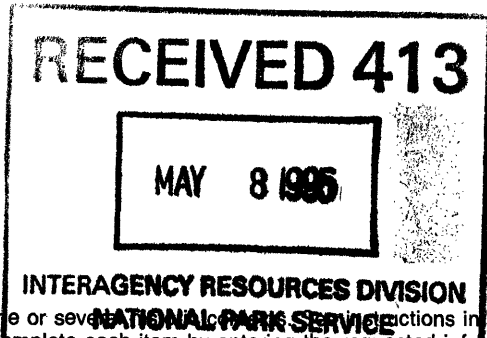


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is used for documenting multiple property groups relating to one or several historic properties in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic Cemeteries of Ashland, Oregon and Environs 1851-1925

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Settlement and Development of Ashland, Oregon 1851-1925

C. Form Prepared by

name/title Katherine C. Atwood
organization _____ date April 29, 1994
street & number 365 Holly Street telephone 503-482-8714
city or town Ashland state Oregon zip code 97520

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

James Hamrick May 4, 1995
Signature and title of certifying official Deputy SHPO Date
Oregon State Historic Preservation Office
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

[Signature] 5/31/95
Signature of the Keeper Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	E 1-14
F. Associated Property Types (Provide description, significance, and registration requirements.)	F 1-8
G. Geographical Data	G 1
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	H 1-2
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I 1-2

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number D Page 1 Historic Cemeteries of Ashland, Oregon and
Environs 1851-1925, Jackson County, Oregon

SUMMARY OF THE STATE HISTORIC PRESERVATION OFFICE

Historic Cemeteries of Ashland Multiple Property Submission

Accompanying the initial nomination proposals under the Historic Cemeteries of Ashland Multiple Property Submission is a letter from Ashland Mayor Catherine Golden endorsing the nomination of the City's two municipally-owned burial grounds. Five cemeteries in Ashland and its immediate environs are potentially eligible under the registration requirements set forth. The other three are family and community cemeteries on the outskirts of town.

The object of this City-sponsored study was to evaluate all the intact historic cemeteries in Ashland. By their arrangement and interments, the burial grounds were expected to reflect significantly the pattern of settlement in the upper Bear Creek Valley. The cemeteries meet Criteria Consideration D regarding the normal exclusion of burial places as well as Criterion A.

The beginning date of the period of significance was fixed at 1851, the date of the earliest known settlement-era burial. The ending date, 1925, was selected as the time by which most of the pioneer generation had passed and their monuments were in place.

The essential registration requirements under this proposal are 1) that the monumentation found in the burying grounds predominately dates from the historic period 1851 to 1925, 2) that the burying grounds maintain the integrity of internal elements, including markers, landscape, circulation pattern and buildings, and 3) the burying grounds are the last resting places of individuals important to the area's settlement and upbuilding.

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E. STATEMENT OF HISTORIC CONTEXTS

Summary

The premise of the Historic Cemeteries of Ashland, Oregon and Environs 1851-1925, multiple property submission is that intact burying grounds developed between 1851 and 1925 in Ashland and its immediate environs reflect to a significant degree the settlement and development patterns of the Ashland area within the upper Bear Creek Valley, by their placement geographically, topographically and by the graves of significant settlers. Individuals interred in area cemeteries include Lindsay Applegate who participated in the opening up of new emigrant routes to western Oregon, John Gibbs, Jackson County Commissioner and Mountain House owner, and Abel Helman whose platting of a townsite on his donation land claim led to the initial settlement of Ashland, Oregon.

Intact burial grounds of the late 19th and early 20th centuries in Ashland, Oregon and its immediate environs are eligible for the National Register of Historic Places under Criteria Consideration D, Criterion A for their important associations with the area's earliest settlement patterns and subsequent development. The period of significance, 1851 to 1925, comprises the years when many first generation citizens as well as subsequent significant area citizens were interred, and during which the cemeteries' settings, monumentation and improvements were established.

Cemeteries of Ashland and its environs may be additionally eligible under Criteria Consideration D, Criterion B, if they derive significance from graves of persons of transcendent importance in the community, State or nation. Such persons would have made extraordinary contributions to area settlement and growth, or town establishment and development.

Essentially the cemeteries proposed for nomination under this multiple property submission must meet the following criteria as set forth in additional detail in the document section outlining registration requirements.

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1. The cemetery, or a significant portion, was established and substantially developed during the historic period, 1851 to 1925.
2. The cemetery, or a significant portion, has retained its integrity of setting, location, design, materials, and craftsmanship to evoke its associations with the historic period, 1851 to 1925.
3. The cemetery embodies the distinctive characteristics of its type, either a rural graveyard or community burial ground, through its array, scope and quality of monumentation, whether elaborate or simple in design.
4. Cemeteries are clearly associated with patterns of settlement and/or community development such as initial settlement, Indian-settler relations, town establishment and platting, commercial development, railroad construction and growth, orchard development, cultural development and auto/tourist development.

Introduction

The multiple property submission presented under the title Historic Cemeteries of Ashland, Oregon and Environs 1851 to 1925, includes two of the five potentially eligible area cemeteries associated with the settlement and development of Ashland, Oregon and its immediate environs in the upper Bear Creek Valley. Ashland Cemetery and Mountain View Cemetery are submitted initially for their importance within the City of Ashland's -- both are under the City's jurisdiction -- and for the critical nature of planning and preservation for their protection. Funding was obtained initially for submission for these two properties. The nominations state that each cemetery is individually eligible under Criteria Considerations D, Criterion A for its distinctive associations with the settlement or subsequent development of the community and its immediate environs.

