

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received OCT 1 1986
date entered NOV 6 1986

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

1. Name

historic Svenson Blacksmith Shop Number of contributing resources: 1
and/or common Same Number of non-contributing resources: 0

2. Location

street & number 1769 Exchange Street N/A not for publication
city, town Astoria N/A vicinity of First Congressional District
state Oregon code 41 county Clatsop code 007

3. Classification

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

4. Owner of Property

name Leila Svenson
street & number 3760 Duane Street (PO Box 357)
city, town Astoria N/A vicinity of state Oregon 97103

5. Location of Legal Description

courthouse, registry of deeds, etc. Clatsop County Courthouse
street & number 749 Commercial Street
city, town Astoria state Oregon 97103

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties has this property been determined eligible? yes no
date 1986 federal state county local
depository for survey records State Historic Preservation Office, 525 Trade Street SE
city, town Salem state Oregon 97310

7. Description

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

Describe the present and original (if known) physical appearance

Svenson's Blacksmith Shop, erected in 1920, is one of the last historic wooden business buildings remaining in Astoria, Oregon. It occupies its original location and has been virtually untouched since its closing in 1967. It was built by C. S. Cato, local builder and carpenter, following the personal directions of the proprietor Carl Svenson.

At the time the Svenson building was erected, it was located only two blocks from what was then planned as the center of the city. The old Astoria City Hall, today the Clatsop County Historical Society Heritage Center, was located two blocks west of the Svenson building, and St. Mary's Hospital was across 16th Street from the city hall. Other business buildings had been put up nearby, but in a few years it became obvious that the center of the city had moved west another seven blocks. In a few years, the city hall had been abandoned, and the Svenson building remained virtually alone except for a few older flats and apartment buildings nearby.

Today, the immediate area is fast becoming a tourist-oriented area with the Heritage Center of the Clatsop County Historical Society located two blocks to the west, and the new Columbia River Maritime Museum situated on the Columbia river, two blocks to the north. A block east is the Clatsop County Fairgrounds. Recently, the Astoria Development Commission and a development firm looked at the Svenson property as part of a possible convention center and hotel complex, but present plans call for saving the Svenson building. The heirs, who are the present owners of the building, plan to bequeath the building and contents in their will to the Clatsop County Historical Society to be used as a museum.

It is a rectangular wooden building two stories high built upon wooden posts on concrete blocks set into the ground. The two levels are separate with the upper level facing south and the lower level facing north, each at the level of the street adjoining. The roof, which is supported by timber trusses, is covered with a tarred surface. The exterior of the building originally was finished with horizontal boards, but as early as 1923, it was covered with green fish scale asphalt shingles which are evident today. This was done to shut out the rain and wind which had whistled through the building because of the single-wall construction, and also because Mr. Svenson did not want to repaint the building.

The nominated property is comprised of Lot 1, Block 121, Shively's Addition to the City of Astoria, and the building, which covers the entire lot. The lower floor containing the blacksmith shop faces Duane Street to the north while the upper floor faces and is on the same level as Exchange Street to the south. The east side of the building runs along 18th Street. Adjacent to the south front of the building is the last wooden sidewalk in Astoria.

The building is lighted on both levels by a series of three-over-four windows with simple surrounds which are set in pairs on each side except for the south side which has a garage door connected to Exchange Street by a wooden ramp, and which also has a storefront made up of plate glass and toplights in wooden frames and recessed doorway in the center. There is a "false" wooden parapet at both ends of the building. There is an outside brick chimney on the east side of the building. Originally, there was on the east side a second chimney of

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

SVENSON BLACKSMITH

Continuation sheet SHOP

Item number

7

Page

2

concrete block which was hooked up to the heating on the second floor, but as it was supported from below by a wooden platform, it was removed by order of the city fire marshal several years ago.

On the lower level facing Duane Street, there is a double sliding garage door connected to the street by a wooden ramp. Duane Street at this location is graveled and is not connected to the rest of the street which runs east and west through the town.

