

A Story of Oregon Told in 100 Buildings

HOW THE
BEAVER STATE
HAPPENED



CRUDEN BAY BOOKS

INTRODUCTION

Imagine a group of settlers arriving in an undeveloped location. First come shelters in which to live and then structures in which to work and shop. There are buildings for worship and education. As the community grows government buildings are required. With prosperity comes places in which to spend leisure time. And each step along the way builds a story only Oregon can call its own.

That story is all around you in the work of those who came before you. In these pages you'll learn the explanations behind the quirks, the traditions and the secrets that make Oregon uniquely Oregon. Vertical street? Solved. ODOT green? A mystery no more. The largest non-motorized parade in the United States? Identified. The origins of cable television? Revealed.

Ancient fishing weirs...bing cherries...America's oldest collegiate baseball field...trolley parks...cast iron architecture...kissing bridges...hazelnuts...the country's most expensive lighthouse...Oregon Oscar winners...hydraulic gold mining...the first NCAA basketball champions. This book will have you telling stories like a native in no time.

Almost all of the selections within are open to the public, or at least visible from public spaces. So, if you haven't seen these landmarks in person, fire up your GPS and get out and see the story of the Beaver State standing in plain sight on Oregon streets!

**A STORY OF OREGON TOLD IN 100 BUILDINGS...
HOW THE BEAVER STATE HAPPENED**

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Osprey Site

Bandon

560



The Coquille Indian Tribe of southwestern Oregon established permanent villages along the estuary shorelines and sheltered bays of the Pacific Ocean where food was plentiful and the menu diverse. They built one of the largest and most intricate intertidal fishing complexes in pre-European America. At the Osprey Site alone researchers have uncovered over 3000 stakes that were used to identify more than two dozen distinct fishing weirs, which tradition holds were used into the 1800s. The waters around the Coquille River estuary has also yielded more archaeological split wood lattice traps than any place on the coast that was historically occupied by the Chinook, Tillamook, Alsea, Siuslaw, Umpqua, Coos, Coquille, Tututni, and Tolowa peoples. Their mastery of the maritime lifestyle produced high population densities that bred art and architectural sophistication long before European contact.

Fort Clatsop

Astoria

1805



This was the end of the line for the Corps of Discovery led by Meriwether Lewis and William Clark. Those discoveries did not include a long-desired inland water passage to the Pacific Ocean but there was plenty more to fire the imaginations of a young nation. The 31 members built a winter camp with two wooden structures, one for the enlisted men and one for the officers and the family of Shoshone guide Sacagawea. The job took a little over three weeks and the fort was named for the local Clatsop Indians although relations were often frosty. When it came time to leave - and the explorers were well ready after a winter that featured only 12 days without rain - the Clatsops refused to trade a canoe so Lewis had to steal one. The Americans did leave Fort Clatsop and its furnishings to Chief Coboway who made good use of the buildings until they deteriorated in the damp climate. To commemorate the 150th anniversary of the Lewis and Clark expedition in 1955 a replica of the fort was erected based on journal writings. This time the job took 18 months. It burned in 2005 and replicated again, with even more information to go on to enhance authenticity. But one thing re-creators will never know is the exact location of Fort Clatsop - no evidence of the original fort has ever been found.

Fort Astoria

Astoria

1811



For someone who never set foot in Oregon no one had a greater impact on the state's early history than John Jacob Astor. The German immigrant to New York began his working life as a butcher but soon diverted his energies to trading the hides. Almost as soon as Lewis and Clark returned from Oregon with their report on the American West Astor took aim at the fur trade on the Columbia River. His Pacific Fur Company financed two expeditions to the Oregon coast, one overland and one by sea. The 290-ton merchant ship *Tonquin* arrived first, although eight men would die trying to sail over the treacherous shoals of the mighty river's current where it pours into the ocean before she could land. The Astor Expedition would ultimately link up the sailors, having blazed the route that became the spine of the Oregon Trail. Fort Astoria became the first American settlement on the Pacific Coast although it would soon be under British control - and renamed Fort George - with the outbreak of the War of 1812. The post was abandoned in the 1820s and the seeds of Oregon's "first town" receded into nature. A re-created blockhouse was raised at the site in downtown Astoria in 1956.

Barlow Road

The Dalles

1845



The first of tens of thousands of wagon trains pushed out of the Missouri River valley for Oregon in 1836. But after more than 2,000 miles and crossing the Rocky Mountains on the Oregon Trail the worst was yet to come for those seeking to reach the end - a spine-chilling and costly river run down the Columbia. Sam Barlow was the one to provide an alternative. Barlow was already in his 50s by the time he reached Oregon Territory in 1845, with a manslaughter conviction back in Indiana for protecting his family with an axe. Rather than the dreaded river passage Barlow led seven wagons overland in the direction of Mount Hood, clearing and burning his way until he had reached the Willamette Valley. Barlow then received permission for the legislature to open the first road over the Cascade Range; a crew of 40 men gouged out the Mount Hood Toll Road. The fee to avoid the Columbia rapids was \$5 per wagon (around \$150 today) and ten cents for each head of livestock. The Barlow Road, as it was called by pioneers, was never better than a rough wagon passage and some of the toughest miles on the entire Oregon Trail but it made it possible to take a wagon the entire way on land. Still, it was never profitable for Barlow or any of the subsequent owners before finally being donated to the Oregon State Highway Commission in 1919.

