular volumes that sometimes form asymmetrical compositions. Pointed arched windows and doors may be present. Detailing may be simple and straightforward or decorative with jigsawn bargeboards, brackets and trim (Clark 1983:46).

Another house form that may be present in the study area is the Italianate, which was found in Oregon from 1855 to 1890. This romantic style copied the appearance of Italian Renaissance palaces and villas and was popularized by pattern books. Characteristic elements may be low-pitched hipped, gabled or flat roofs; overhanging bracketed eaves; asymmetrical massing; wood, brick or stone construction; tall arched windows; and ornamentation simulating quoins, keystones or columns (Clark 1983:59).

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

The predominant characteristic of the Queen Anne is variety of shapes and ornamentation. The house form may have either two or more stories or may be a one-and-a-half story Queen Anne Cottage. The plan and massing may be made irregular by complex roof forms, towers, porches, bays and dormers. Varied window shapes may occur, frequently in combination and accented by small panes of colored glass. The wood-framed Queen Anne may feature banded and contrasted wall surfaces using shingles, horizontal siding and paneling (Clark 1983:85).

Porch and gable detailing may be enriched with spindlework, bracketing and jigsawn verge boards.

A more restrained version of the Queen Anne developed between 1900 and 1910. Noticeably lacking was the excessive ornamentation and irregularity of form. Partial return eaves, pedimented gables and simple porch detailing were the primary decorative elements of the later Queen Anne style.

The coming of the railroad in 1891 greatly stimulated the economic and cultural growth of Polk County. Small communities flourished along the rail line, and one would expect that houses in the Queen Anne style would be built to reflect this growth. However, because much of the Polk County population was employed as millworkers or farmers, one would expect the smaller Queen Anne Cottages to be more numerous than "high style" Queen Anne houses.

The Colonial Revival style was popular for residences in Oregon between 1890 and 1915; a variant of the form was called Dutch Colonial Revival, which featured gambrel roof forms. The style sought to establish an indigenous American building form based upon Colonial antecedents, with strict interpretation of the ideals of Greek, Roman and Renaissance architecture (Clark 1983:114).

Characteristic elements include wood-framed rectangular volumes with low-pitched gable, gambrel or hipped roofs. Bilateral symmetry and a classical entablature may accent the elevations. Ornamentation may follow classical forms, i.e. lunettes, dentil moldings and ordered columns on the porches. Doors may be framed with transoms and sidelights; windows may be double-hung sashes (Clark 1983:114).

The Bungalow-Craftsman style was popular in Oregon from 1900 through 1940. The Bungalow was a truly indigenous style that developed with impetus from the English Arts and Crafts movement, the Prairie houses of Frank Lloyd Wright, and the Craftsman Bungalows designed by Charles and Henry Greene. The basic philosophy of Bungalow design stressed reliance on the use of hand-crafted construction techniques and natural building materials (Clark 1983:135). Bungalow interiors with open, flowing spatial arrangements and built-in furniture was designed to fulfill the ideal of a comfortable, informal lifestyle.

Bungalow-Craftsman residences may be one to two story, rectangular, wood-framed buildings. Low-pitched hip or gable roofs may have wide overhanging eaves with exposed rafters and bracketed purlins. Prominent porches and one or more dormers were characteristic features. Decorative elements may include distinctive porch details, eave ornaments, multi-paned double-hung windows and contrasting natural materials (Clark 1983:145; McAlester and McAlester 1984:439-463).

By the 1920s, the Bungalow design had been given extensive publicity in numerous publications and pattern books. Some companies offered mail-order, pre-cut packages of building materials and plans to be assembled in any locality. The Builder Bungalow became the most popular, inexpensive, small house in the country (McAlester and McAlester 1984:454).

Although this type of Bungalow had most of the Craftsman elements, it presented a more crisp, compact appearance that could be attributed to the pre-packaged format. The wood-frame buildings may be smaller, being one to one and a half stories. Roofs may be gabled, with slightly overhanging eaves, exposed rafters, bracketed purlins, and dormers. Porches may still be prominent, and the double-hung windows may have small panes in the upper sashes. Although natural materials may be used on chimneys and porch posts, wall surfaces will

probably be horizontal wood siding. The closer a building dated to 1940, the more simple became its Bungalow detailing.

One would expect the Bungalow to be a popular style for residences in the study area. Inexpensive to build and designed for efficiency, the modest dwelling would have been ideal for milltown housing. Bungalows were enormously popular throughout Oregon, and it is anticipated that Polk County contains many.

The English Cottage style was a Historic Period Revival style that appeared between World Wars I and II. Period styles came in part from the Beaux Arts academic tradition that stressed correct interpretations of historic European styles. Such houses were designed for wealthy clients, but advances in building technology made a Period style dwelling accessible to the masses. Inexpensive techniques for adding brick or stone veneer to the exterior of wood-framed buildings replaced the earlier solid masonry construction. Romanticized interpretations of Period fashions drew upon a broad range of historic styles used in European and American housing (Clark 1983:153; McAlester and McAlester 1984:319). The English Cottage building form was one of the more popular Period styles in Oregon.

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

B. Public and Social Buildings

Photographs of Polk County's first schools show a building type that was common throughout Oregon in the late nineteenth and early twentieth centuries. The schools were rectangular, wood-frame, one-story buildings. A gabled roof frequently was surmounted by a belfry, and windows lined the long elevations of the building.

After the turn-of-the-century schoolhouses were built to reflect the architectural style that was popular at the time of construction. Structural and cladding materials changed from wood to masonry or a combination of the two.

Many public buildings in Oregon were constructed in the Half Modern style between 1915 and 1940. As the name implied, the style of architecture gave the building a half traditional and half modern appearance. Characteristic elements may include a stepped or flat roof, balanced spatial composition, rectangular windows, steel-frame or cement construction with brick, stucco, or marble facing and classic forms generally lacking ornament (Clark 1983:202).

Historic photographs show that the first church buildings in Polk County were built of wood and a number were designed in the Gothic Revival style. The style was popular for religious edifices across the country in the nineteenth century. Gothic continued as a favored mode for church buildings in the early twentieth century; however, other contemporary styles were used, and masonry construction replaced wood for some of the larger churches.

The Tudor-Jacobethan style was another Historic Period style popular in Oregon from 1910 to 1935. Characteristic features may be steeply pitched gable roofs with ornamental parapets; rectangular shapes with vertical projections such as towers; brick construction, sometimes in combination with stucco; arched openings; and medieval decorative motifs (Clark 1983:156).

Industry

Industry in the study area centered primarily around the saw and grist mill complexes that were established in the early 1850s, and later industrial buildings began to appear in the small rural crossroads communities which serviced the rural areas, and along transportation routes.

