

**United States Department of the Interior
Heritage Conservation and Recreation Service
National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only
received SEP 2 1980
date entered MAR 18 1982

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Shaniko Historic District

and/or common

2. Location

street & number U.S. 97 and OR 218 ___ not for publication

city, town Shaniko ___ vicinity of congressional district 2nd

state Oregon code 41 county Wasco code 065

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownerships (see continuation sheet)

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. County Recorder's Office

street & number Wasco County Courthouse

city, town The Dalles state Oregon 97058

6. Representation in Existing Surveys

title Selected individual properties listed in the Statewide Inventory of Historic Properties has this property been determined eligible? yes no

date 1970-1976 ___ federal state ___ county ___ local

depository for survey records State Historic Preservation Office

city, town Salem state Oregon 97310

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Shaniko Historic District is located in the center of the City of Shaniko, a tiny community in southeastern Wasco County, Oregon. Shaniko comprises the east half of Section 36, Township 6 South, Range 16 East, Willamette Meridian.

Geographically, Shaniko is placed at the high point of a plateau which slopes upward from an elevation of about 1,000 feet on the bluffs above the Columbia River to 3,400 feet at Shaniko, 70 miles to the south. On the tip of this plateau, soil is shallow with bedrock appearing within the city, and vegetation is sparse, consisting of sagebrush, bunchgrass and occasional junipers. This steppe-like vegetation fills in the vacant areas throughout the city. The location's high winds, hot summers and freezing fogs of winter led one historian to characterize it as "high on the list of unattractive sites for towns in all Oregon." (Due 1979)

The elevation drops almost 2,000 feet directly to the south and southeast, leading into the extensive high lava plains of interior Oregon. Shaniko's location at the top of the canyon routes leading up from this vast interior justified its selection as railroad terminus and townsite.

In 1900, the Columbia Southern Railroad reached its terminus at this isolated locale where the Shaniko Townsite Company had established an optimistic plat consisting of 30 large blocks, each 220x300', within a grid of broad 80-foot streets. The major structures within the historic district were built during the next two years, as Shaniko was almost instantly transformed from a remote crossroads into one of the major wool-shipping points in the world.

The district proper includes the current and former commercial area of Shaniko, about four blocks centering on 4th and E Streets, the main intersection; this area coincides with the city's "Historic-Commercial (H-C)" zone. Also included in the district is the adjacent area to the east, containing the Columbia Southern warehouse and the site of the Columbia Southern depot, with the wool freighters' bedding grounds, which were located between the depot and the commercial area.

*Three small satellite areas near the main district area have been designated: The Water Tower and the Shaniko School, distinctive projects of the Townsite Company; and the Spires House, representative of residential construction during the town's development.

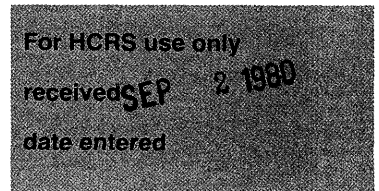
*Within the historic district are 19 properties. With the exception of the brick Columbia Southern hotel, the buildings are of wood frame construction in styles typical of a late 19th century Western boom town. Many of the more significant buildings are vacant and need basic preservation work. The district encompasses approximately 12.8 acres, including 9.9 acres of the plat of Shaniko, and four percent of the 320 acres within the city's boundaries.

*See continuation sheet for revised figures on acreage and inventory. Item 7, Page 1b.

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US Highway 97 separates the district proper from the satellite areas. This two-lane blacktop highway is a major route between northern California and Washington. At one time, it made a 90-degree turn at Shaniko's main intersection--4th and E Streets. With the advent of higher highway speeds, this sharp turn was changed to a long arc, bypassing the center of the commercial area. Visitors to Shaniko generally arrive on Highway 97 from the north or south, pulling onto the city's streets which form a sort of eddy at the curve in the highway. US 97 is the main impact of modern development on Shaniko.

Although the entire 30 blocks of Shaniko's original and only plat were never fully occupied, during the first decade of this century the area of the historic district was densely developed. E Street, in particular, was crowded with wooden storefronts. Of these, only the Billiard Hall (#12) remains, the rest having been destroyed by fires in 1911 and 1912.

One vanished feature of the historic environment is the cast iron commercial building. A very early fire destroyed the most elaborate iron building--Pease & Mays dry goods store--within a few months of its construction in 1900. It seems to have been located south of the present hotel and to have been quickly replaced with false-front wood frame structures. Two other important structures within the District have been lost--the G.M. Cornett stage barn (destroyed prior to 1920) and the Columbia Southern depot (dismantled after the tracks were removed in 1943).

There has been little new construction in Shaniko since its initial development. Across from the hotel an open-sided shed was constructed to cover a wagon collection during the 1950s. On 4th Street, Ed Martin moved in a house and built several false-front structures, one of which now houses the post office. Two very small houses have been moved onto F Street. The State Highway Division has established maintenance garages behind the water tower.

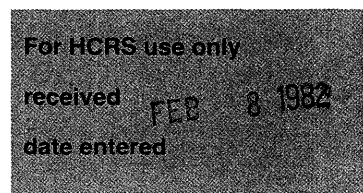
The city's "Historic-Commercial (H-C)" zone coincides with the four main blocks of the district. Within this zone new construction and signing must be of "old-time Western appearance." The City owns, and has expressed a commitment to preserve, three of the more significant buildings--the Shaniko school, the water tower, and the city hall. Private citizens have painted the city hall and part of the school, and the school was partially re-roofed by a Youth Corps crew as a Bicentennial project.

The owners of the hotel succeeded in obtaining National Register listing in 1979, and have begun restoration and adaptation work. Mayor Dave Gastman, owner of the warehouse, has expressed his desire to adapt the warehouse and adjacent areas as a youth and senior citizen recreation center.

The major projected public development for Shaniko is improvement to the city water system. The consulting engineers, Century West, Inc. of Bend, have expressed interest in investigating the adaptation of the water tower as part of the new system. Shaniko's existing fire hydrants appear to be part of the original water system (installed in 1900) and should be retained, even if not used in the new system.

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As a result of the boundary revision effected March 20, 1981, forty-four individually-held properties are now included in the historic district proposal. While, as has been pointed out, Shaniko was more populated and had more buildings in its hey-day between 1900 and 1910, the town historically has been sparsely developed, and most of each block always has been vacant, as is the case today. As has been pointed out, the general character of the townsite is open, and vegetation consists of grasses native to the windswept high plateau and occasional plantings of juniper and poplars.

The typical construction material is wood, and, with few exceptions, roofline heights do not exceed 1½ stories. The notable exceptions to the generally diminutive scale of Shaniko buildings are the wool and grain warehouses and the two-story brick-clad Shaniko Hotel--the focal point of the district.

The boundary as redrawn presently contains the greatest concentration of extant buildings recorded in the Sanborn Insurance Atlas Map of 1910. The justification for extending the boundary on the north is to include several public structures (school, water tower and hose house) in their residential neighborhood context. The northerly area contains both the town's most substantial house (Inventory No. 19) and several examples of a small one-story dwelling type with lean-to rear addition or ell which was plentiful in Shaniko in the historic period.

The justification for extending the boundary on the east is to include a section of abandoned Columbia Southern Railroad right-of-way and at least one additional historic warehouse and a grain elevator which, because it appeared on the Insurance Map corrected to 1920, dates from the secondary period, or waning years of development, between 1910 and 1920. The reason for extending the bounds of the district slightly on the south is that the row of structures on the south side of 3rd Street is the limit of development on the south side of town and the row contains a prime example of the typical one-story dwelling. The buildings and structures give definition to the southerly edge of the district. In all, the district contains 33.36 acres.

