

**Fairview Cultural Resource Inventory
and
Historic Context**

for

The City of Fairview

Fairview, Oregon

August 1992

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**Prepared for
The City of Fairview
Fairview, Oregon**

by

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HISTORIC OVERVIEW

INTRODUCTION

The City of Fairview Historic Overview is a study of events and themes as they relate to the history of Fairview. It follows the chronological periods set forth in the *Handbook to Historic Preservation Planning in Oregon*, as prepared by the staff of the State Historic Preservation Office (SHPO). The Overview is an evolving document and should be updated from time to time.

Temporal Boundaries: 1792-1941

This Overview covers the period from 1792 to 1941. The initial Euro-American exploration of the Columbia River Valley occurred in 1792, by Lt. William R. Broughton, commander of the H.M.S. *Chatham*. Part of George Vancouver's British exploration that followed up on American Robert Gray's discovery of the Columbia River, Broughton explored upriver to the west end of the Columbia Gorge. The year 1941 marks the end of the "Motor Age" period and the entry of the United States into World War II. This also matches the 50-year criteria set forth by the National Park Service for inclusion in the National Register of Historic Places.

Spatial Boundaries:

The study area for this Overview corresponds to the current Planning Area of the City of Fairview. Fairview was incorporated in 1908 and has grown intermittently since. The Planning Area was established in 1979 and contains a few parcels of unincorporated Multnomah County[see Figure 2]. All of the planning area will be intensively surveyed and inventoried for this project.

Topography:

Fairview is located in northern Multnomah County along its northern boundary with the Columbia River. The Columbia is the prime influence on Fairview's topography and geology. The dominant soil in Fairview is recent alluvium from the flood plain of the Columbia, which in the historical period, rose nearly up to Sandy Road during the flood of 1894. Baldwin, in *Geology of Oregon*, writes, "Meander scars and sloughs, many as oxbow lakes, are present along the river. The recent alluvium makes excellent farm land..."[Baldwin 1964:52]. Blue Lake and the Columbia Slough are excellent examples of these features in the Fairview area. The Fairview townsite is situated to the south, just above the Columbia flood plain.

Vegetation:

The Fairview Planning Area occupies the Willamette Forest-Prairie Zone. A mixture of forest, woodland, prairie, and riparian deciduous forest occupied the alluvial bottomlands of the Fairview at the time of the first Euro-American settlement[Loy 1976:144]. Early farmers in the area had to cope with clearing the dense brush and trees from the bottomlands before planting crops[Anonymous 1893].

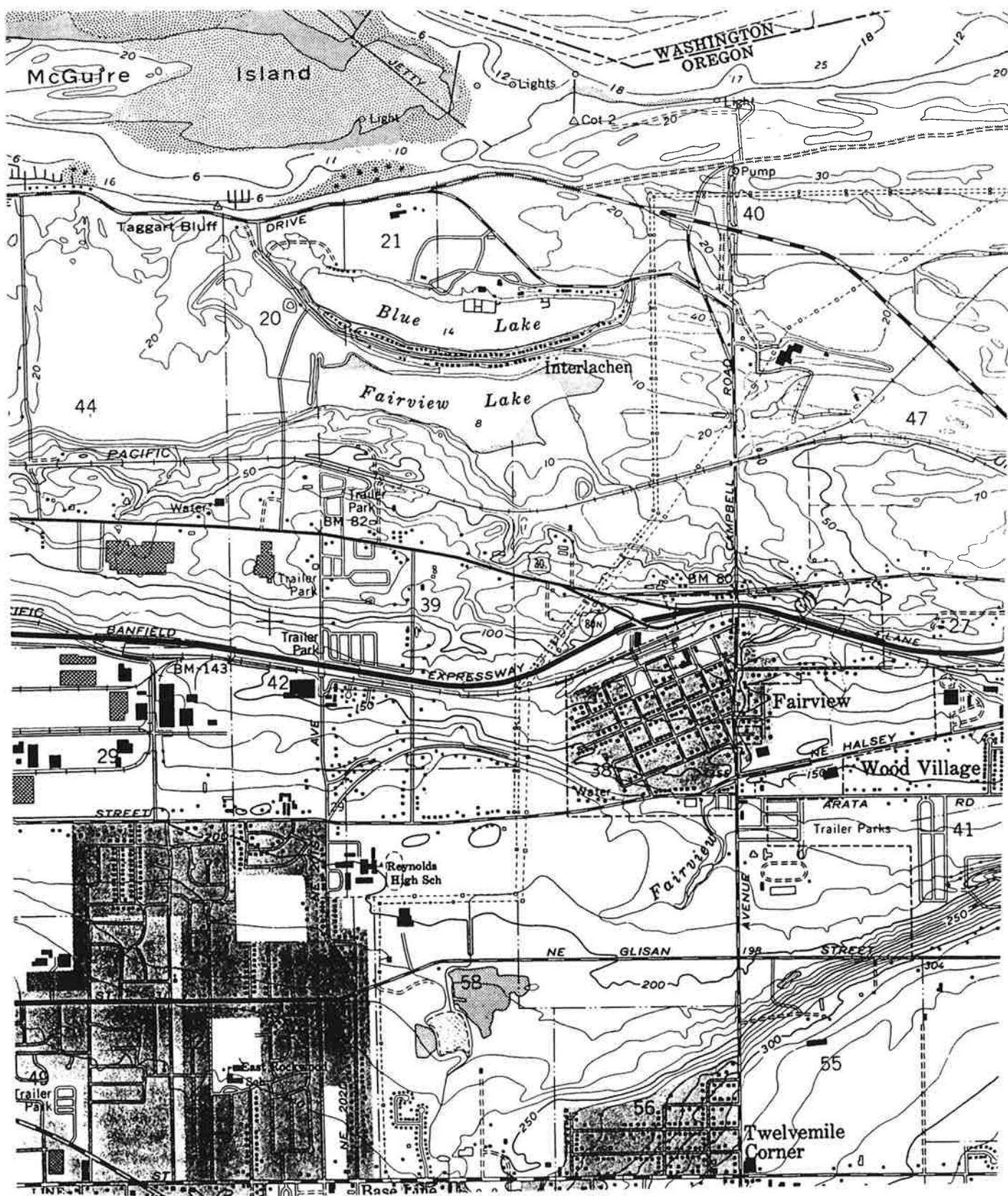


Figure 1
 Fairview and Vicinity, 1975
 [USGS Topographic Quadrangle: Camas, Washington]

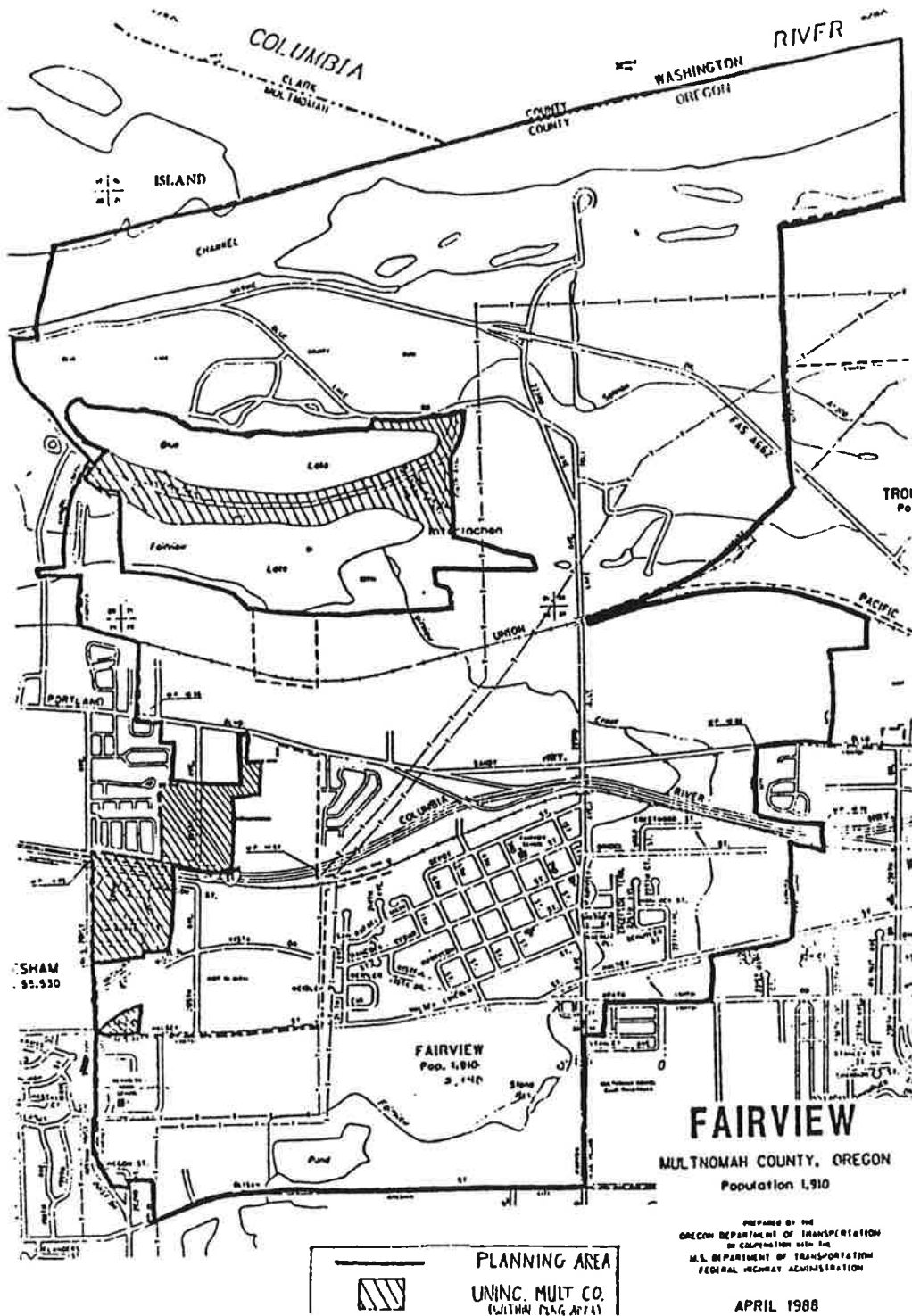


Figure 2
City of Fairview Planning Area

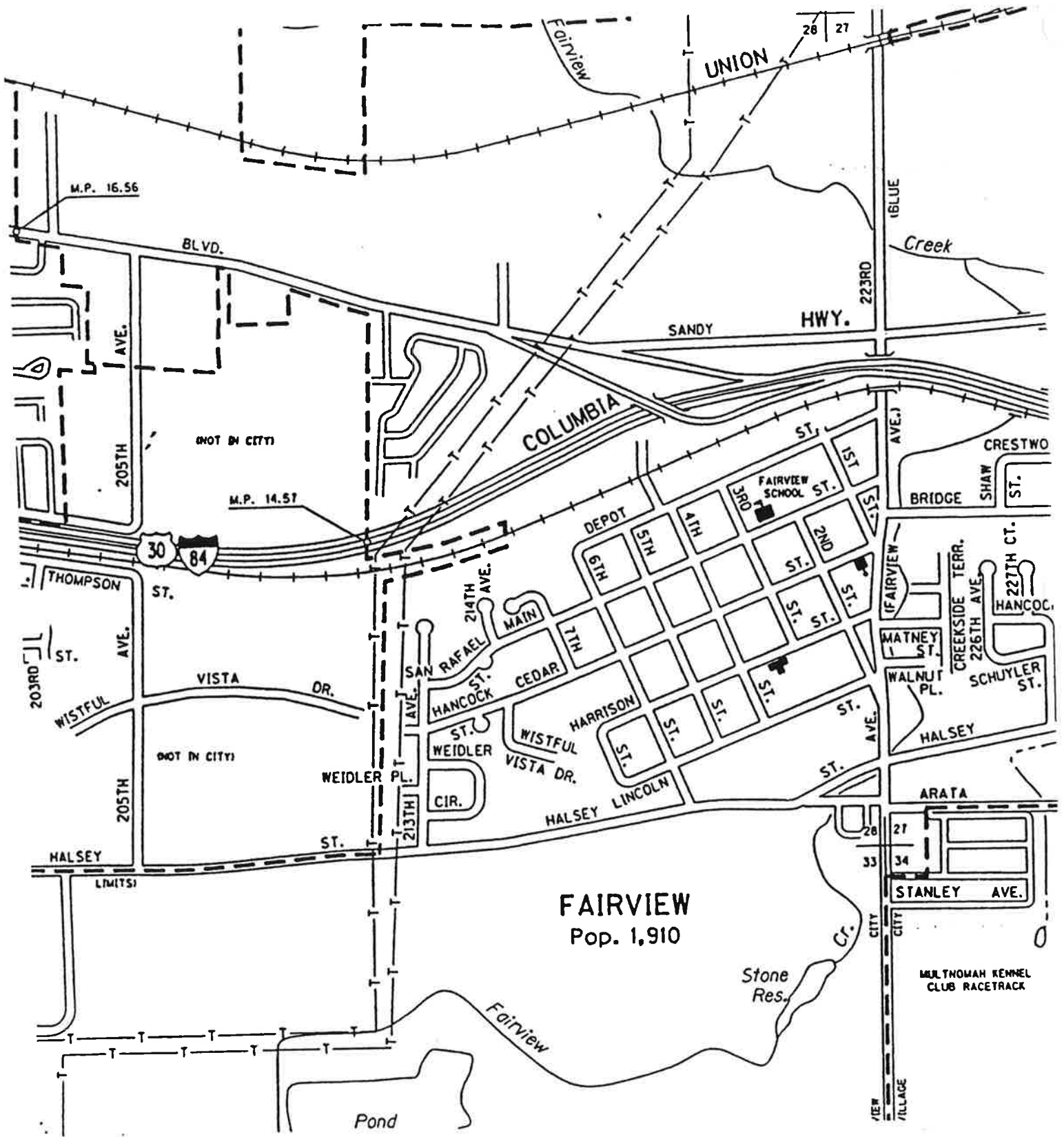


Figure 3
Downtown Fairview, 1988

HISTORIC PERIODS

1792-1811: Exploration

On May 11, 1792, American Captain Robert Gray became the first Euro-American to cross the Columbia River bar. Naming the river after his ship, the *Columbia Rediviva*, Gray was the first of several important Americans whose presence in the Pacific Northwest helped the United States claim the region. Gray was not, however, the first to sail in Northwest waters. Spanish Captain Bruno Heceta sailed to the mouth of the Columbia in 1775, but did not cross the bar. Some speculate, based on later explorers reports of European traits such as blue eyes in the native population of coastal Oregon and the lower Columbia, that some Spaniard sailors either left ship or were left by Heceta. No documentation substantiates these reports and Gray is generally given credit as the first Euro-American to land in the region. Other early explorers were part of the growing interest in the Pacific Northwest. Captain James Cook of Great Britain, in his voyage of 1776-80, explored the Pacific Northwest Coast, although he missed the Columbia River entirely. Publicity of voyages such as Cook's led to future exploitation of the Pacific Northwest Coast, especially by Euro-American fur traders.