Prior to the founding of the area cemeteries' settler families buried their dead on the gentle rises of farms. The five cemeteries, Hill-Dunn Cemetery, Mount Vernon Cemetery, Hargadine Cemetery, Ashland Cemetery and Mountain View Cemetery represent a full spectrum of burial grounds associated with the settlement and development of Ashland and its environs from 1851 to 1925.

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Hill-Dunn Cemetery, established in 1853 on the Isaac Hill Donation Land Claim, is approximately three acres in size and is situated approximately three miles east of Ashland near Highway 66 and Emigrant Lake. The family burial ground was originally opened to accept the bodies of individuals killed in Indian-settler conflicts and was gradually expanded to contain the graves of many of the east Ashland area's earliest Euro-American settlers. Among the graves are those of members of the Hill, Dunn and Russell families. Hill-Dunn Cemetery, with vegetation typical of the valley floor and bordering uplands at the time of initial immigration intact, represents one end of the spectrum of landscape qualities of the community area's pioneer cemeteries.

Mount Vernon Cemetery was established in 1853 approximately one mile north of Ashland on the William Cortez Myer Donation Land Claim. Approximately one-quarter acres in size, the graveyard began as a family burial ground for the Myer family and relatives. Other interments, occurring between 1853 and 1890 eventually included other residents of the north Ashland area including members of the Anderson, Myer, Woolen, Bunyard, Walker, and Rockfellow families. Although several stones remain standing, grazing stock have destroyed several monuments over the years.

The Hargadine Cemetery was established near the western limits of Ashland in the 1850's. Now located within the city limits of the town, the cemetery comprises approximately one and one-half acres. Originally established as a family burial ground, the graveyard was gradually expanded to include others. Representatives of the Hargadine, Wimer and Fordyce families are interred there.

Ashland Cemetery, was originally established on Isaac D. Smith's donation land claim and now lies within the city corporate limits. Approximately 4.64 acres in size, the burial ground is centrally located in Ashland between Siskiyou Boulevard and East Main. Ashland Cemetery's earliest known burial occurred in 1860, but purchase of the cemetery for public use was not finalized until 1873, and formal platting of the cemetery occurred in 1880. Burials in the cemetery include significant individuals such as Lindsay Applegate, William G. Parker, John McCall, James C. Tolman, and town founder Abel Helman.

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Mountain View Cemetery was officially established in 1904 by the City of Ashland in the community's southeastern environs. With a nominated portion of approximately nine acres, Mountain View Cemetery lies on Ashland Street, east of Siskiyou Boulevard. The cemetery was established after nearly two decades of efforts to acquire additional cemetery land to accommodate the town's intense growth between 1880 and 1910. Platted and landscaped for cemetery purposes, Mountain View Cemetery is the resting place of significant early citizens, including first generation settlers Haynes True, Celeste Sisson True, Leander and Augusta Neil. Additional burials include later arrivals such as Charles C. Chappell, Henry Enders and Gwin Butler who were importantly involved in the second period of Ashland's development.

Temporal Context/Chronological Periods 1851-1925:

Temporal boundaries of the study extend from the earliest Euro-American settlement of Ashland and environs in 1851 to 1925, when a population and economic decline occurred. The decline, triggered by the removal of the Southern Pacific Railroad's chief operations to Klamath Falls, Oregon, expanded as the Depression years wore on in Ashland. The historic period includes the following chronological eras established by the Oregon State Historic Preservation Office as a framework for analyzing data, with dates adjusted to accommodate historic development in Southern Oregon: Settlement to Railroad Beginnings (1850-1882); Railroads and the Progressive Era, (1883-1913); and The Motor Age (1914-1925). These periods were chosen because they correspond with the significant periods of settlement and development in Ashland and in the surrounding environs.

Geographic Context:

The geographic extent of the historic context area comprises Ashland, Oregon and the valley lowlands and adjacent hill land of the town's immediate environs in an approximate two and one-half by twelve mile area in the upper Bear Creek Valley. The area extends along Bear Creek between the area known as Valley View to base of Siskiyou Mountains. Ashland, Oregon, the town first settled in the vicinity in 1852, has long served as a central supply community for the outlying areas and strong links have existed historically between the community and the rural environs.

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Ashland Oregon is situated at the southern end of the Bear Creek Valley between the Siskiyou Mountains to the south and the Cascade Range to the northeast.¹ Bear Creek, a tributary of the Rogue River, arises at the confluence of Neil Creek and Emigrant Creek and courses through the valley which, in its southern portion from the area north of Ashland to the base of the Siskiyou Mountains measures approximately two and one-fourth miles wide and ten miles long.²

Jackson County, in which Ashland is located, lies in southwestern Oregon and is bordered by Josephine County to the west, Klamath County to the east, California on the south and Douglas County on the north. The ridges and hills that extend from the Siskiyou and Cascade Mountains form a natural boundary that sets Ashland and its environs apart in relative isolation. The Siskiyou Mountains extend westward to the Pacific Coast, coincident with the 42nd Parallel and the Oregon-California border, about twenty-three miles south of Ashland.³