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Inventory of Properties

1. Tax Lot 3300 6S 16 36AC
Sue Morelli
Rt. 2 Box 1633
Madras, OR 97741
Shaniko Hotel Sign, two accessory buildings: compatible.

This triangular property is created by the sweep of Highway 97. At the apex (north) of the triangle is a handpainted sign advertising the Shaniko (Columbia Southern) Hotel. At the broad (south) end of the lot are two small single-story, frame, shiplap-sided buildings with gable roofs and exposed rafter ends. They are believed to have been associated with the house on adjoining lot. Probably built c. 1925.

2. Tax Lot 3400 6S 16 36AC
John Joyce
PO Box 88
Shaniko, OR 97057
Residence: compatible

The John Joyce residence is a small, one-story house sided with white shiplap. It has a transverse gable roof with a kick at the rear (west), exposed rafters in the eaves, and an asphalt shingle roof. There are a pair and a single set of one over one double-hung sash windows and a simple door on the front (east) elevation. The two small accessory buildings mentioned in #1 are of similar construction. Ca. 1925.

3. Tax Lot 3500 6S 16 36AC
Kenneth & Katharina Luckman
PO Box 27
Shaniko, OR 97057
Columbia Southern (Shaniko) Hotel: primary.
Entered into the National Register on October 31, 1979.

The Columbia Southern Hotel, now known as the Shaniko Hotel, was accepted for listing in the National Register in 1979. This L-shaped, two-story brick building dominates the center of Shaniko. The main entry, a double-leaf door in the truncated ground level corner, is covered by a wrap-around wood porch with railing, which extends over the two adjacent bays in each direction. The ground story features round arched lights with transom openings, while the second story has regular one over one double-hung sash.

The hotel seems to have been a project of the Townsite Company. The contractor, Schilling, began work late in the summer of 1900. During the early years the hotel was operated by J.M. Keeney, who eventually purchased it from the Townsite Company early in 1905 (Antelope Herald, August 8, 1900 and January 20, 1905).

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During Shaniko's ascendance as a major wool-shipping point, the hotel played host to representatives of the wool brokerage houses of Portland, San Francisco, Hartford and London. The hotel also housed the Eastern Oregon Banking Company, whose officers were connected with the banks of The Dalles and Moro, with the Columbia Southern Railroad, and with the Deschutes Irrigation Company (which sought to bring immigrants through Shaniko to settle on its lands near Prineville).

Successful completion of current restoration efforts will return the hotel to its central physical and social role in the community.

4. Tax Lot 3001 6S 16 36AC
John & Helen Rees
523 Neck-o-Land Rd.
Williamsburg, VA 23185
Residence: primary

This residence is a one-story, rectangular house (c. 1900) with a hipped roof and shiplap siding. There is a full veranda on the front (east) elevation, with turned posts, a plain railing, and remnants of porch brackets. The house--which occupies the northeast corner of the property--is surrounded by a picket fence and a variety of outbuildings.

South of the main house is a small cabin (about 12x16') with a gable roof and arched doorway. This cabin has been moved onto the property. It is covered with large wood tiles. West of the cabin are two substantial rock jacks. Compatible.

The house and cabin are occupied by tenants. All the structures are severely weathered. The cabin, believed moved onto the site after 1920, is of unknown date and origin.

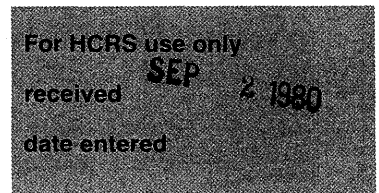
5. Tax Lot 3200 6S 16 36AC
City of Shaniko
Shaniko, OR 97057
City Hall and Jail: primary

The city hall is a narrow, two-story wood frame building with a gable roof and false front. It has a stone pier foundation and is covered with shiplap siding. On the front (west) elevation, a narrow doorway opens onto the stairs to the second-floor meeting room, which is no longer in use. The doorway is boarded over. The front elevation also has a set of double doors, formed of diagonal boards, which opens onto the hose house. Inside is one of the city's hand-drawn hose carts. The double door hardware appears to be original. At the second-story level are two one over one, double-hung sash lights. Above the roofline, the false front is formed of vertical boards. A short flagpole rises above the false front.

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The front and sides of the building are surrounded by a wooden sidewalk. On the south elevation, near the rear, a four-panel single-leaf door leads to the city jail. About half of the jail is the sheriff's office, whose walls are covered with narrow, beaded paneling. The remainder of the area is divided into three small cells--each about 7x8'. The cell doors are formed of 5/8" steel bars, with hand-forged latches. The cell walls are of stacked 2x4"s. At the rear of each cell is a wooden bunk; above each bunk is a narrow (6x15") barred window.

Built in 1901, city hall occupies a prominent location in the center of Shaniko, facing the hotel. In 1954, citizens organized to prevent its demolition. The jail is almost the only interior space which is always open to visitors. Its unaltered simplicity promotes a lasting impression.

6. Tax Lot 3101 6S 16 36AC
Kenneth & Katharina Luckman
PO Box 27
Shaniko, OR 97057
Wagon Yard: compatible

The wagon yard is an open shed-like structure with a low, asymmetrical gable roof. Timbers support the roof of corrugated metal. Built c. 1955 to cover a wagon collection, it is now used for hay storage. The site was originally occupied by a restaurant, barber shop and roominghouse.

7. Tax Lot 3000 6S 16 36AC
W.A. Rees
523 Neck-o-Land Rd.
Williamsburg, VA 23185
Cabin: secondary

This small one-room cabin (c. 1900) has a gable roof and shiplap siding. It has been moved onto the property and is now vacant and deteriorating.

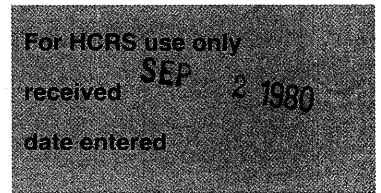
8. Tax Lot 3100 6S 16 36AC
D. L. and Helen Shanafelt
14275 NW Thompson
Portland, OR 97229
Vacant

According to the Sanborn fire insurance maps, this 100x100' lot has been vacant since at least 1920. Earlier photographs show a sign for the G. M. Cornett Stage Lines located here. Cornett was the most important stage operator in central Oregon early in this century.

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9. Map 6S 16 - Property West of Abandoned Columbia Southern Railroad (Tax Lot 2800)
Dave and Lillian Gastman
36929 Row River Road
Cottage Grove, OR 97424
Shaniko Warehouse and Depot Site: primary

The Shaniko Warehouse is a large rectangular wood structure 80' wide and 300' long. It is built on a foundation of timber piers which extend about four feet above ground level. The central portion of the warehouse is 60' wide, runs the length of the building, and has a gable roof. It is flanked by loading docks 15' wide, with low shed roofs. The roofs are solid sheathed, with a built-up asphalt covering laid vertically. Five ventilating skylights are distributed along the ridgeline, and there are five skylights about half-way down each side of the roof.

The largest of three warehouses currently standing in the district, the Shaniko Warehouse was one of seven warehouses arranged along the Columbia Southern Railroad tracks in the historic period 1900-1910. It is adjacent to the abandoned right-of-way, which runs north and south on the east, and it lies between 4th and 3rd Streets extended. North of the warehouse, in the area between 5th and 4th Streets extended, is the site of the two-story Columbia Southern Railroad Depot, no longer extant. The area south and west of the depot served as a bedding ground for wool freighters.