McLoughlin House

Oregon City

1846



John McLoughlin received a Quebec medical license at the age of 19 in 1803 and was assigned to a fur trading post on Lake Superior by the North West Company. After helping negotiate a merger with the Hudson's Bay Company in 1821 McLoughlin was appointed factor of the Columbia Depart-

ment. His first act on the Pacific Coast was to move headquarters from Fort Astoria to Fort Vancouver on the north side of the Columbia River. From this point McLoughlin controlled the trading fortunes of 34 outposts and 24 ports from the Rocky Mountains to Alaska to California. As the United States and Great Britain bickered over borders McLoughlin was ordered to relocate to Vancouver Island but he preferred life in the Willamette Valley and resigned after more than 20 years as Chief Factor in 1846. At first he favored status as an independent country but at the age of 62 McLoughlin eschewed retirement and threw himself into the Americanization of Oregon. He opened a store to sell supplies to settlers as the final stop after months on the Oregon Trail. He became mayor of Oregon City and an American citizen; in 1957 on the centennial of his death the state legislature officially declared John McLoughlin the "Father of Oregon." His expansive house was the most impressive in the Territory but by 1909 it had been pressed into service as a boarding house and was foundering in disrepair. The newly formed McLoughlin Memorial Association rescued the building and relocated it to its present site where it is administered as part of the Fort Vancouver National Historic Site.

Tualatin Academy

Forest Grove

1848



This is the oldest university building in Oregon. Willamette University was the first seat of higher education in the Western United States when it was established in 1842 but its original building burned in 1877. Tualatin Academy was chartered by the territorial legislature in 1849, having started as the Oregon Orphans' Asylum and School at Tualatin Plains a year earlier. The school was co-founded by Tabitha Moffat Brown, a Missouri teacher who set out on the Oregon Trail at the age of 66. After being "decoyed off" en route Brown's party managed to reach Salem on Christmas Day, 1846. Classes began in a log cabin but the community pitched in to build a new two-story frame school in the symmetrical Federal style. In 1854 college-level classes began in what was known as Pacific University. The two co-existed here until Tualatin Academy shuttered in 1914. Old College Hall now functions as a museum to Pacific University.

Locust Farm

Oregon City

1850



Morton McCarver is credited with founding cities in Iowa (Burlington), Oregon (Linnton), and Washington (Tacoma). The peripatetic Kentucky native never saw a gold rush he didn't like and in his spare time from prospecting claims and was said to have had a hand in founding Sacramento in the California Gold Rush and Idaho City in a gold craze in that territory. No wonder that when it came time to build a home McCarver figured it best to bring it along with him. He loaded his packet *Ocean Bird* with lumber sawn in Boston while in San Francisco and assembled the two-story "Alladin House" in Oregon City. Needless to say it was quite a residential showplace among its log cabin neighbors in frontier Oregon. McCarver, who served two terms as Speaker of the Provisional Government of Oregon, moved to Portland in 1859 and subsequent owners named the homestead after rows of locust trees that lined the drive.

Ainsworth House

Oregon City

1852



Sailing to Oregon with his 30th birthday fast approaching John Com-mingers Ainsworth had much to reflect on - his wife had died scarcely 15 months into their marriage and his subsequent adventure in the California gold fields had been a bust. He couldn't know he was on the verge of becoming one of the richest men in Oregon. Captain Ainsworth had been a steamboat pilot on the upper Mississippi River and he was soon in charge of the *Lot Whitcomb* on the Willamette. He married Nancy White, the daughter of a judge and set about building a new house in his adopted land. He certainly did not get his ideas for the house from anything he saw in Oregon - the Greek Revival structure with full height, two-story Doric columns was the only one of its kind in the Territory. If Ainsworth didn't design it himself from memories of the houses he saw on the Mississippi River he probably had the help of Abalsom Barrett Hallock, Portland's first professional architect. Ainsworth co-founded the Oregon Steam Navigation Company and enjoyed a virtual monopoly on river and railroad transportation around the Columbia River. Hallock was designing another house for him in Portland by 1859. The original Ainsworth house survived, much to the credit of pioneering preservationist Ruth McBride Powers, and does duty as an elegant event venue today.

West Union Baptist Church

West Union

1853

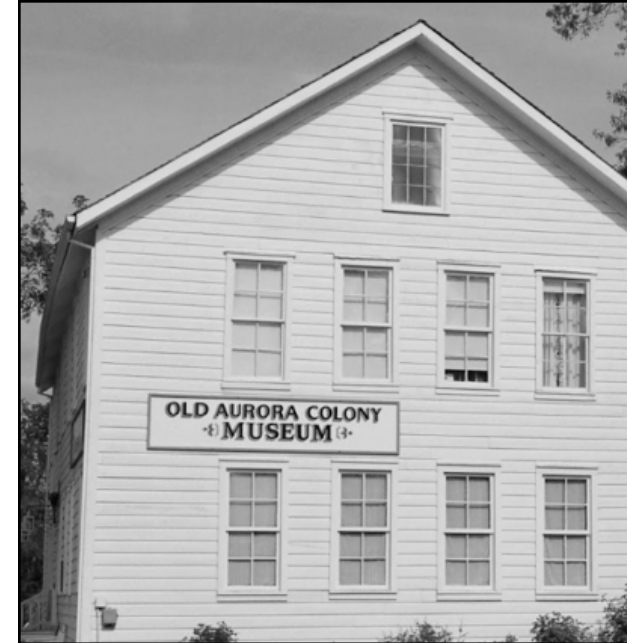


David Thomas Lenox was 40 years old when he signed up for the first major wagon train that would make it all the way to Oregon in 1843. On the first day the wagonmaster resigned after emigrants unleashed vituperation upon him over the crossing of a deep creek. Lenox was then elected captain by voice vote. A deeply pious man who did not allow the wagons to roll on Sundays, it was no surprise that upon reaching Oregon Lenox founded a Baptist congregation in his home and donated a sliver of his land claim to house a church building. When \$1,500 was raised it was enough to endow the little meetinghouse with hand-sawn lumber and Classical Revival detailing. Both Lenox and first reverend Ezra Fisher died in 1874 and the congregation faded away shortly thereafter. The building remained, however neglected, until landing on the National Register of Historic Places. Services are once again held in the church that is considered the oldest extant Protestant building west of the Rocky Mountains. The cemetery on the grounds is one of the oldest in Oregon as well.