Gray discovered the Columbia on his second voyage to the Northwest Coast. Between 1787-1790, Gray sailed the coast to obtain furs for trade with China. The 1792 voyage resulted in a 9 day survey of the Columbia for 25 miles above its mouth. While Gray's exploration ended far downriver from Fairview, a copy of a map of his discoveries was obtained by Captain George Vancouver, commander of the H.M.S. Discovery, H.M.S. Daedalus, and H.M.S. Chatham. Arriving off the Columbia bar on October 19, 1792, Vancouver decided to send the smaller Chatham over the bar with Lieutenant William Broughton in command.

Broughton journeyed far upriver, becoming the first Euro-American to enter the Multnomah County area. He named Mount Hood [McArthur 1982:510], and set eyes on present day Fairview on his way upriver to a point near Corbett, 120 miles from the river's mouth, where he raised the British flag, "claiming the country in the name of King George III" [Corning 1956:36]. Broughton Bluff, just east of Fairview and adjacent to Lewis and Clark State Park, is named for this first European explorer.

The next penetration by explorers upon the Lower Columbia region was the 1804-1806 American expedition of Meriwether Lewis and William Clark and their Corps of Discovery. Arriving the Fairview area on November 3, 1805, after a harrowing downriver navigation of the Cascades in the Columbia Gorge by canoe, Lewis and Clark briefly explored the Sandy River upstream to just above Broughton Bluff, naming it "Quicksand River" [Moulton 1983:72].

Clark wrote of the Sandy on November, 3, 1805,

This river throws out emence quantity of Sand and is verry Shallow, the narrowest part 200 yards wide bold Current, much resembling the river Plat, Several Islands about 1 mile up and has a Sand bar of 3 miles in extent imedeately in its mouth, discharging it waters by 2 mouths, and Crowding its Corse Sands So as to throw the Columbian Waters on its Northern banks.

...below quick Sand River, the Countrey is low rich and thickly timbered on each Side of the river, the Islands open & Some ponds ..river wide and

emence numbers of fowls flying in every direction Such as Swan, geese, Brants, Cranes, white guls, comerants &c[Moulton 1990:11-13].

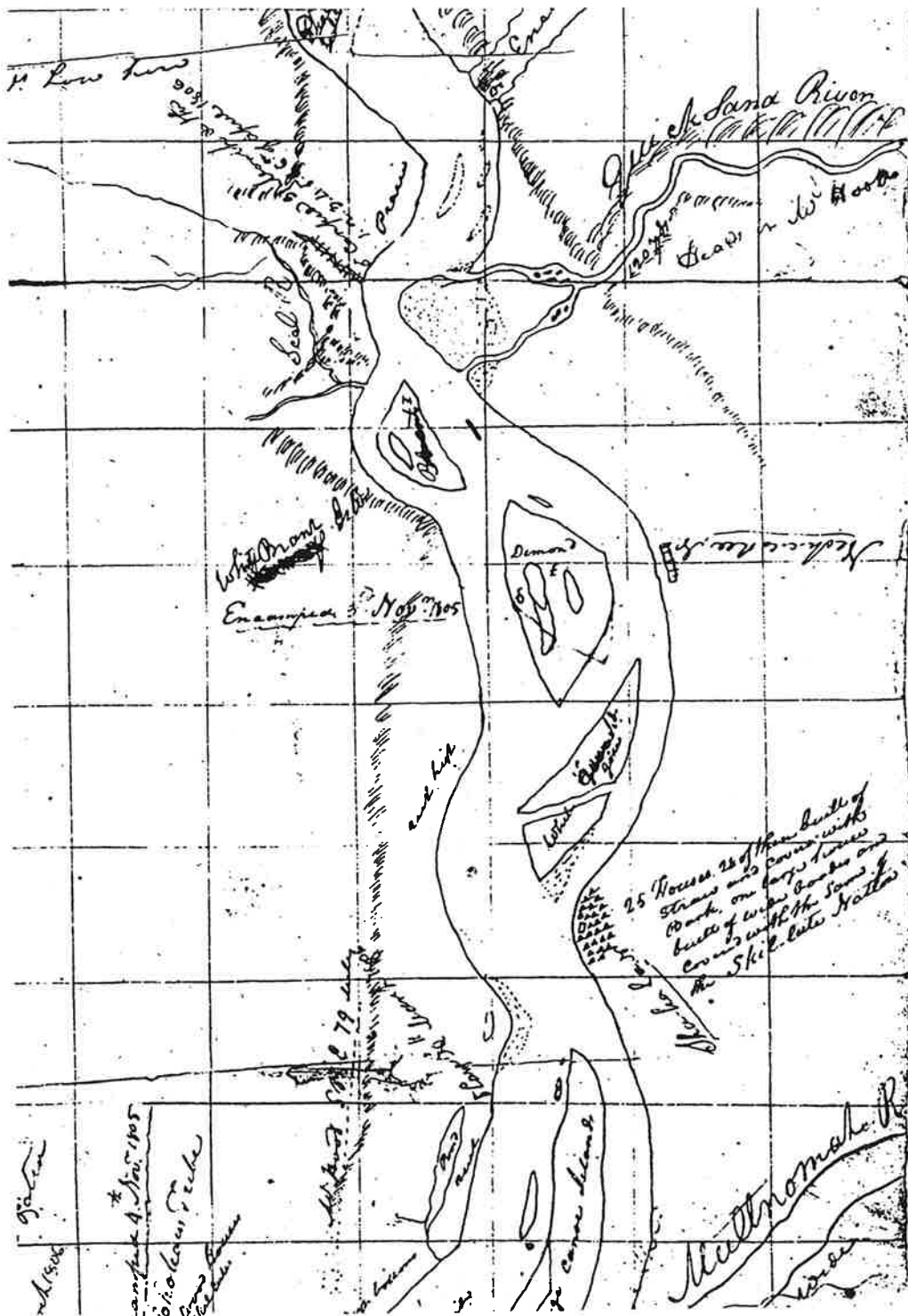


Figure 4
Lower Columbia and Willamette Rivers and Indian Tribes, 1806
[Thwaites 1959 4: 239]

Other more substantial explorations and discoveries in the area would occur on their return trip the following spring. Lewis and Clark discovered the Willamette River, which they had missed on their journey downstream as it was hidden by Sauvie Island. Clark explored it upstream to a point near present day Swan Island in the city of Portland.

Native villages abounded on each side of the Lower Columbia, as salmon and other resources were plentiful. The Chinook, who ranged from the west end of the Columbia Gorge to the sea, lived year-round in these villages.

On April 2, 1806, Clark wrote,

I proceeded on down at 8 miles passed a village on the South side at this place my Pilot informed me he resided and that the name of the tribe is Ne-cha-co-lee, this village is back on the South of Dimond island, and as we passed on the North side of the island both descending and ascending did not see or know of this village[Thwaites 1959 4:236].

The village of the Ne-cha-co-lee occupied part of present day Blue Lake County Park, just outside the city limits of Fairview[See Figure 4]. Clark noted this village and its "seventeen houses" on his map of the area[Moulton 1983:74]. Dimond Island, as named by Clark, is part of Government Island. Clark was correct about the Sandy River, as its mouth does drive the main channel of the Columbia to the north shore. Undoubtedly, the explorers set foot in or near the Fairview Planning Area.

Clark also noted the effect of small pox on the Indians of the Lower Columbia. "The Small pox has destroyed a great number of the natives in this quarter," he wrote while wintering at Fort Clatsop in 1806[Beckham 1977:104]. Contact with Euro-Americans brought the Chinook of the Lower Columbia diseases as tuberculosis, measles and fevers. While Fairview area natives were probably spared this first wave of disease due to their upstream location, they would suffer during the next historical period.

The publication of portions of the Journals of the Lewis and Clark Expedition in 1814 gave new information to those who would later contemplate a trip west, as the geographic and cartographic resources of the Journals were unmatched. The image of the Willamette and Lower Columbia River Valleys as a land of limitless resources spurred many to make the trip west during the settlement period.

The first group of Americans to follow Lewis and Clark to the lower Columbia River were a group led by Wilson Price Hunt, who worked for John Jacob Astor's Pacific Fur Company. In 1811, Hunt and about 20 men travelled overland from St. Louis to the mouth of the Columbia River, where they were to meet an Astor ship sailing from Boston. Seven men were lost as the ship crossed the Columbia Bar, but the Pacific Fur Company was established in Astoria. The Hunt expedition marked the beginning of regular visits by Americans to the lower Columbia River area.

1812-1846: Fur Trade and Missions to the Indians

Reports from early maritime voyages to the Northwest Coast and the Lewis and Clark expedition indicated that the country drained by the Columbia River held a wealth of fur-bearing animals, chiefly beaver. Between 1812 and 1846, Euro-Americans actively exploited the fur resources of the Columbia. Unlike the free-trapper system of the Rocky Mountains and Missouri River drainage, the Columbia fur trade followed a corporate model of joint-stock companies which sought profits for their investors.

Astor's Pacific Fur Company was the first on the Lower Columbia, constructing Fort Astor at the river's mouth in 1811. The North West Company of Montreal, which had established posts on the Upper Columbia in 1809 and 1810, entered into direct competition with the Astorians later that year. Both firms actively sought to dominate the trade until 1813, when the Astorians learned that the War of 1812 had broken out in the East. Unable to match British maritime and military supremacy on the Pacific Coast, Pacific Fur sold Fort Astoria to the Nor'Westers at a loss. Soon after the transaction, the British Royal Navy's warship, Raccoon, seized the post and renamed it Fort George.

The Treaty of Ghent ended hostilities and restored the *status quo antebellum* by returning to the United States all territory confiscated by the British. While the American fur traders did not return to Astoria, their presence from 1811-1813, along with Gray's crossing of the Columbia Bar and the discoveries of Lewis and Clark, helped establish an American claim to the Oregon Country. In 1818, negotiations between the United States and Great Britain led to a joint occupation agreement, in which both nations recognized mutual rights of access and commerce in the Northwest. Ten years later, in 1828, both parties agreed to renew the joint-occupancy arrangement.

While the Americans made claim to the Oregon Country following the War of 1812, their presence was not nearly so great as that of the British and Canadians. Operating out of Fort George, the North West Company men trapped extensively on the tributary rivers and creeks of the Lower Columbia, including the Sandy River, the Columbia Slough, and Fairview Creek. Zealous trappers had exhausted the fur potential of the Lower Columbia by 1820 and turned to the interior, travelling the network of rivers to the untrapped valleys. For several years, the North West Company had been locked in violent and destructive competition with their rivals for Canadian furs, the Hudson's Bay Company. In 1821, however, Parliament ended the struggle by forcefully merging the two companies under the Hudson's Bay Company. By the terms of the merger, the HBC absorbed the North West Company and took possession of its posts. Fort George became the headquarters of the HBC's Columbia Department. In 1824, George Simpson, head of the Northern Department of the Company's operations visited HBC operations in the Columbia. Unsatisfied with the department's profitability, Simpson ordered the Company to improve its competitiveness by reducing its imports of foods and products from England. Imports were substituted by crops, livestock, and dairy products produced on company farms, fish caught from the Northwest's rivers, and "country-made" manufactured goods from the company's blacksmiths and woodwrights. In order to better fulfill the Company's new mandate, Simpson ordered John McLoughlin, chief factor of the Columbia Department, to construct a new departmental headquarters on more agriculturally suitable land further upstream.

In 1825, McLoughlin began construction of Fort Vancouver, the Company's new administrative center and depot near the confluence of the Columbia and Willamette rivers. The new post's location proved much better for farming, stock-raising, and lumbering, and provided the Company with an advantageous position for communication with the interior,

the Willamette Valley, the coast, and Puget Sound. As well as developing the extractive industries that would form the core of the Northwest's economy, the Hudson's Bay Company provided the region with civil law. Granted civil authority over its territory by the 1670 royal charter, the Company maintained order among the region's whites, and relatively peaceful relations with Native Americans.

Spurred by the efforts of the Astorians, the publication of the Lewis and Clark journals, and the writings of the American settlement advocate Hall Jackson Kelly, American interests began seeking another foothold in the Northwest. In 1832, Nathaniel Wyeth, a Boston merchant, brought a 21-man expedition to establish a commercial and agricultural colony in Oregon. His first attempt failed when all but eight men deserted or died and his supply ship failed to meet him in Oregon. Returning to Cambridge, Massachusetts, in 1833, Wyeth formed the Columbia Fishing and Trading Company. He started out again in 1834, with a party of 20 men, and established Fort William on Sauvie Island, in western Multnomah County. On the island, Wyeth's firm sawed lumber, caught and packed salmon, and raised crops, all for export to the Sandwich Islands. While the most extensive American economic effort in the Oregon country during that period, Wyeth's company failed and he returned to Boston and the ice business in 1836 [Corning 1956: 275].

McLoughlin's efforts in developing the extractive economy and preservation of law and order indicated to Americans that the Willamette and Lower Columbia valleys were suitable for permanent settlement. The efforts of missionaries, too, cleared the way for the American migrations of the 1840s and 1850s. Jason Lee travelled to Fort Vancouver in 1834 with the second Wyeth party, and established a Methodist mission to the Kalapuyan Indians of the Willamette Valley. His extensive reports to the East of the fertile valley with its declining native population helped generate considerable interest in Oregon. In 1840, he returned from the East Coast by ship with fifty-one pioneers, who he soon set to building an American settlement in the Willamette Valley. The growing American presence in the valley, funded by church contributions, drew considerable attention in the United States. The Methodists expanded their presence in the Oregon Country, establishing missions at Oregon City, Clatsop Plains, The Dalles, and Nisqually, on Puget Sound. While a failure at converting and educating the native Americans, the missionary effort succeeded in obtaining land and encouraging further American settlement. The Methodists, displeased with the secular orientation of the mission to Oregon, dismissed Lee in 1844 [Schwantes 1989: 81].

The missionary activities of the American Board of Commissioners for Foreign Missions were also significant in the American settlement of Oregon. In 1836, the ABCFM dispatched the Marcus and Narcissa Whitman and Henry and Eliza Spalding to Oregon to "christianize" the Cayuse and Nez Perce peoples of the Columbia Plateau. Reaching Fort Vancouver in 1836, the ABCFM missionaries were the first to bring horse-drawn vehicles as far west as Fort Boise on the Snake River, and brought the first white American women overland to Oregon, two significant accomplishments of psychological importance in encouraging further Americans to emigrate.

Drawn by reports of fertile farm land, a diminished Indian population, and a salubrious climate, many Americans began migrating to the Willamette Valley in overland wagon trains in 1842. Led by Dr. Elijah White, the 1842 group crossing on the Oregon Trail, adapted the model used by emigrants on the Santa Fe Trail. William A. Bowen described the White train:

In addition to oxen, horses, and pack mules, the train included cattle and eighteen large wagons. These were circled each evening in the traditional manner and the livestock were corralled within the perimeter. ...[T]he

membership hired guides and established an organization to maintain order and regulate daily tasks [Bowen 1978: 12].

The emigrants left Missouri in the spring, crossed the Great Plains, traversed the Rocky Mountains by way of South Pass, followed the Snake River to Fort Boise, where they headed west across the Northeast Oregon hills and the Blue Mountains. Crossing the Columbia Plateau, emigrants followed the Columbia River to the Dalles, where they then hired boats or set about constructing rafts in which to navigate the river downstream to the Willamette Valley. It was during this phase of the migration that settlers passed through the Fairview area, like the many explorers and trappers before them, on the Columbia River.