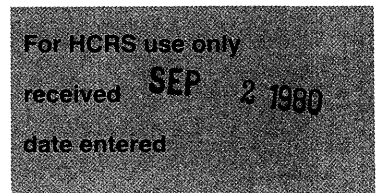
The warehouse later became known as W. H. Moody's Grain, Wool and General Merchandise Warehouse, and auxiliary Moody warehouses were erected north of the depot and east of the railroad. The northerly Moody warehouse site is essentially vacant today and is not included in the district boundaries.

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Freight wagons unloaded along the west side of the warehouse, where the loading docks have been recently enclosed with corrugated aluminum. The east loading dock--which was adjacent to the Columbia Southern rails--is mostly enclosed with vertical wood siding. There were four large openings evenly spaced along this side, with two small casement windows between each. All but the most northerly opening have been boarded over.

A corrugated shed roof covers the south end of the building. The current owner believes that wool presses were located here. Before 1920, the warehouse was extended about 100' further south. This addition has now been removed.

The main entries are on the north end where there is an open loading dock the full width of the warehouse. At the center is a large sliding door with a small entry door next to it. There is a small door at each end of the dock. Warehouse offices were located in the northwest corner of the building; four windows there have been boarded over.

On the interior, a central girder is supported by a row of posts. Binding joists are 20' above the floor. From the joists the rafters are braced vertically twice at the center, and at each third of the way toward the exterior walls. The rafters are also braced diagonally away from the center. A row of framing timbers separates the loading docks from the central portion. The shed roofs are braced diagonally from these timbers.

The interior space is divided into chambers varying in size from 30x50' to 30x160'. The divisions are formed by removable horizontal boards which allowed grain or wool in various consignments to be segregated. All these chambers are presently empty.

The warehouse office occupies about 30x30'. It is paneled in ceiling stock and divided into a clients' foyer and an office space with a vault. Clerks' windows separate the two areas.

The Shaniko Warehouse Company was incorporated in September 1899 by Lord and Laughlin, warehousemen from The Dalles, and banker W.H. Moore of Moro. At the time of construction, it was the largest wool warehouse in the Pacific Northwest. Construction was carried out in advance of the railroad, the first wool shipments being received in the spring of 1900 when the roof was still incomplete. Soon, millions of pounds of wheat and wool clips were flowing through the warehouse annually, and it was a center of activity in Shaniko.

The Columbia Southern Railroad tracks once lay along the east side of the warehouse. The area north of the warehouse was the site of the two-story Columbia Southern depot and offices. The area between the depot and the town served as bedding grounds for wool freighters.

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10. Tax Lot 700 6S 16 36BD
Sue Morelli
Rt. 2 Box 1633
Madras, OR 97741
Vacant:

This 100x300' property, unsurfaced, is used for picnicking and camper parking. Two rows of saplings have been planted and a few picnic tables installed, with a driveway down the center of the property. The Sanborn maps indicate that the half-block area virtually always has been vacant.

11. Tax Lot 400 6S 16 36BD
Edward H. Martin
9219 SE Fuller St.
Portland, OR 97266
Post Office: compatible

The Shaniko post office is a 1½-story, square wood frame building with false fronts on both the north (front) and east elevations. The roof slopes to the south and west from a high point in the northeast corner of the building.

Mr. Martin constructed this building during the 1960s. It is located on the same site as the post office of the early decades, but is not a re-creation.

12. Tax Lot 300 6S 16 36BD
Edward H. Martin
9219 SE Fuller St.
Portland, OR 97266
Billiard Hall: primary House: secondary

Two buildings occupy this property. The Billiard Hall (now known as the saloon) is located on the southwest corner of 4th and E Streets. It is a one-story wood frame building with a gable roof and a series of false fronts. The tallest of these rises to the ridgeline, with two shorter false fronts to the west. The front (north) entry, flanked by multiple pane windows, has been altered. Wall covering is shiplap. At the rear, a shed-roofed attachment is hidden on the street side by a short false front. There are reconstructed wood sidewalks on the street sides. This is one of the few wood commercial buildings to survive the fires which razed the commercial district in 1911 and 1913. It was shown on the Sanborn map of 1910 as a drugs and billiards establishment. Adjoining it on the west was a grocery store. Between the billiard hall and the post office a house has been moved in from a block farther south. It is a one-story house with a gable roof, exposed rafters and shiplap siding. On the front (north) elevation are four one over one double-hung sash windows, and a four-panel single-leaf door at the west corner. Now called "This Ole House," it is used for storage and occasional exhibits of the owner's collections. The house, built in Shaniko about 1920, was moved onto its present site in 1965. In his treatment of property fronting 4th Street across from the Columbia Southern Hotel, the owner was motivated by a sense of needing to provide a context in which to display articles from his local history collections and to provide a more "built up" appearance to the town's core.

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13. Tax Lot 500 6S 16 36 DB
Edward H. Martin
9219 SE Fuller St.
Portland, OR 97266
Vacant

Properties #13 and #14, both now vacant, were once completely developed with wood frame stores and shops. A photo from 1910 depicts a general merchandise store, a jeweler's shop, a clothing store, and four other buildings on this block. Most had false fronts. The Sanborn maps indicate that all were destroyed by fire in 1913.

All along the east side of these properties runs the longest remaining segment of Shaniko's original boardwalks.

14. Tax Lot 600 6S 16 36DB
E.G. & Ellen Dunlap
PO Box 52
Sisters, OR 97759
Vacant

See description of #13.

15. Tax Lot 100 6S 16 36DB
Edward H. Martin
9219 SE Fuller St.
Portland, OR 97266
Livery Barn: primary
Other Structures: compatible

This property includes almost all of Block 20 of the plat of Shaniko. The Sanborn maps indicate that a number of commercial structures were destroyed by fire in 1911. The livery barn, near the center of the north end of the block, is the only original structure remaining. It predates 1910.

The barn is a rectangular wood structure about 40x60', with an asymmetrical gable roof. On the front (north) elevation a partial false front of plain horizontal boards rises to the ridgeline. To the east, the longer slope of the roof extends well beyond the false front. There is a large sliding door of corrugated metal in the center of the front elevation. Side and back walls are covered with corrugated metal siding.

The barn is now used for storage of the owner's collection of wagons and antique vehicles. To the west of the barn is a false shopfront building built by Mr. Martin. On the northwest corner of the block, Mr. Martin has moved in a railroad caboose. South of the caboose is another false front, this one having been removed from an old building and moved into place. The false fronts are merely "stage sets" erected by the property owner in an effort to provide a more "built up" appearance to the town's core as a means of enhancing the town's tourist potential. They are readily removable.

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16. Tax Lot 200 6S 16 36DB
Robert Astenius
P.O. Box 3084
Big Bear Lake, CA 92315
Vacant

This 50x100' property has been vacant since the fire of 1911.

17. Tax Lot 1200 6S 16 36AC
City of Shaniko
Shaniko, OR 97057
Water Tower: primary

The water tower is a large wooden structure resembling a military blockhouse. It has a rectangular base measuring about 30x50'. The long sides slope inward, somewhat like a truncated pyramid, so that the base measures about 25x50' at the bottom of the water tanks. The tanks are supported at an elevation of 30'; the superstructure reaches a height of 40'.

Two storage tanks are enclosed in a rectangular casing roughly 30x55', and 20' in height, with a shake-covered, hipped roof surmounted by a rectangular louvered cupola at the ridgeline center. All wall surfaces are covered with shiplap. The bottom of the base is slightly bellcast. A ground-level doorway at the center of the east elevation gives access to the interior of the base. A scale is mounted higher up on the east elevation. There is a small casement window in the center of each side of the upper level. The base rests on stone piers. Timber posts--about 12x12", with elaborate cross-bracing--support the tanks. At one time, an interior stairway led to the storage tanks. The water tower leans slightly to the north. Some siding is beginning to fall off.

