

SELLWOOD-MORELAND



The Development of Sellwood-Moreland

HISTORY CONTEXT STATEMENT

of the

**SELLWOOD-MORELAND NEIGHBORHOOD
Portland, Oregon**

Report to

**Sellwood-Moreland Improvement League
(SMILE)**

May, 1999

by

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The completion of a project of this size and scope would never have been possible without the assistance of many individuals and institutions. Universally helpful and cheerful assistance was given by the staff of the following libraries and archives: the Map Library at the University of Oregon in Eugene; Oregon State Library in Salem, Oregon Historical Society in Portland, City of Portland Archives in Portland, and the Multnomah County Library in Portland. We gratefully acknowledge our indebtedness to this group of dedicated professionals. We are also deeply indebted to the scholars and historic preservationists who have written about Sellwood-Westmoreland history and prepared related context statements, as well as journalists, photographers, and map makers of years past who recorded the life and landscapes of the neighborhood. Even with all this good assistance, we recognize that errors of fact or interpretation may be present; we accept total responsibility for them.

The Sellwood-Moreland Improvement League (SMILE) History Committee aided us greatly. Although we met with them only twice during the project, members generously offered to share historic photos, books, and all the issues of the *Sellwood Bee*, dating back to 1906. This material, gathered in the basement of the SMILE Station, proved invaluable. We also benefited greatly from the committee members' ideas about how history and its tangible evidence throughout the neighborhood contributes to the Sellwood-Westmoreland distinctive sense of place, which they willingly shared at a meeting on May 23, 1999. We delighted in meeting this committed group of individuals.

Eileen G. Fitzsimons, who loaned us mountains of historical materials that she gathered over the years, deserves our special thanks. Although we sometimes chided her about how her enormous cache of primary source information, organized in dozens of files and on hundreds of 3" x 5" cards, challenged us every day to produce an "overview" history and threatened to extend the project schedule beyond four months and into the next century, in truth Eileen and her massive research library made our task manageable. Nearly every page of the historical overview in this context statement contains some small or large bit of information gleaned from Eileen's library. Thank you, Eileen, again and again. We look forward to your future definitive history of the Sellwood-Westmoreland!

**I.
CONTEXT DEFINITION**

The following historic context statement was researched and written for the Sellwood-Moreland Improvement League (SMILE) by Dr. Gail Evans-Hatch and Michael Evans-Hatch, Evans-Hatch & Associates. The project was completed in 1999 under the terms of a contractual agreement entered into by Evans-Hatch & Associates, and SMILE.

Information in this document will aid in planning efforts and decision-making with regard to historic resources as SMILE is faced with future development and expansion.

This project was financed by SMILE. All work was completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, created by the National Park Service. This project also followed the guidelines for historic context statements articulated by the Oregon State Historic Preservation Office.

A historic context statement is a planning document used to define a community's historic resources. It identifies the broad patterns of historic development of the community and identifies historic property types, such as buildings, sites, structures, objects, or districts, which may reflect these patterns of development. In addition, a historic context statement provides direction for evaluating and protecting significant historic resources. As a planning document, it is intended to be a dynamic, evolving document, responsive to the community's needs, desires, and changes.

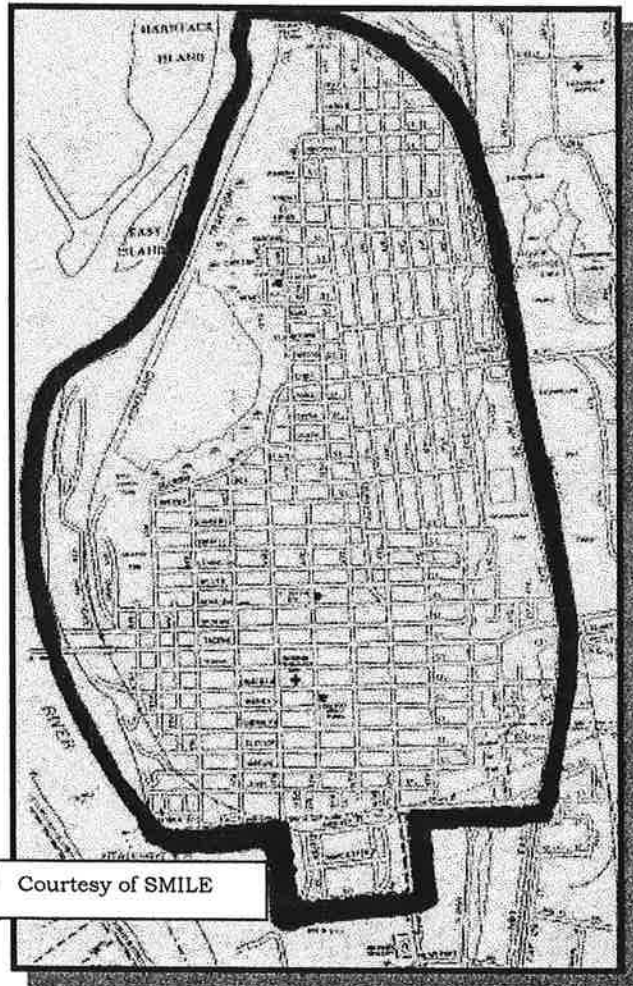
An important step in understanding a historic context is determining what is to be studied. Three parameters are used to define the scope of a historic context. They are theme, place, and time.

A **THEME:**

The theme of a context study delineates "what" is to be studied. The primary theme of this project is the historical development of the Sellwood-Moreland neighborhood. It addresses the development of historic resources, such as buildings, structures, sites, and objects, within what are now the geographical limits of the study area.

The Sellwood-Moreland neighborhood is an area geographically, politically, and legally incorporated into the city of Portland, Oregon. It was annexed by Portland on February 23, 1893, after functioning as a separate municipal corporation for a brief five years. Situated on the eastern shore of the Willamette River approximately three miles up-river from Portland's commercial center, it was platted in 1882 by the Sellwood Real Estate Development Company and purportedly named after the Reverend John Sellwood, an Episcopal minister who originally purchased the 321-acre property.

As with much of the rich agricultural land nestled between Oregon's Coast Range and the Cascade Mountains, the ripe, rich green silence of horticulture preceded the joyous cacophony of house, store, boardwalk, and white-picket fence. In the case of Sellwood, before squares were drawn in the earth within which houses would eventually be constructed, Henderson Luelling planted the seedlings which grew into Oregon's apple and cherry industry.



Connected to Portland initially by boat, later by one of the nation's first electric interurban railways, and finally by bridge, Sellwood offered the middle-class Portland area resident a chance at the American Dream of home and hearth by providing inexpensive building lots which could be acquired with a small down payment and low monthly installments.

Sellwood also offered Portland area residents an exciting summer weekend destination, complete with concerts by John Phillip Sousa, an eighty-eight-foot ferris wheel, and fireworks swooshing skyward from a mid-river barge to arch up and blossom above the up-turned faces of crowds often exceeding 10,000. The Oaks Amusement Park, constructed in 1905 by the Oregon Water Power and Railway Company in an attempt to add leisure passengers to its commuter-passenger customer base, offered forty-four acres of picnic lawns, benches wrapped around mature, graceful oak trees, and the glow of Japanese lanterns swaying in breezes freshened by summer roses. The park opened just a few days after the Lewis and

Clark Exposition of 1905. It continues to provide venues for rollerskaters, ferriswheel riders, and summer strollers.

B. PLACE:

Defining the place or spatial boundary addressed in a context study describes its geographic limits. The spatial boundary for this project includes the entire area within the Sellwood-Moreland Improvement League boundaries as presented in the map, above. The Sellwood-Moreland Neighborhood Improvement League (SMILE) boundaries are the Willamette River on the west, Ochoco and St. Andrews streets on the south, and McLoughlin Boulevard on the east and north.

Sellwood-Moreland Neighborhood, 1994
Photo courtesy of Western Aerial Contractors; University of Oregon Map Library



C. TIME:

Defining the time or temporal limits addressed by a context study establishes dates which focus the investigation. The chronological limits of this study begin with Native American (Clatsop) occupancy, and end in the 1950s. This period correlates both with chronological periods which have been identified by the State Historic Preservation Office, as well as events which proved to be significant to the development of the neighborhood. A few of the more significant events have been presented in the chart, below. Although not intended to be an exhaustive presentation of all formative events in the neighborhood's history, it does serve to provide the reader with a general sense of its evolution.

SELLWOOD-MORELAND TIMELINE

Date	Event
1848	Israel Mitchell established horse-powered ferry (not on the same run later used by Sellwood Ferry)
1848	Henderson Luelling family settled on in the southern part of the neighborhood.
1848	George Wills, and son Jacob claimed land near Johnson Creek and at the north end of this study area.
1850	Steamer <i>Lot Whitcomb</i> launched at Milwaukie. It plied Willamette River for several years
1852	Alfred Luelling, son of Henderson Luelling, claimed land in neighborhood.
1860-65	United States Civil War
1866	John Sellwood purchased 321 acres in the area which became Sellwood
1873-	U.S. economic depression, with nation-wide impact.
1879	Shindler and Chadbourne reportedly opened furniture factory in the area which would become Willsburg
1882	T.W. Wood bought 320 acres from John Sellwood and platted Sellwood townsite. Sellwood Real Estate Company sold lots
1884	First school erected (on site of present Sellwood School)
1885	Sellwood population reached 500

- 1885 Sorenson & Young Saw & Planing Mill opened
- 1887 Opening of the Madison Street bridge
- 1888 The rapid expansion of street railways in the Portland area began
- 1889 City of Sellwood incorporated
- 1890-91 Street railways shifted from horsepower to electricity
- 1891 East Side Railway Company incorporated
- 1892 East Side Railway Company reached City View Park in Sellwood
- 1892 Spokane Street planked
- 1893 Sellwood population reached 1,800
- 1893 City of Sellwood annexed to Portland
- 1893-97 U.S. economic depression, with nation-wide impact.
- early 1900s "City Beautiful" movement (emphasizing great park, architecture, and boulevard plans) began influencing Portland area urban planning
- 1900-1910 Portland area population increased by 129% to over 207,000 and the geographical boundaries enlarged by 33% to over 50 square miles. (By 1915 80% of the city's geographical boundaries of 1975 had been set.)
- 1900 East Side Lumber Company emerged from Sorenson & Young Saw & Planing Mill
- 1901 Portland City and Oregon Railway Company incorporated
- 1902 Oregon Water Power & Railway Company incorporated
- 1904 Sellwood Ferry, *John F. Caples* began operation
- 1905 Portland's Lewis and Clark Exposition held in northwest Portland
- 1905 Oaks Amusement Park opened
- 1906 Portland Railway Company & City & Suburban Railway Company merged and became Portland Railway Light and Power Company
- 1906 *Sellwood Bee* began publishing

1907	Bank of Sellwood opened
1908	Portland Railway Light & Power Company acquired the east side interurban lines
1917-19	US involvement in World War I (Great War)
1920	Sellwood post office established at 8207 SE 13 th Avenue
1925	Sellwood Bridge constructed
1925	Ferry (<i>John F. Caples</i>) connecting Sellwood with the west bank of the Willamette River stopped operating
1932-35	Depths of the Great Depression
1937	East Side Lumber Company closed after two major fires
1940-45	US involvement in World War II
1954	Oregon Door and Sash Company closed
1958	Interurban service into Sellwood ceased

**II.
CONTEXT DESCRIPTION**

A. HISTORIC OVERVIEW:

The purpose of this section is to present a summary of the neighborhood's history, highlighting key events in its development. This overview is not intended to be a comprehensive discussion of the history of the neighborhood. For additional and more detailed information about the neighborhood's history, the reader may want to consult the resources listed in the Bibliography which follows this Part. A list of persons whose significance in the neighborhood's history could be ascertained during the course of the preparation of this context statement is also presented at the end of this part.

This historical overview is divided into thematic categories which are derived from a list developed by the State Historic Preservation Office. The thematic categories presented in this section are:

Native Americans,
Exploration and Fur Trade
European Settlement,
Agriculture,
Transportation,
Industry and Manufacturing,
Commercial Development,
Urban Development,
Government,
Culture, which includes:
 Religion,
 Recreation,
 Education,
 Medicine, and
 Funerary.

(1) Native Americans

Eleven thousand years ago, the Pleistocene-Age glaciers retreated from the lower Columbia River Basin for the last time. Marsh lands and shallow lakes receded from the valley floor; the natural environment slowly became hospitable to humans. About six thousand years ago, native groups gradually moved down into the valley floor from the surrounding hillsides¹ The natural environment of the lower Columbia and Willamette rivers--rich in salmon, edible roots, berries, and plants of all kinds--became absorbed into the cultural practices of native inhabitants once occupying the present-day Sellwood-Westmoreland neighborhood.

The first human inhabitants of the Sellwood-Westmoreland neighborhood, the Clackamas tribal group, belonged to the larger Chinookan language family. At one time, the Chinookan peoples populated the lower Columbia culture area more densely than in any other part of Oregon; about 400 persons occupied every 100 square miles. In addition to the Clackamas, the Chinookan group included the Multnomah, Chahcowah, Cushook, Cathlamet, and Skilloot bands. Although the Chinook had no strict territorial borders, they generally occupied both the north and south banks of the lower Columbia River (to The Dalles), as well as the lower Willamette River to the falls (at present-day Oregon City).²

The Clackamas was a tribe in the Upper Chinookan family, at the edge of territory occupied by the Tualatin band of the Kalapuyan language group. Falls and rapids on the two rivers were favorite fishing spots of natives in the area. Willamette Falls provided the Clackamas with an abundant source of salmon, the most important Chinookan food. The Clackamas built platforms extending out from the rocks on the river bank from which they netted, gaffed, and speared the fish leaping up the falls. The Clackamas also harvested wappato root, once abundant on nearby Ross, and Hardtack islands, along with berries. They sometimes hunted game--elk, deer, and bear. The Clackamas traveled relatively short distances in their seasonal movements. The Clackamas, like the Chinookans generally, built rectangular plank houses made for seasonal shelter, and used long-prowed canoes to travel distances.³ Their social structure emphasized rank, primarily based on wealth, which was built up through trade with other native groups. A network of trade between numerous Indians groups, including the Upper Chinooks, was well developed along the Columbia River at the time of first European contact. The Clackamas lived along this main artery of trade although did not control its key points of exchange. Willamette Falls served as a site for trade and social interaction between the Kalapuyan and Chinookan language groups.⁴

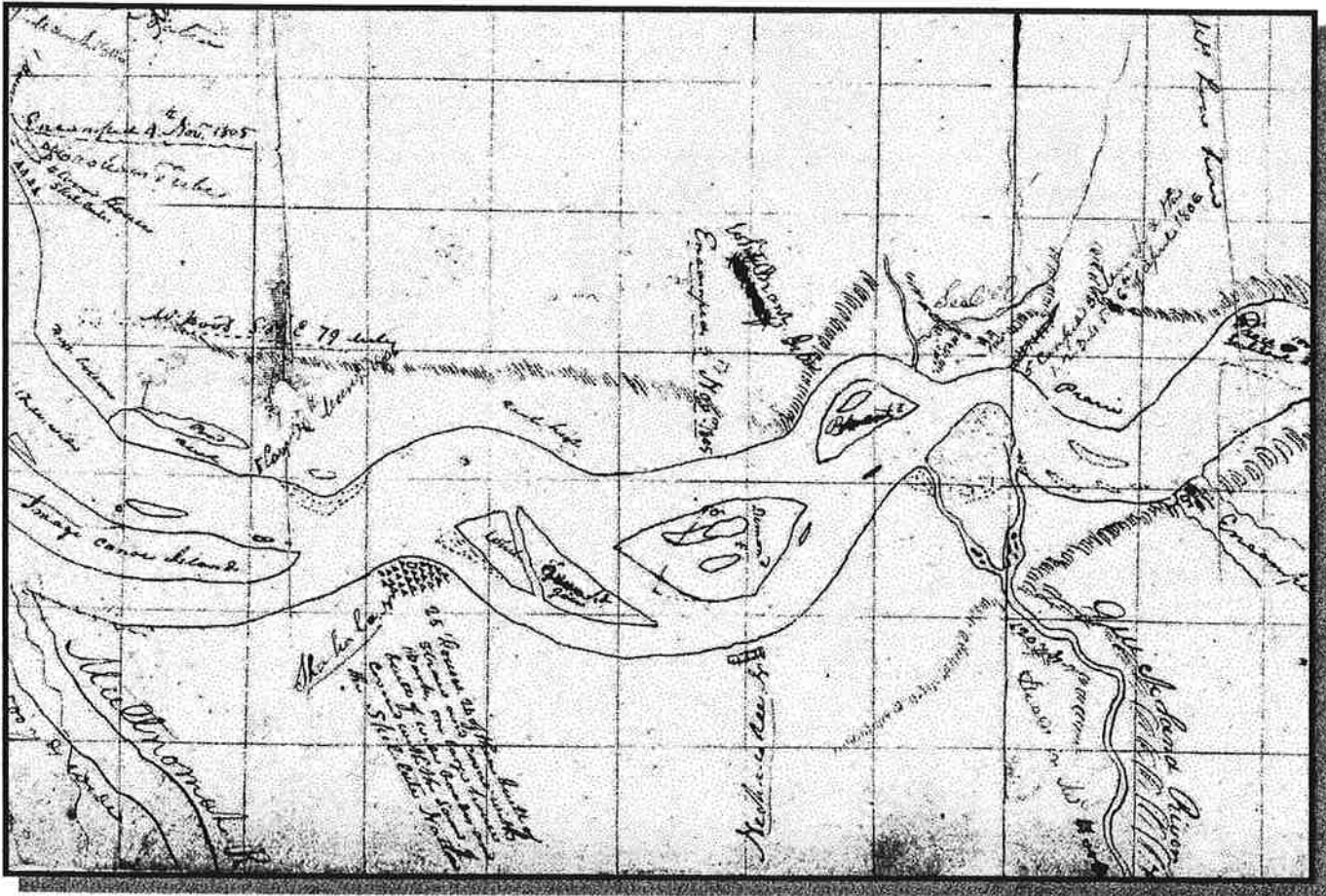
¹ Although earlier definite evidence of human habitation in the Willamette Valley only dates back about 5,500, the close proximity of human stone chips to mammoth bones near Tangent, Oregon, which date back 10,000, it is suspected that native peoples inhabited the Willamette Valley soon after the Pleistocene Age. Stephen Dow Beckham, *The Indians of Western Oregon: This Land Was Theirs* (Coos Bay, Ore.: Arago Books, 1977), 19-24.

² Beckham, *Indians of Western Oregon*, 22

³ Beckham, *Indians of Western Oregon*, 10, 34-38, 47, 52, 60).

⁴ Zeff Zucker, Kay Hummel, and Bob Hogfoss, *Oregon Indians: Culture, History & Current Affairs* (Portland, Ore.: Press of the Oregon Historical Society, 1983), 2-9, 14-57; J. Neilson Barry, "The Indians of Oregon--Geographic Distribution of Linguistic Families," *Oregon Historical Quarterly* 28: 1 (March 1927): 49-61, City of Portland Planning Bureau, "Draft Portland Historical Context Statement," Portland, Ore.: City of Portland Planning Bureau, October 1993), 14.

At one time, Clackamas fishing and trading encampments existed in the general vicinity of the Sellwood-Westmoreland neighborhood. . In 1912 the *Sellwood Bee* reported that a George H. Sutherland found a “finely formed pestle made from flint rock. It is 8” long, 13” in circumferences and 7 “ around the handle” while at work on the water tank in the Oaks Park. According to the newspaper, local Sellwood resident J.W. Campbell had a cabinet filled with relics found near this spot, supporting local folklore that the low-lying near the Oaks had been a camping place of Indian tribes.⁵



Route Map of William Clark of Lewis & Clark Expedition on the Columbia River. The Willamette River (then called "Multnomah") enters from the south (lower left). The cluster of triangles just left of center in the lower portion of the map is accompanied by a written narrative identifying it as a community of 25 houses. Map courtesy of Willamette University

⁵ *The Sellwood Bee*, June 7, 1912, p. 3.

Perhaps the best benchmark of residences in the area when the EuroAmericans arrived can be gleaned from some of William Clark's route maps prepared during the 1805-06 Lewis & Clark journey. For example, the map covering the portion of the Columbia River from the mouth of the Deschutes to what is now Hood River records four relatively large communities comprised of permanent housing structures ("26 mat lodges of Indians." . . . "11 wood houses." . . . "18 houses." . . . "7 houses." . . . "2 houses.")⁶ This heavy population density is reflected throughout most of Clark's route maps covering the Columbia River, clearly demonstrated a relatively dense population of permanent residents.

In the 1990s, however, there are no extant buildings or structures that represent Clackamas occupancy of the area.⁷ There are also no recorded prehistoric archaeological sites within the neighborhood. Nearby, however, prehistoric sites (fire-cracked rock, flaking debris, and a single projectile point dating from 8,000 to 10,000 years ago) have been recorded at the headwaters of Crystal Springs Creek (along the eastern periphery of the neighborhood). Fire-cracked rocks, rock flakes, and projectile points have also been located on the Reed College campus nearby.⁸ There have been several unverified reports of artifact finds along Johnson Creek, part of which passes through the eastern portion of the neighborhood. Future archaeological studies may uncover more archaeological artifacts. An archaeological predictive model developed for the Portland Planning Bureau in 1992 estimates that the Johnson Creek floodplain has an expected density of about one site per 150 acres.⁹

⁶ Clark, Route Map, 1805-06, American Philosophical Society, Philadelphia.

⁷ Bureau of Planning, "Sellwood," in *Potential Historic Conservation Districts* (Portland, Ore.: Bureau of Planning, October 1978), 163; Dick Matthews, "Walking Tour Guide Map of Old Sellwood" (Portland, Ore.: Sellwood-Moreland Improvement League, no date).

⁸ Lee Gilson, State Historic Preservation Office archaeologist, oral communication with Gail and Michael Evans-Hatch, Salem, Oregon, April 21, 1999.

⁹ David V. Ellis, "An Archaeological Predictive Model for the City of Portland: Management Summary," prepared for the Portland Planning Bureau, Typescript 1992.

(2) Exploration and Fur Trade by Europeans and Euroamericans

European and Euroamerican exploration and fur trade in the lower Willamette and Columbia basins extended from the mid-1770s into the early 1840s. Native American inhabitants felt the impact of European explorers long before these questing newcomers actually visited the future site of Sellwood-Westmoreland. Imported diseases of various kinds wreaked havoc with native populations throughout the Northwest, including those along the Willamette River, during the early period of European exploration. Soon after the Spanish government sent expeditions led by Juan Perez, Bruno Heceta, and Bodega y Quadra to explore the Pacific Northwest shoreline in 1774 and English navigator Captain James Cook sailed along the Oregon coast in 1778, a plague, probably smallpox, swept through the indigenous populations in the 1780s. Thousands of natives occupying in the Columbia River drainage fell victim to this exotic disease, to which they had developed no immunity. In the 1790s, venereal diseases introduced by sailors and traders to natives at the mouth of the Columbia River slowly spread inland and greatly diminished the number of natives in the region.¹⁰

In 1792 Robert Gray, a Boston-based American trader in search of marketable furs, entered and explored the lower estuary of the Columbia River. In October that same year, British Captain George Vancouver, who learned of the Columbia River from Gray, entered its navigable parts in the sailing vessels, the *Chatham* and the *Discovery*. Vancouver's assistant, William Broughton, sailed along the lower 100 miles of the Columbia as far east as the Sandy River vicinity (a few miles east of the Willamette River mouth). Broughton charted the number and location of plank slab houses in each major village on his voyage. He became the first non-native to record the shoreline and depth of the Columbia and to view its forested hillsides.¹¹

Meriwether Lewis and William Clark led the first United States overland exploration of the Columbia River to the Pacific Ocean, between 1804 and 1806. William Clark's route map, above, clearly reflects the relatively high population density of villages they passed on their way down the Columbia. (The river in the lower left of the map is labeled, "Multnomah," it was later changed to "Willamette".) Although the expedition leaders failed to notice the mouth of the Willamette River on their hurried voyage down the Columbia in blustery November 1804, they sighted its opening on their return east-bound trip. The explorers did not investigate this Columbia River tributary, but, judging from

¹⁰ Beckham, *Indians of Western Oregon*, 98-109; Robert T. Boyd, "Another Look at the 'Fevver and Ague of Western Oregon,'" *Ethnohistory* 22: 2 (Spring 1975), 135-54; S.F. Cook, "The Epidemic of 1830-1833 in California and Oregon," *University of California Publications in American Archaeology and Ethnology* 43: 3 (May 1955), 303-26. For those who wish to delve deeply into the biological consequences of European exploration of the "New World," see Alfred W. Crosby, Jr., *The Columbian Exchange: Biological and Cultural Consequences of 1492* (Westport, Conn.: Greenwood Press, 1972) and Crosby, *Ecological Imperialism: The Biological Expansion of Europe, 900-1900* (Cambridge: Cambridge University Press, 1986).

¹¹ Rick Minor, Stephen Dow Beckham, Phyllis E. Lancefield-Steeves, and Kathryn Anne Toepel, "Cultural Resource Overview of BLM Lands in Northwestern Oregon: Archaeology, Ethnography, History," *University of Oregon Anthropological Papers No. 20* (1980), 50, 93-94; Zucker, et al, *Oregon Indians*, 58.

water discharged at its mouth in April 1806, were impressed with its size. They named the river "Multnomah," after a local Chinookan Indian tribe.¹²

The abundance of certain natural resources described by Lewis and Clark's Corps of Discovery members excited those eager to develop the fur trading potential of the Northwest. Beginning in 1811, American and British entrepreneurs established fur trading posts at Astoria, Sauvie Island, and Vancouver. Fur trappers and traders ventured up the Willamette River Valley in search of the coveted beaver. In 1811 Robert Stuart of John Jacob Astor's Pacific Fur Company (headquartered in Astoria from 1810 to 1813), led a party up the Willamette Valley past the future site of Sellwood-Westmoreland and beyond the Willamette Falls. During the next two years, other fur trading parties-- those led by Donald McKenzie (in April-May 1812), William Wallace and J.C. Halsey (in late 1812), and William Henry (1813)--probably traveled by the marshy bottomland below the high bluffs near the future site of Sellwood-Westmoreland on their trek up the Willamette River.¹³

Following the acquisition of the Pacific Fur Company by the Northwest Company in 1813 there was a hiatus in European travel up the Willamette until the mid-1920s. It was then that the British Hudson's Bay Company merged with the Northwest Company and established its headquarters at Fort Vancouver under John McLoughlin. In 1825, McLoughlin claimed land at the falls of the Willamette, now Oregon City, just south of the Sellwood-Westmoreland neighborhood. By 1829, John McLoughlin reported that he turned the first soil in and sold the first grain from the Willamette Valley, thus giving birth to commercial agriculture in the valley. In the latter 1820s, Hudson's Bay Company brigades, under leaders like Peter Skene Ogden, traveled up the Willamette on their way into the interior to trade for furs with previously uncontacted local residents. By the 1830s, several hundred non-resident, European, travelers had viewed much of the lower Willamette Valley¹⁴

The arrival of European explorers and fur traders in the lower Willamette Valley eroded the Clackamas' subsistence economy and their numbers. Beginning in the early 1810s, fur trading company trappers and hunters in the valley began to reduce the once abundant deer, elk, bear, beaver, and otter, upon which local residents depended for food and trade. By the mid-1820s, years of trapping and trading had extinguished beaver throughout most of the Willamette Valley and had greatly reduced the number of large game animals. Additionally, beginning in the early 1810s, retired French and British fur company trappers and traders who settled in the lower Willamette Valley (especially French Prairie), cultivated crops, grazed livestock, and fenced land. These European practices encroached on Chinookan's food-gathering territory and disrupted their seasonal cycles of living.¹⁵

¹² Minor, et al., "Cultural Resource Overview of BLM Lands," 94-96; Zucker, *Oregon Indians*, 58.

¹³ Minor, et al., "Cultural Resource Overview of BLM Lands," 50, 96-97.

¹⁴ Zucker, *Oregon Indians*, 59; Alfred Staehli, "Preservation Options for Portland Neighborhoods: A Report on the History of Portland's Neighborhoods and Their Historic Centers," prepared for the 1974 City Options Program of the National Endowment for the Arts, December 1975, 7.

¹⁵ Zucker, *Oregon Indians*, 61; Beckham, *Indians of Western Oregon*, 114-16; William A. Bowen, *The Willamette Valley: Migration and Settlement on the Oregon Frontier* (Seattle: University of Washington Press, 1978), 9-12, 79-81, 87; John A. Hussey, *Champoeg*:

During this same period of fur trading, virulent fevers and epidemics, especially in 1823-24, again spread through the lower Columbia and Willamette valleys. Local residents experienced the greatest disaster between 1830 and 1833 when an epidemic described as “fever and ague,” probably malaria, ravaged the residents up and down the West Coast and interior valleys. Entire villages were completely wiped out. The effects of the epidemic, which climaxed the rapid decline of the Chinook, continued for a decade.¹⁶ Malaria alone reduced resident populations along the lower Columbia and Willamette rivers from roughly 14,000 in 1830 to about 1,175 in 1841.¹⁷ In the early 1840s, several Willamette Valley European explorers, fur traders, and the earliest European settlers described the local residential population as greatly diminished in number, disorganized, and demoralized.¹⁸ By 1900, fewer than 5,000 Indians lived in Oregon and only about 19,000 in the old Oregon Country (Oregon, Washington, and Idaho).¹⁹

Exploration of the lower and mid-Willamette Valley continued in the early 1840s by two government-sponsored parties. In 1841 the United States South Seas Surveying and Exploring Expedition, funded by Congress, outfitted an exploring party commanded by Charles Wilkes. From Fort Vancouver, Wilkes dispatched a small group, led by Lt. George Foster Emmons, to traverse the length of the Willamette on their way to the Sacramento Valley. Wilkes himself explored the valley as far as present-day Salem and was impressed by its waterpower potential and advantages for raising crops and pasturing stock. That same year, an informal envoy sponsored by the French government also visited the Willamette Valley. Expedition leader, Eugene Duflot de Mofras, assessed the agricultural potential of the valley in glowing terms. These reports helped stimulate interest in settlement.²⁰

Place of Transition (Portland, Oreg.: Oregon Historical Society with the Oregon Highway Commission and the National Park Service, 1967), 22-24, 33-34, 38-59.

¹⁶Cook, *Epidemic of 1830-1833*, 303-26.

¹⁷ Robert Boyd, “Demographic History, 1774-1874,” in *Norwest Coast*, ed. Wayne Suttles, Vol. 7 of *Handbook of North American Indians*, ed. William C. Sturtevant (Washington, D.C.: Smithsonian Institution, 1990), 138-42; Robert Boyd “The Introduction of Infectious Diseases Among the Indians of the Pacific Northwest, 1774-1874” (Ph.D. diss., University of Washington, 1985).

¹⁸ Minor, et al., “Cultural Resources Overview of BLM Lands,” 50; Zucker, *Oregon Indians*, 60

¹⁹ Joseph E. Taylor III, “Burning the Candle at Both Ends: Historicizing Overfishing in Oregon’s Nineteenth-Century Salmon Fisheries,” *Environmental History* 4: 1 (January 1999), 56.

²⁰ Minor, et al., “Cultural Resource Overview of BLM Lands,” 98-99

(3) Euroamerican Settlement

Euroamerican settlement first began in the lower and mid-Willamette Valley in the 1830s and became well organized and common in the 1840s. In 1834-35, Nathaniel J. Wyeth, an American entrepreneur, founded a short-lived agricultural community (named Fort William) on the southwest side of Sauvie Island, along the Multnomah Channel (and about ten miles north of present-day Sellwood). Missionaries became the most influential members of these infant settlements. Beginning in 1834, the Methodists under Jason Lee established a mission near Salem. Infant communities built up around small-scale farming and cattle raising operations around missions at not only Salem, but also Oregon City (on land earlier claimed by John McLoughlin), The Dalles, and the Clatsop Plains (south of Astoria). These missionaries further encouraged immigration to Oregon. Methodist missionary Elijah White led 114 Americans--the first large overland migration--into the Willamette Valley in 1842, effectively doubling the non-native population. The following year, the first large overland migration of nearly 900 emigrants, traveled west over the Oregon Trail in the so-called "Great Migration." Hundreds more settlers poured into the Oregon country's Willamette Valley each late summer and fall throughout the 1840s. In 1845, 3,000 more newcomers arrived in the Oregon country. By 1849, nearly 8,800 Euroamericans populated the Willamette Valley. Congress passed legislation that year creating the Oregon Territory.²¹

Early on small concentrations of new arrivals appeared on the land along waterways where power for milling and for water transportation was available. In 1850 nearly 25 percent of the total immigrant population lived in embryonic small hamlets and towns along the Willamette River and its lower tributaries. In 1842 the small urban community of settlers at Oregon City, just downstream from the Willamette Falls, was platted. The following year, pioneer settlers founded Linnton. In 1845 Asa Lovejoy and Francis Pettygrove hired a surveyor to lay out a grid of sixteen blocks for what was to become Portland.²² At the close of the decade, Lot Whitcomb, local entrepreneur and owner of a saw and grist mill at the mouth of Johnson Creek on the Willamette, less than a mile south of the present-day Sellwood-Westmoreland neighborhood, platted Milwaukie.²³ Just north of Sellwood, another early settler platted the townsite of East Portland in 1850-51.