The Ashland environs, encompassing both lowlands and adjacent hill land that flank Ashland Creek, have a varied topographical setting characterized by conifer-forested mountains, open grasslands, and mixed woodlands.⁴ On the lower slopes of the adjacent mountains the forest cover is primarily comprised of deciduous trees and shrubs, madrona, broadleaf maple, manzanita, wild lilac and black and white oaks predominate. The climate is noted for mild winters, moderate rainfall, and warm summers. Precipitation can be erratic and unpredictable.⁵

Ashland Creek, a tributary of Bear Creek, is the Ashland's primary natural water source. Originating in the national forest to the south, the stream flows south-north and cuts through the west part of Ashland before entering Bear Creek north of town. Several smaller streams that affect Ashland, originate outside the corporate limits.⁶

The town of Ashland covers an area approximately four and one-half miles long and one-and two-thirds miles wide. A linear city, Ashland is oriented in a northwest-southeast direction. A modified grid street pattern clearly reveals the influence of landforms, stream courses, railroad location and main travel arteries. North Main Street and Siskiyou Boulevard form the main

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arterial route which extend the length of the city. Highway 66 intersects Siskiyou Boulevard in the southerly area of town and leads to Interstate Five and farther east toward Klamath Falls, Oregon. East Main Street, another arterial street, extends from the city center to Highway 66.⁷

Historic Context: Historic Cemeteries of Ashland 1851-1925

The following historic context is a chronology of major events, activities and associations which shaped the growth of Ashland, Oregon and its immediate environs between the years 1851 and 1925, with particular emphasis on elements which contributed to the settlement and development of the area and the establishment and growth of the area's early cemeteries.

Settlement to Railroad Beginnings 1851-1882

Before 1850, small bands of Shasta Indians roamed the upper Bear Creek Valley and found a hospitable place abundantly supplied with fish, game and edible vegetation. Although explorers and fur trappers had passed through the area for several decades no permanent settlers arrived until the discovery of gold on a Jackson Creek tributary in 1851 brought a flood of miners into the area. At the same time the Donation land Claim Act of 1850 encouraged potential settlers to head west in search of free, farmable land.

The Oregon-California land route was well-established by 1833. By the mid-1830's many explorers and trappers had passed over the trail that followed along the cottonwood and willow-lined Bear Creek. Ewing Young led cattle herds through in 1834 and 1837. George Emmons led a military expedition through in 1841, followed by fur trader James Clyman's expedition in 1845.⁸ By 1846 prospective settlers interested in available Willamette Valley land passed through the Bear Creek Valley in what would become a regular seasonal pattern. That June, the Applegate Trail was established when Jesse and Lindsay Applegate, Levi Scott, William Parker and others forged a wagon route through the Cascade Mountains from the Rogue Valley toward Klamath Lake. In 1846 about 100 wagons left the Oregon Trail to cross the newly established Applegate Cutoff but were stranded for months in the Umpqua region by devastatingly harsh weather.⁹

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The 1848 discovery of gold in California brought many other travelers into the Bear Creek Valley. In September 1850 the U.S. Congress passed the Donation Land Claim Act which encouraged potential settlers to move west in search of free, farmable land. The act allowed a married couple 640 acres of land and a single man 320 acres, providing the settler was in Oregon Territory on December 1, 1850. Claims amounting to one half that much were available after the first of December.¹⁰ In the spring 1851, settlers began to arrive in the area. Among the first were Hugh Barron, James Russell, and John Gibbs who took claims at the base of the Siskiyou Mountains and constructed the hostelry known as Mountain House on the Oregon-California Road. Thomas Smith and Patrick Dunn also counted among the early arrivals.

In the summer and fall, 1853 large numbers of emigrants poured into the valley, hurrying to settle in before winter weather struck. Most emigrants were farming or laboring families, but they were also merchants, surveyors, teachers, clergy, blacksmiths and carpenters. They came from many states including large numbers from Missouri, Iowa, Illinois, Indiana, Kentucky, and Tennessee. In two months, 159 wagons carrying 400 men, 120 women and 170 children led their stock down the Green Springs route.¹¹ Among them was sixty-seven year old Nathaniel Myer and his wife, Mary to their new home in the present Valley View area northeast of Ashland. Young Welborn Beeson, son of John and Ann Beeson, described the view:

August 30, Tuesday. Started early, two miles to summit of the hill. Caught sight of the mountain house with a beautiful green garden around. Descended two miles to Mr. Hill's house. . . The valey [sic] is about three miles wide here.¹²

Jackson County was officially designated by the Oregon Territorial Legislature on January 12, 1852. Within a week several miners-turned settlers including Abel Helman, Eber Emery, and Robert Hargadine, stopped on banks of what they soon called Mill Creek, now Ashland Creek. In January, 1852 Helman and Emery built a sawmill and went into business producing materials for miners and settlers. Two years later Helman and Emery, with E.K. Anderson, constructed a flour mill and establish an important new industry. The Oregon-California Trail passed near the flour mill and during the summer months an increasing number of wagons

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lurched over the ruts. Many travelers stayed to take up land claims on the rich farmland along Bear Creek. Soon this main north-south road looped permanently in front of the flour mill to accommodate farmers bringing wheat to trade for flour.