The first sawmills in Polk County were built in the late 1840s and early 1850s. Many were enlarged and modernized over time. It has been suggested that the early sawmills in the study area were similar to other mills operating in the region at the time:

Sawmills, in general, were open on both ends and often on a third side as well, while the enclosed side was where the waterwheel was placed. The other two or three sides were used to roll logs and lumber into and out of the mill. The long open facade faced the road where a simple inclined plane or ramp was used to roll the logs into the mill. The early mill buildings were frames held together with mortise joints. The building's frame was covered with vertical boards and occasionally clapboard was used, but this was probably not necessary at the Polk County mill. It was usually a single gabled structure and the overhang on the roof protected the sides from rain and snow. There was no heating system for fear of fire and lack of any enclosed space to heat. Basically, the sawmill would have been a rough structure put together only to protect the machinery (Clarke 1983:20).

In general, sawmill complexes probably had no specific pattern of arrangement, but buildings were placed according to their related functions and were normally interconnected. In addition certain manufactories were probably associated with a sawmill complex and were probably commonly found occupying the same general industrial site.

Following is a list of buildings and structures which would probably be associated with sawmills in the region. It is doubtful that any wooden mill buildings of the 19th century have survived, as sawmill complexes have a history of destruction by fire.

Sawmill buildings may be wood-framed, elongated rectangles, several stories in height and open on one or more sides. At one end may be an area called "green chain." Windows were not common, and although the buildings today may be covered with tin, in the past they were sided with wood. Roof forms may vary--gable, round, and gable-off-gambrel.

Planing mills may by wood-framed, elongated rectangular buildings, several stories in height and open on one or more sides. They typically may have "sawtooth" roofs; although other roof forms may occur. Positioned on top of the roof may be suction fans in large sheetmetal casings; running between the fans may be long, cylindrical "blowpipes" that conveyed sawdust from the planer shed to a wigwam burner.

Wigwam burners were large, conical, metal structures designed to burn wood wastes such as sawdust. Small end pieces of lumber, called planer ends, were stored in elevated, wooden bins for later use by other manufactories.

Machine sheds may be simple, rectangular, wood-frame buildings that housed the machinery which ran the mill.

Blacksmithies may be additional utilitarian wood-frame buildings.

Lumber sheds may be large, open, rectangular buildings that were used to store finished lumber. They may be wood-framed and gable roofed.

While wood was the primary building material for a majority of sawmill buildings, brick was also used. Dry kilns were brick structures that were used to dry out green lumber before it was sent to the planing mill for finishing.

Log ponds were small bodies of impounded water used to store logs before they were processed by the mill.

Transportation

Transportation resources in the study area would probably include bridges, railroad lines and depots, water landing sites, and remnants of the pioneer road system.

RESOURCE DISTRIBUTION PATTERNS

The following section describes the distribution patterns of resources in Polk County and it is based on the Historical Overview.

Agriculture

Agricultural resources are expected to be generally located in the eastern portion of the County, along the Willamette River and the broad valley floor. Historical records indicate that these areas supported dairies, poultry farms, small fruit and vegetables farms, fruit and nut orchards, hop culture, horticulture and general farming.

Commerce

Commercial resources were historically located in the three early communities of Dallas, Independence and Monmouth; however, scattered examples of the type were also located in smaller crossroads communities. The buildings would probably date from between 1885 to the 1930s.

Culture: Architecture

Domestic Buildings: Except for commercial and industrial areas, domestic buildings, which include farmhouses, will probably be found throughout the county The highest concentrations of historic residences are expected to be located in the communties of Dallas, Independence and Monmouth.

Industry

Industrial resources are expected to be clustered along rivers and early transportation corridors. The buildings and structures that are expected to remain would most likely belong to timber and lumber industries and warehouseing facilites associated with agricultural produce.

Transportation

It is anticipated that any number of historic roads, bridges, and landing sites, may remain. All of which would be located along the historical transporTation corridors in the county.

TREATMENT

This section outlines preservation strategies which are fundamental to an effective cultural resource management program.

Survey and Research Needs

Conduct a comprehensive windshield survey of all unincorporated areas of the county.

Complete intensive level survey and inventory for all unincorporated portions of the County.

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

Complete countywide survey and inventory of archaeological resources.

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

Goals and Priorities

1. Amend landmarks ordinance to include National Park Service criterion D for archaeological resources.

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

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

4. Continue training Landmarks Commission and staff in fundamentals of cultural resource evaluation and the nomination/designation process.

5. Apply for Certified Local Government (CLG) status. The CLG program is administered by the State Historic Preservation Office and makes available funds which can be used for providing staff support, financing basic preservation projects such as survey and inventory, as well as special projects such as development of interpretive materials.

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

7. Update survey information on a regular basis by systematically reviewing inventory data with field checks on the status of resources. Such information will assist in analyzing

changes in condition between the initial documentation and subsequent updates, and will assist in refining strategies for protection.

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

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

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

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

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

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

APPENDIX A

LIST OF PROPERTIES

SUMMARY OF HISTORIC RESOURCES INVENTORY - 1990
Polk County Community Development
Planning Section

PROPERTIES DESIGNATED "SIGNIFICANT" (1-C) AND SUBJECT TO PROVISIONS OF CHAPTER 183

Inventory Number / Resource Name		Source of Information	No. of Resources
	NATIONAL REGISTER PROPERTIES	State Hist. Pres. Office	12
#1	John Phillips House		
#2	Spring Valley Church		
#30	Fort Yamhill		
#55	Brunk House		
#80	Ritner Creek Bridge		
#98	Riley-Cutler House		
#99	Wells House		
#100	Emmett House		
#101	Walling House		
#102	Domes House		
#103	St. Pierre House		
#104	Parker School		
	STATE INVENTORY PROPERTIES	State Hist. Pres. Office (Beckham survey, 1976)	11
#4	Spring Valley School		
#5	Joshua Purvine		
#8	Bethel School		
#18	Ballston School		
#19	William Fudge House		
#20	Sears/Sechrist House		
#23	Union Baptist Church		
#25	Buell School		
#28	John Jackson House		
#31	Grand Ronde RR Depot		
#32	Grand Ronde Hotel		

PROPERTIES DESIGNATED "NOT SIGNIFICANT" (1-A) AND NOT SUBJECT TO CHAPTER 183

Inventory Number / Resource Name	Source of Information	No. of Resources
STATE INVENTORY PROPERTIES	State Hist. Pres. Office (Beckham survey, 1976)	11

#7 Bethel College Site
#10 McCoy Store
#11 McCoy Substation
#12 Perrydale Railroad Depot
#14 Valley Baptist Church
#21 Ballston RR Depot
#24 Buell Chapel
#26 Elias Buell House
#33 Indian Cemetery (Modern)
#43 James Boyle
#59 Geo. Gay House Site

PROPERTIES DESIGNATED "1-B" DUE TO LACK OF INFORMATION (NOT SUBJECT TO CHAPTER 183)