Aurora Colony

Aurora

1856



No doubt many emigrants setting out on the Oregon Trail dreamed of reaching a personal utopia, a new ideal independent life for themselves. But the 19th century was also the golden age of Americans forming utopian societies with communal living, productive labor, and gender equality. William Kell was a charismatic Prussia-born tailor who turned to peddling patent medicines. Kell came to reject Methodist teachings and adopt a philosophy honed on the Golden Rule. In the 1840s his Bethel community in Missouri attracted more than 600 adherents. By 1853 Kell was looking to the Pacific Northwest for "A Second Eden." He aimed for Washington but found better agricultural prospects near Oregon City. Kell named his colony after his daughter Aurora and the enterprise thrived. There were mills and hand-made goods for sale. Schools and businesses were built and Kell had a hotel ready for the Oregon & California Railway, which made four stops a day. Word of the Aurora Colony Band spread along the railroad and the colony musicians were soon playing gigs up and down the West Coast. The property was communal but Kell held the deed. He also held sole sway over the 600 or so colony members and when he died unexpectedly in 1877 the community collapsed. In the 1960s Aurora descendants formed a historical society and museum and when 20 colony sites were added to the National Register of Historic Places in 1974 Oregon had its first ever historic district.

Thompson's Mill

Shedd

1858



Many an Oregon town started as a mill. Farmers would load their wagons with oats and barley and wheat to deliver to the local mill for processing into flour. The flour would be shipped to market to turn the crops into money. Thompson's Mills is the oldest operating gristmill in Oregon, a reminder of those formative days. It was originally built to harness the power of the Calapoolia River in 1858. After burning in 1862 it was soon back in operation, erected with massive hand-hewn timbers. The mill also spawned a town - Boston - that quickly boasted competing general stores and a post office. The town folded up when the Oregon & California Railroad built into nearby Shedd but the Boston Mills soldiered on. When German immigrants Martin and Sophia Thompson arrived in 1891 they modernized the mill with steel rollers. The next generation changed the name to Thompson's Flouring Mills, added a pair of concrete silos and the family business flourished into the 1970s. Even after electricity was added the original water-power system was still working - as it does today as an Oregon Historic Site.

State Fairgrounds

Salem

1862



Back in the 1840s when Oregon was first being settled more than seven in ten workers was a farmer. Today only about one in every hundred workers makes a living farming or ranching. And yet agricultural fairs remain as popular as ever. More than a quarter-million people turn out for the Oregon State Fair each year, in addition to about 4,000 animals on display and in competition. The Oregon State Agricultural Society put on its first fair in 1861 on the Clackamas River in Oregon City but no one was happy with the site. The State Fair moved to Salem the next year and has been anchored in place ever since. An arson fire in 1967 destroyed the historic grandstands and currently two fair structures reside on the National Register of Historic Places - the Poultry Building (1921) and the Historic Horse Stadium (1919). The intricate wooden truss system supporting the roof of the stadium created the largest structurally-covered space on the West Coast for the equine competitions. Now in its second century, no state building has been in continuous use longer.

Beekman Bank

Jacksonville

1863

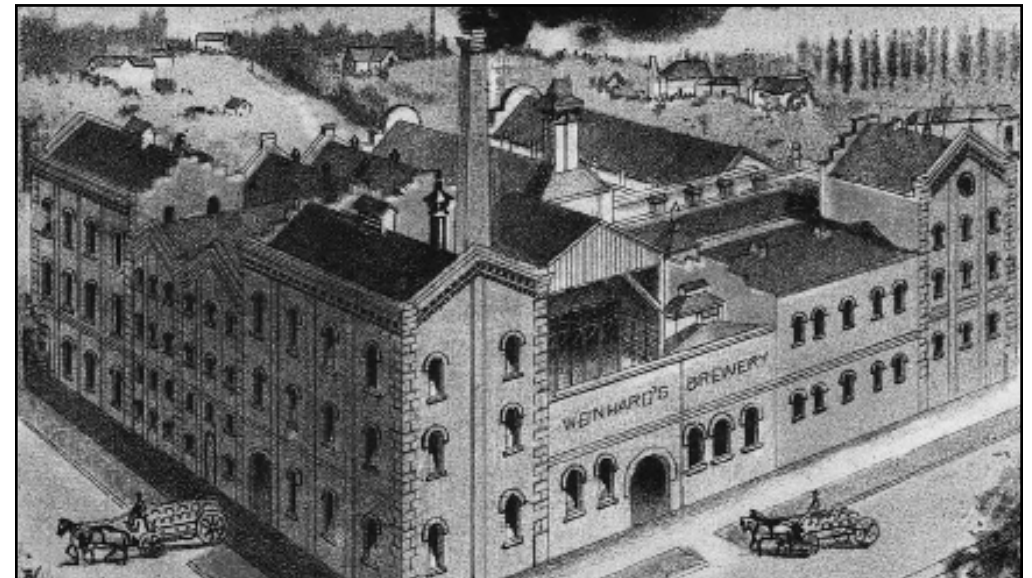


Cornelius Beekman was the ideal age to upend a carpenter's future in New York when the California Gold Rush struck - 20 years old. He became one of the legion of failed prospectors but found a niche in the perilous business of transporting gold dust. Gold was discovered in Rich Gulch in 1851 and Jacksonville soon popped up. The mining camp was mostly saloons and gambling halls but matured enough to become county seat. By 1857 Beekman had launched the first bank in southern Oregon. He also became an agent for the Wells Fargo Express Company, handling millions of dollars of gold dust in his 40-year tenure. One of his best customers was mining boss Gin Lin who pioneered the Chinese method of hydraulic gold mining in the Siskiyou. Beekman erected this corner building for his operations in the 1860s and operated it until his death at the age of 87 in 1915. He was no longer a resident of Jacksonville, having followed the railroad to Medford years before where he was one of the four original property owners. So little happened in Jacksonville after being bypassed by the railroad that when the bank - one of the few wooden buildings in town to escape the frequent fires - was resurrected by Historic Jacksonville decades later it looked as if C.C. Beekman could walk in and pick up conducting business as usual.