The water tower is the most striking aspect of the extensive water system installed by the Shaniko Townsite Company in July 1900. The two 35,000-gallon tanks were auxiliary to a larger reservoir at the spring source. It remains an imposing landmark visible from nearly any point in the town.

18. Tax Lot 700 6S 16 36AC
City of Shaniko
Shaniko, OR 97057
Shaniko School: primary

The Shaniko School is a one-story, L-shaped structure with a shake-covered hipped roof, boxed eaves, and shiplap siding. The building rests on stone piers which are hidden by a short skirt of vertically-mounted shiplap.

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The most distinctive feature of the school is a two-story octagonal tower covering the entry in the center of the front (south) elevation. The rear third of the tower is set into the building. Four wooden steps lead to the tower, whose exterior set of double-leaf doors are missing; the interior set has six plain horizontal panels in each leaf.

The tower is about 35' in height. Above the straight walls of the first level is a short tapered belfry covered with shakes and with a louvered opening in each face. The tower is capped by a bellcast octagonal roof with boxed eaves. A flagpole juts out at a low angle from the front louvered opening. There are fixed rectangular transom lights above the exterior and interior doorway.

To the east of the tower is a low, narrow, hipped-roof cellar entry, partially covered by a small tree. Two one over one double-hung lights are arranged symmetrically to each side of the tower. The other long side of the L is the west elevation which has ten one over one double-hung lights, arranged singly and in pairs. The north end of the building has two shed-roofed attachments.

The front of the school has been painted buff with dark salmon trim. The remainder of the building is severely weathered. Traces of paint suggest that the school was once white with black trim. In the front yard is a large wooden swing set. About 70' of the original wood sidewalk lines the street in front of the school.

The interior of the school, though deteriorated, retains many original fixtures and furnishings such as blackboards, desks, wood stoves, pews for church use, and a small performing platform. The longer, west half of the school is a single roof with a folding panel divider. The rear half of this room was added to the original rectangular building. The Shaniko School, built in 1901, remained open until the early 1950s.

19. Tax Lot 2001 6S 16 36AC
Elizabeth Spires
PO Box 205
Shaniko, OR 97057
Residence: primary

The Spires residence is a 1½-story wood frame vernacular building with gable roof and shiplap siding. The front (east) elevation has a full veranda with a hipped roof. The veranda posts are square and tapered, and the railings are turned. The house retains its original carved door, with oval window, and its original, bracketed screendoor. On each side of the central entrance is a large, single-pane window under an insert of bevelled glass in a lozenge pattern.

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Above the veranda is a hipped-roof dormer. Dormer and gable windows repeat the front window pattern. The gable ends are decorated with cut shingles. A shed-roofed attachment across the rear covers the kitchen. Prior to 1920 a small one-story house was attached to the north side.

The Spires House is a well-preserved example of the housing typical of the period of Shaniko's development. It is the most substantial house in the district.

PROPERTIES ADDED AS A RESULT OF BOUNDARY EXPANSION MARCH, 1981

20. Map 6S 16 - Property East of Abandoned Columbia Southern Railroad (Tax Lot 2800)
 Sue Morelli Widmark
 c/o Dave and Lillian Gastman
 36929 Row River Road
 Cottage Grove, OR 97424

The area east of the railroad included in the district measures approximately 270' east from the centerline of the Columbia Southern Railroad right-of-way and 860' from the south margin of 5th Street, extended, to a point 100' south of the south margin of 3rd Street, extended. Included in the area are four structures in varying states of repair, each of which is associated with railroad shipping functions in the historic period and later. They range in significance from primary to compatible.

- a. W. H. Moody Grain Warehouse (prior to 1910), ca. 40 x 120', frame construction on posts, oriented with long axis west to east - primary.
 - b. Porter Bros. Warehouse (?), ca. 50 x 100'+, and detached hay warehouse, ca. 40 x 60' at south end of larger warehouse oriented north/south. The extant frame buildings with corrugated metal roofs conform generally with the configuration of historic warehouses by this name (Porter Bros.) shown on the 1910 Insurance Atlas Map. However, because the historic buildings appear to have been destroyed or removed by the time of the 1920 map revision, it may be that the existing buildings are replacements post-dating 1920 - compatible (possibly non-historic).
 - c. Shaniko Farmers Grain Elevator, ca. 1920, concrete, four 80-foot high grain bins - secondary. See discussion of later phase of grain shipping, end statement of significance.
21. Tax Lot 2700 6S 16 36DB
 Lots 1 and 2 of Block 21
 Raymond N. Ramsey
 14724 SE Rhine
 Portland, OR 97236

Vacant

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22. Tax Lot 2900 6S 16 36DB
 Lots 11 and 12 of Block 21
 Sue Morelli
 Route 2, Box 1633
 Madras, OR 97741

Non-historic dwelling (unoccupied) and shed. These occupy the site of the Shaniko Hotel, which burned in 1911. Compatible.

23. Tax Lot 2301 6S 16 36DB
 Lots 1 and 2, Block 22
 Irvine N., Jr., and Betty J. Anderson
 2737 SW Hume Court
 Portland, OR 97219

Non-historic dwelling, 18 x 18', 1 sty. - compatible

Several house trailers - intrusion

24. Tax Lot 2600 6S 16 36DB
 Lots 11 and 12, Block 22
 James R. Hogan
 8043 SW 37th
 Portland, OR 97219

1 sty. frame dwelling with gable roof and brick chimney at center of roof ridge. About 1900. T-shaped in plan, the base measuring 12 x 24', the stem measuring 21 x 18'. Shiplap siding. Porch on east side of ell and front porch facing 3rd Street have pierced uprights - primary.

Unoccupied frame church or school building dating from the turn of the century and probably moved onto the site. Louvered belfry is surmounted by upright for cross (?). Six trabeated windows each side elevation. Shiplap siding. Oriented longitudinally on site. Presently mounted on cribbing. Compatible.

25. Tax Lot 3301 6S 16 36AC
 Fraction of Lots 1, 10 and 11, and Lot 12, Block 12
 Sue Morelli Widmark
 c/o C. Van Haverbeke et al
 406 No. Glisan
 Portland, OR 97201

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26. Tax Lot 1900 6S 16 36AC
Lots 1 and 2, Block 8
Floyd C. and Bernice L. Humes
P.O. Box 73
Dufur, OR 97021

Vacant

27. Tax Lot 2002 6S 16 36AC
Lots 5 and 8, Block 8
Timm E. Johnson
Route 1, Box 588
Otis, OR 97368

Vacant

28. Tax Lot 2100 6S 16 36AC
Lot 6, Block 8
June Fortune
13335 SW Ash Avenue
Tigard, OR 97223

Vacant

29. Tax Lot 2101 6S 16 36AC
Lot 7, Block 8
Donald L. Mason
c/o Sherrill S. Moore
2806 NE 30th
Portland, OR 97212

Vacant

30. Tax Lot 2000 6S 16 36AC
Lots 9 and 10, Block 8
Dominic and Florence Morelli
Route 1, Box 358
Beaver Creek, OR 97004

Vacant

31. Tax Lot 2200 6S 16 36AC
Lots 11 and 12, Block 8
Daniel and Alice F. Agun
9445 SW Lehman
Tigard, OR 97223

Vacant

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32. Tax Lot 1500 6S 16 36AC

Lot 1, Block 7

Norman W. Hyder

c/o Lloyd and Julian Robinson

P.O. Box 87

Shaniko, OR 97057

1 sty. frame dwelling, ca. 1900, with gable roof, boxed cornice, brick chimney centered at ridgetop. Fronts C. Street. Shiplap siding, corner boards. Measures 26 x 24', including lean-to rear addition. Small front porch is missing - primary.