Oregon's population continued to grow and in July 1843, settlers gathered at Champoege on French Prairie to establish a provisional government. Based on the laws of the state of Iowa, the Provisional Government's First Organic Laws also included land-grant language similar to legislation proposed that year by United States Senator Lewis Fields Linn of Missouri. While the federal legislation failed to become law, the Provisional Government established procedures for marking and recording land claims, requirements for improvements within six months and occupancy within one year, a maximum claim size of 640 acres, and a limitation of one claim per free white male.

The overland trek was gruelling and upon arrival emigrants were often badly in need of food and cash. The emigrants of 1842 settled largely near the population centers of the Methodist missions and Oregon City, where employment could be found [Bowen, 1978: 12]. Most of the nearly 900 settlers in the 1843 group began to take up provisional land claims in the prairies of the rural Willamette Valley, where they could plant wheat quickly, without clearing the land. Employment and loans and from the Hudson's Bay Company were vital in raising cash to purchase food, equipment, and seeds necessary to establish themselves in their new land. Development at the end of the 1812-1846 period was centered near the Valley settlements, Oregon City at the Willamette Falls, and the newly-platted towns of Linnton (1843) and Portland (1844).

As the region's American population continued to grow, strains in Anglo-American relations increased over the "ownership" of Oregon. The joint occupation agreement had been generally satisfactory until 1838, when Senator Linn began introducing legislation aimed at claiming the Oregon Territory for the United States. His bills called for American occupation, military protection, and land grants to settlers, and distressed Hudson's Bay Company and British officials. American politics were soon dominated by the notion of "Manifest Destiny," a doctrine that envisioned the United States stretching from coast to coast. By the 1844 presidential election, "Fifty-four-forty-or-fight" became a slogan of James K. Polk's campaign, symbolizing an American desire to establish the international boundary at 54° 40' North Latitude. Although his campaign rhetoric was full of expansionist bluster, once elected Polk showed little willingness to wage a third war against Great Britain and the boundary was negotiated at the 49th parallel, with Britain retaining all of Vancouver Island. The treaty was signed and ratified in June 1846, ending regional uncertainty and encouraging more aggressive American development and settlement of Oregon.

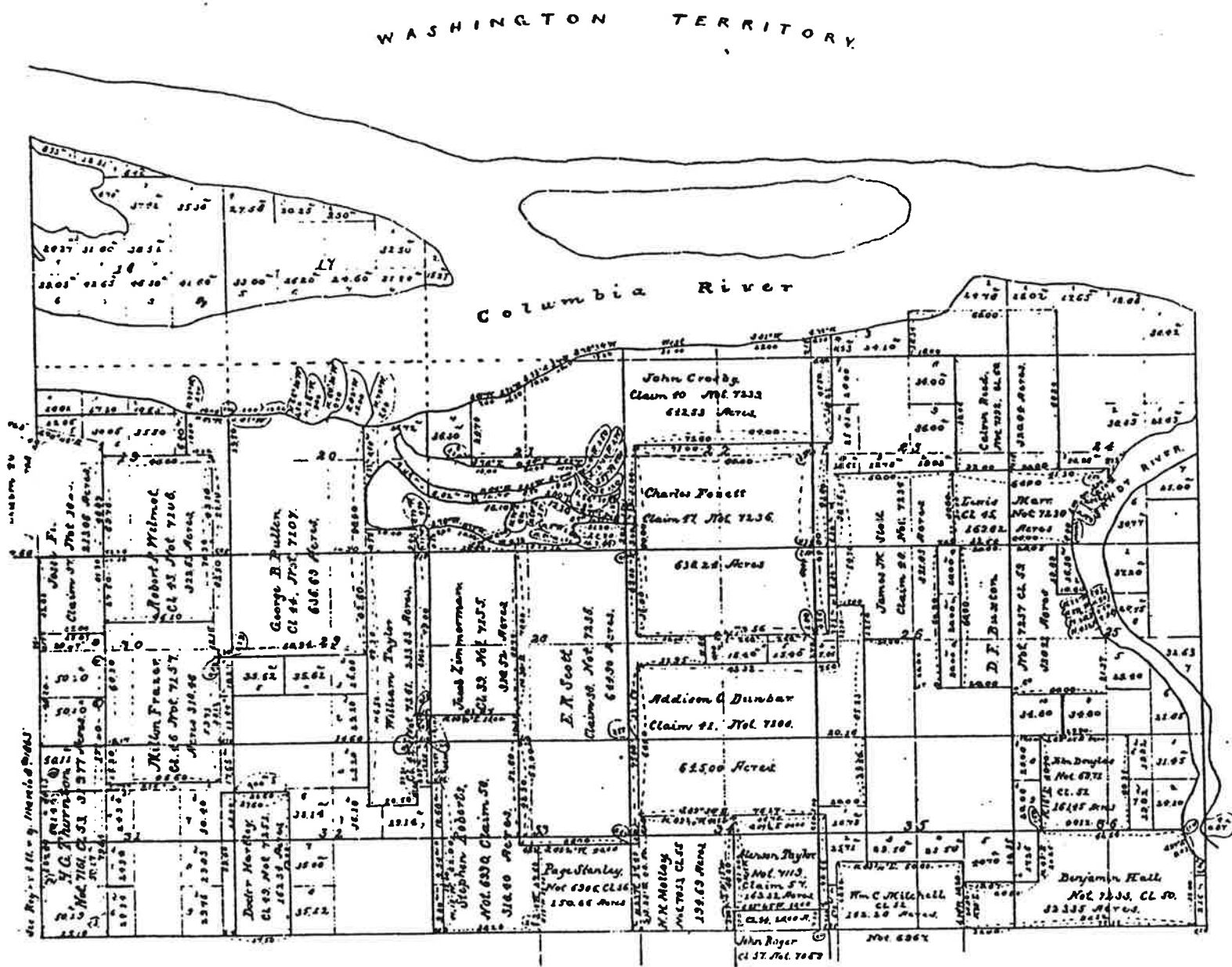


Figure 5
General Land Office Plat of Land Claims, 1862

1847-1865: Settlement, Statehood and Steampower

Resolution of the Oregon Question in favor of the United States and anticipation of federal land grants to settlers spurred a sharp rise in the number of emigrants for 1847. In excess of 5,000 people made the cross-continent journey in that year, more than two-thirds of them going to Oregon. Of that number, most settled the land south of the Columbia River [Bowen 1978: 13]. According to Bowen, 1847 was the last "normal" year of migration because, "Destruction of the Whitman Mission, and resulting Indian hostilities east of the Cascades, combined with the discovery of gold in California to alter dramatically the direction and scale of westward movement"[Bowen 1978:13-14].

With a growing population and the outbreak of the 1847 Cayuse War, Oregon needed governmental organization and federal services. After vacillating for two years since the international boundary settlement, Congress on August 14, 1848, passed the Oregon Territorial Organic Act. The territory included was bounded on the north by the 49th parallel, on the south by the 42nd parallel, on the west by the Pacific Ocean, and on the east by the continental divide. Included within its boundaries were all of present-day Oregon, Washington, and Idaho, as well as western portions of Montana and Wyoming.

Rooted in the Northwest Ordinance of 1787, the Oregon Organic Act provided for a system of rectangular survey to be used in dividing and disposing the public domain. The Organic Act also mandated the Northwest Ordinance's policy of "utmost good faith" in dealing with the Native American population. Indian land was not to be taken or settled upon unless aboriginal title had been extinguished through treaty cession or declared war. While Territorial Governor Joseph Lane had been advocating for the removal of Willamette Valley Indians to east of the Cascades, formal treaty-making was not initiated until 1850, when Congress authorized a treaty commission to negotiate with the Kalapuya and Molala. In 1851, Superintendent of Indian Affairs Anson Dart negotiated treaties with the Clackamas, Cathlamet, and Clatsop Chinook, as well as other North Oregon Coast tribes [Beckham 1990: 181]. None of these treaties was ratified, however. Whites ignored the "utmost good faith" clause and continued to settle in Indian Country.

Since permanent settlement necessitated clearing the woods, grazing livestock on the meadows, shooting wild game for food, and erecting buildings and fences, the Indians found their range constricted by each wave of settlement. Euro-American uses for the land and its resources, growing white population, and a proscription on the Native American land management practice of burning to improve hunting and the gathering of seeds and berries, further divested Indians from full use of their aboriginal lands.

The Organic Act failed to deliver security for the Native Americans, but it certainly delivered services for the settlers. A flood of federal investment brought mail service, a territorial library, military wagon roads, railroad surveys, navigation enhancement projects, and military support, in the form of the United States Army and military forts to protect settlers in Oregon and emigrants on the trails.

Most significant of the federal services, both to the native population and the settlers, was created on September 27, 1850, when Congress passed "An Act to Create the Office of Surveyor-General of the Public Lands in Oregon, and to Provide for the Survey, and to Make Donations to the Settlers of Said Public Lands." The Donation Land Act legalized land claims made under the provisional government, and granted 320 acres of land to American citizens over the age of 18 who had arrived in Oregon prior to December 1, 1850. Those arriving by December 1, 1853, were eligible to claim 160 acres each. Although residency on the land for four years, in which the claimant was to make

improvements, was initially required to secure patent in fee simple, amendments to the law after 1853 allowed for payments of \$1.25 per acre instead [Beckham 1986: 161].

While Euro-American explorers, trappers, and emigrants had for years passed through the Fairview planning area, not until the 1850s did they begin to settle there permanently. Completion of the Barlow Road and a northern cut-off to the mouth of the Sandy was of singular significance in opening the area to settlement. River-bound emigrants also began to arrive in 1852, when George Griswold established a ferry system on the Columbia which took emigrants to the north shore of the river above the Cascades. There they traveled downstream to a point opposite the Sandy River and returned aboard the ferry to the south shore near the Sandy, to continue on to the Willamette Valley [Ruby and Brown 1974: 29, 112]. By 1855, the Fairview-Troutdale area was blanketed with Donation Land Claims [General Land Office 1862].

The first Euro-American settlers within what is now the Fairview planning area were Charles Fezette and Dr. John Crosby. Fezette arrived in Oregon from Canada in 1837, as an employee of the Hudson's Bay Company fur trade. After his retirement from company service, Fezette took up an Oregon provisional land claim on the bottomland of the Columbia River near Blue Lake in 1847 [Genealogical Forum of Portland 1959: 69; Gurley 1982: 208]. Dr. Crosby came to Oregon from Canada in 1847 and settled on land adjoining Fezette [Genealogical Forum of Portland, 1957: 30]. In 1848, Fezette apparently discarded his fur-trade Indian wife/slave, the 17-year old Marie Umpquois, and married Crosby's daughter Ann Eliza at the Vancouver Catholic mission [Munnick and Warner 1972: 94]. By 1850, he and his new wife farmed on the 125 improved acres of their 644 acre provisional claim and raised 25 bushels of wheat, six dairy cattle. Crosby, his wife Rachel, son Charles, and daughter Martha lived on 40 cleared acres, the remaining 600 acres of their claim being unimproved. Crosby also owned some livestock including three horses, two milk cows, two oxen, three beef cattle, and one pig [U.S. Bureau of Census Agricultural Schedules 1850: 453-454]. It is likely that he raised wheat, potatoes, or a combination of the two crops, as most Oregon farmers did during the period.

When United States Marshal Joe Meek enumerated the population and agricultural schedules of Oregon's first federal census in the summer of 1850, the population of the Fairview area was almost entirely foreign-born. Charles and Ann Fezette were Canadians, as were all of Dr. Crosby's family excluding himself, who was born in New York in 1794 [Bureau of Census 1850: 48].

The Oregon Donation Land Act brought a flood of American immigrants to the Fairview area during the 1850s. In October 1850, Addison Carr Dunbar, native of Pennsylvania and lately of Missouri, arrived overland to the country between the mouth of the Sandy River and Blue Lake, settling his family on land through which flowed Fairview Creek [Genealogical Forum of Portland 1959: 63]. Emsley R. Scott claimed 640 acres on the western edge of the Fezette and Dunbar claims, for which he filed in 1851 [Genealogical Forum of Portland 1957: 57]. Jacob Zimmerman and William Taylor claimed land to the west of Scott in 1853, and Stephen Roberts filed for the last unclaimed portion of the Fairview planning area in 1855 [Genealogical Forum of Portland 1959: 118, 127, 84].

The large acreages allowed under the Oregon Donation Land Act created low population density. The community to which Fairview's settlers belonged also included families and individuals with claims outside what is now the Fairview planning area. Among these neighbors in the 1850s were the families of Calvin Reed, Lewis Marr, James Stott, D.F. Buxton, William Mitchell, John Douglas, Alanson Taylor, and Page Stanley to the east, and H.G. Thornton, Milton Frazer, George B. Pullen, Robert Wilmot, and Jesse Flemming to the west (Figure 5).

On June 1, 1854, the Sandy post office was opened, with Emsley R. Scott as postmaster, strengthening the area's communication links [McArthur 1974: 739]. Linkages to population centers were sometimes difficult and Fairview was distant from Oregon City, the county seat. Similar problems of difficult travel for others living along the Columbia and Willamette rivers and on the land between them prompted the Territorial Legislature to create Multnomah County from Washington and Clackamas Counties on December 22, 1854. Among those appointed to the first county commission was Emsley R. Scott. County government quickly set about improving the transportation system. The Sandy-Barr road, connecting the east bank of the Willamette opposite Portland to the mouth of the Sandy River, was surveyed and construction begun in 1855 [Multnomah County Surveyor 1855: 3].

The county road ran through present day Fairview and past the newly-constructed meeting-house for the Methodist Church located on Scott's property [Multnomah County Surveyor 1855: 3]. The church had met since 1853 in the home of Dr. John Crosby until a building could be constructed two years later at the corner of what is now Sandy and Fairview Roads [Stone 1971: 4-5]. Congregation member Stephen Roberts offered the name "Fairview" for the church and Sunday school, in descriptive reference to the vista of the nearby Columbia River, lakes, and mountains [McArthur 1974: 265]. To further develop the community, a school house was erected in 1855 on land donated by Addison Carr Dunbar. Built of logs and shakes, the school stood immediately east of Duck Lane and near present-day Halsey Street [Stone 1971: 5].

The Pacific Northwest's Euro-American population grew and became increasingly permanent in the 1850s, much to the despair of the Native American populations. War between whites and the Yakima and Klickitat tribes of eastern Washington erupted in 1855. The United States Army, operating out of Fort Dalles, Fort Steilacoom, and Vancouver Barracks prosecuted the war, but early battles favored the Indians. In response, the Army called for volunteers and eight companies were formed by settlers eager to quiet the Indians [Corning 1956: 276]. The war had an impact on those living in the Fairview area. Some residents joined the Oregon Mounted Volunteers and Jesse Flemming, who farmed nearby, was killed in battle on the Walla Walla River in December 1855 [Bischoff 1976: 70]. Fear of attack ran high after the Indian raid on settlements at the Cascades of the Columbia in 1856 and the settlers felt compelled to construct a lookout near what is now the intersection of Fairview Road and Stark Street [Rees 1987: 3].

Relations with local Indians were not violent, however. Most of the Willamette Valley and Lower Columbia Chinook bands were decimated by diseases introduced by Euro-Americans such as smallpox in the 1700s, malaria in the 1830s, and dysentery in the 1840s. The Multnomah Chinook, which occupied the Blue Lake area, were gone when settlement began. Only a tiny Indian presence remained near the mouth of the Sandy in the 1850s. Among them was "Indian John," one of the last Multnomah Chinookans, who lived in a cabin on the land of Jacob Zimmerman and found employment as an itinerant tanner [Nesbit 1981: 9]. Settlers were frequently reminded of the land's previous tenants, as bones were turned up when land was cultivated and projectile points were found in great number along the slough Meyers 1946: 3].