The United States Congress greatly encouraged settlement of the Oregon country with the passage of the 1850 Donation Land Claim (DLC) Act. This law allowed each male settler and Indian of mixed white-native parentage, title to 320 acres, if they were over the age of eighteen and had been living in the Oregon Territory before December 1, 1850. The Donation Land Claim Act provided incentive for settlers in the area to resist the lure of the California gold

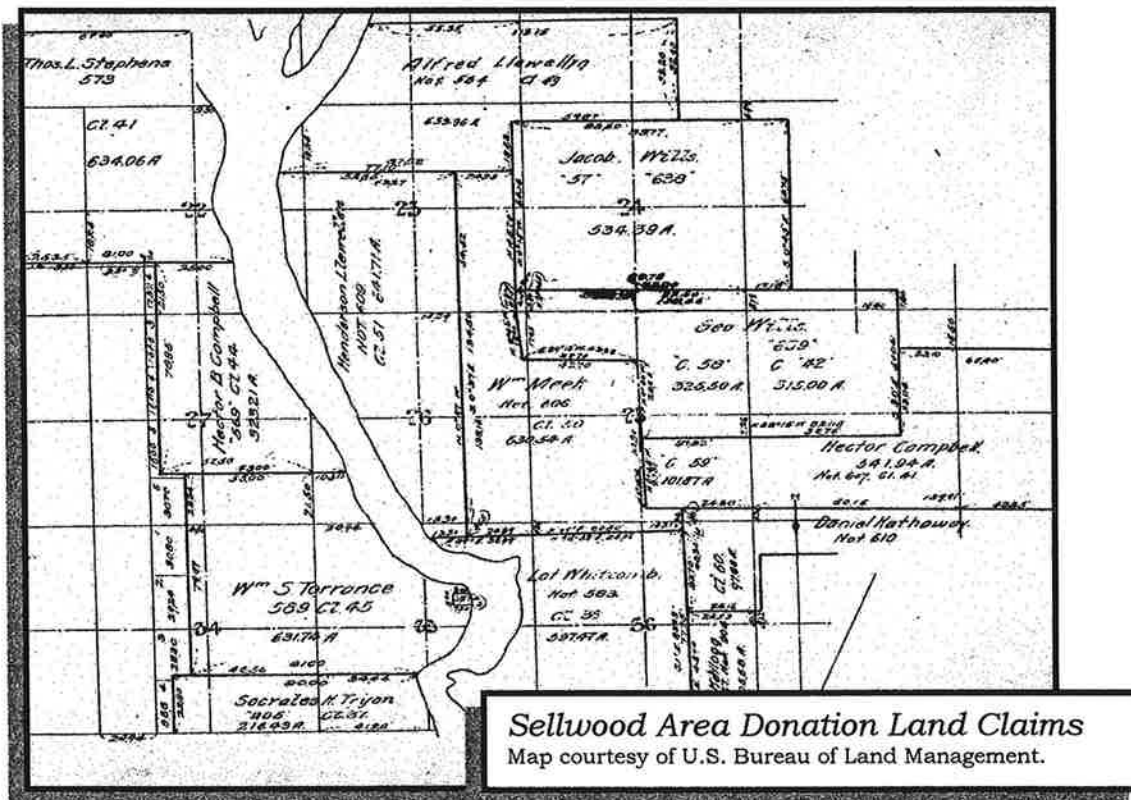
²¹ Zucker, *Oregon Indians*, 59.; Minor, et al., "Cultural Resource Overview of BLM Lands," 107, 113; Bowman, *Willamette Valley*, 9-15; Stachli, "Preservation Options for Portland Neighborhoods," 7-8.; Eugene E. Snyder, *Early Portland: Stump-Town Triumphant*, (Portland, Oreg.: Oregon Historical Society, 1970).

²² Snyder, *Early Portland*, Eugene Snyder, *Portland Names and Neighborhoods: Their Historic Origins*, Portland, Oreg.: Binford & Mort, 1979, 15-16; Stachli, "Preservation Options for Portland Neighborhoods," 7-8.

²³ Charles Oluf Olson, *The History of Milwaukie, Oregon* (Milwaukie, Oreg.: Milwaukie Historical Society, 1965) 8-9.

fields and develop the commercial potential of the Willamette Valley for bustling California markets. Wives of male claimants could acquire an additional 320 acres (half section). (This law encouraged the unmarried to marry, since the reward was title to twice as much land.) The 1850 US Census reported a population of 13,294 in the lower Willamette River area.²⁴ Settlers who arrived after December 1, 1850, could receive half as much land, or 160 acres. The DLC offer of free land expired in 1855. A total of 7,437 claimants in Oregon acquired land under this act. Settlers also acquired tracts through the provisions of the federal Homestead Act(s), which provided for the sale of public land for \$1.25 per acre. These generous federal land policies stimulated a great surge of immigration to western Oregon. Before this act expired, Oregon's first non-native settlers claimed ownership of 2,500,000 acres, including almost all of the Willamette Valley floor.²⁵

Acreage now in the Sellwood-Westmoreland neighborhood was claimed, under the Donation Land Act, by four individuals: Henderson Luelling, Alfred Llewellyn, William Meek, and Edward Long. North and east of Johnson Creek and present-day McLoughlin Boulevard, George Wills and his son, Jacob, filed donation land claims for two separate parcels. Although these two claims are just outside the Sellwood-Moreland neighborhood, the early activities on the Wills property was significant to the initial development of the Sellwood-Moreland community.²⁶



²⁴ Staehli, "Preservation Options for Portland Neighborhoods," 8.
²⁵ James M. Bergquist, "The Oregon Donation Act and the National Land Policy," *Oregon Historical Quarterly* 58 (March 1957), 17-35; Stephen Dow Beckham, "History of Western Oregon Since 1846," in *Handbook of North American Indians*, Vol. 7, ed., Bruce G. Trigger (Washington, D.C.: Government Printing Office, 1990), 180-88.
²⁶ "Rev. Sellwood's Farm Sold to Make Way for New Town," *Sellwood-Moreland Bee*, 4 October 1956.

The first Euroamericans to settle in the present Sellwood-Westmoreland neighborhood traveled overland in the summer and fall of 1847. One of these settlers, Henderson Luelling, is, perhaps, best known for his introduction of grafted fruit trees to the Northwest. Born in North Carolina in 1809, Henderson learned the nursery business from his father Meshach Luelling, a doctor and fruit nurseryman of Quaker faith. After first moving to Indiana in 1825, where he met and married Elizabeth Pressnal in late December of 1830, he then moved to Iowa, where he operated a nursery for ten years. On April 17, 1847, Luelling departed Salem, Iowa, with his wife and eight children, including the oldest son, sixteen-year-old Alfred, with between 500 and 700 grafted fruit trees (apples, cherries, peaches, plums, and pears) measuring between twenty inches and four feet in height. The trees were planted in two large boxes filled with soil and charcoal; the boxes were then mounted in a wagon and surrounded by railings to keep the cattle in the wagon train from eating the tender plants.²⁷

The 2,000-mile trip took six months. The wagons traveled approximately fifteen miles per day. The party reached the Missouri River, ten miles above St. Joseph, on May , 1847. It arrived in The Dalles in October. Running the "traveling nursery" on the then-treacherous Columbia River down river from The Dalles on flatboats, the Luelling party landed on the Oregon bank opposite Fort Vancouver. Henderson Luelling then selected a site for the nursery just north of the present townsite of Milwaukie on the Willamette River. On November 27, 1847, the family arrived at their future 642-acre donation land claim, bounded by Knapp Street on the north (almost reaching the present-day Oaks Amusement Park) , 17th Avenue on the east, Lava Drive on the south, and the Willamette River on the west. The Luellings' claim included land purchased from a Mr. Wilson, which included five acres of slashed timber heaped in piles all over the ground and a small primitive cabin at the edge of the forest. (The Waverley Golf Club and the southern part of the Sellwood-Moreland neighborhood occupy land once a portion of the Henderson Luelling land claim.)²⁸

The Luellings immediately set to work planting the 350 trees and shrubs that had survived the overland trip as quickly as land could be cleared of trees. (The original orchard was probably on the southern part of the Waverley Golf Club grounds.) William Meek, who migrated west with the Luellings and married Mary Luelling, became a partner in the Luelling nursery operation in 1848. The Luelling trees and shrubs were the second known (after those planted by Meek near present-day Jefferson) grafted fruit stock on the Pacific Coast. (Seedling apples, which produce smaller fruit, had been planted at Fort Vancouver as early as 1825.)

Henderson Luelling returned to the east in 1850 to gather more varieties of trees and shrubs for a sea voyage trip to the West Coast. Seth Luelling, Henderson's brother, came West that same year bringing with him a great

²⁷ *Oregon Daily Journal*, Portland, Oregon, 16 October 1947, sec 2, p. 2; Elizabeth F. Dimon, *'Twas Many Years Since: 100 Years in the Waverly Area, 1847-1947* (Milwaukie, Ore.: Elizabeth Dimon, 1981), 3-6; Eugene E. Snyder, *We Claimed This Land: Portland's Pioneer Settlers*, (Portland, Ore.: Binford & Mort, 1989) 169-71; Howard McKinley Corning, *Dictionary of Oregon History*, Portland, Ore.: Binfords & Mort, 1956, 146. Also see: Fred Lockley, "Impressions and Observations of the Journal Man," *Oregon Daily Journal*, 20 October 1932, p. 12; Nancy Tadlock, "The Migrating Orchard," *Overland Journal*, Summer 1985, 22-7.

²⁸ Dimon, *'Twas Many Years Since*, 5-7.

quantity of fruit seeds, which provided much-needed stocks for grafting. Seth joined the Luelling & Meek nursery enterprise. (Seth remained actively engaged in the nursery business in Milwaukie for many years, and propagated the "Black Republican," "Bing," "Lincoln," and "Lewelling" cherries.)

In 1850 the family harvested their first bushel of apples, which fetched \$1 each in Portland. In great demand in San Francisco where argonauts paid \$5 for a single apple, the Luelling & Meek apples were shipped to the Bay region in coastal sailing vessels directly from the riverside at Milwaukie. In 1853 the Luellings and Meek started branch nurseries in Salem, Albany, Polk County, and on the Long Tom River.²⁹

Henderson Luelling stayed in the Sellwood-Moreland area less than seven years. Following the death of his wife, daughter, and grandchild and his marriage to Phoebe Grimes in the early 1850s, the Luelling family, along with part of his nursery stock, traveled to Oakland, California, in 1854. Two years later, he ended his nursery partnership with William Meek, still in Oregon. By 1856, he had a 10-acre nursery there and sold both trees and fruit. He soon accumulated a considerable fortune from his nursery business. He operated his nursery until his death in San Jose in 1878.³⁰

Alfred Luelling joined Henderson when he went to California. Born in Indiana (or Randolph County, North Carolina) on November 30, 1831, Alfred immigrated west with his parents and siblings in 1847. In the spring of 1851, he married Mary E. Campbell, native of Massachusetts, in Milwaukie. Around the same time, Alfred and Mary filed papers for a 640-acre donation land claim just north of Henderson Luelling's, on a parcel now bounded by Reedway on the north, 36th Avenue on the east, Knapp on the south, and the Willamette River on the west. An 1851 surveyor's map of the area shows the Alfred "Llewelyn" homesite adjoining the west side of Crystal Springs Creek. Alfred and Mary did not stay long on their claim. They joined Henderson Luelling when he went south to the Oakland, California, area in 1854. They sold the western half of their claim to Henderson (who, in turn, sold it to a son-in-law, Henry Eddy.) They then sold the eastern half to a man named Kelley. The family returned to Oregon in the late 1850s, and lived for a time in Washington County, where Alfred ran a wood lot. Alfred and Mary then moved to Milwaukie in the 1870s where the couple lived for many years and Alfred periodically joined in partnership with Seth Luelling. Alfred Luelling died of pneumonia on November 11, 1904, at age 72.³¹ The Llewellyn School, reputedly named after Henderson or Alfred Luelling, stands on the Alfred Luelling donation land claim on 14th Avenue between Henry and Carlton streets.

William H. Meek, born in Ohio in 1819, came across the plains with the Luellings in 1847 after meeting them in Iowa. Meek arrived in Oregon two months before the Luellings, met with an Iowan family that was settling

²⁹ *Oregon Daily Journal*, 16 October 1947; Dimon, *'Twas Many Years Since*, 8-9, 15; Snyder, *We Claimed This Land*, 170-72; Priscilla Knuth to Robert W. Ward (letter), July 11, 1949, Luelling file, Oregon Historical Society.

³⁰ Snyder, *We Claimed This Land*, 173; Dimon, *'Twas Many Years Ago*, 13, 16.

³¹ Dimon, *'Twas Many Years Ago*, 16, 18-19; Snyder, *We Claimed This Land*, 171, 174; *Oregonian*, 13 November 1904; Charles Oluf Olson, "History of Milwaukie, Oregon," (Unfinished manuscript prepared for the Federal Writers' Project of the Works Progress Administration), Milwaukie, Oreg.: Milwaukie Historical Society, 1965, 83.

upstream on the Willamette River, and planted the twenty or so trees he had transported overland at this site, between the forks of the Santiam River near present-day Jefferson. The following year proved significant for Meek. He accepted Henderson Luelling's invitation to join him in the nursery and fruit business at the Luelling donation land claim north of Milwaukie. Their business partnership became known as the "Luelling & Meek Nursery." In late July 1848, William married Henderson's oldest daughter, Mary, then fifteen. Neighboring donation land claim holder and Baptist preacher, George Wills, performed the ceremony. A few days earlier, William and Mary Meek filed the application for their 640-acre donation land claim, an L-shaped parcel bounded by today's Knapp (on the north), 36th Avenue (on the east), Harrison (on the south), and 17th Avenue (on the west). That year, in September, Meek also traveled to the California gold fields (along with hundreds of other Oregon settlers) in search of gold. By June the following year, he was back in Milwaukie working in the nursery. Meek remained in Oregon until 1859, when, perhaps encouraged by Henderson Luelling's letters from California, he moved there himself. William Meek died in San Lorenzo, California, on December 29, 1880.³²

George Wills, a native of Kentucky and also resident of Indiana and Iowa, came to Oregon over the Oregon Trail with his wife, Sarah Jane Peacock, in 1847. Several of their eleven children (Joseph, Rebecca, Elizabeth, Jacob, Martha, Jemina, George, Rueben, David, Jonathan, Roland) came with them, including son Jacob, and daughter Martha and her husband Edward Long. The family traveled in a wagon train called the "Oskaloosa Company," named for their point of departure, Oskaloosa, Iowa. After arriving in The Dalles six months later, the company built and floated rafts down the Columbia to the Cascades. They then boarded a large rowboat, known as a "bateau," owned by the Hudson's Bay Company. The party reached Fort Vancouver in late October 1847. The Wills-Long families passed their first winter in a small cabin in the forest on the east side of the Willamette River. Edward Long and, perhaps, George and Jacob Wills, made money cutting wood for the Hudson's Bay Company.³³

In the spring of 1848, George and Jacob Wills, in partnership with Edward Long, erected a sawmill on Johnson Creek, along with a mill race and log pond. The Wills milled lumber from their claims, initially. The Wills-Long sawyers delivered milled lumber over a "lumber road" to the Willamette River, where boats carried it to customers elsewhere on the Willamette and to bustling gold-mining supply town of San Francisco. The sawmill reported was the first planing mill in the region.³⁴ In May, 1849, George and Sarah Wills filed for a 641-acre donation land claim east and north of the bend in Johnson Creek. In addition to operating the sawmill and farming his land, George Wills served as an elder in the "Little Flock" Baptist Church in Willsburg. His church responsibilities included preaching, leading the church in meetings, and conducting marriages. In 1870 the Wills platted a sixteen-block subdivision

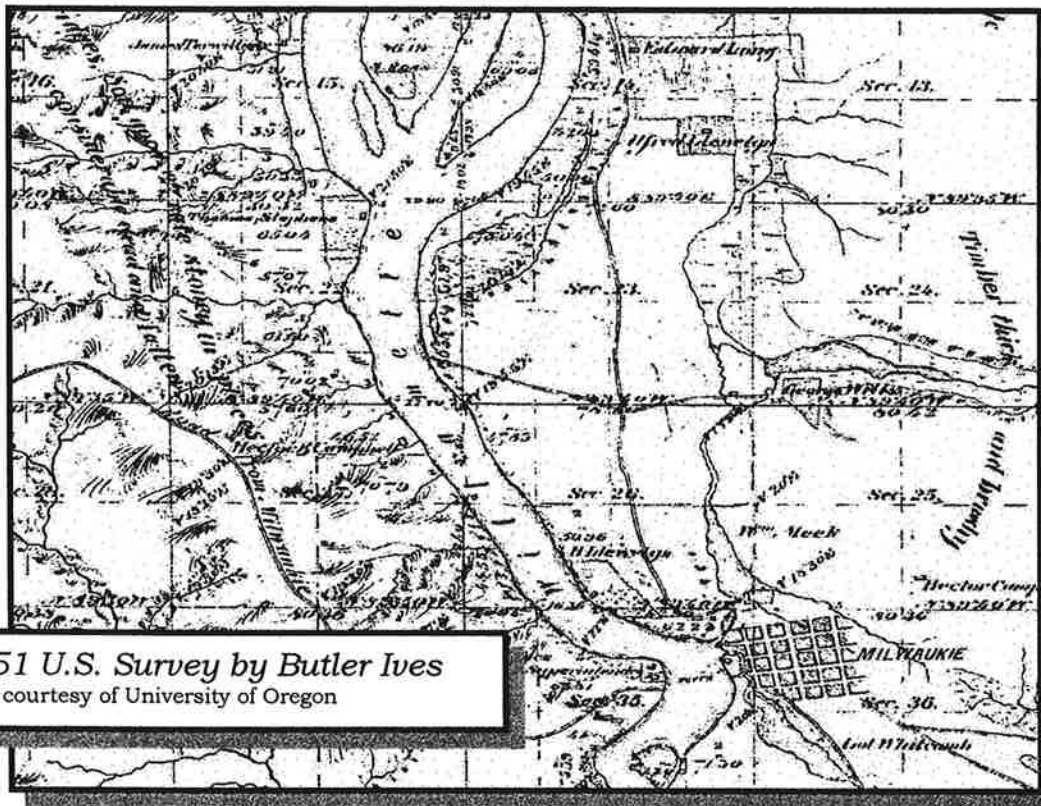
³² Dimon, *'Twas Many Years Since*, 4, 8-9; Snyder, *We Claimed This Land*, 186-87.

³³ Snyder, *We Claimed This Land*, 273, 156-57.

³⁴ *Portrait and Biographical Record of the Willamette Valley, Oregon* (Chicago: Chapman Publishing Company 1903, 387-88; Whitfield A. Smith, "Whatever Happened to Willsburg?," *Sellwood-Moreland Bee*, 24 February 1994.

north of Johnson Creek at its bend, and at the east end of Tacoma Street, oriented to the newly laid Oregon-California Railroad tracks, which became known as “Willsburg.” George Wills died at Willsburg in March 1888 at age 87. Sarah Wills died two years earlier, in 1886.³⁵

Jacob Wills, born to George and Sarah Wills on December 3, 1826, married Lorana Ellen Bozarth in 1849, the year after the Wills family arrived in Oregon. In December 1850, Jacob and Lorana settled on a 643-acre donation land claim just north of his parents. The couple parented eleven children. Jacob, with his father George, operated the sawmill in Willsburg until around 1888. He then turned his attention to the manufacture of brick in Willsburg. Around 1891, Jacob sold the brick business to two sons, Alfred Napoleon and Seth Dallas Wills, who continued its operation under the name of Wills Brothers for many years.³⁶ Another son, William E., worked as a fruit farmer in Willsburg. Jacob and Lorana Wills kept their property intact until 1891, when they sold part of it and divided the remainder among their surviving six children. Jacob Wills died of heart failure on April 27, 1891 age 64.³⁷



Edward Long, born in Ohio in 1817, moved to Iowa at age twenty, where he farmed and raised cattle. In 1846 he married Martha Wills, one of eleven

³⁵ Snyder, *We Claimed This Land*, 273-74. *Oregonian*, March 23, 1888, 4; Whitfield Smith letter to “Mrs. Carlson,” “Wills Family” folder, Eileen G. Fitzsimons Collection, Sellwood, Oregon

³⁶ Alfred Wills also sold real estate, presided over the Hummer Petroleum Company, and worked as a building contractor later in life. Intimately involved in the public life of the Sellwood-Moreland community, he served on the Sellwood Board of Trade, the chairman of the YMCA (community club), and, reportedly, served on the Portland City Council. He died at age seventy in February 1930. Eileen Fitzsimons, “Traditional Sellwood Cottage Helps Highlight Historic Preservation Month,” *Sellwood-Moreland Bee*, May 1997, 7.

³⁷ Snyder, *We Claimed This Land*, 274; *Portrait and Biographical Record*, 387.

children born to George and Sarah Wills. After arriving in Oregon with the Wills family in 1847, Long bought a 636-acre claim (on the northernmost portion of the Sellwood-Moreland neighborhood) from Seth Catlin. Bounded today by Holgate (on the north), 42nd (on the east), Reedway (on the south), and the Willamette River (on the west), this parcel became known as the Edward Long donation land claim. Long sold his interest in the Wills sawmill in 1850 and began growing a fruit orchard. (The greenhouses of Holden Foral, located just south of Reedway Street into the 1920s, reminded residents of Long's horticultural enterprise in the area.) Edward Long began selling portions of his claim in 1856 and 1857; he sold 126 acres to Hampton Kelley and 60 acres to Archon Kelley at prices ranging from \$6 to \$12 an acre. In 1871 he sold 7 acres to Edward Murphy for \$100 per acre.³⁸

Edward Long married three times. His first wife, Martha Wills, died in 1855, leaving Edward with four young daughters (Sarah, Mary, Margaret, and Adelma or Delma). Edward married Avis M. Creswell the following year, and together they had three children (Henry, Edward E., and Avis E.) before Avis died. Edward then married a widow, Mrs. Nancy Chase in July 1863. Edward, himself, died of "dropsy" (edema) twenty-six years later, on February 20, 1889, at age seventy-two.³⁹

The future Sellwood-Westmoreland neighborhood looked vastly different at the time of initial Euroamerican settlement than it does now in the late 1990s. The April 7, 1887, issue of the *Oregonian* presented a romanticized description of early Sellwood-Moreland:

When the land first came into the possession of the [Sellwood C]ompany, it was in a condition of nature. Not an ax had molested the wooded depths; not a spade or hoe had disturbed the virgin soil. Unbroken forests and dense thickets covered the tract. Large fir trees of centuries' growth stood thickly over the ground, while the mass of undergrowth was almost impenetrable. Those who first examined the land found great difficulty threading their way through the forest labyrinth. Soon after, a large force was employed and the work of felling timber and clearing the land commenced in earnest. Meantime the tract was carefully surveyed and subsequently all the land was laid out into blocks and lots.⁴⁰

Government surveyors, who recorded the terrain and soil types, water bodies, types of trees, and undergrowth in field notebooks and on sketch maps as they traveled along every section line in 1851 and 1852, presented a more precise description of the Sellwood-Moreland landscape. An 1851 surveyors' map shows a "thick and brushy" stand of timber in the eastern section of the neighborhood (sections 24 and 25 in Township 1 South, Range 1 East) near the arcing bend in Johnson Creek. The area's early Euroamerican travelers and residents encountered a thick forest of Douglas fir, cedar, hickory, big leaf maple, scattered hemlock, and occasional oak trees in drier areas. Surveyors

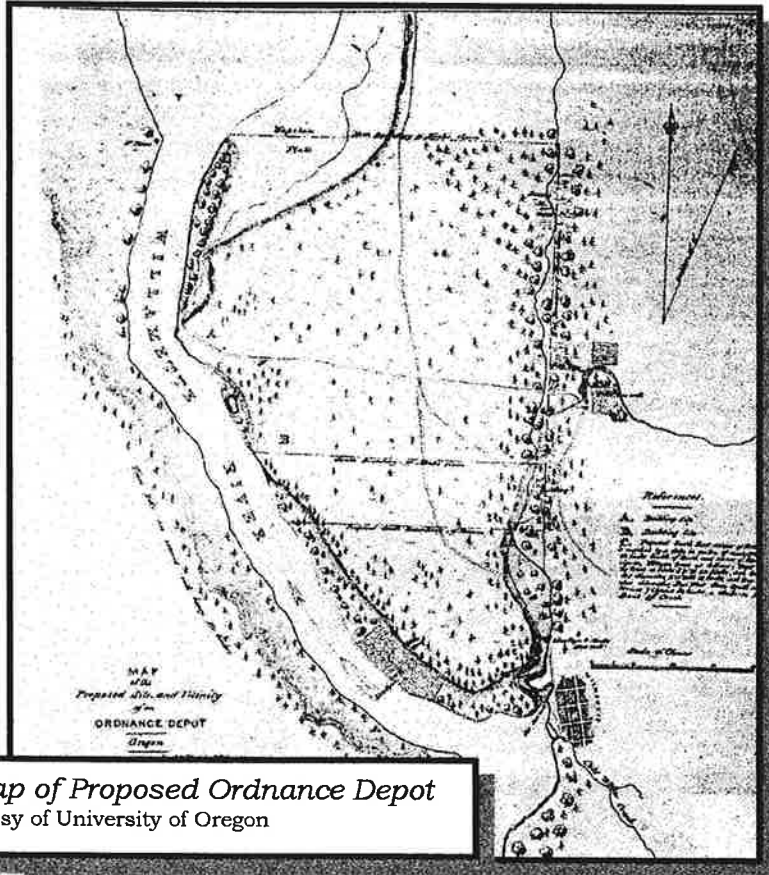
³⁸ Snyder, *We Claimed This Land*, 156-59; Sanborn Insurance Company, "Portland, Oregon" (Sellwood portion) map, 1925.

³⁹ Snyder, *We Claimed This Land*, 158.

⁴⁰ "Sellwood," *Oregonian*, 7 April 1887, pp. 2, 3.

often used fir trees, two to three feet in diameter, as witness trees to measure directional bearings. Except for a “burned over” area just south of Johnson Creek, the undergrowth in the vicinity included vine maple, hazel, and briars. Small stands of Oregon white oak occupied drier areas of the neighborhood. Riparian vegetation, such as Oregon white ash, alder, black cottonwood, and willow, covered the low-lying bottom lands along the Willamette River, as well as Johnson Creek and Crystal Springs Creek.⁴¹

Evidence of Euroamerican presence in the Sellwood-Westmoreland area was already visible on the land in 1851 and 1852. Surveyors’ field notes and maps depict a mill pond,



1851 Map of Proposed Ordnance Depot
Map courtesy of University of Oregon

apparently created by blocking a section of Johnson Creek, near the east end of Tacoma Street, which, in turn, had made swampy and brushy conditions over a sizeable area to the north of the pond, on land now encompassing Westmoreland Park. A mill race diverted water from the Crystal Springs Creek to the mill pond at George Wills’ saw mill, just south of the mill pond. A short east-west “lumber road” (to bring logs and, perhaps, fuel to the saw mill for steam-powered engines) led to the Wills’ mill from the “wagon road from Milwaukie.” Another “lumber road” led from the Milwaukie Road to the

Willamette River, thus creating a four-way crossroads near the intersection of present-day 17th and Sherrett or Clatsop streets.

The 1851 surveyors’ map of the neighborhood, shows the fenced fields and homes of settlers: Edward Long and Alfred “Llewelyn” in the north, near the bend in McLoughlin Boulevard; and George Wills, near the east end of Tacoma and Umatilla streets. The homesteads of “Wm. Meek” and “H. Llewelyn” were shown a short distance south of Ochoco Street, the neighborhood’s southern boundary, in the area of the Waverley Golf Club.⁴²

Despite these cultural features, the Sellwood-Westmoreland neighborhood remained largely forested in 1851. An 1851 US Topographical

⁴¹ Surveyor General’s Office, “Field Notes of the Survey of Township 1 South, Range 1 East” (pertaining to sections 13, 14, 23, 24, 25, 26), September 1851 and March 1852 (microfilm, Eileen G. Fitzsimons Collection).
⁴² Ibid. (both surveyors’ map and field notes);

Engineer's map shows coniferous trees covered the area and, along with some deciduous trees, were especially dense in the vicinity of Johnson and Crystal Springs creeks and above and below the bluff to the east of the Willamette River.⁴³ Euroamerican pioneer settlers with agrarian ambitions generally deemed forested lands unattractive. The great majority of newcomers to Oregon chose to establish their farms on easily cultivated grasslands and oak openings, created by centuries of annual burnings by the Kalapuyas occupying the Willamette Valley above the Willamette Falls. Before 1850, there were probably less than a dozen farms staked out in anything close to dense forest since the availability of prairie land at that time made forest clearing unnecessary. Timber had little value then unless it stood close to the few small lumber mills, such as the saw mill of George Wills.⁴⁴

In fact, the stand of fir, hemlock, and cedar in the present-day Sellwood-Moreland neighborhood did have considerable value since the sawmills of the Wills family along Johnson Creek, just east of the neighborhood, and Lot Whitcomb's mill near the mouth of Johnson Creek in Milwaukie, operated nearby. These logging and saw milling operations also effectively cleared some of the dense forests from the land and encouraged the establishment of homesites and family farming, as well as commercial agriculture, especially orcharding.

⁴³ J.P. Hatch, "Map of the Proposed Site and Vicinity of an Ordnance Depot, Oregon," no location, Pacific Division, Office of Topographical Engineers, June 10, 1851.

⁴⁴ Bowen, *Willamette Valley*, 60-62.

(4) Agriculture

Euroamerican agricultural activities not far from the Sellwood-Moreland neighborhood preceded the arrival of settlers there by nearly twenty-five years. The Hudson's Bay Company (HBC) began experimenting with various agricultural products in 1825 at Fort Vancouver. That year John McLoughlin planted the first wheat. Twelve years later, the HBC's farm produced several thousand bushels of wheat, oats, and barley, as well as peas, potatoes, turnips, pumpkins, and other vegetables. In the mid-1830s, the company also raised several head of beef cattle, hogs, horses, and sheep. McLoughlin also started an orchard of fruit trees from seed. South of the Columbia in Oregon, Joseph Gervais, a former trapper, acquired seedling apple trees from McLoughlin and planted the first orchard in Oregon, in the Gervais area.⁴⁵

It was not until 1847, however, that the first grafted fruit trees were planted in Oregon by, first, William Meek on the Willamette River near the confluence of the Santiam, and, second, by Henderson Luelling, at the southern end of the Sellwood-Westmoreland neighborhood. The Milwaukie, Waverley, and Sellwood areas became the historical entrepot of orcharding and horticulture in the Pacific Northwest. Much of the early agricultural history of today's Sellwood-Westmoreland neighborhood grew out of the activities of the Luelling & Meek Nursery and those individuals who worked with the partners and successive nurseries. Joseph Lambert, who first worked at a lumber mill in Milwaukie and then helped survey the Willamette Meridian, was employed by the Luelling & Meek Nursery in 1853 and 1854, where he acquired an introductory knowledge of the business.⁴⁶ Lambert's father-in-law, Henry Miller, and his son, Arthur Miller, also worked for the Luelling & Meek Nursery. Around 1854, he began to take care of a two and one-half-acre apple orchard at the top of the bluff overlooking the Willamette River bottoms (near the future location of the Oaks Amusement Park). Their payment was in apples -- one-third of each year's crop. They made from \$600 to \$800 each year from the sale of their apples. In 1859 William Meek offered to sell Henry Miller his land and fruit business, which, at that time, extended from the Waverley area in the south to about Reedway Street in the north encompassing roughly 1,600 acres. Unable to finance such a purchase alone, Miller convinced Joseph Lambert to contribute to the venture. Together they paid Meek \$500; Meek held the mortgage for the balance of \$24,075. The Lambert and Miller families then took up residence in the former Luelling and Meek houses, respectively, located on today's Waverley Golf Course.⁴⁷

Unable to compete in the orchard business with California growers (including Meek and John Luelling), in the early 1860s, Miller and Lambert shifted their nursery business to the propagation of seeds, bulbs, and exotic plants and trees, which eventually thrived. Rare camellias, bamboo, and many exotic trees and shrubs grew in greenhouses and around the Miller and Lambert houses for years. By the mid-1860s, the partners were able to pay off

⁴⁵ William A. Slacum, "Document: Slacum's Report on Oregon, 1836-37, *Oregon Historical Quarterly* 13: 2 (June 1912), 185-91; Joseph Gaston, *The Centennial History of Oregon, 1811-1912* (Chicago, Ill.: S. J. Clarke Publishing Company, 1912), 539.

⁴⁶ Dimon, "Twas Many Years Since, 18, 23; *Oregon Daily Journal*, 16 October 1947.

⁴⁷ Dimon, "Twas Many Years Since, 18, 23-25.

their debt to Meek. In June 1866, Miller and Lambert sold 321 acres to Reverend John Sellwood. The Miller family kept the property lying north of John Sellwood's (the area that later became the City View racetrack and development). Henry Miller deeded another parcel (40 acres) north of the Sellwood property to his eldest son, Arthur F. Miller, who lived for decades at Nehalem Street and 16th Avenue. Henry Miller sold the remainder of his acreage, which was that part of the Meek orchard that the Millers first tended, to a Mr. Merlin of San Francisco. In the early 1870s, the Henry Miller family moved to Portland, where they established a florist and nursery business. The Joseph and Clementine Lambert family farmed a large parcel of land south of Sellwood for many years (and eventually formed the Cambridge Land Company, which platted the Cambridge subdivision in 1890 along Sellwood's southern boundary).⁴⁸

John Sellwood, the namesake of the Sellwood-Westmoreland neighborhood, acquired the 321-acre parcel in the original Henderson Luelling and William Meek donation land claims from Henry Miller and Joseph Lambert in 1866. According to an 1887 issue of the *Portland Oregonian*, the Panamanian government paid Episcopal priest John Sellwood \$10,000 in consideration of hardships and personal injuries he had suffered while crossing the Isthmus of Panama on his way to the West Coast. John Sellwood, born in 1806 in the shire of Cornwall, England, came to the United States in 1833; he graduated from Kenyon College near Cincinnati in 1837. After preaching in churches in Quincy and Mendon, Illinois, and then Grahamville, South Carolina, John Sellwood left New York City on a ship in the spring of 1856, accompanied by his brother, Reverend James R.W. Sellwood, and his brother's family. The trip was uneventful until the party reached Panama on April 15th. While the Sellwoods and other passengers waited to board a steamer bound for San Francisco, a group of rioting Darien Indians attacked them, beating them with clubs, ransacking baggage, and picking pockets. "Mr. Sellwood was shot entirely through the body, his nose broken with a club, his face and hands badly burned with powder, every cent of money taken from him, and he was pushed to one side and left for dead."⁴⁹

The next morning, James Sellwood and his family, who avoided the attack, found John Sellwood bleeding, bruised, and feeble. After several weeks, he regained his strength, and continued his journey, following the rest of the Sellwood family to San Francisco and then to Oregon. James Sellwood immediately became the rector in Salem's St. Paul's Church. In 1857, John Sellwood took care of Trinity Parish in Portland. Between 1861 and 1870, he officiated at St. Stephen's Chapel in Portland and the state penitentiary. John and his brother were two of the earliest Episcopal ministers in Oregon. In the early 1860s, Reverend John W. Sellwood assisted at St. John's Church in Milwaukie.⁵⁰

⁴⁸ *Ibid.*, 26-29.

