

**DATA SHEET**  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

PHO 695351  
FOR NPS USE ONLY

RECEIVED

JAN 23 1979

MAR 30 1979

DATE ENTERED

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Oakland Historic District

AND/OR COMMON

**LOCATION**

STREET &amp; NUMBER

roughly bounded by Chestnut, 1st, Cedar  
and 8th sts.

CITY, TOWN

Oakland

--NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Oregon

VICINITY OF  
CODE

41

4th

COUNTY

Douglas

CODE

019

**CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<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 checked="" type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input checked="" type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

**OWNER OF PROPERTY**

NAME

Multiple Ownerships (see inventory included in Description)

STREET &amp; NUMBER

CITY, TOWN

Oakland

VICINITY OF

Oregon

STATE

97462

**LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Douglas County Courthouse

STREET &amp; NUMBER

CITY, TOWN

Roseburg

Oregon

STATE

97470

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Statewide Inventory of Historic Sites and Buildings

DATE

1970

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDS

State Historic Preservation Office

CITY, TOWN

Salem

Oregon

STATE

97310

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>1871-1872</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### TOPOGRAPHY

The City of Oakland (population 1,200) is located in a small NE-SW valley flanked by two near parallel ridges. The downtown commercial area lies on the bed of the valley, wherein the terrain rises to gently rolling hills on the north, northeast and southeast. For the most part, the residential area is located on these hills overlooking the commercial center. A majority of the homes of primary significance are situated on high ground to the southeast.

Through this valley flows the Calapooya Creek, named for the Calapooya Indians native to the area. This stream passes the town on the north and northwest city limits as it flows west toward I-5, and eventually joins the Umpqua River on its way to the Pacific.

Oakland is located three miles north of the town of Sutherlin (population 4,600), primarily a lumbering center, and it is approximately twelve miles north of Roseburg, the county seat of Douglas County. Three miles to the west of Oakland is the north-south Interstate Highway, I-5. Within a twenty-mile radius of Oakland, and most to the north and northwest, are several rural communities of 1,000 or less population--including Drain, Elkton, Yoncalla and Umpqua.

The proximity of the two larger communities to the south, and of I-5 to the west, has made Oakland easily accessible to travelers; many traveling I-5 between California and Portland/Seattle. They often visit Oakland to view the historical buildings and to dine in several fine restaurants. This influx of travelers, which started in the late 1960s, has been a paramount influence for the renewed interest in restoration and in preserving the historic character of this community.

Because of a somewhat stable population (an increase of only 225 since 1884) and a consistent farming economy, Oakland has been spared appreciable change and redevelopment during the present century. The core of this 19th century farming community remains essentially intact.

### ECONOMIC DEVELOPMENT

The economic influence on the architecture and growth of Oakland started in 1852, with the founding of a grist mill and, soon after, several merchantile stores, a blacksmith shop, a hotel, stables, and a stagecoach stop served the influx of early settlers. The buildings were of box construction on stone piers. From the start, the town served as a terminus for Wells and Fargo south of Portland. With the building of the Oregon and California Railroad within two miles of "Old Town," and the subsequent moving of the town southwest to its present location, there was immediate increase in building growth in 1872 as "new" Oakland became the shipping point for the surrounding area. A fire in the mid-1870s and two in the 1890s destroyed much of the downtown wood structures, which were immediately replaced with brick structures. The main building activity in Oakland thus spanned a period of 1872 (including buildings moved over from "Old Town") to 1910. By mid-1880, the population stabilized, increasing by only 225 to the present day.

The next major period of building construction was in the mid-1940s and early 1950s, during the war time and post-war timber boom, and was primarily limited to new residences. This eventually expanded the city limits to almost twice the size of that originally laid out in 1872. For the most part, existing commercial buildings were utilized with various degrees of remodeling. Following the timber boom of the post war era, and the closure of

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a major lumber mill just south of town, Oakland went into an economic decline until the late 1960s, at which point the influx of new arrivals developed a renewed interest in the community.

During the period of economic decline, the town became, in the words of some, "a ghost town." Some of the primary brick structures in the downtown area were closed and boarded, and considerable interior deterioration took place.

There have been three distinct economic periods in Oakland: 1) farming, 1852-1940; 2) farming and timber, 1940-1960; and 3) farming and tourism, 1960-present. It is anticipated that farming (sheep, cattle and hay) will continue to be dominant along with an ever-increasing tourist trade.

HISTORIC DISTRICT OF OAKLAND

The historical district consists of approximately thirty city blocks, plus the Southern Pacific Railroad right-of-way and an adjacent field of brush and small trees approximately 150 yards by 330 yards. The perimeter area, surrounding the historic district and contained within the city limits, consists mainly of compatible frame dwellings, numerous vacant lots, mobile homes and several vacated streets.

The City of Oakland encompasses almost a full section, and is situated within Section 4 of Township 25 S., Range 5 W., Willamette Meridian. Most of the historic district lies within the NE $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 4. The grid layout of the streets is oriented in a NW-SE direction. The present City of Oakland, as originally laid out in 1872 by Alonzo F. Brown, is actually the Railroad Addition to the City of ("Old Town") Oakland (two miles to the northeast), which was established by Dorsey S. Baker in 1852. The Railroad Addition to the City of Oakland plat was recorded in April of 1873. Therefore, most of the historic district lies within the Railroad Addition to the City of Oakland, with a few residential homes to the east and southeast in Brown's Addition to the Railroad Addition to the City of Oakland, recorded in April of 1894.

The streets of the historic district are blacktop pad. Alleys are surfaced with gravel. A few streets of partial blocks are vacated. Also, a 90-foot wide street of five blocks in length, vacated and undeveloped primarily because of a running creek, is currently being developed into a park with foot bridges and pathways. This proposed park marks the major portion of the northern boundary of the historic district. Approximately 75% of the blocks within the historic district have sidewalks and curbs. With the exception of Locust Avenue (the main street), which is 80' wide, all the streets in the historic district are 60' wide. All the alleys are 20' wide.

Unique to the original plat are alleys which may not be city-owned, but <sup>are</sup> possibly in joint ownership by the property owners of the eight lots within a block.\* Not all of the streets within the city limits are paved, and several are vacated.

The community is served by overhead electric and telephone wires. Approximately 80% of the historic district has overhead street lighting at the intersection. The downtown commercial district also has overhead street lighting at the alleyways.

\*The question of alley ownership in the original plat (the Railroad Addition to the initial Oakland townsite) appears to be moot and probably can be satisfactorily determined only in a court of law. GPO 892 455

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With very few exceptions, the residential homes are well landscaped with trees, shrubbery, well-kept lawns and flower beds. There are several notable examples where the landscaping is in exceptional balance and tune with the historical nature of the structure. Only two homes have front fencing, and each is of wrought iron. One--a primary historical structure--has the original low wrought iron front fence. The only other fencing within the historic district is either limited to an occasional wire or low wood fence to separate adjoining homes, or--in the case of adjoining pasture of several lots in size--wood rail fence to restrain livestock. Most of the older residential homes have outbuildings consisting of storage sheds and garages of dubious historical significance. A few have the original carriage house and/or barns which have been converted to other uses.

There have been two losses of importance within recent years. In 1975, the Southern Pacific Railroad depot, built in the early 1870s and located at the foot of the main street (Locust Avenue), was demolished by the railroad company. Some of the hardware, doors and fixtures were purchased by a local resident.

The other loss was that of a private residence in the Queen Anne Style, built in 1900, and located on the main street (Locust Avenue) just east of the commercial area. This residence had been converted into small apartments and was destroyed by fire in the fall of 1977. The damage was extensive, and under city ordinance, that which remained of the structure was demolished. Some of the exterior architectural trim had been salvaged by the owner.

The traffic flow is concentrated in the form of a "T": along First Street (sometimes called Front Street) which was the old north-south highway (99E) prior to the construction of the Interstate Freeway (I-5) three miles to the west; and in the two block commercial district (Locust Avenue) which is perpendicular to First Street. There is ample off-street parking available within a block of the commercial district. On-street parking is provided on all the streets in Oakland.

The City of Oakland has a protective zoning code which controls single family (R-1) and multi-family (R-2) construction, and commercial retail (C-1) and light industrial (I-1) businesses. Mobile homes are limited to five per year. For the most part, the code structure is very responsive to the historical character of this community: "...to control the character and development of the City and to maintain and create proper environment for human interaction..."

Within the historic district, the zoning consists of six blocks of Commercial Retail (C-1) in the downtown district, and Single-family Residential (R-1) in the surrounding area. Also, within the downtown C-1 zone, the city has designated 4½ blocks as a Special Historical District (SD-H).

The Special Historical District was established in May of 1968, when the City Council passed a Historic District Preservation Ordinance (No. 215) for the "... purpose of promoting the historic, educational, cultural, economic and general welfare of the public through the preservation, restoration and protection of buildings, sculptures, sites...(etc.)...of historic interest..." Thus, a historic district was formed, encompassing all of the structures within the commercial district of five full blocks. This ordinance placed restrictions on, among other things, exterior

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remodeling, additions, demolitions, and placement and design of signs. A seven-member commission was appointed to enforce this ordinance through the review of applications for change, and the issuing of Certificates of Appropriateness.

The only major projected development within the historic district is a five-block long proposed public park along the northern boundary of the historic district.

Of the 136 properties surveyed within the historical district, 66 or (49%) date from the primary historic period of 1852-1900, and each has been classified as primary historical significance. The downtown "core" area consists of four full blocks, plus a portion of the adjacent railroad right-of-way. Of 28 structures in the commercial core, 20 (or 71%) are of primary historical significance; five (or 18%) are of secondary significance, and the remaining three structures (the city hall, a machine shop, and a bicycle shop) are classified as compatible. Also within this downtown "core" area are two city parks of primary historical significance and three adjoining vacant lots which are compatible. All of the 14 brick structures on both sides of the downtown main street (Locust Avenue) are of primary significance.

Within the historic district there are 15 primary structures, located in two main clusters, which were moved over from "Old Town" in the early 1870s.

The secondary historic period dates from 1900-1930, and is representative of a well-established, but economically growing community. Of the 136 properties surveyed within the historic district, 31 (or 25%) have been classified as secondary in historical significance. The structures are wholly of wood frame and, architecturally, represent various post turn-of-the-century styles. A few structures have corrugated sheet metal siding and roofs.

Both the primary and secondary historical structures represent 76% of the total properties with structures surveyed within the historical district.

The compatible structures are wholly wood frame, and most post-date the 1930s. Although a few structures were built in the early 1900s--if not before--they have been so extensively remodeled as to completely lose their architectural integrity. Twenty-six structures and nine vacant parcels have been classified as compatible. This represents 25% of the total properties surveyed within the historic district.

The four intrusions are mobile homes and two service stations. They are well-landscaped and maintained, but architecturally they cannot be classified as compatible with the historical character of the community. The intrusions represent three percent of the 136 properties surveyed within the historic district.

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INVENTORY OF PROPERTIES  
within Oakland Historic District

1. Thomas Hotel, 101 Locust Street  
Oakland Railroad Addition, Block 14, Lot 6, and westerly 100' of Lots 7 and 8.  
Account No. 31074.00  
Current owner: Richard L. and Fay J. McCain  
PO Box 37  
Oakland, OR 97462

Significance: Primary Date: 1899

Built by Sarah Thomas after the 1899 fire to replace the original wood structure erected in 1878. This hotel is in a prominent location on the corner of Locust (main street) and First, across the street from where the depot used to be. This was once the most popular of six hotels in Oakland; it is the only one remaining, though currently not in use. Reportedly, this was the first hotel south of Portland to have hot and cold running water to each room.

Two stories. Rectangular plan 38x92 feet, with an east wing. Brick masonry construction. Main entry and lobby at the SW corner, with double doors. An original transom has been removed. Windows are one over one sash set in a segmental bay with arch radiating brick voussoirs. Originally a veranda/balcony extended along the west and south elevations, with access door on the south elevation. Single pitch roof with parapet on all sides, it originally had a large, wood cornice which was removed in the 1950s. The building has been painted white. Partial basement with an 80' hand-dug well.

2. Post Office, 109 Locust Street  
Oakland Railroad Addition, Block 14, easterly 27' of Lots 7 and 8.  
Account No. 31075.02  
Current owner: Blanch B. Sandquist  
2660 Skopil Avenue S  
Salem, OR 97302

Significance: Primary Date: 1899

Erected by Harvey J. Mahoney shortly after the 1899 fire, this brick structure originally housed the Nonpariel Ice Cream Parlor. Later, it served as a telephone exchange, and today it is Oakland's post office.

One story. Rectangular plan 27x75 feet. Brick masonry construction. Downtown main street location. The front (south) elevation has three bays; the westerly bays have tall windows, the easterly bay has a single door entry. Originally, the center bay was the entrance with recessed double doors and display windows. There is a front awning of corrugated sheet metal. Single pitch roof with parapet on all sides except the rear. The front parapet has dentills and four decorative chimneys with corbelled tops. The east elevation which faces an alley has a door with transom, flanked by two one over one windows with radiating arch voussoirs. The rear has an addition of a single pitch metal roof with sheet metal siding. The west elevation has one one-over-one window.

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3. Tolly's Soda Fountain and Tolly's Antiques, 115-121 Locust Street  
Oakland Railroad Addition, Block 14, W $\frac{1}{2}$  of Lots 1-4.  
Account No. 31069.02 and 31069.03  
Current owner: Terry and Carol Tollefson

PO Box 31  
Oakland, OR 97462

Significance: Primary Date: 1903

Built of brick by Charles and Pitzer Beckley after the 1899 fire, the building originally housed a separate mercantile store and a drug store. Today, it contains a soda fountain and an antique store.

One story. Square plan, 50x50 feet. Brick masonry construction. Downtown location. Originally housing two separate businesses with a common wall, this building is now connected by two interior archways added in the early 1970s. The front (south) elevation has six bays, three for each section. Each section has double recessed doors with display windows flanked by tall segmented windows. The westerly section has a roll-down canvas awning, and the easterly section has a corrugated sheet metal awning. Single pitch roof with a decorative brick parapet extending across the width of the two sections. Originally, the westerly section had a parapet which stood approximately two to three feet higher. The west elevation, which faces an alley, has a loading door and two small fixed windows, and the wall has faded advertising. In the rear is a wood frame addition covered with sheet metal. This addition has loading doors facing the alley.

4. E.G. Young Bank Building, 131 Locust Street  
Oakland Railroad Addition, Block 14, E $\frac{1}{2}$  of Lots 1 and 2.  
Account No. 31069.01

Current owner: First National Bank of Oregon  
P/M Department  
PO Box 3131  
Portland, OR 97208

Significance: Primary Date: 1892

Built as a mercantile store by pioneer banker and merchant E.G. Young, this brick structure survived the 1899 fire. This is the most impressive brick structure in Oakland. Its western half was used as the E.G. Young Bank, and the eastern half--the largest in terms of square footage--was used as the mercantile store. Today, the eastern half is a bank, and the western half is an art gallery. Upstairs was originally the E.G. Young Opera House. Later, the Opera House was used for doctors' offices. During the late 1920s and '30s, the Opera House was used for basketball games and for occasional dances.