The Columbia River, forming the northern boundary of the Fairview Planning Area, continued to grow in importance during the 1847-1865 period. By the early 1850's steamboat navigation of the lower Columbia upstream to the Cascades was aiding communication and travel. Portages at the Cascades helped develop navigation through the Cascade Range to the Dalles and the Columbia Plateau country upriver.

In 1860, Portland and the Willamette Valley were positioned to take advantage of the new gold rushes to eastern Oregon and eastern Washington, and present-day Idaho and Montana. Although the region had benefitted from supplying the goldfields of California in the late 1840s, the Rogue River, Colville, and British Columbia in the 1850s, the gold booms of the 1860s more fully developed the economy and transportation network. The same year gold was discovered in the East, a consortium of Portland businessmen led by John C. Ainsworth, Simeon G. Reed, and Robert Thompson, formed the Oregon Steam Navigation Company [Dodds 1986: 100-101]. The OSN quickly created a powerful transportation monopoly on the Willamette and Columbia Rivers, whose ships brought men, lumber, food, and equipment to the diggings. Burgeoning demand for agricultural produce and the ability to transport it by river, no doubt bolstered Fairview's pioneer economy, as it did throughout the Willamette Valley. Stott's Landing on the Columbia near the mouth of the Sandy, linked the community with river commerce, and along with territorial and county roads, helped get crops to market and the newly developed mills.

The 1860 census reflected significant growth in the area's population, from six settlers in 1850, to nearly 100 ten years later, when virtually all nearby land had been claimed. The local economy and population were agrarian. Freeholding farmers and farm laborers in their employ comprised 35% of the population. Except two teachers who staffed the school, the remainder of the population consisted of children, the elderly, and women employed in homemaking. Further analysis of the population schedules reveals that 35% were born in Oregon and Washington Territory, 12% were foreign-born northern Europeans, and the balance were born in the United States. Of the American citizens, the largest portion came from Missouri and Indiana, while others came from the South, New England, and the Old Northwest [U.S. Bureau of Census 1860: 94-97].

Table 1
Fairview Area Population Origin, 1860
(Percentages Rounded)

<u>U.S.-born</u>			<u>Foreign-born</u>		
	107	89%	12	11%	
Oregon	31	26%	England	3	3%
Missouri	15	13%	Germany	3	3%
Indiana	13	11%	France	2	2%
Kentucky	7	6%	Ireland	2	2%
Ohio	7	6%	Canada	1	1%
Virginia	6	5%			
Pennsylvania	6	5%			
Illinois	5	4%			
Wash. Terr.	4	3%			
Maine	4	3%			
7 Others	9	7%			

[U.S. Bureau of Census 1860]

Table 2
Fairview Occupations, 1860
 (Percentages Rounded)

Farmer	34	79%
Laborers	7	16%
Teachers	2	5%

[U.S. Bureau of Census, 1860]

The federal Homestead Act of 1862 helped bring the settlement era in Fairview to a close. The act's provisions entitled any persons who were 21 years of age, who were citizens or had filed declarations of intent to become a citizen to enter up to 160 acres and take up residence upon their land within six months. Claimants were allowed up to seven years to "prove up" their land (Gates 1968: 394-395). It was under the Homestead Act that the final fragments of unclaimed land were settled, eliminating the public domain in Fairview.

1866-1883: Railroads and Industrial Growth

Free land under the Oregon Donation Land Act had seen that most land was claimed by the beginning of the 1866-1883 historic period. Small remaining lots were claimed under the Homestead Act and the 1850 Swamp Lands Act. An agricultural countryside had developed, and the emergence of a community during this period was aided by the completion of the Oregon Railroad and Navigation Company's line east from Portland through the Columbia Gorge, connecting Portland to all of the major cities east of the Rocky Mountains.

Steam power played an important early role in the lower Columbia River valley. The first development of railroads in the area actually served to increase the range of steamboats. The construction of 4.5 miles of wooden track between the site of Bonneville Dam and Cascade Locks in 1859 allowed goods shipped by steamboat to be portaged around the rapids of the Columbia in greater quantities. Within months of the development of this line, the Oregon Pony, the first locomotive built on the West Coast, replaced the horses and mules and began portaging both passengers and freight. The Oregon Steam Navigation Company, formed in 1860, was the major force on the Columbia with its fleet of steamboats and short rail lines through the Columbia Gorge to the Columbia Plateau. The availability of such transportation along the Columbia allowed Fairview area residents the opportunity to send crops and receive supplies easily from Astoria to The Dalles.

Few of the local Fairview-area residents were occupied in large scale farming, and many cleared only a portion of their land. In addition to stock raising, common crops were spring wheat, oats, potatoes, and various orchard products. Most residents of the Fairview area owned a few animals and kept a garden. Dan Dunbar in 1870 owned 2 horses, 1 cow, and 1 hog. He also produced 30 bushels of oats on his 20 acres of cleared land[U. S. Census 1870b]. Jacob Zimmerman in 1870 had 35 of his 320 acres cleared, where he had 4 horses, 6 cows, 3 cattle and 15 hogs. That year he produced 80 bushels of spring wheat and 50 bushels of oats. Others operated on a slightly larger scale. Benjamin Snover has 40 of his 120 acres cleared in 1870 and paid \$900.00 in wages to laborers that year. He owned 2 horses, 3 cows, 2 oxen, 21 cattle, 1 sheep and 20 hogs. Snover also raised 100 bushels of Irish potatoes. It is clear that with all of this property, Snover was able to sell as much of it as he could get to market[U. S. Bureau of Census 1870b]

One of the largest stock raisers and dairymen in the area in 1870 was James M. Stott. Stott owned 700 acres, 200 of it cleared along the Columbia River just northeast of the Fairview Planning Area in an area that would later become part of the Sun Dial Ranch. He owned 5 horses, 1 mule, 56 cows, 2 oxen, 10 cattle, 30 sheep and 20 hogs. In 1870 Stott's farm produced 180 lbs. of wool, 300 bushels of Irish potatoes, \$200.00 of produce, 6,500 lbs. of butter, 100 tons of hay, and butchered animals worth \$375.00 on the local market [U. S. Census 1870 b].

In 1869, the growing congregation of the Methodist church, which had been worshipping at the meeting house at Emsley R.Scott's place, built a new church on land donated by Hiram Smith on what is now the S. E. corner of the intersection of Fairview Avenue (223rd) and Sandy Road[Anonymous 1919]. A new one-room school house was built in 1869 nearby, on property donated by Hannah Smith. The 20 or so students studied under one teacher in grades 1 through 8. The church building with its accompanying parsonage served the congregation until it was moved to 240 Main in 1919.

Table 3
Fairview Area Population Origin, 1870
(percentages rounded)

<u>US Born</u>	<u>151</u>	<u>95%</u>	<u>Foreign Born</u>	<u>8</u>	<u>5%</u>
Oregon	64	40%	China	5	3%
Indiana	11	6%	Denmark	1	.5%
Iowa	11	6%	India	1	.5%
Missouri	9	6%	Scotland	1	.5%
New Jersey	8	5%			
Illinois	6	4%			
New York	6	4%			
Ohio	5	3%			
Kentucky	5	3%			
California	4	3%			
Wisconsin	3	2%			
Pennsylvania	3	2%			
Texas	3	2%			
7 Others	8	5%			

[US Bureau of the Census 1870a]

Population in Fairview during this period increased gradually as families grew larger and the remaining unclaimed parcels of land were sold by the government to settlers, as either homestead or cash entry property. Population of the greater Fairview area in 1870 numbered 159.

The 1870 census offers several insights into the composition of the local population. The increase in the Oregon-born population from 34% in 1860 to 40% in 1870 shows that families already settled in Fairview increased in size at a rate greater than new settlers from out of state arrived in the area. Immigrants are again largely from the lower Great Lakes-Ohio River Valley area, and in particular, the states of Indiana, Iowa, Illinois and Ohio. Other populous states, like New York and New Jersey, are also well represented. Chinese men were a large presence in the American West throughout the 1860's, 1870's and early 1880's, working on large mining and construction projects, especially railroads. Others found work in the salmon canneries of the Columbia River system. A few worked as domestic servants or unskilled laborers in local communities such as Fairview during this time.

Occupations in the Fairview area in 1870 are still nearly completely agricultural. Forty-seven adults were employed in the area in June of 1870 involved in the following trades:

Table 4
Fairview area Occupations, 1870
(percentages rounded)

Farmer	22	47%
Laborer	20	43%
Carpenter	2	4%
Teacher	1	2%
Grocer	1	2%
Cook	1	2%

[US Bureau of the Census 1870a]

With the exception of the local grade school teacher, and a Chinese cook working for one of the families in the area, only 3 people were employed in occupations other than agriculture. Agriculture would remain the primary basis for the local economy through the turn of the century, but a few service economy occupations would appear by 1880.

The Census of 1880 showed substantial changes in the makeup of the population of Greater Fairview. Foreign-born residents more than doubled their representation among the population, and local families continued to grow, pushing the Oregon-born portion of the population to 48%. Fairview residents hailed from 27 states and 13 foreign countries in 1880.

Table 5
Fairview Area Population Origin, 1880
(Percentages rounded)

US born	294	88%	Foreign born	39	12%
Oregon	159	48%	China	11	3%
Ohio	15	5%	England	5	2%
Missouri	14	4%	Scotland	5	2%
Michigan	13	4%	Ireland	5	2%
Indiana	11	3%	Canada	3	2%
Kansas	11	3%	Germany	2	1%
Iowa	10	3%	Prussia	2	1%
New Jersey	8	2%	6 Others	6	2%
Illinois	7	2%			
Vermont	6	2%			
Penn.	6	2%			
Virginia	6	2%			
New York	5	2%			
13 Others	22	7%			

[US Bureau of the Census 1880]

As in 1870, the Great Lakes-Ohio River valley region dominates as the primary birthplace of local residents in 1880. Kansas and Michigan appear among the leaders for the first time, as do many foreign countries. Activity in canneries along the Columbia and construction on the Oregon and California Railroad, the Northern Pacific, and the OR&N served to bring even more Chinese in to the area by 1880. Other immigrants, many born in the British Isles, may have been part of the large increase in emigration from Europe that began in the mid-1800's.

Occupations in the Fairview area in 1880 showed substantial diversification from the near complete dominance of agriculture in 1870. A full 30% of the work force of 119 adults were employed in areas other than agriculture.

Table 6
Fairview Area Occupations, 1880
(percentages rounded)

Farmer	47	39%
Farm Laborer	37	31%

Laborer	7	6%
Carpenter	3	3%
Blacksmith	3	3%
Dairyman	3	3%
Teacher	3	3%
Cook	2	2%
Cheesemaker	1	1%
Factory Owner	1	1%
Cannery Foreman	1	1%
Lumberman	1	1%
Furniture Maker	1	1%
Ferryman	1	1%
6 Others	7	6%

[US Bureau of the Census 1880]

In 1879, Henry Villard acquired the Oregon Steam Navigation Company for \$5 million [Schwantes 1989:152]. Villard had originally travelled to the United States as an agent for the bondholders of Ben Holladay's ill-fated Oregon and California railroad [Dodds 1986:138]. The O&C, begun in Portland in 1871, had only reached Roseburg by 1873. Villard subsequently formed the Oregon Railway and Navigation Company and controlled the right of way on the south bank of the Columbia. As the Northern Pacific, another Villard controlled railroad, pushed west from Chicago, the OR&N built east from Portland along the south bank of the Columbia. The two met at Huntington, Oregon, near the confluence of the Snake and Columbia Rivers in September of 1883. By 1887, the Oregon and California Railroad, which had stalled at Roseburg for 13 years with the financial collapse of Holladay, was also finished to Sacramento and the link to the rest of the West Coast was complete.

Many of the communities of East Multnomah County began as transshipment points or stations along the OR&N route. Troutdale, Corbett, and Bonneville were all stops for the railroad. Some stations were named for local settlers, such as the Latourell Station, named for Charles Latourell. The OR&N used Fairview for its station name in modern day Fairview, but the community post office was known as Cleone from 1883 until 1913, as a post office in Coos County was previously designated Fairview. Once the Coos County Fairview Post Office closed in 1913, Cleone was dropped in favor of Fairview [MacArthur 1982:].

The railroad provided Fairview with a link to Portland and the outside world. Mail, which had been delivered daily by horse, now came straight to town on the train. Trips to Portland could be measured in minutes instead of hours and secondary and post-secondary education was even possible for commuters. The arrival of the railroad in 1883 provided the impetus for local residents and new arrivals to develop a townsite. The building of the town would occupy the residents for all of the progressive era.

1883-1913: The Progressive Era:

The most important developments in the history of Fairview came in the progressive era. In this era, Oregon leaped forward with its approach to government and its approach to bettering the human condition. During this time, the Fairview area incorporated, built a City Hall, erected street lights, received a depot on a transcontinental railroad, and connected to Portland and other communities by means of a street car line.

Construction of the railroad through Fairview in 1883 marked the beginning of a revolution in transportation for the area, and a catalyst for all sorts of changes in occupation, population, and business development. In Fairview, the arrival of the railroad spurred the need for a townsite.

Hannah and Hiram Smith travelled to Oregon in 16 times between 1850 and 1862. Settling in Portland in the 1860's, the two speculated on land in the Fairview area. In 1869, they bought 520 acres from Emsley R. Scott for \$4,000. The Smiths owned part or all of the Donation Land Claims of E. R. Scott, Dr. John Crosby, and Charles Fezette [Anonymous 1893]. Although Hiram died in 1870, Hannah continued to acquire land and her holdings in the area were extensive by 1889, when she platted the Fairview townsite along the railroad. As part of the plan for the town, Hannah Smith mixed business and morality when she donated "all the streets and alleys as represented in the annexed map of Fairview (See Figure 6) under the condition that if intoxicating liquors be sold or disposed of on said premises, the property [will] revert to the grantor" Despite Smith's use of restrictive covenants on deeds to impose prohibition in town, lots were sold and construction quickly began

In 1890, Hannah Smith donated \$1,000 and land along the east side of Fairview Avenue for the construction of a new Presbyterian church. Local residents John C. Snover, Hiram Stone and Walter Wren were selected as the building committee and contracted for construction the building at a cost of \$1,950, paid for by the Smith donation, local funding, and a grant from the Presbytery Home Missions Board. Smith Memorial Presbyterian Church opened its doors on October 19, 1890 and incorporated on April 7, 1891. The first pastor was the Reverend E. T. Ingle [Anonymous 1975: 9-10]. Although Ingle stayed less than a year, the congregation soon gained the services of Reverend W. T. Scott, who served the community until 1909.

By 1890, the grade school constructed in 1870 could not house the growing number of students. Hannah Smith donated money and land for the construction of a new school at 225 Main Street on the site of the present Fairview Grade School. Erected in 1890, the handsome 4 room, 2 story structure served students in grades 1 through 8.