⁴⁹ Belle J. Sellwood, "Oregon Churchman," 1892, transcribed by Howard E. Robinson, Archivist, Episcopal Diocese of Oregon, Lake Oswego, Oregon.

⁵⁰ *Ibid.*; Christopher J. Hainley, "The Sellwood Family and a History of Sellwood, Oregon: 1883-1920" (B.A. Senior Paper, Mount Angel Seminary College, Mt. Angel, Oregon, May 1975), 3-23; Fred Lockley, "Observations and Impressions of the Journal Man," *Oregon Journal*, 29 May 1922; "Sellwood," *Oregonian*, 7 April 1887

Nine years later, John Sellwood bought 321 acres, the area which was to become Sellwood, for roughly \$12 an acre, as an investment. It is unclear whether he ever lived on the property and, if so, probably was there only briefly before moving to Milwaukie in 1869. Aside from already existing orchards that Henry Miller first tended in the mid-1850s and that may have later been planted by Miller and Joseph Lambert, Sellwood's weakened condition, following the Panama incident, most likely kept him from farming the land. It seems that most of the Sellwood parcel remained in a "condition of nature" with "unbroken forests and dense thickets [covering] the tract," until after 1882, when the land began to be developed. According to the April 7, 1887 issue of the *Oregonian*, "not an ax had molested the wooded depths; not a spade or hoe had disturbed the virgin soil." Reverend John W. Sellwood passed away at his residence in Milwaukie on August 27, 1892 at age 86.⁵¹

Unlike John Sellwood, some property owners to the north of the Sellwood acreage farmed the land in the 1860s and 1870s. P.J. Martin, who owned many acres between the Willamette River (opposite Hardtack Island) and Milwaukie Avenue, had a farm that produced "splendid apples," according to the *Oregonian* after receiving a boxfull of Winesap, Roxbury Russet, Yellow Newton Pippin, and Pearmine in their office. Other sources mention the existence of a large cherry orchard in the area of City View Park, around that same time.⁵² Martin, like Sellwood, apparently didn't live on his Sellwood land (but on the west side of the river), and was occupied, around that time, as a wholesale liquor dealer. A man named Charles Keiser actually lived on the farm in the late 1870s. In June 1882, P.J. Martin sold 178 acres of his land to the City View Park Association⁵³

Also north of John Sellwood's land and east of the Martin property, William S. Ladd Estate Company operated Crystal Springs Farm, encompassing about 500 acres. The Ladd farm, a stock breeding operation, included a swampy meadow on both sides of meandering Crystal Springs Creek that had earlier been the location of the J.G. Wilson dairy. Today the former Crystal Springs Farm property takes in Westmoreland and Eastmoreland (separated by the Southern Pacific Railroad tracks), the Eastmoreland Golf Course, and the Reed College campus.

The names "Westmoreland" and "Eastmoreland" were not derived from word "moreland," a low-lying and marshy ground, but from J.C. Moreland, an official of one of the real estate companies that developed some of the property after the platting of Westmoreland in May 1909 and Eastmoreland in February 1910.⁵⁴

⁵¹ "Sellwood," *Oregonian*, 7 April 1887

⁵² Hainley, "The Sellwood Family" 35

⁵³ *Oregonian*, 2 February 1877; Multnomah County Tax Association Book, Book 60, p 278 (Eileen Fitzsimons Collection); *Portland City Directory*, Portland, Oreg.: R.L. Polk, 1878, 1879, 1881.

⁵⁴ Snyder, *Portland Names and Neighborhood* 47-51.; *Sellwood-Moreland Bee*, 4 October 1956

(5) Transportation

(a) Roads

The Willamette River provided the primary means of transportation in the early days of today's Sellwood-Moreland neighborhood. Roads and trails were little more than crude ruts winding between freshly cleared land, often impassable due to mud and flooding in the winter and spring months. Since Sellwood-Moreland, like most pioneer Willamette River communities, centered on its own local agricultural and industrial activities, roads merely served to connect these activities and their supporting buildings and residences to the river and to other nearby embryonic communities. Milwaukie to the south, Willsburg to the east, and the homesteads of the Luellings, Meek, and Long were truly a series of river towns and homesteads. Surveyors' maps and notes of the area show a primitive east-west road linking the George and Jacob Wills family sawmill, on Johnson Creek, near the east end of present-day Tenino Street, to the Willamette River bluff near the west end of Nehalem. A north-south road, crossing the Wills lumber road, carried animal and human traffic through a dense forest of fir, hemlock, and cedar to the early Luelling and Meek sawmill near the mouth of Johnson Creek at Milwaukie. From the late 1850s to about 1870, a plank road passed just east of the neighborhood to Oregon City and Silverton, then, eventually, on to Lebanon, Brownsville, Springfield, Cottage Grove.⁵⁵

The platting of townsites, beginning in 1882 with the Sellwood plat and ending in 1909 with the Westmoreland plat, initiated the process of overlaying a regular pattern of streets and rectangular blocks on the landscape. Within five years, Umatilla Street, running east and west through the Sellwood subdivision to the river's edge, had become the "principal and improved thoroughfare" in Sellwood.⁵⁶ During Sellwood's brief period as an incorporated city, between 1889 to 1893, the city passed numerous ordinances aimed at improving and grading streets and also some of the sidewalks. By the early 1890s, at least two streets--Umatilla and Spokane streets, had been laid with three-inch planks (reportedly, sawn at the sawmill at Willsburg).⁵⁷ In the early 1900s, when the national Good Roads Movement aimed at upgrading roads, especially for automobiles, focused everyone's attention on the condition of roads in their community, the Sellwood-Westmoreland neighborhood became preoccupied with modernizing--hard surfacing-- their roads.

The construction of McLoughlin Boulevard (Highway 99 East) in the mid-1930s, at the height of the Great Depression, helped extend the commuting distance of Portland workers beyond Sellwood to Milwaukie and Oregon City and, significantly, it effectively completed the segregation of

⁵⁵ J.P. Hatch, "Map of the Proposed Site and Vicinity of an Ordnance Depot," Record Group 77, Drawer 144, Cartographic Division, National Archives, Washington, D.C.; Robert Carlton Clark, *History of the Willamette Valley, Oregon*, Chicago: S.J. Clarke Publishing Company, 1927, 482-83, 487; Oscar Osburn Winther, "The Roads and Transportation of Territorial Oregon," *Oregon Historical Quarterly* 41: 1 (March 1940), 40-43.

⁵⁶ "Sellwood," *Oregonian*, 7 April 1887, 2.

⁵⁷ "Sellwood as It Is," *Sellwood Bee*, 23 December 1910; "History Notes," *Sellwood Bee*, 17 December 1915 (Eileen Fitzsimons Collection).



Sellwood Bridge, mid-1920s
Photo courtesy of the Oregon Historical Society

Westmoreland from Eastmoreland already begun by the Oregon and California Railway tracks (except for the Bybee Boulevard overpass). The widening of McLoughlin Boulevard in the 1980s further hardened this separation. It also brought about the demise of some of the shade trees in the area.



Northeast corner of SE Milwaukie and Bybee, c. 1952
Photo courtesy of Dick Gustafson and SMILE

(b) Ferries and Steamboats

The topography along the river where Sellwood now stands preordained the towns early connection with Willamette River traffic. A low-lying riverbank invited river steamers to bow-in to the bank and lower their gangplanks. A higher bluff within feet of the river bank promised protection from annual river floods. Before rails were laid up the east side of the river, steamboats carried cargo and passengers as far up river as Oregon City where they were portaged around the falls to other riverboats waiting to continue up river. It would appear, in fact, that as early as 1851 a road throughout what became Sellwood terminated at the river suggesting a riverboat stop.⁵⁸ Sellwood's relationship with the river continued throughout its evolution. According to the Polk city directories, Sellwood residents included a disproportionately large number of riverboat captains, engineers, mates and deckhands⁵⁹

As early as 1848 the number of settlers along both sides of the Willamette River warranted frequent travel across the river. Israel Mitchell established a horse-powered ferry in that year. In 1852 the horse was replaced by a steam engine which powered the Stark Street Ferry operated by J.B. Stevens until 1895. In later years ferries operated at Sellwood, upper Albina and St Johns Landing. In 1882 the Sellwood Real Estate Company also established a ferry crossing the Willamette. By 1892 the Sellwood Co-operative Ferry Company was providing transport across the river. M.A. Hackett was president of the company; NW Hackett was captain of the boat as well as its engineer.⁶⁰

The Sellwood Ferry, owned and operated by Multnomah County, was christened *John F. Caples* and launched in September of 1904.⁶¹ The boat cost

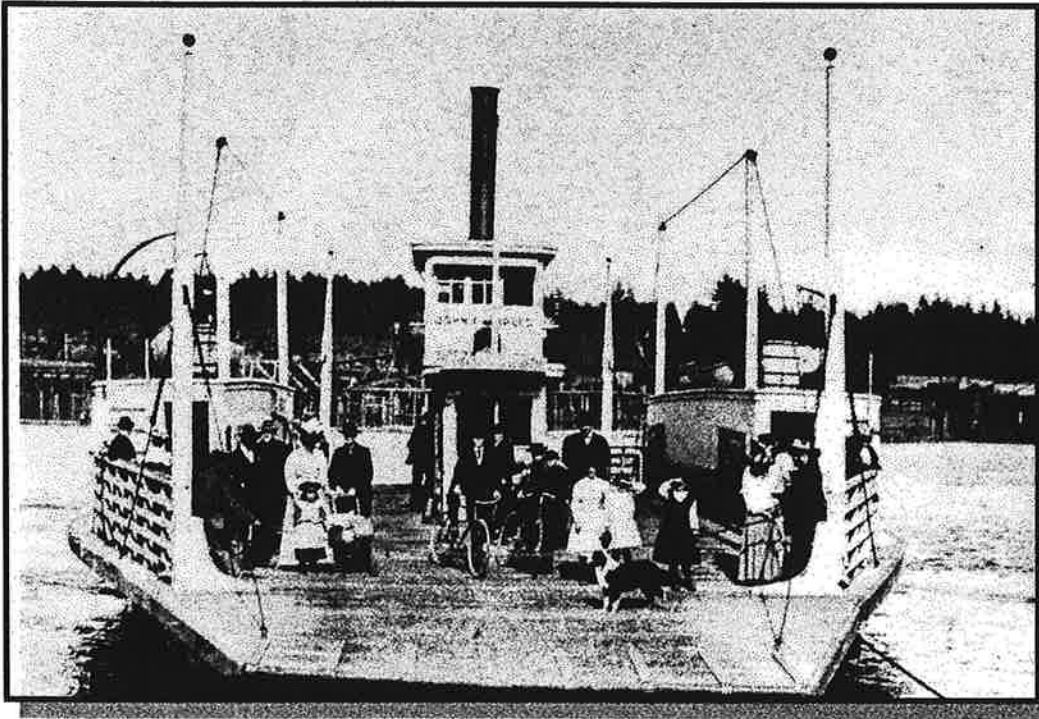
⁵⁸ Map, 1851, U.S. Survey by Butler Ives. [FROM: *TWAS MANY YEARS SINCE*]

⁵⁹ Charles Yarneberg (1885) riverboat captain
 Morgan G. Monroe (1885) riverboat captain
 Edward Spencer (1885) riverboat captain
 Andrew Sandstrom (1886), deckhand on the *City of Sellwood*
 Edward Spencer, (1886), riverboat captain
 Charles Yarneberg (1886), captain, *City of Sellwood*
 John W. Exon (1888), captain, *Isabel*
 James N. Fisher (1888), captain *City of Sellwood*
 Reuben Pierce (1888), deckhand, *Isabel*
 Andrew Sandstroem (1888), mate, *City of Sellwood*
 Henry Topel (1888), engineer *Isabel*
 Albert J. Fellows, (1889), engineer, *City of Sellwood*
 James M. Fischer (1889), captain and purser, *City of Sellwood*
 Frank Briggs (1890), captain *City of Salem*
 James N. Fisher (1890), river pilot
 Solomon Martin, (1890), mate *Volunteer*
 William P. Short (1890), captain *Three Sisters*
 William H. Turpin (1890), engineer, *City of Salem*
 Thompson Maurice (1891), engineer *Sellwood Ferry*
 Lew Weatherford, (1891) engineer *Volunteer*
 Nathan W. Hackett, *1892), engineer *Sellwood Ferry*
 Wiliam P. Short (1892), steamboat captain.

⁶⁰ *Polk City Directory*, 1892

⁶¹ The Sellwood Ferry traversed the river for twenty-one years, ending its service in December of 1925, a victim of the newly completed Sellwood Bridge.

\$15,000, and was captained by W.F. Hedges. It provided transportation for freight wagon traffic, including both local wagons as well as wagons bound for Portland from Multnomah and Clackamas counties. The boat ran from 6:45 a.m. until 7:15 p.m. with the number of trips regulated by the amount of traffic appearing at the landings. On the west side the White House Road was used for access to the ferry; on the east side a planked incline led down to the approach from Spokane Street.⁶² The *Caples* continued operation until 1925, when the Sellwood Bridge joined the east and west sides of the river.

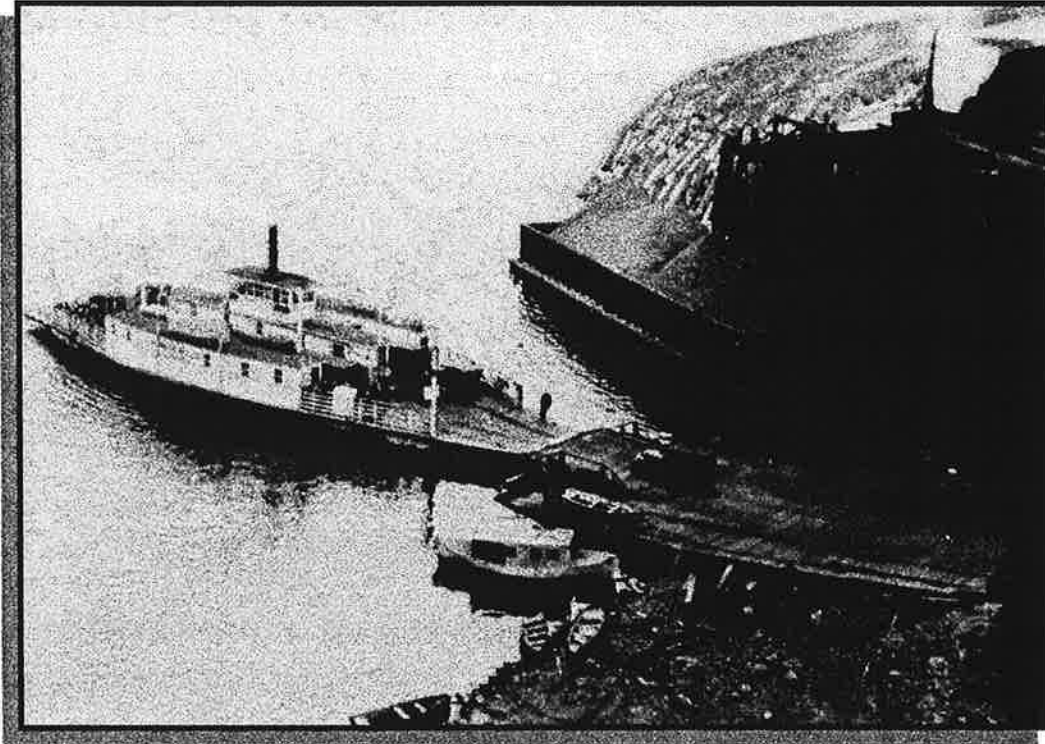


*Sellwood Ferry. Steam-powered with a wood-fired boiler.
Wood provided by the East Side Lumber Mill, Sellwood*
Photo courtesy of SMILE

The last ferry running was the St Johns ferry which plied the river until 1931 when its deep-throated diesel engine succumbed to the cacophony of automobile tires crossing the eight Portland bridges then spanning the Willamette.⁶³

⁶² *Oregonian*, 23 July 1904, 10; *Oregonian*, 23 September 1904, 2

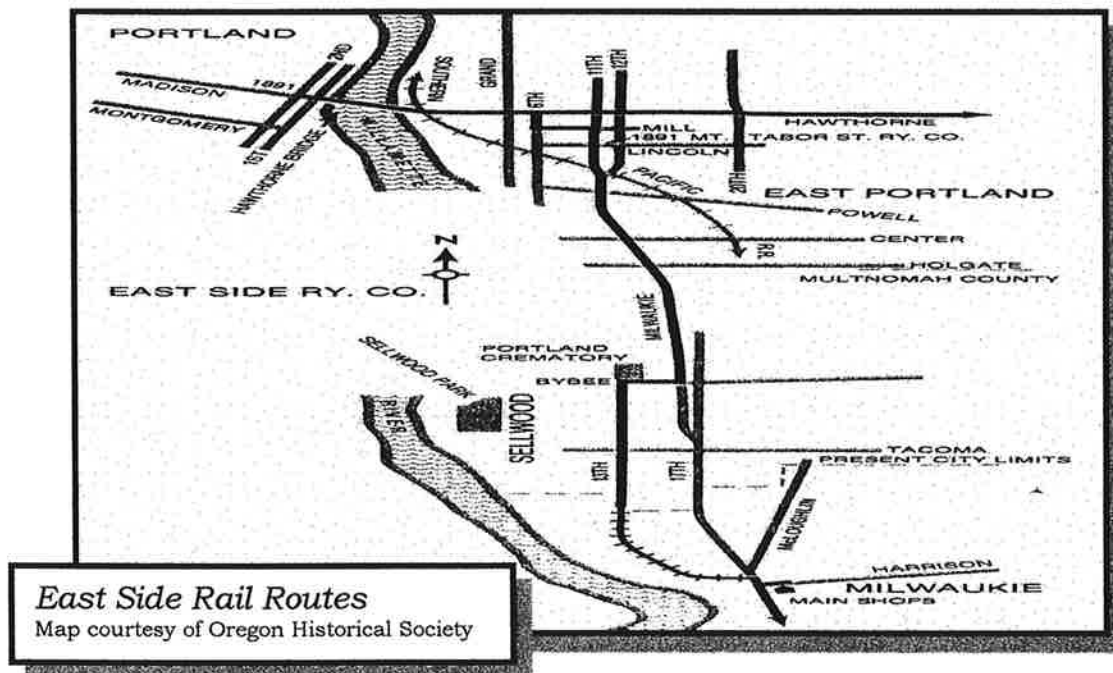
⁶³ Sharon Wood and Jay Dee Alley, *The Portland Bridge Book*, (Portland, Oreg.: The Oregon Historical Society, 1989)



Sellwood ferry at Sellwood boarding ramp next to the East Side Lumber Mill. Lumber mill sawdust is loaded in docked barge; log raft to the right is also property of East Side Lumber Mill. Photo courtesy of SMILE

(c) Trains and the Interurban

By 1893 Sellwood was connected by electric interurban with Portland to the west and Oregon City to the south. The genesis of this was an electric interurban line, completed in 1888, which originated in downtown Portland, crossed the Willamette River on the Madison Bridge (later to be replaced by the Hawthorne Bridge) and ended in Albina. A little over four years later, the East Side Railway Company was able to boast of fifteen miles of electric railway.⁶⁴ Commencing in Portland the electrics crossed the Madison Street bridge and traveled one-half mile east of the Willamette River to connect with a steam dummy line which went out toward Mt. Tabor and Mt. Scott. The electrics then turned south. At the Clackamas River they sent a short branch off to the Chautauqua grounds in Gladstone, then continued south to Oregon City.⁶⁵ That line's first run, on February 16, 1893, was made with the new electric car "Helen".⁶⁶



The electricity making this quieter, smoother, smoke-free commute possible was generated at both ends of the run: At the Portland end electricity was produced by the steam plant at Fulton, built by the Metropolitan Railway. At the Oregon City end the generators of a newly built power plant were driven by the river current near the Willamette Falls. Trains left both terminals (Portland and Oregon City) every hour on the hour all day long. A one-way trip took approximately 40 minutes. By comparison, the same one-way journey by

⁶⁴ The East Side Railway Company was incorporated on May 14, 1891, by George W. Brown, E.L. Long and A.W. Powers with a capital of \$250,000. John T. Labbe, *Fares, Please! Those Portland Trolley Years*, (Caldwell, Idaho: The Caxton Printers, Ltd., 1980).

⁶⁵ Randall V. Mills, *Railroads Down the Valley*, (Palo Alto, Calif.: Pacific Books, 1950).

⁶⁶ *Ibid*

one of the steamboats operated by Oregon City Transportation Company took approximately two hours.⁶⁷

In 1893, shortly after its founding, the East Side Railway went into receivership. Just as the national economy slumped in the mid-1890s, one of the electric cars took a none-too-symbolic plunge off the Madison Street Bridge into the Willamette River at 6:45 on the foggy morning of November 1st. The bridge had been opened for passing river traffic. According to reports, the fog-wet rails failed to provide sufficient traction to enable the car *Inez* to be stopped.⁶⁸ Seven of the twenty passengers were killed. The resulting lawsuits coupled with the national recession drained the operating capital of the company, forcing it to seek protection from creditors.⁶⁹

The company continued operating the line during the period of receivership; however, the line fell into serious disrepair: "Its roadbed, not very solid to start with, slowly went to pieces; its cars became shabby; its motors sparked and sputtered."⁷⁰

In 1901 the line was reorganized under new owners who named it the Portland City and Oregon Railway. The following year it was acquired by yet new owners who renamed it the Oregon Water Power and Railway company (OWPR). OWPR built a new line between the river and the bluffs which hugged the shelf along the river stretching from Hawthorne Avenue to Sellwood. Near Sellwood the line climbed through an opening in the bluff and reached the old Oregon City line; from there it went eastward toward Gresham and the Clackamas River. At Golf Junction a switch was installed and Oregon City cars ran on the new line into Portland, leaving Sellwood and Brooklyn to be served by a shuttle suburban service.⁷¹

The early 1900s witnessed great railway expansion in and around the Portland area and across the United States generally. The Oregon Electric Railway had electric trains going to Salem and then pushing on south to Eugene. Oregon Electric Railway was purchased by Great Northern Railway, a company owned by Jim Hill. Southern Pacific responded to the Great Northern acquisition by electrifying its old Oregon and California tracks on the west side of the Willamette River. In 1906 the Portland Railway, Light and Power Company bought both the fixed and rolling stock of the numerous streetcar companies serving Portland (including the power plants) and placed them under a single ownership umbrella. The company's acquisitions included the recently built Mt. Hood Railway, the Oregon Water Power interurban lines, as well as the line to Bull Run. On the east side of the Willamette River, the Portland Railway, Light and Power Company was without competition.⁷² It ran down the east side of the river through the foothills of Mt. Hood to Troutdale, Gresham, Bull Run, and Estacada.

⁶⁷ Mills, *Railroads Down the Valley*

⁶⁸ *Daily Oregonian*, November, 1893.

⁶⁹ Labbe, John T., *Fares, Please! Those Portland Trolley Years*, (Caldwell, Idaho: The Caston Printers, Ltd., 1980).

⁷⁰ Randall, *Railroads Down the Valley*, p. 75

⁷¹ Sellwood service included Car 1500, the funeral car, which provided service to the crematorium in Sellwood at southeast Thirteenth and Bybee. Labbe, *Fares Please!*

⁷² *The Sunday Oregonian*, 17 December 1950, 14



PRL&P also served Oregon City where connections could be made for Mollala and Mt. Angel on the Willamette Valley Southern interurban. By 1950 the only surviving line was the Oregon City line.⁷³

On Saturday, 25 January 1958, after protracted negotiations with the State Public Utilities Commissioner, Howard Morgan, the Portland Traction Company (the final

Looking north on 13th Street at Tacoma, c. 1940s. Photo courtesy of SMILE

inheritor of the east side runs) ignored the commissioner's order to continue service, and suddenly ceased operations of the Oregon City and Bellrose lines.⁷⁴



On two prior occasions the company had sought permission to discontinue these lines, including one appeal to the state Circuit Court. In fact, in 1957 five days of hearings were conducted before the state Public Utilities Commission as the result of Portland Traction Company's request to discontinue operating its Oregon City and Bellrose passenger runs.

Looking south on 13th Street at Tacoma, c. 1940s. Photo courtesy of SMILE

Those hearings culminated in a 70-page decision by Commissioner Morgan denying the company's request to discontinue the two lines. (It should be noted that the PUC order did permit the Portland Traction Company to discontinue sixteen daily trips on the Oregon City line and two daily trips on the Bellrose line. However, the commission refused to permit the company to completely abandon the line.)⁷⁵

⁷³ *Sunday Oregonian*, 17 December 1950, 14

⁷⁴ *Oregon Daily Journal*, 26 January 1958, 1

⁷⁵ *Oregon Daily Journal*, 26 January 1958, 1

At the time of the sudden cessation of operations in January of 1958, the company, under the leadership of Superintendent P.A. Adams, employed twenty-six persons who were directly involved in operating the two lines (fifteen car operators and eleven mechanical and clerical workers).⁷⁶

Portland Traction Company (PTC) claimed it was losing approximately \$11,000 per year. Additionally, during the hearings before the PUC, PTC claimed an out-of-pocket loss of \$119,290 in the ten months of 1957. However, Commissioner Morgan questioned the accuracy of these figures. He also claimed that the company had taken steps to intentionally make the run unprofitable in order to justify its abandonment. As evidence of his assertion, Commissioner Morgan cited the company's failure to object to the City of Portland when the company's use of the Hawthorne Bridge was disrupted. Morgan also noted that the company paid out \$3,805,000 in dividends to its parent holding company and had averaged a twenty percent return on its investment between 1950 and January of 1958.⁷⁷

It is interesting to note that between 1887 and 1914, Portland granted 191 franchises, half of which went to railroads with no payment made to the city. By 1914 the Portland Railway Light and Power Company received forty-three separate franchises as the result of mergers and acquisitions and became a \$15 million holding company, a monopoly which, according to the *American Banker*, May 28, 1910, was liable to antitrust action under the Sherman Act.⁷⁸

⁷⁶ *Ibid.*

⁷⁷ *Oregon Daily Journal*, 26 January 1959, 2

⁷⁸ MacCall, Kimbark E., *The Shaping of a City: 1885 - 1915*, (Portland, Oregon: The Georgian Press Company, 1976).

(d) Bridges

It was a full forty years after the platting of the area now known as Sellwood before a bridge finally spanned the Willamette River connecting it with Portland. Completed in 1925, the Sellwood Bridge was the second Portland-area Willamette River vehicle bridge that was not a draw bridge (it was preceded by the 1922 construction of the Oregon City bridge).⁷⁹

The construction of bridges spanning the Willamette River began when the Willamette Iron Bridge Company constructed the first.⁸⁰ A toll bridge, it was completed on April 12, 1887, and terminated at the foot of Morrison Street in Portland. It was followed a year later (1888) by the construction of the Steel Bridge. These two bridges made residence on the east side of the Willamette River geographically convenient and financially feasible.⁸¹

The Sellwood Bridge was designed by Gustav Lindenthal and constructed by Gilpin Construction Company of Portland. Gustav Lindenthal served as New York's commissioner of bridges and designed several east coast bridges including the East River's Hell Gate arch. (Gustav Lindenthal also designed the Burnside and Ross Island bridges in Portland.)

Situated 16.5 river miles up-stream from the Willamette confluence with the Columbia River the bridge arches 75 feet above the river and has a span length of 300 feet (the entire bridge, including approaches, measures 1,092 feet overall). It cost \$541,000 to build it. It cost an additional \$950,000 for a 1980 reconstruction.⁸²

⁷⁹ Sharon Wood and Jay Dee Alley, *The Portland Bridge Book*, (Portland, Oregon: The Oregon Historical Society, 1989).

⁸⁰ Principals of the Willamette Iron Bridge Company included William Beck, a Portland gunsmith and justice of the peace, Rufus Mallory, Charles Wibert, C.F. Swigert, and John W. Brazee., *Ibid*, Wood, xvi.

⁸¹ *Ibid*

⁸² *Ibid*

(6) Commercial Development

Natural resources played a major role in the commercial development of Sellwood. Nearby timber invited saw milling, and furniture making; streams invited water-powered milling operations; the river invited the movement of resources in and goods out; and inexpensive land for home construction invited an affordable labor base. Wool milling saw companies such as Portland Woolen Mills, Multnomah Mohair, and Oregon Worsted select Sellwood so they could tap the available hydropower to run their machinery. Lumber-related businesses such as Shindler Furniture, and Sorensen and Young (later known as East Side) were attracted by river (and later rail) transport of their product. And, as the activity increased on the east side of the river, the population grew, resulting in an expanding commercial infrastructure such as retailing, human transportation, and home building.

Portland Woolen Mills was an initial wool industry mill to locate in Sellwood. With its relocation to St Johns after a 1904 fire destroyed its plant, Ross Wool Scouring and Manufacturing Company purchased the 18-acre site near the junction of Johnson and Crystal Springs creeks for \$9,000. According to a local newspaper, the Ross company was scheduled to open on December 1, 1906, with forty employees.⁸³ In November of 1905, Ross laid the foundation for its mill. It was to be the largest wool-scouring plant north of San Francisco. Laid out in an "L" shape, it was to measure 208 by 155 feet and 173 by 45 feet. A stand-by flume brought water from Johnson Creek to supplement the steam power. All together an estimated \$50,000 was invested in the property. But, the equipment was never installed. What equipment did arrive was stored in a building near the Multnomah Mohair Company. The Multnomah Mohair Company subsequently purchased the Ross property and, Multnomah was in turned purchased by the Oregon Worsted Company in 1918. In one of the buildings employees of Multnomah discovered the equipment which had been shipped to the Ross company. It was still crated.⁸⁴ The *Oregon Daily Journal* reported on March 14, 1907, that Ross was managing the "Sellwood Woolen Mills"; however, the accuracy of the story is problematic since the only other woolen mill in Sellwood was the Portland Woolen Mill.⁸⁵

The Multnomah Mohair Mills was located on 8 acres at the eastern terminus of Umatilla avenue and had a railway connection to Southern Pacific Railway. James Coulton, the superintendent of the mill had learned the business in mills in both England and New England. The mill occupied 40,000 square feet of floor space and operated 80 weaving looms. Its building was brick with a 12 inch cement foundation. Embedded in the cement were heavy wooden stringers upon which was constructed a plank floor three inches thick and over that was laid a floor of dressed one inch boards -- all to eliminate vibration as much as possible. A 200 horsepower engine was installed in a fireproof engine house. The engine powered a generator which provided lighting to the mill and supplied electricity to the single motor attached to each of the

⁸³ *Sellwood Bee*, October 1906

⁸⁴ "Oregon Wool-Scouring Plants of the Early 1900s", *Oregon Historical Quarterly* 51 (March 1950), 43-52

⁸⁵ *Oregon Daily Journal*, 14 March 1907

looms.⁸⁶ All of this very detailed information was reported in the April 15, 1910, *Sellwood Bee*. However, the May 23, 1913, *Sellwood Bee* reported the closing of the plant with the loss of 150 jobs.

The Oregon Worsted Company was managed by Roy T. Bishop who had come to Sellwood from the Pendleton Woolen Mills. Capitalized at \$300,000, it was doing a business of approximately \$35,000 per month.⁸⁷



Even before the wool industry discovered Sellwood, Shindler and Chadbourne Furniture Makers was making use of the hydropower of the creeks in the area. The company was reported in the August 28, 1879, *Oregonian* to be manufacturing at a factory in Willsburg. It occupied a main building two and one-half stories high measuring sixty by eighty-nine feet with a 40 x 50 foot "L".

East Side Lumber Mill, looking south, c. 1925. Photo courtesy of SMILE

Shindler started business in Portland in 1857 as a member of the firm Hurgen and Shindler at the corner of 1st and Salmon. In 1877 he formed a partnership with F. S. Chadbourne, a San Francisco furniture manufacturer and dealer, and commenced the Willsburg manufacturing operation shortly thereafter.

Lumber milling played a major role in decades to come for Sellwood. The East Side Mill and Lumber Company was in full operation in the early 1900s, having expanded on the earlier operations of Sorenseon & Young. In 1903 the mill employed 165 men.⁸⁸In fact, in August of 1908 the mill purchased an additional nine acres for \$35,000 to expand its facilities.⁸⁹ Its products included more than milled boards. In the words of its manager, Anton A. "Tony" Lausmann, it was an early day "conglomerate."