The interior of the building is basically unfinished, with the roof trusses and floor beams exposed. Exceptions are the rooms in the storefront area, which are covered with wall boards, and Carl Svenson's office on the lower level which has a horizontal board finish.

Flooring in the blacksmith area on the lower level is planking, although portions near the forge and other work areas have steel plates over them. Originally, the flooring on the second level was made of wooden planks but after a fire in 1923 which damaged the second level, a concrete floor was poured over the planks. At that time, additional posts and beams were put in to support the extra weight.

The main point of interest in the Svenson building is on the lower level, which still has the complete blacksmith shop as Carl Henning Svenson set it up back in 1920. After his death in 1967, the shop was closed but was left untouched by his daughters, who wanted to keep their father's shop and equipment intact. It remains in the same state today.

Overhead is the system of line shafting and belts which connect the various machines to the electric motor, which is the central source of power for the shop. Heat is provided by a big woodstove made by Svenson from two oil barrels. Around this stove are chairs and sofas, once used by customers and friends who dropped in to chat or to wait while Carl Svenson completed their repair jobs.

Under most of the windows on the lower level are work areas where Svenson used the daylight streaming through the glass to help him do odd jobs such as saw sharpening, which required better lighting. Old electric lights provide illumination for the rest of the shop.

Following is a list of machinery and equipment still in place just as Carl Henning Svenson left it. All items are kept in working order by the heirs.

1. Steel forge and chimney - coal-burning; located on the east side of the building, near center.
2. Blower connected to an electrical motor set up near the ceiling on the east wall. This acted as a bellows for the forge.
3. Anvil - Hawkins 280 lb. heavyweight general purpose anvil located near forge. There is also a second anvil of a lighter weight located in the north end of the building.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



SVENSON BLACKSMITH

Continuation sheet SHOP

Item number 7

Page 3

Equipment in the blacksmith shop which is run by electric motor and belt, pulley and line shaft power supply system.

4. An electric motor is located on a platform suspended near the ceiling in the main shop. Supplies power for belt and shaft system.
5. Trip hammer - Beaudry & Co., Boston, Mass. No. 6, (1894 patent) spring-action hammer with ability to strike hot metal swiftly and with consistent pressure. A curve rod pedal controlled speed of hits per minute; purchased new in 1920. Located about 2 feet southwest of forge. Trip hammer sits on top of huge stump which is buried deep in the ground and which protrudes through a hole in the floor. This was done to prevent the hammer blows from damaging the building because of the tremendous vibration.
6. Emery wheel - double motorized, heaving and light filing wheels; located in center of building; used for shaping, minor trimming, and sharpening tools and accessories.
7. Blacksmith's drill press - large, made by Portland Machinery Co. Metal drill with assorted bits; located near center of shop. Unique feature is custom seat built from old motorcycle seat mounted on steel pedestal bolted to floor which gave operator a place to sit while doing multiple hole drilling.
8. Metal lathes - 16-inch and 28-inch, both located along east wall near center of shop. Used for shaping and honing metal to "true" round. The larger of the two is 17 feet long, heavy duty, and mounted on a wooden base. Used for large jobs such as boat shaft work and heavy cannery equipment. The smaller lathe was used for standard jobs.
9. Sandstone wheel - large grinding wheel used to sharpen axes, knives and other finer cutting instruments. Located between trip hammer and drill press.
10. Shaper or milling machine - belt driven, heavy duty. Used for key stock shaping. Located in center of shop near south end.
11. Bolt cutter and threader - used for putting threads on bolts. (The bolts which are used to fasten the beams and timbers of the Svenson building were made on this machine by Carl Svenson.)

Electrically powered equipment not connected to overhead line shafting

12. Acetylene welder - gas torch purchased in 1920; located on south wall. Originally, the gas was supplied by a carbide generator but was replaced by rented oxygen and acetylene tanks, used for some cutting and burning.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

SVENSON BLACKSMITH

Continuation sheet SHOP

Item number 7

Page 4

13. Carbide generator - burned calcium carbide to produce gas for acetylene torch; located on south end of shop. Used until it was replaced by rented tanks.