The OR&N depot site occupied four blocks between 1st and 5th Street, north of Depot Street. Businesses such as the Hunter Home Hotel, both constructed in 1890 and the Benecke Store, also constructed in 1890, appeared rapidly nearby. On the same block was the Snover house, which had another grocery store on the ground floor. In between the stores was the Cleone post office, where John Snover served as postmaster from 1883-1892. Other notable early structures still standing include the Heslin House, erected in 1890 at 60 Main Street and occupied continuously until January 1991 by a member of the Heslin family. Also constructed in 1890 was the Jonas House [105 Bridge], a large Italianate located just east of the platted townsite, along present day Bridge Street. The Dan Dunbar House at 2425 NE 223rd was constructed in 1893. Like other houses of the

MAP OF
FAIRVIEW

Scale 200 feet to one inch.

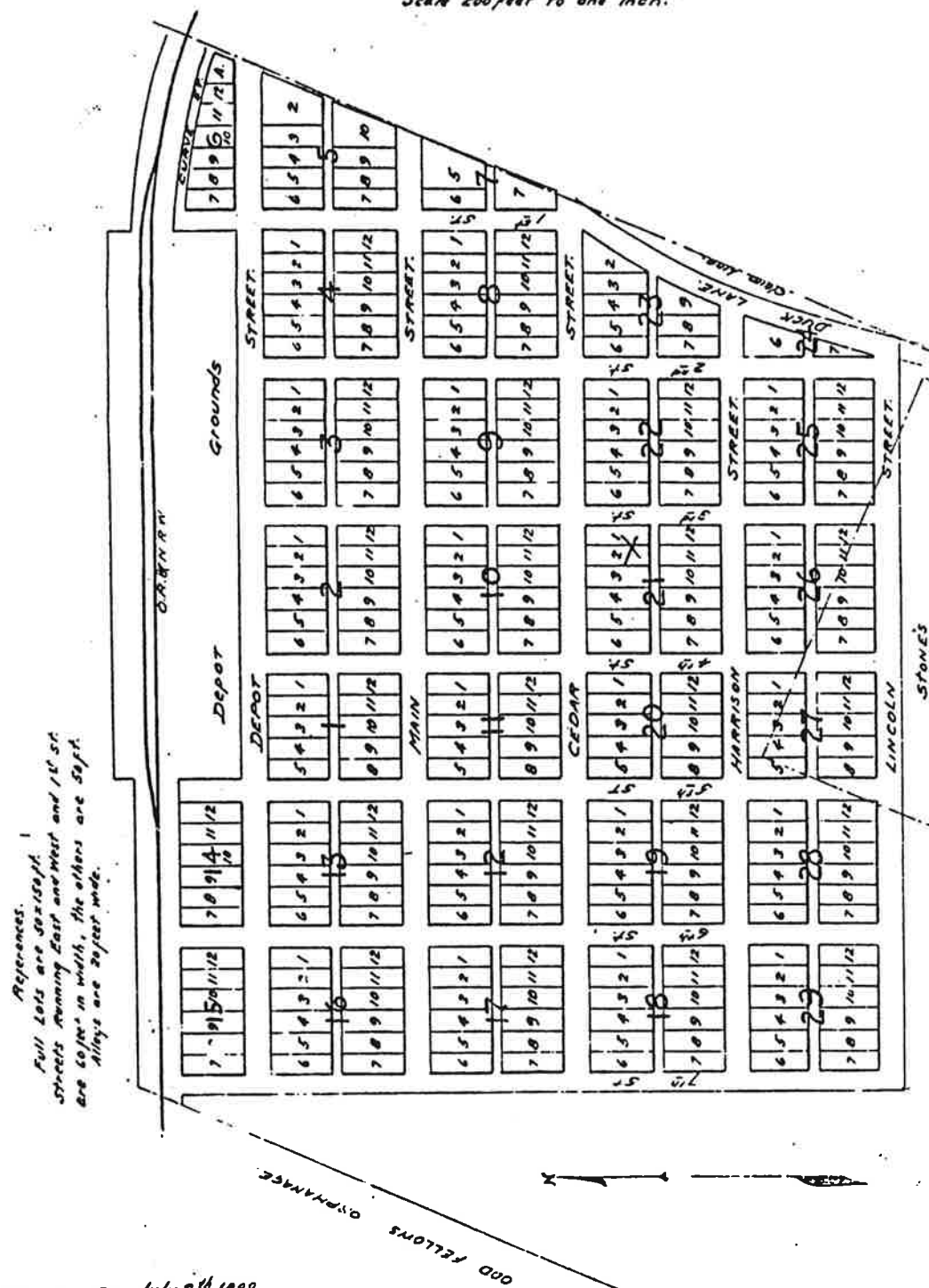


Figure 6
Fairview Townsite, as Platted in 1889

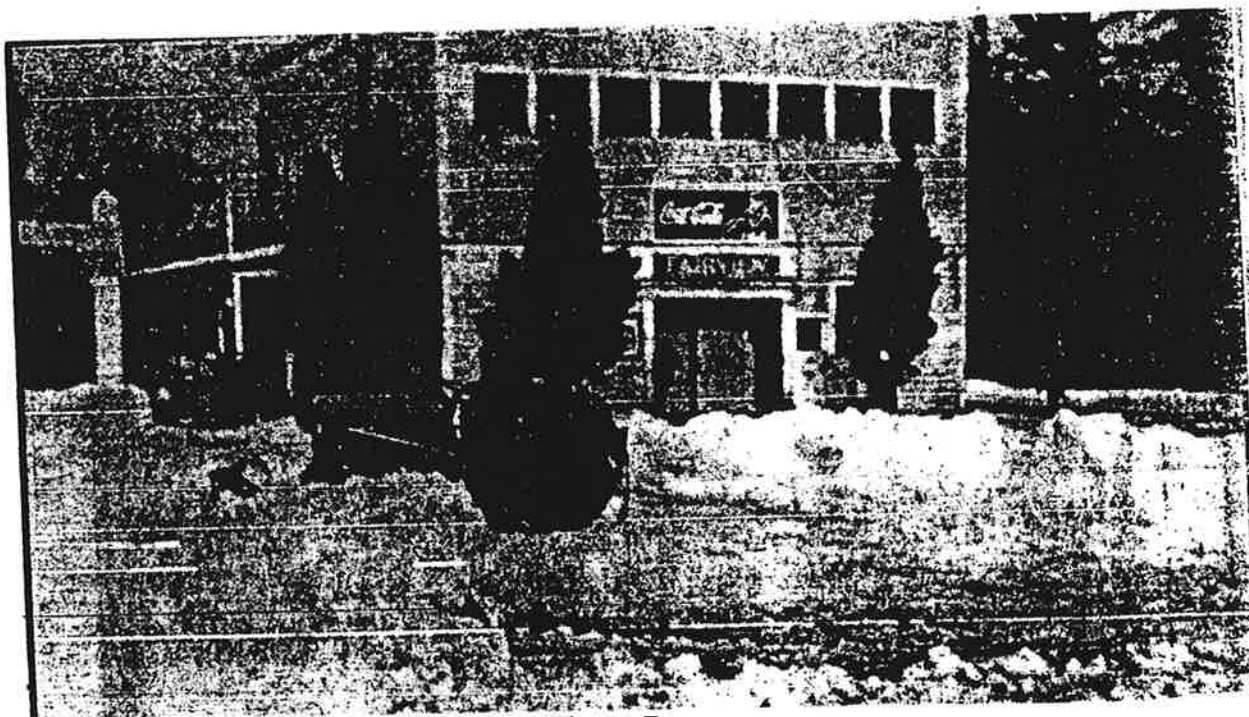


Figure 7

(top) Fairview Elementary School, constructed 1890
(bottom) Original Fairview City Hall, constructed 1912

period, it was built on property near the northeast corner of the platted townsite, near the railroad depot and established businesses.

Growth continued during the 1890's with the construction of several buildings, 5 of which still stand. The William Brooks House at 35 3rd, constructed in 1897 across 3rd Street from the Fairview School and the John House at 205 Harrison, both western farmhouses, typified the growth that occurred in the city at the time. Along Fairview Avenue, some commercial buildings sprouted. O. F. Cady's store was constructed in 1901 near the southwest corner of the intersection with Harrison Street. Also in 1901, a similar structure was constructed just to the south, housing T. W. Leighton's Blacksmith shop. These vernacular buildings were joined together in 1937 by O. F. Cady to form apartments. In 1900, the Fairview area was enumerated as its own district on the US Census Population Schedules for the first time. Before, it had appeared as part of the Sandy precinct, which had encompassed all or most of present-day Wood Village, Gresham, and Troutdale. Population in 1900 for the Fairview precinct was 370. Of these, approximately 100 lived in the present-day core area of Fairview, which had grown up around the railroad depot on the north edge of town. The origins of these people reflected the stability of the local population, as an ever increasing percentage were born in Oregon.

Table 7
Fairview Area Population Origin, 1900
(Percentages rounded)

<u>US born</u>			<u>Foreign born</u>		
	310	84%	60	16%	
Oregon	143	39%	Canada	14	4%
Indiana	17	5%	Germany	10	3%
Minnesota	16	4%	England	9	2%
Wisconsin	15	4%	Ireland	6	2%
Missouri	15	4%	Scotland	5	1%
Illinois	15	4%	Switzerland	5	1%
Kansas	13	3%	Other	11	3%
Pennsylvania	13	3%			
Ohio	10	2%			
Washington	10	2%			
Iowa	8	2%			
New York	7	2%			
Other	28	7% (17 states)			

[US Bureau of the Census 1900]

In all, 13 foreign countries and 28 states were represented. Of the foreign immigrants, none are from Eastern or Southern Europe, which corresponds to the immigration patterns of the United States as a whole. The increase in foreign born persons, however, is still indicative of the increased immigration into the United States during the end of the 19th Century. There are also no Chinese, as there were in previous counts in 1880 and 1870.

When Chinese workers left the completed Northern Pacific and Oregon Railway and Navigation lines to seek work as farm laborers or domestic servants in the mid-1880's, white tempers began to flare. Anti-Chinese riots in Seattle in November 1885 spread to Portland by February 1886, with a Washington's Birthday anti-Chinese demonstration. In

March 1886, a camp of Chinese at Albina, Multnomah County was raided by whites [Carey 1922:828]. A Pacific coast anti-Chinese convention, held in Portland that same spring, called upon Chinese to leave the area for San Francisco within 30 days. Most Chinese in Western Oregon resettled themselves in Astoria near the salmon canneries or in Chinese sections of Portland[Dicken 1979:]. Few Chinese were left in rural Oregon, the population statistics of Fairview indicate. The largest group of foreign-born residents of the Fairview area in 1880 were Chinese, but 1900, all the Chinese had moved from the Fairview census precinct.

The Oregon-born population of Fairview in 1900, 39%, matched that of the state as a whole, which in 1900, was nearly 40%. Out-of-state U.S. immigrants arrived mostly from the upper Mississippi Valley and the Old Northwest of Minnesota, Wisconsin, and Illinois.

The listing of occupations for the Fairview residents in 1900 indicates that the community is still primarily agricultural, but a few important changes from 1880 are present. For the first time, occupations of city-dwellers appear on the census rolls. 24 different occupations are listed by the 144 respondents, including hotel keeper, newspaper reporter, grocer, painter, contractor, blacksmith, railroad worker and servant. All of these indicate the presence of a small service economy and a small town atmosphere in Fairview by 1900.

Table 8
Fairview Census Precinct Occupations, 1900
(percentages rounded)

Farmers	43	30%
Farm Laborers	46	32%
Day Laborers	12	8%
Dairyman	7	5%
Other (20)	36	25%

[US Bureau of the Census 1900]

Industry in Fairview during this period focused around agriculture and the railroad. Jacob Luscher, an 1887 immigrant to the United States from Switzerland, operated a dairy farm along Sandy Road and employed three men and a housekeeper[U. S. Bureau of Census 1910]. Luscher built a handsome farmhouse circa 1910 to house his workers and family. The house, still standing at 20200 NE Sandy Blvd., is reflective of Luscher's native Switzerland. Owing to the large number of dairy farms in the area, a cheese factory was located in Fairview, built in 1900 on the east side of Fairview Avenue near the intersection with Main Street by Frank Axtel. In 1901, George O. Dolph and his partners Hatten and Carlston were making cheese there. Axtel converted the cheese factory into a store in 1906 and it promptly burned[FRWHS 1989: 3, U.S. Census Bureau 1910].

In 1905, Homer C. Campbell, C.F. Swigert and E.G. McGaw purchased 1,825 acres from descendents of the original settlers, including the claim of James Stott, on lowlands along the Columbia River northeast of Fairview. On this land they carried out farming operations as the Sun Dial Ranch until a 1932 bankruptcy. The Ranch constructed a feed mill on the Fairview Depot grounds. Grain from eastern Oregon arrived by rail at the mill, where it was ground into feed for the cattle[Stone 1991a]. At the mill, a company store carried a stock of feed, fuel, lumber and hardware for sale to the community. Sun Dial employed 23 men in 1912 and up to 59 during the harvest season, making it a formidable economic force in the area[Anonymous 1912: 2].

The Sun Dial Ranch shipped its beef out of Fairview by rail to the east. In 1912, the ranch shipped between 15 and 30 carloads of sheep, hogs, and cattle a month out of the Fairview Depot. Hundreds of carloads of potatoes were also sent out of the depot every fall and winter by other local growers [Anonymous 1912: 2].

In 1905, construction began on electric trolley lines connecting Portland with other Willamette Valley communities. The Oregon Electric Interurban Line route ran from Portland through Wilsonville, Salem, and Albany to Eugene [Dicken 1979: 144]. In 1907 an electric interurban line, the Oregon Water Power (OWP), was completed to Troutdale through Fairview from Portland. The interurban allowed Fairview residents to attend secondary school in Portland or Gresham and work in Portland. No longer were residents dependent on the local economy for employment. The line served Fairview until it was abandoned in 1927.

The early years of development following the century's turn were heady and full of promise for Fairview's businessmen and speculators. Civic boosters, knowing that the way to riches lay in attracting more people to Fairview, employed the press to spread the word that Fairview was open for business and that prosperity would meet all who settled there. An articles in the *Beaver State Herald* trumpeted Fairview's coming fortunes:

On every hand can be seen signs of the city's future greatness. Businessmen are planning new stores.... By the time juice is pulling trains into Portland, many people will be living in Fairview, and hundreds more wishing they had taken time to cast their die with those already here [Anonymous 1906a: 3].

Another article claimed that large investors were interested in the development of the town:

C.C. Vaughn, famous San Francisco real estate dealer, has secured an option on the entire townsite of Fairview. One among his first sales was a 100 x 150 ft. frontage on Main Street to be occupied by a bank and real estate office, a newspaper, a drugstore, tailor shop, barber shop, and hotel office. The rear and upstairs is to be improved as a first class modern hotel of not less than 40 rooms.... One among many deals pending is that of a shoe factory, which if established, will bring a large payroll to Fairview.... Fairview is now looked upon as the most desirable place in the state for an investment or a home...[and is now] the fairest and best of all Portland suburbs [Anonymous 1906b: 4]

Such come-ons were typical of small towns throughout the West. Every newly platted townsite was represented as "the most desirable place for an investment or a home" by those who stood to gain from any investment or construction. Fairview was much like many towns, created by land speculators who hoped to make a killing when the railroad came through. Needless to say, the Vaughn deal never went through, no grand hotel was ever built, nor any shoe factory or newspaper. Development in Fairview proceeded on a smaller scale and a slower pace.