33. Tax Lot 1000 6S 16 36AC

Lots 5 and 6, 7 and 8, Block 3

Goldie Roberts et al

P.O. Box 304

Knights Landing, CA 95645

1 sty. dwelling, 38 x 24', with gable roof, exposed rafter ends, coupled double-hung windows, recent asbestos shingle siding, entry sheltered by double-pitched hood on triangle brackets. Probably post-dates 1920. Log building on rear of property appears to have been moved in. Compatible.

34. Tax Lot 600 6S 16 36AC

Lots 4, 5 and 6, Block 2

Kenneth E. and LaVonda S. Neely

732 So. Chelan Street

Wenatchee, WA 98801

1 sty. dwelling, ca. 1900, measuring 24 x 30', including lean-to rear addition. Gable roof. Fronts U.S. 97. Porch with shingle-sided solid railing extends full width of facade. False stone siding - primary.

35. Public right-of-way at SE corner of intersection of D and 6th Streets

City of Shaniko

Shaniko, OR 97057

Municipal hose house, 10 x 10', with shed roof. Houses 400-foot fire hose on cart. Primary. (Water tower, Inventory No. 17, houses two 35,000-gallon tanks at an elevation of 30')

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36. Tax Lot 2300 6S 16 36AC

Lots 1 and 12, Block 9
William G. and Alice V. Roberts
Box 47
Shaniko, OR 97057

1 sty. dwelling with hipped roof and frontal gable with cornice returns. Reverse plan of house on adjacent lot to the south. Measures 27 x 37'. Fronts U.S. 97. Shiplap siding. Predates 1910. Primary.

37. Tax Lot 2400 6S 16 36AC
Lots 2 and 11, northerly 42' of Lots 3 and 10, Block 9
Sue Morelli
Route 2, Box 1633
Madras, OR 97741

1 sty. dwelling with hipped roof and frontal gable with cornice returns. Reverse plan of house on adjacent lot to the north. Measures 30 x 44'. Fronts U.S. 97. Shiplap siding. Predates 1910. Primary.

38. Tax Lot 2500 6S 16 36AC
Lots 4 through 9 and southerly 8' of Lots 3 and 10, Block 9
Dave Gastman
Shaniko, OR 97057

1½ sty. dwelling with steeply-pitched gable roof, ca. 1900. Measures 29 x 29', including lean-to rear addition. Front porch extending full length of facade fronting U.S. 97 has been enclosed. Shiplap and imbricated shingle siding. Primary.

39. Tax Lot 200 6S 16 36AC
Lots 8 and 9, Block 1
H. R. and Gertrude Hiles
8781 Via Norte Drive
Riverside, CA 92503

1 sty. frame dwelling with gable roof, T-shaped in plan and measuring 16 x 30' with 14-foot stem. No porch. Fronts U.S. 97. Predates 1910. Primary.

40. Tax Lot 300 6S 16 36AC
Lot 7, Block 1
Alfred and Myrtle Hull
So. Highway 213, Box 22831
Oregon City, OR 97045

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41. Tax Lot 2600 6S 16 36AC
Lots 11 and 12, Block 10
Virgil and Glade Steinmetz
P.O. Box 33A
Antelope, OR 97001

Non-historic shed - compatible.

42. Tax Lot 2900 6S 16 36AC
North 25' of Lot 10, Block 10
Virgil and Glade Steinmetz
P.O. Box 33A
Antelope, OR 97001

Vacant

43. Tax Lot 2800 6S 16 36AC
Lot 9 and south 25' of Lot 10, Block 10
Dolly Fisher
16030 Beach Drive NE
Seattle, WA 98100

Vacant

44. Tax Lot 2700 6S 16 36AC
Lots 7 and 8, Block 10
Glade Steinmetz
Box 33A
Antelope, OR 97001

1 sty. frame store and service station post-dating 1920. Fronts U.S. 97. Gable roof, boom town front, lapped siding. Main block, including living quarters, measures 21 x 40'; north side addition 12 x 25'; rear addition 12 x 24'; detached rear shed 12 x 12'. Compatible.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1900-1910

Builder/Architect

Statement of Significance (in one paragraph)

Shaniko was among the busiest inland wool-shipping centers on the West Coast in the first decade of the 20th century. Located at the southern terminus of the Columbia Southern Railroad connecting to transcontinental lines on the banks of the Columbia River, the town was host to freighters and livestockmen from the surrounding region. Financed by the region's ranchers, the Columbia Southern Railroad was superseded after being in service slightly over a decade when the Oregon Trunk Railway was completed to Bend in 1911. The latter was the result of a prolonged railroad-building "war" between James Jerome Hill of the Great Northern and E.H. Harriman of the Union Pacific. The new rail line lay across the wheat country of Sherman County, dropped down into the canyon of the Deschutes, a tributary of the Columbia, and eventually connected the Columbia River transportation routes to Central Oregon points as far south as Klamath Falls near the California border. (The 142-mile race to Bend was won by Jim Hill.) Shaniko bustled when it served as a supply center for the rail construction race, but it was eclipsed as the rails reached into the interior. Since the train stopped running in 1943, Shaniko has experienced heavy attrition due to fire and deterioration. Nevertheless, with a current population of 40 to 70, depending upon the account, Shaniko claims to be Oregon's most active ghost town, and it numbers among its standing historic features the Columbia Southern Hotel (a National Register property), a schoolhouse, fire station and bell tower, water tower, wool sheds and elevators, livery barn, saloon, and post office. The 12.8-acre Shaniko Historic District is significant to Wasco County and to the state as the core of the legendary railhead which once served a vast section of the wool, cattle and wheat-growing region of the high Columbia Plateau.

Though Oregon is most famous for its coastal rainforests, vast areas of its interior east of the Cascades receive modest rainfalls and wear thin soils more suitable for ranching than for crop production. The discovery of gold in eastern Oregon early in the 1860s stimulated the early stock-raising industry, as ranchers found a market among the thousands of miners streaming to Canyon City and Auburn. Completion of a transcontinental railroad along the Columbia River in the 1880s provided ranchers with access to national markets. Reaching rails along the Columbia, however, still required stock drives or wagon treks of a month's duration from interior points. Only when short line railroads penetrated the pastoral frontier did wool production in eastern Oregon reach its full potential.

Pilot Rock, Echo, Heppner, Condon and Shaniko were some termini of these short lines, which "dangled out in the limitless spaces of the ranch country, sensitive to the vast tonnages of grease wool available at interior shipping points." (Lomas 1950) The Columbia Southern Railroad was among the last of the short lines, and Shaniko was the only eminal town to become a major wool-shipping point. The success of the earlier terminal towns made Shaniko's potential as a freight-gathering point obvious. Of the group, Shaniko became the one most ardently anticipated, most fervently promoted, and most dramatically ephemeral.