Mechanical equipment

14. Iron cutters (2) with metal rollers; leveraged scissors - one is located on north wall while the other is near the center of the shop. Used to cut metal into pieces or strips.
15. Metal roller mounted on wood frame - used for shaping metal rims for wagon wheels. Located on east side of shop.
16. Iron bender (with iron twister) - clamp and lever set-up on small metal table. Located near center of shop. Used to bend strips of hot metal into angles and curves.

Other Features

17. Iron cone - five feet high. Used for curving iron strips and for testing roundness of iron rings.
18. Wood-burning stove - large, hand-made from oil drums. Has door made from old electric stove. Connected to outside chimney by metal pipe. Located about 15 feet southeast of forge. Used to burn wood scraps and for warmth. Also as a central point for group of local citizens who gathered there to wait for job completions or to just discuss politics an local affiars. Surrounded by chairs, sofas and odd seats.
19. Hand saw filing stand in iron vise - located under window on east wall for natural light. Used for shaping and sharpening hand saws.
20. Crosscut saw filing stand on wooden frame - located under window on west wall for natural light. Used for sharpening large 2-man logging crosscut saws.

Miscellaneous Items

21. Parts racks - in northeast corner of shop. Many bins and shelves filled with parts, old and new.
22. Work bench - located near parts racks. Wooden construction. Used for miscellaneous small jobs.
23. Old machines and equipment - items stacked along walls and in odd places ranging from an ancient Maytag washing machine to an antique pencil sharpener and old phonographs. Many pieces of unused metal bars, strips, etc.

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 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1920 **Builder/Architect** C. S. Cato, Builder

Statement of Significance (in one paragraph)

The Svenson Blacksmith Shop, completed and opened for use in 1920, is located in a commercial/industrial neighborhood near the Columbia River waterfront in Astoria, Clatsop County, Oregon. Situated longitudinally on its sloping 50' x 125' site, the building falls to two stories on the north, or waterfront end. Of frame construction, it is a vernacular expression of Commercial style architecture distinguished by wide, rectangular crests at the center of either end wall. Carl Svenson's blacksmith shop was housed in the ground story. The upper story was given over by lease to the sale and maintenance of automobiles. The storefront elevation facing Exchange Street is divided asymmetrically into a garage entrance and showroom display windows with paneled bulkheads and central, recessed entry. On the side and rear elevations are paired, six-over-six, double-hung windows. On the Duane Street facade, a large sliding door gives access to the ground-story shop, which has been maintained as an exhibit-in-place since Mr. Svenson's death in 1967. Interior walls are devoid of finish materials for the most part, a fact which prompted the application of imbricated asphalt shingles to exterior board siding in 1923 to provide some insulation. The historic composition siding in no way obscures the modest architectural character of the building, as all wood trim details are fully revealed. The building is one of the last wooden commercial buildings erected in Astoria before the fire of 1922 which devastated a large area of the downtown adjacent to the waterfront.

That there were as many as six blacksmiths in operation in Astoria between 1920 and 1940 is a reflection of the historic status of the city as a deep sea fishing port at the mouth of the Columbia River and a center of canning and logging industries. It reflects also the needs of the many attendant service enterprises inspired by thriving industry. The Svenson Blacksmith Shop is the only one of its kind to remain wholly intact. Though operated by Mr. Svenson as late as 1967, it never was modernized appreciably. It meets National Register criteria "a" and "c" as an exceptionally intact and rare example locally of an industrial type which, with its array of operable equipment, is capable of demonstrating the evolution of blacksmithing technology in the early automobile age. The property is locally significant also for its association with Carl Henning Svenson (1884-1967), one of many industrious Swedish immigrants to settle in Astoria and proprietor of one of the city's longest-lived blacksmith and machine shop businesses from 1916 onward.