Weinhard Brewery

Portland

1864



In recent years Portland has basked in its reputation as a craft brewery capital of the United States but the city has always punched above its weight when it comes to malted beverages. The first commercial lager producers appeared in the 1850s although it is unclear which operation holds claim to sudsy primogeniture. What is clear is that 32-year old Henry Weinhard obtained the city's first liquor license in 1862 and began consolidating Portland breweries into his complex which began to gobble up downtown blocks. By 1890 Weinhard's was the biggest brewer in the Pacific Northwest and architects William Whidden and Ion Lewis added massive Tuscan-style brick buildings to the complex in 1906. The brewery staggered through the Prohibition era of the 1920s by churning out Weinhard's Puritan Brand Sodas and syrups sold as "Gourmet Elixirs;" one of only three in the state to survive the nationwide ban on liquor. The brewhouse continued to produce the signature Henry Weinhard's Private Reserve through a carousel of corporate owners until the Portland facility finally shut down in 1999 after 135 continuous years. The Weinhard Brewery Complex is now the cornerstone of the rejuvenated Pearl District.

Kam Wah Chung & Co.

John Day

1866



Most of the pioneer Cantonese-Chinese settlers in Oregon were miners or merchants, spilling out of the northern California gold rush - an estimated 400,000 Chinese are believed to have sailed to the West Coast in the 1800s. The official 1860 census counted 13 Chinese in the state which probably meant an actual inhabitation of a few hundred. Many made their way to the sparsely populated northeast corner of the new state. Greater numbers arrived, enough to stoke the fears of alarmists who agitated for laws to eject all Chinese workers from Oregon. Still, by the 1880s John Day's Chinese community could boast several businesses, a temple, and ramshackle housing. Of these all that remains is the Kam Wah Chung building that began life as a trading post on The Dalles Military Road. In 1888 Ing Hay, a locally famous herbalist, and merchant Lung On teamed up to open a general store. For the next 60 years Kam Wah Chung - it translates roughly to "the Golden Flower of Prosperity" - flourished as a social and spiritual center as well as an apothecary. In 1955 company descendants gave the building to the City of John Day which forgot about it. When it was rediscovered there were still medicinal herbs and dry goods inside. The Kam Wah Chung building re-emerged as a cultural museum in the 1970s and is now a National Historic Landmark.

Pioneer Courthouse

Portland

1869



This is the oldest federal building in the Pacific Northwest and the second oldest anywhere west of the Mississippi River. Work on the design of the Italianate structure began in the office of Alfred B. Mullett, Supervising Architect of the Treasury, in 1869 and construction was completed in 1875; the price tag was \$396,500. Each elevation of the building has a projecting bay topped by a classical, triangular pediment. Intended for use by the United States Post Office, the federal courts and the Customs Service, the building is faced with Bellingham sandstone quarried from Chuckanut, Washington and rests on a base of rough-cut Tenino sandstone. The central octagonal cupola is wooden. A major expansion came along in 1902 and the post office and courtroom functions have shuffled in and out through the years but Pioneer Courthouse, as it has been known since 1973, is still in use.