CEMETERIES	Polk Co. Historical Society	26

#3 Spring Valley Cemetery
#6 Bethel Cemetery
#17 Ball Cemetery
#22 Pleasant Hill Cemetery
#23a Union Baptist Church Cemetery
#35 Hussey Cemetery
#38 Salt Creek Cemetery
#40 George Brown Cemetery
#41 WC Brown Cemetery
#42 Embree Cemetery
#47 Nesmith Cemetery
#48 Pioneer Cemetery

PROPERTIES DESIGNATED "1-B" DUE TO LACK OF INFORMATION (NOT SUBJECT TO CHAPTER 183)

Inventory Number / Resource Name	Source of Information	No. of Resources
CEMETERIES (Continued...)	*Polk Co. Historical Society*	
#50 Etna Cemetery		
#65 Hilltop Cemetery		
#66 Buena Vista Cemetery		
#81 Cemeteries:		
a Edward Cemetery		
b Womer Cemetery		
c Taylor Cemetery		
d Montgomery Cemetery		
#88 Falls City Cemetery		
#89 Hubbard Cemetery		
#90 Hart Cemetery		
#91 Butler-Davidson Cemetery		
#92 Chamberlain Cemetery		
#93 Dallas Cemetery		
#94 Whitaker Cemetery		
TOWNSITES	*Polk Co. Historical Society*	*20*
#9 McCoy		
#13 Perrydale		
#15 Broadmead		
#16 Ballston		
#37 Salt Creek		
#39 Polk Station		
#45 Rickreall-Dixie		
#51 Oak Grove		
#57 Doaks Ferry/Lincoln		
#58 Eola		
#60 Ellendale		
#67 Buena Vista		

PROPERTIES DESIGNATED "1-B" DUE TO LACK OF INFORMATION (NOT SUBJECT TO CHAPTER 183)

Inventory Number / Resource Name		Source of Information	No. of Resources
	TOWNSITES (Continued...)	*Polk Co. Historical Society*	
#70	Parker		
#72	Suver		
#75	Lewisville		
#76	Airlie		
#84	Valsetz		
#85	Black Rock		
#86	Bridgeport		
#95	Guthrie		
	HOUSES	*Polk Co. Historical Society*	*6*
#28	John Jackson House		
#46	ST Burch House		
#49	Nesmith House		
#56	Hosford/Straub House		
#61	Embree Cabin		
#62	Savery House		
	CHURCHES	*Polk Co. Historical Society*	*4*
#23	Union Baptist Church		
#29	Butler Methodist Chapel		
#52	Oak Grove Chapel		
#69	Buena Vista Methodist Church		
	TRANSPORTATION -RELATED	*Polk Co. Historical Society*	*5*
#36	Van Duzer Corridor		
#74	West Side Highway (Helmick Rd.)		
#87	Valley and Siletz RR		
#96	Airlie Road (former Portland to Umpqua State Road)		

PROPERTIES DESIGNATED "1-B" DUE TO LACK OF INFORMATION (NOT SUBJECT TO CHAPTER 183)

Inventory Number / Resource Name	Source of Information	No. of Resources
TRANSPORTATION (Continued...)		
#68 Buena Vista Ferry		
LOGGING INDUSTRY - RELATED	Polk Co. Historical Society	3
#34 Agency Mill Site		
#82 Seekay Splash Dam site		
#83 Camp Walker		
STORES	Polk Co. Historical Society	2
#77 Airlie Store		
#78 Pedee Store		
SCHOOLS	Polk Co. Historical Society	1
#54 Oak Grove School House		
PARKS	Polk Co. Historical Society	1
#73 Helmick Park		
MISCELLANEOUS	Polk Co. Historical Society	6
#44 Jefferson Institute		
#53 Oak Grove Grange Hall		
#63 Hop Dryer		
#71 Buena Vista Woman's Club Building		
#97 Camp Adair US Air Force Base		

<DRP>SUMMARY.INV
12/13/90

Polk County Historic Resource Inventory

Phase II

prepared for

Polk County
Community Development Department
County Courthouse
Dallas, Oregon 97338

by

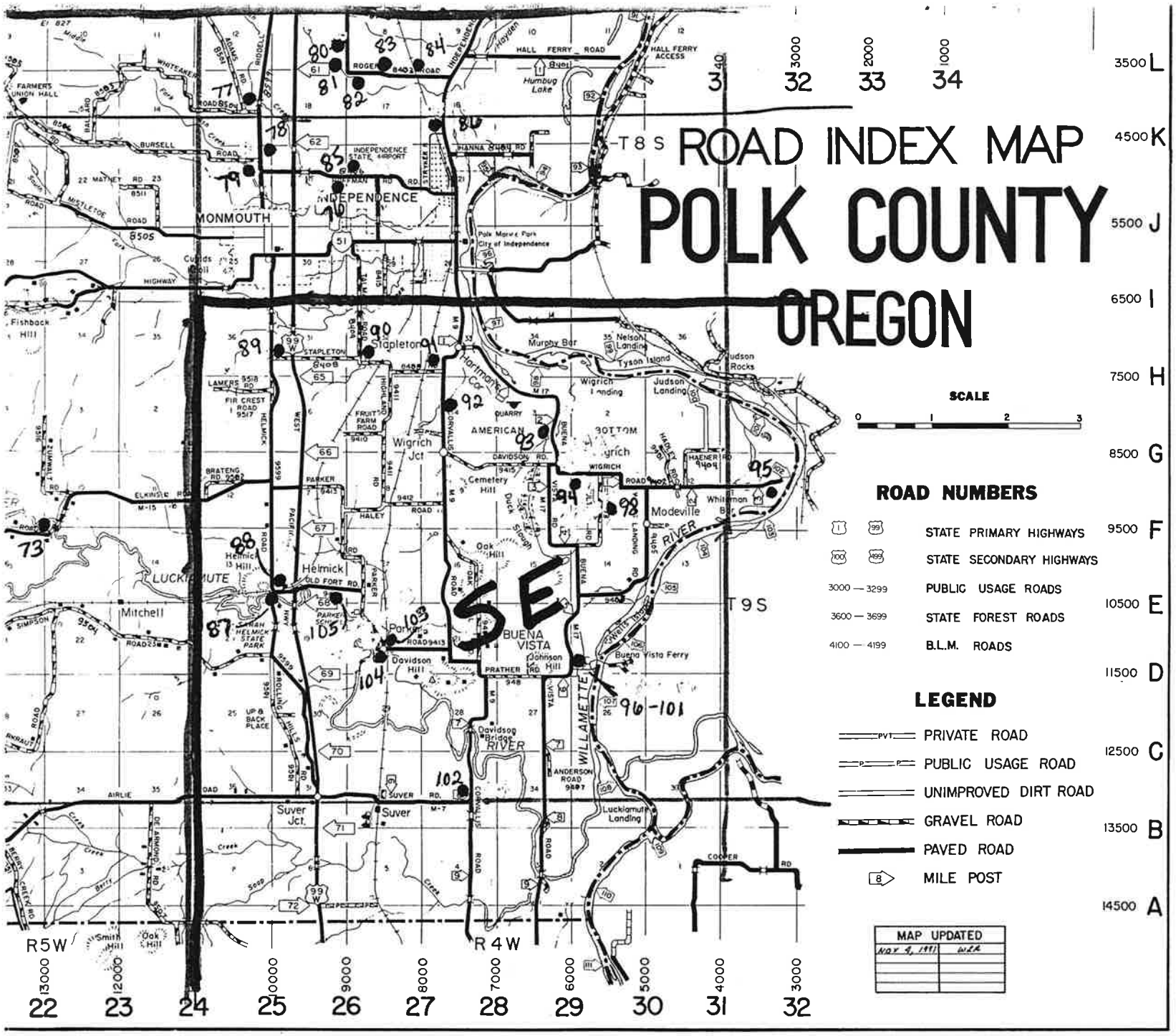
Columbia Historical Research
6128 SW Corbett
Portland, Oregon 97201
(503) 245-7830