We had the Oregon Door Company which was a mill work company. My brother Joe was the head of that although the controlling stock was held by the Millers. There was also the East Side Box Company that cut mostly hemlock and made fruit packing boxes. The box line was an all inclusive line. They built boxes for apples and citrus fruits, cantaloupe and lettuce crates, tomato flats -- they made the whole works on the east side of the river. That mill furnished the slabs

⁸⁶ *Sellwood Bee*, 15 April 1910, 1

⁸⁷ *Oregonian*, 1 June 1919, 15

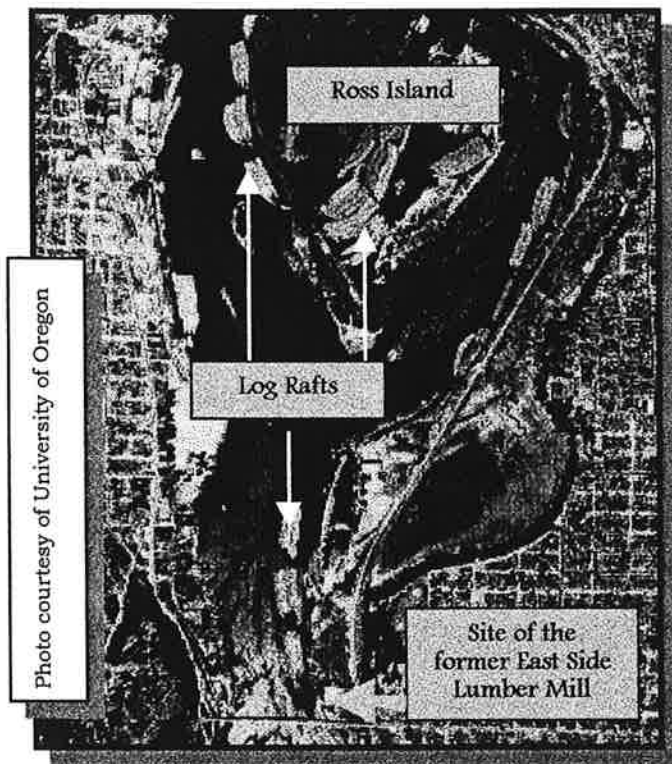
⁸⁸ *Sellwood Bee*, 20 April 1910, 1

⁸⁹ *Oregonian*, 30 August 1908, 8

that were used to run the boiler on the ferry that docked at Sellwood. The boat landing was about one block from our mill. The boat crossed the Willamette River from Sellwood to connect with the highway on the west bank.

"The box company and the Oregon Door Company were where the Sellwood Bridge was to be built later. In order to get the bridge at that point, they surveyed the spot to set the pillars. The pillars had to go right through the roof of the building."⁹⁰

Although lumber was not the only industry at the foundation of the Sellwood economy, it certainly played a strong and visible supporting role through much of the nineteenth and first half of the twentieth century.



The East Side Lumber Mill spread across much of what is today the Sellwood bank of the Willamette River. Although most of the structural evidence of the mill is gone, some cement footings can still be found. In fact, at the time of the construction of the Sellwood Bridge, one of the bridge supports was placed squarely through the roof of one of the mill buildings. From the present-day condominiums south of the Sellwood Bridge stretching north along the bank beyond what is today a river-front municipal part, the mill provided not only milled lumber but boxing crates, as well as fuel for the wood-fired, steam-engine powered ferry which provided transport across the river at Sellwood. The aerial

photograph, left, was taken on July 24, 1948, and provides graphic evidence of the lumber milling activities along the Willamette River in this area -- activities which continued into the 1950s. The log rafts along both east and west banks of the river as well as those floating adjacent to Ross Island is timber waiting to be processed. The East Side Lumber Mill itself continued to operate until 1937 when a second fire severely damaged its facilities, and a decision was made to not rebuild.

Although lumber, wool milling, and transportation were certainly cornerstones of Sellwood's commercial history, they certainly are not the complete picture. The Coast Cement Company constructed new sand and

⁹⁰ Bert Webber, *Swivel-Chair Logger: The Life and Work of Anton A. "Tony" Lausmann*, (Fairfield, Wash.: Greenway Press 1976).

gravel docks at the foot of Linn Street making gravel available for street improvements as well as home construction.⁹¹ The Kibbe-Welton Paving Company played an instrumental role in the paving of streets not only in Sellwood, but throughout the Portland area.⁹² The Sellwood Laundry Company, which was located at the corner of 13th and Tacoma in 1910, opened a new two-story, wood-frame building (50' x 75') complete with a sixty-horsepower steam engine having a 120 horsepower boiler.⁹³ By 1956 the business had evolved into the Peerless Laundry, which had a \$200,000 plant, with fifteen delivery trucks, fifty employees and a \$70,000 annual payroll.⁹⁴ An overview of Sellwood business history would be incomplete without mention being made of the institution that chronicled that history: *The Sellwood Bee*. First published on October 6, 1906, by its publisher, Charles Ballard, *The Bee* was sold a year later to Charles Price, and, again, in 1908 to C.M. Thompson who settled in to run the paper for thirty-seven years. In 1945 Thompson sold to Mr. and Mrs. H.D. Reeves from whom Howard Hilson purchased it in 1947.⁹⁵

The Portland area experienced more economic and population growth as well as residential and commercial construction in the decade up to 1914 than it had ever seen. It became one of the country's leading exporters of both lumber and wheat. Consequently the war in Europe which erupted into the First World War resulted in Portland's exports dropping by 77% from 1915 to 1916: lumber exports declined 63%; grain exports plunged by 82%.⁹⁶

The large population growth of the early 1900s also precipitated the founding of a business which would become a Sellwood landmark: The Bank of Sellwood. Founded by Peter Hume, it opened its doors for business on January 21, 1907. Hume has come to Oregon in 1862 by way of the Isthmus of Panama. Settling in Brownsville in 1887, he opened a bank. Hume was persuaded by several Sellwood residents⁹⁷ to spearhead and run a bank in Sellwood. It remained a private financial institution for several years with ownership passing from Peter Hume to Lewis H. and Alice Hume Alexander (daughter and son-in-law of Peter Hume). The Alexanders sold it to Trans-America in 1938 and it later became an affiliate of First National. Alice Hume Alexander had been a director of the bank for several years before retiring.⁹⁸

Along with sawmills came shingle mills, machine shops, foundries to produce equipment for mills, logging camps and docks. Between 1898 and 1914, Oregon tripled production of timber as a result of extensive mechanization of production methods, new machinery, and planning and integration of sawmills and the extension of steam railroads into remote logging camps

⁹¹ *Sellwood Bee*, 17 June 1910.

⁹² *Sellwood Bee*, 7 August 1912

⁹³ *Sellwood Bee*, 20 May 1910

⁹⁴ *Sellwood-Moreland Bee*, 4 October 1956.

⁹⁵ *Sellwood Bee*, 4 October 1956

⁹⁶ MacColl, *The Growth of a City*, 49

⁹⁷ Mr. Curtis, principal of the Sellwood School; D.M. Donagh, attorney; J.M. Nickum, of Nickum Sand and Gravel Co; J.W. Campbell, Campbell Grocery Store; Theodore Nolf, a grocer and A.P. Morris.

⁹⁸ *Sellwood Bee*, 4 October 1950.

(7) Urban Development

The suburban development of Sellwood-Westmoreland effectively began with the platting of the first of the neighborhood's subdivisions--Sellwood. (Willsburg, located just to the east of Sellwood-Westmoreland, was platted in 1870.) The Sellwood Real Estate Company was organized and incorporated on May 28, 1882, by Henry L. Pittock who owned the *Oregonian*, F. O. McCown and C.P. Church. The company bought all of Reverend John Sellwood's 321 acres--then in a "condition of nature"--for \$32,000, sixteen years after Sellwood had purchased the same acreage for \$5,400.⁹⁹ The original boundaries of the Sellwood plat were Miller Street (on the north), 19th Avenue (on the east), Ochoco (on the south), and the Willamette River (on the west). T.W. Wood, the company's apparent representative, laid out the townsite and began selling 50 x 100' lots for \$125 to \$200 each. The plat included 112 numbered blocks and 25 lettered blocks, fronting along the Willamette River. Wood hoped that Sellwood would attract mechanics and skilled workers and envisioned Sellwood as a thriving small city.¹⁰⁰

Five years after the townsite's founding, the town had 500 residents and the Portland *Oregonian* reported:

Unbroken forests and dense thickets covered the tract [in 1882.] Large fir trees of centuries' growth stood thickly over the ground while the mass of undergrowth was almost impenetrable. . . . Soon after, a large force was employed and the work of felling timber and clearing the land commenced in earnest. Meantime, the tract was carefully surveyed and subsequently all the land was laid into blocks and lots. Full one-half of the entire townsite has been cleared or partially cleared of timber. Several of the principle streets have been opened. This sale and improvements have gone steadily forward until at present there is one of the most thriving, industrious and prosperous little communities in the country. All the buildings, with scarcely an exception, are neat and substantially constructed. Most of the dwellings are pretty little cottages of handsome architectural design and finish, generally surrounded by well-kept and orderly planned flower and vegetable gardens. Over the entire community hangs the atmosphere of comfort, thrift, good taste and order.¹⁰¹

The platting of other sections of today's Sellwood-Moreland neighborhood similarly encouraged their development. In 1882 two other smaller subdivisions were platted: P.J. Martin's tract and the diminutive, four-block Midway tract, both in the northern reaches of the neighborhood. Over the next forty-five years, more than fifteen subdivisions were platted in today's Sellwood-Moreland neighborhood.¹⁰² The following is a partial list of those subdivisions.

⁹⁹ "Sellwood," *Oregonian*, 7 April 1887, 2.

¹⁰⁰ Hainley, "The Sellwood Family," 57; "Rev. Sellwood's Farm Sold to Make Way for New Town," *Sellwood Bee*, 4 October 1956; Dick Matthews, "Walking Tour guide Map of Old Sellwood," Sellwood, Oreg.: *Sellwood-Moreland Bee*, c.1979..

¹⁰¹ "Sellwood," *Oregonian*, 7 April 1887, 2, 3.

¹⁰² Historical notes in Eileen Fitzsimons Collection.

The clustering of retail businesses in Sellwood had economic origins. Early in most communities' histories, commercial, industrial, transportation facilities, and residential uses were not segregated on the basis of land uses. However, buildings and structures related to certain functions and activities often clustered together because of the frequent interaction between them and the availability of transportation links between them. Mills, for example, often stood near riverboat features (docks, wharves, warehouses) and, later, railroad depots and warehouses. Similarly, commercial buildings tended to congregate near riverfronts.¹⁰³ The oldest homes stood on lots large enough to accommodate barns and other outbuildings, as well as various animals and a garden. New modes and locations of transportation shifted clusters of activities.



The arrival of the East Side Railway Company's electric-powered streetcars in Sellwood in 1892 had a profound impact on residential and commercial development of every city across the country, including Portland. Streetcar arteries brought about suburban development along

tentacles extending outward from the downtown, and it linked separate neighborhood communities to each other.



Morris Bros., 13th and Tenino, 1925. Courtesy OHS

The streetcar also reoriented the location of retail goods and services in Sellwood. Gradually the small retail district shifted away from Umatilla Street, which extended from the riverfront eastward, to 13th Street, the north-south route of the interurban line. The 1909 and 1925 Sanborn Fire Insurance Company maps of Sellwood graphically illustrate this migration of the retail center, which had begun after the arrival of the interurban in 1882. In 1909 roughly twenty businesses, many of which occupied front additions to dwellings, lined Umatilla at 13th Avenue. Approximately thirty businesses were scattered along 13th Avenue between Tenino and Spokane streets. A few businesses were scattered along 19th Avenue at Tacoma. There were none on 17th Avenue. Fifteen years later, retail activity had clearly shifted to 13th Avenue, where roughly seventy-five

¹⁰³ "History Notes," *Sellwood Bee*, 17 December 1915.

businesses lined that street between Harney Street (on the south) and Malden Street (on the north). Roughly the same number of businesses (twenty) remained on Umatilla, but now they were a much smaller percentage of the total number of retail stores. About thirty shops were scattered along 17th Avenue between Clatsop Street (on the south) and Nehalem.¹⁰⁴ A few businesses were located on Milwaukie Avenue near Bybee.



Oregon Tea and Coffee Co., 1910. Photo courtesy of SMILE

A massive migration of people to cities from rural farmsteads and from other countries, swelled urban populations throughout the country from the late 1800s into the early twentieth century. The population of Portland and neighboring towns grew considerably in the 1880s and early 1890s. The emerging presence and prosperity of the wood products industries attracted newcomers from the East and upper Midwest, where decades of logging had depleted the supply of timber, as well as central and eastern European countries. Immigrants from Italy, Greece, Poland, Russia, Croatia, Sweden, and Norway contributed substantially to the city's and neighborhood's growth. Some of these newcomers found employment in the lumber industry.

European immigrants tended to settle together, creating distinctive ethnic communities with their own fraternal organizations, schools, churches, stores, and other supporting services. Evidence of this can be found in the German Lutheran Church on Lambert Street and the German Methodist Church.

¹⁰⁴ Sanborn Insurance Company, "Portland, Oregon (Selwood portion) map," 1909 & 1925.

The 1905 Lewis and Clark Exposition on Guilds Lake in Northwest Portland and the opening of Oaks Amusement Park in Sellwood that same year, initiated a second wave of growth and suburban development. A celebratory early January 1907 *Sellwood Bee* reported on the neighborhood's past progress and its promise in the new year. "More new graded and graveled streets, more improvements, generally, new factories, and kindred features in the march of progress are due for this suburb in 1907 than in many years past." Such great growth would occur, predicted the Bee, due to the phenomenal growth in all sections of Portland, as well as the street improvements underway in Sellwood and the promotional work of the Sellwood Board of Trade. Sellwood, which the *Bee* confidently claimed was the "queen of Portland's suburbs," was the "logical and stragetical [*sic*] point for factories and manufacturing plants. . . . No suburb of the city has shown more rapid growth within the last few months than Sellwood."¹⁰⁵

The platting of Westmoreland in May 1909 exemplified the rapid growth that took place in the Sellwood area after the Lewis and Clark Exposition. Westmoreland encompassed roughly thirty rectangular blocks. It was situated north of the much earlier Sellwood plat and west of Crystal Springs Creek and the Southern Pacific Railway tracks. The Westmoreland subdivision enveloped the real estate holdings of the Ladd Estate Company (as well as Eastmoreland, east of the Southern Pacific tracks). Westmoreland (and Eastmoreland) derived its name from J.C. Moreland, an official in one of the real estate companies that developed some of the property. Moreland was a prominent county judge as well as a successful real estate developer.

Westmoreland developed as a pleasant neighborhood of smaller houses with well-kept yards. The growth of Westmoreland benefited from the close proximity of the streetcar line which ran down Milwaukie Avenue along its western borer. Westmoreland's commercial district grew up along Milwaukie near its interesection with Bybee Boulevard.

Building activity in Sellwood-Moreland reflected the general pattern in Portland. Construction boomed between 1908 and 1912, then dropped to a low point in 1917, as the US became engaged in the Great War. Following World War I, residential development activity gradually recovered, and reached a new peak in 1925. Thousands of new homes were built on vacant lots in older neighborhoods, like Sellwood, and especially in newly platted subdivisions, such as nearby Eastmoreland. In Portland as a whole, an average of 3,400 new houses were built a year between 1921 and 1925 in neighborhoods between two and a half and five miles from the downtown and accessible by streetcar. Hundreds of new apartment buildings and duplexes were also constructed during the mid-1920s within a two-mile radius of the Burnside Bridge; relatively few appeared in the Sellwood-Moreland neighborhood. Building activity started to slowly decline in 1927, then plummeted to a new low in 1934 at the height of the Great Depression.¹⁰⁶

¹⁰⁵ "Welcome 1907" and "The Onward March of Sellwood," *Sellwood Bee*, 5 January 1907, 3 (Eileen Fitzsimons Collection).

¹⁰⁶ Carl Abbot, "The Everyday City: Portland's Changing Neighborhood," in *Portland's Changing Landscape*, ed. Larry W. Price, Portland, Oreg.: Portland State University, 1987, 75-77; Bureau of Planning, "Draft Portland Historical Context Statement," 62-63.

During the first phase of growth from 1908 to 1912, characteristic large undeveloped spaces between homes and businesses began to fill in. Agricultural land uses had all but disappeared from the landscape. New residences were raised throughout Sellwood; by 1909 houses and associated outbuildings occupied roughly two-thirds of all building lots in this subdivision. Even before World War I, economic segregation was visible in residential development. Larger homes became concentrated on hilltops and bluffs, along 13th Avenue and Sellwood Boulevard, with views of the Willamette River, considered choice locations for dwellings. The more modest homes of trades people and industrial workers tended to be built nearer the mills and the commercial district, centering around 13th and Umatilla. The 1909 Sanborn Fire Insurance map of Sellwood indicates that house forms were irregular in shape, suggesting that vernacular farmhouses and Queen Anne styles prevailed. Apartments and duplexes were rare. Small one-story outhouses stood at the rear of the majority of residential lots. A few stables and barns were scattered around the neighborhood; garages were nearly nonexistent.¹⁰⁷

After World War I, the affordability and consequent popularization of the automobile, along with the construction of good roads, further encouraged the neighborhood's growth and development, which peaked in the mid-1920s. The automobile and new hard-surface concrete roads that became increasingly common in the 1920s, greatly influenced the morphology of growth.

The automobile for the first time gave workers the flexibility to live away from their place of employment and outside corridors of public transportation. The car and Portland's early privately owned buses, which came into service in 1915, gradually encouraged the development of large areas between streetcar corridors. Automobiles were accepted for recreational outings before they were routinely used for daily commuting to work. However, streetcar use began to decline in Portland after 1926. The in-fill of residences several blocks back from the streetcar line on 13th Avenue occurred throughout the Sellwood-Westmoreland neighborhood.¹⁰⁸

The automobile also changed residential and commercial building types and forms. For the first time, a few duplexes and apartments made their appearance in Sellwood-Moreland. Gasoline filling stations (at first, little more than a single pump outside a retail store) appeared on several corners, and full-service commercial garages became a ubiquitous feature on the community landscape, occupying large buildings on 13th, 17th, and Milwaukie avenues. Small detached buildings to house the family automobile--the garage-- began to appear in middle-income neighborhoods, such as Sellwood-Moreland, along with driveways, by the mid-1920s and replaced other types of outbuildings--storage sheds, small barns, and outhouses. A 1925 Sanborn Insurance Company map of Sellwood shows that garages stood in the rear of more than half of all residential lots in Sellwood-Moreland. Barns, stables, and outhouses had almost completely disappeared. (After the mid-1920s, garages began to move from the back of the house lot to the side of the house. Following World

¹⁰⁷ Sanborn Insurance Company, "Portland, Oregon (Sellwood portion)," 1909.

¹⁰⁸ Portland Bureau of Planning, "Draft Portland Historical Context Statement," 49-51.

War II, the car became part of the family when the garage became a conspicuous part of the house design.) In 1925 there were, in fact, few visible remains of Sellwood's horse-powered agricultural past; only a single blacksmith shop and a hay and feed warehouse stood on 17th Avenue near Clatsop Street.¹⁰⁹

Local builders and carpenters constructed many of the residential and commercial buildings in most Portland neighborhoods, including Sellwood-Westmoreland. Since capital for building was usually limited and the plans for many popular architectural styles were readily available in house pattern books, mail-order catalogues such as Sears, and magazines, there is probably a low percent of architect-designed buildings in Sellwood-Westmoreland. An inventory of historic features in the neighborhood will disclose information about who and how the buildings were constructed.

With the approach and full engulfment of the Great Depression, Sellwood-Westmoreland's years of robust growth seemed over. The streetcar was gradually phased out as roads generally improved and residents used their automobiles more and more. Woolen mill and streetcar carbarn workers who left the neighborhood were eventually joined by all those employed by the lumber mills on the Willamette River at the foot of Spokane Street. In the mid-1930s, the East Side Lumber Company closed down after two devastating fires, and a woolen mill which managed to survive through the Depression and the decade of the 1930s finally closed after World War II. Gradually Sellwood-Westmoreland's retail shops emptied out, and high vacancies on the main commercial streets gave Sellwood a ghost-like appearance by the 1950s.¹¹⁰

¹⁰⁹ Sanborn Insurance Company, "Portland, Oregon" (Sellwood portion, 1925). Portland Bureau of Planning, "Draft Portland Historical Context Statement," 53-55

¹¹⁰ Hainley, "The Sellwood Family," 64-65.

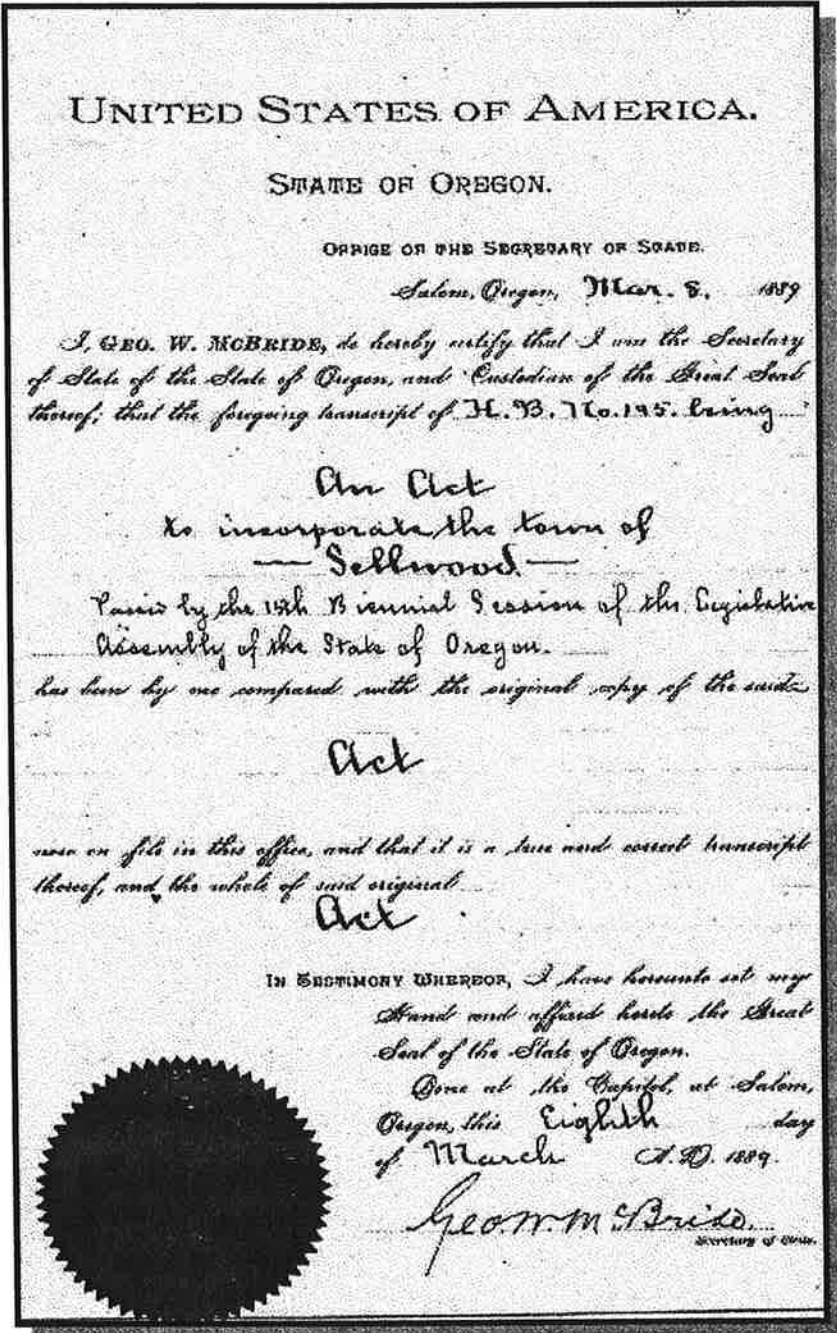
(8) Government

The short-lived municipal corporation which was Sellwood was legally created by an act of the state legislature on March 8, 1889;¹¹¹ however, the

"common council" first met on March 12, 1887. At that first meeting a President and four councilmen were elected and appointments made to the "city" positions of Recorder, Treasurer, City Marshall, and Street Commissioner.¹¹² (A list of city officers is appended to this document.) In addition, standing committees of Finance, Health and Police, Streets and Public Property, and Ways and Means were created.

The city government's primary task, as judged by the nature of ordinances enacted, was the improvement of streets, including surfacing and lighting. (A list of ordinances presented to the City Council is appended.) As is exemplified by the copy of a bid submitted to the city by an engineering firm for surveying in 1892, bid solicitations were apparently published and contracts let on the basis of bids received.

Sellwood's city council was allegedly burned in effigy in late 1892, and on February 23, 1893, it was annexed to the City of Portland over the objections of the city council.¹¹³



¹¹¹ The bill introducing the matter to the legislature was House Bill No. 195 and was signed into law on March 8, 1889 by George W. McBride, Secretary of State.

¹¹² Elected Officers were: J.G. Cunningham, President of the Council, A.M. Speckelmier, E.L. Corner, C.T. Chatterton, and Charles R. Murble as councilmen. G.S. Read was City Recorder; A. Savengres was named Treasurer, N. Counts, City Marshall; and W.L. Robertson became Street Commissioner.

¹¹³ A handwritten note was found in city archives by the authors which mentioned the burning of the city council in effigy; however, this report could not be substantiated. It is also interesting that the note reported the burning took place on the west bank of the river.

E. W. PAGET, C. E.
 22. 421 BROADWAY
 of Portland, Or.
 E. A. DETWILER, C. E.
 222 1/2 Commercial
 of Portland, Or.
PAGET & DETWILER,
 CIVIL ENGINEERS AND SURVEYORS.

Portland, Oregon, April 23rd 1897

To the Hon. Committee on Street & Public Property,
 of the Common Council of the City of Sellwood,
 Multnomah Co.

In pursuance of a notice to Surveyors published
 in the daily Oregonian, calling for proposals for survey-
 ing certain streets in your City, I herewith submit
 the following propositions. I will perform all the work
 and furnish all material necessary to the proper per-
 formance of the work mentioned in the aforesaid notice

for the following sums, to wit:

on Ordinance No. 123, for the sum of	30.00
" " " 125, " " "	45.00
" " " 124, " " "	100.00
" " " 126, " " "	100.00

When contract is made at the structure, to
 certify that partial payments, not to
 exceed ^{the} ~~the~~ ^{amount of} the contract price of each
 item, immediately after the completion
 of the work thereon, be filed with the Clerk.
 Respectfully Submitted,
 Paget and Detwiler, C.E.

Documents provided compliments of Portland City Archives, City of Portland.

Feb 6th 1893

Resolved, that this Council is opposed to a consolidation of
 the City of Sellwood with the City of Portland, Oregon, at this
 time, for the reason that a majority of the residents of Sell-
 wood are not in favor of the same and because we are of the
 opinion that such action will entail additional burdens upon
 the people of Sellwood without any corresponding benefit.

The City Recorder of the City of Sellwood is hereby directed
 to forward to the representatives and Senators of Multnomah and
 Clackamas counties, in the Legislative assembly of the State
 of Oregon, each, a copy of this resolution.

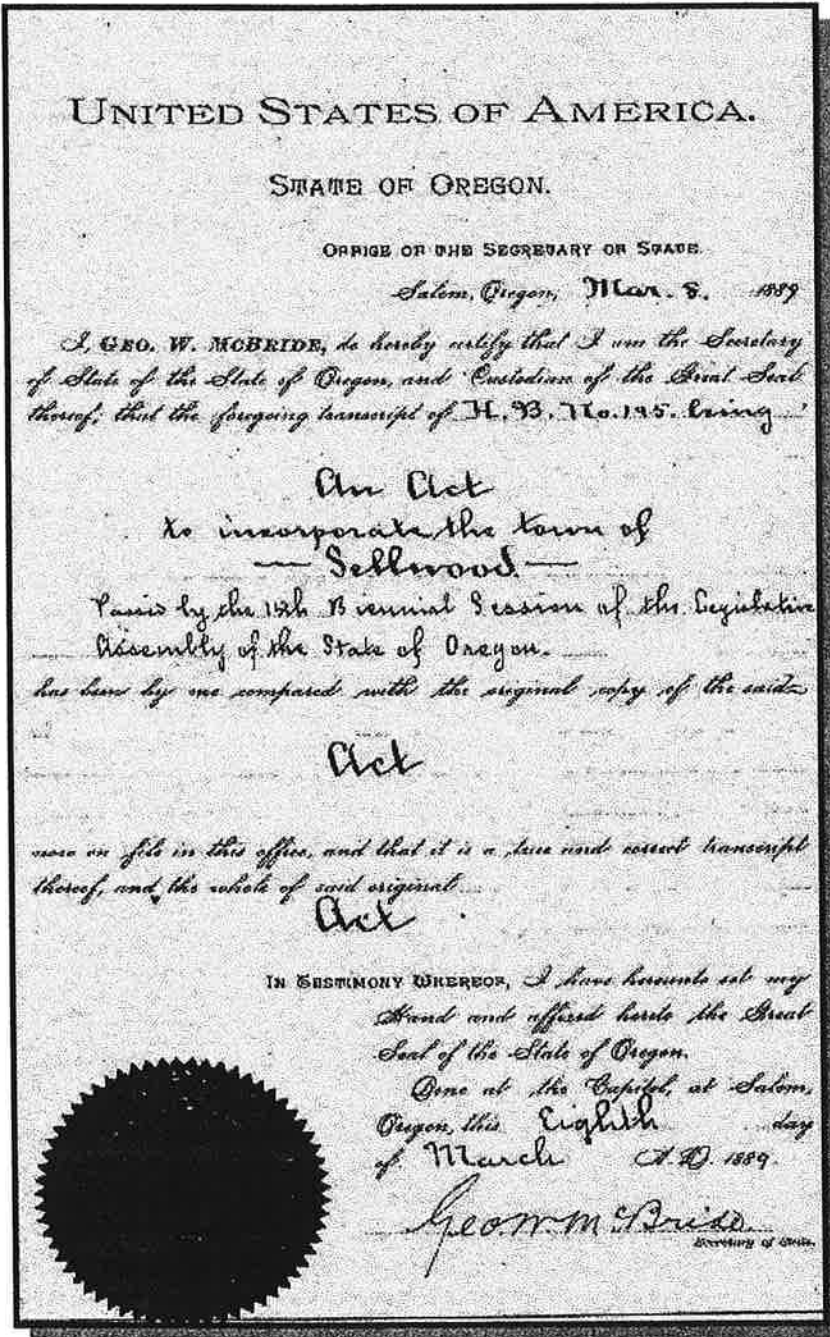
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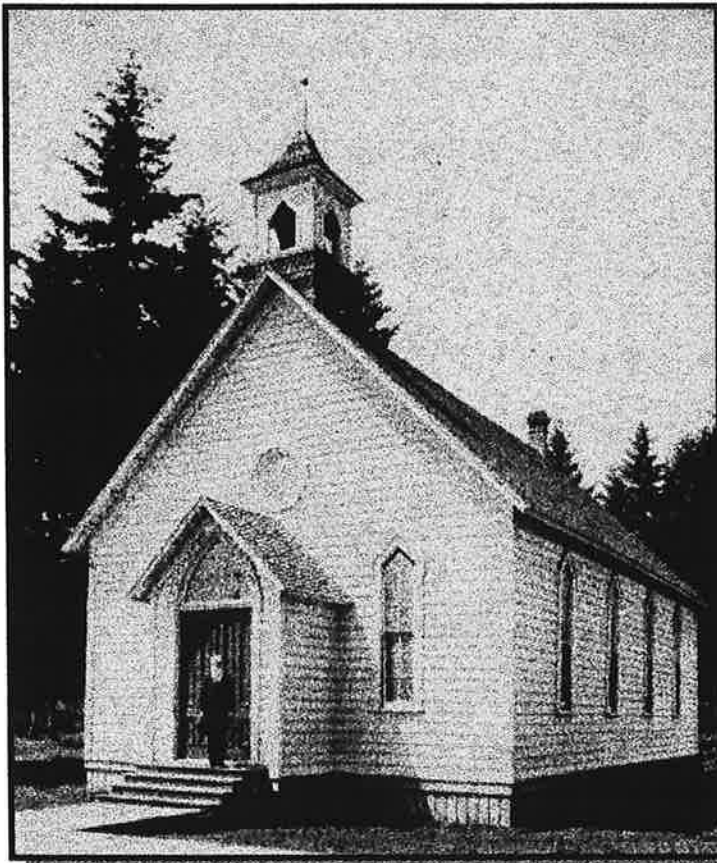
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(9) Culture

(a) Religion

Sellwood-Westmoreland has been the home of several Christian congregations since the 1880s. The expansive growth of this Portland suburb during the decade after the Lewis and Clark Exposition gave rise to the enormous growth of existing congregations and the formation of several new ones. The post-World War II period witnessed a second great spurt in growth. Several church buildings were demolished and replaced with new structures or they were greatly enlarged and modernized. A brief synoptic history of several long-lived churches that were once located in the neighborhood or have been in existence since the 1950s is given below.

Methodist-Episcopal Church / Methodist Church



In 1883, one year after the Sellwood plat was filed, a group of representatives from the First Methodist Episcopal Church in Portland came to Sellwood and held a meeting at the home of J.D. Chapman, and on June 17, 1885, twelve people organized the church.¹¹⁴ Mrs. Chapman taught the first Sunday School, which met in the Sellwood Schoolhouse.

By August 23, 1885, the congregation had purchased lots at SE 15th Avenue and Tacoma Street and a small church was constructed at a cost of \$1,113 on that site. Soon the Presbyterians and Episcopalians rented the church at different times on Sundays.

Methodist Episcopal Church. Built 1885. Rev. H.P. Webb on the steps. Corner of SE 15th and Tacoma. Moved to lot between 15th and 16th on Tacoma in 1906. Photo courtesy of the Oregon Historical Society.

¹¹⁴ "Methodists Were First to Form Organized Church in Sellwood," *Sellwood-Moreland-Bee*, 4 October 1956.