In 1853 when newcomer William Hoffman's wagon train reached the upper Bear Creek Valley, he noted his first impression of the little settlement in his journal:

We camped last night in the vicinity of a sawmill on Mill Creek. . . where there are many advantages for a settlement. The land is of good quality and nearly all claimed under the donation law of Congress.¹³

Late in 1854 Eber Emery built a boarding house on the road within the loop and housed local residents as well as travelers. When the post office was established in April, 1855 the small community was officially named Ashland Mills and was comprised of a hotel, store, cabinet shop, livery, and blacksmith shop. In July, 1855, Jackson County Commissioners recorded the petition of upper Bear Creek Valley residents to officially route the major road through Ashland Mills. The transcontinental telegraph line reached Ashland in 1863 and in 1864 the Methodist Episcopal Church was established. After intense competition with Jacksonville, promoters built the Ashland Woolen Mills in 1867 on the banks of Ashland Creek where B Street intersects Water Street. John McCall served as president of the stock company.

North of Ashland, in the area now known as Valley View, the Myers settled extensive agricultural lands as part of their donation land claims. In 1854, during the same period that Helman and Emery worked at the Ashland flour mill site, Michael and Tobias Thomas constructed the Eagle Flour Mills on John Barrett's claim about three miles north of Ashland. Other buildings nearby included a grain storage warehouse, blacksmith shop and store.

With initial settlement and increasing population around Ashland, came the need for burial ground. Individual burials occurred on family farms around Ashland Mills, and in two instances developed into larger rural graveyards. The Hill-Dunn Cemetery was began on the Isaac Hill Donation Land Claim in 1853 when conflict between settlers and Indians resulted in the deaths of several area men. Mt. Vernon Cemetery was established with the burial of

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Margaret Barrett in December, 1853 on the William Cortez Myer Donation Land Claim. Both graveyards were located on oak covered, sloping land above lower reaches of the claims.

Late 1853 was marked by frequent violent clashes between Indians who struggled to maintain their way of life, and the settlers who claimed the land and streams. Terror spread when, on August 5, near Jacksonville, Indians ambushed a packer, who died several days later. On August 6, Jacksonville miners hanged two Shasta Indians and a seven year old Indian boy in revenge. Settlers in the upper Bear Creek Valley gathered for protection. Later that day volunteer militia attacked an Indian village on Bear Creek and, after killing several Indian men, took their women and children as prisoners. Patrick Dunn, an Ashland settler, and his companion, were injured. Military leaders and Indian representatives negotiated a treaty on September 10, 1853 and the fighting moved away from Bear Creek.

Ashland's physical development pattern was determined with the town's founding on Abel Helman's Donation Land Claim No. 40. When severe financial pressures threatened him in 1855, Helman sold lots to prospective merchants and tradesmen. The commercial district developed gradually through the years. The area where the first shops were constructed eventually became known as the "Plaza." Residential neighborhoods developed above the commercial district on Granite and Church Streets, as well as on Main, Pine, and Oak streets. Ashland was incorporated October 13, 1874 with three hundred residents.

In 1873 Eber Emery sold land along the north-south road for Ashland Cemetery to Ashland School District No. 5. Although burials had occurred there earlier, the site remained a small informal burying ground. Although platting and development did not occur immediately, the graveyard gradually expanded.

In the early morning of March 11, 1879 a devastating fire raged through the business district destroying or severely damaging most of the buildings along the west side of the Plaza. The buildings which replaced the ruined wood structures were constructed of brick. The I.O.O.F Building was the first completed and bears the date, 1879. Ashland's population had increased steadily. In 1860 the federal census counted 327 people in Ashland. No figures are available for 1870, but in

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1880 officials tallied 842 residents. The railroad's arrival in 1884 caused a large influx of new citizens and by 1890 the population jumped to 1784 00 a 111 % gain over 1880.¹⁴

Although the woolen mill, Orlando Coolidge's nursery and a Methodist College, established by J.H. Skidmore in 1872, encouraged the town's growth, Ashland's economy remained primarily farm-based for the first thirty years of its existence. Wheat and oats, corn and hogs, sheep, hay, honey and potatoes, made farming profitable and encouraged more people to settle. Apples, plums peaches, and pears flourished in family orchards.

Railroads and the Progressive Era 1883-1913

The Oregon and California Railroad construction reached Roseburg on December 3, 1872. Although financial problems halted construction for ten years, Ashland knew that the railroad was on its way. In the early 1880s construction resumed under Henry Villard's leadership and the road finally reached Ashland on April 16, 1884.

Ashland's first boom period began. Land which had formerly comprised the Robert Hargadine Donation Land Claim was sold by Lindsay Applegate for a railroad addition development which soon dramatically enlarged the community. Although three years would pass before tracks from the north and south joined at Ashland, the immediate impact of the railroad's arrival was pronounced.¹⁵ Lindsay Applegate, who had purchased the Hargadine land in 1863, sold 156.75 acres to the railroad company for \$10,000.¹⁶ On February 27, 1884 land title was transferred to the Oregon and Transcontinental Company of Portland, Oregon. Surveyors completed work on Ashland's new Railroad Addition, sent their notes to Portland for approval, and the plat was officially recorded on February 26 1884.¹⁷

Lots in the Addition went up for sale in the summer of 1884. A large advertisement in the Ashland Tidings announced that "town property was for sale at greatly reduced prices and on easy terms." The new railroad land, the first large addition to Ashland, nearly doubled the size of the town. As the terminus of the line, Ashland realized an immediate influx of people and

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money. Businessmen reported that total sales doubled. On reviewing the city's growth during the year, the Ashland Tidings noted that 89 new houses and 33 other buildings had been constructed. The aggregate value of the improvements was listed at \$96,4000; dwellings at \$56,000, business houses and other buildings at \$32,000, and schoolhouses and churches at \$6,000.¹⁸ Lots sold at a steady pace between 1884 and 1888 and new homes sprang up regularly throughout Ashland. New commercial buildings appeared on Main Street and several brick-making companies opened near town to accommodate construction needs.