Willamette Falls Locks

West Linn

1873

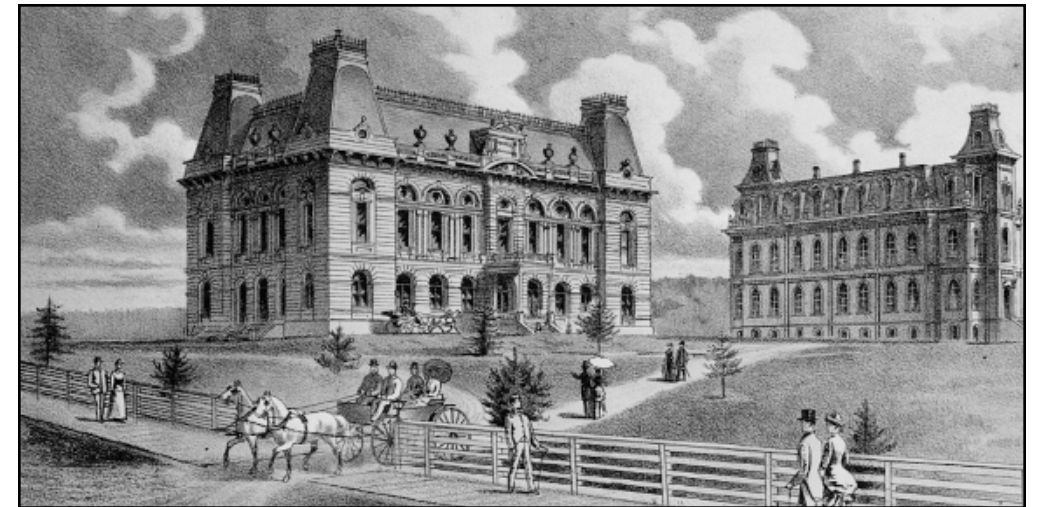


Twenty-six miles before reaching its confluence with the Columbia River the waters of the Willamette River reach a horseshoe-shaped basaltic shelf that drops 40 feet across 1,500 feet. The Willamette Falls are one of the widest in the world and only five American falls produce more volume of water. All that power was a magnet for settlers who came to build sawmills, paper mills, and textile mills. So much commerce hastened the formation of the earliest government in Oregon. This was also the end of the line for navigation upstream on the Willamette until 1872 when the Willamette Falls Locks Company, with the blessing of a special law "of great importance to the people of Oregon," opened the Willamette Falls Locks with four chambers and seven gates. The cost of transporting goods to and from Eugene immediately dropped by half. In the 1880s the company's name was changed to Portland General Electric (PGE) when a generating plant sent the first power through long distance transmission lines in the nation. PGE is still cranking out voltage from the falls today but the locks, an Historic Civil Engineering Landmark, were closed in 2011. They are still functional but freight flies by in trucks on the adjoining interstate highway and there is no need to continue upkeep of the waterway since their only "great importance" now is for pleasure boats.

Deady/Villard Halls

Eugene

1876/1886



The early history of the University of Oregon is wrapped up in two French Empire-styled brick buildings that were known in their time as "Old" and "New." The school was legislated into existence in 1872, albeit without adequate funding. William Piper designed the first building that was destined to be the entire school for the first ten years. By 1876 the first classes were held with only the first floor ready following years of construction snafus and money woes. Enrollment was 177, 98 of whom were really high school students. There were five instructors on the faculty. The second and third floors were eventually finished but there was grave doubt that there would continue to be a school inside. Henry Villard, who orchestrated Oregon's connection to the transcontinental railroad, kept the doors open in 1881 by covering \$7,000 of the school's \$8,181.69 of debt. The second building sprung from the drawing board of Portland's go-to architect Warren Heywood Williams and was in a similar style, but more elaborate. The "New" would assume the name of the university's first great benefactor and on March 30, 1893 the "Old" was designated Deady Hall, one week after the death of Maryland-born Matthew Deady, first President of the Oregon Territory and the school's president of the Board of Regents for its first 20 years.

Chemewa Indian School

Salem
1880



In the matter of “taming” the American West there was always a theory, never predominant, that it was easier to sublimate the indigenous peoples with books rather than bullets. In 1880 the Chemewa Indian School became the second off-reservation boarding school in the country; still active, it is now the oldest in operation. The first students were forced from their tribal lands as young as age six to attend the school where it was mandatory to speak the foreign English language. Students would come from more than forty tribes from Alaska to California. School operations were supported in part from money generated by students picking crops on the Salem campus. Despite the harsh sounding circumstances by the early 1900s tribes were requesting their children be accepted into Chemewa. The school grew to over 450 acres with 70 buildings and 1,100 students in the 1920s. Since its beginnings the Chemewa Indian School excelled in interscholastic athletics with both the boys and girls teams winning numerous state titles. Reuben Sanders set state track records and was known as “the Jim Thorpe of Oregon” for his athletic prowess. Sanders went on to coach the football team for thirty years at Chemewa where the playing field bears his name. In the 1970s all but a handful of school buildings were plowed under in a move to a new campus next door; the survivors reside on the National Register of Historic Places.

Tillamook Rock Light

Tillamook Head
1881



The United States never spent as much money building and maintaining a lighthouse as it did for the Tillamook Light. The goal was to warn mariners of the deadly Columbia Bar at the mouth of the Columbia River 20 miles to the north. An initial plan for a light on Tillamook Head was scuttled when it was determined not to provide enough visibility. The next choice was a storm-battered rock 1.2 miles off-shore. Never mind the perils of construction, builder John Trewavas was swept to his death just trying to make a survey. Quarrymen - from out of the area - were hired to dynamite a level shelf in the rock for a lighthouse. Materials had to be lifted by cable from ships anchored well away from dangerous waves around the rock. Construction took more than six months. The initial building budget for the tower 133 feet above the sea of \$50,000 was \$75,000 short - the most expensive lighthouse built in America to that time. Duty on isolated “Terrible Tilly” was considered some of the roughest in the Coast Guard service but several keepers put in more than two decades on the job before the light was decommissioned in 1957. Tillamook Light is now in private hands and even did a stretch as a storage space for funerary urns.

Oregon State Hospital

Salem

1883



The Oregon constitution dictates that all state hospitals be sited in the capital. So the Oregon Hospital for the Insane, established in Portland in 1862, settled into a sprawling Victorian pile designed by Wilbur F. Boothby in 1883. The wide wings were in keeping with the influential hospitals of Thomas Kirkbride which emphasized air circulation and exposure to natural light. A narrow gauge railroad was built on the grounds to transport patients. The Oregon State Hospital is considered one of the oldest operating psychiatric facilities in the American West. Through much of its time the hospital suffered from overcrowding but the opening of additional facilities in the mid-20th century left the Salem facility underutilized in the 1970s when producers looking to film a version of Oregon author Ken Kesey's *One Flew Over the Cuckoo's Nest* came calling. Two empty wards were made available for the movie which went on to win the Academy Award for Best Picture in 1976. A year earlier animator Will Vinton from McMinnville won Oregon's first Oscar for his stop motion short, *Close Mondays*. Other Oregonians who have won Academy Awards for animated films are Joan Gratz, *Mona Lisa Descending A Staircase* (1992) , and Brad Bird for *The Incredibles* in 2004 and *Ratatouille* in 2007.

Flavel House

Astoria

1885



This is one of the finest Victorian houses in Oregon, erected in the Queen Anne style in 1885 for master mariner George Flavel. A native Virginian, Flavel sailed to California as a young man to chase gold but by 1850 he was in Oregon where he received the first branch license ever issued to a Columbia River pilot by the territorial government. Through shrewd management Flavel soon monopolized pilotage of the tricky shoals in the Columbia. He invested his money in real estate and championed the creation of the First National Bank of Astoria, which he helmed as president. Flavel was one of Oregon's first millionaires when he moved into this eclectic house that is dominated by an octagonal observatory tower at the corner. He lived here until his death at the age of 69 in 1893 and the family deeded the property to Clatsop County in 1933.