9. Major Bibliographical References

See continuation sheet

UTM NOT VERIFIED

10. Geographical Data

ACREAGE NOT VERIFIED

Acreeage of nominated property 33.36 acres

Quadrangle name Shaniko, Oregon

Quadrangle scale 1:24000

UMT References Macken Canyon, Oregon

A	1 0	6 7 6	9 8 0	4 9	8 5	8 7 0
	Zone	Easting		Northing		

B	1 0	6 7 7	4 5 0	4 9	8 5	9 0 0
	Zone	Easting		Northing		

C	1 0	6 7 7	4 6 0	4 9	8 5	4 6 0
	Zone	Easting		Northing		

D	1 0	6 7 6	9 9 0	4 9	8 5	4 3 0
	Zone	Easting		Northing		

E						
	Zone	Easting		Northing		

F						
	Zone	Easting		Northing		

G						
	Zone	Easting		Northing		

H						
	Zone	Easting		Northing		

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Leonard Almquist

organization _____ date February 28, 1980

street & number PO Box 210 telephone 503/562-5972

city or town Union state Oregon 97883

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

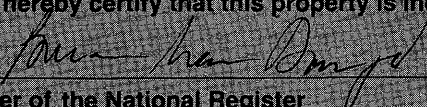
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature ✓ 

title Deputy SHPO date August 10, 1980

For HCERS use only

I hereby certify that this property is included in the National Register

 date 3/18/82

Keeper of the National Register

Attest: Emma Jane Saxe date 3-8-82

Chief of Registration

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Following completion of the Columbia Southern Railroad early in 1900, the vacant townsite of Shaniko was transformed within a few years into one of the West's major wool-shipping points. Its decline a decade later was nearly as rapid. In the years between, Shaniko acquired a bawdy reputation, for its women and saloons gave annual accommodation to the transient shepherders, cowboys and freighters of the remote interior. It also acquired a distinctive set of buildings which still testify to the high hopes of its founders. Shaniko's tiny but enduring population and its perennial attractiveness to visitors testify to the continuing interest in this center of the pastoral frontier.

Promoters of the Columbia Southern Railroad selected Shaniko as a terminus because of the springs at Cross Hollows (a quarter-mile south of town) and because Shaniko stood at the top of both Cow Canyon and Antelope Canyon. These two canyons furnish the best access to the lava plains of central Oregon. The same factors had led Thomas Wade to establish a stage station at the springs in 1864. The station--known as Cross Hollow--was about a day's journey south of The Dalles, on the main route east to the gold fields of Canyon City.

In 1878, August Scherneckau, a South African Afrikaaner, acquired and enlarged the station at Cross Hollow. Eventually, the location became known by the anglicized version of his name--Shaniko. Schernackau established a post office and prospered for several years, trading in liquor and dry goods. Business waned in the mid-1880s, and Scherneckau sold to William Farr, who moved to nearby Antelope in 1887. Thus the location was abandoned for a dozen years prior to the coming of the railroad.

The history of the Columbia Southern Railroad has been recounted very adequately by John F. Due and Giles French in Rails to the mid-Columbia Wheatlands (1979).

In 1896 Elmer Elm Lytle, station master at The Dalles for the Oregon Railway and Navigation Company, began promoting a railroad through Sherman County. Though he occupied a very modest position for a railroad promoter, he was thoroughly familiar with the amount of freight originating in the interior, and he obtained the backing of J.M. Murchie, a Wasco County farmer; T.A. Hudson, representing a major land-holding company; and W.H. Moore, main banker and promoter of Sherman County. It appears that the OR&N Company purchased most of the bonds which financed the project, but judging from the poor design and construction of the line, the railroad exercised little control over the Columbia Southern's development.

Construction began in 1897 at Biggs on the Columbia River, and progressed through Sherman County in two years. Work on the last stretch into Shaniko proceeded very rapidly, 30 miles being completed in three months. The first train arrived at Shaniko on May 13, 1900.

Banker W.H. Moore and his wife, Laura, filed the plat of Shaniko in September of 1899. The plat featured a grid of 30 large blocks, with streets 80' and 100' wide. Moore's early promotions unhesitatingly predicted that Shaniko would become the world's largest wool-shipping point.

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Moore joined with warehousemen Lord and Laughlin and the French brothers (bankers) of The Dalles to form the Shaniko Warehouse Company and Shaniko Townsite Company. By the time the first train arrived, the massive warehouse was nearing completion and Townsite Company projects were underway. Over 100 construction workers lodged in tents. J.J. Wiley, hotel proprietor from Moro, had put up Shaniko's first structure--a saloon to serve the workers.

In July 1900, the first Townsite project, the water system, reached completion. Based on a 120,000-gallon storage pond at the old Cross Hollow springs, its most notable aspect was a 40,000-gallon wooden storage tower. Resembling a block house in appearance, this impressive tower still dwarfs the adjacent houses. Later in the year, work began on the Columbia Southern Hotel, followed by the City Hall and Shaniko School in 1901. These Townsite Company projects remain as dominant structures in Shaniko.

City government was formed in March, 1901 under leadership of F.T. Hurlburt, former agent for the Townsite Company and cashier of the Eastern Oregon Banking Company. Among the City's first actions was a move to collect license fees from the thriving saloons (successfully) and to prohibit prostitution (less successfully).

During the years 1899-1903, E.E. Lytle repeatedly expressed plans to extend the CSRR beyond Shaniko, though the steep routes through either Cow Canyon or Antelope Canyon presented extraordinary difficulties. An extension would have sapped Shaniko of its prosperity. The scale of the City plat and public buildings testifies to the Townsite Company's faith that Shaniko would remain the CSRR terminus--a permanent and prosperous settlement.

Prosperity, at least, was not long in coming. The railroad chose Shaniko for its main office location, building a two-story depot, repair shops and a roundhouse. Wagon freighters arrived from ranches as far distant as Lakeview and Burns. Unloading at Shaniko eliminated arduous journeys down into and out of the Deschutes Canyon on the way to The Dalles. By 1901, four million pounds of wool were moving through the warehouses annually. Auctions during June and July attracted wool buyers from Portland, San Francisco, Hartford and Boston. Sales of as much as 1.5 million pounds were concluded on a single day, and 1904 total sales reached five million pounds of wool. In addition, several hundred cars of livestock left Shaniko each year.

Shaniko's more illicit activities are difficult to document but contributed significantly to its reputation in central Oregon. Giles French of the Sherman County Journal wrote:

Shaniko also filled a social need. The men who brought the sheep or the wool to the railroad wanted entertainment, for many of them had been out of sight of another human for most of a year. The same applied to the riders who brought cattle to the stockyards. None of them had much money but all of it was for spending... There was time for Shaniko's inhabitants who lived on what was called sin to take care of all the business. It was on that the town earned its reputation... The incidental business of billing railroad cars, of making out stage tickets, of teaching the village school, of selling supplies went on every day; the business that made Shaniko best known went on after dark. (Due 1979)

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The completion to Madras in February, 1911 of a superior railroad up the Deschutes River Gorge eliminated Shaniko's only competitive advantage.

As early as 1850 the Deschutes River had been explored as a water-level route into central Oregon. Not until the turn of the century, however, was technology developed which could conquer the steep walls of the Gorge. In July of 1909 two powerful railroad systems--led by James Hill and E.H. Harriman--began a furious race up the Gorge. Shaniko rather helplessly contributed to its own demise by serving as a supply point for construction crews working south from Maupin. Shaniko's liveliest years were 1909 and 1910, with tents once again appearing (to house transient construction workers) and the houses of entertainment busy at all hours.

With the completion of the railroad to Madras and later to Bend, Shaniko lost both the outward- and inward-bound freight business. While the CSRR continued to run, it serviced a much more local trade. Whole blocks of buildings destroyed by fires were never replaced, and within a decade the population had dropped to less than 100--a level at which it has remained.