Carl Henning Svenson was born in Sunne, Vermland, Sweden in 1884, the second son of Olof and Matilda Lindgren Svenson. The Svensons came to the United States in 1886 and settled in Deep River, Washington, where other Swedish friends had settled. They cleared a farm from the wilderness, and made a boat landing on Deep River which became known as Svenson's Landing.

9. Major Bibliographical References

The Daily Astorian, December 30, 1985. The Columbia Press, October 11, 1985.
Svenson, Leila, "Carl Henning Svenson," Cumtux (quarterly of the Columbia County Historical Society), Vol. 6, No. 1, pp. 22-27.
Leila and Adaline Svenson, private interviews held in Svenson's blacksmith shop, March, 1986.

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Astoria, Oregon-Washington

Quadrangle scale 1:240000

UTM References

A

1	0	4	3	6	5	7	0	5	1	1	5	1	7	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification The Svenson Blacksmith occupies fully Lot 1 of Block 121, Shively's Addition to the City of Astoria. The nominated parcel, measuring 50 x 125', is otherwise described as Tax Lot 1500, NW $\frac{1}{4}$ SE $\frac{1}{4}$, Section 8, Township 8 North, Range 9 West, Willamette Meridian, in Astoria, Clatsop County, Oregon.

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

state	N/A	code	county	code
state	N/A	code	county	code

state	N/A	code	county	code
-------	-----	------	--------	------

11. Form Prepared By

name/title Roger T. Tetlow, contractor

City of Astoria Historical

organization Landmarks Commission

date March 15, 1986

street & number Box 223

telephone (206) 642-3860

city or town Seaview

state Washington 98644

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 National Park Service.

State Historic Preservation Officer signature

title Deputy State Historic Preservation Officer

date September 29, 1986

For NPS use only

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

for *Alvina Byers*
Keeper of the National Register

Entered in the
National Register

date 11-6-86

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**

SVENSON BLACKSMITH

Continuation sheet SHOP

Item number 8

Page 2

In his early teens, Carl Svenson worked in logging camps and helped around the blacksmith shop, learning the trade. He had already learned much while working with his father on the farm's small blacksmith shop.

He went back to Sweden and met Elin Maria Hjerpe. They were married in the United States and then returned to Washington, settling this time at Gray's River, where he found work as a blacksmith and machinist for the Portland Lumber Company. He worked for the latter until 1916. Work there included repairing logging locomotives, speeders, and other equipment. Because of its isolated location, parts and other special tools had to be made there and Svenson gained valuable experience in many lines.

In 1916, Svenson moved to Astoria, Oregon, where he went into partnership with his brother, G. A. Svenson, in a blacksmith and machine shop known as Svenson Brothers. It was located at what was then 616 Duane Street, on the east side of the John Jacob Astor Hotel. There was a stable under the shop where farmers could leave their horses while the Svenson brothers worked. Horseshoeing, wagon repair, tool sharpening, and general repairs were done in the shop for farmers, fishermen and the early-day automobile owners.

In the winter of 1920, the two brothers dissolved their partnership and Carl Svenson had the big, two-storied wooden building on Duane Street erected to his specifications. In addition to the blacksmith shop on the lower level, Svenson designed the upper level for use as an automobile sales or repair establishment. Through the years, his tenants included the Crosby Repair Shop, Maunula Auto Co., a firm which was the local dealer for Oldsmobiles and Hupmobiles, H. Klopfer Garage Repair, Prael-Eigner Transfer Co., and the Columbia Auto Co., dealers for the Star and Durant cars.

In addition to being used as a sales room, the storefront area on the upper level was used as a meeting room by various groups including the Socialist Labor Party of America, an organization to which Carl Svenson belonged. For most of his adult life, he was a supporter of this organization and ran for various political offices under its banner.