Derek R. Larson and Douglas W. Dodd
Principal Investigators

August 1992

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

TABLE OF CONTENTS



Fruit Farm Rd.	20	G
Gage Rd.	13	B
Gardner Rd.	17	I
Gehlar Rd.	32	P
Gibson Rd.	31	S
Gilliam Rd.	19	K
Glen Creek Rd.	32	P
Godsey Rd.	22	N
Gold Creek Rd.	9	V
Gooseneck Rd.	14	U
Grand Ronde Rd.	7	Y
Grant Rd.	15	A
Graves Rd.	20	Y
Greenwood Rd.	28	N
Gun Club Rd.	26	J
Guthrie Rd.	19	K
Hadley Rd.	30	G
Haener Rd.	31	G
Haley Rd	26	F
Halls Ferry Rd.	28	L
Hanna Rd.	28	K
Hannum Rd.	16	D
Harmony Rd.	15	W
Hart Rd.	18	T
Hawthorne Rd.	23	O
Hebo Rd.	8	Y
Helmick Rd.	25	F
Highland Rd.	26	G
Highway 22	20	S
Hoffman Rd.	26	K
Hopewell Rd.	32	Y
Hultman Rd.	29	F
Independence Hwy.	28	M
Ira Hooker Rd.	17	B
Jahn Rd.	7	X
James Howe Rd.	20	Q
Josiah Wills Rd.	16	G
Keasey Ave.	23	Y
Kerber Rd.	14	A
Kings Valley Hwy.	17	G
Kliever Ln.	21	N
Kochis Rd.	12	A
Kroenig Rd.	24	Y
LaCreole Dr.	22	O

Stryker		
Sunnys		
Suver R		
Swope		
Talmac		
Tarter T		
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Tucker		
Valsetz		
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Webb L		
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West C		
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Wigrich		
Wildwo		
Womer		
Yampo		
Yamhill		
Zena R		
Zielinsk		
Zumwa		

TOWNS AND LAND

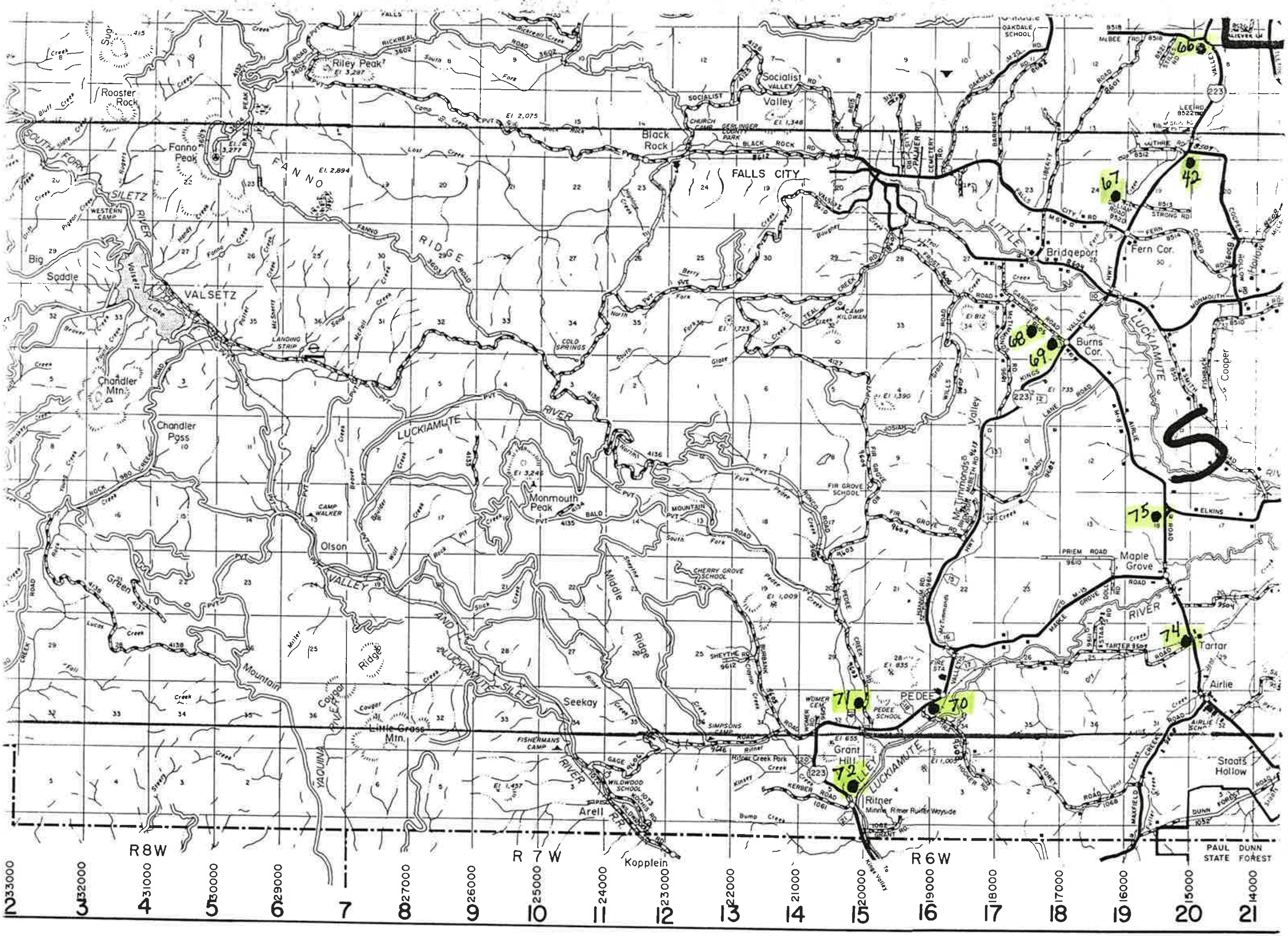
Airlie	20	C
Ballston	21	Y
Bethel	27	W
Black Rock	12	K
Bridgeport	18	J
Broadmead	23	Y
Brunks Corner	29	O
Brush College	33	R
Buell	16	V
Buena Vista	29	D
Burns Corner	18	H
Butler Hill	18	T
Byerley Corner	21	W
Clow Corner	25	M
Dallas	21	O
Derry	26	O
Dolph Corner	22	R
Eagle Crest	30	S
Ellendale	19	O
Eola	31	O
Falls City	15	K
Fern Corner	19	J
Finns Corner	26	W
Fir Villa	23	O