On December 17, 1887 the rails from the north and south joined at Ashland. At dusk on a freezing cold winter day, Charles Crocker, vice-president of the railroad (now the Southern Pacific Railroad Company) drove the connecting spike. Ashland would be the division point and working station for all passenger and freight trains through the area. The railroad brought seventy-five men and their families into Ashland that year.¹⁹

Ten new additions to Ashland (Pracht's, Miner's, Hunsaker's, Highland Park, Pracht's Alaska, Myer's, McCall's, Galey's, Saxman's and Summit Additions) were platted in 1888 including four newly acquired additional acres in the Railroad Addition. Real estate sales reached \$321,232. In 1888 the Ashland Electric Power and Light Company was established and Henry B. and Harriet Carter deeded land for a formal boulevard to be laid out from South Main Street. In September, 1888 the local paper stated, ". . . every tenatable dwelling in town is occupied, sometimes by two families. "Thirty-four new houses were constructed during 1889 and in September of that year new sidewalks were laid throughout the Railroad Addition.²⁰

By 1890 lodging houses, saloons, restaurants, a few shops and some warehouses had created a separate commercial district in the Railroad Addition where passenger, railroad crews and residents could make purchases without walking six blocks to the town's business center. A wooden dome constructed to house Chautauqua programs was raised just south of the central district in 1893.

By the end of that year the nation plunged into the deepest depression to date and it would be four years before the economy recovered. Failure of the Philadelphia and Reading Railroad in February, 1893 and the failure of the National Cordage Company in May of that year touched off a stock market panic. Between 1893

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and 1896 one hundred and fifty-six railroads collapsed and dozens almost went bankrupt. It wasn't long before the country's problems were felt locally. In early September, 1894 the Southern Pacific greatly reduced the station force along the line.²¹

Dull times lasted four years. Finally, in November, 1897 the local paper indicated that things might be improving: "Ashland is enjoying a fair-sized building boom at present, the first in a long time and new dwellings are springing up. . . the advent of good times."²² By October, 1898 a severe housing shortage existed in Ashland despite substantial building activity. New vitality in the railroad system and another influx of employees increased the pressure. Home construction continued steadily through the end of 1899.²³

Although the Ashland Woolen Mills was destroyed by fire in January, 1900, the town's economy continued to grow, supported in part by the flour mill, saw mill, a creamery, two planing mills, the Ashland Iron Works and the Southern Oregon State Normal School. By February, 1900, a general boom was underway -- the second since the bustling years of 1888-1890. The town was still crowded in July. Renters still searched for homes because many of the houses under construction were owner-owned, not rentals. In March, 1901, the Ashland Tidings stated: "There is still a house famine, heightened by the Southern Pacific ordering additional trainmen to Ashland." By December of that year about seventy-five new dwellings had been constructed in Ashland.²⁴

In addition to industrial and transportation advances, horticulture played an important role in the areas economy. During the last two decades of the 19th century and the first of the 20th century much of the land surrounding Ashland was planted to fruit and nut trees, including pears, apples, peaches, cherries, and almonds. Orchard land became increasingly valuable.

Between 1900 and 1915 the railroad contributed toward a growing local economy. Rail transportation assisted the fruit industry, the woolen mill, the creamery, local woodworking plants, and the Ashland Iron Works, as well as other commercial enterprises. The rails also boosted the tourist industry. Early in 1908 the local Elk's organization selected a site on the north side of East Main for their large new building.

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In 1904, after almost two decades of exploratory and ill-fated efforts to secure additional land for a community burial ground, the City of Ashland purchased ten acres east of Siskiyou Boulevard along the Klamath Falls Road. Platted and planned for cemetery use, Mountain View Cemetery developed steadily as Ashland increased in size, became the primary burial grounds for the community and the surrounding area.

During the summer of 1909, the flour mill, long an Ashland fixture, was dismantled to make way for the city park. At the same time, the Plaza and East Main Street were paved to accommodate motorized traffic. In 1910, with a population of 5020, Ashland flourished. Through these years regional visitors took the passenger train to Ashland to spend time at the Natatorium, completed in 1908, to shop at Enders Department Store, and to visit the City Park and Chautauqua.²⁵

The Motor Age 1914-1930

Between 1911 and World War I, determined efforts were made to establish Ashland as a resort spa town. A "mineral springs" bond issue passed resoundingly on June 6, 1914, and provided \$175,000 to pipe Lithia water to fountains at the library, railroad depot and city park. John McLaren was retained to landscape Chautauqua Grove and its adjacent area -- work that initiated the gradual development of Lithia Park.²⁶

Additional growth occurred as roads improved. The western Better Roads Movement in 1913 brought construction of the Pacific Highway over the Siskiyou Mountains, a highway that would follow nearly the same route as the Siskiyou Mountain Wagon Road. East Main and North Main Streets through Ashland would become part of this interstate route. The formal opening of the Pacific Highway from Ashland to Central Point was held late in 1914.²⁷

Ashland like the rest of the country worked to support the war effort when, in April, 1917, the United States declared war on Germany. Citizens contributed their money and their skills to support their young soldiers who left regularly on the troop trains. When the armistice was signed on November 11, 1918, Ashland counted fifteen of its own among the dead.