Although Carl Svenson had little formal education, he was well-read and an articulate speaker, and chaired many of the political meetings held in the storefront room. He had auditorium chairs put in, lined the walls with bookcases filled with hundreds of books and magazines, and even had antique phonographs which entertained the Svensons and their guests.

Even though he was a blacksmith, Svenson was not a bulky man. He was six feet tall and carried himself erectly and with dignity.

The Svensons had three daughters, none of whom married. One of the sisters, Medora, died in 1984 but Adaline and Leila survive and devote a good part of their lives now in maintaining and preserving the Svenson blacksmith shop and building in the same condition it was when Carl Henning Svenson died in 1967.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**

SVENSON BLACKSMITH

Continuation sheet SHOP

Item number 8

Page 3

The two elderly sisters kept the building sealed for some years, but in 1984 they decided to open it to the public and today keep regular open hours several days each week, and proudly show visitors the various features of the shop. It is purely a volunteer effort and is done as a testimonial to their father.

The following discussion of the tools and machinery is provided in a memorandum of June 9, 1986 by Leila Svenson, Mr. Svenson's daughter, and current owner of the nominated property. In addition to showing how specialized work areas of the shop were arranged, it demonstrates how the varied services of the blacksmith were essential to local industry and agriculture in the 1920s and 1930s.

I enclose a sketch plan (diagram) of the interior of our father's blacksmith building. This shows the location of the machinery in the blacksmith shop. Each machine was located for convenient accessibility to the forge and the work areas. Drill bits are on the rack by the drill press, bolt cutters are hung over work benches, cutter heads are near the shaper, dies are with the bolt cutter. All tools are conveniently located. There is ample room to go from one machine to another.

Special blacksmith coal was used in the forge. A bar of metal was placed in the forge and, after heating to the proper degree, was placed on the anvil and struck by the blacksmith and his helper to the shape and dimension needed. If the job called for a large metal bar to be shaped, the Beaudry Trip Hammer was used. This saved a lot of hand hammering.

All of the machines were electrically belt operated. The 16-inch lathe and the sliding-head No. 6 Barnes Drill Press were in constant use. The 16-inch lathe was used often for machine work on bait tank fittings, rudder and stock lining on fishermen's boats. The 28-inch lathe was used in machine work on the larger jobs. The shaper was used in making key stock, machine work on rudders and fittings. The bolt cutter, with dies, made various sized bolts. In the construction of the building, bolts were used throughout to tie joists and beams together with metal plates and it is possible these bolts were made on this machine. The band saw was used in wagon making, for making new end gates on trucks and wagons and repairs to truck top frames.

Farmers brought wagon wheels that had to have spokes replaced and new metal tires on the wheels. The tire shrinker, tire roller, face plate and cone block, were all used as needed for the various jobs.

A 50 lb. Carbide Capacity Low Pressure Single Type Acetylene Generator produced the acetylene used in welding. Some years later this generator was disconnected and acetylene tanks were bought and used with oxygen in welding. Welding was done on repair work for farmers, fishermen, garages, quarries, construction contractors, Astoria Fire Department and Street Department, Clatsop County Road Department, State of Oregon Highway Department, School districts and trucking and transfer companies.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet SVENSON BLACKSMITH
SHOP

Item number 8

Page 4

Our father was skilled in tempering steel and forge work. He did much work by patterns and drawings, and requests for items to be made that were unavailable had to be made for a particular need or use. He was always able to furnish the requested item. If someone wanted a job done and did not know where to go to get it done, he was told by his friends, 'go to Svenson the blacksmith.' He was known for his skill and workmanship in the blacksmith trade. He put cutting edges on knives that are still used today. He repaired and sharpened farmers' plow shares and made longshoremen's loading hooks; sharpened cross-cut saws and hand saws; and did repairs for logging camps.

Garages in those days brought in car wheels to be trued, and to have spring leaves replaced and car body frames welded and straightened.

For the fishermen, he repaired propeller shafts, propeller baskets, net rollers, made crab rings, fish hoist irons repaired tire hangers, etc.