Two stories. Rectangular plan, 50x100 feet. Downtown main street location. Brick masonry with extensive use of dressed stone for decoration on both the first and second stories. Stone is used for window surrounds, for quoins, and on the south or front elevation, for decorative piers separating the bays, and supporting a first story plan entablature cornice of wood. The first floor easterly elevation has had some alteration with the replacement of two windows and the partial enclosure of

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those windows with brick, as well as the complete enclosure--with brick--of the original east entrance. The bays on the south (front) elevation has been extensively remodeled with the replacement of original entrances in adjacent bays and the addition of canopies over these new entrances. The windows on the second story, south (front) elevation, are one over one, double-hung sash and are set in semi-circular bays, and consist of five bays; this type of window treatment is repeated on the first floor, east elevation. The second floor of the east elevation has six window bays, five being simple square windows, the sixth a continuation of the south elevation window treatment. Plain parapet on east and west elevation with a single pitch roof. South (front) elevation parapet has boxed cornice, decorated with corbeles and modillions. A semi-circular facade element centered on the roof bears the inscription: E.G. YOUNG 1892.

- 5. Oakland Public Library (orig. Page and Dimmick Drug Co.), 204 Locust St. Oakland Railroad Addition, Block 21, westerly 25.5' of Lot 8.

Account No. 31131.03

Current owner: Marianne Kadas  
Rt. 1 Box 133-A  
Sutherlin, OR 97479

Significance: Primary Date: 1890

Built by E.J. Page and Venable as a drug store, with doctors' offices above. It soon became well known as the Page and Dimmick Drug Store. This brick structure was the second brick structure to be erected in Oakland (the first--built in the 1870s--was demolished in 1893), and the first building erected of the fifteen brick buildings now extant in the downtown core district.

Two stories. Rectangular plan, 25x60 feet. Brick masonry. Downtown main street location. First story (front) elevation has three bays: center bay has recessed angled display windows and double entrance doors; adjacent bays have tall windows. The bays are separated by cast iron decorative piers which bear the inscription: G.N. FRAZER, 1890, EUGENE. The piers and tall windows have been partially obscured by a corrugated metal awning which extends partially around to the west elevation. The portion of the windows extending above the awning have been boarded and painted. West elevation has entrance to second story and one window bay, partially painted over advertising section. Top of first floor, west and south elevations have brick dentils supporting a small brick cornice. Both south and west elevations of the second floor have three bays of windows, one over one double-hung sash with radiating arch voussoirs. Parapet, single-pitch roof with extensive decorated frieze of stepped dentils on the west and south elevations. South (front) elevation has an extended parapet, highly decorated which originally was topped with three decorative brick chimneys with corbelled tops.



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- 6. Oakland Trader, 237 Locust Street  
Oakland Railroad Addition, Block 21, easterly 66.5 feet of Lots 1 and 2, and  
northerly 10 feet of Lot 3.

Account No. 31125.00  
Current owner: Barton Slane  
PO Box 518  
Oakland, OR 97462

Significance: Primary Date: 1884

This structure was originally built prior to 1884 and was known as the Kelley and Pinkeston's Livery Stable. It served as a livery stable until 1935, and now houses an antique-second hand store. Originally, this stable was one of the two largest in Oakland. The crawlspace shows evidence of two fires, suggesting the building may have been rebuilt.

One and one-half stories. Rectangular plan, 70x90 feet. East end of downtown main street location. Box frame with original corrugated metal siding and roof. First story, south (front) elevation has five bays: center bay with recessed display windows and double door; adjacent bays have three sash with mullion windows. Window bays and recessed doors are not original. East and west elevations, first story, have three bays of double or three sash with mullion windows. Front or south elevation, second story, retains original diamond shaped window with a double sash with mullion windows below which was added later. High gable roof with plain projecting verges.

- 7. Oaks Tavern and Oaks Cafe, 104-106 Locust Street  
Oakland Railroad Addition, Block 15, westerly 35 feet of Lot 5 and part of Lot 6.

Account No. 31081.02  
Current owner: Barton Slane  
PO Box 518  
Oakland, OR 97462

Significance: Primary Date:

Oakland Studio of Dance Art, 110 Locust Street  
Oakland Railroad Addition, Block 15, center 32 feet of Lot 5 and part of Lot 6.  
Account No. 31081.01

Current owner: Joseph and Francine Quinn  
Rt. 1 Box 103  
Oakland, OR 97462

Significance: Primary Date: 1899 (addition, 1899)

Built by Grubbe, the structure originally housed a saloon and a barbershop. One year later, an addition to the east, duplicating the style, was constructed, housing the Bovingdon Furniture Store. For many years, the addition contained a tavern--the oldest in Douglas County--until 1977, when it was converted into a ballet studio. In 1971, a wood-frame, two-story addition was constructed to the rear of the present dance studio, replacing an original shed structure.

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One story. Rectangular plan, 70x50 feet. Brick masonry. Downtown main street location. North (front) elevation has six bays (serving three businesses) separated by concrete covered brick piers with vermiculated decoration. The westerly three bays, serving two businesses, have been extensively remodeled in the late 1940s with replacement of smaller windows and new doors. The easterly three bays retain the original tall segmented windows and double door entrance, except that the original angled display entrance windows have been removed and the doors placed flush with the front wall. Parapet with single pitch roof. North (front) elevation parapet has decorated frieze of stepped dentils. Four of the original eight decorative brick chimneys with corbelled tops remain over the easterly three bays. The west elevation has faded advertising on the exterior brick wall. The exterior and interior of the two businesses in the westernly end (Oaks Cafe and Oaks Tavern) were remodeled in 1945 and in 1962.

8. The Little Acorn, 116 Locust Street  
Oakland Railroad Addition, Block 15, easterly 33 feet of Lot 5 and part of Lot 6.  
Account No. 31081.03  
Current owner: John Waldier  
Kellogg Star Route, Box 112  
Oakland, OR 97462  
Significance: Primary Date: 1900

The building originally contained a confectionary store and a real estate office. It has housed numerous businesses and currently is temporarily vacant.

One story. Rectangular plan, 32x50 feet. Brick masonry. Downtown main street location. North (front) elevation has six bays. The second and fifth bays are double door entrances with recessed angled display windows. The remaining bays are tall segmented windows. Each bay is separated with simple piers. An awning of corrugated sheet metal is on the north elevation. Parapets, single pitch roof. North elevation parapet has simple, decorative dentils. East elevation faces an alley and has no openings, and west elevation is common wall with another building (see No. 7).

9. Beauty Shop, 122 Locust Street  
Oakland Railroad Addition, Block 15, westerly 22.75' of Lots 3 and 4.  
Account No. 31079.04  
Current owner: Raymond H. and Eva L. Severson  
Rt. 1 Box 5749  
Sutherlin, OR 97479  
Significance: Primary Date: 1893

Lamplighter, 126 Locust Street  
Oakland Railroad Addition, Block 15, 19.25' of Lots 3 and 4.  
Account No. 31079.03

Current owner: Gloria I. Maret  
PO Box 801  
Wilbur, OR 97494

Significance: Primary Date: 1893

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Museum, 130 Locust Street  
 Oakland Railroad Addition, Block 15, 26' of Lots 3 and 4.  
 Account No. 31079.02  
 Current owner: Oakland Museum Historical Society, Inc.  
 130 Locust Street  
 Oakland, OR 97462

Significance: Primary Date: 1893

This building houses three separate businesses and was built by A.F. Brown, the founder of "Old Town." The building originally housed the Commercial Bank of Oregon (the second of two banks in Oakland), a turkey showroom, and a grocery. Presently, the building houses a beauty salon, a tavern and restaurant, and the city's museum. The easterly most section, currently housing the museum, was built first, and the additions on the west side were immediately built thereafter.

One story. Rectangular plan, 50x70 feet. Brick masonry. Downtown main street location. The curb along the easterly 2/3 of this building is the original hand-hewn stone curb. The easterly 1/3, housing the Oakland Museum, has retained its original front (north) elevation with three bays separated by simple stucco covered brick piers. Center bay with recessed display windows and double doors, and adjacent bays with tall segmented windows. The westerly 2/3 of this building--housing two businesses--has been extensively remodeled on the front (north) elevation, with the tall segmented windows replaced with smaller windows and the double recessed front doors replaced with flush doors. The original corrugated sheet metal awning is on the easterly 1/3 of the building. A horizontal flat canopy has replaced the metal awning on the westerly 1/3 of the building. Single pitch roof with parapet, front being extensively decorated with boxed cornice and modillions in various stages of deterioration. Center top of cornice is a semi-circular element with the description: 1893. The west elevation faces an alley and has several windows which have been bricked over. Both of the westerly businesses have 20' square additions on the rear; the westerly being of brick, and the center business being of wood frame with sheet metal siding.

10. Old Stockyards and Community Picnic Area, westerly 440' from the Southern Pacific Railroad property, between a line extending from the center of Pine Street westerly 440' to the Calapooya Creek, and a line extending along the center of Stearns Avenue  
 Account No. 5683.01  
 Current owner: Champion International Corporation  
 PO Box 10228  
 Eugene, OR 97401
- Significance: Primary Date:

This land--today a field--is located directly west and adjacent to the downtown area. It was used for communities festivities at the turn of the century. Picnics and horse racing were among the activities at 4th of July and other celebrations. Part of the property was contained by stock fencing as yards for the adjacent railroad.

This flat field is overgrown with brush and grass, and has a few scattered small trees.

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11. Russell's Market, 134 Locust Street  
Oakland Railroad Addition, Block 15, easterly 32' of Lots 3 and 4.  
Account No. 31079.01  
Current owner: Robert L. and A. Lorraine Russell  
PO Box 12  
Oakland, OR 97462  
Significance: Primary Date: 1894

Built by A. Medley, it originally was the first limelight projector movie house in Oakland. It also served as a dance hall and, later, a furniture and harness store. It is currently a grocery store.

One story. Rectangular plan, 32x50 feet. Brick masonry. Downtown main street location. The north (front) elevation has three bays: center bay has angled recess display windows and double doors; the adjacent bays have tall segmented windows. A partial bay extends around the corner on the easterly elevation; the original tall windows being replaced with a single sash square window. Corrugated metal awning on north elevation. Highly decorative boxed cornice with corbels and modillions extend the length of the north (front) and east elevations. Single pitch roof with parapet. Attached to the rear or south elevation is a wood-frame storage shed, with a single pitch sheet metal roof.

12. The Double Door, 212 Locust Street  
Oakland Railroad Addition, Block 20, easterly 24.66' of Lots 5 and 6.  
Account No. 31121.01  
Current owner: Donna V. Homewood  
PO Box 578  
Oakland, OR 97462  
Significance: Primary Date: c. 1905

Built by R.E. Dimmick and George Stearns as an ice house, butcher shop and sausage factory, its upper level housed a doctor's office. Today, it is a gallery and plant shop, with residence upstairs. The structure, originally housing both R.E. Dimmick's business and Stearn's addition to his hardware store, was built jointly by the two men.

Two stories. Rectangular plan, 25x50 feet. Downtown main street location. The front (north) elevation is of wood frame, and the two adjacent and rear (south) walls are brick masonry. The second story front elevation has embossed, simulated brick sheet metal facing. The first story front elevation has six bays: the easterly most bay has a single door with transom serving the residence upstairs. There is a corrugated sheet metal awning which joins onto the awning of the buildings to the west. The second story, front elevation, has three bays of one over one sash. There is a box cornice with dentils and modillions which is a continuation of the cornice on the building to the west. There is a parapet on the east side, and a single pitch roof. This side also has a single one over one sash for each story, and faces an alley. Extensive interior remodeling was done in 1974. The front has a box cornice with dentils and modillions extending onto the building to the west.

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13. Stearns' Hardware, 204 Locust Street  
Oakland Railroad Addition, Block 20, westerly 75.33' of Lots 5 and 6.  
Account No. 31121.02

Current owner: Arba Fay and Robert D. Stearns  
PO Box 338  
Oakland, OR 97462

Significance: Primary Date: 1891

This business has been in continuous ownership by the Stearns family since 1887. An addition to the east side of the structure was completed in 1905, replacing a large shed used to store wagons. (See No. 12).

Two stories. Square plan, 75x75 feet. Brick masonry structure. This building is actually a composite of two built 14 years apart. The initial building on the westerly end, originally 25x75' with one story, was three bays on the front (north) elevation. The center bay has recessed angled display windows with double doors. The two adjacent bays have tall segmented windows. The topmost segment of each bay has been painted over to correspond with an interior dropped ceiling added at a late date. Each bay is separated with a decorative cast iron pier with the inscription: G.N. FRASER, 1891, EUGENE. Corrugated sheet metal awning extends on the front and partly around the side on the west elevation. The west elevation has one bay of tall segmented windows at the front corner, and three round windows. Toward the southernly end of the west elevation is a door with transom, flanked by tall one over one sash windows. A corrugated sheet metal awning covers this entrance. Single pitch roof with the parapet extending highest on the front elevation. An old photograph suggests this parapet extended approximately four feet higher than it does at present.

The attached addition to the east has the front (north) elevation of wood frame; the rear (south) wall and the two adjacent common walls are of brick. This addition has five bays: two single door entrances separated by tall segmented windows. Corrugated sheet metal awning joins the awning on the initial building. The second story has--on the north (front) elevation--three bays of one over one sash. The front siding, extending from above the first story windows to the top cornice, is of embossed, simulated brick sheet metal. There is a box cornice with dentils and modillions which extend east onto the adjacent building (See No. 12). There is a single pitch roof.

14. Hunt Building, 220 Locust Street  
Oakland Railroad Addition, Block 20, westerly 27' of Lots 3 and 4.  
Account No. 31119.03

Current owner: James O. and Clara Knudtson  
PO Box 250  
Roseburg, OR 97470

Significance: Primary Date: c. 1906

Built by a Dr. Hunt, one of the more prominent doctors in early Oakland, this building houses a dentist office upstairs and, downstairs, a confectionary store and a restaurant. This was the first restaurant in Oakland which offered food as its only trade.

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Two stories. Rectangular plan, 30x75 feet. Brick masonry. Downtown main street location. North (front) elevation, one story, has four bays: the easterly most bay has door with transom which leads to upstairs residence. The center of the three remaining bays has recessed angled display windows and double doors; the two adjacent bays have tall segmented windows covered by a corrugated metal awning which extends around the corner partly onto the west elevation, also covering a bay of tall segmented windows. Each of the bays is separated by cast iron piers with the inscription: Albany Iron Works, Albany, Ore. West elevation, first floor, facing alley, has four bays of one over one double hung sash windows plus an entrance door. Each of the windows and the door has a semi-circular radiating voussoirs. Second story, front (north) elevation, has two bays of one over one single hung sash with round arch top openings topped with radiating voussoirs. The northwest corner has a projecting bay of three windows similar to adjacent windows on north elevation. Projection has decorative frieze and box cornice. The west elevation has three windows, one over one double hung sash with semi-circular radiating voussoirs. Two of the windows are separated by a projecting bay of three one over one double hung sash, without the circular voussoirs. This bay is also topped with a cornice. Front (north) elevation has boxed cornice with dentils extending partially around corner onto west elevation. Parapet, single pitch roof.

15. 224 Locust Street (orig. James Dearling Cobbler Shop)  
Oakland Railroad Addition, Block 20, 23' of Lots 3 and 4.  
Account No. 31119.02

Current owner: James D. and Clara Knudtson  
PO Box 250  
Roseburg, OR 97470

Significance: Primary Date: prior to 1871

Originally moved from Old Town, the structure housed the James Dearling Cobbler Shop and, soon after, a mortuary. Today, it is vacant and used for storage.