An 1887 *Oregonian* article describing the progress of Sellwood's development as a suburb, notes the existence of three Protestant denominations holding forth in the embryonic Sellwood community. "Religious services are held regularly every Sunday at the Methodist Church, which occupies a central position in the town," reported the April 7th *Oregonian*, "and there is a flourishing Sabbath school in connection with the place and society."¹¹⁵



Methodist Church members began the new century with the construction of a parsonage in 1900. Five years later, plans were made for a new church building. The 1885 structure was sold to the Church of the Nazarene and moved off the lots at SE 15th Avenue and Tacoma Street. On January 12, 1907, the *Sellwood Bee* reported that "the Methodists of Sellwood are building a church to take the place of the little chapel

Sellwood Methodist Church on dedication day, Sunday, May 5, 1907.
Photo courtesy of SMILE.

that sufficed so long, but which, on account of the unparalleled growth of our suburb, is now too small. In order to assist in the work of building, the Ladies' Aid Society of the church has taken upon itself the task of raising all the money it may . . . by the first day of March."¹¹⁶ A month later, the newspaper reported on the church's building progress. "The building is a modern structure that will, when completed, accommodate 400 people comfortably. In the front is a large art glass window with a picture of Christ as the good shepherd. The window is a very beautiful one and will be appreciated by all who behold it."¹¹⁷ Dedication of the new church took place on May 5, 1907.¹¹⁸

The Sellwood Epworth League, active in the early years of the church, organized the Midway Sunday School, which later evolved into the Ellis Street Methodist Church. The Sellwood Methodist Church continued to grow over the years, especially after World War II. At that time, the church was modernized.¹¹⁹

¹¹⁵ "Sellwood," *Oregonian*, 7 April 1887, 3.

¹¹⁶ "Church Building Work," *Sellwood Bee*, 12 January 1907, 3.

¹¹⁷ *Sellwood Bee*, 27 April 1907, 4.

¹¹⁸ *Sellwood Bee*, 6 April 1907; "Methodists Were First to Form Organized Church in Sellwood," *Sellwood-Moreland-Bee*, 4 October 1956.

¹¹⁹ "Methodists Were First to Form Organized Church in Sellwood," *Sellwood-Moreland-Bee*, 4 October 1956.

St. John's Episcopal Church/Evangelical Church

Early Episcopal Church services on the east side of the Willamette River were held in private homes until 1893 when a church was built on Morrison Street north of the Sellwood neighborhood. Reverend James R.W. Sellwood (brother of the namesake of the Sellwood plat) and other clergy served as the early pastors of this church, known as St. David's. Reverend John W. Sellwood, the son of James R.W., became the rector of St. David's in 1880.

In the summer of 1883, Rev. John W. Sellwood, reportedly, led the first Episcopal services in the Sellwood community in a furniture factory near the Willamette River. Four years later, the *Oregonian* noted that "the Episcopal Church owns six lots and propose constructing a building in the near future."¹²⁰

In 1893 the congregation raised \$4,000 to erect a wood-frame, Gothic Revival style church structure at SE 15th Avenue and Harney Street. Doctor John Sellwood continued to play a prominent role in the church. The congregation, however, eventually dwindled and became too small to support the church. Consequently it was torn down.¹²¹

Presbyterian Church

In 1884, two years after Sellwood was platted, Presbyterian minister Robert J. Laughlin opened church school in a hotel. In December 1885, "Bethany Presbyterian Church of Sellwood and Willsburg" was organized. For the next two years, the congregation met at the new Sellwood Methodist Church, paying 50 cents rent per Sunday.¹²² An 1887 *Oregonian* article noted the presence of the Presbyterians in the platted Sellwood community less than five years old. "The Presbyterians have . . . declared their intention to build at an early date," noted the April 7th issue of the newspaper.¹²³ Before the end of the year, the congregation dedicated their own church edifice at SE 15th Avenue and Spokane Street.¹²⁴

When the congregation of the "Spokane Avenue Presbyterian Church" outgrew their building they built a new church in 1922 at 18th Avenue and SE Bybee Street. The name changed appropriately to the "Moreland Presbyterian Church." This building was greatly enlarged and modernized in 1950. An educational wing was added in 1955.¹²⁵

Baptist Church

In March 1904 neighborhood residents formed the Bethany Baptist Church (renamed the Sellwood Baptist Church in 1922). Two years later, the congregation erected a church at the corner of 11th Avenue and Tacoma Street.

¹²⁰ "Sellwood," *Oregonian*, 7 April 1887, 3; *Sellwood Bee*, 5 March 1920.

¹²¹ "Episcopalians Worshipped Here," *Sellwood-Moreland Bee*, 4 October 1956.

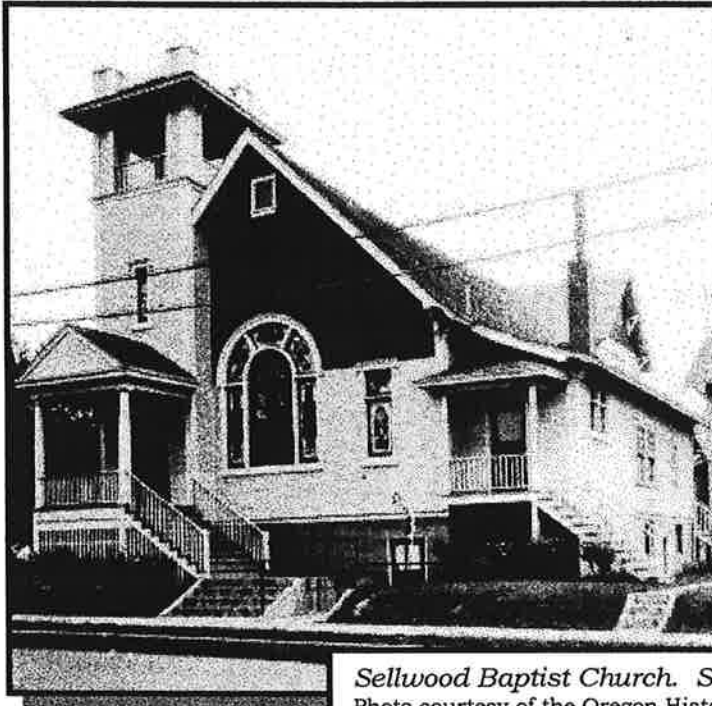
¹²² "Presbyterians Held Meetings at Mrs. Margaret Randall's Hotel," *Sellwood-Moreland Bee*, 4 October 1956.

¹²³ "Sellwood," *Oregonian*, 7 April 1887, 3.

¹²⁴ "Presbyterians Held Meetins at Mrs. Margaret Randall's Hotel," *Sellwood-Moreland Bee*, 4 October 1956.

¹²⁵ *Ibid.*

On December 19, 1906 the *Sellwood Bee* reported that "The Baptist Church of Sellwood dedicated their new house of worship Sunday, December 16. . . . The



entire cost of the church and lots is about \$3,750. Greatly to the disappointment of Pastor Learn and through no fault of his it was found that they still lacked \$150 of the amount needed. But Dr. Brougner was present and in his own inimitable way he called on the audience to raise the \$150 and they quickly and gladly responded."¹²⁶ The Baptist parsonage was raised soon afterwards. Over the years, the congregation enlarged and

Sellwood Baptist Church. SE 11th between Spokane and Tacoma streets
Photo courtesy of the Oregon Historical Society

modernized the original church. Members of the church made great expenditures of money for the Baptist foreign missionary program. In 1955-56, the congregation raised money for and built a new church edifice on the site of the original church.¹²⁷

Church of Christ / Christian Church

Residents of Sellwood-Westmoreland organized the Christian Church in 1905. For several years, church members met in halls and storerooms around the neighborhood. In 1912, the congregation bought and dedicated a building at SE 17th Avenue and Nehalem Street. A few years later, church members bought the church structure from the Church of the Nazarene located at Spokane Street and 9th Avenue. This building was remodeled in 1926. It continued being used by the Christian Church in the 1950s.¹²⁸

Church of the Nazarene

Sellwood residents organized the Church of the Nazarene on July 7, 1907. The next month, the congregation purchased the old former Methodist Church building (constructed around 1885) at 15th Avenue and Tacoma Street. The church members eventually outgrew this building and moved to the former Presbyterian Church structure at 15th Avenue and Spokane Street. A new

¹²⁶ "Dedication of Sellwood Baptist Church," *Sellwood Bee*, 19 December 1906, 4.

¹²⁷ "Baptists Reach 50th Anniversary," *Sellwood-Moreland Bee*, 4 October 1956.

¹²⁸ "Christian Church Began in 1905," *Sellwood-Moreland Bee*, 4 October 1956.

church and education building was constructed in 1950 at SE 17th Avenue and Lambert Street.¹²⁹

Lutheran Church

On August 30, 1908, John Helm, William Hering, George Hoehner, and Christina Kurtz signed the constitution signifying the organization of the Lutheran Church in Sellwood. The congregation met for the first two services in a vacant store building at SE 11th Avenue and Umatilla Street, and then in the Odd Fellows Hall at SE 13th Avenue and Tenino Street. In April 1909, church members laid the cornerstone of the first church building at 15th Avenue and Lambert Street. The 1909 and 1925 Sanborn Insurance Company maps show the “German Lutheran Church” at that location. For the next forty-six years, the congregation worshiped in that church.¹³⁰

Several church buildings appear on the 1909 and 1925 Sanborn Insurance Company maps of Portland, Oregon, which cover the Sellwood-Westmoreland neighborhood. The churches structures provide clues about the development of religion in the area. The churches that appear on the two maps are listed below.

<u>1909</u>	<u>1925</u>
German Lutheran Church (Lambert near 15 th)	German Lutheran Church (Lambert near 15 th)
Baptist Church (11 th & Tacoma)	Sellwood Baptist Church (Tacoma & 11 th)
Methodist-Episcopal Church (Tacoma & 15 th)	Sellwood Methodist Church (Tacoma & 15 th)
Pentecostal Church of the Nazarene (Tacoma & 15 th)	Church of the Nazarene (Spokane & 16 th)
Presbyterian Church (Spokane & 17 th)	Moreland Presbyterian Church (Spokane/18 th)
St. John’s Episcopal Church (Douglas & 15 th)	St. John’s Evangelical Church (Tacoma near 15 th) (not the 1909 St. John’s)
Christian Church (Umatilla & 11 th)	-----
	Church of Christ (Spokane & 9 th)
	St. Agatha’s Roman Catholic Church (Nehalem & 15 th)

¹²⁹ “Church of Nazarene Reaches 50th Anniversary Year in July 1957,” *Sellwood-Moreland Bee*, 4 October 1956.

¹³⁰ “Lutherans Hold Service in 1908,” *Sellwood-Moreland Bee*, 4 October 1956; Sanborn Insurance Company, “Portland, Oregon” (Sellwood portion), 1909 and 1925.

St. Agatha's Roman Catholic Church and School

Before 1910, residents of the Sellwood-Westmoreland district attended the Sacred Heart parish in the Brooklyn neighborhood since there was no Catholic church in Sellwood. The need for a Catholic church and school grew, however, in the early 1900s, with the arrival of new residents with immigrant roots in central European countries where the Catholic church dominated religious life. A group of Sellwood mothers, anxious about their children's three-mile walk to the Catholic school in Brooklyn, petitioned Archbishop Alexander Christie for permission to erect a Catholic school and chapel in Sellwood. Permission was granted.¹³¹

In the summer and fall of 1910, Sellwood's Catholic congregation, then totaling about sixty-five, raised the necessary money for a church and, in September, purchased a 200' x 150' parcel (comprised of several lots) at Miller Street and 15th Avenue.¹³² Soon the heavy timber on these lots was cleared away, and construction of a two-story brick building begun. The completed building boasted a well-equipped school on the first floor with a kitchen in the basement (where food was prepared for church suppers held in the first-floor classrooms), and a chapel on the second floor.¹³³

Building improvements continued in the 1910s and 1920s. In 1914 the parish hall was built. Five years later, ground was broken for the church. When dedicated, the *Oregonian* declared that St. Agatha's was "one of the finest churches in the state."¹³⁴ Parishioners boasted that all of the materials used to construct the church came from Oregon, including the tufa stone quarried on the land of the Benedictine Fathers in Mount Angel, Oregon. It appears that this church, facing Miller Street, soon became totally dedicated to a school and that a detached gymnasium was built on the same large lot, facing 15th Avenue. The 1925 Sanborn Insurance Company map of Sellwood shows St. Agatha's School and gymnasium on the east side of 15th Avenue and a new large St. Agatha's Church on the west side of 15th Avenue between Miller and Nehalem. St. Agatha's Church and School continue in the late 1900s to have a presence in the neighborhood

Church of Jesus Christ of Latter Day Saints

In February 1920, a group of 19 residents launched the first Sunday school of the Church of Jesus Christ of Latter Day Saints in Sellwood-Westmoreland. Membership reached about 37 by the end of the year. Six years later, Mission President Brigham S. Young organized the first Sellwood branch of the church. Membership by then had reached 112. The Sellwood Branch

¹³¹ "Catholic First Attended Sacred Heart Church," *Sellwood-Moreland Bee*, 4 October 1956.

¹³² "Catholic Church and School," *Sellwood Bee*, 16 September 1910; "Catholics Buy Permanent Site," *Sellwood Bee*, 30 September 1910 (Eileen Fitzsimons Collection).

¹³³ "Catholic First Attended Sacred Heart Church," *Sellwood-Moreland Bee*, 4 October 1956.

¹³⁴ As quoted in *Ibid*.

began meeting in the old former Methodist Church (built around 1885), which had previously been moved to the 1500 block of Tacoma Street.

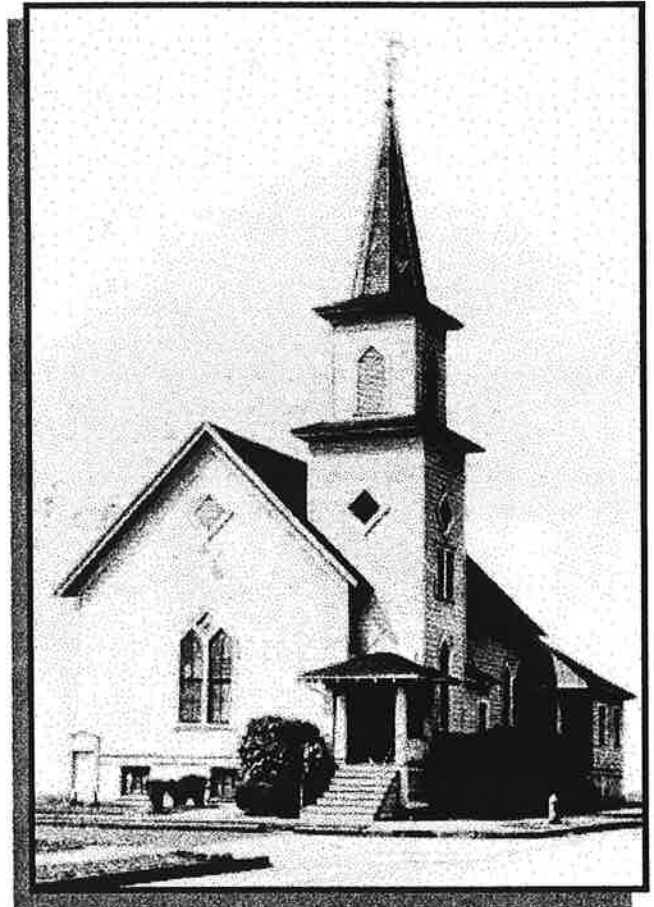
The Sellwood Branch became the Moreland Ward of the church in 1938. Under the direction of Bishop J. Grant Stones, the church members erected a new Moreland Ward chapel at SE Milwaukie and Bidwell streets. In the 1950s, the so-called "Second Ward" of Portland had a membership of around 950 people.¹³⁵

Church of Christ Scientist

Sellwood neighbors gathered for the first service of the Tenth Church of Christ Scientist in 1941; they became a branch of the mother church, First Church of Christ Scientist in Boston, Massachusetts, in 1943. Members first met on the second floor of the Masonic temple. When they outgrew this space they moved to the first floor of the temple for their services. The congregation's own structure was built on SE 17th Avenue in 1954. A Christian Science reading room was first established at SE Bybee and Milwaukie in February 1943. It later moved to SE Milwaukie Avenue.¹³⁶

Sellwood Park Church of God

Organized in 1942, the Sellwood Park Church of God first occupied the modernized former Presbyterian Church building, erected at SE 15th Avenue and



Sellwood Park Church of God at SE 16th and Spokane, May 6, 1950. Formerly, the building housed the Sellwood Nazarene Church. Photo courtesy of OHS

Spokane Street in 1897. Members of the congregation followed the teachings of the Reverend and Mrs. Ernest LaFont, students at Pacific Bible College. By 1950, parishioners had outgrown the church building, and bought the building at SE 16th and Spokane from the Church of the Nazarene. At that time they adopted a new name, the Sellwood Park Church of God.¹³⁷

¹³⁵ "Latter Day Saints Branch Grows from 19 to 950 Persons," *Sellwood-Moreland Bee*, 4 October 1956.

¹³⁶ "Tenth Church of Christ Scientist Dates from 1941," *Sellwood-Moreland Bee*, 4 October 1956.

¹³⁷ "Church of God Established in 1942," *Sellwood-Moreland Bee*, 4 October 1956.

Sellwood Pentecostal Holiness Church

The Sellwood Pentecostal Holiness Church was organized in 1951. The group first met in the original Methodist Church (constructed around 1885) at 15th Avenue and Tacoma Street.¹³⁸

St. John's Episcopal Church (from Milwaukie)

Now located at SE Spokane Street and Grand Avenue at the edge of Oaks Pioneer Park, the diminutive St. John's Church had its origins in Milwaukie, just south of Sellwood, around 1851. St. John's is reputedly the first church in the Oregon country and the oldest church building in Oregon. Briefly, it served as the cathedral seat of the Episcopal Diocese of Oregon. The building began as a partially completed double house constructed of heavy timbers sawed in the mill of Lot Whitcomb, founder of the Milwaukie townsite and donor of the church building to the Episcopal Church. The building was moved to a new site in Milwaukie in 1862 and modified to look more like a church soon afterward. The church took on a new look, one of Gothic Revival character, in 1888 when the square-headed windows were given pointed-arch heads. At that time, the building presumably received new siding and a new roof, as well as alterations to the tower and belfry. On March 31, 1889, Rev. John Sellwood, then eighty-three years old, preached at the church's reopening service.¹³⁹

St. John's Church moving history continued in the twentieth century. In 1928 the church moved across the street in Milwaukie where a new foundation had been constructed, with a basement kitchen and lavatory, and the church placed on it. In the mid-1940s, the congregation outgrew the small 18' x 42' building; and it served as a chapel for a while. But by early 1960s, it seemed to have outlived its usefulness and was scheduled to fall before a wrecker's ball when another move was planned. City Councilor Ormond Bean helped to create interest in moving the church to the entrance of Oaks Pioneer Park in Sellwood in order to avoid demolition. Local businessman, Dent Thomas, actually led the effort, supported by residents and the city council, to save the historic church. In June 1961, St. John's was floated on a barge downstream from Milwaukie to its present location on the hillside on SE Spokane Street.¹⁴⁰

St. John's has a unique distinction in the Sellwood-Westmoreland neighborhood. It is the only property now listed on the National Register of Historic Places, being nominated in 1974. It is also a local Portland Historic Landmark. The property is owned by the Sellwood-Moreland Improvement League and is rented out for weddings, memorial services and family reunions.

¹³⁸ "First Church Building," *Sellwood-Moreland Bee*, 4 October 1956.

¹³⁹ David W. Powers III, "St. John's Episcopal Church, National Register of Historic Places nomination form, National Park Service, August 5, 1974; Ben Maxwell, "Historic Edifice," *Oregon Journal*, 6 June 1946, "Pacific Parade Section," p. 2; Lambert Florin, *Historic Western Churches*, Seattle, Superior Publishing Company, 1977, 129-31.

¹⁴⁰ Florin, *Historic Western Churches*, 129-31; Norman, *Portland's Architectural Heritage*, . . . 1986, 17.

(b) Recreation

The creation of parks, playgrounds, and other recreational pleasure grounds came in response to the nationwide City Beautiful movement--"an impulse at the turn of the century to make cities impressive, inspiring, and imperial."¹⁴¹ Concrete efforts to redesign cities across the country according to the dictates of a shared taste coincided with the emergence of the new profession of planning. One element of new City Beautiful plans was the design of a metropolitan park systems. The first step toward making Portland beautiful made use of previous planning for a city-wide park system. In 1904 John Olmsted (the stepson of Frederick Law Olmsted, Sr., the founder of landscape architecture in the United States) proposed a series of neighborhood pedestrian-oriented parks and playgrounds, city squares, and rural parks, all connected by parkways. Olmsted's proposal stressed the importance of creating a series of waterfront parks on marshy lands along the Willamette River. East of the Willamette River Olmsted recommended the acquisition of Sellwood Park, as well as Mt. Tabor, Rocky Butte, and a huge tract north of Twenty-third Street near the Columbia Slough and River.¹⁴²

The "Greater Portland Plan," completed by English landscape architect Edward H. Bennett in 1911, also envisioned Portland with a series of interconnecting parks and open spaces with landscaped boulevards and parkways linking a beltway around the city's neighborhoods. On the east side of the river, Bennett's plan called for a waterfront park, embankments, and boat landings from the Hawthorne Bridge south to Sellwood. With the adoption of the Bennett plan, Portland came of age. Nearly every one of Portland's major parks today was completed before 1920s. Many park structures constructed at that time are the work of the city's leading architects.¹⁴³

Sellwood Park

Sellwood strongly supported the idea of a creating a public park in the community. In November 1906, the *Sellwood Bee* registered its support for a public park in the suburb. "The park need not necessarily be very large; just a shady spot large enough to afford a public playground . . . which people in modest circumstances are entitled to, but which they cannot now secure unless they make a trip of several miles across the city."¹⁴⁴ (In the years leading up to World War I, Portland became one of the national leaders in the movement to build urban playgrounds.¹⁴⁵) In December 1906, the Sellwood Board of Trade encouraged the creation of a park along the Willamette. The board agreed that the foot of Spokane Street along the Willamette served as an ideal site for a public park. Moreover, stated the *Sellwood Bee*, "The people want a park. Sellwood is the proper place to locate one of the proposed new parks in contemplation by the City of Portland. A little boosting will secure this one."¹⁴⁶

¹⁴¹ Abbott, *Portland*, 57-58.

¹⁴² *Ibid.*, 58-60.

¹⁴³ *Ibid.*, 62-68; Staehli, "Preservation Options for Portland Neighborhoods, 17.

¹⁴⁴ *Sellwood Bee*, 10 November 1906.

¹⁴⁵ MacColl, *Growth of a City*, 354.

¹⁴⁶ *Sellwood Bee*, 15 December 1906, 3.

In January that year, the board resolved to purchase park land near the foot of Umatilla Street.¹⁴⁷ In 1909 the City of Portland heeded the request of the Sellwood Board of Trade and Olmsted's recommendations for a series of city parks along the Willamette River and they purchased land for the Sellwood Park. They bought 15.63 acres by condemnation from W.H. Morehouse, former operator of the City View Race Track, for \$47,000. This land acquisition, plus those at Mt. Tabor, Laurelhurst, and Peninsula for public parks on the east side of the river, doubled Portland's park acreage. A year later, the Sellwood Board of Trade, always eager to promote and boost this east-side suburb, agreed to offer the Oregon Historical Society two acres for a building site. Nothing, apparently, ever became of this offer.¹⁴⁸

In 1910, a swimming pool, along with curtained dressing booths, was added to the park. The city provided towels and roughly 1,400 bathing suites with required skirts and sleeves for girls. The Portland Park Board hired noted Pacific Northwest architect Ellis F. Lawrence to design a "general assembly" building. This would be the pivotal point of a development scheme; it marked the beginning of the creation of community centers by the Park Board. This 60' x 70' building was to house several activities and spaces: toilets, refreshment rooms, shower baths, locker rooms, an assembly hall, and a branch library, according to the *Sellwood Bee* on June 24, 1910, prior to actual construction.¹⁴⁹ Lawrence's design of the Sellwood Park pavilion won national attention.¹⁵⁰ Band concerts became a featured event, twice every summer, in 1914. Another new bathhouse was constructed in 1929.¹⁵¹

Johnson Creek Park

The City of Portland purchased seven lots from Gladstone and Beulah Stevens for \$850 to create Johnson Creek Park, at SE 21st Avenue and Clatsop Street. This park became the first park purchased by the city for the neighborhood. In 1920-21 the city expanded the park by purchasing another seven lots.

In 1916 residents in the Johnson Creek area formed a "Johnson Park Improvement Club," which became instrumental in naming a playground leader. Fourth of July community picnics held in the park became one of the big annual events.¹⁵²

¹⁴⁷ "The Onward March of Sellwood," *Sellwood Bee*, 5 January 1907, 3.

¹⁴⁸ Abbott, *Portland*, 60-61; "Busy Session of Board of Trade Stirs Up Local Boosters," *Oregonian*, 1 January 1910sec. 2, p. 3; *Sellwood Bee*, 19 February, 1910; "City Bought Johnson Creek Park for \$850," *Sellwood Bee*, October 4, 1956.

¹⁴⁹ "Sellwood Park to be Highly Improved," *Sellwood Bee*, 24 June 1910.

¹⁵⁰ MacColl, *Growth of a City*, 355..

¹⁵¹ "City Bought Johnson Creek Park for \$850," *Sellwood Bee*, October 4, 1956.

¹⁵² *Ibid.*

Westmoreland Park

In the early days of settlement, Wilson's Dairy occupied a meadow with thickets of brush along both sides of Crystal Springs Creek, known by residents as "Westmoreland Slough," which became Westmoreland Park. Before its conversion to a park, it also served as a landing field for Portland's first airport, named Bloomfield Aviation Field (after Lt. H. Bloomfield, Reed College graduate).

The genesis of the park came when the city of Portland acquired eight lots at a tax sale in 1922. The land stood idle, however, for more than a decade. At the height of the Great Depression, the city bought land from the Oregon Iron & Steel Company and exchanged some property that allowed for the creation of a community park. The Westmoreland Community Club and the Flycaster's Association worked together to develop this park, using Works Progress Administration (WPA) funds. Interest in holding a national flycaster's tournament and model yacht sailing in the park, led to the construction of a pool in the park. The community received WPA funds to also construct tennis courts, bowling lawns, and an athletic field. Additional money was contributed by an interested athletic patron for athletic field lighting. In the 1950s, a children's wading pool was added to the park.¹⁵³

Sellwood Riverfront Park

The Sellwood Riverfront Park is the latest addition to the four neighborhood parks. It was created in 1969 on the site of the old East Side Lumber Mill along the Willamette River. The park encompasses 8.75 acres.

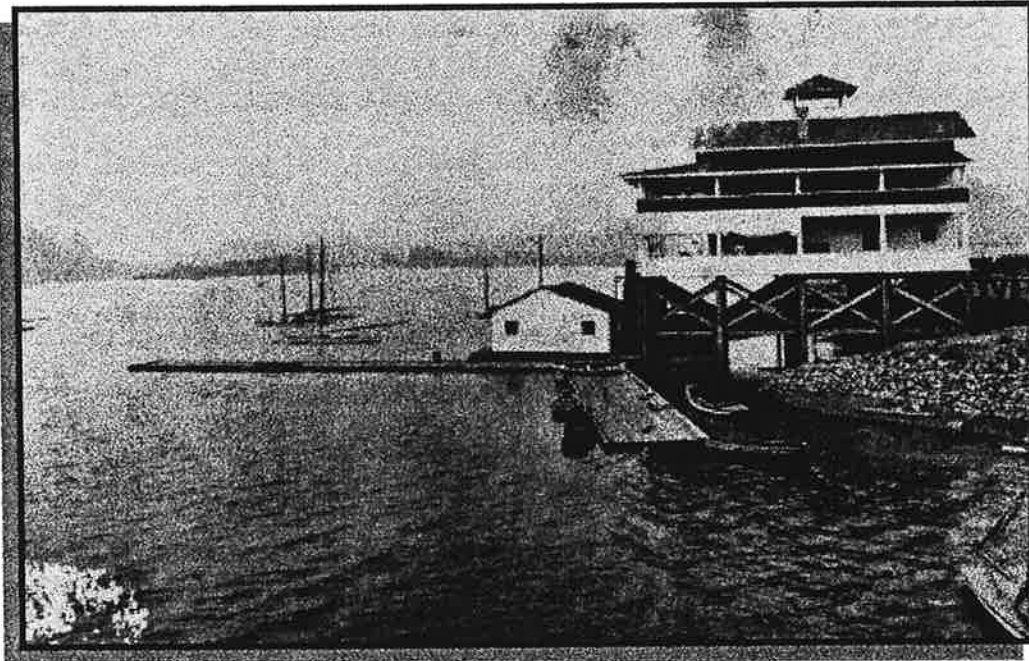
Recreational Activities & Clubs

Sellwood's earliest recreational activities were not publicly but privately envisioned and funded. Horseracing in Sellwood dated back to the time of the Sellwood plat itself. In June 1882, just one month before creation of the Sellwood plat, Richard B. Knapp, William S. Gibson, and W.H. Creighton, formed the City View Association. The following year, the association, led by president R.B. Knapp, filed papers for the City View Park subdivision, just north of Sellwood and bounded on the west by the Willamette River. Soon an elliptical-shaped racetrack was constructed on the site, just west of present-day 13th Avenue and north of Miller Street (presumably on or near the site of the orchard tended by Henry Miller in the 1850s). By 1895, a galaxy of racing events were being staged at the City View Park. The September 10, 1885 issue of the Portland *Oregonian* announced that a great number of "blue bloods under blankets" had been gathered together at the City View Park for a variety of horse races of different lengths. The races continued for ten days. Riverboat steamers bound for the races picked up attendees at the end of Morrison Street, on the west side of the Willamette River, in the early afternoon and returned them to the same dock in the early evening. The steamer trip, plus park admission, totaled fifty cents. This was to be a grand event just prior to the

¹⁵³ "City Bought Johnson Creek Park for \$850," *Sellwood Bee*, October 4, 1956.

Salem races. The City View Park Races were, apparently, short-lived. In 1905 new owner of City View Park, Fred S. Morris, filed two additional plats for City View Park, which may have led to the development of City View Park as a residential neighborhood with a grid pattern of blocks and lots.¹⁵⁴

The Oregon Yacht Club began just slightly after the City View Park's founding. Since around 1904 the yacht club's facilities have been located next to Oaks Amusement Park and just north of the Sellwood Bridge. In 1908, about thirteen boat houses resided at the club moorage.



Oregon Yacht Club, clubhouse and dock, 1906. Looking north up the Willamette River. Destroyed by fire in 1943. Photo courtesy of SMILE

The club originally formed to encourage recreational yachting, rowing, and competitive races. Boat houses moored there were occupied as seasonal residence retreats. Over time, the focus of the club changed to providing year-around residences. By 1906, members had erected a large three-story clubhouse with a dance floor. The Oregon Yacht Club early on (in the 1920s and 1930s) held annual regattas each summer on the Willamette River; these events included racing, canoe stunts, and diving. In 1933 the one-day August regatta drew 2,000 attendees. In 1956 a nationally broadcast television show featured thirty-eight boat homes moored at the club.¹⁵⁵

¹⁵⁴ "Opening Day," *Oregonian*, 10 September 1885, 3; "City View Park," *Oregonian*, 5 September 1885, 3; "City View Park," *Portland Weekly News*, 3 September 1885, 6 (Eileen Fitzsimons Collection); "Rev. Sellwood's Farm Sold To Make Way for New Town," *Sellwood-Moreland Bee*, 4 October 1956, Dimon, *Twas Many Years Since*, 40.

¹⁵⁵ *Sellwood-Moreland Bee*, 4 October 1956; Steve Brannan, "Fact Sheet," and "OYC Historical Notes," typescript, 1998 (Eileen Fitzsimons Collection).

The Oregon Yacht Club has experienced a number of natural disasters--fires and floods--over the years. In 1943 the large clubhouse burned and with it the OYC's historical records. The clubhouse was reconstructed in 1953, only to be destroyed in the 1962 Columbus Day storm. A new clubhouse was built and delivered to the club moorage in May 1963. Major floods in 1948, 1956, 1962, 1964, 1965, 1996 have rocked the boats and caused severe damage to some boats moored at the club.¹⁵⁶

Another recreational club based in the Sellwood-Westmoreland neighborhood with moorages just upriver from the Sellwood Bridge, Oregon Rowing Club, has also held water events on the Willamette River. Reportedly founded in 1879, the Oregon Rowing Club organized sporting events on the Willamette in the early 1900s, possibly earlier. In 1905 the Lewis and Clark Exposition and the opening of Oaks Amusement Park provided great incentive to hold a watery event. On June 3, 1905, the *Portland Oregonian* described the club's upcoming afternoon regatta. "The crews will row with four-oared cockswainless [without cockswain] shells over a mile and a half course, extending down the river and finishing at the Morrison Street Bridge. Racing boats will be followed by several launches carrying spectators."¹⁵⁷ Perhaps around this time, the club initiated an annual row of 75 miles from Salem to Portland. In recent years, the Oregon Rowing Club has volunteered its services during Willamette River floods. It now provides moorage for year-round living in boat houses.¹⁵⁸

YMCA

Community interest in creating a home for the Young Men's Christian Association (YMCA) in Sellwood began around 1905. Resident enthusiasts believed that a YMCA facility would not only be a place for athletics and swimming, but "for study and culture as well. A place for the development of the whole person, mental, moral, and physical."¹⁵⁹ Efforts to raise money for such a project, however, were delayed until 1909. In late October and early November that year, ten teams of five men each canvassed the entire community in an effort to raise the needed building funds. At Sunday morning church services in late October, several of the Y fundraisers carried their request for donations to several churches in the neighborhood. At the end of one week of vigorous campaigning, the teams had raised \$11,052 for construction of the YMCA building. Oregon Secretary of State I.B. Rhodes had been a moving spirit in the fundraising effort. The Ladd Estate, long-time owner of property in the Westmoreland and Eastmoreland plats, contributed \$1,000 to the fund. The newly organized Sellwood Commercial Club, Sellwood church pastors, ladies organizations, and the *Sellwood Bee* newspaper all cheered the project forward.¹⁶⁰

¹⁵⁶ Steve Brannan, "Fact Sheet," and "OYC Historical Notes," typescript, 1998 (Eileen Fitzsimons Collection).

¹⁵⁷ "Rowing regatta on River," *Oregonian*, 3 June 1905, 7.

¹⁵⁸ *Oregonian*, 8 September 1912, 3; *Sellwood Bee*, 24 February 1966 (Eileen Fitzsimons Collection).

¹⁵⁹ "Everybody Will Be Welcomed at YWCA Opening Monday," *Sellwood Bee*, 9 December 1910, 1.