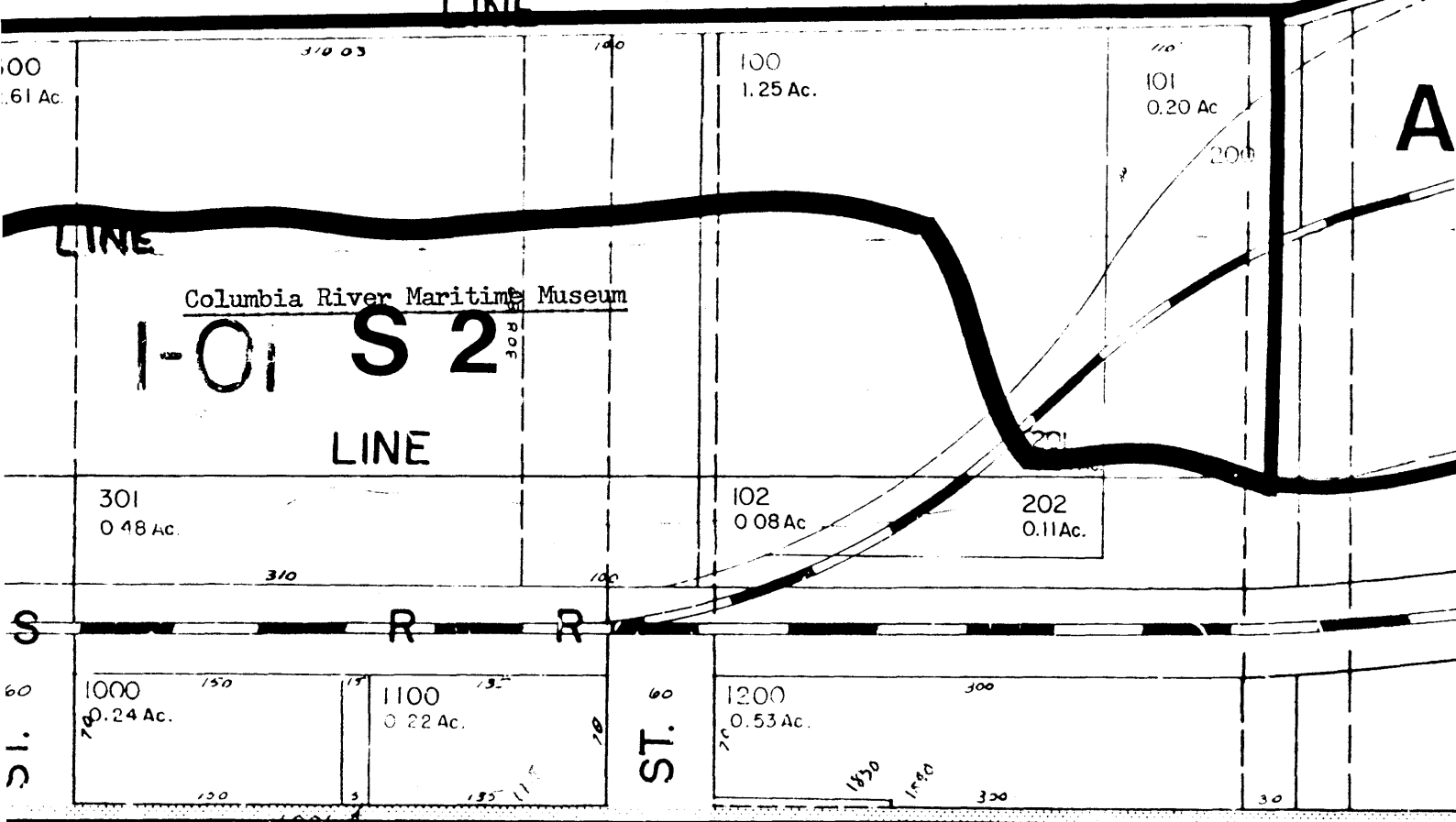
The fish packing canneries required repairs such as turn shafts and babbit boxing, tow line pulley blocks, fish box irons, rudder plate, and rudder shoe stock.