One story. Rectangular plan, 23x50 feet. East end of downtown main street location. Box frame wood. North elevation has double entrance door with transom in center, flanked by display segmented windows. Corrugated metal awning extends width of front elevation and extends beyond building westerly over small covered passageway. Above awning is a square facade with simple boxed cornice and brackets. Gabled roof. Shiplap exterior. Stone pier foundation. An 1870s addition to the rear was removed in 1930.

16. 114 First Street (orig. Crouch Brothers' Saloon)  
Oakland Railroad Addition, Block 15, southerly 24.57' of Lot 6 and northerly 49.5' of Lot 7.  
Account No. 31082.05

Current owner: Joseph and Francine Quinn  
Rt. 1 Box 103  
Oakland, OR 97462

Significance: Primary Date: 1891

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Built by the Crouch Brothers as a saloon, the building is not currently in commercial use. Its south elevation shows several painted advertisements, including one for Bull Durham Tobacco.

One story. Rectangular plan, 24x50 feet. Brick masonry. Downtown, south of main street location. West (front) elevation has three bays, the center bay with recessed angled display windows and double doors with transom. The two adjacent bays have tall segmented windows. Each bay is separated by stucco covered brick piers. Single pitch roof. West (front) parapet has brick stepped dentils. Originally, top of front parapet had cornice with three chimneys with corbelled tops. South elevation has several advertisements painted on the entire wall. East elevation has three bays, center bay with door and light window above, adjacent two bays have one over one double-hung sash windows; all bays have radiating arch voussoirs. The rear (east) elevation wall has deteriorated and was rebuilt in 1978.

17. Masonic Temple, 132 NE Second Street  
Oakland Railroad Addition, Block 21, Lot 5.  
Account No. 31129.00  
Current owner: Ancient Free and Accepted Masons  
Oakland Lodge No. 16  
132 NE Second Street  
Oakland, OR 97462

Significance: Primary Date: 1909

Built by the Masons, the Temple is the first permanent meeting hall constructed in Oakland.

Two stories. Rectangular plan, 35x100 feet. Downtown location, off Main Street. Stucco covered brick masonry, supported internally by steel girders. Within a month after this building was finished, a freeze caused the still damp mortar to freeze, causing expansion and resultant crumbling of much of the brick decorative architectural trim. The internal steel girders held the building up. Subsequently, the exterior was stripped of all projecting decorative brick and the sides covered with stucco. Windows on the three remaining elevations are intact and are mostly one over one double hung sash. Parapets, single pitch roof with little decoration. The Masonic Emblem appears on the facade at the roof level on front elevation.

18. Pioneer Apartments (Settle Building), 114-116 NE Second Street  
Oakland Railroad Addition, Block 21, Lot 6 and part of Lot 7.  
Account No. 31130.01  
Current owner: James Neil Settle  
PO Box 306  
Oakland, OR 97462

Significance: Primary Date: 1898

Originally constructed as the Douglas Hotel, it was the first brick hotel erected. Currently, it is called the Pioneer Apartments or the Settle Building.

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Two stories. Rectangular plan, 25x50 feet. Brick masonry. Downtown, off Main Street location. The south wall is a common wall with the Oakland Library (See No. 5). The west (front) elevation has four bays on each story. First floor two center bays are pairs of one over one double hung sash, and the two extreme bays are entrance doors. The second story bays are one over one double hung sash. All the windows and doors are set in voussoirs arches. Wood boxed cornice with decorative frieze and corbels. Parapets. Single pitch roof. Originally, the west (front) elevation had a canopy extending the length of the building and supported by turned posts on the sidewalk. Attached to the north elevation is an addition constructed in 1908. It originally had an exterior entrance on the west elevation, since boarded up, and a new entrance established within the interior of the main building. West elevation siding is of sheet metal, simulated brick. Single pitch roof. North elevation is of plain sheet metal.

19. Adolphus Smith House, 136 Chestnut Street  
Oakland Brown's Addition, Block A, Lots 1 through 4  
Account No. 31482.00

Current owner: Leslie E. and Jacqueline Fleming  
PO Box 495  
Oakland, OR 97462

Significance: Primary

Date: 1895

Adolphus Smith was the father of F.J. Smith, who operated the livery stable at 237 Locust Street.

Two stories. Located south of and overlooking commercial area. Rectangular plan, 25x50 feet. Wood frame of Queen Anne style. North (front) elevation has covered porch and projecting bay of three over one double hung sash windows with a single one over one sash above projecting bay which extends into the gable end. The exterior has been covered with wide lap, artificial siding. East elevation also has projecting bay of windows with single projecting one over one above. Steep cross gable roof with imbricated shingle work on the gable ends. Two large brick chimneys; one straddle ridge, the other exterior.

20. Alonzo Brown House, 208 Chestnut Street  
Oakland Brown's Addition, Block B, westerly 30' of Lots 5 through 8, and all of vacated Second Street.

Account No. 31494.02

Current owner: Vera M. Smith  
PO Box 32  
Oakland, OR 97462

Significance: Primary

Date: 1888

Begun by a lawyer named A.C. Schlbrede in the mid-1880s, the structure was not completed until it was purchased by Mr. Brown, who took up residence in 1888. Alonzo Brown was the founder of the present town of Oakland, in 1871.



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Two stories. Rectangular plan, 35x65 feet. Located on hill south of and overlooking commercial area. Wood frame Italianate style. The house was restored in 1975, and is in excellent condition with much of the original integrity retained. Exterior is shiplap. A two-story bay on the north (front) and west elevations. Originally, the windows were one over one double hung sash, but have been replaced during remodeling. A covered porch extends along the east and part of the north elevation. Turned columns with elaborate entablatures support the porch cover. Hipped roof, boxed eave cornices and heavy ornamental brackets on all elevations at the eaves. A wrought iron fence runs across the front of the lot.

21. 106 Walnut Street  
Oakland Mill Addition, Lots 9, 10 and 11  
Account No. 31590.00  
Current owner: James W. and Nelda J. Foster  
PO Box 386  
Oakland, OR 97462

Significance: Secondary Date: 1910

Dates from the second historic period of construction in present Oakland.

One story. Rectangular plan, 30x40 feet. Wood frame semi-Queen Anne style. North (front) elevation has wing with projecting bay of one over one sash windows. Wing has gable roof with imbricated gable end. Covered porch with pitched roof on north (front) elevation. Compatible frame addition has been added to the south (rear) elevation. Shiplap siding. Central chimney on high pitch hipped roof. This building is located just south of the commercial area on a small knoll.

22. SW corner of Third Street and Walnut Street  
Oakland Railroad Addition, Block 18, northerly 20' of Lot 2, and Lots 3 and 4.  
Account No. 31102.02  
Current owner: Robert Lynn Palmer  
PO Box 456  
Oakland, OR 97462

Significance: Secondary Date: 1903

Dates from the second historic period of construction in present Oakland.

Two stories. Rectangular plan, 30x40 feet. Wood frame construction of Queen Anne style. A 1920 Sanburn Insurance Atlas shows this same ground plan, but with a tower or turret on the NE corner of the front (north) elevation. Presently, the NE corner, second story, has a sun porch with one over one sash windows on the north (front), east and west elevations; a hip roof with boxed cornice. Front (north) elevation, first story, has a one bay porch with gable roof with return, supported by two tapered columns. Windows are large one over one sash. Shiplap with corner boards. Cross gable roof with plain boxed cornice and plain, narrow frieze. This building is located south of the commercial district.

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23. 308 Walnut Street  
Oakland Railroad Addition, Block 37, Lots 5 and 6, and northerly 17' of Lot 7.  
Account No. 31254.00  
Current owner: Carol B. Cross  
308 Walnut Street  
Oakland, OR 97462  
Significance: Secondary Date: 1902  
Dates from the second historic period of construction in present Oakland.  
Two stories. Rectangular plan, 50x70 feet. Wood frame construction of Bungalow style. Wrought iron fence with stone posts along the front (or north) elevation was erected in 1977. The front elevation has a single pitch covered porch extending partly around onto the east elevation, with a projecting window bay of leaded beveled glass on the northeast corner. The porch is supported by tapered columns. Windows are one over one sash. Hip gable roof, with a hip gable dormer on the front elevation. All eaves have modillions. The first story on all elevations is shiplap; the second story is imbricated shingles. This building is located on high ground southeast of the commercial district.
24. 129 Maple Street  
Oakland Railroad Addition, Block 15, Lot 1 and southerly 35' of Lot 2.  
Account No. 31077.00  
Current owner: Robert and Auriole Lorraine Russell  
PO Box 12  
Oakland, OR 97462  
Significance: Secondary Date: 1927  
One story. Rectangular plan 25x35 feet. Wood frame construction with stucco exterior. The front (south) elevation has a single pitch roof porch supported by extended console brackets. Windows are one over one sash. The front elevation has curvilinear-stepped gable. Roof is single pitch. This property once had a separate garage in the northwest corner of the property. Presently, there is a small, wood-frame garage, covered with sheet metal siding, west of the house. This building is located on flat terrain one block south of the commercial district.
25. 330 Walnut Street  
Oakland Railroad Addition, Block 37, Lots 3 and 4.  
Account No. 31250.00  
Current owner: Merwin L. McKinney  
330 SE Walnut Street  
Oakland, OR 97462  
Significance: Primary Date: prior to 1880  
Dates from the first period of construction in "New Town".

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One and one-half story. Rectangular plan 30x45 feet. Classical Revival style. North (front) elevation has a partially enclosed porch with high pitch gable roof. Windows are one over one sash, flanking the porch. Sash window is at gable end on west and east elevations. Wide, artificial siding. Gable roof. Addition has been added to south (rear) elevation. The building is located on a small hill southeast of the commercial district.

26. 306 Locust Street (orig. Henry Little House)  
Oakland Railroad Addition, Block 35, Lots 5 and 6.  
Account No. 31238.00

Current owner: Paul and Fontelle Schulze  
PO Box 47  
Oakland, OR 97462

Significance: Primary Date: 1905

The home was originally the residence of Dr. Henry Little, a dentist.

One and one-half stories. Rectangular plan 25x50 feet. Wood frame construction of a semi-Classical Revival style. Both the front (north) and west elevations have an entrance door topped with a plain pediment. Front elevation has one over one sash and a large segmented window. Windows on the other elevations are one over one sash, with louvered shutters on the west elevation. Gable roof, plain boxed cornice with narrow plain frieze. The west elevation has two dormers with overhang gables. The east elevation has one dormer with an overhang gable. This building is located on the main street, east of the commercial district.

27. E. Harry Pinkston House, 338 Locust Street  
Oakland Railroad Addition, Block 35, Lots 3 and 4.  
Account No. 31234.00

Current owner: Homer and Thelma Trusty  
66 NE Caribou Lane  
Roseburg, OR 97470

Significance: Primary Date: 1903

Built for his own residence by Harry Pinkston, who was--at the time--a county commissioner.

Two stories. Square plan, 35x35 feet. Wood frame construction, Italianate style. Front (north) elevation has covered porch with hip roof extending the width of building, and supported by tapered square posts on covered rails. Three bay front with door, transom above, and large fixed, segmented windows on each side. Second story windows are tall, one over one sash. Truncated hip roof which may once have had a cupola. Both east and west elevations have tall side chimneys. Boxed cornice with brackets and plain frieze. This building is located on the main street east of the commercial district.

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28. 510 Locust Street

Oakland Brown's Addition, Block 5, westerly 70' of Lots 5 and 6.

Account No. 31368.00

Current owner: Robert Leonard and Carole Ann Garus

510 Locust Street

Oakland, OR 97462

Significance: Primary

Date: 1898

Dates from the first period of construction in "New Town."

One and one-half stories. Rectangular plan 25x35 feet. Wood frame construction. First floor has one over one sash, tall windows. Second story has one over one sash and casement windows. Front (north) elevation has covered porch extending partly around onto the west elevation. Porch is supported by tapered columns. Clapboard exterior and corner boards. Center gable roof with central chimney. Gable roof extends out over porch roof. This building is located on the main street east of and slightly elevated above the commercial district.

29. 507 Locust Street

Oakland Brown's Addition, Block 6, W $\frac{1}{2}$  of Lots 1 and 2, Lots 7 and 8, and vacant alley.

Account No. 31373.02

Current owner: Kenneth H. Hopkins

PO Box 754

Oakland, OR 97462

Significance: Secondary

Date: c. 1910

Dates from the second historic period of construction in present Oakland.

One story. Rectangular plan 25x35 feet. Wood frame construction. Classical Revival style. Windows are one over one sash with pediment shaped head. Front (south) elevation has a single bay covered porch with gable roof and round arch entry, supported by double columns each side. Front door has transom light above. Shiplap exterior with corner boards. Hip roof with side slope chimney. An addition has been built on the west elevation. Plain boxed cornice. This building is located on the main street, east of and slightly elevated above the commercial district.

30. 608 Locust Street (Z.L. Dimmick House)

Oakland Brown's Addition, Block 12, Lots 5 through 8.

Account No. 31425.00

Current owner: June Toles

534 SE Douglas

Roseburg, OR 97470

Significance: Secondary

Date: 1906

Built by Z.L. Dimmick, co-owner--with E.J. Page--of a drugstore (now housing the Oakland Public Library) and an investor in many other properties. A barn on Lot 8 is a primary example of barn architecture at the turn of the century. (See No. 101).

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Two stories. Square plan 35' x 25'. Wood frame construction of pre-Bungalow style. Front (north) elevation has gable porch extending width of house, supported by square posts on covered rails. Windows are near square, one over one sash, casement, and fixed. Front elevation, 2nd story center, has diamond shape fixed window directly under a overhang gable dormer. Shiplap exterior. West elevation has a projecting window bay of one sash window. Truncated hip roof. Side slope, tall chimney. This building is located east of and elevated above the commercial district.

31. John Crouch House, 405 Locust Street  
Oakland Railroad Addition, Block 39, Lots 7 & 8  
Account No. 31272.00

Current owner: Harold and Mary Key  
PO Box 387  
Oakland, OR 97462

Significance: Primary Date: 1875

Originally the home of John Crouch, a prominent businessman and part owner of the Crouch Brothers Saloon.

Two story. Rectangular 25' x 35'. Wood construction, Classical Revival style. Windows are 4 over 4 sash with simple lintel head. Front (south) elevation a wide, single bay balconied porch supported by turned posts. First story, front elevation, has paneled door with top and side lights. Above door, second story, is door to balcony. Gable roof, plain boxed cornice and plain frieze. Clapboard exterior with corner boards. This building is located east of the commercial district.

32. 327 Oak Street  
Oakland Railroad Addition, Block 33, Lots 1 & 2  
Account No. 31218.00

Current owner: Wayne and Cleo Coonfare  
327 Oak Street  
Oakland, OR 97462

Significance: Primary Date: 1884

Dates from the first period of construction in "New Town."

One and one-half stories. "T" shape plan 25' x 50'. Wood frame. Four over four sash windows. The front (south) elevation has a covered porch with gable roof and plain boxed cornice, supported by 2 posts. The front entrance door is 4-paneled, flanked by 4 over 4 sash windows. Each elevation has 4 over 4 windows. The west elevation has a projected bay of 1 over 1 windows, with a 3-sided pitched roof with a cornice and brackets. This appears to have been a later addition. Shiplap exterior with corner boards. Cross gable roof with plain boxed cornice and plain frieze. A gable addition 3/4 the height of the main structure is on the north elevation. Corner stone foundation. This building is located 1 block north of the commercial district.