After 1920 the increasing use of public highways for freighting cut further into the CSRR's business. By World War II, the railroad had justification for removing the tracks from Shaniko.

By the 1950s, interest was being expressed in Shaniko as a "ghost town," and some improvements to the remaining buildings were begun by private citizens. In the 1970s, summer festivals attracted several hundred people for a weekend of celebrations. Several thousand travelers stop in the town annually.

The population, though fluctuating, averages about 50. The historic nature of the town is one of the very few resources which its determined citizens have to draw upon to assure the survival of their settlement. This nomination is an important part of their civic planning effort, and suggests their desire to pursue a competent preservation and restoration effort, worthy of increased tourist attention. Other signs of this desire include preliminary work on the school and city hall, restoration activities in the hotel, and plans for adaptive use of the warehouse.

Listing of the Shaniko Historic District in the National Register will contribute to the health of the community and will aid in the preservation of this unusual remnant of Oregon's pastoral frontier--a late frontier indeed, but one which is nearly vanished.

It is believed that the grain elevator erected at Shaniko by 1920 was of the crib variety, made by stacking 2x12s flat on top of each other. Its capacity was comparatively small, about 30,000 bushels. During the later 1920s most such elevators in the region were replaced by concrete structures, as was that, apparently, of the Shaniko Farmers. The capacity of the existing concrete elevator--no longer in use, of course--is 358,000 bushels. Even with the construction of a grain elevator, the handling of grain in sacks continued a method of storage for which the warehouses were well suited. The last train pulled out of Shaniko on November 30, 1943, and by that time only 25 farmers were using the grain elevator and warehouses. Problems with the light 56-lb rail between Shaniko and Kent caused financial difficulties for the entire line. The discarded rails were sent to Russia to aid the

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War effort,* and Shaniko's declining role as a railroad shipping depot came to an end.

*Sherman County Journal (March 26, 1954).

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The most comprehensive and thorough work on Shaniko and the Columbia Southern Railroad is:

John F. Due, and Giles French, 1979.

Rails to the Mid-Columbia Wheatlands: The Columbia Southern and Great Southern Railroads and the Development of Sherman and Wasco Counties, Oregon. Washington, DC: University Press of America.

Important primary sources include:

Antelope HERALD (Microfilm). 1900-1905.

"Exchange Column," quoting the Shaniko LEADER. Particularly, August 8, 1900; March 8, 1901; June 2, 1903; December 16, 1904; and January 20, 1905.

W.H. McNeal, 1953.

History of Wasco County, Oregon. The Dalles: privately printed.

Moro LEADER (Microfilm). January issues, 1900.

The LEADER was moved to Shaniko in August 1900, but none of the issues printed in Shaniko are listed in the standard catalogs of serial holdings.

Sanborn Map Company. February 1920.

Fire insurance map of Shaniko, Wasco County, Oregon. New York: Sanborn Map Co.

Shaniko LEADER. 1902.

Annual. The remaining copies of this illustrated, promotional pamphlet seem to be in private collections, and it was not located during preparation of this nomination.

F.A. Shaver, et al. 1905

An illustrated history of central Oregon. Spokane: Western Historical Publishing Co.

Secondary sources concerning the region or bearing on the economics of wool production:

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East of the Cascades. Portland: Binford & Mort.

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The great Columbia plain: A historical geography, 1805-1910. Seattle: University of Washington Press.

Edward Norris Wentworth. 1948.