Despite the dreams and pretensions of Fairview's civic boosters, the community's character was still rural and agricultural. Agricultural lifeways were celebrated and enhanced when the Fairview Grange was founded on March 2, 1904. The Oregon State Grange, officially named the Patrons of Husbandry, was organized in Salem in September of 1873 [Dodds 1986: 167]. Primarily a political lobby and social organization for farmers, the Grange lobbied state and federal governments for tighter regulation of shipping industries for the

benefit of small farmers. In its early years, the Fairview Grange was a prime social center for the Fairview area. The Grange organized a celebration to greet the OWP interurban line when it arrived in Fairview on July 4, 1907. Over 3,000 people gathered in Fairview to hear speakers and have a picnic. The Fairview Grange was also active at the annual Multnomah County Fair, then held in Gresham. The Grange entered displays of local crops and vegetables which it entered in competitions at the fair[Rees 1988:]. The Fairview Grange also sponsored social events like ice cream socials, candy pulls, and small fairs, to raise money for various local causes.

Other local civic organizations included the Push Club, who supervised the construction of sidewalks, and the Civic Improvement Association, which held fundraising dinners to benefit local projects. Small artisan groups sponsored dance and performed plays for the local population, often to raise money for citizens facing economic hardship[Rees 1988:49].

With the increase in local social and political organization activity by citizens in the Fairview area, interest in incorporation spread. In February of 1908, citizens presented a petition seeking incorporation to Multnomah County. After receiving a favorable response from the county, the citizens of the Fairview area voted overwhelmingly to incorporate. Fairview formally incorporated on May 14, 1908. The first city officers were mayor George E. Shaver, treasurer Alvin T. Axtel, recorder William Butler, and marshal J. H. Schram. Charles E. Cree, Daniel S. Dunbar, William Ellison and Grant Shaw served as aldermen [FRWHS 1989: 3].

In the first years after incorporation, civic improvements were many. On August 30, 1912, Frank D. Axtel was awarded a contract to build a city hall. Dedicated on December 23, 1912, the two-story structure, located on Block 7 near the intersection of Cedar Street and Fairview Avenue, included a Post Office, General Store, City Offices, and a second floor hall used for dances and other community functions. Total cost was \$2500[Anonymous 1924: 2, FRWHS 1989: 3]. Also in 1912 city streets were plowed and graded, electricity came to town with most houses and businesses connecting to the system, and street lights were installed[Stone 1991a].

During the early 20th century, Fairview began to feel the effects of large scale European emigration. Immigrants arriving in the United States after the turn of the century were often from southern Europe, which was not previously the case. Other immigrants ventured across the Pacific from Japan and settled on the west coast. Both of these trends are reflected in the 1910 census for Fairview, as immigrants from both places appear for the first time.

Comparing population with previous enumerations is difficult, as Fairview, with incorporation in 1907, was listed separately in 1910 from the old "Fairview Precinct" on the 1900 census. Listed here are the counts for the City of Fairview, followed by the surrounding unincorporated area, which approximates the Greater Fairview area covered by the 1900 census.

Table 9
City of Fairview Population Origin, 1910
(percentages rounded)

<u>US Born:</u>			<u>Foreign Born:</u>		
	178	87%	28	13%	
Oregon	67	32%	Canada	8	4%
Wisconsin	22	11%	Switzerland	6	3%

Washington	14	7%	Germany	5	2%
Missouri	13	6%	England	5	2%
Minnesota	8	4%	Norway	3	1%
Ohio	8	4%	Ireland	1	--
Kansas	6	3%	At Sea	1	--
Michigan	5	2%			
Pennsylvania	5	2%			
Idaho	4	2%			
Illinois	4	2%			
Vermont	3	1%			
Nebraska	3	1%			
16 Others	19	9%			

[US Bureau of the Census 1910]

The 208 Fairview residents in 1910 hailed from 30 different states and 6 foreign countries. Foreign born population inside the city limits was 13%, a small decrease from 1900. The reason for this decrease relates to incorporation's affect on the census process. Very little, if any agricultural land was included in the early city limits of Fairview, which largely coincided with the townsite platted by Hannah Smith in 1889. Many of the foreign born citizens of the area lived on farms, so they are not included on the census rolls of the new city. A listing of national origin and birthplaces for the greater Fairview area follows.

Table 10
Greater Fairview Population Origin, 1910
(outside city limits, percentages rounded)

<u>US Born</u>	<u>158</u>	<u>75%</u>	<u>Foreign Born</u>	<u>53</u>	<u>25%</u>
Oregon	76	36%	Japan	21	10%
Wisconsin	13	6%	Italy	10	5%
Iowa	10	5%	Ireland	5	2%
California	6	3%	Switzerland	5	2%
Ohio	5	2%	Canada	4	1%
Nebraska	5	2%	England	3	1%
Michigan	5	2%	Scotland	2	--
New York	4	2%	Sweden	2	--
Missouri	4	2%	Norway	1	--
Kansas	3	1%	Germany	1	--
Tennessee	3	1%			
Colorado	3	1%			
Indiana	3	1%			
Washington	3	1%			
Pennsylvania	3	1%			
11 Others	15	7%			

[US Bureau of the Census 1910]

The agricultural nature of the areas surrounding Fairview must have been a greater draw for foreign born individuals, as they settled in these areas in far greater numbers. A full 25% of the residents of Greater Fairview were foreign born in 1910, as opposed to only 13% in town.

In 1910, the number of occupations listed in the census continued to grow. Within the city limits, 23 occupations are listed by the 77 employed individuals, and women were employed for the first time in significant numbers. Outside the city, 19 occupations were listed by the 105 employed people.

Table 11
Fairview Area Occupations, 1910
(percentages rounded)

City of Fairview			Greater Fairview		
Laborer	16	21%	Farmer	25	24%
Carpenter	10	13%	Farm Laborer	21	20%
RR worker	7	9%	Gardener	14	13%
Farmer	6	8%	Laborer	8	8%
Merchant	4	5%	Dairyman	7	7%
Retired	4	5%	Retired	4	4%
Dairy Labor	3	4%	Dairy Laborer	3	3%
Housekeeper	4	5%	Carpenter	3	3%
Dressmaker	3	4%	RR Teamster	3	3%
Teacher	2	3%	Housekeeper	3	3%
Cook	2	3%	Salesman	2	2%
Clergy	2	3%	Butcher	1	1%
Cheesemaker	2	3%	Ranch Manager	1	1%
Fisherman	2	3%	Lightkeeper	1	1%
10 Others	10	13%	3 Others	3	3%

[US Bureau of the Census 1910]

Occupations in both the City of Fairview and the surrounding area were of great variety by 1910. The railroad employed several skilled workers, and others found work as carpenters and contractors. Some of the other occupations held by individuals in the City were nurse, newspaper reporter, mail carrier, postmaster, electrician and surveyor. The City now sported an emerging small class of professionals who made their home in the new city and were greatly involved in city affairs. Among the first city officials in 1908 were Ellison, the railroad station agent, Shaw, a merchant, Cree, a contractor, and Schram, a mailcarrier. Other occupations were limited to individuals from certain ethnic backgrounds. Of the 14 gardeners living outside Fairview in 1910, 12 were Japanese and 2 were Italian.

Greater Fairview was still agriculturally based in 1913. However, it is clear that some individuals travelled by foot, horse, car or interurban either to the City of Fairview or to surrounding communities to work. Within the city limits, the new government was stretching its wings and working to improve the quality of life in Fairview. Said one resident in 1912, reflecting on the year marked by construction of the new city hall and the arrival of electricity, "Best and most important of all, the town has been kept pure and clean morally"[Anonymous 1912:2].

1914-1941: The Motor Age

The rise of the automobile in the early twentieth century held some of the largest changes for the Pacific Northwest in general and for Fairview in particular. Growing reliance the automobile for personalized transportation and recreation necessitated the construction of highways and roads. Previously, many roads were little more than dirt or planked wagon roads which became impassable mud bogs in the rainy months and were unsuited to the higher operating speeds of automobiles. In the spirit of the great crusades of the Progressive Era, citizens nationwide and in Oregon formed the Good Roads Association in 1902 to lobby for a network of improved, all-season roads and highways [Dicken 1979: 134].

When roads were built, they were largely the responsibility of county government. The State Highway Commission, created in 1913, organized the state's first highway project, the Columbia River Highway. Begun in 1913 and completed in 1915, the highway ran out Baseline Road (Stark) one mile south of Fairview, across the Sandy River and through the Gorge to The Dalles. Samuel Lancaster's sensitive and innovative design made the highway an aesthetic and technological triumph, as well as a significant transportation corridor.

The Multnomah County Road Department, formed in 1914 and headed by John B. Yeon, one of the highway's backers, set about building and improving county roads. Prior to the creation of the county road department, local teams and graders were, such as Cedric Stone's, were employed grading streets and roads [Stone 1991a]. Sandy Road connected Fairview and Troutdale to Portland and was chosen as an early project for grading by the road department. County grading of Sandy Road created problems for Fairview by lowering the level of the road, steepening Fairview Avenue's already treacherous descent over the Union Pacific tracks down the hill to Sandy Road. The county regraded Fairview Avenue and made an underpass beneath the tracks in order to improve the intersection's safety. [Stone 1971: 11].

The 1916 Federal Aid Act was a watershed for road and highway construction in Oregon. With federal matching funds, the newly-reorganized State Highway Commission set about creating a network of state highways. Highway 2 or the Columbia River Highway, was on the 1917 priority list for improvement and new construction [Dicken 1979: 140]. Over the next few years and into the 1920s, the highway was improved and followed the alignment of Sandy Road through Troutdale, where it crossed the Sandy. From there, it went south, connecting with the scenic highway designed by Lancaster and followed that alignment through the gorge, past The Dalles, across the plateau and the Blue Mountains to Ontario. By the 1930s, Highway 2 became U.S. 30, connecting Astoria, Oregon, and Atlantic City, New Jersey and forming one of the main East-West transcontinental highway routes [Dicken 1979: 140-141].

The development of Sandy Road and its eventual conversion to a link in the new federal highway system brought changes to Fairview. The highway brought travelers through the area, creating demand for John H. Peterson's Fairview Service Station and L.A. Wilson's Blue Lake Service Station at the corner of Sandy Road and Fairview Avenue [Stone 1928: 6; Stone 1991a]. The ease of automobile travel made possible by the new roads and highways spawned new supporting businesses such as garages and filling stations throughout the region. It also improved trucking as a transportation alternative, and increased recreational options.

Rise in automobile travel was accompanied by decline in rail travel. The Oregon Water Power Railway Company's electric interurban line which revolutionized the area's transportation system two decades earlier, was out of business by 1927. With the interurban's passing, the rail alignment was quickly converted by the county in the summer of 1928 into Halsey Road, which was graded and improved for automobile travel [Stone 1928: 6; Metsker 1936].

Fairview enjoyed a small commercial and manufacturing boom during the Motor Age. Sun Dial Ranch continued to operate its mill and farm supply store until the 1930s, the Pein Box Company produced wooden crates for shipment of produce, and railroad ties were produced locally and shipped by rail from Fairview to The Dalles, where they were treated with preservatives. Transshipment of produce, feed, hay, coal, and other products at Fairview served several communities in the local countryside [Moller 1983: 76; Stone 1928: 6]

Agriculture continued to be a significant economic force in the area. World War I, between 1914 and 1918 stimulated the agricultural economy, and prices rose for beef, dairy products, fruits, vegetables, and field crops produced locally. Transportation was aided by the development of the refrigerated boxcar. The war spurred growth in Portland's urban population as the city's busy shipyards required more workers. Markets declined after the war, but Portland's growing population helped sustain the local agricultural sector through the 1920s. Local truck farms and gardens worked by Japanese immigrants produced a variety of crops including potatoes, parsnips, carrots, cabbage, cauliflower, and celery [Moller 1983: 74-75].

Beef cattle and pig production also continued on the Sun Dial Ranch northeast of Fairview. A local dairy industry producing milk, cream, and cheese was well established [Stone 1971:8]. Jacob Luscher's sons Jack, Rudolph, and Julius ("Babe") managed the family's Fairview Holstein Farm, a large and modern operation on Sandy Road, which employed four to five year-round employees and several more seasonals caring for crops and livestock. Their large complex included a barn and dairy building, constructed in 1929 and incorporating the latest dairy technologies, including a 30,000 gallon milk tank [Davies 1929: 4].

McGill and Son Nursery Company, which controlled large land holdings south of Fairview near Glisan Road, raised nursery stock for shipment to regional and national markets. In the 1930s, the company erected a large warehouse north of the railroad tracks in Fairview, near Fourth Street, to provide a loading facility for their products [Moller 1992; Shaw 1992; Stone 1991b].

A contribution of money from deceased Patrons of Husbandry member Frank Albers, in 1927 enabled the Fairview Grange #344 to construct a new Grange Hall at 300 Harrison Street. The Grange, which had been an important force in the life of the community, was better able to serve the community with its own facility as a location for meetings, socials, lectures, dances, and card parties throughout the historic period [Moller 1983: 75; Stone 1991].

The community's public works infrastructure also saw development in the 1920s. Gas service for heating and cooking arrived in 1925, when Portland Gas and Coke Company extended main lines into Fairview [Moller 1983: 86]. Private wells, which had supplied water for the community were replaced by a municipal water system in 1927, after the passage of a bond levy [Rees 1988: 31]. Dikes were built along the Columbia River to protect the bottomlands from annual flooding [Metsker 1936; Moller 1983: 86]. In 1925,

a modern brick school building, financed by a district-wide bond levy, replaced the 1890s facility [Moller 1983: 61].

Recreation for the community was developed by Nick Welsh, who built a dance hall, bath house, boat house, and picnic ground on the north shore of Blue Lake [Stone 1971: 15]. Simultaneous real estate speculation on the ridge between Blue Lake and Fairview Lake resulted in the sale of Fairview Country Club Tracts, which soon sprouted summer cottages [Metsker 1936].

The Great Depression following the stock market crash of 1929 caused agricultural prices to plummet. Agricultural production for markets was diminished, but there was a substantial increase in subsistence farming and gardening. The New Deal policies of President Franklin Roosevelt dealt with overproduction and low prices by creating a system of agricultural subsidies and farmer education under the Agricultural Adjustment Administration. Increased governmental involvement in agricultural markets helped stabilize prices, but the agricultural sector still suffered painfully from worldwide depression. Alternative crops were encouraged by federal agricultural programs and berries became a popular and profitable new crop in Fairview during the early 1930s. Strawberries, boysenberries, blackberries, and raspberries were raised [Stone 1971: 14].

New Deal public works programs provided jobs in the Northwest and helped develop the region's natural resources. Construction of Bonneville Dam, the first of several federal multiple-use projects in the Columbia Basin, improved navigation, provided flood control, and generated hydro-electric power. Fairview citizens were employed on the project during its construction between 1933 and 1938 [Stone 1991a]. The 1930s boom in U.S. Forest Service investment and its administration of Civilian Conservation Corps units provided employment opportunities on the nearby Mt. Hood National Forest [Stone 1991a]. The myriad of "alphabet soup" programs such as the Works Progress Administration were also likely employers for Fairview residents in need of relief. In 1933, local workers were hired by the Civil Works Administration to re-gravel all the streets in the city [Anonymous 1933: 2]. In 1935, WPA laborers working for the Multnomah County Road Department constructed stonework retaining walls along the sides of the Fairview Avenue underpass [Azar 1992; Moller 1992].