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33. Jephtha Grubbe House, 403 Oak Street  
Oakland Railroad Addition, Block 40, Lots 5 through 8  
Account No. 31278.00  
Current owner: Alphabel Grubbe  
Oakland, OR 97461  
Significance: Primary Date: 1880

Originally the home of Jephtha Grubbe, a prominent businessman.

Two stories. Square plan 40' x 35'. Wood frame construction of Italianate style. Windows are one over one sash with lintel. Front (south) elevation windows have louvered shutters. Front elevation has a one bay curved hood porch supported by double corner columns. Shiplap exterior with corner boards. Hip roof with boxed cornice, plain frieze and brackets. Off center chimney. Roof possibly once had a cupola. Attached to the rear of this house is a hip roof shed. This building is located 1 block northeast of the commercial district.

34. 435 Oak Street  
Oakland Railroad Addition, Block 40, Lots 1 through 4  
Account No. 31274.00  
Current owner: Jack D. and Frieda M. Smith  
PO Box 474  
Oakland, OR 97462  
Significance: Primary Date: C.1886

Dates from the <sup>first</sup> ~~second~~ historic period of construction in present Oakland.

Two stories. "T" shape plan 40' x 45'. Wood frame construction, Classical Revival style. Windows are one over one sash with shaped lintels. The front (south) elevation has a single pitch roof porch extending along one wing, and supported by columns. Also on the front elevation, end of the connecting wing, is a projecting bay of 3 windows. Shiplap exterior with corner boards. Cross gable roof with boxed cornice and small plain frieze. An addition has been added onto the rear (north) elevation and also onto the west elevation, each one story, with single pitch roofs. This building is located northeast of the commercial district.

35. 511 Oak Street  
Oakland Brown's Addition, all of Block 7  
Account No. 31381.00  
Current owner: Harry M. and Alice M. Hakanson  
PO Box 506  
Oakland, OR 97462  
Significance: Secondary Date: C.1900

A barn on Lot 2 of the property is in excellent condition and a primary example of barn architecture at the turn of the century. See #129.



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Current owner: Lucille Muirhead  
203 NE Cypress Street  
Oakland, OR 97462

Significance: Primary Date: 1880

Dates from the first period of construction in "New Town."

One and one-half stories. Rectangular plan 30' x 50'. Wood frame construction. Front (south) elevation has an enclosed sun porch with segmented fixed windows flanking paneled front entrance door. Windows are one over one and 6 over 6 sash. Gable roof with plain boxed cornice. Central chimney with corbeled cap. An addition has been added onto the east elevation, with gable roof. Behind this house (north of) is an converted barn-shop of one and one-half stories. Shiplap siding with gable roof. This house sits on a small hill north of town.

39. 422 NE First Street  
Oakland Railroad Addition, Block 11, northerly 45 feet of Lot 7  
Account No. 31051.01

Current owner: Larry Ray and Marilyn Sue Brewer  
PO Box 843  
Oakland, OR 97462

Significance: Primary Date: 1860

This building is one of a cluster of structures moved from Old Town and placed along First Street between Ash and Cypress Streets.

One and one-half stories. Rectangular plan 30' x 40'. Wood frame construction. Front (west) elevation has covered porch with single pitch roof. South end of porch is enclosed. Shiplap exterior. Windows are 6 over 6 sash. Gable roof with central chimney with corbelled cap. Simple boxed cornice. This house is located north of town.

40. Waynescot House, 235 Cypress Street  
Oakland Railroad Addition, Block 25, Lots 1 through 4  
Account No. 31157.00

Current owner: Robert Y. and Pauline C. Bonner  
PO Box 525  
Oakland, OR 97462

Significance: Secondary Date: C.1908

Built by Dr. Waynescot, a physician.

One and one-half stories. Rectangular plan 30' x 50'. Wood frame construction. Bungalow style. The front (south) elevation has a covered porch the length of the house. The railings of the porch are enclosed with square tapered posts. The roof of the porch is the continuation of the gable roof of the house. Windows are one over one sash. Gable dormer faces the front (south) elevation. Shiplap exterior.



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41. 238 SE First Street  
Oakland Railroad Addition, Block 16, Lots 7 & 8  
Account No. 31091.00  
Current owner: William L and Rosemary L. Mull  
238 SE First Street  
Oakland, OR 97462  
Significance: Primary Date: 1880

Dates from the first historic period of construction in present Oakland.

One and one-half stories. Rectangular plan 30' x 50'. Classical Revival style. Windows are one over one sash with plain pediments. Shiplap siding. Front (west) elevation has entrance door flanked by 2 windows. North window of front elevation has recently been added and is a large fixed window. Covered porch with pitch roof. Above the porch roof line, end of gable, is a covered over door. Cross gable roof.

42. 220 SE First Street  
Oakland Railroad Addition, Block 16, Lot 6  
Account No. 31090.00  
Current owner: Carol Thrall  
PO Box 412  
Oakland, OR 97462  
Significance: Primary Date: 1893

Dates from the first historic period of construction in present Oakland.

One and one-half stories. Rectangular plan 30' x 50'. Wood frame construction. The west (front) elevation has a covered porch with a pitch roof of sheet metal. House has a hipped gable roof. The windows and door have pedament caps, and the windows are 1 over 1 sash. The front entrance door is flanked by two 1 over 1 sash windows. The exterior is shiplap.

43. 308 NE First Street  
Oakland Railroad Addition, Block 12, Lot 7 and northerly 10 feet of Lot 8  
Account No. 31059.00  
Current owner: Jesse B. and Mary A. Lee  
PO Box 814  
Oakland, OR 97462  
Significance: Primary Date: 1880

Premises formerly used to build coffins. This structure stands among a cluster of buildings moved from Old Town.

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One and one-half stories. Rectangular plan 25' x 45'. Wood frame construction, Classical Revival style. Front (west) elevation has single bay hip roof porch supported by columns. Windows are tall, one over one sash. Shiplap exterior with corner boards. Gable roof with central chimney. Boxed cornice. A single pitch roof addition has been added onto the rear (east) elevation.

44. 333 NE First Street  
Oakland Railroad Addition, Block 2, Lots 1 & 2, and southerly 47 feet of Lot 3  
Account No. 31002.00  
Current owner: Ira E. and Evelyn Jackson  
PO Box 701  
Oakland, OR 97462  
Significance: Primary Date: Late 1850s

The vacant lots adjacent to the structure were formerly used as stockyards. The structure is one of a cluster of buildings moved from Old Town and placed along First Street between Ash and Cypress Streets.

One and one-half stories. Rectangular plan 25' x 35'. Wood frame construction, Classical Revival style. Windows are one over one sash, and 6 over 5 sash. Front (east) elevation has a single bay, single pitch covered porch supported by posts. A window flanks each side of the main entrance door. Gable roof, with plain boxed cornice and plain frieze. An addition consisting of a enclosed, screened in porch, extending out to an open porch. Also, a one bay addition has been added onto the south elevation. On this property, to the rear, is a well preserved smoke house, 10 ft. square in plan, dated at the time the house was erected. House has shiplap exterior.

45. 330 NE First Street  
Oakland Railroad Addition, Block 12, Lots 5 & 6  
Account No. 31057.00  
Current owner: R. Lloyd and Elizabeth J. Gallagher  
PO Box 477  
Oakland, OR 97462  
Significance: Primary Date: prior to 1871

The front part of the home was moved from Old Town in 1871. It is one of a cluster of structures from Old Town placed along First Street between Ash and Cypress Street

One and one-half stories. Rectangular plan 25' x 40'. Wood frame construction. Front (east) elevation has single pitch covered porch extending width of house. Central front door flanked by 6 over 6 sash windows. Shiplap exterior. Gable roof with metal covering, and simple boxed cornice.

46. Deardorff Hotel, 337 NE First Street  
Oakland Railroad Addition, Block 2, northerly 3 feet of Lot 3, and Lot 4  
Account No. 31004.02

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Current owner: Charles F. and Mary L. Helscel  
PO Box 854  
Oakland, OR 97462

Significance: Primary Date: 1860

Presently a residence, the structure was formerly a hotel. It is remembered by some as the "Chinese Hotel." It is one of a cluster of structures moved from Old Town and placed along First Street between Ash and Cypress Streets.

One and one-half stories. Rectangular plan 30' x 40'. Wood frame construction Classical Revival style. The north and east (front) elevations have a single pitch covered porch extending out over walkway. Windows are one over one sash. The front, first story, has 5 bays; a door flanked by two widely spaced windows on each side. Above door, there is a door and small balcony extending out onto the covered porch-walkway. There are no windows on the second story, front (east) elevations. The north elevation, second story, window was once a door to a balcony which extended around onto the east elevation. This balcony has been replaced with a single pitch covered porch. Center gable roof with plain boxed cornice and frieze. There is an enclosed addition, length of the house, which has been added onto the rear (west) elevation.

47. 436 NE First Street  
Oakland Railroad Addition, Block 11, Lot 5  
Account No. 31049.00

Current owner: Drye and Charlene Crites  
PO Box 442  
Oakland, OR 97462

Significance: Primary Date: prior to 1868

This residence was moved from Old Town in 1872. It is one of a cluster of structure moved from Old Town and currently placed along First Street between Ash and Cypress Streets.

One and one-half stories. Rectangular plan 35' x 40'. Wood box frame construction. The interior of this house was newspapers plastered on the walls dating from 1866. Front (west) elevation has covered porch with enclosed railing of shiplap. Exterior of house is shiplap over vertical boards. Windows are one over one sash, except for front window which is fixed. Gabled roof with plain boxed cornice. An addition has been added to the rear (east) elevation, with a single pitch roof.

48. Dr. Edward J. Page House, 321 SE Second Street  
Oakland Railroad Addition, Block 17, Lots 1 & 2, 7 & 8, and vacant alley  
Account No. 31093.00

Current owner: Richard L. and Faye J. McCain  
PO Box 37  
Oakland, OR 97462

Significance: Primary Date: 1892

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Constructed by prominent doctor and businessman E. J. Page.

Two stories. Rectangular plan 45' x 75'. Wood frame construction of Italianate style. The front (east) elevation has a projecting window bay and covered porch extending along most of the front elevation. The porch is supported by turned posts with decorative cutouts near the tops. There is a transom above the main door. Another window bay projects on the north elevation. The front windows on the second story are leaded glass, one over one sash. The exterior is grooved shiplap. The roof is hipped with box cornice and large brackets. Side slope interior chimney. The roof may once have had a belvedere. The roof covering the front porch is an extension of the roof over the bay window. This roof and the roof on the north bay window may have been altered from a flat or low pitched roof. At each end, on the siding, there is a scar suggesting a railing once was on both roofs.

49. 336 SE First Street  
Oakland Railroad Addition, Block 17, Lot 6  
Account No. 31098.00  
Current owner: J. V. and Lora Ann Chenoweth  
PO Box 475  
Oakland, OR 97462  
Significance: Primary Date: 1898

Constructed by Dr. E. J. Page as a barn to his residence at 321 SE Second Street. It is now a residence.

Two story. Rectangular plan 25' x 40'. Originally square wood frame, an addition of concrete blocks has been added to the east (rear) elevation. One over one sash windows has been added since its original use as a barn. Wide artificial siding. High pitch hop roof with central chimney. East of the concrete block addition stand one story. 15' square plan structure. It has a hip roof. Originally, this building stood at 308 First Street (see listing No. 95) on corner stone foundation. It was moved to its present location ca. 1938.

50. Charles Beckley House, 338 SE Second Street  
Oakland Railroad Addition, Block 18, southerly 30 feet of Lot 7, and Lot 8  
Account No. 31107.02  
Current owner: James B. and Evelyn K. McHugill  
PO Box 681  
Oakland, OR 97462  
Significance: Secondary Date: 1900

Originally the residence of Charles Beckley, merchant and investor.

Located on a small hill south of the commercial area. Two stories. Classical Revival, near squar plan 45' x 30'. Wood frame with shiplap siding. It has one over one windows and a two story projecting bay on the southwest corner of the front

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(west) elevation. A gable porch with two turned columns covers the front entrance. There are sidelights about the front door. Low hipped roof with wide eaves and plain boxed cornice. The rear has a enclosed screen porch on the second story.

51. R. D. Bridges House, 324 SE Second Street  
Oakland Railroad Addition, Block 18, southerly 40 feet of Lot 6, and northerly 20 feet of Lot 7  
Account No. 31106.02  
Current owner: Ruth G. Bridges  
PO Box 77  
Oakland, OR 97462  
Significance: Secondary Date: 1915

Built by Rolstyn Daniel Bridges

One and one-half stories. Rectangular plan 30' x 40'. Wood frame construction Bungalow style. Gentle pitch cross gables with small fixed windows in gable ends. The front (west) gable covers an open porch with two one over one sash with side-lights windows. Tapered porch posts support a partly enclosed porch. Wide eaves with plain boxed cornice. Shiplap siding with imbricated shingles on the west and south gable ends. The rear (east) has a shed dormer. The north elevation has a projecting bay with 3 one over one sash windows. Located south of the downtown area somewhat elevated on a gentle slope.

52. 308 SE Second Street  
Oakland Railroad Addition, Block 18, Lot 5 and northerly 10 feet of Lot 6  
Account No. 31105.00  
Current owner: Robert Downs  
PO Box 606  
Oakland, OR 97462  
Significance: Secondary Date: 1915

Dates from the second historic period of construction in present Oakland.

One and one-half stories. Rectangular plan 35' x 75' Bungalow style. West (front) and north elevations have partially enclosed porch covered by the gable roof. Roof has wide shed dormer on front elevation. Shiplap exterior with one over one sash windows. Sun porch on north elevation, and square projecting bay of three, 1 over 1 sash windows on south elevation. An attached garage has recently been added to the northeast corner, so designed to retain the architectural integrity of the total structure.

53. 236 SE Second Street  
Oakland Railroad Addition, Block 19, Lot 8  
Account No. 31116.00  
Current owner: William Sparks Jr. and Dorothy L.  
General Delivery  
Sutherlin, OR 97479

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Significance: Primary

Date: C. 1865

Moved from Old Town in 1872. This building is one of a cluster of structures moved from Old Town and placed along Second Street between Maple and Walnut Streets.

One and one-half stories. 50' x 25' rectangular plan, Classic Revival style. Front (west) elevation has small covered porch and pediment roof with return, supported by two tapered columns. Front door flanked by one over one sash windows. Gable roof with bargeboard decoration on eaves. Gable end (south elevation) has small fixed window. Gable addition has been added to rear (east) elevation. Shiplap exterior. Central chimney. The front (west) elevation windows, on the first story have wood hoods supported by brackets.

54. 220 SE Second Street  
Oakland Railroad Addition, Block 19, Lot 7  
Account No. 31115.00  
Current owner: Henry H. and Noreen Hesterley  
PO Box 743  
Oakland, OR 97462

Significance: Secondary

Date: 1880

Dates from the first period of construction in "New Town." This building stands harmoniously among a cluster of structures moved from Old Town and placed along Second Street between Maple and Walnut Streets. Recent remodeling has altered the structure drastically from its former appearance.