Fort Hi		
Grand		
Helmic		
Holmes		
Indepe		
Lincoln		
Maple		
McCoy		
Modevi		
Monmo		
Oakdal		
Oak Gr		
Orrs C		
Parker		
Pedee		
Perryd		
Rickrea		
Ritner		
Salt Cr		
Smithfi		
Suver		
Valley		
Wallac		
Zena		

PARKS

Buell County Park	16	V
Gerlinger Park	13	K
Helmick Park	25	E
Mill Creek County Park	16	S
4-H Camp	29	T

Minnie		
Ruite		
Ritner		
Camp T		
Camp I		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Rooster Rock
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Big Saddle
VALSETZ
Valsetz Lake
Chandler Mtn.
Chandler Pass
LUCKIAMUTE RIVER
Monmouth Peak
Olson VALLEY
Middle Ridge
Black Rock
FALLS CITY
Socialist Valley
Bridgeport
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Burns Cor.
McTimmonds Valley
Maple Grove
Tartar
Airlie
Pedee
Grant Hill
Ritner
Seekay
Little Grass Mtn.
Cougar Ridge
YAQUINA RIVER
Mountain
Arell
Kopplein
Staats Hollow
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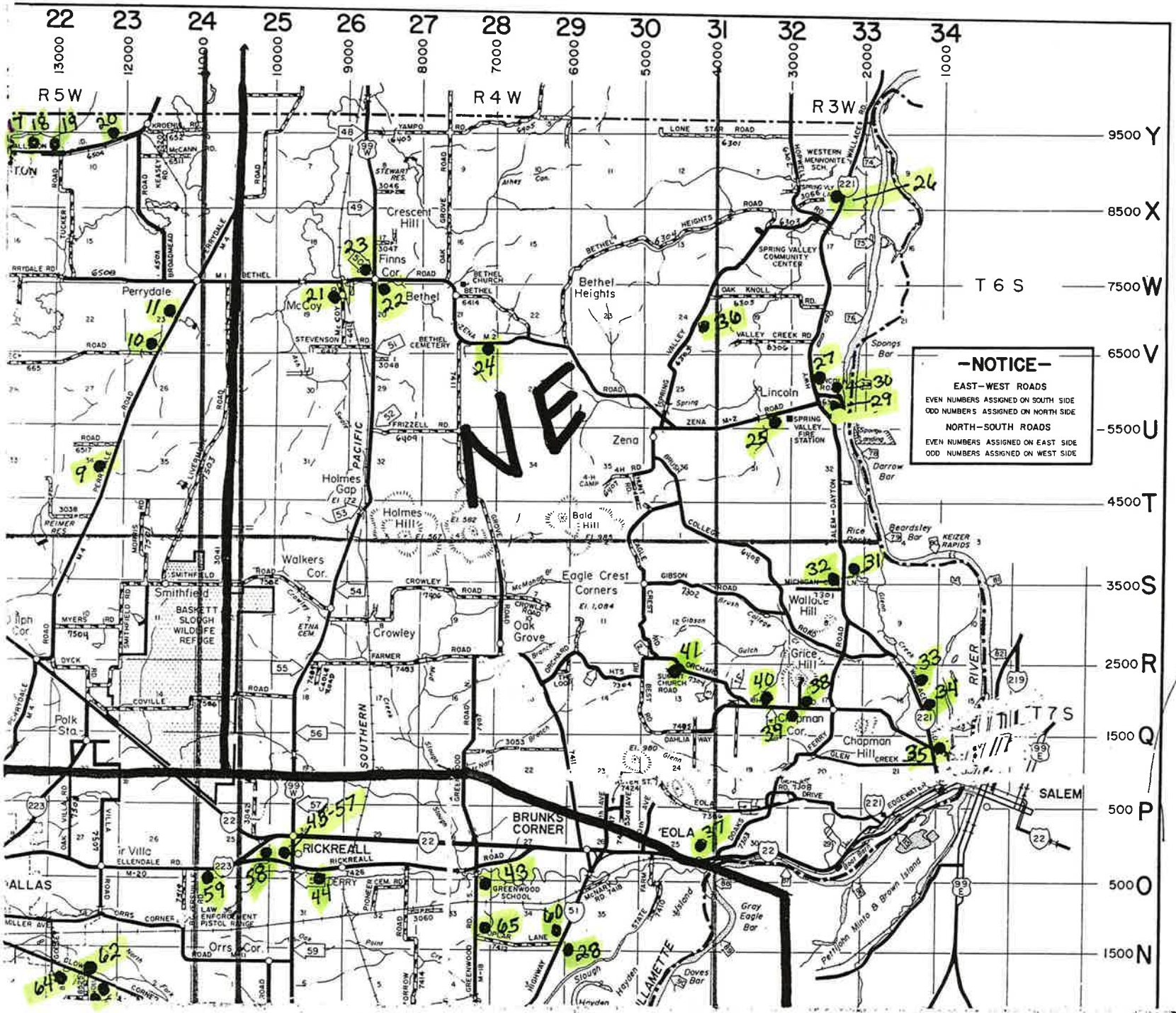
1992 Historic Inventory