While the New Deal programs helped alleviate some of the stresses brought on by the Depression, economic problems failed to subside until the early 1940s. Following the United States' entry into World War II in December 1941, unprecedented mobilization of national resources to prosecute the war stimulated industrial and agricultural production in the Northwest and nationwide. The armed forces, shipyards, airplane factories, food processing plants, and aluminum mills generated huge demand for labor, causing employment to surge. Fairview and the Northwest were poised to turn the corner on depression as the historic period closed.

Events and trends of the Motor Age set the stage for profound local, regional, and national changes during World War II and the post-war period. At the close of the historic period, Fairview had services to support greater residential development and population that had increased by one-third, from 204 in 1910, to 305 in 1940 [Bureau of Municipal Research and Service 1958: 8]. The availability of work in the urban areas and the ease of individual transportation by automobile coupled to lay the groundwork for a fundamental change in the character of the Fairview community. Following the Second World War, the city became more of a bedroom commuter community, with residents residing in Fairview, but working and shopping in nearby cities.

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SECTION II: IDENTIFICATION

This section relates to the identification of cultural resources by theme and resource type. The statement on methodology outlines the approach taken by the consultants in carrying out the survey of cultural resources in the Fairview Planning Area.

METHODOLOGY

The City of Fairview Cultural Resource Inventory and Statement of Historic Context was prepared by Douglas W. Dodd and Peter J. Edwards of Columbia Historical Research, a Portland-based historic preservation planning consulting firm. The helpful members of the City staff provided support.

Phase I of the project began in January 1991 and was completed on August 31, 1991. The reconnaissance-level survey and inventory of cultural resources entailed: (1) literature search and investigation of existing materials, (2) field survey and inventory of properties, (3) preparation of inventory forms and report. Volunteers from the Fairview-Rockwood-Wilkes Historical Society and long-time Fairview residents provided documents, photographs and information through oral history interviews.

Phase II was completed between January and August 1992. It entailed an intensive-level inventory of properties identified in Phase I. Local informants were consulted for supplementary information.

Literature Search and Statement of Historic Context Statement

The project began by reviewing all existing materials pertaining to the historical development of the community. Knowledgeable individuals were identified and contacted for oral history interviews. A draft historic context statement was prepared and forwarded to the State Historic Preservation Office for review. The context statement was used in predicting the types of resources that would be encountered in the survey, and places those resources into the context of the historical development of the local area and the Pacific Northwest.

A public meeting was held in February 1991 to inform the community of the project and to solicit local sources of information. A second meeting, held with the Fairview-Rockwood-Wilkes Historical Society in May of 1991, provided an update of the project and copies of the draft historic context statement were circulated for review and comment. Information about the project was included in the City's annual report, sent to the residents of Fairview.

Survey and Inventory

Field survey and inventory of cultural resources was carried out within the City of Fairview Planning Area. All streets and roads in the planning area were driven and/or walked by the consultants to identify properties for the inventory. Each identified property was surveyed and 120 resources were documented on historic resource survey forms. Recorded on the forms was information relating to the property's location, ownership, date of construction, and a physical and architectural description. Black and white photographs and color slides were made of each inventoried property. Negatives and slides were recorded and site maps

were made. Properties which were less than 50 years old or which did not retain a minimum of integrity were not surveyed. Minor alterations did not disqualify properties from the inventory.

Survey forms were completed for each identified property. These forms include the architectural and other information described above as well as the property's historical and present use, and historical and common name (if known). Each form also gives the negative and slide number for each property. A black and white print, a site map, and a vicinity map have been attached to each form.

The project initially anticipated approximately 100 historic properties in the Fairview Planning Area, based on a 1989 Fairview-Rockwood-Wilkes Historical Society report. The consultants identified and documented 120 historic resources.

Final Report

Survey inventory forms, statements and evaluations of historical significance, and recommendations for treatment and future preservation planning, along with the historic context statement and the identification section comprise the final report for this project.

Properties with a good degree of historical integrity were surveyed on the intensive level. Research in the historical literature and occasionally a title search or oral history interview was undertaken to collect historical data about the property.

PREVIOUS SURVEYS

The 1991 Level 1 inventory and historic context conducted by Columbia Historical Research is the first professional cultural resources inventory conducted in the Fairview Planning Area. In 1989, the Fairview-Rockwood-Wilkes Historical Society conducted an volunteer survey which incorporated vignettes of town history and the addresses and dates of construction for several properties. The scope of the report did not include all of the planning area. Excluded were NE Interlachen Lane, NE 201st Avenue, and NE 205th Avenue. Several properties identified in the 1989 report have since been razed and are not included in the 1991 inventory.

Archaeological resources have been identified at Blue Lake County Park and along the Columbia River within the Fairview Planning area. Investigations at site 35MU38 and survey of the Chinook Landing County Park indicate Native American occupation and use of the area.

RESOURCE TYPES

The 120 cultural resources identified fall into five broad theme groups: Agriculture, Transportation and Communication, Commerce and Urban Development, Government, and Culture. Within each broad theme group are several sub-themes and resource types.

1. Agriculture

Agricultural resources of the Stock Raising sub-theme constitute 6 identified properties, accounting for 5% of the total cultural resources in the planning area. Agriculture has been a major economic and social force in the development of the community from settlement in the 1840s to the 1970s. While much land north of Sandy Road is still involved in agricultural production, suburban sprawl has swallowed most of the farms in the surrounding countryside.

The bottom lands of the Columbia river were well-suited for use as pasture for livestock. The Sun Dial Ranch, which had its headquarters in Fairview, and several dairy farms took advantage of these lush and well-watered flats in the early twentieth century. Luscher and Sons' Fairview Holstein Farm complex on Sandy Road, despite its deteriorated condition, is the largest and most complete ensemble of agricultural structures in the planning area. A long, large, rectangular cow barn with a bellcast gambrel roof, a gambrel-roofed dairy building, machine sheds, housing for workers, and the proprietor's large farmhouse across the road, remain on the site of the farm.

Several houses in the inventory were once part of farm complexes which are no longer extant. These properties have been recorded under the sub-theme 19th- or 20th-Century Architecture, rather than agriculture, for there is little that remains to tie them to their agricultural roots. Some of these resources appear on the inventory as associated structures to currently non-agricultural properties.

One property, the Archibald McGill and Son Nursery Company warehouse on Fourth Street north of the railroad track, is associated with the agriculture theme, under the sub-theme of horticulture. It constitutes 0.8% of the city's resources. The large warehouse is largely intact. The rectangular, truss arch-roofed, hollow clay tile structure stored nursery stock in preparation for shipment by rail to national markets. Two large sliding doors opened to waiting boxcars on a rail siding which has been removed. A truck loading dock on the west elevation, and expansion on the east elevation in the 1970s altered the structure. A storage locker company has moved in and divided the interior space. However the

building retains much of its character from the exterior and the heavy wooden beams and posts which support the roof can still be seen on the interior.

2. Transportation and Communication

Three sites (2.5% of total cultural resources) representing the Land Travel sub-theme are components of linear resources related to transportation.

Fairview's connection to transportation networks was important in its development. Early settlers first relied on the navigable Columbia River, then on the 1855 Sandy-Barr Road to transport crops and products to and from population centers. In 1883, the Oregon Short Line was completed, providing transcontinental rail service through the Fairview area. Later, an interurban railway and graded and paved county roads provided more individualized and flexible connections.

The alignment of the Oregon Water & Power Company's electric interurban railway line, which connected Troutdale and Portland via Fairview between 1907 and 1927 remains, converted to NE 201st Avenue, Wistful Vista Street, and NE Halsey Street. Although the tracks have long since been removed, unpaved Wistful Vista and an undeveloped section of the alignment to the east between the end of Wistful Vista and Halsey, reveal the borrow pits and earth fills used to construct the interurban's alignment.

A concrete-girder (or T-beam) railroad bridge over NE 223rd Avenue (Fairview Avenue) and the underpass beneath the railroad tracks date from the 1915. The newly-formed Multnomah County Road Department cut an underpass for the road below the railroad line to eliminate a dangerous railroad crossing. The bridge is constructed of steel and reinforced concrete. In 1935, WPA workers employed by Multnomah County constructed a retaining wall of cut basalt stone, and a stone stairway re-connects NE 223rd Avenue with Depot street, which after the underpass' construction was left dangling several feet above the new street level. Both resources are intact and still in use. The underpass retaining wall and stairway illustrates the high degree of craftsmanship which was employed in WPA projects

3. Commerce and Urban Development

Five resources (4.1% of total) represent the Commercial sub-theme in Fairview.

The layout of the 1889 Fairview townsite plat was influenced by the railroad. Rather than following the north-south orientation of the surveyed grid, the town's streets parallel the railroad tracks. Depot and Curve Streets, near the tracks, were the commercial core of the town. Located here were transshipment facilities for agricultural produce, lumber, and railroad ties. A grain mill with a feed and farm supply store, which are no longer extant, was built as part of the Sun Dial Ranch operation between 1905 and 1912. The Pein Box Company also produced wooden produce crates at that location in the 1930s.

Wooden buildings served the early commercial needs of the town. Any remaining structures on Curve Street were lost in the construction of Interstate 84 in the late 1940s. Benecke's general merchandise store at 15 Depot Street and the Hunter Hotel at 5 Depot Street were dramatically altered in the historic period and converted to residences. Snover's grocery store at 55 Depot has also become a home.

At 2003 NE 223rd was the store and confectionary of O. F. Cady, converted in 1937 by Cady into apartments. The neighboring shop (2001 NE 223rd) of T.W. Leighton, a blacksmith, was attached to Cady's store in 1937 as part of the apartments.

4. Government

In the sub-theme Local Government, Fairview has one resource, comprising 0.8% of the total cultural resources in the planning area.

The Fairview City Jail, located on the grounds where the first Fairview City Hall once stood at NE 223rd Avenue and Cedar Street. The City Hall lot as become Ne-cha-co-kee Park, with the jail as a major feature. The jail, a squat concrete building with three small, barred windows and a barred door under a larger iron door, was built in 1915. The jail was very rarely used for its constructed purpose, and largely served as a cool storage place for soda pop and other items sold at the grocery store located in the lower floor of the old city hall.

5. Culture

The Culture theme is represented by 109 resources from 4 sub-themes, representing 90.1% of the planning area's total cultural resources.

Cultural sub-themes in Fairview are Architecture, Religion, Education, and Social. These structures were built between 1869 and 1941 and represent informally designed vernacular styles and several structures of identifiable style, including a handful of architect-designed structures.

a. Architecture

Architecture is the best-represented sub-theme, with 98 entries, or 81.6% of the total number of resources in the category. It is also the largest group overall. The sub-theme is further divided into 19th- and 20th-century groups. There are 14 examples of 19th-century architecture, and 84 examples of 20th-century architecture.

These buildings, mostly single-family residences, were constructed between 1889 and 1941, most of them being constructed in the 20th century. For the most part, 19th-century houses were built within the original townsite and along NE 223rd Avenue. Twentieth-century structures occur evenly in the townsite and the surrounding area.

Vernacular style, representing 23% or 28 of the resources in the Fairview planning area, reflects the modest means of Fairview's residents. Vernacular homes are characteristically one- or one-and-one-half-story structures of wood frame construction with a rectangular, "L", or "T" shape. They have gable or hipped roofs, wood sash windows, are clad with shiplap or clapboard, and often have shed- or hipped-roof porches and additions. Decorative details are sparse. Many of the earliest houses in Fairview were vernacular. Good examples include the Fuller House at 440 Cedar Street and the Wilcox House at 550 Cedar Street.

The other prominent 19th-century style is the Western Farmhouse, a popular style closely related to vernacular. Western farmhouses appeared throughout the trans-Mississippi West between 1870 and 1920. The examples in Fairview date from the 1890s. Western Farmhouses are characterized by two stories with a gable roof, intersecting as a "T" or

"L." They, too, are usually clad in shiplap or clapboard and fenestrated with double-hung sash windows, often one-over-one. The 1892 E.E. Heslin house at 60 Main Street, although somewhat deteriorated, is the best expression of the style in Fairview. Ironically, years of neglect have preserved the integrity of the historic structure, which still stands on its post-and-beam foundations and is serviced by the original wiring. Only the temporary porch on the rear elevation is a non-historic intrusion. The 1897 William Brooks house at 35 Third Street is another fine example.

The Italianate style, is characterized by a hipped roof, eave brackets, vertical windows, and a rectangular plan. Italianate was a romanticized style based on Italian villas, and was popular between 1850 and 1900. The Jonas house (1890) at 105 Bridge Street is simple version of the style. The Loser house (1890) at 60 Depot Street was a good example, but was diminished by extensive exterior alterations in 1992.

The Queen Anne Style was an eclectic style popular between 1876 and 1900. High-style example feature asymmetrical plans, complex roof lines, turrets, a variety of ornaments including imbricated shingles, spindlework, and stained-glass windows. Only simple Queen Anne cottages and Western Farmhouses ornamented in the Queen Anne Style are present in Fairview. The Daniel S. Dunbar House at 2425 NE 223rd is the best example of the Queen Anne Cottage, and the Smith Memorial Presbyterian Church Manse at 200 Main Street is an example of a Western Farmhouse with Queen Anne ornamentation.

The Classical Box stylistically bridged the 19th and 20th centuries, enjoying regional popularity between 1890 and 1915. It accounts for 1 property or 0.8% of the surveyed properties. Classical Boxes were square or sometimes rectangular two-story masses with hipped roofs. The roofs were generally pierced by one or more dormers and had decorative eave brackets. Porches or verandahs were often present on the front elevation, their roofs supported by posts or classical columns. The sole example is railroad executive H.J. Stirling's country house, Eastirling, at 1930 NE 201st Avenue (1923). This house has a large garage in the same style, a porch, and porte-cochere supported by Tuscan columns. It is a fine example of the style.

Of the 20th-century styles in Fairview, the Craftsman/Bungalow form is the most dominant, accounting for a full 35% or 42 structures. Residential bungalows began appearing in the Northwest circa 1905 and were square or rectangular one-and-one-half-story buildings with wide gabled roofs and overhanging eaves. Dormers on the front or side elevations and wide porches supported by heavy square porch posts, often set upon piers, were other stylistic elements. Cladding was often clapboard or wood shingles and decorative features included bargeboards, exposed rafters and purlins, diagonal braces, and windows which featured one large pane surmounted by a row of several smaller panes. Doors were often massive with interesting windows and detailing. The Charles E. Cree house (1911) at 155 Harrison, the William Morrison house (1915) at 1919 NE 223rd Avenue, and the A.R. Fisher House at 20575 NE Sandy Road are fine examples of large Bungalows.