One story. Near square 38' x 40' plan. Originally a simple Classical Revival dwelling, this house has recently (1978) been remodeled. The small pediment porch on the front (west) elevation has been removed and the shiplap exterior has been replaced with stucco. The north and south gable ends have shiplap siding. The windows have been replaced with aluminum frame windows. It has a gable roof with bargeboard decoration. An addition has been added to the rear (east) elevation.

55. Jelinski House, 210 SE Second Street  
Oakland Railroad Addition, Block 19, Lot 6  
Account No. 31114.00  
Current owner: Collie D. and Purnia Graham  
PO Box 633  
Oakland, OR 97462

Significance: Primary

Date: prior to 1871

Built by H. Jelinski, the front part of the residence was moved from Old Town in 1871-72. It was later the home at James Mahoney, a businessman and large investor in property in and around Oakland. It stands among a cluster of structures moved from Old Town and placed along Second Street between Maple and Walnut Streets.

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One story. Rectangular plan 30' x 50'. Front (west) elevation has covered port with pitch roof, supported by four columns. Paneled door with small windows near top. Shiplap exterior. Front elevation above porch once had window or door leading to porch. North and east elevations have additions with single pitch roof. Main house has gable roof.

56. 204 SE Second Street  
Oakland Railroad Addition, Block 19, Lot 5  
Account No. 31113.00  
Current owner: Eileen B. Montgomery  
PO Box 722  
Oakland, OR 97462

Significance: Primary

Date: C. 1865

Built by Metz, the building was moved from Old Town in 1871. It is one of a cluster of structures moved from Old Town and placed along Second Street between Maple and Walnut Streets.

One and one-half stories, rectangular plan 20' x 40' wood frame Classical Revival style. Originally near square in plan, a compatible addition has been added to the back (east) elevation. Although considerable remodeling has taken place over the years, the basic integrity has been retained. All the 6 over 6 paned windows have been replaced with one over one double hung sash. A new porch has replaced the original. The front (west) elevation has a door flanked by one over one windows. There are two bays of one over one windows on the north elevation, and no openings on the south elevation. Shiplap exterior. A door opening onto the balcony above the front porch has been removed and replaced with a one over one window. High gable roof. Original chimney has been removed.

57. James Dearling House, 207 SE Second Street  
Oakland Railroad Addition, Block 16, Lot 4  
Account No. 31088.00  
Current owner: E. Lyle and Virginia Bloom  
767 W. Wharton  
Roseburg, OR 97470

Significance: Primary

Date: C. 1855

Originally a saloon in Old Town, the structure was moved to its present site by James Dearling, a bootmaker, around 1871. Today it is a residence. It stands among a cluster of structures moved from Old Town and placed along Second Street between Maple and Walnut Streets.

One story. "T" plan 50' x 30'. Wood frame construction of the Classical Revival style. A wing is attached to the north elevation, and a storage shed has been added to the back (west) elevation. Windows are 1 over 1 sash except for the 6 over 6 windows on the north elevation and the wing. The front door has side and top light

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which appear to be a later addition. There is a covered porch. The stone foundation was replaced with masonry blocks in 1978. Clapboard siding with corner boards which do not extend around the corners, but are on the front elevation only. There are frieze boards at the eaves, and short frieze returns on the gable ends. There is a (north) side slope chimney of brick. The owner is presently remodeling the interior.

58. 203 NE Second Street  
Oakland Railroad Addition, Block 13, Lot 1  
Account No. 31061.00  
Current owner: Norman L. Nelson  
PO Box 721  
Oakland, OR 97462  
Significance: Secondary

Date: C. 1900

Originally a photographer's studio and residence, it later housed a cleaning and pressing business. Currently it serves as a residence.

One and one-half stories. Rectangular plan 20' x 40'. Wood frame construction. Front (east) elevation has covered porch supported by posts. One over one sash windows. Comp. shingle siding. Gable roof with plain boxed cornice and plain frieze.

59. 208 NE Second Street  
Oakland Railroad Addition, Block 22, Lots 6 & 7  
Account No. 31138.00  
Current owner: City of Oakland  
Currently Tennis Courts (see #118)  
117 SE Third Street  
Oakland, OR 97462  
Significance: Secondary

Date: 1900

Original site of City Hall and jail.

The municipal tennis courts are located on this site.

60. 311 NE Second Street  
Oakland Railroad Addition, Block 12, Lots 1 & 2  
Account No. 31053.00  
Current owner: John Mitchell and Suzanne F. Spreitzer  
PO Box 518  
Oakland, OR 97462  
Significance: Primary

Date: C. 1868-1872

Possibly moved from Old Town, the home is accompanied on the land by a mobile home, which is intrusive. (see listing 131)



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One and one-half stories. "T" plan, 35x45 feet. Wood frame construction of the Classical Revival style. Main portion of house has salt box appearance. Windows are one over one sash. Front (east) elevation has a small one bay pediment covered porch supported by tapered columns. Shiplap exterior with corner boards. Cross gable roof with plain boxed cornice and plain frieze. Two central chimneys.

61. 333 NE Second Street

Oakland Railroad Addition, Block 12, Lots 3 and 4.

Account No. 31055.00

Current owner: James A. Armstrong and Jeannette K. Gustafson

PO Box 502

Oakland, OR 97462

Significance: Primary

Date: c. 1868

Moved from Old Town in 1871-72.

One and one-half stories. Rectangular plan, 25x45 feet. Wood frame Classical Revival style. The front (east) elevation has a covered porch supported by posts extending the length of the house. Windows are four over four sash. Front entrance door has a window flanking each side. Gable roof with plain boxed cornice, and inside end chimney with corbelled cap. Shiplap exterior with corner boards.

62. Underwood House, 236 SE Third Street

Oakland Railroad Addition, Block 36, Lots 7 and 8.

Account No. 31248.00

Current owner: Kenneth L. and Eleanor R. Dorman

PO Box 24

Oakland, OR 97462

Significance: Secondary

Date: 1910

Built by Underwood, a grocer.

One and one-half stories. Rectangular plan, 50x70 feet. Bungalow style. Front (north) elevation has single pitch covered porch supported by square columns. Most windows are one over one sash, others are sash partitioned with muntins. Shiplap exterior. Hip roof with center gable dormer on north, west and south elevations. Two central chimneys.

63. 233 Oak Street

Oakland Railroad Addition, Block 22, Lots 1 through 4.

Account No. 31133.00

Current owner: James O. and Judith A. Young

233 Oak Street

Oakland, OR 97462

Significance: Secondary

Date: c. 1878

Dates from the first period of construction in "New Town."

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One story. Rectangular plan, 25x50 feet. Wood frame construction. This house was originally a 1½-story dwelling, but in 1968-69, a fire destroyed much of the second story. It was subsequently rebuilt as a one-story dwelling. Much of the original ground plan has been retained. Shiplap exterior. Windows are one over one sash and six over one sash, with dominant lintel caps. The southeast corner of the east elevation has a covered porch formed by the attic extension. The front (south) elevation has a recessed porch in the center. The roof is gable with one gable dormer on the south elevation. The east and west gable ends have gable trim cutouts.

64. 232 NE Third Street  
Oakland Railroad Addition, Block 33, westerly 60' of Lots 5 and 6.  
Account No. 31222.02

Current owner: John, Larry and Mary L. Moore  
PO Box 5  
Oakland, OR 97462

Significance: Primary Date: 1900

Formerly a mortuary.

One and one-half stories. Rectangular plan, 25x40 feet. Wood frame construction of Classical Revival style. Gabled roof with lower gables on the south and west (front) elevations, forming a porch at the southwest corner. An addition has been added onto the rear (east) and south elevations. Shiplap exterior with corner boards. Windows are one over one and six over six sash. Boxed cornice and plain frieze board.

65. E. Geary Young House, 218 SE Fifth Street  
Oakland Brown's Addition, all of Block 3, all of vacated Walnut Street, Block 4, southerly 29' of Lots 1 and 8, and part vacated alley.  
Account Nos. 21247.00 and 31356.01

Current owner: Terry G. and Wanda C. Tollefson  
Metz Hill Road  
Oakland, OR 97462

Significance: Primary Date: 1895

The home of banker and merchant E.G. Young.

Two and one-half stories. Rectangular plan, 40x60 feet. Wood frame construction of Queen Anne style. Most of the windows are one over one sash set in simple rounds. A porch surrounds the house on the west (front) and south elevations supported by round posts. A porch is also on the east elevation. The first floor of the front elevation has a projecting window bay. It has a gable roof with cross gables on the east and west elevations. The eaves are decorated with open cut work of wood, and are covered with imbricated shingling. Small brackets are attached beneath the gable sections as decorations against a plain frieze. There are three chimneys, one exterior and two side slope.

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66. SE corner of Maple and Fifth Streets  
Oakland Brown's Addition, Block 4, northerly 21' of Lots 1 and 8, Lots 2 through 7, and part vacated alley.  
Account No. 31356.02  
Current owner: Barton Copeland  
PO Box 714  
Oakland, OR 97462  
Significance: Compatible Date: 1950  
Two stories. Rectangular plan, 25x45 feet. Classical Revival style. North (front) elevation has small pediment covered porch. First floor windows are large fixed encasements. Second story windows are one over one sash, with small, triangular windows at each of the gable ends. Cross gable roof with two central chimneys. Clapboard exterior.
67. 215 SE Fifth Street  
Oakland Brown's Addition, Block 1, Lots 1 and 2.  
Account No. 31331.00  
Current owner: Alvin M. and Bobbie Jean Cockrum  
433 SE First Street  
Oakland, OR 97462  
Significance: Secondary Date: 1908  
Dates from the second period of construction in "New Town."  
One and one-half stories. Rectangular plan, 30x45 feet. "Dutch Colonial" style. West (front) elevation has small pediment covered porch supported by two turned posts. All windows are one over one sash, with simple lintel surround. South elevation has a small covered, enclosed porch. Shiplap exterior. Gambrel roof with windows on gable ends, and gable dormers on north and south elevations.
68. McKinney House, 133 SE Fifth Street  
Oakland Railroad Addition, Block 38, Lots 1 and 2.  
Account No. 31258.00  
Current owner: John and Ruth Edwards  
133 SE Fifth Street  
Oakland, OR 97462  
Significance: Primary Date: 1871  
Built by a railroad construction superintendent named McKinney, the residence is one of the first houses built in present Oakland. John Edwards, the current owner, was mayor of Oakland for 17 years.  
One story. Rectangular plan, 35x45 feet. Wood frame construction. The front (east) elevation has a single bay gable hood over the front door. The windows on each side of the front door are large and fixed. The other windows in the house are one over one sash. The south elevation has a projecting bay of three windows. Exterior is of wide artificial siding, with corner boards. Gable roof with boxed cornice, and bargeboard trim on all elevations. There is a waterboard along the base of the house. An enclosed screen sunporch is on the south elevation toward the rear.

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69. 131 NE Fifth Street  
Oakland Railroad Addition, Block 39, Lots 3 and 4.  
Account No. 31268.00

Current owner: Walter and Vesta Cota  
PO Box 525  
Oakland, OR 97462

Significance: Secondary Date: 1909

Dates from the second historic period of construction in present Oakland.

Two stories. Rectangular plan, 25x40 feet. Classical Revival style. Front (north) elevation has covered porch with hip roof, supported by tapered columns, extending width of house. All windows are one over one sash. East elevation has projecting bay with one window, first story. Shiplap exterior. Hip roof with central chimney.

70. 114 Seventh Street  
Oakland Brown's Addition, Block 18, southerly 82' of a center portion of the block, and westerly 136'.  
Account No. 31464.05

Current owner: C.B. and Carol J. Irons  
PO Box 417  
Oakland, OR 97462

Significance: Primary Date: 1880

Dates from the first period of construction in "New Town."

Two stories. Rectangular plan, 40x55 feet. Wood frame construction of the Queen Anne style. The windows are one over one sash set in simple surrounds. The house faces west, but the entrance and one bay porch is set at a diagonal on the south elevation. The southwest corner has one bay window set into the corner at a diagonal. Exterior is shiplap with corner boards. Cross gable roof, simple box cornices, and imbricated shingling on its gable ends. This house sits on a small hill at the east end of the main street (Locust Avenue).

71. 209 NE Seventh Street  
Oakland Brown's Addition, Block 10, Lots 1 and 2  
Account No. 31405.00

Current owner: Arthur and Laura Copeland  
Rt. 1 Box 267  
Oakland, OR 97462

Significance: Secondary Date: 1905

Dates from the second historic period of construction in present Oakland.

One story. Rectangular plan, 25x35 feet. Wood frame construction. Windows are one over one sash. Hip roof, boxed cornice with plain frieze board. The front (east) elevation has a single bay gable porch supported by square posts. The front door has a light transom above it.

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72. 234 NE Seventh Street  
Oakland Brown's Addition, Block 20, northerly 35 feet of Lots 2 & 7, and Lots 3 through 6  
Account No. 31471.00  
Current owner: Dale S. and Maxine M. Baimbridge  
Kellogg Star Route, Box 8  
Oakland, OR 97462  
Significance: Primary Date: 1883

Dates from the first period of construction in "New Town."

One and one-half stories. Rectangular plan 25' x 40' with wings on the west (front) and east elevations, forming a cross gable roof. Wood frame construction. The front elevation has a covered porch between the west wing and the south end of the main house. Entrance door has a transom light above, flanked by 4 over 4 sash windows. The other windows are one over one sash, with dominant lintel surrounds. The west wing (front) has a projecting bay of 3 windows. Gable ends have windows. Plain boxed cornice and plain frieze. Central chimney. Shiplap exterior.

73. 211 SE Eighth Street  
Oakland Brown's Addition, Block 15, all, and vacated alley  
Account No. 31446.00  
Current owner: Stonewall J. and Virgie L. Moore  
PO Box 592  
Oakland, OR 97462  
Significance: Primary Date: 1875-1880

Dates from the first period of construction in "New Town."

One and one-half stories. Rectangular plan 25' x 40'. Wood frame construction of the Rural Gothic style. Windows are 1 over 1 sash with plain pediment cap. A covered porch is on the front (northeast) elevation, and extends the length of the house. Shiplap exterior, with narrow corner boards. The rear elevation has a gable dormer, and the front elevation has two gable dormers. All three dormers have boxed cornices which are an extension of the roof cornice. Gable ends have imbricated shingles. Two central chimneys with corbelled tops. An addition has been added to the rear, approximately 20' square, one story, hip roof. This presently serves as the "front" entrance. This house is the only house in Oakland which is not aligned with the city blocks, but is angled to the northwest. This house is located south-east of town on a small hill.

74. 913 SE Eighth Street  
Oakland Brown's Addition, Block 16, Lots 3 & 4  
Account No. 31457.00  
Current owner: H. W. Baird  
PO Box 713  
Oakland, OR 97462

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Significance: Secondary

Date: 1920

Dates from the second historic period of construction in present Oakland.

One and one-half stories. Rectangular plan 30' x 50'. Wood frame construction of Bungalow style. Gable roof with wide shed dormers on both the north and south elevations. The front (east) elevation has a porch formed by the overhang of the 2nd story gable end. The porch is supported by wide, tapered square boxed posts. Windows are 1 over sash. The front elevation has a square fixed window flanked by side lights of leaded, beveled glass. This is repeated in the center of the eaves of the 2nd story. Shiplap exterior. Plain boxed cornice. This house has two chimneys, one central and one exterior on the south elevation. A small, one story single pitc addition has been added to the rear.