POLK CO. ROAD GR

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A. R. Ford Rd.	5	W	Lame
Adams Rd.	24	L	Lee F
Airlie Rd.	20	D	Lewi
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Alsip Rd.	21	K	Lime
Anderson Rd.	29	C	Linco
Andy Riggs Rd.	7	X	Liver
Ash Ave.	5	W	Lone
Aster St.	29	O	Luca
Ball Rd.	20	X	Mapl
Ballard Rd.	23	L	Marti
Ballston Rd.	21	Y	Matn
Barnhart Rd.	17	L	Maxfi
Beck Rd.	20	V	May F
Belvedere St.	32	P	May Y
Berry Creek Rd.	22	A	McBe
Best Rd.	30	Q	McBe
Bethel Rd.	28	W	McCa
Bethel Heights Rd.	30	W	McCa
Black Rock Rd.	13	K	McCo
Blanchard Rd.	17	W	McNa
Bowersville Rd.	24	O	McPh
Brateng Rd.	24	G	McTir
Briarwood St.	30	P	Michi
Bridgeport Rd.	17	J	Mill C
Briedwell Rd.	24	M	Mistle
Broadmead Rd.	23	X	Moritz
Bronson Rd.	17	F	Morris
Brown Rd.	17	S	Morro
Brush College Rd.	31	T	Mou
Buena Vista Rd.	29	E	Myers
Burbank Rd.	13	D	News
Burley Rd.	32	P	Oakda
Bursell Rd.	23	K	Oak G
Butler Hill Rd.	18	T	Oak H
Cadle Rd.	26	R	Oak K
Chapin Lane	24	W	Oak V
Charlie Bowman Rd.	29	D	
Cherry Knoll Rd.	23	M	Old Fo
Cheyenne Court	32	Q	Orcha
Clark Rd.	15	J	Orcha
Clow Corner Rd.	24	M	Orrs C
Columbia St.	23	Y	Pacific
Community Club Rd.	21	Y	Pagea
Cooper Hollow Rd.	21	J	Palme
Corvallis Rd.	27	F	Parker
Coville Rd.	24	Q	Pedee
Crocker Rd.	29	A	Perryd
Crowley Rd.	27	S	Perryd
Davidson Rd.	28	G	Pionee
De Armond Rd.	23	B	Pleasa
DeJong Rd.	20	X	Polk St
Doaks Ferry Rd.	32	P	Poplar
Doane Creek Rd.	12	V	Prather
Doll Rd.	19	E	Priem F
Dunn Forest Rd.	21	B	Rand R
Dyck Rd.	22	R	Red Pra
Eagle Crest Rd.	30	S	Reimer
Edson Dr.	6	W	Reuber
Elkins Rd.	22	F	Richard
Ellendale Rd.	20	O	Rickrea
Elliott Rd.	21	M	Riddell
Emerald Dr.	32	R	Ridgev
Emerson Rd.	18	W	River B
Enterprise Rd.	20	U	Robb M
Eola Dr.	31	P	Rock C
Falls City Rd.	17	K	Rogers
Farmer Rd.	27	R	Rolling
Ferns Corner Rd.	20	J	Ronco
Fern School Rd.	13	W	Rosenb
53'rd St.	29	O	Rowell
55'th Ave.	29	O	Salmon
Finn Rd.	13	U	Salt Cre
Fire Hall Rd.	6	X	Sample
Fir Crest Rd.	25	H	Sauerkr
Fir Grove Rd.	16	E	Savage
Fir Villa Rd.	23	P	Sawtell
Fishback Rd.	21	H	Shady L
4-H Rd.	30	U	Sheyth
Frost Rd.	17	K	Slma

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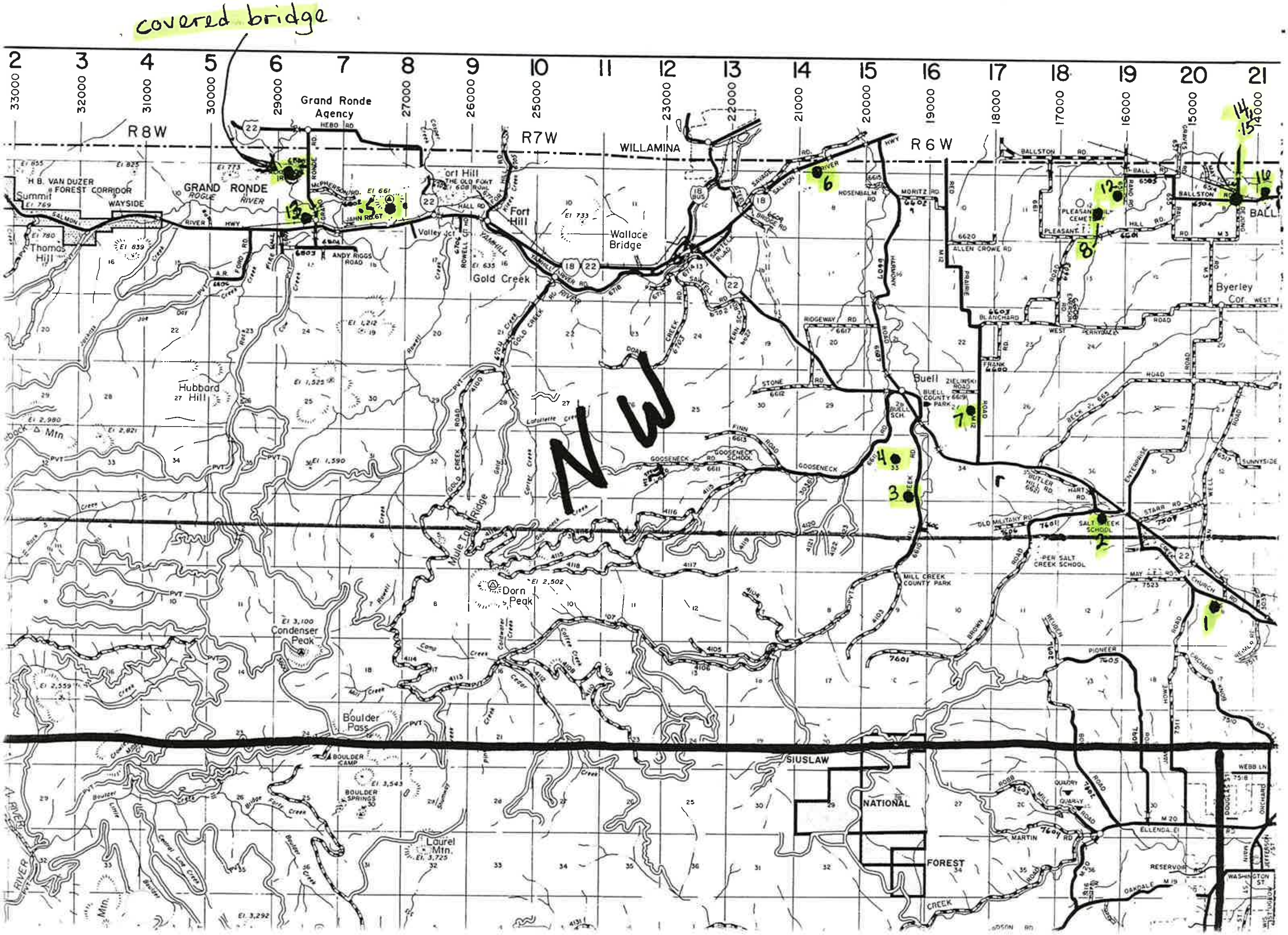
covered bridge
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Agency
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R7W
R6W
WILLAMINA
H.B. VAN DUZER
FOREST CORRIDOR
GRAND RONDE
Summit
WAYSIDE
Thomas
Hill
Fort Hill
Valley Jct.
Gold Creek
Wallace
Bridge
BALLSTON
BALL
Byerley
Cor.
Buell
BUELL
COUNTY
PARK
Hubbard
Hill
Mule Tail Ridge
Dorn
Peak
Condenser
Peak
Boulder
Pass
BOULDER
CAMP
BOULDER
SPRINGS
Laurel
Mtn.
SIUSLAW
NATIONAL
FOREST
SALT CREEK
SCHOOL
PER SALT
CREEK SCHOOL
MILL CREEK
COUNTY PARK
GOOSENECK
SCHOOL
NW

INTRODUCTION

This document represents the second phase in Polk County's efforts to develop a Cultural Resources Protection Plan. The project is also a step for Polk County in meeting the cultural resource identification, recordation, and protection requirements of LCDC Goal 5. The document also represents a step by the Oregon State Historic Preservation Office in fulfilling its mandate under the National Historic Preservation Act of 1966 (P.L. 89-665), to complete cultural resource inventories for the State of Oregon.