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The years following World War I saw new growth in Ashland despite the failure of several old institutions, including the natatorium, the Chautauqua, and the long-held dream for a resort city. In 1923 a group of Ashland businessmen, determined to revive Ashland, planned construction of a nine-story hotel. The Lithia Springs Hotel, which opened in 1925, became an important part of the commercial district development. It could not, however, offset the devastating local effect of the Southern Pacific Railroad's Natron Cut-off construction between Weed and Eugene in 1927. Railroad men left town with their families and houses were left vacant, landlords lost tenants and schools lost students. Economic conditions worsened with the stock market crash in October, 1929. Ashland like the rest of the country, struggled through the next decade. Not until World War II would Ashland experience renewed growth.

F. ASSOCIATED PROPERTY TYPES

I. Name of Property Type: Historic Cemeteries of Ashland, Oregon and Environs 1851-1925

II. Description

The multiple property submission presented under the title "Historic Cemeteries of Ashland, Oregon and Environs, 1851-1925, represents two of the potentially eligible cemeteries associated with the theme of settlement and growth in the area. Each cemetery is individually eligible as a distinct representative of its type associated with the broad themes of settlement and development. The cemeteries are of sufficient age and scope to represent the patterns of early settlement and community development, and date from an early period within the geographic and cultural context relative to the settlement and development of the area.

One of the two nominated cemeteries, Ashland Cemetery, was established in 1873 and largely developed between 1880 and 1900. The second, Mountain View Cemetery, was established in 1904 and received much of its significant vegetation, monumentation and improvement between 1904 and 1925. While both of these cemeteries were developed as burial grounds associated with the town of Ashland, other cemeteries exist as rural graveyards in

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the Ashland environs. A brief discussion of physical characteristics such as size, scale, monumentation, siting, location landscape, examples of materials and workmanship for both the rural and community cemeteries provides a context for evaluating the presently nominated resources and any future submittal. The community cemeteries and the rural cemeteries have common characteristics that link them, and they have points of contrast, arising from their location, physical setting, history of use, and historic associations.

Rural Cemeteries

A review of characteristics which distinguish rural cemeteries includes location, period of use, plan, vegetation and monumentation. Relatively small in size, early rural graveyards are located on former donation land claims. Changing economic and demographic trends meant that their principal period of use ended early in the 20th century. The circumstances which gave rise to the rural cemeteries shifted after World War I. Large family farms were gradually divided into smaller parcels. Economic focus shifted from the farms to the railroad, fruit related industries and lumber mills. Road development linked communities and bypassed the smaller rural routes.

The rural burial grounds are arranged cohesively in a simple grid pattern. Set on gently sloping land, natural vegetation includes native trees and shrubs, which often remain undisturbed from the early settlement period. Trees in rural area cemeteries frequently include Black and White oaks and madrone. Manzanita, bitter bush and wild lilac abound. With no formalized care, natural terrain and vegetation dominate the landscape and few formal plantings have been introduced.

The rural cemeteries are characterized by monumentation of modest range and variety. Headstones may include materials of wood, granite or marble. Modest gravemarkers of local quarried granite are relatively common, reflecting the fact that marble procurement, as well as access to experienced carvers, was difficult and involved shipping and substantial expense. The gravemarkers reflect the vertical density and embellishment representative of small late 19th century cemeteries in rural locations. Overall integrity has not been adversely affected by the addition of more recent grave markers. Infill of more modern

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stones has been occasional and does not compromise the graveyard's overall character.

The condition of rural cemeteries varies. While rural cemeteries often have experienced less damage from vandalism or well-intentioned alterations planned to simplify maintenance, they have experienced neglect, resulting in damage from grazing stock, overgrown brush and the elements.

The rural cemeteries are associated with settlement of early donation land claims and burials are largely of first generation Euro-American settlers. These individuals were importantly associated with the initial settlement of Ashland and its environs between 1851 and 1880. They established donation land claims, developed agricultural practices, built houses, barns and ditches, began school districts, voting precincts, and roads.

Community Cemeteries

Historic cemeteries associated with community development tend to be developed near or within community boundaries. Like rural cemeteries, community cemeteries are sited on land selected for its slope and attractive vista. They are usually larger than the rural cemeteries and reflect early official platting patterns. The cemeteries are usually created in a grid pattern with intersecting unpaved drives. Vegetation has been established gradually through the years and may include both native and introduced trees. Shade trees were particularly desirable in the area of hot dry summers, and for enhancing the site.

Plots may be marked with coping or wrought iron. Monumentation, usually employing marble or granite, ranges from modest to elaborate, from small plain gravemarkers to larger monuments. Late nineteenth century cemeteries reveal the embellishment typical of that period including turned work, chamfered corners, beveled tops, flat carving and bas-relief designs. Ornamentation is expressed in various forms typical of the period, including fraternal symbols, and garlands. Both raised and incised letters are employed. Early twentieth century headstones range in size from small to large, but tend to be simpler in ornamentation.