75. Waterworks, 239 NE First Street  
Oakland Railroad Addition, center of vacated Ash Street westerly of First Street  
Current Owner: City of Roseburg  
900 SE Douglas Street  
Roseburg, OR 97470

Significance: Primary

Date: C. 1897

The present building formerly housed a settling tank in which sediment in water pumped from the Calapooia Creek was allowed to precipitate out and the clear water pumped up Poverty Hill to a reservoir for gravity feed.

One story. Rectangular plan 30' x 40'. Wood construction with corrugated metal siding and roof. Gable roof with exposed rafters. Both the south and east (front) elevations have a single window and door.

76. Feed and Seed Warehouse, 127 NE First Street  
Oakland Railroad Addition. The structure stands next to the tracks of the Southern Pacific Railroad, on First Street between Oak and Locust Streets  
Current owner: Arba Fay and Robert D. Stearns  
Box 338  
Oakland, OR 97462

Significance: Primary

Date: C. 1870

Built by Chenoweth, Stearns and Co., as a storehouse for grain, the building survive the 1899 fire that destroyed Locust Street businesses across from it. The Roseburg Plaindealer of July 6, 1899, mentions it and two other warehouses (now gone) as having been barely saved--their stores of wheat and wool damaged by the intense heat. This warehouse, and access to, stands on Southern Pacific Railroad property (see No. 130), which is leased by the warehouse owners. Currently used for grain storage

One story. Rectangular plan 40' x 60'. Box frame on corner stone foundation. High gable tin roof. Siding is batten and board. Front (east and rear (west) elevations

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have large sliding doors. No windows. Front elevation has corrugated tin overhang supported by square posts. The interior structural beam construction is mortise and tenon.

77. Warehouse, 127 SE First Street  
Oakland Railroad Addition. The structure stands next to the tracks of the Southern Pacific Railroad, on First Street between Locust and Maple Streets.  
Current owner: Arba Fay and Robert D. Stearns  
Box 338  
Oakland, OR 97462  
Significance: Primary Date: C. 1870

Built by the Oregon and California Railroad, as a storehouse for freight. This warehouse, and access to, stands on Southern Pacific Railroad property (see No. 130), which is leased by the warehouse owners. Currently used for storage.

One story. Rectangular plan 40' x 60'. Box frame on stone corner foundation. High gable tin roof. North and south (sides) elevations have corrugated metal siding. Front (east) and rear elevations are batten and board, both with large sliding doors. No windows. Front elevation has corrugated tin overhang supported by square posts. The interior structural beam construction is mortise and tenon.

78. Northwest corner of Sixth and Locust Streets  
Oakland Brown's Addition, Block 6, easterly 50 feet of Lots 1 & 2  
Account No. 31373.01  
Current owner: Kenneth H. Hopkins  
PO Box 754  
Oakland, OR 97462  
Significance: Primary

A vacant lot, the property is the site of Oakland's first church, which burned.

This parcel of land is overgrown with grass, and has no trees.

79. Machine Shop, 226 NE Oak Street  
Oakland Railroad Addition, Block 21, Lots 3 & 4  
Account No. 31127.03  
Current owner: Leonard Henrikson  
PO Box 566  
Oakland, OR 97462  
Significance: Secondary Date: 1910

The tin structure, formerly covered with tin, imitation brick, was originally a machine shop and used for auto storage. Today it houses a metal fabrication business. Another tin structure at 228 NE Oak, on the property is compatible (see listing 132).

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80. American Legion, southwest corner of Oak and Second Streets  
Oakland Railroad Addition, Block 14, east half of lots 3 & 4  
Account No. 31071.01  
Current owner: American Legion  
Baird-Heaton Post No. 152  
PO Box 338  
Oakland, OR 97462  
Significance: Secondary Date: C. 1935

The structure stands on the site of livestock pens, which were used to hold turkeys that had been herded into town for shipping or slaughtering. The practice was discontinued in the early 1930s when the turkey trade began to decline.

One story. Rectangular plan 30' x 60'. Wood frame construction, free span, with corrugated metal siding and roof. Gable roof. The windows are small, square casement, and are located on the front (east) and rear elevations. The front elevation has a double door covered by a metal awning, toward the south end of the building, and a single door near the north end.

81. Oakland Feed and Seed, 132 NE First Street  
Oakland Railroad Addition, Block 14, Lot 5  
Account No. 31073.00  
Current owner: John and Nellie Garrison  
Oakland Feed and Seed  
132 NE First Street  
Oakland, OR 97462 or Route 1, Box 83-F  
Oakland, OR 97462  
Significance: Secondary Date: 1936

A hotel originally stood on the property. It burned and was replaced by a silent movie house, called the Bungalow Theatre, which was later used as a dance hall. This structure was remodeled in 1936 for the present Oakland Feed and Seed.

One story. Rectangular plan 30' x 60'. The exterior is corrugated metal with the exception of the front (west) elevation, which is board and batten. Windows are one over one sash and are located on the north elevation only. The front elevation has large, square display windows. Front entrance door is double. The side (north) elevation has had sliding loading doors. An addition has been added to the rear, single pitch roof, extending the width of the building. Gable roof with exposed rafters. Toward the rear and centered on the gable roof is a 15' square tower with gable roof and a one over one sash window on the west elevation.

82. Vacant Building, 134 SE First Street  
Oakland Railroad Addition, Block 15, Lot 8  
Account No. 31084.00  
Current owner: Rex O. and Mary Jane Tollefson  
Kellogg Star Route, Box 15-A  
Oakland, OR 97462



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Significance: Secondary

Date: 1910

This building was the first garage-service station in Oakland. Its location on the main north-south highway (99-E) served both local and transit traffic. A lunch counter was also in the building. Adjacent to this building, to the north, was another building which served as a car showroom, and storage area. The adjacent structure no longer exists, and the lot is vacant.

One story. Rectangular plan 30' x 95' commercial building. Hollow brick block construction with stucco exterior. The front (west) elevation has central, large double loading doors. Entrance door is to the north along with two fixed windows. South of the central loading doors are 6 over 1 fixed windows. Stepped parapet on the front, north and south elevations. Single pitch roof. The rear has 4 sets of boarded loading doors. The front has small sections of faded advertising. On the sidewalk, in front of the building, are the exposed and capped piping which once served gasoline pumps. The concrete driveway has impressions of narrow, wide base 1920 tire tracks. Originally, this building had a canopy extending out over the sidewalk, supported by a 3 bay Spanish arches. When this building was erected, a garage and showroom structure of wood frame was erected north of and attached to the north elevation, on the lot now vacant.

83. 306 Oak Street

Oakland Railroad Addition, Block 34, Lots 5 & 6

Account No. 31230.00

Current owner: George L. and Elsie M. Sinclair

PO Box 833

Oakland, OR 97462

Significance: Secondary

Date: 1898

Dates from the second historic period of construction in present Oakland.

One story. Rectangular plan 40' x 50'. Wood frame construction of Bungalow style. Windows are one over one sash with dominant lintel surround. The front (north) elevation has a covered porch extending around onto the west elevation. The porch has an enclosed rail and is supported by square posts. Shiplap exterior with corner boards. The main portion of the house has a low pitch hip roof with a shed dormer on the front (north), and west elevations. Boxed cornice with purlin brackets.

84. Old Washington Elementary School, Northwest corner of Seventh and Locust Streets  
Oakland Brown's Addition, northerly 94 feet of Block 18, all of Blocks 19 and 11,  
and Block 6, Lots 3 & 4

Account Nos. 31413.00 and 31465.01

Current owner: School District #1

Oakland, OR 97462

Significance: Secondary

Date: 1910

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The present school buildings are not in use. The building on the NW corner of Seventh and Locust Streets stands on the site of the Russell Academy--Oakland's first private school, built in 1880. A large wood frame gymnasium was constructed on this property c. 1925.

Two and one-half stories. Rectangular plan, 110x75 feet. Brick construction of the Italianate style. Windows are various sizes and are one over one sash. There is a full basement with ground level windows. There are entrances on all four elevations with hoods supported by brackets. The south and north elevations have exterior fire escapes. Hip roof with wide eaves, boxed cornice. The north and south elevation has hipped dormers. Two cupolas.

85. Warehouse, 237 NE Second Street  
Oakland Railroad Addition, Block 13, Lots 2 and 3  
Account No. 31062.00

Current owner: John and Nellie Garrison  
Rt. 1 Box 83-F  
Oakland, OR 97462

Significance: Compatible Date: 1937

This building sits on the site of Oakland's largest blacksmith shop, which burned c. 1925.

One and one-half stories. Rectangular plan, 40x60 feet. Wood frame construction with sheet metal siding and corrugated metal roof. No windows. Front (east) elevation has large sliding door, and north elevation has small sliding door. Gable roof.

86. Frozen Food Locker, 133 SE Fourth Street  
Oakland Railroad Addition, Block 35, Lots 1 and 2.  
Account No. 31235.00

Current owner: Homer and Thelma Trusty  
66 NW Caribou Lane  
Roseburg, OR 97470

Significance: Compatible Date: c. 1950

One story. Rectangular plan, 30x50 feet. Wood frame construction. This commercial building has a plywood exterior with batten over the seams. The windows are square and fixed, and are on the front (east) elevation only. Gable roof with sheet metal covering.

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- .87. Shell Station, 236 NE First Street  
Oakland Railroad Addition, Block 13, Lots 4 through 6.  
Account Nos. 31064.00 and 31065.00  
Current owner: Ernest H. and Donna R. Hutchings  
311 Sixth Street, Box 853  
Oakland, OR 97462  
Significance: Intrusion Date: c. 1950  
The site, formerly of a stable, is of primary significance. An intrusive trailer sits on Lot 5, but unlike other trailer intrusions, this trailer does not sit on a foundation.  
Shell Service Station. One story. Rectangular plan. Concrete block construction. Painted. This building faces west.
88. 117 SE Third Street (City Hall)  
Oakland Railroad Addition, Lot 2, easterly 50' of Lots 3 and 4.  
Account No. 31117.00  
Current owner: City of Oakland  
City Hall  
117 SE Third St.  
Oakland, OR 97462  
Significance: Compatible Date: 1951  
One story. Rectangular plan, 30x75 feet. Wood frame, white stucco exterior. Single pitch roof with low parapet.
89. ARCO Station, 204 NE First Street  
Oakland Railroad Addition, Block 13, Lots 7 and 8.  
Account No. 31067.00  
Current owner: Norman L. Nelson  
PO Box 721  
Oakland, OR 97462  
Significance: Intrusion Date: c. 1950  
ARCO Service Station. One story. Rectangular plan. Painted concrete block construction. This building faces west.
90. 212 Chestnut Street  
Oakland Brown's Addition, Block B, easterly 70' of Lots 5 through 8.  
Account No. 31494.01  
Current owner: Robert L. and Auriole L. Russell  
PO Box 12  
Oakland, OR 97462  
Significance: Secondary Date: prior to 1872  
Although dating from primary period of construction, this building does not retain an appearance indicative of its age.

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One story. Rectangular plan, 30x45 feet. Wood frame construction. Windows are one over one sash. The front (north) elevation has a hipped roof porch supported by square posts. The exterior has wide artificial siding. Cross gable with barge-board eaves. The west elevation has a projecting bay of three multi-paneled windows. This house has been extensively remodeled.

91. 536 Locust Street

Oakland Brown's Addition, Block 5, easterly 68' of Lots 1 through 4.  
Account No. 31365.01

Current owner: Daniel B. and Ida M. Baird  
PO Box 54  
Oakland, OR 97462

Significance: Compatible

Date: c. 1950

One story. "L" shaped plan, with attached garage. Exterior is vertical plywood siding, with brick facade on the lower third. Aluminum framed sliding windows. Gable roof.

92. 136 NE Fifth Street

Oakland Brown's Addition, Block 6, Lots 5 and 6.  
Account No. 31377.00

Current owner: Kenneth H. Hopkins  
PO Box 754  
Oakland, OR 97462

Significance: Compatible

Date: 1970

One story. "T" shaped plan. Artificial exterior siding. Windows are aluminum cased sliding. Gable roof with plain boxed cornice.

93. 434 Locust Street

Oakland Railroad Addition, Block 38, Lots 3 and 4.  
Account Nos. 31260.01 and 31260.02

Current owner: Arba Fay and Ruth Stearns  
434 SE Locust Street  
Oakland, OR 97462

Significance: Compatible

Date: 1950

One story. Rectangular plan. Wood frame construction. Artificial siding. This building has a wing on the west end of the front (north) elevation. Windows are one over one. Artificial siding. Gable roof. A rectangular plan, gabled roof, has been attached to and parallel with the main structure.

94. 106 Chestnut Street

Oakland Brown's Addition, Block A, Lots 5 through 9.  
Account Nos. 31486.00, 31488.02, 31489.01

Current owner: Richard L. and Faye J. McCain  
PO Box 37  
Oakland, OR 97462

Significance: Primary

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A vacant lot, with the remains of the foundation of the first house built in present Oakland.

95. 308 First Street, SE  
Oakland Railroad Addition, Block 17, Lot 5  
Account No. 31097.00  
Current owner: Norman L. Nelson  
PO Box 721  
Oakland, OR 97462

Significance: Compatible  
Date: c. 1938

One story. Rectangular plan, 25x35 feet. Wood frame construction. Windows are one over one sash. The front (west) elevation has a single bay gable porch. Gable roof with exposed rafters. A concrete footing and concrete block foundation has been added in June, 1978. The original foundation--four corner stones--have been removed and are located in the vacant lot adjacent to 114 SE First. The stone foundation originally supported a 15' square building now located at 336 SE First (see No. 49). Shiplap exterior.

96. 311 SE Second Street  
Oakland Railroad Addition, Block 17, Lots 3 and 4.  
Account Nos. 31095.00 and 31096.00  
Current owner: Jack R. and Marie H. Keene  
Oakland, OR 97462

Significance: Compatible  
Date: 1947

One story. Rectangular plan, 30x35 feet. The front (west) elevation has a single bay covered porch with a gable roof. Shiplap exterior. Gable roof with plain boxed cornice.

97. 204 SE First Street  
Oakland Railroad Addition, Block 16, Lot 5  
Account No. 31089.00  
Current owner: Robert B. and Jean E. Bartholomew  
Star Route, Box 198  
Winston, OR 97496

Significance: Compatible  
Date: c. 1950

One story. Rectangular plan, 40x100 feet. Commercial building of concrete block construction. The front (west) elevation has large, fixed display windows. The exterior on the front elevation is vertical board and batten and has a stepped parapet. Single pitch roof. The remaining elevations have no windows and are paint over the concrete block.