The project was conducted from May through August 1992 by Columbia Historical Research of Portland, Oregon, under contract with Polk County. The study area encompassed all of unincorporated Polk County, excluding federal lands (USFS, BLM). The project consisted of four phases: fieldwork, research, evaluation, and preparation of the final document.

This report comprises five sections. The Identification section discusses the methodology employed in carrying out the project, and the number of resources found based on resource types. The Treatment section makes recommendations for promoting protection of Polk County's historic cultural resources and for conducting further research. The Registration section recommends designations for each property to be made by the Polk County Historic Landmarks Commission, when it enters the hearings process. The Appendix contains inventory forms for the 105 properties investigated in Phase II.

IDENTIFICATION

METHODOLOGY:

This project was the second phase in a continuing effort to identify, inventory, designate, and protect historic cultural resources in unincorporated areas of Polk County, Oregon.

In 1991, Morrison/Koler Consultants completed Phase I of the Polk County Historical Resources Survey and Inventory. Phase I included development of an historic context for Polk County and a predictive model for identifying historic resources in the future. It also included an inventory of 104 resources previously identified by the Polk County Historical Society and Stephen Dow Beckham's 1976 statewide survey and inventory. While conducting fieldwork for their project Koler and Morrison identified 105 additional resources for future inventory. These sites were designated "1-B: Lacking Data" by the Polk County Landmarks Commission in 1991.

Columbia Historical Research, a Portland, Oregon, cultural resources consulting firm was contracted to carry out Phase II: intensive-level survey and inventory of the 105 "1-B" resources. Principal investigators Derek R. Larson and Douglas W. Dodd, in association with county planning department staffer Sandy Matthewson, conducted the inventory.

Each resource received a field visit and was documented on an inventory form which recorded information on the physical description of the building or structure and its setting, locational data, and ownership information. When possible, knowledgeable local informants were sought out to provided historical information regarding resources, such as their previous owners and uses. Each resource was also recorded on videotape and black-and-white photographic prints.

Upon completion of fieldwork, each resource's chain of title was researched at the Polk County Recorder's Office or at Ticor Title Company's office in Dallas. Historical literature was consulted to obtain biographical information about original owners, and other data. Not all properties could be fully researched, due to inadequate deed records.

Following the research phase, statements of significance were crafted for each resource. Resources were then evaluated using criteria based on those used by the National Register of Historic Places. Based on the evaluations, the Polk County Landmarks Commission was presented with a list of recommended designations at their August 23, 1992, meeting. Site forms were then produced for each property, including: location, ownership, style, date of

construction, physical description, site map, vicinity map, and black-and-white print.

The consultants' recommendations for treatment of historic cultural resources in Polk County and further direction for research were also delivered to the Commission, and are included in this report.

For further information on identified resources, consult Koler and Morrison 1991: 40-52, which presents the predictive model for historic resource types and geographic distribution in Polk County. It fully addresses the types of resources identified, including style and use.

Resources identified by Larson and Dodd in Phase II conform to the predictive model set forth in Koler and Morrison's 1991 report. The 105 resources fell into the following themes:

Agriculture (farm complexes & ag. related bldgs.):	12
Culture: Architecture (Residences):	87
Culture: Education (Schools):	5
Transportation: Land Travel (bridge):	1
TOTAL:	**105**

The best examples of each type are noted in the recommendations for designation as "1-C" under the Polk County Historic Preservation Ordinance.

RECOMMENDATIONS FOR TREATMENT

1). Further Study

The methods used to compile the list of resources surveyed in Phase II produced a group of sites with wide variations in significance and integrity. During the course of the field work the consultants discovered many additional sites that may have been better candidates for landmark designation. A recent Marion County study beginning with a list of approximately 1,000 properties cited the discovery of over 300 additional sites once field work had begun. Based on the results of this and Polk County's Phase II survey, the consultants recommend **that future efforts be focused on completing a comprehensive windshield survey and inventory of the entire county.** The county should then maintain a data base of properties for an intensive-level survey which could be carried out as funds become available.

2). Encourage Participation in the National Register of Historic Places Program

Listing in the National Register of Historic Places conveys several benefits on historic properties: eligibility to apply for matching grants for preservation; exemptions from the Uniform Building Code; and eligibility for Oregon's Special Property Tax Assessment for Historic Property. It also grants the property a degree of protection if threatened by an undertaking involving a federal agency, federal funds, or a federal license or permit. **Owners of properties designated "1-C" should be encouraged to pursue nominations to the National Register of Historic Places.**

3). Preservation Incentive Program

The consultants consider the development of an incentive program for historic preservation essential to the success of the county's efforts "to promote the historic, educational, cultural, economic and general welfare of the public through the preservation, restoration and protection of buildings, structures and appurtenances, sites, places and elements of historic and archeological value and interest within Polk County." (PCZO 183.010) Incentive programs of the federal and state levels have proven a successful tool for the encouragement of preservation and restoration. Local incentive programs can provide the means for protecting sites determined to be significant under the county ordinance but not yet holding National Register status, as well as adding an element of local support to the package of benefits

afforded the owners of historic resources. The county should undertake a study of programs such as low-interest rehabilitation loans, rehabilitation grants, zoning exemptions, and other incentives. The county should then develop an incentive program to be used to promote preservation/restoration on the local level.

4). Public Education

During the course of the inventory county residents provided a variety of opinions regarding the historic preservation process. The majority were quite supportive of the program, but were eager for more information. While some property owners were clearly against the process, it became clear that most of these citizens were not aware of the provisions of the Polk County ordinance. The consultants **recommend the county undertake a public education program aimed at explaining the ordinance, its benefits, and the process to residents.** Public opinions of historic preservation have often been subject to intentional misinformation campaigns by "property rights" and anti-land-use regulation groups. A public education program is the best way to keep citizens informed and supportive of historic preservation.