Pete French Round Barn

Diamond

1885



Orson Squire Fowler was responsible for two wildly different fads in the middle of the 19th century. One was phrenology, the belief that mental acuity could be determined by studying the bumps on one's head. The other was eight-sided buildings that he championed in a book called *The Octagon House, A Home for All*. Neither are much in vogue these days but the octagon at least made sense - at least for barns. They offered a greater space-to-surface ratio and thus were cheaper to construct than rectangular barns. Octagonal barns were popular in the 19th century before being replaced by completely round barns that were favored through the 1920s. John William "Pete" French came to the Oregon high desert in 1872 to scout grazing lands for his California employer, Hugh James Glenn. A prospector who went by the name of Porter sold French his squatter's land rights and his "P" brand which the newcomer used to launch the P Ranch. French would eventually run 45,000 head of cattle across 70,000 acres. He built three round barns to exercise stock during the winter. As more and more of those thousands of southeastern Oregon acres became fenced French found himself in running disputes with neighbors. On December 26, 1897 one of those disgruntled stockmen shot the unarmed "Cattle King" dead and walked off with an acquittal for self defense. The French family donated the last surviving round barn on the P Ranch to the State as an historic site in the 1960s.

Wolf Creek Tavern

Grants Pass

1887



Henry Smith commissioned the building of this inn in 1883 and today it is the oldest continuously operating hotel in the entire Pacific Northwest. Travelers on the old Applegate Trail could step out of a stage-coach, plunk down 75 cents and buy a night's rest, bath and a meal. Thus it was known as the "Six Bit House." Smith collected enough quarters to build a larger inn across the street four years later - 16 guest rooms and separate parlors for men and ladies. Due to its location, the hotel has been a resting stop for practically every well-known person in the Old West. Hollywood types especially enjoyed coming north to Wolf Creek Inn for a break. Mary Pickford and Douglas Fairbanks were visitors and, later, Orson Welles and Carole Lombard. Clark Gable was a friend of the innkeeper in the 1930s and a regular guest. Jack London, who never deviated from his habit of writing 1000 words a day, banged out a short story, "The End of the Story," and polished off his novel *Valley of the Moon* on an extended stay in Wolf Creek. The State of Oregon purchased the site in 1975 and spent four years restoring the hostelry to its 1920s look.

Skidmore

Portland
1888



In the 1870s cast iron enjoyed a flurry of popularity as a building material. It could be easily molded into the ornate Victorian designs of the day, it was less expensive than masonry and it was quick to assemble. In a town growing as fast as Portland at that time, what wasn't to love? David Monastes had his Portland Foundry going by 1853 and others soon followed. Some estimates say that as many as 90% of the city's commercial buildings used cast iron before it fell out of fashion in the 1890s. In the 19th century fire was the great enemy of cast iron front buildings, in the 20th century it was the wrecking ball. Today, Portland displays more exuberant examples of cast iron architecture than any city outside of New York. Most are in the Skidmore district that takes its name from a fountain that druggist Stephen Skidmore left money to create in his memory where "horses, men and dogs" could drink. Skidmore's bequest of \$5,000 turned out to be \$13,000 shy of the finished creation but his friends picked up the remaining tab. Olin Warner, who helped popularize bas relief sculpture in America, created three bronze tiers of cascading water that is now Portland's oldest piece of public art.

College Building

Corvallis
1888



The University of Oregon Ducks and the Oregon State Beavers are the state's great institutional rivals. And both schools can trace their academic histories back to one man - John Wesley Johnson. The 37-year old Johnson was the University of Oregon's first president in 1873, teaching classical languages and guiding the school to a legitimacy that was far from assured when his 17-year tenure began. Before that Johnson emerged from the Corvallis public school system to be the first principal and lead instructor at Corvallis Academy in 1856. The school evolved into Corvallis College and when the Morrill Act of 1862 granted states thousands of acres of land to sell to endow agriculture colleges Corvallis got the nod. The first three students graduated in 1870. More federal help arrived in the 1880s and the school was able to move from downtown Corvallis and into this French Second Empire-influenced Administration Building on a gentle rise on the 35-acre school farm. Modern Oregon State University grew up around its first official structure, still anchoring College Hill as Community Hall.

Oregon Zoo

Portland
1888



It was common for sailors going on board ship for months at a time in the 19th century to collect exotic animals in their travels as pets. It was also common to have to surrender the animals before returning home. One place seamen found for reliable care for the new orphans was Richard Knight's apothecary on the Willamette docks. In 1888 the Englishman had two bears - one a "young brown male" and the other a "she grizzly" he could no longer care for and wanted to sell them to Portland. "They are gentle, easily cared for, and cost but a trifle to keep," Knight wrote hopefully. The City replied he could have two old circus cages in Washington Park but the responsibility for the bruins was still his. Knight tried but soon there was only the grizzly and Knight offered her as a gift. On November 7, 1888 the Portland council agreed and the United States had its first zoo west of the Mississippi River. Charles Myers was named the first zookeeper and within a few years he had 300 animals to look after. The Portland Zoo has gone through a few name changes, a couple relocations, and piled up national awards from the Association of Zoos and Aquariums in the 133 years since there was a single gentle grizzly bear on display in Washington Park.