Smaller houses which were little more than box-shaped dwellings with a few applied Craftsman-style ornaments were known as "builder bungalows." They were widely available between 1905 and 1940 and could be ordered from catalogs or from the builder. Good examples of the builder bungalow tradition are the Charles Buckner House at 210 Harrison Street and the Richard "Babe" Anderson House at 610 Main Street

Picturesque styles were popular in the Northwest between 1910 and 1935, and several of those styles, the Norman Farmhouse, English Cottage, Cape Cod Colonial, and Dutch Colonial appear in Fairview. The Norman Farmhouse is inspired by the rural vernacular

architecture of France and accounts for three structures or 2.5% of the total. Norman Farmhouses have steeply gabled roofs, irregular massing, and round-arched windows and doors. Tall chimneys are also dominant features. The best example of the Norman Farmhouse in Fairview is the Melvin K. Moller house (1935) at 240 Harrison Street. A rather unusual example, with a very steeply-pitched garage roof is in the Fairview Country Club Tracts at 21407 NE Interlachen Lane (1932).

The English Cottage also featured steep gables. These houses often employed hip-on-gable roofs, narrow sash and casement windows, brick, and half timbers. 1600 and 1819 NE 205th Avenue are marginal examples of the style.

Large, architect-designed Arts and Crafts style houses were popular among wealthy Oregonians. The Osburn House at 220 NE 205th Avenue (1929) is an outstanding example of the style, with its elaborate wood- and stone-work. Its sprawling nature-loving plan and landscape also are trademarks of the style. The B.E. Davis House at 2246 NE 205th Avenue (1935) is an excellent example of the influence of the English vernacular building tradition on the Arts and Crafts movement.

The Cape Cod Colonial, accounting for 2 properties and 1.6% of the total cultural resources in Fairview, pays homage to the early American homes of Massachusetts. They are single-story homes of rectangular plan, with a gable roof. The placement of the entrance and fenestration is highly symmetrical; the door is in the center of the front elevation, flanked by multiple-lite double-hung sash windows. The examples in Fairview are quite small, and owners have later added wings or extensions to increase living space. The houses at 1801 NE 205th and 505 Bridge Street are fair examples.

Another colonial style, the Dutch Colonial, is a reinterpretation of early American East Coast Dutch architecture. These houses are most significantly distinguished by their use of the gambrel roof, which occasionally has dormers. Cladding is generally clapboard, but other materials may be used. The only example in Fairview is at 21201 NE Interlachen Lane (1938), a cottage in the Fairview Country Club Tracts. This property accounts for 0.8% of the community's cultural resources.

b. Religion

Fairview has three resources of this sub-theme, representing 2.5% of the total cultural resources. The Fairview Methodist Church, organized in 1853, built this place of worship in 1869 near the railroad tracks on the east side of NE 223rd Avenue (then Duck Lane). The building was moved to 240 Main Street, circa 1919, and remodeled in the bungalow style by E.G. McGaw. Alterations changed the roof lines and fenestration, and added a porch to the front elevation. The vernacular building has a rectangular plan and is clad in clapboards.

The Smith Memorial Presbyterian Church, 2410 NE 223rd, a side-steepled vernacular church building was built in 1890. The congregation has altered and added to the church several times, diminishing its historic character. The original steeple was replaced with a shorter and less ornate bell tower due to storm damage in 1943. Still, the original part of the church remains on its historic post-and-beam foundations, and the interior retains the character of a 1930s remodeling effort. The Smith Church Manse, 200 Main Street, is also included under the sub-theme Religion.

c. Education

One structure represents the Education sub-theme in Fairview, constituting 0.8% of the total cultural resources.

The handsome brick Fairview elementary school at 225 Main Street is a large Spanish Revival structure built in 1925 to replace the aging and inadequate 1890 schoolhouse which occupied the same site, donated by city founder and benefactor Hannah Smith. The entrance is marked by an arch set beneath a brick gable and a pent roof, once covered with red clay tile, serves to disguise the flat roof. The old auditorium, now a library, forms a "T" off the center of the rear elevation. The modern additions, including two wings and a gymnasium were added in the 1940s when an influx of war-effort workers created the need for a larger facility. Glass brick lights are set over the doors and large glass and aluminum windows light the classrooms. The school's interior has been recently renovated.

d. Social

Fairview has one resource of the Social sub-theme, representing 0.8% of the total resources in the Fairview Planning Area.

The meeting hall of the Patrons of Husbandry Fairview Grange #344 was constructed in the Craftsman/Bungalow style in 1927. The large, rectangular building with its gable roof and shed-roofed rear extension sits at 300 Harrison Street. It is clad in clapboard and is fenestrated by pairs of four-over-four double-hung sash windows. Bargeboards, overhanging eaves, and exposed purlins with diagonal braces point illustrate the bungalow style. The Grange abandoned the hall in the 1960s and the city later made the structure into city hall following the demolition of the 1912 city hall building in the early 1970s. The building retains a great deal of its integrity, especially on the exterior, where only double glass entry doors and a new door to the basement are visible changes.

DISTRIBUTION PATTERNS OF RESOURCES

The platted areas within the planning area were: the original Fairview townsite, Shae's East Fairview addition, Osburn Park Tracts, and Fairview Country Club Tracts.

1. Fairview Townsite

The original townsite of Fairview, platted by Hannah Stone Smith in 1889, consisted of 29 blocks bounded by NE 223rd Avenue (then Duck Lane) on the east, Seventh Street on the west, the O.R.W. & N Railroad tracts on the north, and Lincoln Street on the South. The town plat deviated from the traditional north-south-east-west grid, which characterized most surveying in the region, and was oriented parallel to the railroad tracks. Most blocks had 12 lots 50 feet wide and 150 feet long. An alley, 20 feet wide, ran east-west down the middle of each block. Two streets took their names from the railroad: Curve Street was named for its proximity to the O.W.R. & N. tracks, Depot Street for the O.R.W. & N. depot that sat on the north side of the street near Second Street. Two streets were named for U.S. presidents, Abraham Lincoln and Benjamin Harrison (President at the time the townsite was platted). Cedar Street was reportedly named for the large cedar that stood at 640 Cedar Street. The railroad's depot facilities and transshipment operations took place on the large depot grounds on Depot Street between First and Fifth. Nothing remains of those structures.

There are 64 properties inventoried within the original townsite. 52 are residences of 19th- or 20th-Century Architecture, two Religious structures, one Educational facility, one Social hall, 5 structures associated with Commercial activity, and one Governmental building. The oldest building dates from 1869, but was moved into the townsite circa 1919. The oldest structure built in the townsite dates from 1889. The most recent structure inventoried dates from 1941, the National Register's temporal cut-off of fifty years from the present.

Remaining resources related to Commerce are clustered around the east end of Depot Street and along NE 223rd Avenue. Residential structures of various ages are scattered throughout the blocks of the original townsite. Alterations of various degrees have been undertaken on most properties. All the former commercial buildings are now residences, and they retain little integrity as such. There is significant in-fill from the 1940s through the present, including small postwar boxes, 1970s Ranch style, and the "New Traditional" of the 1980s and 1990s. Many historic resources have been destroyed by unsympathetic alteration, but demolition and replacement is also a growing threat, as land values increase relative to the value of the improvements.

2. Shae's East Fairview Addition

Shae's East Fairview was platted in 1891 and runs east to west along Bridge Street, named for the small bridge which crossed Fairview Creek. Structures range in age from 1890 to 1941. Shae's East Fairview was agricultural land prior to platting, and some farms might have remained, but all structures on it at present are residential dwellings: three Craftsman/Bungalows and one Vernacular.

3. Osburn Park Tracts

The Osburn Park Tracts were platted in 1907 along what is now NE 205th Avenue, west of the Fairview townsite. Two large, architect-designed Arts and Crafts style homes are located here and both are in excellent condition. The addition enjoys large lots and a quiet residential setting, despite the proximity of the interstate freeway. "New Traditional" homes are encroaching on the area, but are unlikely to affect the inventoried properties, due to their value. Adjacent but outside the addition, modest homes lie to the south along NE 205th, and represent Craftsman/Bungalow, Cape Cod Colonial and English Cottage dwellings from the early 20th century. Most have been substantially altered.

4. Fairview Country Club Tracts

Following the development of recreational facilities at Blue Lake in 1927, the speculative Fairview Country Club Tracts were platted along the ridge separating Blue Lake and Fairview Lake in 1930. These lots were to attract summer cottages, which soon began sprouting on the ridge. Today, seven residential resources of 20th-Century Architecture remain in the area known as Interlachen: five Bungalows, one Dutch Colonial, and one Norman Farmhouse. The lots are located along a narrow, tree-lined drive and all properties have access to one of the lakes. Although the Fairview Country Club Tracts are within the Fairview Planning Area, they have not been annexed. Some of the houses have been altered. The largest threat to historic resources in Interlachen comes from the high values of land and the low value of the structures. Many have been razed and larger, more expensive homes built in their place. The trend is likely to continue.

5. Outlying Areas

a. NE Halsey Street

NE Halsey Street runs east to west, roughly through the center of the planning area. Residential resources of 20th-Century Architecture include five vernacular style houses and three bungalows. The structures are on both sides of the road, clustered between NE 223rd Avenue and NE 205th Avenue. Most have been significantly altered and/or are in poor repair.

b. NE 223rd Avenue (Fairview Avenue)

NE 223rd Avenue runs north-to south almost the complete length of the planning area from NE Marine Drive in the north to NE Glisan Street in the south. Formerly Duck Lane, the alignment follows that of the oldest road in the planning area, constructed prior to 1855. With the exception of one Vernacular structure at 4101 NE 223rd, all identified resources lie between NE Halsey Street and the Union Pacific Railroad tracks. There is a mix of three Commercial resources, one Government resource, and four residences (three 20th-Century, one 19th-Century). The 1915 underpass (with 1935 WPA stonework) and concrete girder (or T-Beam) railroad bridge on 223rd between the townsite and NE Sandy Boulevard. The road parallels and crosses Fairview Creek for much of its length through the planning area.

c. NE Sandy Boulevard

Part of the Columbia River Gorge Highway and U.S. 30, Sandy Boulevard was a major thoroughfare connecting Fairview via surface roads with Portland and the rest of the nation. Along its east-west stretch through the Fairview Planning Area, it is lined by historic resources including eight 20th-Century Architecture residences, nine agricultural structures affiliated with Jacob Luscher and Sons Fairview Holstein Farm complex, and one Commercial structure, the former Peterson's Fairview Service Station at the intersection with NE 223rd Avenue.

The Luscher Farm complex is the Planning Area's major historical resource related to agriculture. The complex includes pastures, a large cow barn, a dairy barn, two equipment sheds, several workers' residences, a larger residence, and Jacob Luscher's farmhouse, a large and unusual home which is inspired by the dairyman's native Switzerland. It is constructed of brick and stucco, with a hip-on-gable roof. Eave brackets and a curvilinear pediment provide decorative flourishes.

d. Bridge Street

Several historic houses on Bridge Street date from shortly after the platting of the Fairview townsite. They are, however, outside both the platted areas of the original Fairview townsite and Shae's East Fairview Addition. Represented among the remaining 5 houses are the styles commonly found in Fairview around the turn of the century. The Jonas House at 105 Bridge is a good example of the Italianate style and was been sympathetically expanded in the 1960's. Other structures, including the Western Farmhouse at 100 Bridge, also date from the 19th century. A 20th century Bungalow at 50 Bridge is another fine example of the small bungalows found in the Fairview area.

SECTION III: REGISTRATION

Based on a two-phase survey of the historic resources of the City of Fairview, the consultants have generated this list of properties deemed worthy for local protection under Ordinance 3-1990 of the City of Fairview.

#	Name	Address	Remarks
1).	Snover Store and Residence	55 Depot Street	
2).	John. M. Loser House	60 Depot Street	
3).	Heslin House	60 Main Street	
4).	Smith Memorial Church Manse	200 Main Street	
5).	Fairview School	225 Main Street	
6).	Fairview Methodist Episc. Church	240 Main Street	
7).	Richard S. "Babe" Anderson House	610 Main Street	
8).	Henry and Laura Fuller House	440 Cedar Street	
9).	R. W. and Anna Wilcox House	550 Cedar Street	
10).	Henry Brooks House	620 Cedar Street	
11).	Charles and Marceil Taber House	635 Cedar Street	
12).	Cree/Cady House	155 Harrison Street	
13).	C. N. and Josie Buckner House	210 Harrison Street	
14).	Melvin K. Moller House	240 Harrison Street	
15).	Fairview Grange Hall	300 Harrison Street	
16).	Esther Mohr House	320 Harrison Street	
17).	Fairview City Jail	Ne-cha-co-kee Park	
18).	John and Dora Peterson House	385 Second Street	
19).	William Brooks House	35 Third Street	
20).	A. McGill & Son Nursery Co. Whse.	Fourth Street, N. of RR tracks	
21).	Marion and Laura Burlingame House	405 Fourth Street	
22).	Donald W. McKay House	21745 NE Halsey	
23).	H.J. and Margaret Stirling House	1930 NE 201st (Bairdsdale Rd.)	
24).	S.P Osburn House	2240 NE 205th (Osburn Rd.)	
25).	B.E. Davis House	2246 NE 205th (Osburn Rd.)	
26).	William Morrison House	1919 NE 223rd (Fairview) Ave.	
27).	Smith Memorial Presbyterian Church	2420 NE 223rd (Fairview) Ave.	(pre-1943 only)
28).	Daniel Sherman Dunbar House	2425 NE 223rd (Fairview) Ave.	
29).	Otis Jackson House	50 Bridge Street	
29).	John Jonas House	105 Bridge Street	
30).	A.R. Fisher House	20575 NE Sandy Road	
31).	Joshua Ledbury House	20800 NE Sandy Road	
32).	Jacob Luscher House	NE Sandy Road	
33).	Barn, Fairview Holstein Farm	NE Sandy Road	
34).	Union Pacific Railroad Bridge	Graham Line at NE 223rd (Fairview) Ave.	
35).	Fairview Avenue Underpass/Stonework	NE 223rd (Fairview) Ave.	

SECTION IV: RECOMMENDATIONS FOR TREATMENT

The consultants recommend that the City of Fairview pursue the following recommendations to promote the preservation of the community's historic resources:

- 1). Pursue a Multiple Property Submission Nomination to the National Register of Historic Places for the City of Fairview. The nomination should include those properties recommended for designation under the local ordinance. Owners of designated properties should be encouraged to nominate their properties to the Register. Listing in the National Register is the eligibility requirement for participation in the Oregon Special Property Tax Assessment for Historic Property.
- 2). Apply for Certified Local Government (CLG) status through the State Historic Preservation Office. CLGs are eligible for funds which can be used for providing staff support, financing basic preservation project such as survey and inventory, and special projects such as the development of interpretive materials.
- 3). Continue to solicit grant monies to carry out historic preservation programs.
- 4). Conduct periodic and systematic field inspection of designated resources to monitor their status.
- 5). Develop interpretive material, such as a walking, driving, or bicycling tour of Fairview's historic resources. Cooperate with 40-Mile Loop planners to get interpretive signage for Fairview historic resources.
- 6). Develop public education program to explain the Fairview Historic Preservation ordinance; its goals, requirements, and benefits. Owners of designated properties should be targeted for material explaining how to rehabilitate sympathetically to the historic character of the property.
- 7). Encourage local participation in the Oregon Special Assessment for Historic Property, a property tax incentive to encourage maintenance and rehabilitation.
- 8.) Establish a program of low-interest rehabilitation loans to owners of historic property in Fairview. Clackamas County and Oregon City are good model programs which used funding from a variety of sources to create a successful rehab loan package.
- 9). Cooperate with other East County local governments to promote interpretation and protection of East County Historic Resources. Urge Multnomah County to develop the Native American interpretive center at Blue Lake County Park.