Construction contractors required valve grinding, trailer tongue irons, repair of shovel bearings, sharpening of picks and drills, threaded bolts, face stone hammers, straightening of davits, grab hooks, relining of mixers, repair of harrow teeth, long I bolts, roller scrapers, and remodeled tongs.

Typical orders are as follows:

- City Fire Department - 22 alarm brackets
- City Water Department - lengthen auger, weld hydrant
- City Cemetery - tires on wheelbarrows
- Clatsop County - repair grader, sharpen drills, line truck bottom, wheel wrench for grader
- State Highway Department - lengthen lag bolts
- City Quarries - coal grate slides, grab and iron hooks, repair pulley and chains

There were many others who came to our father's shop. There were furniture stores, feed stores, junk yards, milk farmers, dairies, foundries and bakeries. The jobs he did were innumerable.

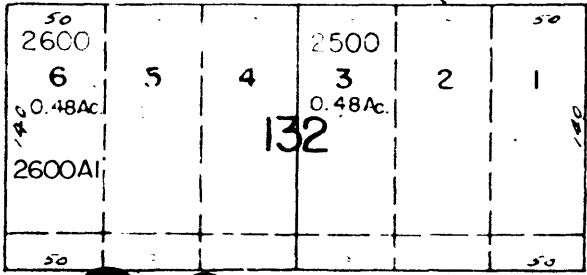


Marine Drive

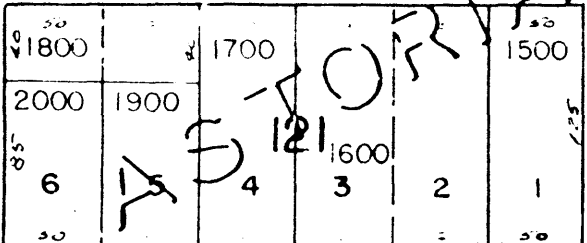
DR.)

U.S. Highway 30

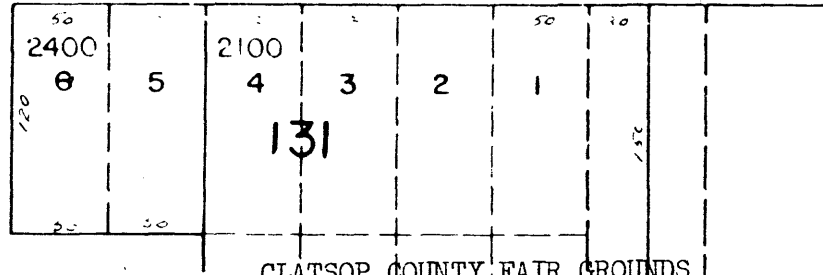
To Portland →



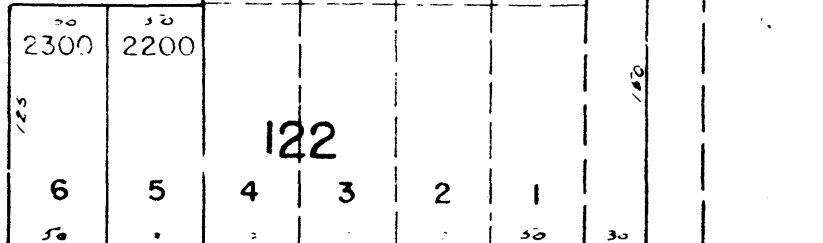
C 3



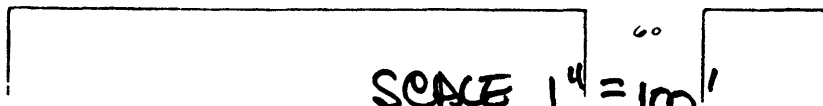
18th



CLATSOP COUNTY FAIR GROUNDS



ST.



SCALE 1" = 100'