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Item number

10

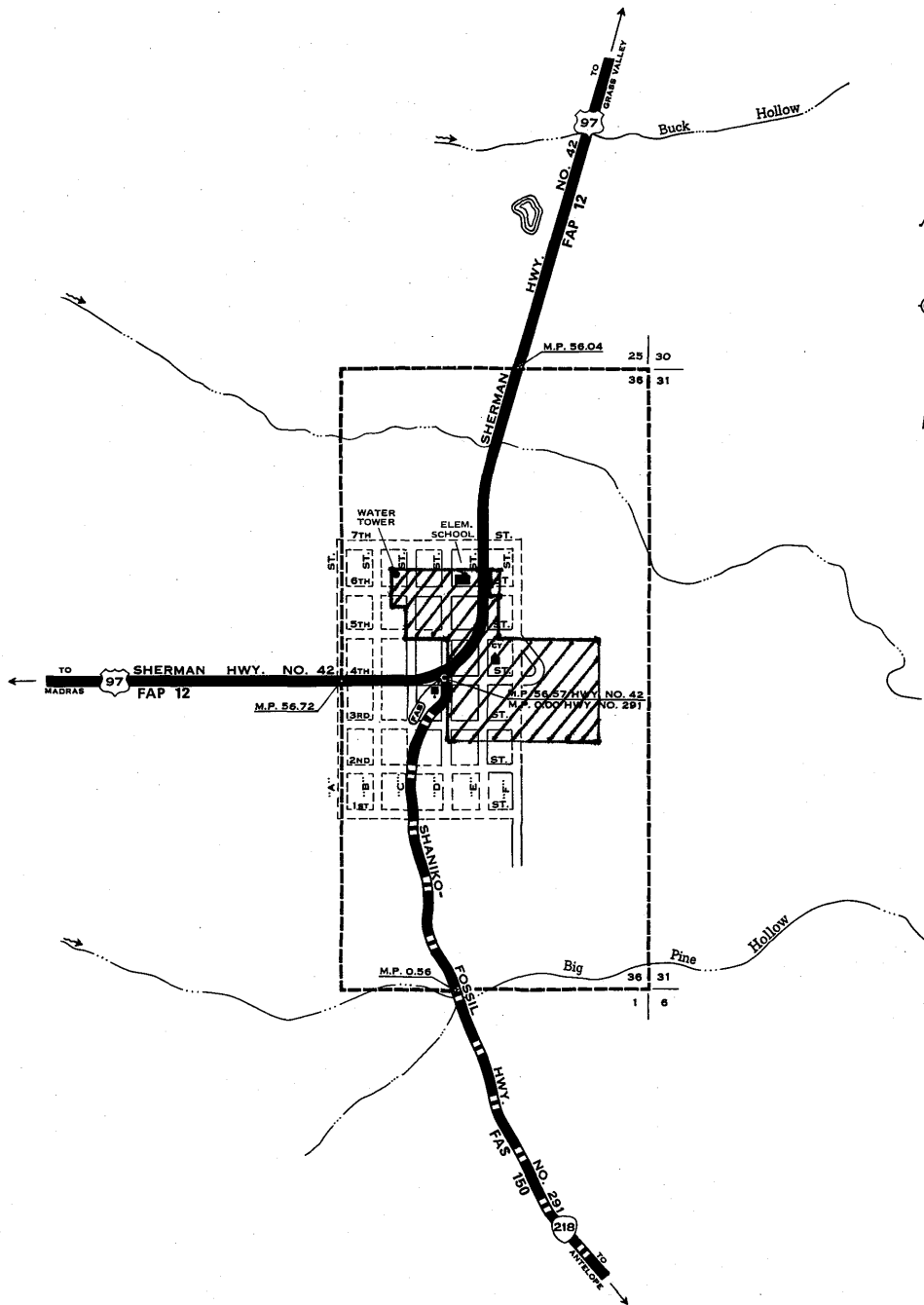
Page 1

For HCERS use only

received FEB 8 1982

date entered

Beginning at a point on the NW corner of Lot 6, Block 4 of the City of Shaniko, Wasco County, Oregon, thence east in a line extended from the north boundary of said lot across C Street 180' to the SW corner of Lot 8, Block 3 of Shaniko, thence north along west boundary of said lot 50' to the north boundary of Lot 8, thence east in a line extended from said north boundary across D Street 320' to the SW corner of Lot 9, Block 2 of Shaniko, thence north along west boundary of said lot 50' to the north boundary of Lot 9, thence east in a line extended from said north boundary across E Street (U.S.97) 400' to the NE corner of Lot 9, Block 1, thence south in a line extended from the east boundary of said lot across 6th Street 430' to the NE corner of Lot 8, Block 10 in the City of Shaniko, thence east in a line extended from the north boundary of said lot 20' to the NW corner of Lot 5, said block, thence south in a line extended from the west boundary of said lot across 5th Street 200' to the NW corner of Lot 1 of Block 11, thence east in a line extended from the north boundary of said lot approximately 650' to include the site of the Columbia Southern Railroad Depot, abandoned railroad right of way, W. H. Moody's Grain and Wool Warehouses, Porter Bros. Warehouse, and Shaniko Farmers Grain Elevator, thence south in a line parallel with the north-south lines of the Shaniko town plat 860' to a point opposite the SE corner of Lot 2, Block 21, thence west across F and E Streets in a line extended from the south boundary of said lot approximately 1,070' to SW corner of Lot 11, Block 22, thence north along west boundary of said lot extended across 3rd and 4th Streets 860' to the NW corner of Lot 12, Block 12, thence west in a line extended from the north boundary of said lot across D and C Streets 400' to NE corner of Lot 1, Block 14, thence north in a line extended from the east boundary of said lot across 5th Street 350' to the SE corner of Lot 1, Block 7, thence west along south boundary of said lot 100', thence north in a line extended from the west boundary of said lot across 6th Street 180' to point of beginning, containing in all 33.36 acres, more or less.



T 6 S R 16 E W. M.

- LEGEND**
- | | |
|---------------------------------------|---------------------------------|
| FEDERAL AID INTERSTATE SYSTEM | INTERSTATE NUMBERED ROUTE (FAI) |
| FEDERAL AID PRIMARY SYSTEM | U.S. NUMBERED ROUTE |
| FEDERAL AID SECONDARY SYSTEM - STATE | STATE NUMBERED ROUTE |
| FEDERAL AID SECONDARY SYSTEM - COUNTY | |
| OTHER FEDERAL AID SECONDARY - LOCAL | POST OFFICE |
| TERMINATION OF FA SYSTEM | SCHOOL |
| DIVIDED HIGHWAY | CITY CENTER |
| UNDIVIDED HIGHWAY - NO. OF LANES | R.R. DEPOT |
| STREET OPEN FOR TRAVEL | CITY LIMITS |
| STREET DEDICATED BUT NOT OPEN | PUBLIC BLDG. |
| | CITY HALL |
| | COURT HOUSE |
| | ARMORY |
| | LIBRARY |

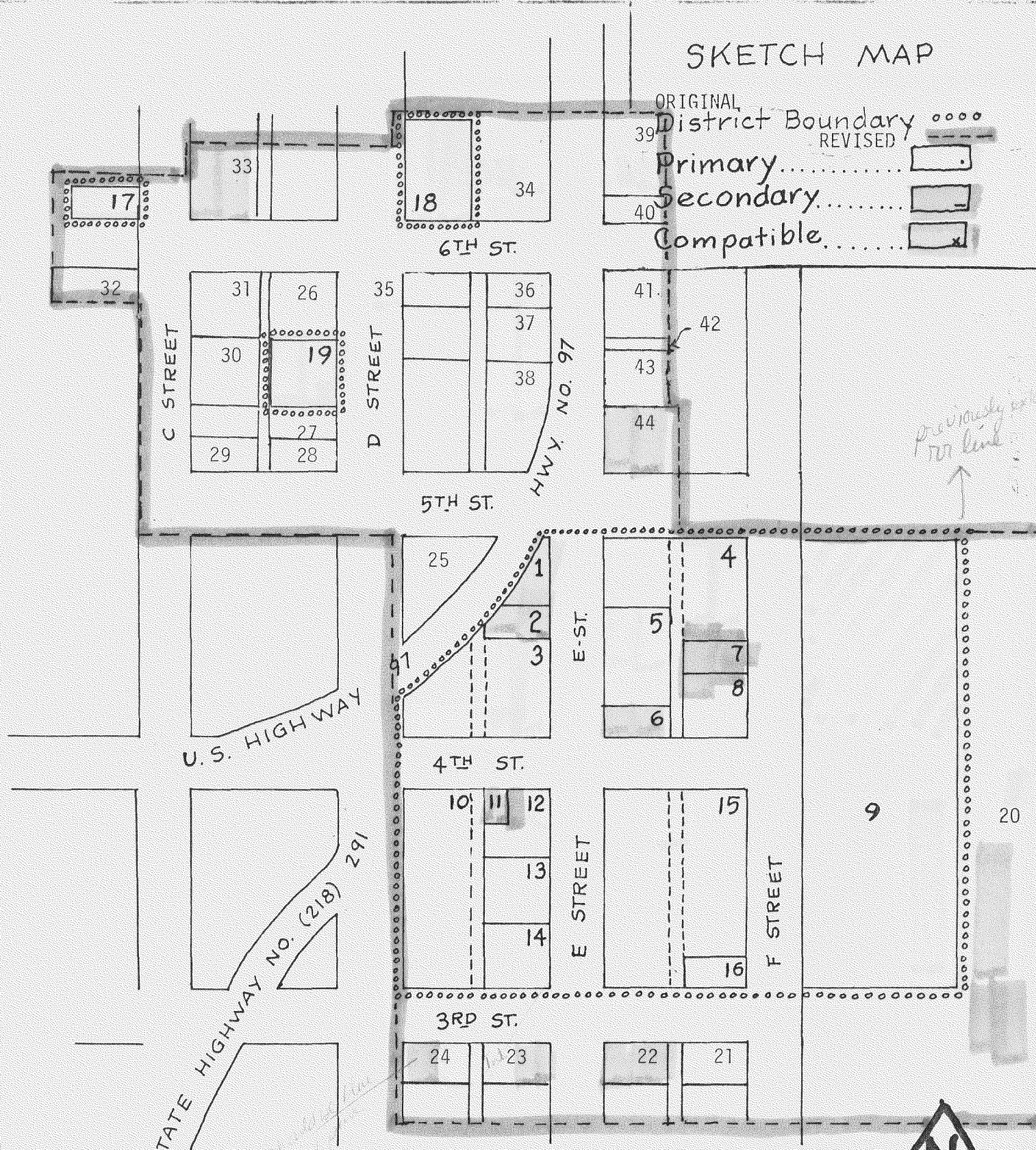
SHANIKO
WASCO COUNTY, OREGON
 PREPARED BY THE
 OREGON STATE HIGHWAY DIVISION
 IN COOPERATION WITH
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 Population 70
 Scale in Feet
 Revised June 1976

SHANIKO HISTORIC DISTRICT, SHANIKO, WASCO COUNTY, OREGON, 33.36 ACRES

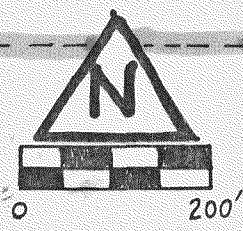
FEB 8 1982

SKETCH MAP

ORIGINAL District Boundary
 REVISIED
 Primary.....
 Secondary.....
 Compatible.....



SHANIKO HISTORIC DISTRICT, SHANIKO
 WASCO COUNTY, OREGON
 BOUNDARY REVISED 3-20-81



1/80 Scale

SHANIKO HISTORIC DISTRICT