Benton County Courthouse

Corvalis
1888



There are three courthouses in Oregon from the 19th century that still serve their original purpose - in Polk County, in Sherman County, and this one, the oldest. Delos D. Neer, an ex-cavalryman under Union General Phil Sheridan in the Civil War, designed the building in a High Victorian Italianate style. Neer built a practice specializing in monumental courthouses in the Pacific Northwest and knew how to make a building last. Here he used locally quarried gray granite for the foundation and layered bricks on top. A beefy clock tower dominates the composition. Upon seeing the finished courthouse in 1889 *The West Shore Magazine* was moved to gush, "with one exception this is the finest and most expensive (building) in the state . . . an ornament to the city and a credit to the county . . . This (in addition to the new school building) will give Corvallis better public buildings than any other town of its size in the Northwest." At any rate it was a nice consolation prize for a town that thought it was destined to be the state capital a generation earlier.

Dorris Ranch

Springfield

1892



In the 1850s while settlers were arriving in the Oregon Territory overland by the Oregon Trail another import was making a less dramatic entrance by ship from Europe - the hazelnut. Today three out of every four hazelnuts are harvested in Turkey but the United States is the fourth largest producer - and 99% of those nuts are grown in Oregon. Without much convincing needed the legislature has declared the hazelnut the state nut. Most Oregon hazelnut farms have been in the family for generations and none are older than Dorris Ranch. George Dorris bought 250 acres along the Willamette River in 1892 and began experimenting with cash crops. In 1903 Dorris settled on the Barcelona variety of hazelnuts and planted the first commercial orchard in the United States. In the next 50 years the Dorris family planted 9,200 hazelnut trees on 75 acres; it is estimated that half the self-husking trees now growing in America came from Dorris nursery stock. Dorris Ranch continues to harvest hazelnuts as a living history farm open to the public as a park.

Heceta Head Lighthouse

Florence

1894



There are 11 lighthouses working for mariners on the Oregon coast and Heceta Head is the unquestioned superstar, not just with photographers but its 21-mile beam is the state's most powerful. The light is included in the National Register of Historic Places not just for the beauty of its Queen Anne architecture but for the engineering achievement as well. Just to get materials to the remote headlands in the 1890s required the construction of a seven-mile road across basalt cliffs, through spruce forests, and across sand dunes. When the weather was good the wagons might make the trip in only four hours. Heceta Light was automated in 1934 and one of the two keeper's houses was quickly torn down. The other was saved and now operates as a bed and breakfast.

City Hall

Portland
1895



When the City of Portland sunk \$600,000 into this new government home in 1895 the surrounding area was just dirt roads and scattered houses. Architects Ion Lewis and William Whidden crafted a beautifully symmetrical four-story Italian Renaissance structure rendered in sandstone. Whidden was likely the first Oregon architect to study at the prestigious École des Beaux Arts in Paris. Both he and Lewis migrated west from prestigious East Coast architecture firms to become the go-to designers for major public buildings in Portland at the turn of the 20th century. The building occupies a full city block and things could have been a whole lot grander still - cost considerations left a cupola and a clock tower on the drawing board. The stately landmark continues to house the city government thanks to a \$29 million renovation in the 1990s.

Thomas Kay Woolen Mill

Salem
1896

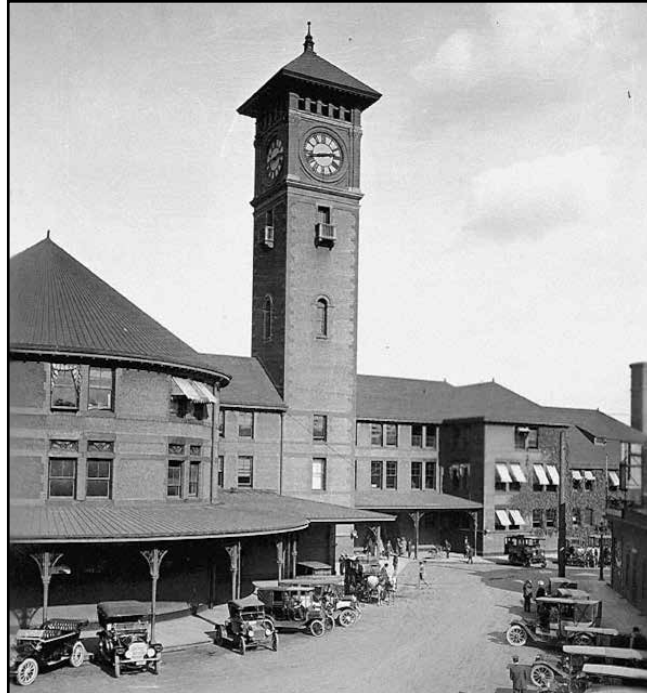


Thomas Lister Kay spun his first wool in Appleby, England when he was 13 years old. He was so unhappy with the money he was earning that he sailed for the United States only three days into his marriage when he was 20. He found conditions in American so deplorable he sailed back to his bride across the pond. Kay gave it another shot and bounced through several mills in the East before succumbing to the tales he heard of the Oregon textile industry. He hired on as a loom boss in Brownsville - the second mill in the state - for \$3 a day. The year was 1862, Kay was 25, and it was a handsome wage. Kay worked his way into a partnership stake at the Brownsville mill but cashed out to build a new operation in Salem, raising \$20,000 from the local citizenry in just three weeks to get started. Their confidence was well-rewarded. The mill hummed under the guidance of four generations of Kay family members until 1962 and in its early days one in every five capital city non-farmers cashed a paycheck from the Kay Mill. The current brick building, constructed in 1896 to replace the original mill structure damaged in a fire is now part of the Willamette Heritage Center.