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Both rural and community cemeteries may exhibit fine materials and expert craftsmanship, however, a wider array may predominate in community burial grounds. Ashland had several quarries within the immediate area. Two particularly noted marble carvers, James Russell and Ann Hill Russell, operators of Ashland Marble Works received widespread recognition for their work and each of Ashland's historic cemeteries may include examples of the Russells' craft. James Carr Whipp, prominent long-time Jacksonville carver, opened a shop in Ashland about the turn of the century and operated briefly in the community. Examples of his work and of other area carvers may be found in representative Ashland cemeteries. The graveyards provided an outlet for the work of local craftsman who served as undertakers and coffinmakers. These included cabinet maker Henry Emery and John Sheldon, who constructed early coffins, and later professional undertakers including, J.P. Dodge and H.C. Stock.

Like rural cemeteries, the community cemeteries are associated with earliest settlement and subsequent development. They contain the graves of significant early citizens, including the community founders, the millers, carpenters, blacksmiths and hotel owners. Individuals who importantly influenced later development, the merchants, political figures, clergy and teachers are also interred.

Aspects of the social and natural environment may affect the community cemetery's preservation or visibility. The community cemetery generally has been taken into the city. Roadways, residential and commercial development may have encroached, but should not be so intrusive as to detract from the associative values of the resource. The community cemeteries are more likely than rural cemeteries to have experienced vandalism and may have been subjected to efforts to simplify maintenance such as removal of coping and railings, monument repair, and infill of modern gravemarkers.

III. Significance

The historic cemeteries of Ashland and environs are locally significant under Criteria Consideration D, Criterion A as the burying grounds of the earliest Euro-american settlers in the upper Bear Creek Valley between 1851 and 1880, and also

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associated with persons and patterns significant in the second major period of development of Ashland and the surrounding area between 1880 and 1925. In some instances the cemeteries also meet Criterion B for their associations with persons of transcendent importance in the settlement and growth of the Ashland and its environs. The cemeteries' period of significance comprises the years 1851 to 1925, when many first generation settlers of the area, as well as important later citizens involved with community development were interred and during which the cemeteries' settings and monumentation were established.

As the final resting place of first generation settlers, Ashland's earliest historic cemeteries are associated with initial patterns of settlement including establishment of immigrant routes such as the 1846 Applegate Trail, the Green Springs Route through the Cascades, and the Oregon-California Road. Donation land claim development, including structural improvements, agricultural advances and initial establishment of the cultural landscape constitute additional important aspects of the historic context. Farms founded in the upper Bear Creek Valley by the Hill, Dunn, Walker, Smith, Barron, Fordyce, Grubb, Helman, Walker, Hargadine, Chase and Myer families between 1851 and 1880 are among those shaping Ashland and its environs during the period. Timber clearing, irrigation ditch construction, buildings, fencing and hedgerows shaped the land.

Early area community cemeteries are associated with the efforts of those first generation settlers who established Ashland as the first permanent community in the upper Bear Creek Valley between approximately 1852 and 1880. Abel Helman, postmaster and merchant, justice of the peace and school board leader, laid out Ashland on his donation land claim. Early merchants Robert Hargadine, Jacob Wagner, E.K. Anderson, and John McCall, are among those who contributed significantly to the town's early settlement patterns.

Between 1880 and 1910 with the growth of the Woolen Mill, Normal School, railroad, fruit industry, commercial development, and tourist development, individuals such as Henry Enders Sr. E.K. Atkinson, Henry Carter, E.V. Carter, Charles C. Chappell, John Page Dodge, Alexander Pracht, F.G. Swedenburg and Domingo Perozzi arrived in Ashland to leave their mark on Ashland's development.

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As the final resting place of many of these important citizens, the historic cemeteries represent the historic context.

Ashland's historic cemeteries are significant for their role in the physical development of the town. They reflect the major stages of growth of Ashland and environs. Land for the town cemeteries was purchased by the City for burial purposes, reflecting the rapid growth that the community experienced between 1880 and 1910. Originally established outside the official town boundaries, these cemeteries gradually were included within Ashland city limits. In 1873 Ashland's growth required that the town trustees acquire land for a first community graveyard. Within twenty years the community again experienced a critical need for burial space. As a group Ashland's five historic cemeteries are significant under Criterion A for their associations with the settlement and development of the area between 1851 to 1925 and they are the sole cemeteries associated with this particular context.

IV. Registration Requirements

The cemeteries are noteworthy individually and as a group. To meet registration requirements, the cemeteries should have been established and developed during the historic period, 1851 to 1925. They should retain sufficient integrity of location, setting and monumentation to evoke the period of their establishment. Their integrity should not be substantially compromised by interspersed modern flush markers or by large expanses of undeveloped ground. The cemeteries should contain distinctive examples of craftsmanship and materials, and they should retain their associations with the historic context. Essentially the cemeteries proposed for nomination under this multiple property submission must meet the following criteria as set forth in the registration requirements:

1. The cemetery, or a significant portion, was established and substantially developed during the historic period, 1851 to 1925.
2. The cemetery, or a significant portion, has retained its integrity of setting, location, design, materials, and craftsmanship to evoke its associations with the historic period, 1851 to 1925. It is cohesive in plan. The rural cemetery retains natural terrain and some native vegetation. A community cemetery is located near or within the city limits.