5). Polk County Zoning Ordinance Chapter 183

Polk County has developed a fair and effective ordinance to promote historic preservation. However, portions of Section 183.040 (D) should be revised. **Specifically, paragraph D-3 addressing owner consent in the designation process should be eliminated.** The Land Use Board of Appeals, in the 1989 case LCDC v. Yamhill County, clearly stated that owner consent may not be a factor in the consideration of inventory and designation decisions. This decision was recently upheld by the Oregon Court of Appeals. As it stands, the Polk County ordinance is misleading and may provide opportunity for a court challenge.

6). Tourism and Historic Preservation

The preservation of historic resources goes beyond the simple physical preservation of the site. Interpretation and access are also important factors in the preservation package. Polk County has enough high-quality resources to attract tourists interested in the historic roots of agriculture, settlement, and culture in the Willamette Valley. The Oregon Trail Sesquicentennial and new interpretive sites at Baker City and Oregon City will direct large numbers of visitors to the valley as well, a resource that should be developed by the county. The consultants **recommend the county develop an interpretive program aimed at attracting such tourists.** A driving and/or bicycle tour route could be developed and easily incorporated with an interpretive map detailing sites of interest

(including historic resources, wineries, wildlife refuges) in the county. Such a project could be completed at low cost by county staff or consultants and would provide economic benefits across the county as tourists purchase goods and services along their route. Efforts in this direction should be coordinated with the county's existing tourism promotion efforts.

7). **Apply for Certified Local Government Status**

The county should apply for Certified Local Government (CLG) status. The State Historic Preservation Office (SHPO) administers the program and makes available funds which can be used for providing staff support, financing basic preservation projects such as survey and inventory, and special projects such as the development of interpretive materials.

8). **Continue to solicit grant monies to carry out survey and inventory work.**

Polk County should continue to apply for grant money to support an continuing and comprehensive cultural resource survey and inventory of the entire county. Funds should be applied for each fiscal year for use in survey, inventory, education, and preservation assistance.

9). **Conduct monitoring of resources.**

Conduct period and systematic field inspection of designated resources to monitor their status.

REGISTRATION

1). The following sites are recommended for designation as "1-C" and requiring protection under the Polk County Historic Preservation Ordinance, PCZO 183.040 (D).

1-C Sites: **RESIDENCES**

SITE #	LOCATION
23	7585 Pacific Hay. W, Bethel
58	10045 Rickreall Rd, Rickreall
9	4975 Perrydale Rd., Dallas/Perrydale
68	17400 Gardner Rd., Falls City
18	13325 Ballston Rd., Ballston
6	20510 Salmon River Hay., Sheridan
72	14100 Kings Valley Hay., Pedee
88	10200 Helmick Rd.
46	301 Main St., Rickreall
33	2280 Wallace Rd., Salem
31	3500 Wallace Rd., Salem
32	2325 Michigan City Ln., Salem
27	6030 Wallace Rd., Salem
60	1265 Independence Hwy., Independence
71	Pedee Rd., Pedee
25	3370 Zena Rd., Lincoln
26	8801 Wallace Rd., Salem
59	10790 Ellendale Rd., Dallas
20	11955 Ballston Rd., Ballston
11	7155 Perrydale Rd., Perrydale
65	1100 Greenwood Rd., Independence
52	305 Ford St., Rickreall
21	9145 Third St., McCoy
86	4125 Highway 51, Independence
24	7090 Zena Rd., Bethel

1-C Sites: **FARM COMPLEXES**

SITE #	LOCATION
22	8400 Bethel Rd., Bethel
44	9300 Rickreall Rd., Rickreall
42	7000 Farmer Rd., Oak Grove

1-C Sites: **SCHOOLS**

site #	location
37	Mill St., Eola
50	300 Main St., Rickreall
43	460 Greenwood Rd.
49	280 Main St., Rickreall
41	4476 Orchard Heights Rd., Salem

1-C Sites: **MISCELLANEOUS STRUCTURES**

SITE #	LOCATION
87	Luckiamute River Bridge
8	16455 Pleasant Hill Rd., Ballston --Barn only--
15	Railroad St., Ballston (grain building)

2). The following properties are recommended for designation as "1-B," not warranting protection under PCZO 183.040 (D):

SITES LACKING INTEGRITY:

1 14550 Salt Creek Rd.
2 16200 Brown Rd.
4 5595 Mill Creek Rd.
5 27135 Salmon River Hwy.
7 6010 Red Prairie Rd.
8 16455 Pleasant Hill Rd.
12 9555 Rand Rd.
19 13005 Ballston Rd.

SITES LACKING INTEGRITY, Cont'd.

21 9145 Third St.
29 2360 Lincoln Rd. NW
30 2365 Lincoln Rd. NW
35 1340 Wallace Rd.
36 6990 Spring Valley Rd. NW
38 2667 Orchard Heights Rd. NW
40 3247 Orchard Heights Rd. NW
47 120 Main St., Rickreall
54 9755 Pagent St.
55 9801 Pagent St.
61 12190 Clow Corner Rd.
62 12435 Clow Corner Rd.
63 1960 Cherry Knoll Rd.
64 2030 SE Godsey Rd.
66 15875 Guthrie Rd.
67 16205 Gilliam Rd.
69 17040 Gardner Rd.
74 14970 Airlie Rd.
76 9100 Hoffman Rd.
77 10305 Whiteaker Rd.
78 4650 Riddell Rd.
80 9010 Rogers Rd.
82 8810 Rogers Rd.
83 8515 Rogers Rd.
85 8895 Hoffman Rd.
91 Stapleton Rd./RR tracks
92 7750 Corvallis Rd.
93 7888 Buena Vista Rd.
94 5760 Wigrich Rd.
99 11503 Buena Vista Rd.
100 11305 Meridian St.
101 5915 Ferry St.
103 8545 Parker Rd.
104 8540 Parker Rd.

SITES LACKING DATA:

3 4605 Mill Creek Rd.
10 11625 Beck Rd.
13 8605 Grande Ronde Rd.
14 9085 Dejong Rd.
16 13895 Ballston Rd.
17 13775 Ballston Rd.
20 12215 Ballston Rd.
28 2340 Lincoln Rd. NW
34 1790 Wallace Rd.
39 2916 Orchard Heights Rd. NW
45 260 Main St., Rickreall
46 301 Main St., Rickreall
48 200 Main St., Rickreall

SITES LACKING DATA, Cont'd.

51 205 Main St., Rickreall
53 9895 Beck St.
56 9815 Pagent St.
57 9635 Rickreall Hwy.
70 12840 Ira Hooker Rd.
73 12945 Elkins Rd.
75 15310 Whiteaker Rd.
79 4755 Riddell Rd.
81 9000 Rogers Rd.
84 8035 Rogers Rd.
89 7210 Helmick Rd.
90 8615 Stapleton Rd.
95 3590 Wigrich Rd.
96 5810 Willamette Ferry St.
97 11265 Riverview St.
98 11415 Meridian St.
102 13025 Corvallis Rd.
105 9040 Old Fort Rd.

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