¹⁶⁰ "Campaign for Building Fund Opens Monday," *Sellwood Bee*, 30 October 1909; "Canvass for Funds YMCA Successful," *Sellwood Bee*, 13 November 1909.

Construction of the YMCA on Spokane Street took place in the spring of 1910. When completed, the building cost \$17,000. Alfred N. Wills, grandson of donation land claim owner George Wills of Willsburg, chaired the branch YMCA Building and Executive Committee during construction. The committee selected Portland architect E.B. McNaughton to design the two-story building, of both brick and wood. Limited funds dictated that the building would be of wood, designed in the Bungalow style. E.S. Babb supervised the building's construction.¹⁶¹

When completed the dimensions of the main building were roughly 50' x 59' with an attached gymnasium measuring 41' x 60.' The building had one of the city's first indoor swimming pools, according to the *Sellwood-Moreland Bee* (4 October 1956). Other rooms included a reception room, a boys' room, library, rooms for rent, restrooms, offices, and a kitchen, pantry, and food locker. Unfortunately, no money remained to furnish the building once it was completed. Local businesses and residents responded to the dilemma by donating a total of \$2,134. Sellwood firms installed the building's furnishings. The new "Y" opened its doors on December 9, 1910. The Sellwood branch of the YMCA was the "first of its kind in the city," the *Sellwood Bee* proudly announced at the building's opening.¹⁶²

The YMCA proved a popular place for young people's recreational activities immediately following building construction. In 1910 the number of active members jumped from 177 (97 boys and 80 adults) to 259. W.C. Moore directed the "Y" during its early growth period. A swimming demonstration by women proved to be a big event in 1914.¹⁶³

Despite great interest in the YWCA, heavy mortgage payments on the building could not be met. In 1920 former Portland Park Bureau member, C.P. Keyser, persuaded the city to buy the building for \$8,000. The building became known as the Sellwood Community House, following this transaction. The Portland Visiting Nurse's Association soon opened a branch station in the community house.¹⁶⁴

The Oaks

The Oaks celebrated its 37th anniversary in 1941 with E.H. Bollinger as manager and roller skaters circling the rink to organ music played by "Len" Hoyt and "Buxx" McClelland of the Oaks Park Staff.¹⁶⁵

Ground was broken in March of 1905 and the park was opened several days prior to the May 30th 1905 opening of the Lewis and Clark Exposition. Developed by the Oregon Water Power and Railway company to boost interurban travel, the 1905 cost of the park was approximately \$100,000.

¹⁶¹ "Committee Meeting," *Sellwood Bee*, 18 December 1909; "Formal Opening of Sellwood YMCA," *Sellwood Bee*, 16 December 1910, 1; "Sellwood Center, Was YMCA Branch," *Sellwood-Moreland Bee*, 4 October 1956.

¹⁶² "Everybody Will Be Welcomed at YMCA," *Sellwood Bee*, 9 December 1910, 1; "Magnificent Sellwood YMCA," *Sellwood Bee*, 23 September 1910, 1; "Formal Opening of Sellwood YMCA," *Sellwood Bee*, 16 December 1910, 1; "Sellwood Center Was YMCA Branch" *Sellwood-Moreland Bee*, 4 October 1956.

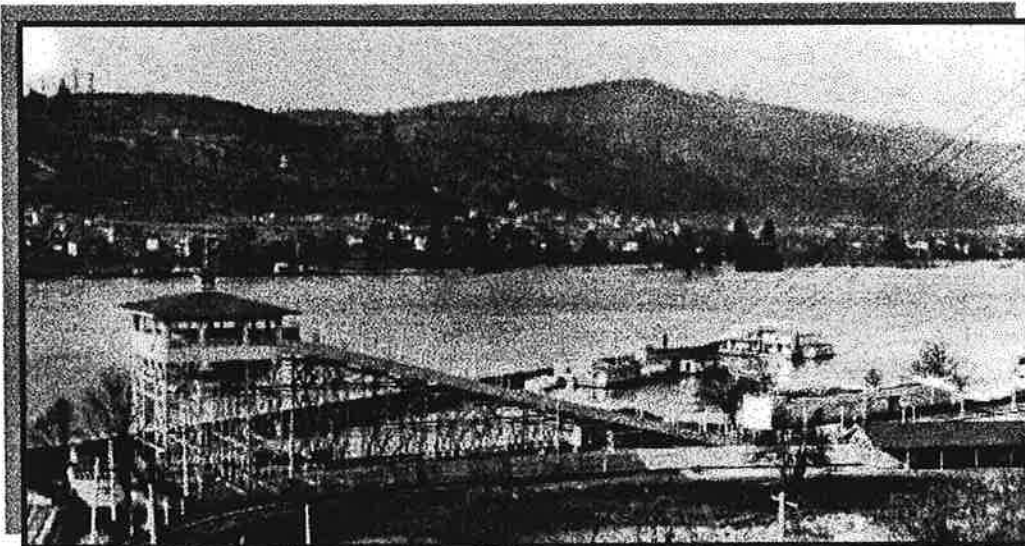
¹⁶³ "Sellwood Center Was YMCA Branch" *Sellwood-Moreland Bee*, 4 October 1956.

¹⁶⁴ "Sellwood Center Was YMCA Branch" *Sellwood-Moreland Bee*, 4 October 1956.

¹⁶⁵ *Oregon Daily Journal*, 28 May 1941, p. 9, section 2, 9

Admission was 10 cents for adults; five cents for children. Most Park guests took the fifteen minute interurban ride from the corner of 1st and Alder streets in downtown Portland. It was estimated that over 10,000 people per non-work day spent some time at the park listening to free concerts by John Philip Sousa and D. Urbano's Royal Italian Band, or simply strolled through the Japanese Tea Garden. Amusement rides included the merry-go-round with its animals hand-carved and hand-painted by Italian and German artists.¹⁶⁶

In 1914 a 4,000-seat auditorium was completed at a cost of \$7,000. Acrobats, vaudeville acts and musicals were booked in it by John F. Cordray, the then-manager of the Park. (The open-air auditorium has since been torn down to make room for a parking lot.) The April 19, 1914, *Oregonian*, announced that, ". . . around every oak tree in the Oaks there will be a rustic bench and hanging from the branches Chinese lanterns, illuminated at night, giving the park more of a fairyland appearance than ever."¹⁶⁷



Oaks Amusement Park, looking west across the Willamette River. During a flood, prior to 1940. Photo courtesy of SMILE

Opening day for the 1917 season (May 27th) saw an attendance of 10,749 with soldiers in uniform admitted free. According to *The Oregonian*:

A distinctly novel attraction was the demonstration of hydroplanes on the Willamette. Dense crowds lined the river board walk watching the big aircraft dart swiftly up from the river and swirl through the air and back to the stream. In the skating pavilion hundreds flew gracefully on roller skates over the ice-smooth boards while an orchestra played popular airs. The refreshment stands were in full swing and the peanut, popcorn and "hot dog" wagons vied for

¹⁶⁶ *The Oregon Journal*, 15 March 1972, p. 8.

¹⁶⁷ *The Oregonian*, 19 April 1914, p. 15, col. 3

popularity with the huge, well-filled baskets brought in picnic style by dozens of families.

...

The big attraction yesterday was the concert given by W.E. McElroy's band and his soloists, with a series of beautiful song numbers by Miss Eloise Anita Hall. The big auditorium, which has been the scene for so many brilliant entertainments in other seasons at the Oaks, was filled to capacity, with extra seats ranged along the sides. The audience was wildly enthusiastic and applauded each selection until Mr. McElroy generously responded, thus extending his programme well over its scheduled length."

All of this occurred against a backdrop of a definite park movement which began taking shape in the United States in the mid-1800s. New York City took a major step toward purposeful and rational establishment of public parks, when it hired Frederick Law Olmsted, Sr. and Calvert Vaux in 1856 to design a "natural" Central Park, its meandering pathways, picturesque views, and spacious informality set the national standard for the pastoral style in municipal park design. In the early 1900s, a different type of park gained popularity, one with the earlier Olmstedian elements and space set aside for organized activities and games.

(c) EducationSellwood School

The first Portland schools began in 1847 as private institutions, just one year before the territorial government was formed. The first one was housed in a log cabin at what is today the intersection of First and Taylor streets. Fees charged for tuition covered expenses. The first free public school was not established in Portland until 1851, which reportedly opened in a building next to the City Hotel at First and Oak streets. By 1869, 870 pupils attended five public schools in Portland. In 1877 half a dozen school districts existed across the river in East Portland. In 1884 the Sellwood School was built.¹⁶⁸ In 1890 a Polk City Directory for Portland indicated that the school stood on Umatilla between then 7th and 8th streets (15th and 16th avenues). Three years later, when the City of Portland annexed Sellwood, "which had grown to a population of 1,800. . . The school had five teachers and 185 pupils."¹⁶⁹

Even with that small student population, some Sellwood residents felt a new school was needed. In 1892 the City of Sellwood floated a bond issue for the construction of a new school. The bonds could not be sold because the city government, only in existence since 1887, had not established itself as a financially responsible entity, hence the school measure failed. According to local historian Dick Matthews, the failure of the school bond measure heightened many Sellwood residents support of annexation to the City of Portland.¹⁷⁰

By the turn of the century Portland had a population of over 90,400, with 9,365 grammar school pupils attending twenty school buildings scattered around the city, including the Sellwood School. The explosion in growth following the 1905 Lewis and Clark Exposition pushed the student population even higher. In early 1910, the *Sellwood Bee* reported: "Five years ago there were 9 teachers, and about 300 pupils. Now there are 18 teachers and about 700 pupils."¹⁷¹ Just four months earlier, preparations were made to move the old 1884 school building to the northwest corner of the block it occupied in order to make way for the construction of a new school. Two hundred persons assembled for the culinary-powered building-moving festivities.¹⁷² In early 1911, the Committee on Construction of a new Sellwood School purchased eight additional lots, some of which had houses located on them, in the block then occupied by the Sellwood School for \$18,000.

The life of Sellwood's original schoolhouse nearly ended in 1966 when rezoning in the area of Umatilla and 15th Avenue allowed for the construction of apartments that required the removal of the school. Hoping to avoid

¹⁶⁸ Alfred Powers and Howard McKinley Coming, eds., "History of Education in Portland," Salem, Oreg., General Extension Division, State System of Higher Education, WPA Adult Education Project, 1937, 1-2, 74-89, 142.

¹⁶⁹ "Rev. Sellwood's Farm Sold to Make Way for New Town," *Sellwood-Moreland Bee*, 4 October 1956.

¹⁷⁰ Matthews, "Walking Tour Guide Map of Old Sellwood."

¹⁷¹ *Sellwood Bee*, 5 February 1910, 5.

¹⁷² *Sellwood Bee*, 9 October 1909, 3.

demolition, City Commissioner Ormond R. Bean explored the possibility of moving the building, then used as a residence, to Oaks Pioneer Park.¹⁷³

Midway School

In the far northern section of the neighborhood, Midway School, named after Midway Tract--a small piece of land divided into house lots by its owner D.W. Ellis---opened its doors for the first time in 1892 at Milwaukie Avenue and Ellis Street. The school served a relatively small population since only about eighteen houses stood in the vicinity of the school. Fenced-in fields of the W.S. Ladd's Crystal Springs Farm, extending from Yukon to Malden streets and east to Reed College, occupied much of the district. In 1894 The Midway School closed due to an insufficient number of students. The school was reopened in 1895 and 1897 as an elementary school. The older children attended the Sellwood School on Umatilla Street. Midway School continued to house primary grades into the early 1900s. Its doors were closed permanently with the opening of Llewellyn School in 1907.¹⁷⁴

Llewellyn School

The Llewellyn School district dates from the early 1900s. Built in 1907, this wood-frame building stood near the intersection of Henry Street and 14th Avenue. A 1909 Sanborn Insurance Company map shows the rectangular Llewellyn Public School on the southeast half a block fronting on Henry Street between 13th and 14th avenues. The wood-frame building received a substantial \$12,775 addition in 1910 which was designed by T.J. Jones. Again, in 1925, the continued rapid growth in the student population necessitated the erection of two elongated one-story class-room buildings (extending north-south on the north side of the school).¹⁷⁵ However, the building was still perceived as inadequate and in 1926 the *Sellwood Bee* reported that, "...[a] delegation of 100 persons from the Llewellyn School district appeared at the school board meeting . . . to make a plea for a much needed new school building."¹⁷⁶ Three years later, in May of 1929, the cornerstone of the new Llewellyn School was laid. According to the school principal at that time, C.T. Thompson, about 450 students attended Llewellyn School in the late 1920s.¹⁷⁷ Llewellyn School serves as a middle school in 1999.

St. Agatha's Catholic School is discussed under St. Agatha's Roman Catholic Church.

¹⁷³ *Sellwood Bee*, 9 June 1966 and 23 June 1966.

¹⁷⁴ *Sellwood Bee*, 23 February 1950, 6; *Sellwood Bee*, 8 August 1908, 1; Eileen Fitzsimons, "Midway School Served North End Children," *Sellwood-Moreland Bee*, October 1997.

¹⁷⁵ School Board Meeting Minutes, Vol. I, p. 618, 21 January 1910 and Vol. I, p. 664, 18 March 1910 (Eileen Fitzsimons Collection); "Portland, Oregon," Sanborn Insurance Company, 1909 and 1925.

¹⁷⁶ *Sellwood Bee*, 24 December 1926, 1.

¹⁷⁷ *Sellwood Bee*, 10 May 1929 and 23 February 1950.

Literary Clubs

Literary societies or clubs in Sellwood date back to the founding of Sellwood as a platted community. The Sellwood Literary Club first met on December 18, 1883. Captain M.G. Morgan hosted the first meeting of fourteen who assembled in his home near Umatilla Street. Frank C. Briggs became president of the group in 1884 and Clara Morgan became the group's librarian. Others who attended that first meeting included: George P. Dorris, H. Clark, D.T. Bird, G.T. Petsch, W.W. Ross, Joseph P. Zimgiebel, A. Sovern, J.B. Gardner, R. Leaman, Mrs. Leaman, Mrs. B.M. Chapman, G. B. Reid, and Mrs. G.T. Morgan.¹⁷⁸ (Four years later, Briggs was elected to the new Sellwood City Council.) The group raised money by staging social events, they placed orders for magazine subscriptions, and they purchased a few books. New members had to be approved by the group.¹⁷⁹

Throughout the early 1900s, reading clubs and reading circles met regularly in members' homes. Mrs. J.F. Kertchem, resident of Spokane Street, and the Presbyterian minister D.A. Thompson and his wife, who resided in the Presbyterian manse on 17th Avenue, were especially active in Sellwood's Reading Circle. Pastor Thompson, in fact, formed it in November of 1906. The group's selection of early readings included *Les Miserables* and works by Shakespeare. The reading circle met once a week, every Monday evening, and was open to anyone. Willsburg had a ladies literary society around the same time.¹⁸⁰

Library

In 1850 Portland's first mayor, Hugh D. O'Bryant, created the city's first public library of record in a room at the northwest corner of Front and Alder streets where O'Brien and his friends deposited books and newspapers that they made available to the public. This library group continued until 1856. In 1864 a library group organized a subscription library, a private institution open to paying members only. In response, a library association began raising funds for a public "People's Reading Room & Library Association," which first occupied space at the corner SW Broadway and Stark streets in 1890-92. In 1902 it took up residence on the top floor of City Hall. In 1913, two years after the first taxes were levied for a library structure, the present Multnomah County Library was constructed on SW 10th Street. At that time, the Portland Library held nearly 170,000 volumes.¹⁸¹

¹⁷⁸ Minutes of the Sellwood Literary Club, December 8, 1884, with City of Sellwood Minutes and Ordinances, Portland City Archives, Portland, Oregon.

¹⁷⁹ Minutes of the Sellwood Literary Club, December 8, 1884, with City of Sellwood Minutes and Ordinances, Portland City Archives, Portland, Oregon.

¹⁸⁰ *Sellwood Bee*, 17 November 1906, 4; short announcements appeared weekly in the *Sellwood Bee* through the spring and summer of 1907.

¹⁸¹ Eileen Fitzsimons, "Threatened Sellwood-Moreland Library Branch is City's Oldest," *Sellwood-Moreland Bee*, February 1997, 5; Workers of the Writers' Program of the WPA in the State of Oregon, "History of Portland, Oregon," Portland, Oreg.: typescript, 1941, 18 (Oregon State Library, Salem, Oregon).



First location of the Sellwood Branch Library, 613 Umatilla Avenue, Sellwood. 1905-1909
Photo courtesy of SMILE

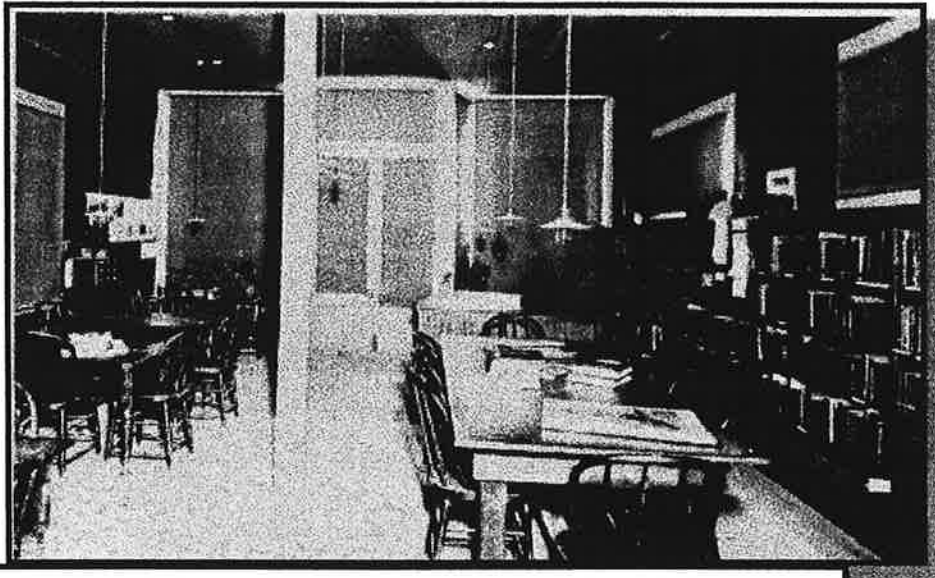
Across the river in Sellwood, about a dozen neighborhood residents gathered in a lecture room of the Sellwood Presbyterian Church in December of 1904 to discuss organizing a library and reading room. Presbyterian Reverend D.A. Thompson, an active organizer of and participant in the Sellwood Literary Club, led the newly formed "Reading Room Association" in their deliberations. The group had met twice before. They had settled on space to house a neighborhood library, and assessed the cost of remodeling it. The group had also received assurances from the Portland Library Association of their willingness to cooperate with the Sellwood group's efforts. Soon, money for lights and other basic fixtures was raised and the library moved into a storefront room at then 613 Umatilla Street, across from the Sellwood School. At first, the library was reliant on volunteer contributions and remained open only a few short hours: 4:30 to 5:30 p.m. and 6:30-9:30 p.m.¹⁸²

In January 1907 the *Sellwood Bee* reported that, "The residents of Sellwood who have for the last two years been supporting a small public library have become so convinced of its good in the community that they are anxious to have it enlarged and better equipped."¹⁸³ Presbyterian Reverend D.A. Thompson promoted the establishment of Portland branch libraries in Sellwood and other suburbs. His and others' efforts bore fruit in early January of 1907

¹⁸² "A Bit of History," *Sellwood Bee*, 26 January 1907, 4; Eileen Fitzsimons, "Threatened Sellwood-Moreland Library Branch is City's Oldest," *Sellwood-Moreland Bee*, February 1997,

¹⁸³ *Sellwood Bee*, 19 January 1907, 3.

when Portland's Committee on Library Extension expressed interest in assuming control of and responsibility for the Sellwood Library on Umatilla Street. The Sellwood Library Board, led by A.N. Wills, agreed to accept the Portland Library's offer. This, everyone understood, represented the first step toward making the Sellwood Library a permanent branch of the Portland library system.¹⁸⁴ (The Sellwood Library also became the first branch library in the Portland Library system.)¹⁸⁵



Interior of Sellwood Library (possibly the first location). Note the store doors and the depth of the interior. This photograph was printed on postcard stock and postmarked 1908.
Photo courtesy of SMILE

The results of this decision came immediately. The Portland librarian ordered a thousand volumes for the Sellwood Library, and several changes to the interior of the room were planned. Some of the changes included new linoleum for the floors, bookshelves for the walls, new windows and lighting, and the removal of an old shed-roof over the door. The library closed for about a week while these interior changes were made. Plans moved forward to create a full reference library and to add books of interest to residents on milling, woolen, and the lumber industry.¹⁸⁶

Only two years passed before the library outgrew its quarters on Umatilla Street. In the fall of 1909, the *Sellwood Bee* announced that the Sellwood Library had a new home: "The people of Sellwood are justly proud of the branch library and it has been a source of pleasure and great benefit to our citizens for several years since. Now that the location has been changed to a more central one at 570 Tacoma Avenue, . . . the library will be a more powerful

¹⁸⁴ "A Bit of History," *Sellwood Bee*, 26 January 1907, 4.

¹⁸⁵ "Sellwood Library First Branch Established in City of Portland," *Sellwood-Moreland Bee*, 4 October 1956.

¹⁸⁶ *Sellwood Bee*, 1 January 1907 and 19 January 1907 and 27 March 1907, 8.

and effective agent for good in this beautiful suburb.”¹⁸⁷ The article went on to describe in detail the library’s new quarters, which occupied three rooms and the entire ground floor of the Reinecke building [just east of the present Sellwood Theatre complex]. Design improvements included large front and side windows for day-time lighting and sixty-candle power tungsten lamps illuminated the library after dark. A “noiseless” carpet lay in the children’s room. “Handsome shelving, nice tables, and other details” adorned both the large and children’s rooms. The new library housed about 2,200 volumes. The *Sellwood Bee* encouraged the community to “take ample advantage of the opportunity to acquire knowledge from this time on . . .”¹⁸⁸

In addition to loaning books and staging story-telling events for the neighborhood children, the library also served as a meeting place for various cultural and social neighborhood committees.¹⁸⁹ The Library Board organized lectures from time to time, and the Young Men’s Christian Association (YMCA) held organizational meetings there in 1909 and 1910.¹⁹⁰

Although not everyone in the community was pleased with the Sellwood Library (some complained that the library had an insufficient number of books in circulation¹⁹¹), the library collections expanded as Sellwood-Westmoreland experienced a boom in growth after the Lewis and Clark Exposition in 1905. Between 1907 and 1910, library membership jumped from 464 to 1,217 members. In search of new quarters in 1914, the Library Association debated remodeling the east side of the new YMCA building on Spokane Street for their use. Instead, the Library Association decided to construct a new building on Nehalem Street, south of St. Agatha’s Church. Construction of the 26’ x 50’ building commenced in March 1915; the building was completed by early July.¹⁹²

The 1915 building on Nehalem continued to house the Sellwood-Moreland branch library until 1967-68. At that time the library moved to its present location on Milwaukie Avenue. The 1915 library building is still extant.¹⁹³

¹⁸⁷ “Library Has Splendid New Home,” *Sellwood Bee*, 18 September 1909, 1.

¹⁸⁸ *Ibid.*, 18 September 1909, 1.

¹⁸⁹ “At the Sellwood Library,” *Sellwood Bee*, 11 November 1910, 1.

¹⁹⁰ *Sellwood Bee*, 16 December 1910.

¹⁹¹ “Reasons Why Library Lacks Patronage,” *Sellwood Bee*, 1 January 1910.

¹⁹² “Sellwood Library First Branch,” *Sellwood-Moreland Bee*, 4 October 1956; Fitzsimons, “Threatened Sellwood-Moreland Library Branch.”

¹⁹³ *Ibid.* (both articles).

(d) Medicine

Portland's first hospital was established in 1852 at SW Front and Yamhill streets. Two additional hospitals opened in 1875: St. Vincent's on Eleventh Street (later moved to NW Westover) and Good Samaritan Hospital on NW Twenty-first Street. In 1888, the Methodists opened Portland Hospital on Third and then D streets. Two years later, historians working for the Works Progress Administration in the 1930s, reported that Portland Hospital moved to SE Harney Street in Sellwood.¹⁹⁴ Other historical accounts tell a different story about the Sellwood Hospital.

In 1909 the *Sellwood Bee* reported that a "fine new hospital building assured for Sellwood--only hospital on the East Side" of the Willamette River. The article went on to describe this modern up-to-date structure: "A \$10,000 hospital building is to be erected on Multnomah¹⁹⁵ between 13th and 15th streets. . . . The building is to be 40' x 60', two stories and basement. It will have accommodations for 30 patients. . . . A training school for nurses will be an important feature of the new hospital."¹⁹⁶ The newspaper congratulated Dr. John J. Sellwood, Sellwood doctor and druggist since the 1890s and Dr. R.S. Stearns for their success in erecting the new Sellwood hospital. It opened to receive patients in May. of 1909.¹⁹⁷ At the hospital's June opening ceremonies, Dr. Sellwood proudly showed off the building's automatic gas lighting system, manufactured in Sellwood by the Sellwood Automatic Gas Light Company, the French hospital stove in the kitchen, and the elevator--the first one in Sellwood.¹⁹⁸ An historic photo of hospital and the 1909 Sanborn Insurance Company of the Sellwood section of Portland show the Sellwood Hospital as a two-story, woodframe building of Colonial (Historic Period) style proportions and features. The former St. John's Episcopal Church and the present Sellwood School stood less than a block to the east.¹⁹⁹

Dr. Sellwood directed the Sellwood General Hospital for years. Under his leadership the hospital opened a four-room school for nursing in 1911. The *Oregonian* reported that housing for twenty nurses who work at the hospital would be built on Umatilla Street. Etta Luther supervised the nursing school. Another structure housing the "Nurse's Home" was built to the east of the hospital over the next few years. By 1925, the hospital itself had more than doubled in size, with the addition of a west wing and connecting arm between the old and new sections of the hospital forming an "H" plan. The hospital heating plant and laundry stood on a lot fronting on Umatilla Street, behind the main hospital building.

¹⁹⁴ Workers of the Writers' Program of the WPA, "History of Portland, Oregon, 17.

¹⁹⁵ The Portland General Hospital in Sellwood is located on Harney Street, formerly Multnomah Street.

¹⁹⁶ "A Fine New Hospital Building Assured for Sellwood," *Sellwood Bee*, 27 February 1909, 1.

¹⁹⁷ *Ibid.*.

¹⁹⁸ *Sellwood Bee*, 5 June 1909, 3.

¹⁹⁹ Sanborn Fire Insurance Company, "Portland, Oregon" (map), 1909; "Portland General Hospital Founded by Dr. Sellwood," *Sellwood-Moreland Bee*, 4 October 1956.

By the 1920s, Dr. L. S. Besson had taken over the responsibilities of directing the hospital; Dr. Nickelson followed in the 1940s. The Sellwood Hospital became known as the “City of Roses” Hospital in the 1960s, around the time that it came under the management of a new group, one that also managed Woodland Park Hospital.²⁰⁰

²⁰⁰ *Sellwood-Moreland Bee*, 28 April 1966 and 1 December 1966.

(e) Funerary**Portland Crematorium and Mausoleum**

The Portland Crematorium and Mausoleum, located on 14th Avenue at the edge of the bluff overlooking the Willamette River and City View Cemetery on the opposite, west side, of the river, is probably the most visible cultural feature in the Sellwood-Westmoreland neighborhood associated with death and burial activities. It is also one of Portland's oldest mausoleums. In January 1901, a force of fifteen men--carpenters and brick masons--worked to lay the foundation and raise the brick walls of the retort and chapel to the south. The fired brick was delivered to the site by road, while the concrete arrived by railroad flat cars. The cornerstone laying ceremonies took place in February 1901.²⁰¹

In 1909 the Portland Crematorium, then eight years old, appeared on a 1909 Sanborn Insurance Company map of the Sellwood neighborhood as a one-story, L-shaped building occupied with a chapel and columbariums. Fifteen years later, the Portland Crematorium had been greatly expanded. In 1925 a concrete addition had been made on the east and west sides of the original building. An elongated, snake-like series of mausoleum chambers stretched to the southwest of the original central core building. Additionally, a small storage building then stood north of the crematorium.²⁰²

Newell E. Chandler provided continuity amidst change at the Portland Crematorium. Chandler became assistant manager of the Crematorium Association in the early 1920s and remained with the association for thirty years until his retirement in 1950. Chandler resided near the crematorium and mausoleum, at 1224 SE Henry Street.²⁰³

²⁰¹ *Oregonian*, 30 January 1901, 7.

²⁰² Sanborn Insurance Company, "Portland, Oregon" (map), 1909 and 1925.

²⁰³ *Sellwood-Moreland Bee*, 13 April 1950, 8

B. HISTORIC PROPERTIES LIKELY TO BE FOUND

This section identifies the types of cultural resources (such as single-family residences, churches, fraternal buildings, lumber mills, roads, natural features, etc.) that are likely to be found within the historic context study area, as they relate to broad historical themes that have been presented in the historical overview of this context statement. This section aims to identify the important characteristic features, condition, and distribution of the different resource types. To accomplish this, the identification and general distribution of resource types draws on information (including both primary source documents and secondary source newspaper articles, maps, and photographs) gathered during the historical overview phase of this project.

(1) Previous Surveys

In 1976 Stephen Dow Beckham completed reconnaissance survey forms of historic features throughout Oregon, compiled in the Statewide Inventory of Historic Sites and Buildings, for the Oregon State Historic Preservation Office in the State Parks and Recreation Division

(2) Resource Types and Distribution Patterns

The types of cultural resources likely to be found inside the Association's boundaries are related to several historical themes that have been described in the historical overview section. Each theme is represented by certain cultural resource types. For example, resources related to the broad theme of railroads and industrial growth would predictably have several resource types associated with transportation and trade such as a depots, warehouses, and rail lines. Resource types related to manufacturing and industry could include woolen mills, lumber mills buildings, mill flumes, and river docking areas. Resource types associated with all the various themes in the history of the Association's boundaries include:

- Features associated with Native Americans; Fur Trade & Exploration
- Agriculture (farmhouses, barns, outbuildings, and landscape features, such as orchards, cultivated fields, etc.)
- Domestic (frame houses of various architectural styles, lodging houses, etc.)
- Commerce & trade (stores, banks, livery stables, garages, hotels, etc.)
- Transportation (roads, fords, bridges, road patterns, railroads, depots, riverboat docking areas, ferry landings, etc.)
- Manufacturing & Industry (lumber and woolen mills, tanneries, flumes, quarries, warehouses, etc.)
- Education & religion (churches, parsonages, schools, colleges/universities, etc.)
- Social (fraternal meeting halls, amusement parks, sport facilities, etc.)

- Government (post offices, city hall, armories, fire halls, hose houses, etc.)
- Landscape features (cemeteries, street trees, parks, artificially created reservoirs or ponds, culturally significant trees or groves, etc.)

Identification and evaluation of these resource types can reveal the reasons for their historical existence and continued use. A study of broad historical themes and their predicted resource types can determine future inventory needs and help define the scope of work to be accomplished.

(3) Native Americans; Fur Trade and Exploration

Ethnological and historical research confirms the presence of the Clackamas group in the Sellwood area. Archaeological studies, however, have not been done to identify the precise location of Native American activities or features associated with their use of the land. No known cultural features presently exist in the area that are associated with Native American's presence. Similarly, although it is known that Euro-American fur traders and explorers traversed the area, the precise paths of their travels have not been identified with certainty. No known resource types associated with fur traders and explorers presently exist. Further investigation may be warranted to confirm the presence or absence of these resource types.

(4) Agriculture

Specialty farming in the area, which began in the late 1840s, focused primarily on orcharding. Some historians argue that the development of orcharding in the Sellwood area was in fact the genesis of apple and cherry orchards in the region generally.

(a) Resource Types. The settlement era and later historical periods were usually characterized by expansive fruit tree orchards with few or no associated outbuildings, and those that did exist had a style directly dependant upon their function. In the Sellwood area, outbuildings predictably might have included a privy, woodshed, a pumphouse or water tower, coolhouse, above-ground root cellar, tool or equipment shed, silage pit, and cannery or fruit processing facilities . After the turn of the century, a machine shed, fuel shed, garage, might have been added to the ensemble of farm outbuildings depending on the specialization of the farm. Many farm operations that evolved over more than one historical period and produced a variety of agricultural products according to market demands inevitably included several different building types that were adapted over time for new uses.

The majority of farmhouses built between the 1850s and 1900 were built in the vernacular style, distinguished by its simplicity and lack of distinctive stylistic features. Typically, vernacular farmhouses were one and one-half to two-story, wood-frame buildings, laid out in a T or L plan, with gable roofs, and

multi-paned, double-hung sash windows with plain board moldings. A few farmhouses may have adopted particular architectural styles, especially after the turn of the century (described under "domestic" in this section). Early barns most likely had a hand-hewn framing system resting on a field stone foundation and a high profile capped by low-pitched gable roof. Beginning in the 1870s, hewn-frame barns became higher and also had steeper-pitched roofs. By 1890 barns featured a full second story and, perhaps, a hay forklift assemblage and hay hood. Farm outbuildings varied widely in size, shape, design, and building materials depending on their date of construction and function.

(b) Distribution Patterns. During the area's settlement and railroad eras, agricultural ensembles consisting of farmhouses, barns, and outbuildings historically existed on ground principally south of the area originally platted as the townsite and back from the east bank of the Willamette River. Many farm structures disappeared during the area's subsequent development as a booming lumber town and transportation hub in the early twentieth century. Those remaining resource types related to agriculture, including not only structures but farm fields, are known or presumed to exist around the periphery of the study area but few if any such resources are presumed to exist within the Association's boundaries. It is predicted that only a few isolated farmhouses, barns, and outbuildings remain standing, many of which are probably in altered condition.