Union Station

Portland

1896



The first arrivals to Oregon knew Portland as “that clearing” between Oregon City and Vancouver. In 1851 the Portland Penny was flipped between Asa Lovejoy of Boston, Massachusetts and his partner Francis Pettygrove of Portland, Maine to name their new city. Just thirty years later the New York architectural firm of McKim, Mead & White was planning the largest train station in the world. That one didn’t get built but a decade later this “smaller plan” was delivered for the Northern Pacific Terminal Company by Henry Van Brunt and Frank M. Howe, specialists in such statement railroad stations. The 150-foot Queen Anne/Romanesque tower in terra cotta and moulded brick with the four-sided Seth Thomas clock has been a Portland landmark ever since. By the 1920s every railroad arriving in Portland - the Northern Pacific, the Southern Pacific, the Union Pacific - used Union Station. The neon lights identifying “Union Station” and exhorting travelers to “Go by Train” were additions to the clock tower after World War II.

American Inn

Portland

1905



These days it is practically de rigueur in American society to find any excuse for an anniversary celebration. But that was not always the case. The first time was when Philadelphia threw an all-out bash for America’s 100th birthday in 1876. Then Chicago - Chicago? - celebrated the 400th anniversary of Christopher Columbus’ arrival in the West Indies a year late in 1893. Omaha and St. Louis held international exhibitions around the opening of the West in 1903 and 1904 so it was Portland’s chance to break out the bragging stick with the Lewis and Clark Centennial Exposition. It took two years of shaping and pumping to transform a marshy oxbow in the Willamette River called Guild’s Lake into a setting for the fair. Exhibits came from 19 states and half-a-dozen countries on agriculture, technology, and culture. All in all, the Exposition earned raved reviews. Paid attendance exceeded 1.5 million for the four-month run of the fair and another million came in gratis. Portland experienced a boomlet in population attributed to the Exposition. Nearly all the buildings were constructed to be temporary and are long-gone - even Guild’s Lake has been filled in. But the American Inn, the only hotel built on the grounds of the Lewis and Clark Centennial Exposition, is a rare souvenir, living on as an apartment complex.

Oaks Amusement Park

Portland
1905



The concept of leisure was not a part of most American lives until after the Civil War. Entrepreneurs were quick to jostle for that new spare time in the late 1800s. Among the most popular diversions were trolley parks - picnic groves and pavilions sited at the ends of urban trolley lines. By the early 1900s there were an estimated 2,000 amusement parks in the United States. In Portland, the Oregon Water Power and Railway Company opened Oaks Park hoping to catch the overflow of visitors to the Lewis and Clark Centennial Exposition. More than half-a-million visitors showed up the first year and they have not stopped coming for the rides and attractions since, long since the electric streetcars have become museum pieces. While most trolley parks disappeared with the competition of automobile-driven theme parks Oaks Amusement Park is one of a dozen or so trolley parks in America still taking tickets. The park's Herschell-Spillman Noah's Ark Carousel, carved in New York, is celebrated on the National Register of Historic Places.

Goss Stadium

Corvallis
1907



Oregon State University fielded its first baseball team in 1907, laying out a diamond in a lot just off the main campus. Although the facilities have been upgraded and the campus has grown up around the diamond every Beaver game since has been played on the original field - the oldest collegiate ballpark in continuous use in the nation. And no wonder the Beaver nine is reluctant to move on - they have won over 71% of their 1,750+ games here. The field is actually named for Ralph Coleman who coached half of those games after pitching for the Beavers. Coleman's teams won ten division titles and made the school's first College World Series appearance in 1952. John Goss was a track and field athlete at Oregon State who led the fundraising for the first major renovation of the stadium in 1999.

Baker County Courthouse

Baker

1908



On the morning of October 21, 1861 a Union force of 1,000 crossed the Potomac River at Ball's Bluff, Virginia and met one of the North's first disasters of the Civil War. Edward Dickinson Baker, a close friend of Abraham Lincoln from their Illinois days and the second United States Senator from Oregon, led his command foolishly under the bluffs controlled by the Confederates. Rifle

fire from above killed Baker and half his force, many of whom were trapped between rifle fire and unscalable cliffs. Others drowned and their bodies floated down the river to Washington. During the Civil War regular Army troops in the Northwest were withdrawn to the Eastern battlefields and state volunteers assumed their duties. Oregon raised two regiments during the hostilities - the 1st Oregon Cavalry and the 1st Oregon Infantry helped guard against Indian attacks in the West. After gold was discovered in eastern Wasco County in 1861 a section was cleaved off for a new county named in honor of Senator Baker. The county courthouse arrived courtesy of Delos D. Neer, an architect Oregon towns kept on speed dial for its municipal buildings. Its brawny Richardsonian Romanesque style was a favorite of governments in the decade before and after the new century. Based on the works Boston architect Henry Hobson Richardson the courthouse features such hallmarks of the style as a square tower, columnettes, a broad arch entryway, and a rough-faced stone exterior. Such buildings were frightfully expensive to maintain and many were torn down but Neer's work still serves the community.

Tillamook Cheese Plant

Tillamook

1909



How does a tiny dairy community in an inaccessible valley grow to become a national brand? Well, consider the plight of Tillamook County farmers starting out in the 1850s. The lucrative markets of Portland were blocked by mountains and commercial boats didn't find the payoff worth trying to navigate the difficult entrance to the bay. So the community banded together to salvage building materials from those unlucky shipwrecks and build their own sailing vessel, the *Morning Star*, to deliver butter to Portland. Beginning in 1894 cheddar cheese supplanted butter and began piling up quality awards around the world. In 1909 a cadre of ten dairy farmers banded together to inaugurate the Tillamook County Creamery Association and two years later the railroad finally arrived to take Tillamook Cheese up and down the West Coast, backed by an aggressive advertising campaign. The Tillamook Cheese Factory was built in 1949 for tours and cheesemaking education while packaging a million pounds of cheese, some aged more than three years, each week.