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3. The cemetery embodies the distinctive characteristics of its type -- rural graveyard or community burial ground, through its array and vertical density, scope and quality of monumentation, whether elaborate or simple in design. Monumentation represents an appropriate level of craftsmanship and use of materials. The rural cemetery may exhibit simple and non-elaborate headstones, in addition to occasional more elaborate markers. The community cemetery's monumentation will reflect both modest and more elaborate monumentation.

4. The cemetery is clearly associated with patterns of settlement and/or community development such as initial settlement, Indian-settler relations, town establishment and platting, commercial development, railroad construction and growth, orchard development, cultural development and auto/tourist development.

G. GEOGRAPHICAL DATA

City of Ashland

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The multiple property submission was developed by surveying five cemeteries within Ashland, Oregon and its immediate environs identified within local surveys. These include the Ashland Historical and Cultural Resource Survey (1988-1990) under the auspices of the City of Ashland Department of Planning and Development, and the Jackson County Cultural and Historical Resource Inventory, conducted by the Jackson County Department of Planning and Development (1979; 1992). In addition, the Oregon Department of Transportation Cemetery Survey was consulted. Locations of the rural cemeteries were noted on USGS topographical maps, photographs were taken, and inventory forms were completed. Research included both deed review and study of secondary sources. Although both Ashland community cemeteries are situated outside of the official Ashland historic interest areas, well established local documentation has outlined the historic significance of each of these cemeteries. Field visits were made to each of the cemeteries to record location, topography, setting, vegetation and monumentation.

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The properties are grouped under one historic context that conforms with the theme best defining Ashland area cemeteries -- Historic Cemeteries of Ashland and Environs, 1851-1925. The historic period comprises the periods of initial settlement and later significant development of Ashland. The appropriateness of the context was determined by the linked physical features and associative characteristics of the five Ashland area cemeteries. Each was established or substantially developed between 1851 and 1925 in the area defined as Ashland and environs, an area extending approximately between the present Valley View, and the southerly end of the upper Bear Creek Valley.

There are five potentially eligible representative properties existing within the defined historic context. The two properties included with this multiple property nomination constitute the first nomination phase. They were chosen because the City of Ashland wished for assistance in planning and protection for the cemeteries within their jurisdiction. Funding was available to conduct individual nomination documents for two of the three community cemeteries, Ashland Cemetery and Mountain View Cemetery.

Endnotes

1. Ashland Comprehensive Plan, City of Ashland: Adopted by the City Council, November 2, 1982.
2. G. Bryon Backes. "The Ashland Area and its Environs." Thesis. University of Oregon, M.S. Degree, June, 1959.
3. Wallace D. Farnham, Religion as an Influence in Life and Thought; Jackson County, Oregon 1860-1880. Ph.D Dissertation, University of Oregon, 1955.
4. Eugene Hickman. "Potential Native Original Vegetation of the Ashland, Oregon Area." Medford, Ore.: U.S. Department of Agriculture, Soil Conservation Service, 1975.
5. G. Bryon Backes, "The Ashland Area and Its Environs," p. 23
6. Ibid., p. 12

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7. Ashland Comprehensive Plan; Backes, G. Bryon. "The Ashland Area and Its Environs," pp. 7; 16.
8. Stephen Dow Beckham, Requiem for a People; The Rogue Indians and the Frontiersmen (Norman: University of Oklahoma Press, 1971), pp. 31-36.
9. Lindsay Applegate, "Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in the year 1846," Oregon Historical Quarterly, 22 (1921), p. 19.
10. James M. Berquist, "The Oregon Donation Act and the National Land Policy," Oregon Historical Quarterly, 58 (1957), 28-29.
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12. Welborn Beeson, "Diary of Welborn Beeson I, 1851-1856," Typescript on file at the Jackson County Library, Talent, Oregon.
13. Kay Atwood, Mill Creek Journal: Ashland, Oregon, 1850-1860. Ashland, Oregon: Kay Atwood, 1987, p. 39.
14. U.S. Bureau of Census, Census of Population, 1860; 1980; 1890. Ashland's population was 2634 in 1900; 5020 in 1910; 4283 in 1920; 4544 in 1930; and 7740 in 1940.
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17. Jackson County Deed Records, Volume 11, page 177; Ashland Tidings, January 25, 1884; Jackson County Deed Records, Volume 16, p. 2. Railroad Addition, original plat, surveyed February 16, 1884.
18. Ashland Tidings, January 2, 1885.
19. Egger-Gould, Leslie. "The Railroad's Impact on Ashland's Economy: An Introduction, n.p. June 4, 1986.

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20. Ashland Tidings, November 25, 1889, 3:4; January 3, 1890, 3:3.
 21. Gordon B. Dodds The American Northwest: A History of Oregon and California, Arlington Heights, Illinois: The Forum Press, 1986, p. 139 ff; Ashland Tidings, September 3, 1894 3;3.
 22. Ashland Tidings, November 22, 1897, 3:2.
 23. Ibid., October 6, 1898, 3:2.
 24. Ibid., February 8, 1900; 3:2; July 30, 1900, 3:1; March 25, 1901, 2:3; December 28, 1903, 3:3.
 25. Leslie Egger-Gould, "The Railroad's Impact on Ashland's Economy,;" Ashland Tidings, March 25, 1901, 2:3; December 28, 1903, 3:3.
 26. Marjorie O'Harra, Ashland: The First 130 Years, Jacksonville, Oregon: Southern Oregon Historical Society, 1981, p. 17.
 27. Ibid., p. 96.

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