(5) Domestic

Dwellings representing a wide array of construction methods, sizes, and architectural styles have been built in the study area since Euro-American settlement began in the late 1840s. Although single-family residences have been the predominant resource type, a few boarding houses, hotels and apartments existed between the 1910s and 1945, with some hotels and boarding houses dating from the late 1880s. Single-family domestic buildings historically and today greatly outnumber all other building types in the Sellwood area.

(a) Resource Types. During the area's settlement period, the very earliest homes were probably of log, followed by hewn log, and, finally, frame construction, possibly with a shed-roof lean-to porch. Since lumber was available from mills in the Portland area, including Sellwood itself, at an early date, many settlers' first homes were probably one or one-and-a-half stories and built partly or totally of milled lumber. A gable roof was the most likely roof form. Simple decorative details probably adorned the gable ends, eaves, and door and window moldings. Many of these earliest homes, including farmhouses, did not adhere to any particular architectural style, and are considered vernacular forms. A few examples of vernacular forms are likely to exist in the area's older central sections.

Two distinct architectural styles are known or likely to have existed in the Sellwood area during its settlement era. A few scattered examples of these

styles may still exist in somewhat or greatly altered form. The first of these two styles is the **Classical Revival style**, popular in Oregon from the 1840s to the mid-1860s. It is characterized by:

- One or one-and-a-half stories
- Rectangular shape and additions
- Low-pitched, gable roof
- Entablature that includes an architrave, frieze, and cornice
- Wide frieze board under the eaves
- Symmetrical door and window placement with multi-paned, double-hung sash windows
- Shed- or gable-roof porch supported by thin column-like supports
- Horizontal weatherboard siding with vertical corner boards

The second architectural style likely to have been built during the early settlement era is the **Gothic Revival style**, built in Oregon between 1850 and 1895. Landscape designer Andrew Jackson Downing promoted and popularized this style in his 1842 and 1850 house pattern books of domestic architecture. A small number of examples of this style may still exist within the Association's boundaries. Identifying features of this style include:

- One-and-a-half to two stories
- L or T shape
- Steeply pitched gable roof
- Jigsaw patterned decorative details in shed or hipped roof eaves and porches
- Unsymmetrical door and window placement with tall two-over-two, or four-over-four, double-hung sash windows
- Vertical emphasis of windows and overall form
- Horizontal weatherboard siding followed by shiplap siding after 1875

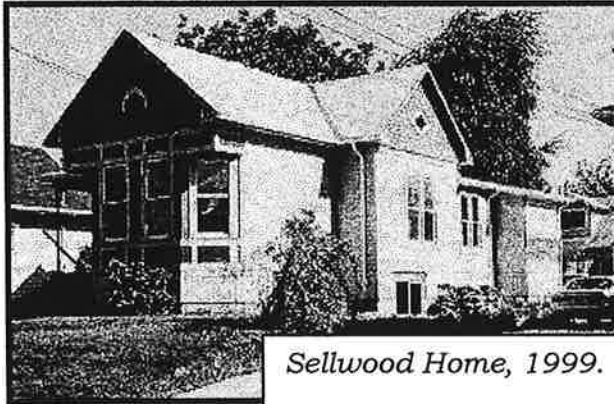
The **American Four-Square** style originated in the United States. It was popularized in this country by pattern books widely circulated from about 1905 to 1915. Several examples of this style can be found in the Sellwood-Westmoreland neighborhood.²⁰⁴ Characteristics of this style include:

- One or two stories
- Square or rectangular plan
- Four rooms, one in each corner (usually)
- Steeply pitched hipped or pyramidal roof
- Off-center entry on main façade
- Kitchen often attached to main house.

As the Sellwood area entered the railroad era, new architectural styles became popular. The **Queen Anne** style, built in Oregon between 1870 and 1905, received its inspiration from English manor houses, particularly those

²⁰⁴ Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York: W.W. Norton & Company, 1998), 8.

designed by successful British architect Richard Norman Shaw. The Queen Anne style became one of America's favorite styles in the late Victorian era. Several modified examples of the Queen Anne style are likely to be found on or near the original platted townsite or along the historic roads leading into the area. This style's defining characteristics include:



Sellwood Home, 1999. Photo by Evans-Hatch

- One-and-a-half to three stories
- Irregular shape and massing, often with projecting bay and dormer windows
- Medium to steeply pitched gable roofs, often with gables, turrets, and decorative iron roof cresting
- Various window shapes, including straight-topped and round-arched, often incorporating leaded or stained glass
- Porches and verandas that wrap around corner walls
- Varied wall surfaces, such as horizontal wood siding, patterned wood shingles, carved wood panels, patterned brick, and brick covered with stucco
- Contrasting paint colors

The **Eastlake** and **Stick** styles are variants of Queen Anne style decorative ornamentation. East Lake received its name from the well-known English interior designer, Charles Locke Eastlake. Eastlake decorative elements include: rows of spindles and knobs, turned columns, latticework, curved brackets, and cutout and sunburst details. The Stick style is characterized by its "stickwork" placed over the exterior siding at horizontal, vertical or diagonal angles, suggesting the unseen frame of the building.

Inspired by the 1876 Centennial Exposition held in Philadelphia, the **Colonial Revival** style focused on the colonial period of American history. It made its appearance in Oregon between 1890 and 1915 and coincided with Sellwood's emergence as a lumbering town in the motor age. Only a few of Sellwood's larger homes are likely to exemplify the characteristic features of this style. This style's defining characteristics are:



Silverton Home, 1999 Photo by Evans-Hatch

- Two stories.
- Rectangular form.
- Low pitched gable roof; sometimes a gambrel roof.
- Classical entablature with architrave, frieze, and cornice.
- One-over-one, double-hung sash windows, dormers, bays, and bows.
- Bilateral symmetry usually with central prominent entrance.
- Decorative trim including quoins, garlands, swags, columns, dentil molding, and some Queen Anne elements.
- Thin horizontal weatherboard siding.

The **Arts and Crafts** architectural style gained popularity in Oregon between 1885 and 1915, during Sellwood's railroad and early lumbering eras. The English Arts and Crafts movement strongly influenced both art and architecture in the United States in the late 1800s and early 1900s. The movement reacted against new technological advances made in the Industrial Revolution and appreciated natural materials and fine handcrafted workmanship. A few examples of this style are known or are likely to exist near the study area's older platted additions and on the major roads leading into town. The Arts and Crafts style is characterized by:

- One or two stories
- Generally rectangular shape but with asymmetrical roof, window, and porch projections
- Steeply pitched gable roof, often with intersecting gable dormers
- Casement windows with multiple small panes; segmented and rounded-arched openings
- Stucco, shingle, brick, or horizontal wood siding, often in combination
- Simplified English vernacular elements, such as simulated half-timbering and thatched roof materials



Silverton, Oregon, Home, 1999 Photo by Evans-Hatch

The **Bungalow** style became enormously popular in Oregon (and the rest of the country) between the late 1800s and the mid-1920s, when the population grew rapidly and the lumber industry boomed. Influenced by the Arts and Crafts movement, the Bungalow style advocated the use of natural materials and simple handcrafted designs. Architect-designed large and lavish bungalows appeared before World War I. After the war, however, trade magazines like the *Craftsman* provided plans for more compact and modest bungalow houses that middle and lower income families could afford. Bungalow style homes of varying sizes and design details can be found throughout the Association's boundaries and are often clustered together in neighborhoods. The Bungalow style's identifying features are:

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Sellwood Home, 1999. Photo by Evans-Hatch

- One or two stories
- Rectangular shape, often with horizontal earth-hugging quality
- Low pitched gable or hipped roof with wide overhanging eaves with exposed rafters and perkins and decorative brackets
- Shed or hipped roof porches across the main façade often supported by tapered posts

- Double-hung sash windows, often with small panes in upper sash; large windows often flanked by smaller windows; dormer windows projecting from the roof
- Rustic exterior materials such as singles, rock, and brick.

The City Beautiful movement of the early 20th century found a well-recognized advocate in Frederick Law Olmstead who incorporated many of the concepts in his 1893 Columbian Exposition. The concept of beautiful cities and healthy social environments found proponents throughout the ranks of planners and architects between 1910 and 1935 resulting in a resurgence of historic period architectural styles such as the **English Cottage** and the **Dutch Colonial**.



Sellwood Home, 1999, Photo by Evans-Hatch

Sellwood appears at first glance to have its share of the **Dutch Colonial** residential architecture. The style is characterized by:

- Distinctive gambrel roof.
- Dormers jutting from both of the lower roof slopes.
- Modified Tuscan columns often supporting a swan's-neck pediment that covers the front entrance.
- Pedimented doorway.
- Fanlight at the gable point.
- Bilateral symmetry of the front façade.

The Sellwood area's continued growth as a lumber town also coincided with emerging popularity of Historic Period styles of architecture, which were designed in Oregon between 1910 and 1935. This style is characterized by the simultaneous appearance of numerous architectural modes that revived the design features of earlier periods and places. Some Historic Period styles likely to exist in this study area include: the **English Cottage**, **Tudor**, **Georgian**, **Norman Farmhouse**, **Classical**, **Gothic**, and **Spanish Colonial**.

(b) Distribution Pattern. Older residences representing the vernacular form and early architectural styles would have been built close to Sellwood's commercial district or along streets which are proximate to either the rail lines or the river. Queen Anne, Arts and Crafts, and Colonial Revival style domestic resource types constructed during the railroad era would have predictably continued this pattern of growth, however, some homes would have been built on lots or land slightly away from the town center, railroad or streetcar lines in the late 1880s and early 1890s. Expansive growth in the early twentieth century brought about the construction of hundreds of Bungalow style homes spread over a wide area. Bungalow homes were built on undeveloped lots near the town center, as well as newly platted tracts, where they created entire neighborhoods of a single architectural style. Boarding houses, which most likely occupied larger single-family residential structures of various architecture styles, and apartments occupying the upper floors of commercial buildings, probably were located closer to the center of town.

Generally, the increasing age of a domestic resource type diminishes the likelihood of its existence in an intact, unaltered condition. This is especially true for residences built near the center of town where the greatest amount of sequential development has occurred over the years. Isolated examples of vernacular forms and early architectural styles may still exist, however, in somewhat altered condition near the center of town and along the historic roads into the Sellwood area. A few scattered examples of larger homes built in the Arts and Crafts, Queen Anne, and Colonial Revival styles are more likely to remain just outside the commercial areas and widened, heavily traveled streets. Entire neighborhoods of Bungalow style homes, of varying sizes and decorative details are known to exist in intact condition on land built upon in the first three decades of the 1900s.

(6) Commerce and Trade

Since its founding the Sellwood area has been a manufacturing center and transportation hub. Steamboats and public roads assured the regular and reliable movement of raw materials into and finished goods out of the area. The arrival of the railroad added additional impetus to the area's industrialization.

The arrival of the street car accelerated yet another type of commercial growth -- the local retailing of goods and services. Streetcar service permitted a Portland employee to reside in Sellwood (in a house much more affordable) and yet commute to work on the interurban. The rapid population growth experienced in the Sellwood area during the first decade of the 1900s resulted in the development of a much broader commercial infrastructure: groceries, furniture stores, laundries, taverns, cobblers, carpenters and gardeners all responded to the escalating demands of the newest Sellwood pioneers -- the Commuters.

(a) Resource Types. Typical commercial resource types that existed during the settlement period included general merchandise stores, specialty shops selling meat, medicines, stoves and tin ware, and harness and saddlery supplies, as well as buildings occupied by wagon makers, coopers, and blacksmiths. Historic photographs and sketches suggest that early commercial buildings were one- or two-story, wood-frame, buildings typically sheathed with horizontal wood siding. Gable roofs were often but not always concealed by square, false-fronted parapets on the main facade. Raised wood sidewalks and shed-roof awnings along parts of the two main streets provided pedestrians with some protection against inclement weather conditions and mud.

The fire-retarding qualities of brick even though more costly, made it the preferred building material of a few merchants during the railroad era. Although most commercial buildings remained of wood-frame construction, a very few substantial one- and two-story brick and brick-faced concrete commercial buildings were constructed after the turn of the century in the Sellwood and Westmoreland business districts. Decorative details often adorned the roof cornice and window head moldings. General merchandise stores, specialty shops, and businesses catering to needs of wagon and horse owners persisted as the predominant types of commercial businesses. Two or three hotel buildings, usually two-story, wood-frame, gable-roof structures stood on or within a block or two of the main thoroughfares.

As Sellwood entered a new era of industrial expansion between 1905 and the mid-1920s and the gas-powered engine arrived, building materials changed. Although wood and brick continued to be used, concrete, sometimes faced with brick, glazed tile, or stucco, became an increasingly popular building material. The kinds of commercial business began to change as well. Merchants moved toward greater specialization of goods and services. Automobile garages and service shops proliferated near the town center.

(b) Distribution Pattern. Since the first settlement of the Sellwood area, early merchants established their businesses on the streets running perpendicular to the river, including Umatilla, and Spokane as well as 13th, running north-south. Although spaces between buildings were not uncommon during the town's settlement period, they gradually filled in after the 1880s. During the period of expansive growth from 1900 to approximately 1915, both the number of commercial structures and the density of commercial activity increased in the primary business center. Relatively little new commercial growth occurred between the late 1920s and 1945.

Presently, Sellwood's extant older buildings (dating from the late 1870s through the 1930s), as well as newer ones, remain concentrated in or near the town's original commercial district largely along

13th. A number of commercial structures in this area have been demolished in recent years to make way for new businesses and parking lots. The architectural integrity of extant historic commercial buildings varies greatly. Although a few retain considerable exterior integrity at both the first- and second-story levels, many ground-level storefronts have been periodically altered to modernize their appearance. In the most recent past, small shopping plazas, anchored by grocery stores, have been built several blocks away from the town center. As a result, some consumer traffic has been diverted from the commercial district, and many downtown buildings no longer provide the essential goods or services that they once did.

Additionally, much of the area once dedicated to mixed commercial activity has become monocommercial, dedicated primarily to the retailing of antiques.

(7) Transportation

As was noted in the historical overview section, above, the transportation history of the Sellwood area is rich. It includes steamboats plying the Willamette River, ferries hauling freight and passengers between the river's east and west banks, railroads linking Sellwood with Portland, and beyond, and the interurban giving rise to a commuting population during the week and weekend passengers headed for the Oaks Amusement Park.

Beginning in the 1910s, Sellwood area residents enthusiastically joined the national Good Roads Movement, which promoted the construction of roads. Such improvements allowed for and encouraged automobile travel within the town's city limits and to neighboring towns and outdoor recreational retreats. One outstanding remaining legacy of this era is the Sellwood Bridge which was complete in 1925. It spans the Willamette River within mere yards of where the ferry traversed for years; and the economic shadow cast by the bridge resulted in the ferry's engines being permanently silenced in the same year.

(a) Resource Types. Automobile roads and bridges (including the Sellwood Bridge), railroad (and interurban) tracks, along with structures and buildings related to the maintenance of these facilities, comprise the principal resource types associated with the study area's transportation history. Additionally, the ferry landing at the bottom of Spokane Street remains.

The original 1882 platting of building sites resulted in the creation of many of the area's streets; however, several existing roadways predated this parceling by Sellwood Real Estate Company.

The connection of the City View Park race track opened in 1887, with Portland by streetcar in 1892 was the commencement of a

rail system which evolved to cross the river to the north of Sellwood and proceed generally south through Sellwood into Milwaukie and Oregon City. There were several interurban stops in Sellwood, both for the commuter and for those heading for and departing the Oaks Amusement Park. Shelters, walkways, stairways and crossings all may exist along this linear historic feature.

The growing number of automobiles that appeared in the study area after the turn of the century and the strengthening momentum of the Good Roads Movement in the 1910s encouraged a vigorous program of street grading and paving along with sidewalk construction. As programs to beautify cities became increasingly popular throughout the nation, the planting of trees along streets also probably began in some residential neighborhoods at the same time, as programs to beautify cities became increasingly popular throughout the nation.

(b) Distribution Pattern. The pattern of streets and rail lines largely conforms to the directional orientation of The Willamette River or, at a minimum, respects the topography of its banks. Streets are laid out in a geometric pattern with numbered roads or streets generally having a north-south bearing and named streets intersecting at right angles (with an east-west bearing). Older historic roads (most notably Milwaukie) and the newer rail lines were not necessarily oriented on a geometric north-south/east-west grid, but rather were laid to connect activity and/or population centers while honoring the topography as much as was practicable.

The interurban car barns were (and are) located at the southeast quadrant of the study area; much of these interurban structures remain today. The interurban line followed the course of the river slightly above river level. The streetcar line was back from the Willamette River following Milwaukie Avenue south, Bybee Street west then south down 13th Avenue to the intersection with the interurban train line at Linn Street. The interstate railroad line traverses the area on a north-south axis and is immediately east and outside the study area.

Sellwood's grid pattern of streets, originally started by the 1882 platting, is largely intact as of this writing. Although the surface materials, widths, and the existence of sidewalks have been greatly altered since their construction, they are, for the most part, where they have always been.

Some interurban tracks have been either removed or paved over; however, there is still track running along the extreme west side of the study area along the Willamette River. The power poles placed every 100' used by the interurban electric cars have long since been removed.

(8) Manufacturing and Industry

The Sellwood area has been a manufacturing center and transportation hub from the settlement era forward. Steamboats and public roads assured the regular and reliable movement of raw materials into the area and finished goods out. The arrival of the railroad added additional impetus to the area's industrialization.

The late settlement era and particularly the railroad era saw industrial development as well. Furniture manufacturing, lumber mills, woolen mills, tanneries, boatbuilding, and brick-making all debuted on the Sellwood stage.

(a) Resource Types

The types of resources associated with industry include mills of all kinds and descriptions (sawmills, grist mills, lumber mills, woolen mills, etc.), mill-related resources, (such as flumes, millraces, tailraces, mill and log ponds), assembly factories (most likely those related to wood products and wool), extractive processing of local resources (such as sand and gravel facilities), and, finally, agricultural industry facilities (like breweries, creameries, canneries, greenhouses, and cheese industries).

(b) Distribution Pattern

Many of the historical industrial activities in the Sellwood-Westmoreland neighborhood have been located on or near the Willamette River, bordering the area on the west, or on or near Johnson or Crystal Springs creeks, in the eastern section of the neighborhood. The early sawmill and log pond started by the Wills family in the late 1840s, the Shindler and Chadbourne Furniture Factory, and the Oregon Worsted Company buildings were all located in the vicinity Johnson and Crystal Springs creeks and today's Westmoreland Park on the eastern side of the neighborhood. These waterways initially provided a source of power to turn mill wheels. The Willamette River served as an important highway of transportation for both raw materials (logs waiting for processing) and finished products being transported on boats of various kinds. After roads in the neighborhood were developed and maintained year-round, major avenues of traffic, such as Umatilla, Tacoma, and Spokane streets, and 11th, 13th, and 17th avenues became prime sites for other industries, such as furniture manufacturing, laundries, and drayage operations.

(9) Government

The City of Sellwood government existed from 1889 to 1893, at which time it was annexed to the City of Portland. The activities and visible historic resources of Portland city government relate to fire and police protection, planning, zoning, and utility infrastructure features, and public park development, which will be covered in the "Culture:

Recreation” portion of this section. The federal government has made its presence felt primarily in the existence of a US Post Office.

(a) Resource Types

City of Sellwood government resources likely to be found include an office for meetings, a fire hall and related features, and street maintenance dating from the period 1889 to 1893. Portland City historic features would include layers of street and public right-of-way maintenance since 1893, as well as buildings, structures, and features related to police and fire activities, such as fire halls and police stations. Sellwood’s volunteer fire department became a paid group of men, who worked on round-the-clock shifts, in 1907. For a time, a Midway Volunteer Fire Department existed in the northern section of the neighborhood. The US Post Office building is the primary resource type related to federal government activity.

(b) Distribution Pattern

The City of Sellwood helped fix the pattern of distribution of public roads dating from 1889 to 1893 during the process of grading and maintaining the community’s streets. Portland City government continued this process. The Sellwood City Hall, which once occupied the second floor of a wood-frame commercial building on one of the neighborhoods commercial streets, no longer stands. The grid pattern of streets and blocks first presented when various areas of the neighborhood were platted, is extant. It has been solidified by local government street and utility infrastructure activities. Historic fire halls, the primary representative resource of the fire department, are likely to have been centrally located and on or near the neighborhood’s main commercial streets, which would have provided easy and speedy access to all sections of Sellwood-Westmoreland. Historic fire hydrants may, but probably do not, exist scattered around the neighborhood.

The US Post Office would have logically been centrally located on one of Sellwood’s main commercial streets. Historically, a post office often occupied space in a community’s well-established general merchandise store, before acquiring its own building. It is known that Sellwood post offices had several locations over the years, including a building at Umatilla and 1st Avenue (1880s and 1890s), Umatilla and 13th Avenue, and 13th Avenue and Tenino Street. Mail boxes are a US postal features that would be scattered around the neighborhood and positioned along main commercial streets. It is unlikely that any mail boxes are historic or pre-date 1950.

(10) Recreation

(a) Resource Types & Distribution Pattern

Resources types associated with recreation might include: parks and playgrounds and related structures, buildings, and cultural and natural landscapes (playing fields, swimming pools and places,

other water features, etc.); clubhouses, recreational dwellings, docks and wharves, boats, gymnasiums, and theatres.

Recreational features and landscapes are scattered throughout the neighborhood, but predominantly occupy land near or along the Willamette River. The three historic parks (Sellwood, Johnson Creek, and Westmoreland) are located on the east and west sides of the neighborhood along or near water features. The Oaks Amusement Park, and all of its buildings, amusement structures, road and paths, is also along the Willamette River, near Sellwood Park. The Rowing Club and Yacht Club, as expected, occupy land and water along the Willamette River. The YMCA, and later the Community Center, is centrally located. So too is the historic theatre, located on 13th Avenue.

(11) Religion and Education

(a) Resource Types and Distribution Pattern

Cultural features related to the theme of religion might include churches, parsonages, and camps. Educational features would include schools, gymnasiums and playing fields as well as libraries.

Churches have historically been scattered around the Sellwood-Westmoreland neighborhood, located on secondary streets near primary commercial streets. Some churches are historic (pre-1950) and have received alterations; others are post-1950 structures that were built on the site of the original church building. Parsonages, although infrequently owned or used by most religious groups, typically stood next to churches. Some of these residences may still exist. It is not known if any gymnasiums or camps owned by religious groups once or now exist in the Sellwood-Westmoreland neighborhood.

Schools are located in the southern, central, and northern part of the neighborhood, and located in residential areas that are near main commercial streets.

The Sellwood School, now a middle school, is at 15th Avenue and Harney/Umatilla. The Llewellyn School is at 14th Avenue and Tolman. St. Agatha's Catholic private school is at 15th Avenue and Miller Street. Midway School, once in the Westmoreland area, is no longer extant. The Sellwood Library, established as the first branch library of the main Portland Library, has historically been centrally located.

(12) Medicine

(a) Resource Types & Distribution Pattern

Resources related to medicine might include hospitals, nurses homes and facilities, clinics and doctors' offices, and the residences of doctors and hospital staff. The Sellwood Hospital (later Riverside

Psychiatric Hospital and now, in 1999, Pacific Gateway Hospital), founded in the early part of the century, is extant but considerably altered. The Nurses homes, once located to the east and north of Sellwood Hospital are probably non existent in 1999. Further research is needed to determine the existence of historic doctors' offices, which typically occupied the upper floors of commercial buildings, and clinics, as well as the residences of Sellwood doctors and hospital staff.

Also, further research is necessary to determine the location and distribution pattern of doctors' and hospital staff residences and their clinics and offices. The Sellwood Hospital (Pacific Gateway Hospital) is located on Harney Street between 13th and 15th avenues.

(13) Funerary

(a) Resource Types & Distribution Pattern

The Portland Crematorium and Mausoleum is the most conspicuous building and landscape related to historic funerary activities in Sellwood-Westmoreland. Considerably altered from its original size and scale, this property is located on the west side of 13th Avenue near the junctures of Glenwood and Bybee streets. Situated at the edge of a bluff above marshy lowland, the property commands a sweeping view of the Willamette River and Riverview Cemetery on the opposite sloping, heavily forested bank.

(14) Fraternal & Humanitarian

(a) Resource Types & Distribution Pattern

A number of fraternal and humanitarian groups have made Sellwood-Westmoreland their home. The Freemasons, Odd Fellows, Rebekahs, the Czech Social Club, community clubs, are just a few of the many groups that have met in Sellwood and Westmoreland. At first, these groups met over store fronts on or near the main commercial streets of Umatilla, Tacoma, 11th, 13th, and 17th. Some groups, like the Freemasons and Odd Fellows were able to acquire or build their own buildings; the ground floors were often rented out for retail commercial activities. Further research will identify the location of fraternal meeting places and the homes of key organization members.

C. CRITERIA FOR EVALUATING HISTORIC PROPERTIES

Evaluation is the process by which the significance of identified properties is determined. After a survey of historic resources in Sellwood-Westmoreland is completed, each surveyed property's historical significance and architectural integrity will need to be evaluated. Generally, a resource must be at least fifty years old to be considered historical according to National Register of Historic Places criteria. The National Register makes exceptions of younger resources, but the exceptions are stringent and based on truly exceptional quality or importance of the resource. Sellwood-Westmoreland's resources are, in large part, older than fifty years old.

The basis for the Sellwood-Westmoreland evaluation criteria should follow closely the criteria used for the National Register of Historic Places, an accepted model endorsed by the Oregon State Historic Preservation Office (SHPO) as well as the Portland Landmarks Commission. Criteria developed for local historical listing may be modified to address the historic and architectural contexts of the community. The National Register criteria address the significance and integrity of historic resources, including districts, buildings, sites, structures, objects, and entire landscapes. Significance and integrity are discussed below. National Register Bulletin No. 15, "How to Apply the National Register Criteria for Evaluation," which is available at the SHPO in Salem, may provide useful direction for developing evaluation criteria. At the beginning of the inventory process, a evaluation form can be devised for Sellwood-Westmoreland.

(1) Significance

The National Register of Historic Places criteria recognizes that historic resources may have associative value, design or construction value, or information value. When evaluated within its historic context, a resource must be shown to be significant in at least one of the following areas in order to be considered potentially eligible for listing on the National Register.

(a) Event(s)/Pattern(s) of History: The resource is associated with an event (or events) and/or a pattern of events or historical trend that has made a significant contribution to the history of Sellwood-Westmoreland, the state, region, or nation; or

(b) Person(s): The person(s) associated with the resource is (are) individually significant and made demonstrated contributions to the history of Sellwood-Westmoreland, the state, region, or nation; and the resource is associated with the person(s)'

productive life, reflecting the time period in which he or she achieved significance; or

(c) Design/Construction: The resource embodies distinctive characteristics of a type, period, or method of construction ; and/or the resource represents the work of a master; and/or the resource possesses high artistic value; and/or the resource represents a significant and distinguishable entity whose components may lack individual distinction; or

(d) Information Potential: The resource has yielded information important to history or prehistory; or the resource may be likely to yield information important to history or prehistory.

It is important to emphasize that a historic resource can be eligible for the National Register (as well as Portland landmarks lists) for local significance. A resource need only have significance because its contribution to the history, architecture, or archaeology of the Sellwood-Westmoreland area. Also, a property needs to have demonstrated significance in one of the above four areas, not all four.

(2) Integrity and Condition

Integrity of a historic resource is defined as the authenticity of a resource's historic identity, or its intactness of historic form and original construction materials. Integrity is integral to the resource's ability to convey its significance by its appearance. Alterations, either historic or contemporary, should be examined for compatibility to the original resource. There must be identifiable evidence in all or some of the following aspects of integrity for a historic resource to be considered eligible for the National Register. Which aspects must have integrity should be determined on a case-by-case basis, as some aspects are more important in conveying significance. The National Register suggests seven aspects of integrity:

- (a) Location: the resource is in its original location
- (b) Design: the resource has retained its original design
- (c) Setting: the resource's character of setting has remained unchanged.
- (d) Materials: the resource has retained its original materials
- (e) Workmanship: the resource exhibits craftsmanship from its period of creation
- (f) Feeling: the resource evokes an aesthetic or historic sense of the past
- (g) Association: the site of a historic event or activity is associated with an important person(s)

Condition of a resource should not be confused with integrity. Condition is generally defined as “state of repair.” A resource can be in poor condition, but retain a high degree of historic integrity. The reverse also may be true when a resource is in very good condition, but may have lost a great deal of its historic integrity. Ideally, a historic resource will have a high degree of integrity and be in good condition, but it is not necessary for a resource to be in good condition in order to be considered eligible for the National Register or as a local Portland landmark. The use of condition as a criteria for evaluation, however, may be useful when deciding which resources to preserve. Those that are determined to be significant and have a high degree of integrity, but are in poor condition, may be a low priority for preservation simply for practical reasons.

(3) Ranking

After significance and integrity are assessed, historic resources should be ranked in relation to their significance, integrity, and condition. Resources can be ranked individually or, if in a district, ranked for contributing status to the district. Just as different evaluation criteria have been developed by different municipalities, so too have ranking criteria. Sellwood-Westmoreland will need to confer the City of Portland to determine what ranking system is already in place or, if not, what ranking system will work for the neighborhood and be adaptable for local landmark listing or National Register listing.

Several factors may enter into ranking individual properties. Significance and integrity must be considered first. If a resource has a high level of significance, but has been altered to the point of lost integrity, its ranking may be lower than a resource that possesses strong historical associations or high architectural merit and a high degree of integrity. The ranking system used by Sellwood-Westmoreland will need to address various combinations of significance, integrity, and condition.

Recently, the SHPO revised its ranking system for historic districts and reduced its ranking categories from seven to the following four:

- (a) Historic Contributing: properties that retain and exhibit sufficient integrity (materials, design, and setting) to convey a sense of history.
- (b) Historic Non-contributing: properties that retain, but do not exhibit sufficient historic integrity to convey a sense of history.
- (c) Non-contributing: properties from outside the period of significance, and properties that do not retain sufficient historic integrity.
- (d) Vacant.

The process of survey and inventory is an ongoing and requires periodic revision. Historic resources may shift from one ranking category to another as time passes. A contributing resource may be lost to fire or may be altered to the point of compromising its integrity, resulting in a re-ranking of that resource. Also, further research may reveal that a resource ranked non-contributing is actually contributing, because of its association with an important event or person in Sellwood-Westmoreland history, for example. It is also important to note that as additional resources reach fifty years of age, they too may contribute to the community's history. They should be surveyed, ranked, and added to the Sellwood-Westmoreland inventory as appropriate.

III. GOALS AND PRIORITIES

This historic context statement sets the stage for identifying, evaluating, and protecting significant historical resources (buildings, structures, landscapes, objects) within the Sellwood-Moreland neighborhood of the City of Portland. It also provides several broad suggestions for historic preservation activities to be undertaken in the future. Context-based planning attempts to balance the importance of historic properties against other factors affecting them by establishing goals, priorities, and strategies.

Some of the information presented in this section reflects the comments made at a public meeting at the SMILE station on May 23, 1999. Approximately twenty-five residents attended the meeting, and discussed their concerns and hopes for the future of Sellwood-Westmoreland. The overwhelming sentiment was to preserve and perpetuate the overall quality of life that exists in the neighborhood. Several neighbors at the meeting described different elements of the built and human environment that contribute to Sellwood-Westmoreland's own "sense of place." These neighbors, many of whom have lived in other neighborhoods in Portland or traveled to other cities around the world, showed a great appreciation for the distinctiveness of Sellwood-Westmoreland, a high level of place-awareness, and an understanding that the physical (both cultural and natural features) and the social environment are inextricably interwoven. Historical fabric exists in the visible built environment and also in human connectedness between individuals and families who have lived and worked in the neighborhood for many years (and, sometimes, generations). A brief outline of neighbors comments is presented below. Sellwood-Westmoreland is a place that is/has:

- Buildings with a range of ages, uses, architectural styles, sizes, and scales;
- Homes, not simply housing;
- Pedestrian-accessible commercial and residential buildings;
- Natural features, such as two creeks (Johnson & Crystal Springs), the Willamette River, and many old trees, that are publicly accessible;
- A history of evolving transportation links to other communities on the Willamette River (steamboats, railroad and interurban, automobile ferries/roads/bridges, bike paths);
- Distinct, discernable physical boundaries (Willamette River, McLoughlin Boulevard, and Waverley Golf Course) that contain the neighborhood and set it apart;

- Self-contained, self-sufficient economically, socially, physically, and also historically;

The goals and priorities set forward in this section are recommendations made by Evans-Hatch & Associates, after listening carefully to residents' comments. It is important to remember that this is an evolving document that should be responsive to the community's changing needs and priorities. Priorities may be re-arranged to reflect future, changing needs. The strategies outlined in this section are based on ideas gleaned from other context statements for Oregon communities.

Identifying Factors Affecting Preservation Efforts

Studying a historic context helps to develop a logical and reasonable approach to preserving associated significant properties. At any given point in time, there may be a number of constraints as well as economic forces that can make preserving historic resources a challenge. Public interest or apathy, the availability of funds and time, political support or opposition, and threats to resources affect the priorities for reaching preservation goals.

A logical first step in identifying the various factors which may affect efforts to preserve historical resources is to **identify stakeholders**--those people who are in a position to influence the outcomes or whose interests will be affected, favorably or unfavorably, by historic preservation activities. This list includes, but is not limited to, residents and property owners, the SMILE neighborhood association, real estate developers, merchants, the City of Portland Bureau of Planning, the Historic Preservation League of Oregon, the Oregon Historical Society, and the State Historic Preservation Office (SHPO). A current list of contact persons in the SHPO and telephone numbers is listed below. A list of all stakeholders, and where they can be contacted should be created and updated as needed.

<u>Historic Preservation Assistance</u> (SHPO)	
<u>Contact</u>	<u>Phone</u>
David Skilton, Preservation Planner	(503) 378-4168 x260
Julie Osborn, National Register Coordinator	(503) 378-4168 x256
Kimberly Dunn, Grants Coordinator	(503) 378-4168 x230

Identifying **threats to preservation** is a logical second step in identifying factors which could affect preservation efforts. Threats to preservation may be direct or indirect. The list might include: lack of funding, public apathy or indifference, political opposition, redevelopment of property, new development and community growth, and fear and resistance based on lack of information and understanding. As new threats become known, they should be added to this list, just as those on the list that no longer pose a threat should be removed.