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98. 237 SE Second Street  
Oakland Railroad Addition, Block 16, Lots 1 and 2.  
Account No. 31085.00  
Current owner: Jesse B. and Mary Lee  
Rt. 1 Box 95  
Oakland, OR 97462  
Significance: Primary Date: c. late 1860s  
This building was moved over from Old Town and was placed amid a cluster of structures of similar origin along Second Street between Maple and Walnut Streets. One story. Rectangular plan, 25x35 feet. Wood frame construction. Windows are one over one sash. There is a single pitch roof porch along the front (east) and south elevations, supported by metal posts. Shiplap exterior.
99. 209 SE Second Street  
Oakland Railroad Addition, Block 16, Lot 3  
Account No. 31087.00  
Current owner: John K. and Linda Grimes  
Umpqua Star Route, Box 58-F  
Oakland, OR 97462  
Significance: Intrusion Date: c. 1960  
One story. Rectangular plan, 10x50 feet. Mobile home. An enclosed porch has been added alongside the south elevation.
100. 127 SE Eighth Street  
Oakland Brown's Addition, Block 16, Lots 1 and 2, and vacated Walnut Street.  
Account No. 31455.00  
Current owner: Kenneth S. and Esther F. Copeland  
PO Box 66  
Oakland, OR 97462  
Significance: Compatible Date: 1920  
One story. Rectangular plan. Wood frame construction. Windows are one over one. Shiplap exterior. The front (east) elevation has a covered porch in the northeast corner recessed under the hip roof.
101. Nichols' Barn, 608 Locust Street (Z.L. Dimmick House)  
Oakland Brown's Addition, Block 12, Lots 5 through 8.  
Account No. 31425.00 (See #30)  
Current owner: June Toles  
534 SE Douglas  
Roseburg, OR 97470  
Significance: Primary Date: 1906  
A fine example of a turn-of-the-century barn.

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Two stories. Converted to workshop/storage. Square plan, 25x25 feet. Windows have dominant plain rails and surrounds. Shiplap with corner boards exterior. Hip roof, exposed rafters. Possibly roof once had a cupola.

102. First Street, between Maple and Locust Streets  
Oakland Railroad Addition, Block 15, center, east/west strip of 10.33' of Lot 7.  
Account No. 31082.03

Current owner: Joseph M. and Francine J. Quinn  
Rt. 1 Box 103  
Oakland, OR 97462

Significance: Primary Date: 1893

The property is located in Oakland's core business area, and adjacent to the Old Crouch Brothers' Saloon. It originally served as the "Palace Restaurant" and catered to the old Crouch Brothers' Saloon on the south through a hole in the common wall. The building is currently vacant.

One story. Rectangular plan, 10x40 feet. This building was formed by adding a floor, roof, front facade and entrance, and back wall between two existing brick buildings, thus creating two common walls. The front (west) elevation is wood, consisting of vertical board on the lower two-thirds, and brick embossed sheet metal for the top third. There is one large fixed window and a paneled entrance door. The roof is single pitch. Originally, a sheet metal awning extended out over the sidewalk, and was an extension of the metal awnings on both adjoining buildings.

103. 114 SE Third Street  
Oakland Railroad Addition, Block 35, Lots 7 and 8.  
Account No. 31240.00

Current owner: Paul R. and Fontelle Schulze  
PO Box 47  
Oakland, OR 97462

Significance: Compatible Date:

Vacant lot.

This vacant parcel has one pine and several fruit trees.

104. 404 Locust Street  
Oakland Railroad Addition, Block 38, Lots 5 and 6.  
Account No. 31262.00

Current owner: Rebecca Drew  
Oakland, OR 97462

Significance: Compatible

Vacant lot. Originally the site of the Queen Anne Style "Pet" Beckley house, which burned in 1977. The remaining structure has been demolished and only the foundation and partially-filled basement remain. A double-wide mobile home is scheduled to be moved onto the site.

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105. 415 Maple Street  
Oakland Railroad Addition, Block 38, Lots 7 and 8.  
Account No. 31264.00  
Current owner: Ted H. and Edith M. Tozier  
PO Box 675  
Oakland, OR 97462  
Significance: Compatible Date: 1976  
One story. Rectangular plan. Wood frame construction. The windows are aluminum frame and slide, and on the front (north) elevation, have shutters. Horizontal wide artificial siding. Cross gable roof. There is a carport attached to the west elevation.
106. 134 SE Fifth Street  
Oakland Brown's Addition, Block 5, westerly 70' of Lots 7 and 8.  
Account No. 31370.01  
Current owner: Lloyd A. Carlson  
Rt. 2 Box 763  
Roseburg, OR 97470  
Significance: Compatible Date: c. 1950  
One story. Rectangular plan, with a wing on the south end. The houses faces west. The windows are one over one sash and fixed segmented. The exterior is artificial siding.
107. 516 Locust Street  
Oakland Brown's Addition, Block 5, westerly 32' of Lots 1 through 4, easterly 30' of Lots 5 through 8, and Lot 9.  
Account Nos. 31364.00 and 31365.03  
Current owner: Clifford D. McKay  
PO Box 486  
Oakland, OR 97462  
Significance: Secondary Date: 1908  
Dates from the second historic period of construction in present Oakland.  
One and one-half stories. Rectangular plan, 25x35 feet. Wood frame construction of Bungalow style. The front (north) elevation has a porch formed by the north/south eaves of the cross gable roof. The porch extends the width of the house and is supported by large, tapered square posts. Windows are one over one with dominant lentils. Plain boxed cornice with brackets.
108. North side of Locust Street between Second and Third Streets.  
Oakland Railroad Addition, Block 21, part of Lots 7 and 8.  
Account No. 31131.03  
Current owner: Marianne Kadas  
Rt. 1 Box 133-A  
Sutherlin, OR 97479  
Significance: Compatible  
Vacant lot.



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109. NW corner of north side of Locust Street and alley, between Second and Third Streets  
Oakland Railroad Addition, Block 21, E $\frac{1}{2}$  of Lot 8.  
Account No. 31132.03  
Current owner: Jim and Betty Shelhorse  
1366 SE Lane Street  
Roseburg, OR 97470  
Significance: Compatible  
Vacant lot.
110. NE corner of north side of Locust Street and alley, between Second and Third Streets  
Oakland Railroad Addition, Block 21, westerly 33 $\frac{1}{2}$ ' of Lots 1 and 2.  
Account No. 31125.00  
Current owner: James O. and Clara Knudtson  
PO Box 250  
Roseburg, OR 97470  
Significance: Compatible  
Vacant lot.
111. 309 Locust Street  
Oakland Railroad Addition, Block 34, Lots 7 and 8.  
Account No. 31232.00  
Current owner: Charles W. Manning  
PO Box 42  
Oakland, OR 97462  
Significance: Compatible Date: 1932  
One story. Rectangular plan. Wood frame construction. Shiplap exterior. Windows are one over one sash with side lights. The front (south) elevation entrance door is flanked by two lights. Gable porch supported by large square posts and decorated with brackets. Hip gable roof, boxed cornice with plain brackets.
112. 336 Oak Street  
Oakland Railroad Addition, Block 34, Lots 3 and 4  
Account No. 31228.00  
Current owner: Mildred German  
336 NE Oak Street  
Oakland, OR 97462  
Significance: Compatible Date: 1970  
One story. Rectangular plan. Wood frame construction. Artificial siding. The front (north) elevation has a single bay gable porch. The west end of the house has an attached garage and an attached carport. Windows are aluminum frame sliding. Gable roof with boxed cornice.

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113. 333 Locust Street  
Oakland Railroad Addition, Block 34, E $\frac{1}{2}$  of Lots 1 and 2.  
Account No. 31226.01  
Current owner: F.C. and Golda E. Dewbre  
PO Box 644  
Oakland, OR 97462  
Significance: Compatible Date: 1945  
One story. "L" shape plan, with attached garage. The front (north) elevation has one large fixed window. The east elevation has a one bay gable porch and six over one sash windows. Gable roof. Artificial siding.
114. 325 Locust Street  
Oakland Railroad Addition, Block 34, W $\frac{1}{2}$  of Lots 1 and 2  
Account No. 31226.02  
Current owner: Charles W. Manning  
PO Box 42  
Oakland, OR 97462  
Significance: Compatible  
Vacant lot.
115. 406 Oak Street  
Oakland Railroad Addition, Block 39, Lots 5 and 6.  
Account No. 31270.00  
Current owner: Wayne N. Blakely et al  
PO Box 331  
Oakland, OR 97462  
Significance: Compatible Date: c. 1940  
One and one-half stories. Rectangular plan. Wood frame construction of the Bungalow style. The front (west) elevation has a porch which extends around onto the north elevation. The porch is supported by square posts and the rail is enclosed. Shiplap exterior. One over one sash windows. Gable roof, boxed cornice.
116. 433 Locust Street  
Oakland Railroad Addition, Block 39, Lots 1 and 2.  
Account No. 31266.00  
Current owner: Frank D. and Pearl A. West  
PO Box 23  
Oakland, OR 97462  
Significance: Compatible Date: c. 1930  
One story. "L" shape plan. Wood frame construction with vertical plywood siding. Attached garage. The front (south) elevation has a recessed porch. Gable roof.

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117. NE corner of Second and Oak Streets  
Oakland Railroad Addition, Block 22, Lot 8  
Account No. 31140.00  
Current owner: Jesse B. and Mary A. Lee  
Rt. 1 Box 95  
Oakland, OR 97462

Significance: Primary Date: prior to 1884

The southernmost building was originally a wagon shop, later served as the second print shop and newspaper office in Oakland. The northernmost building originally served as offices. Currently, both structures are residences.

There are two buildings on this lot. Both buildings are one story, rectangular plan 20x40 feet, wood frame construction. Gable roof with sheet metal covering. The southernmost building has shingle exterior, with the front facing south. 208 Oak, the northernmost building, has shiplap exterior and a "boom town" front which once contained advertising. This building has a central chimney.

118. SE corner of Second and Ash Streets  
Oakland Railroad Addition, Block 22, Lot 5.  
Account No. 31137.00  
Current owner: City of Oakland  
117 SE Third Street  
Oakland, OR 97462

Significance: Compatible

Vacant lot (See #59).

119. 311 Oak Street  
Oakland Railroad Addition, Block 33, Lots 7 and 8.  
Account No. 31224.02  
Current owner: Harry F. and Mary H. Barker  
PO Box 473  
Oakland, OR 97462

Significance: Compatible Date: 1946

One story. Rectangular plan, 25x40 feet, with a wing on the west elevation. The house faces south. Windows are two over two sash. Gable roof with boxed cornice and central chimney. The exterior is shingles.

120. SW corner of alley and south side of Ash Street, between Third and Fourth Streets.  
Oakland Railroad Addition, Block 33, easterly 40' of Lots 5 and 6.  
Account No. 31222.01  
Current owner: John Larry and Mary L. Moore  
PO Box 5  
Oakland, OR 97462

Significance: Compatible

Vacant lot.

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121. 215 NE Fourth Street  
Oakland Railroad Addition, Block 33, Lots 3 and 4  
Account No. 31220.00  
Current owner: Richard B. and Janice K. Fugate  
PO Box 815  
Oakland, OR 97462  
Significance: Compatible Date: 1976  
One story. Rectangular plan. Wood frame construction. The windows are aluminum frame and slide. The exterior is artificial siding. Gable roof.
122. 709 Oak Street  
Oakland Brown's Addition, Block 20, Lots 1 and 8, and southerly 15' of Lots 2 and 7.  
Account No. 31466.00  
Current owner: Dale S. and Maxine M. Baimbridge  
Kellogg Star Route, Box 8  
Oakland, OR 97462  
Significance: Compatible Date: c. 1930  
One and one-half stories. Rectangular plan, 20x25 feet. Wood frame construction. Shiplap exterior. Windows are eight over one sash. Gable roof. There is a 10' square gabled structure adjacent and to the west of this building.
123. 302 NE First Street  
Oakland Railroad Addition, Block 12, southerly 40' of Lot 8  
Account No. 31060.02  
Current owner: Alvin R. and Mary M. Pepiot  
PO Box 321  
Oakland, OR 97462  
Significance: Compatible Date: c. 1930  
This building stands harmoniously among a cluster of structures moved from Old Town and placed along First Street between Ash and Cypress Streets.  
One story. Rectangular plan, 20x30 feet. Wood frame construction. The exterior is plywood. Gable roof. This structure is in a deteriorated condition.
124. 422 NE First Street  
Oakland Railroad Addition, Block 11, Lot 6  
Account No. 31050.00  
Current owner: F.W. and Donna L. Gilliland  
422 NE First Street  
Oakland, OR 97462  
Significance: Compatible Date: 1966  
This building stands harmoniously among a cluster of structures moved from Old Town and placed along First Street between Ash and Cypress Streets.

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One story. Rectangular plan, 30x45 feet. Wood frame construction. Bellcast gable roof. The front (west) elevation has a porch formed by the roof extension. The rear elevation has an enclosed porch formed by the extension of the roof. Windows are six over six sash. Boxed cornice with a plain frieze.

- 125. Second Street between Locust and Maple Streets  
Oakland Railroad Addition, Block 15, northerly 15' of Lot 2.  
Account No. 31078.02

Current owner: City of Oakland  
City Hall - 117 SE Third St.  
Oakland, OR 97462

Significance: Compatible

This is a 15' wide strip of land running east and west across one-half a block. This strip is used as an alleyway, and is the only alley in Oakland owned by the City; the other alleys in the city are owned in common by the property owners of each lot.

- 126. Southern Pacific Railroad Tracks, west of First Street and between Cypress and Walnut Streets;  
Oakland Railroad Addition, westerly 70' from Road Street between Lot 3 of Block 4 and the south side of Ash Street; westerly 250' from First Street between the south side of Ash Street and the south side of Maple Street; and on a curving, southwesterly line from that point to the intersection of Stearns Avenue and Walnut Street.

Current owner: Southern Pacific Railroad  
One Market Street  
San Francisco, CA 94100

Significance: Primary Date: 1871-72

For six months, the railhead of the Oregon and California Railroad, the new vehicle of commerce was the cause of Oakland's relocation in 1871-72. The subsequent boom to the economy, with the increased shipment of livestock, grains, and later turkeys continued to transform the community dramatically.

A ten-foot square wood frame, board and batten side utility shed stands on this property. Site of the original railroad depot (since removed), warehouses (two of the original five remain, see No. 76 and No. 77), and stockyards and pens. Currently, the SE¼ (1.55 acres) of this property is leased to the City of Oakland and is maintained by the leasee as a historical city park. A sign erected in this park, near the site of the depot, has the inscription:

"1851. Oakland. Old Oakland was started by Dr. Dorsey S. Baker 1851, moved to present site in 1872, when the O & C Railroad reached this point. Agriculture and livestock was the main industry, Oakland being a distribution center. The main industry of the present is lumbering. The people and merchants of Oakland bid you a hearty welcome."

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127. Oakland City Park, NE corner of Second and Maple Streets  
Oakland Railroad Addition, Block 20, Lots 1, 7 and 8  
Account No. 31123.00

Current owner: City of Oakland  
City Hall - 117 SE Third St.  
Oakland, OR 97462

Significance: Primary

The property, now a park and playground, was the site of a home owned by pioneer merchant and banker E.G. Young. A monument to Dorsey S. Baker, Oakland's first businessman, stands near the southwest corner of the park. It is the mill wheel from Mr. Baker's grist mill, which he built at the site of Old Town in 1851. Its inscription reads:

WATER WHEEL

Taken from a grist mill built in  
Old Town of Oakland by  
Dr. Dorsey S. Baker in 1851.  
It turned the grinding stone that  
ground the grain to meal and flour.  
Shipped by boat around Cape Horn  
in the older days.

128. Triangle, NW corner of First and Walnut Streets.

Current owner: Southern Pacific Railroad  
One Market Street  
San Francisco, CA 94100

Significance: Compatible

This vacant parcel, an island approximately 20' on the side, is well landscaped with pine trees and shrubbery.

129. Barn, 511 Oak Street

Oakland Brown's Addition, all of Block 7  
Account No. 31381.00 (See #35)

Current owner: Harry M. and Alice M. Hakanson  
PO Box 506  
Oakland, OR 97462

Significance: Primary

Date: c. 1900

A fine example of a turn-of-the-century barn.

Two stories. Square plan, 30x30 foot barn. Each elevation has small, fixed windows. The front (south) elevation has small door. Shiplap exterior with corner boards. Hip roof with exposed rafters, and cupola. Sheet metal roof.

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130. Settle's Bicycle Shop, 114-116 NE Second Street  
Oakland Railroad Addition, Block 21, Lots 6 and part of Lot 7.  
Account No. 31130.01  
Current owner: James Neil Settle  
PO Box 306  
Oakland, OR 97462  
Significance: Compatible Date: c. 1940  
One story. Rectangular plan, 15x40 feet. Wood and steel frame with metal siding and roof. Single pitch roof. Fixed windows. Large folding doors on east elevation.
131. Mobile Home. 311 NE Second  
Oakland Railroad Addition, Block 12, Lots 1 and 2  
Account No. 31053.00  
Current owner: John Mitchell and Suzanne F. Spreitzer  
PO Box 518  
Oakland, OR 97462  
Significance: Intrusion (See #60)  
Mobile home. One story. Rectangular plan, 12x55 feet. Metal siding and skirted. Well landscaped.
132. Machine Shop, 228 Oak Street  
Oakland Railroad Addition, Block 21, Lots 3 and 4  
Account No. 31127.03  
Current owner: Leonard Henrikson  
PO Box 566  
Oakland, OR 97462  
Significance: Compatible Date: c. 1970  
Machine shop. One story. Rectangular plan, 30x40 feet. Metal frame with corrugated roof and siding. Concrete pad foundation. No windows. The east and west (sides) elevations have large sliding doors.
133. 223 Walnut Street  
Oakland Railroad Addition, Block 19, Lots 1 and 2  
Account No. 31109.00  
Current owner: Roger Zimmerman  
Box 612  
Oakland, OR 97462  
Significance: Compatible Date: 1920  
One story. "T" shape plan, 35x40 feet. Wood frame construction. Cross gable roof with the south (front) wing forming the front porch supported by square posts. An addition has been added to the rear (north) elevation, giving this house a "T" shape plan. Windows are two over two sash. The front door has side lights, flanked by two over two sash and a fixed eight panel window. The east elevation has a stoop porch. Central chimney. The windows suggest the building was remodeled in the late 1930s or 1940s.

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134. 507 NE First Street  
Oakland Railroad Addition, Block 4, Lot 1 and southerly 40' of Lot 2  
Account No. 31010.00  
Current owner: George D. Goodman  
PO Box 864  
Oakland, OR 97462  
Significance: Secondary Date: c. 1915

This property is located on First Street, along a line of structures moved over from Old Town, and is a complementary structure to them.

One story. Rectangular plan, 30x45 feet. Wood frame construction. Cross gable roof, with imbricated shingles on the front (south) and east gable ends. The east eave has decorative king post cutouts. Windows are one over one sash. There is a covered porch between the south and east wings supported by turned posts with decorative porch rafters. There is a small addition between the east and north wings and on the rear (north) elevation. Shiplap exterior. This house faces south on a small hill overlooking the commercial area.

135. 135 Cypress Street  
Oakland Railroad Addition, Block 10, Lots 1 and 2  
Account No. 31037.00  
Current owner: Bruce and Wanda Ward  
PO Box 717  
Oakland, OR 97462  
Significance: Primary Date: 1892

One and one-half stories. Thirty feet square plan. Windows are three over one sash. Gable roof whose east side extends out to form a porch on the front, supported by square posts. Front door is flanked by single windows. Shiplap exterior with corner boards. Roof cornice with brackets and plain frieze board. There is a central chimney with corbelled top.

136. 332 SE Fourth Street  
Oakland Brown's Addition, Block 2, Lots 6 through 8  
Account No. 31343.00  
Current owner: W.P. and Francis McKenzie  
PO Box 53  
Oakland, OR 97462  
Significance: Secondary Date: c. 1900

One story. Square plan, 30x30 feet. "Classic box" style. Wood frame construction. Hip roof with gable dormer on front (west) elevation. The front (west) elevation has two one over one sash windows and paneled door. All windows are one over one with leaded glass on top half. Shiplap exterior with corner boards. Frieze board is shingles. Top of windows project into frieze board.



# 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 checked="" 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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1852-1930

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Oakland Historic District is significant to the state as a well-preserved example of the effect of rail transportation on the location and growth of 19th century inland commercial communities.

Originally established in 1852 on a bluff above the Calapooya Creek in northern Douglas County, Oregon, the entire town of Oakland was moved in 1871-1872 to its present location, the soon-to-be completed railhead of the Oregon and California Railroad, a mile downstream to the southwest. Drawn on skids by teams of horses to newly platted lots, many of the dwellings from "Old Town" survive. All but one of the wooden commercial structures from Old Town were destroyed by fires in 1893 and 1899. They were replaced soon afterward by the present brick buildings. Today, there are fifteen structures in Oakland which are believed to have come from the original townsite.

A wilderness settlement in the 1850s (Dorsey S. Baker established a grist mill and store at the old townsite in 1851), Oakland grew slowly as a market and supply center for the area's farmers and ranchers. With its relocation in 1871-1872, planned and promoted by Alonzo Brown (whose home remains), more rapid growth occurred. By the time Oakland was incorporated as a city in 1878, several passenger trains stopped there each day. At least six hotels were established in the community, two of which remain. With new markets open to them, farmers diversified their plantings to such cash crops as barley and hops, and sheep, cattle, turkeys and other livestock were shipped to distant regions on Oakland's new avenue of trade.

As well as its impact on the economy, the railroad's arrival changed the physical appearance of the new city. Stockyards were established to the west of the tracks, and to the east warehouses were built to store wool and grain. Two of the latter still stand. After the two major fires--the first consuming the south side of Oakland's two-block long commercial district, and the second, the north--the city core was rebuilt entirely of brick from a local yard. The expanding commerce supported a growing city population. The Russell Academy, a private school, was established in 1880 on the site of the present (but vacant) Washington Elementary School. Doctors and dentists alike numbered more than ten, and nearly as many saloons and dance halls received the city's clientele. Four of the latter buildings survive.

As a railroad town Oakland became, in the words of a turn-of-the-century reporter, a "civilized community." It served the varied needs of a broad area, providing goods from furniture to fencing, and services from those of the church to those "of the evening." Festivals and horse races were held in the field west of the railroad tracks, and on the days of celebration, the region's ranchers and lumbermen gathered with their families to eat and drink together. Through the 1950s, lumber was a thriving industry in Oakland. A mill, since burned, was located nearby the community field, and provided many jobs. Ranching, particularly sheep ranching, has always been a major factor in Oakland's economy, and its participants continue to appear at Oakland's annual celebrations.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 82.5 acres

UTM REFERENCES

A	1,0	4,7,6	2,4,0	4,8	0,8	1,2,5	B	1,0	4,7,6	6,1,0	4,8	0,7	3,6,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			
C	1,0	4,7,5	8,2,5	4,8	0,6	9,9,5	D	1,0	4,7,5	4,9,0	4,8	0,7	7,3,0

VERBAL BOUNDARY DESCRIPTION

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

Joseph M. Quinn and Terrence J. Parker

ORGANIZATION

State Historic Preservation Office

DATE

January-August 1978

STREET & NUMBER

525 Trade Street SE

TELEPHONE

503/378-5001

CITY OR TOWN

Salem

STATE

Oregon 97310

## 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

*David B. Talbot*

TITLE State Historic Preservation Officer

DATE January 4, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*William J. David*  
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE *March 30, 1979*

ATTEST: *W. Ray Juce*  
KEEPER OF THE NATIONAL REGISTER

DATE *March 29, 1979*

*3/30/79*

UNITED STATES DEPARTMENT OF THE INTERIOR  
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In 1907, Oakland's newspaper, The Observer, described the town as the major shipping point for agricultural produce between Portland and San Francisco. In that year, 175 carloads of livestock were shipped from the city on what had become the Southern Pacific Railroad. For the next thirty years, Oakland's commerce gradually became more dependent upon an activity which had always been numbered among the farmer's endeavors, but never so profitably: raising turkeys. Grown on rangeland, the turkeys were herded together seasonally and driven into town to be held for shipping or slaughtering in pens on the site of the present American Legion Hall, behind the E.G. Young Bank Building. By 1929, the railroad's efficient transport had brought Oakland fame as the busiest shipping point of turkeys in the United States. A turkey show was begun in that year, held in the present Oakland Museum Building. For the next ten years, the shows' notoriety increased, as did the profits of the turkey trade.

Rail transportation, which had moved Oakland, literally, to a more prosperous position, did not maintain its profound economic influence on the town indefinitely. Oakland area ranchers raised their turkeys in the range method, but in the Midwest, farmers discovered that turkeys could be raised in pens. With nearby sources of inexpensive feed, the Midwesterners only needed livestock to start massive production. Buyers came to Oakland and other communities in Southern Oregon to purchase the profitable fowl. For a brief period in the late 1930s, Oakland's business flourished as thousands of turkeys were shipped away by rail. As the Midwest farms began to produce turkeys more cheaply, Oakland's turkey trade ended. The steely screech of loaded railroad cars diminished. Now Oakland is a quiet place, but many of its structures, and all of its charm, remain to show that it once was not.

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**UNPUBLISHED WORK**

- The Papers of Rolstyn Daniel Bridges, located in the library of the Douglas County Museum, Roseburg, Oregon.  
The Autobiography of Alonzo Brown, located in the library of the Douglas County Museum, Roseburg, Oregon.

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Photographs on file at the Douglas County Museum, Roseburg, Oregon and the Oakland Museum, Oakland, Oregon.

SELECTED INTERVIEWS

Mrs. Maymis Desinger, 3339 NE 32nd Street, Portland, Oregon 97212.  
Mayor S.H. Early; Mr. Bud Hakanson, Mr. Richard McCain; Mr. Neil Settle; Mrs. Carol Tollefson; all of Oakland, Oregon.  
Professional consultation given by Philip Dole, Professor at the University of Oregon, Eugene, Oregon.

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Beginning at the intersection of the centerlines of First Street and Apple (Poplar) Street; thence northeasterly along the centerline of Apple Street to the centerline of the alley between Second and Third Streets; thence northwesterly along said alley centerline to a line 80' northwesterly of and parallel with the northwesterly line of Chestnut Street; thence northeasterly along said parallel line to the centerline of Fourth Street; thence southeasterly along said center line to the northwesterly line of Chestnut Street; thence northeasterly along said northwesterly line to the centerline of the alley between Fourth and Fifth Streets; thence northwesterly along said alley centerline to a line 50' southeasterly of and parallel with the southeasterly line of Walnut Street; thence southwesterly along said southeasterly line to the centerline of Fourth Street; thence northwesterly along said centerline to the centerline of Walnut Street; thence southwesterly along the centerline of Walnut Street to the centerline of the alley between Third and Fourth Streets; thence northwesterly along said alley centerline to a line drawn midway between Maple and Walnut Streets; thence southwesterly along said midway line to the centerline of the alley between Second and Third Streets; thence northwesterly along said alley centerline of Maple Street; thence northeasterly along said centerline to the centerline of Fifth Street; thence southeasterly along the centerline of Fifth Street to a line drawn midway between Maple and Walnut Streets; thence southwesterly along said midway line to the centerline of the alley between Fourth and Fifth Streets; thence southeasterly along said alley centerline to the centerline of Walnut Street; thence northeasterly along said centerline to the centerline of Fifth Street; thence southeasterly along the centerline of Fifth Street to the northwesterly line of Chestnut Street; thence northeasterly along said northwesterly line to a line 250' east of and parallel with the northeasterly line of Fifth Street; thence northwesterly along said parallel line to the centerline of Maple Street; thence northeasterly along said centerline to the centerline of the alley between Sixth and Seventh Streets; thence northwesterly along said alley centerline to the centerline of Locust Street; thence northeasterly along the centerline of Locust Street to the centerline of Seventh Street; thence southeasterly 56' along said centerline to a line 16' southeasterly of and parallel with the southeasterly line of Locust Street; thence northeasterly 166' along said parallel line to a line 136' feet northeasterly and parallel with the northeasterly line of Seventh Street; thence northwesterly 82' along said parallel line to a line 14' southeasterly of and parallel with the northwesterly line of Locust Street; thence northeasterly along said parallel line to the centerline of Eighth Street; thence northwesterly along said centerline to the centerline of Ash Street; thence southwesterly along said centerline of Ash Street to the centerline of Seventh Street; thence southeasterly along Seventh Street centerline to a line drawn midway between Ash and Oak Streets; thence southwesterly along said midway line to the centerline of Sixth Street; thence northwesterly along said centerline to the northwesterly line of Ash Street; thence southwesterly along said northwesterly line to the centerline of Second Street; thence northwesterly along said centerline to the centerline of Pine Street; thence southwesterly along Pine Street centerline to the centerline of the alley between First and Second Streets; thence northwesterly along said alley

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centerline to the southwesterly line of Cypress Street; thence northeasterly along said southeasterly line to the centerline of Third Street; thence northwesterly along said centerline to the centerline of Cedar Street; thence southwesterly along Cedar Street centerline to the centerline of the alley between Second and Third Streets; thence southeasterly along said alley centerline to a line 120' northwesterly of and parallel the northwesterly line of Cypress Street; thence southwesterly along said line to the centerline of Second Street; thence southeasterly 20' along said centerline to a line drawn midway between Cedar and Cypress Streets; thence southwesterly along said midway line to the centerline of the alley between First and Second Streets; thence southeasterly along said alley centerline to the centerline of Cypress Street; thence southwesterly along Cypress Street centerline to the centerline of First Street; thence northwesterly along First Street centerline to a line drawn midway between Cedar and Cypress Streets; thence southwesterly along said midway line to a line 100' southwesterly of and parallel with the southwesterly line of First Street; thence southeasterly along said parallel line to the centerline of Cypress Street; thence southeasterly along First Street centerline to the centerline of Pine Street; thence southwesterly approximately 64' along an extension of Pine Street centerline to intersection with the midstream line of the Calapooya Creek; thence along the creek's midstream line to intersection with a line 800' southwesterly of and parallel with the southwesterly line of First Street; thence southeasterly along said parallel line to the centerline of Stearns Avenue; thence northeasterly along said centerline to the east line of Highway 99E; thence northwesterly approximately 47' to a line 130' southwesterly of and parallel with the centerline of First Street; thence southeasterly 180' along said parallel line to a line 150' southeast of and parallel with the southeasterly line of Walnut Street; thence northeasterly along said parallel line to the centerline of First Street; thence southeasterly along said centerline to the point of beginning. The whole containing 80.339 acres, more or less.

A satellite between Seventh and Eighth Streets and between Maple and Chestnut Streets, southeast of the district, is defined by the following boundary:

Beginning at the intersection of the centerline of Eighth and Maple Streets, thence southwesterly along Maple Street centerline to the centerline of the alley between Seventh and Eighth Streets, thence southeasterly along the alley centerline to a point intersecting an extension of Walnut Street centerline, thence southwesterly along said line to the centerline of Seventh Street, thence southeasterly along an extension of Seventh Street's centerline a distance of 230' to intersect an extension of the northwesterly line of Chestnut Street, thence northeasterly along said extension line a distance of 220', thence north 235' to the centerline of Eighth Street, thence northwesterly to the point of beginning. The whole containing 2.171 acres, more or less.