The final step in identifying forces affecting preservation would be to identify **opportunities for preservation**. Even where there are limited historical resources remaining in a community, the opportunities for their preservation are numerous and range from mere recordation prior to demolition to adaptive reuse to full preservation. Some resources may warrant designation as local Portland landmarks or National Register of Historic Places properties. Some may lend themselves to interpretation (through signage) as historic sites. Money for historic preservation projects may be raised through both public and/or private funding efforts, including SHPO matching grants and private contributions.

Citizen involvement is key to all phases of city planning, including historic preservation planning. Community members can make valuable contributions by sharing historical materials (photographs, letters, diaries . . . and memories). Seeking public input can also help build historic preservation alliances. Preservation efforts in Sellwood-Westmoreland need to be community-based and community-oriented.

A. GOALS AND METHODS

The following goals and the suggested methods through which they may be achieved have been developed in the hope that they will serve to help guide the Sellwood-Westmoreland neighborhood in its effort to preserve the community's very significant historic resources.

GOAL

- Establish a historic resources inventory

METHODS

- Conduct a survey of the neighborhood's historic resources
- Evaluate the significance of inventoried properties

GOAL

- Locate and obtain funding for local preservation efforts

METHODS

- Budget for public historic preservation projects (such as interpretive signage)
- Approach SHPO, foundations, and others with grant funds available for historic preservation projects
- Approach some of the stakeholders and ask for donations when appropriate
- Discuss additional fund-raising options to determine which, if any, might be pursued

GOAL

- Provide protection for significant historic resources

METHODS

- Integrate this historic context statement into the neighborhood's and the city's overall planning process and comprehensive plan
- Encourage local neighborhood and Portland landmarks applications for appropriate resources
- Begin the National Register nomination process for priority historic resources, especially multiple resources

GOAL

- Educate the community about historic preservation.

METHODS

- Continue the good work of the SMILE History Committee in gathering historical information and involving neighbors in the preservation process
- Inform neighbors of workshops in Portland that focus on historic research and architecture tools, like oral history interviewing, researching family histories, identifying architectural styles
- Offer public workshops on a range of historic preservation topics, such as tax and other economic incentive programs, "Rehab Oregon Right," etc.
- Continue historic interpretive sign efforts
- Compose a walking tour guide for residents and visitors
- Establish a heritage curriculum for schools

GOAL

- Strengthen and maintain the neighborhood's historic preservation program as part of a long-term planning efforts

METHODS

- Integrate this historic context statement with the neighborhood's and the city's comprehensive plan
- Update this context statement on a regular basis (reassessing goals, priorities, and strategies)
- Continue to talk with key people in the Portland Bureau of Planning and other departments about on-going preservation concerns, efforts, and opportunities

THE SHPO LIST OF METHODS

Identifying methods which can be helpful in accomplishing some of the local preservation goals may facilitate achieving those goals. To assist in such efforts, the State Historic Preservation Office has compiled a brief list of some proposed methods which it calls "strategies":

Networking: Interested persons could attend conferences or workshops to connect with others involved in similar preservation efforts and share ideas.

Partnerships: Develop a working relationship between property owners, business organizations, city officials and other to work together on specific preservation activities such as nominating historic districts.

Piggybacking: Associate with existing organizations to disseminate information about historic preservation -- meetings, newsletters, newspaper announcements.

Volunteers/Interns: Recruit volunteers or interns from schools, colleges, universities and local organizations to work on specific preservation projects.

Grants: Actively search for grant funds which can be applied to preservation efforts. Also, use staff and volunteer time to match grant funds.

Repackaging: Use the Historic Overview section of this document to create a publication that could be used by local educators in their curricula or to resell to raise funds.

Coalitions: Combine efforts with those working on natural resource preservation.

Mentoring: Connect new historic home owners with those who have restored or rehabilitated their property.

Modeling: Register historic resources on the National Register or local landmarks register and rehabilitate or restore to demonstrate the value of the process to others in the community.

B. PRIORITIES

Setting priorities for preservation efforts are essentially important in order to minimize the potential damage or destruction of the neighborhood's resources and to take advantage of preservation opportunities. The following priorities are suggested for the neighborhood. A variety of factors may alter these priorities from year to year; regular evaluation of priorities is recommended.

(1) Survey, Inventory, and Registration:

(a) Survey the neighborhood's historic resources and sites. The Sellwood plat would be the most logical starting point for this survey.

(b) Evaluate the inventories properties with an eye toward local landmark and National Register significance. The evaluation criteria should be identical to that established as part of this historic context statement which is based upon the National Register criteria.

(c) Identify key significant properties for placement on the local landmarks register and/or the National Register of Historic Places and begin the nomination process.

(2) Preservation Planning

Ensure that preservation planning is adopted as a significant planning element by city officials and that they incorporate preservation planning in both their assessment of long-term city planning goals as well as day-to-day application of those goals (such as the issuance of building permits, etc.). The creation of a formal local Sellwood-Moreland Landmarks Commission which works directly with city staff as well as other city commissions would advance the cause of preservation planning immensely.

(3) Heritage Education

Not only can heritage education be incorporated into the usual grade and high school curricula through the assistance of local historians, but evening lectures on local history which would include historic photographs, diaries, letters, etc., and liberally spiced with oral history monologues would greatly enhance local awareness of the significance of local history; and, therefore, the importance of preservation.

IV. INTEGRATION

In order to maximize the value of this historic context statement, it is important to understand how this document and future preservation planning efforts can connect, or relate, to other plans and other historical contexts. This final section briefly looks at other plans and contexts that may have a bearing on local preservation planning. Additionally, it also makes general recommendations for future related studies.

A. CONNECTION WITH OTHER PLANS

The Sellwood-Moreland Improvement League (SMILE) neighborhood association developed its own neighborhood plan in 1998. The "Background" for that plan presented a synoptic history of the neighborhood. It also recommended that an inventory of historic properties be undertaken to precisely determine the quantity, integrity, condition, history, and significance of historic resources and the potential for historical listing.

The City of Portland has completed a Comprehensive Plan in accordance with Oregon land use and development law. Goal 5 of state comprehensive planning guidelines, pertaining to planning for cultural resources, was recently revised and now encourages communities to plan for historic and cultural resources using the context-based model developed by the National Park Service. This document uses this context-based model. Since there is potential for overlap and redundancy, SMILE should coordinate historic preservation efforts with the City of Portland Planning Bureau. Since many agencies and organizations prepared plans that may impact historic resources, it is important to understand other groups' plans for properties and to avoid duplicating planning efforts already in process.

Multnomah County owns and is responsible for the Sellwood Bridge, constructed in 1925. It is important for SMILE and its History Committee to keep abreast of planned changes. Fortunately, when a maintenance project involves a potentially historic bridge, the county coordinates their planned efforts with the Oregon Department of Transportation and the State Historic Preservation Office.

Since Oregon state law (ORS 358.652) mandates that state agencies and political subdivisions, (such as school districts, park districts, fire districts, service districts, etc.) develop plans to preserve significant historic properties owned by those agencies, there may be overlap between SMILE's preservation efforts and the above mentioned agencies. It would be wise for SMILE and the History Committee to

remain knowledgeable of any plans that develop in the future that might result in overlap or opportunities for coordinated efforts.

B. CONNECTION WITH OTHER CONTEXTS

There are two known historic context statements that overlap geographically and thematically with the Sellwood-Westmoreland context statement. Lou Anne Speulda drafted a statewide agricultural development context in 1989 which identifies survey and research needs, preservation activities, and goals and priorities for the preservation of historic agricultural properties. Although it is anticipated that few historic agricultural resources still exist in the SMILE neighborhood, it would be wise to consult this context statement to learn of any overlapping suggestions and recommendations.

Also, the City of Portland Bureau of Planning produced a draft "Portland Historical Context Statement" in 1993. It would be wise to consult this document in its final form, as well as any other Portland neighborhood context statements (such as one for the Albina neighborhood) in order to avoid unnecessary duplication and to learn from any applicable recommendations already made.

C. FUTURE RELATED STUDIES

The process of preserving historic resources is a dynamic one. The goals, priorities, and methods for accomplishing preservation tasks set forth in this project will change with time. Consequently, updating this context statement on a regular basis should be built into SMILE's and Portland's overall preservation planning effort.

Although this project has identified key events and historic resources that contributed to the historical development of the Sellwood-Westmoreland neighborhood of Portland, by the limits of its own definition, this study is meant to present a general overview. Certain historic themes deserve more intensive study.

APPENDIX A

Prominent Persons in the History of Sellwood

Prominent Persons

Albers	George H.	Merchant
Proprietor of Sellwood Furniture.		
Alexander	Alice Hume	Businesswoman
Director, Bank of Sellwood.		
Anderson	Andrew	Public Official
City Marshall, 1892.		
Applegate	Oliver	Businessman
Co-owner, Welch and Applegate Grocery Store.		
Asquith	Walter	Merchant
Owner of Smiths' Market.		
Atkinson	R.H.	Public Official
Judge of Elections.		
Austin	E.A.	Public Official
City Councilman, 1892.		
Ballard	Charles	Publisher
First publisher of the Sellwood Bee beginning in 1906.		
Balls	W. Ingate	Boatbuilder
Boatbuilder c. 1885-87.		
Bean	Redmond	Mayor
First mayor of Sellwood, 1887.		
Bean	Sam H.	Public Official
Councilman, 1890. Ways and Means Committee, 1891; Judge of Elections in 1892.		
Benn	Sam H.	Public Official
City Councilman; 1891.		
Benton	George	Rooming House Owner
Built rooming house. (Bee 3/14/1910)		

Prominent Persons

- Bernkopt Fred** -----
Injured at Mr. Hood Brewery.
- Bishop Roy** **Businessman**
Purchased Oregon Worsted Co. 1817.
- Bittner Almira** **Educator**
Principal, Midway School.
- Bloom S.L.** **Public Official**
Clerk of Elections.
- Briggs Frank C.** **Public Official**
City Councilman, 1887-1893. Also, captain of the steamer "Salem".
- Brimmer William** **Businessman**
V.P. Composite Pressed Brick Co.
- Brockwell Alfred G.** **Merchant**
Owner, Grocery Nehalem near 9th.
- Browning Eva M.** **Educator**
Teacher, Sellwood School, 1885.
- Buehler James** **Public Official**
City Recorder, 1891.
- Campbell J.W.** **Businessman/Public Official**
Owner, Campbell Grocery Store. Also, City Treasurer, 1889.
- Chapman J.D.** **Sellwood Furniture**
Sellwood Furniture, Sellwood incorporate, street commissioner, Sellwood city recorder
postmaster
- Christie E.J.** **Businessman**
Treasurer, Composite Pressed Brick Co.
- Clark H.** **Public Official**
President, City Council, 1892.
- Corner Edwin L.** **Grocer**
Reputedly first resident of Sellwood. According to regional folklore, he brought the first
organ to Oregon.

Prominent Persons

Curtis Principal, Sellwood School.	Educator
Dageadorffer Tony City Marshall, 1891.	Public Official
Dannells J. Pres., Sellwood Laundry.	Businessman
Davis G.P. City Councilman, 1891.	Public Official
Donaugh D.M. Sec., Sellwood Laundry.	Lawyer
Edwards R.W. Sellwood Commercial Club.	Businessman
Englund A.G. An owner of Coast Cement Company.	Businessman
Ennis J. City Councilman, 1891.	Public Official
Fisher J.N. Councilman, 1890.	Public Official
Gardner L.F. City Marshall.	Public Official
Hite J.S. Street Commissioner.	Public Official
Homer J.S. City Marshall, 1890.	Public Official
Hume Peter Founder, Bank of Sellwood.	Banker
Humphrey P.D. Councilman, 1887-93.	Public Official

Prominent Persons

Hurlburt	?	City Official
Sellwood City Engineer, 1912.		
Imel	Solomon	Public Official
City Marshall, 1890.		
Iverson	Sybert	Public Official
City Councilman, 1889.		
Jameson	Miles D.	Businessman
Sellwood Commercial Club, 1910.		
Jennings	J.S.	Public Official
City Recorder, 1890; City Finance Committee, 1891.		
Johnson	O.J.	Businessman
An owner of Coast Cement Company.		
Kadeu	J.E.	Public Official
City Councilman, 1891.		
Kertchem	J.F.	Businessman
Sellwood Commercial Club, 1910.		
Killpartrick	I. William	Public Official
City Street Commissioner, 1891.		
Labon	O.	Public Official
City Councilman, 1891.		
Ladd	William Sargent	Banker
Established first bank of the NW, first Portland public school and first library.		
Lambert	Joseph Hamilton	Orchardist
One of the first orchardists in Sellwood area.		
Lawrence	W.C.	Reporter
Sellwood Bee reporter.		
Leonard	D.W.	Public Official
Judge of Election.		

Prominent Persons

- Luelling Henderson Nurseryman**
One of the first nurserymen in the Sellwood area.
- Luelling Alfred Nurseryman**
One of the first nurserymen. In 1852 took donation land claim in what is now Westmoreland.
- McNeal James A. Public Official**
City Finance Committee, 1891; city Ways and Means Committee, 1891.
- Meek William Nurseryman**
One of the first nurserymen in the Sellwood area. Son-in-law of Henderson Luelling.
- Melrath Joseph L. Public Official**
City Recorder, 1890.
- Merchant Joseph M. Contractor**
Constructed Perkins Hotel, Selling-Hirsch Building, Washington Building, Grant Central Hotel, YMCA Building, Sellwood School Building (main part).
- Miller Henry Settler**
- Miller Jeremiah A. Businessman**
Sellwood Commercial Club, 1910.
- Moore W.H. Businessman**
Sellwood Commercial Club, 1910.
- Morris A.P. Businessman**
Co-owner, East Side Lumber Company.
- Morse ? Businessman**
Dir., Sellwood Laundry.
- Mowrey A.C. Businessman**
Co-owner, East Side Lumber Mill.
- Murbe Charles Public Official**
President, City Council, 1891.
- Ness Martin Businessman**
An owner of Coast Cement Company.

Prominent Persons

- Nickum J.M. Businessman**
Dir., Sellwood Laundry.
- Nolf Theodore Businessman**
Grocer and Director of Bank of Sellwood.
- Olson O.W. Public Official**
City Councilman, 1891.
- Palmer H.P. Businessman**
Secretary, Composite Pressed Brick Co.
- Pittock Henry L. Publisher/Editor/Real Estate "Developer"**
Publisher/Editor of Oregonian and owned Sellwood Real Estate Company which platted the land and sold the lots.
- Ray J.B. Public Official**
City Treasurer, 1890.
- Read G.L. Public Official**
City Councilman, 1889.
- Reinke J.E. Fireman**
First, last and only captain of the volunteer fire dept.
- Reur E.R. Public Official**
President, City Council, 1888.
- Ronnie S.S. Businessman**
An owner of Coast Cement Company.
- Ross Thomas Businessman**
Founder of Ross Woolen Mills (which never opened)
- Sayre Lionel Businessman**
One of Sellwood's first businessmen. Ran water wagon and sold water for 15 cents a barrel.
- Schuff Albert M. Musician**
Sellwood resident for 33 years who played violin with Portland Symphony Orchestra for 23 years.
- Shindler Henry Businessman**
Co-owner, Shindler & Chadbourne Furniture Makers.

Prominent Persons

Shindler Dodd D. Public Official
City Finance Committee, 1891.

Small J.H. Businessman
Dir., Sellwood Laundry.

Snow Helen B. Administrator
First-time director, Sellwood Community Center.

Spickelmier A.M. Public Official
City Councilman, 1891.

Stearns R.S. Businessman
Sellwood Commercial Club, 1910.

Stritzinger Mary
Wife of John Wilhelm, founder of Mr. Hood Brewery.

Stryker D.S. Physician
Early Doctor/Dentist in Sellwood.

Thompson C.M. Publisher
Publisher, The Sellwood Bee.

Thompson D.M. Publisher
Publisher, Sellwood Bee 1908-1945.

Thompson D.A. Minister
Sellwood Commercial Club, 1910.

Thompson A.S. Businessman
Sec. and General Mgr, Coast Cement Company.

VanAlstine H. Businessman
Pres. Composite Pressed Brick Co.

Wall Frank H. Businessman
Founder, Wall Hardware, 1909.

Welch Bob Businessman
Co-owner, Welch and Applegate Grocery Store.

Prominent Persons

Wilhelm John George Businessman
Founder, Mt. Hood Brewery.

Wilhelm Rudolph ("Rudie") Businessman
Began trucking/warehouse company.

Wills Jacob Founder
Founder of Willsburg (now Ardenwald).

Wills A.N. Politician
Associated with many community projects.

Wilson E.M. Public Official
City Councilman, 1891.

Winters L.S. Businessman
V.P., of Coast Cement Company.

Zingibel J.P. Public Official
Councilman, 1890.

**APPENDIX B
CITY OF SELLWOOD OFFICERS
(1887-1893)**

Date	Name, occupation	Office
1/1887	James D. Cunningham, machinist	Council president
	Asa M. Speckelmier, contractor	Council member
	Edwin L. Corner, postmaster	Council member
	Chalon F. Chatterton, porter	Council member
	Charles R. Murbe, porter	Council member
	George L. Read, justice of the peace	Recorder
	A. Savengres	Treasurer
	Nicholas Counts, blacksmith	Marshall
	Larazus W. Robertson, laborer	Street commissioner
	Joseph D. Chapman, school clerk	Street commissioner
J. H. Steffen	Mayor	
1/1888	Redmond Bean	Council president
	Edwin L. Corner, postmaster	Council member
	Asa M. Spieklemur, contractor	Council member
	Philip C. Humphrey	Council member
	Francis C. Briggs, cabinet maker	Council member
	Joseph D. Chapman, school clerk	Recorder
	John W. Campbell	Treasurer
1/1889	Redmond Bean	Council president
	Francis [Frank?] C. Briggs, cabinet maker	Council member
	George C. Read, carpenter	Council member
	Sybert Iverson, machinist	Council member
	Joseph D. Chapman, collector	Recorder
	John W. Campbell, general store	Treasurer
	Levi F. Gardner, livery worker	Marshall
	James S. Hite, expressman	Street Commissioner
1/1890	Redmond Bean, porter	Council president
	Samuel H. Benn, cabinetmaker	Council member
	Joseph P. Zirngiebel, painter	Council member
	James N. Fisher, river pilot	Council member
	Joseph D. Chapman, collector	Recorder
	John B. Ray, Dr., druggist	Treasurer
	Levi F. Gardner, livery worker	Marshall
	Josiah S. Horner, carpenter	Marshall
	Joseph Slee	Street Commissioner

* This list of officers has been constructed from available information in the "Appointments & Oaths of Office" and from "Minutes of Meetings of the Sellwood City Council" file, Sellwood Records, Portland City Archives and Record Center, Portland, Oregon. R.L. Polk's *Portland City Directory* for 1888, 1889, 1890, 1891, 1892 were consulted for occupations.

Appendix B (continued)
City of Sellwood Officers

<u>Date</u>	<u>Name, occupation</u>	<u>Office</u>
1/1891	Joseph P. Zirngriebel, sign writer Samuel H. Benn, cabinetmaker Dodd D. Shindler, superintendent, Shindler Furniture Co. John S. Jennings, carpenter James A. McNeill, clerk John E. Kadeu, cabinetmaker G. P. Davis Joseph L. Melrath, realtor James Buehler John B. Ray, doctor Solomon Imel, sawyer, Soreson & Young Tony Dagendorffer, laborer William Killpatrick,	Council president Council member (resigned) Council member Council member Council member Council member (3/91) Council member (?/91) Recorder Recorder Treasurer Marshal Marshal (4/91) Street Commissioner
1/1892	Charles Murbe, clerk, Skidmore's Drug Asa M. Spickelmier, carpenter Olaf Larson, fence manufacturer, Anderson and Larson Horatio Clark, bookbinder, Meston-Dygert Book Manufacturing Co. Elmer M. Wilson, carpenter Olaf W. Olson, laborer John Ennis, machinist, H.R. Duniway Lumber Co. James S. Hite, expressman Edmond A. Austin, decorator Joseph D. Chapman, justice of the peace Andrew Anderson, laborer	Council president Council member Council member Council member (partial term) Council member Council member Council member Council member (partial term) Council member (partial term) Recorder Marshal
1893	E.B. Madden C. H. Wentworth Sybert Iverson C.W. Davis J.W. Collins	Council member Council member Council member Marshal Street Commissioner

Standing Committees, at first & added later

Ways and Means	Electric Light
Finance	Purchasing
Streets and Property	Fire Department & Water
Health and Police	Elections
	Landings and Wharves
	Judiciary

City Hall was located at on the south side of Umatilla Avenue, east of 5th.

APPENDIX C

ORDINANCES PRESENTED TO THE SELLWOOD CITY COUNCIL (1888-1893)

No.	Subject	Date
1	Duties of City Recorder	March 1887
2	Disorderly Conduct	March 1887
3	Duties of City Treasurer	March 1887
4	Bar Room Licenses	March 1887
5	Duties of City Marshal	March 1887
6	Duties of Street Commissioner	April 1887
7	Assessment of Taxes	April 1887
8	Improvement of Streets & Sidewalks	April 1887
9	Animals Running at Large	May 1887
10	Improvements to 5th Street	July 1887
12	Improvements to Umatilla Avenue	July 1887
13	Improvements to 7th Street	August 1887
14	Foxing Dogs	August 1887
15	Improvements (clearing & grading) to Tacoma Avenue	September 1887
17	Improvements to 4th Street	October 1887
18	Improvements to Nehalem Avenue	November 1887
19	City Elections	November 1887
20	Misdemeanors	January 1888
21	Removal of Nuisances	March 1888
22	Appointment of Deputy City Marshall	March 1888
23	Improvements to First Street	March 1888
24	Establishing streets	May 1888
28	Amending Ordinance No. 4 (Bar Room Licenses)	May 1888
29	Contracts for Street Work	May 1888
31	Establishing Board of Health	October 1888
32	Misdemeanors	October 1888
34	Establishing a Grade for Willamette Avenue	November 1888
35	Punishing Intoxication	February 1889
36	Repealing Section 6 of Ordinance 14 (Foxing Dogs)	April 1889
37	Prevention of Gaming	June 1889
38	Improvements to Cardwell Street	July 1889
41	Improvements to Multnomah Avenue	September 1889
42	Payment for Umatilla Avenue Repairs	December 1889
43	Franchise for Street Railway	December 1889

APPENDIX C (continued)

Proposed Ordinances, City of Sellwood

45	Business Licenses	March 1890
47	Establishing a Grade on Tacoma Avenue	April 1890
48	Establishing a Grade on 7th Street	April 1890
49	Improvements to Tenino Avenue	May 1890
50	Improvements to 6th Avenue	May 1890
51	Improvements to 8th Avenue	May 1890
52	Improvements to Central Avenue	May 1890
55	Permit for Weighing Scales	July 1890
58	Improvements to Tenino Avenue	August 1890
59	Determining Cost to Improve 6th Avenue	August 1890
60	Determining Cost to Improve 8th Avenue	August 1890
61	Determining Cost to Improve Central Avenue	August 1890
62	Improvements to Multnomah Avenue	September 1890
66	Permanent Grading of 4th Avenue	November 1890
67	Permanent Grading of Umatilla Street	November 1890
64	Laying Water Pipes	October 1890
69	Determining Cost to Improve Multnomah Avenue	November 1890
70	Amending Ordinance No. 45 (Business Licenses)	January 1891
73	Street Improvements	April 1891
74	Amending Ordinance No. 4 (Bar Room Licenses)	March 1891
75	Closing Saloons on Sunday	March 1891
77	Repealing Ordinance No. 43 (Franchise for Street Railways)	April 1891
79	Improvements to Marion Avenue	May 1891
80	Establishing a Grade on 4th Avenue	May 1891
81	Prohibition of Animals and Birds Running Wild	May 1891
83	Improvements to 4th Avenue	June 1891
84	Permanent Grading of Umatilla Street	June 1891
86	Taxing for General Expenses	June 1891
87	Special Tax	June 1891
88	Repealing Ordinance No. 64 (Laying Water Pipes)	August 1891
91	Franchise to East Side Railway Company	July 1891
90	General Taxes for Current Year	July 1891
92	Appointing City Attorney	July 1891
94	Improvements to Umatilla Street	May 1891
96	Grading Umatilla Street	August 1891
99	Improvements to Umatilla Street	September 1891
100	Amending Section 6 of Ordinance No. 7 (Assessment of Taxes)	September 1891
102	Construction of Electric Light by D. H. Jones	September 1891
103	Improvements to 4th Avenue	September 1891
104	Payment to City Marshall	September 1891
108	Construction of City Hall	December 1891

APPENDIX C (continued)
Proposed Ordinances, City of Sellwood

111	Repealing Ordinance No. 108 (Construction of City Hall)	January 1892
112	Repealing Ordinance No. 109 (presented in September 1891)	January 1892
113	Loan to General Fund	February 1892
114	Survey of Street Grades	February 1892
115	Survey of Street Grades	February 1892
116	Grading Umatilla Street	April 1892
117	Prevention of Fast Driving	November 1892
118	Taxes for General Fund	March 1892
119	Franchise, East Side Street Railway	April 1892
120	Regulate Unloading Lumber	April 1892
121	Improvements to 5th Avenue	April 1892
122	Contracting with J.P. Pine to Survey & Grade 5th Avenue	April 1892
123	Surveying 6th Street	April 1892
124	Surveying Tacoma Avenue	April 1892
125	Improvements to 9th Avenue	April 1892
126	Surveying Nehalem Avenue	April 1892
127	Amending Ordinance No. 73 (Street Improvements)	April 1892
128	Contracting with Paget & Detwiler to Survey 6th and 9th streets	May 1892
129	Grading 5th Avenue	June 1892
130	Grading 6th Avenue	June 1892
131	Improvements to 5th Avenue	June 1892
132	Appropriations for July 4th	June 1892
133	Improvements to 6th Avenue	June 1892
134	Improvements to 9th Avenue	June 1892
135	Improvements to Nehalem Avenue	June 1892
137	Grading Tacoma Avenue	July 1892
139	Grading 9th Avenue	August 1892
141	Grading Nehalem Avenue	August 1892
142	Grading 6th Avenue	September 1892
147	Improvements to 9th Avenue	November 1892
149	Grading of Tacoma Avenue	December 1892
150	Grading of 5th Avenue	January 1893
151	Improvements to 6th Avenue	January 1893
153	Grading to Tacoma Avenue	January 1893

APPENDIX D

Newspaper Bibliography

Note: This bibliography is intentionally not formatted in accordance with *The Chicago Manual of Style*, but rather has been arranged first by generic subject (e.g. Business, Entertainment, etc.), and secondly by publication. We hope this organization will be most helpful to those who may use this bibliographical information for additional research.

<u>Subject of Article</u>	<u>Publication</u>	<u>Publication Date of Article</u>
Business "Shindler & Chadbourne Furniture Makers"	<i>Oregonian</i>	August 28, 1879
Business "Oregon Worsted Company"	<i>Oregonian</i>	June 1, 1919
Business "Attempt to Secure New Wool Mill"	<i>Oregonian</i>	June 26, 1905
Business "Multnomah Mohair Mills"	<i>The Sellwood Bee</i>	April 15, 1910
Business "Kibbe-Welton Paving Company"	<i>The Sellwood Bee</i>	August 7, 1912
Business "Ross Wool Scouring & Manufacturing Company"	<i>The Sellwood Bee</i>	Fall, 1906
Business "Oregon Worsted Mill"	<i>The Sellwood Bee</i>	February 1, 1921
Business "Sellwood Board of Trade, River Dredging"	<i>The Sellwood Bee</i>	February 19, 1910
Business "Ross Wool Scouring & Manufacturing Company"	<i>The Sellwood Bee</i>	February 7, 1907
Business "Sellwood Commercial Club"	<i>The Sellwood Bee</i>	July 15, 1910
Business "The Coast Cement Company"	<i>The Sellwood Bee</i>	June 17, 1910
Business "Multnomah Mohair Mills Purchases Plant"	<i>The Sellwood Bee</i>	March 27, 1906
Business "Sellwood Laundry Company"	<i>The Sellwood Bee</i>	May 20, 1910
Business "Multnomah Mohair Mills Closes"	<i>The Sellwood Bee</i>	May 23, 1913

<u>Subject of Article</u>	<u>Publication</u>	<u>Publication Date of Article</u>
Business "Composite Pressed Brick Company"	<i>The Sellwood Bee</i>	November 24, 190
Business "Ross Wool Scouring & Manufacturing Company"	<i>The Sellwood Bee</i>	November 3, 1906
Business "Ross Wool Scouring & Manufacturing Company"	<i>The Sellwood Bee</i>	October 27, 1906
Business "Bank of Sellwood"	<i>The Sellwood Bee</i>	October 4, 1950
Business "Wall Hardware"	<i>The Sellwood Bee</i>	October 4, 1956
Business "Coast Cement Company"	<i>The Sellwood Bee</i>	June 17, 1910
Business "Welch and Applegate Grocery"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Business "Peerless Laundry"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Education "A Bit of History"	<i>The Sellwood Bee</i>	January 26, 1907
Education "At the Sellwood Library"	<i>The Sellwood Bee</i>	November 11, 191
Education "A Library Has Splendid New Home"	<i>The Sellwood Bee</i>	September 18, 190
Education "Threatened Sellwood-Moreland Branch Library is City's Oldest"	<i>The Sellwood-Moreland Bee</i>	February 5, 1997
Education "Sellwood Library First Branch Established in City of Portland"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Education "Midway School Served North End Children"	<i>The Sellwood-Moreland Bee</i>	October, 1977
Entertainment "Oaks Amusement Park"	<i>Oregon Daily Journal</i>	February 5, 1957
Entertainment "Oaks Amusement Park"	<i>Oregon Daily Journal</i>	March 15, 1972
Entertainment "Oaks Amusement Park Anniversary"	<i>Oregon Daily Journal</i>	May 28, 1941

<u>Subject of Article</u>	<u>Publication</u>	<u>Publication Date of Article</u>
Entertainment "Oaks Amusement Park Addition Nears Completion"	<i>Oregonian</i>	April 19, 1914
Entertainment "Oaks Amusement Park Sues Interurban"	<i>Oregonian</i>	February 6, 1958
Entertainment "Oaks Amusement Park"	<i>Oregonian</i>	May 28, 1917
Entertainment "Oregon Yacht Club Here Since 1900"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "Oaks Park More Than 50 Years Old"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "Rebekahs Partners in Many Projects"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "Odd Fellows Held First Meetings in Sellwood Barn"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "First Sellwood Community Club Had Gay History"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "Westmoreland Community Club First Met in 1921"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "Townsend Club Started With 1300 Members"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Entertainment "City Bought Johnson Creek Park for \$850, Built First Municipal Pool in Sellwood"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Industry "Putting Wood By"	<i>The Sellwood-Moreland Bee</i>	August, 1998
Medicine "A Fine New Hospital Building Assured for Sellwood"	<i>The Sellwood Bee</i>	February 27, 1909
Medicine "Portland General Hospital Founded by Dr. Sellwood"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Politics "WCTU Ladies Kept 'Smuggled' Saloon Out of Sellwood"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Reference, Oregon "Impressions and Observations of the Journal Man"	<i>Oregon Journal</i>	May 29, 1922
Reference, Oregon "Sellwood"	<i>Oregonian</i>	April 7, 1887

<u>Subject of Article</u>	<u>Publication</u>	<u>Publication Date of Article</u>
Reference, Oregon "Whatever Happened to Willsburg?"	<i>The Sellwood-Moreland Bee</i>	February 24, 1994
Reference, Oregon "A Contest: Can You Find the Historical Marker?"	<i>The Sellwood-Moreland Bee</i>	March, 1997
Reference, Oregon "Highlight Historic Preservation Month"	<i>The Sellwood-Moreland Bee</i>	May, 1997
Reference, Oregon "Sellwood Center Was YMCA Branch"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Reference, Oregon "Westmoreland Launched in 1909 by Ladd"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Reference, Oregon "Rev. Sellwood's Farm Sold to Make Way for New Town"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Dedication of Sellwood Baptist Church"	<i>The Sellwood Bee</i>	December 19, 190
Religion "Catholic Church and School"	<i>The Sellwood Bee</i>	September 16, 191
Religion "Catholics Buy Permanent Site"	<i>The Sellwood Bee</i>	September 30, 191
Religion "Church of God Established in 1942"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Methodists Were First to Form Organized Church in Sellwood"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Baptists Reach 50th Anniversary"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Lutherans Hold Service in 1908"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Tenth Church of Christ Scientist Dates From 1941"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Catholic First Attended Sacred Heart Church"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Presbyterians Held Meetings at Mrs. Margaret Randall's Hotel"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Sellwood's First Presbyterians Built this Church in 1887"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956

<u>Subject of Article</u>	<u>Publication</u>	<u>Publication Date of Article</u>
Religion "Christian Church Began in 1905"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Latter Day Saints Branch Grows From 19 to 950 Persons"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Religion "Wall's Hall Used for Evangelical Meetings"	<i>The Sellwood-Moreland Bee</i>	October 4, 1956
Transportation "Interurban Rail History"	<i>Oregon Daily Journal</i>	January 26, 1958
Transportation "Interurban Rail Discontinued"	<i>Oregon Daily Journal</i>	January 26, 1958
Transportation "Great Northern Railroad Purchased Oregon Electric"	<i>Oregonian</i>	December 17, 195
Transportation "New Albina Ferry"	<i>Oregonian</i>	July 23, 1904
Transportation "Sellwood Citizens Receive Poor Service on Interurban"	<i>Oregonian</i>	November 6, 1905
Transportation "Sellwood Ferry Commences Operation"	<i>Oregonian</i>	September 23, 190
Transportation "Sellwood As It Is"	<i>The Sellwood Bee</i>	December 23, 191

APPENDIX E

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