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FEB 08 1990

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Driver, E. Raymond, House
other names/site number N/A

2. Location

street & number 4140 Old Stage Road not for publication
city, town Central Point vicinity
state Oregon code OR county Jackson code 029 zip code 97502

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>2</u>	<u>3</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	<u>1</u> structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>2</u>	<u>4</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official [Signature] January 29, 1990
Date
State or Federal agency and bureau Oregon State Historic Preservation Office

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Mark L Baker Entered in the National Register 9 March 1990
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper [Signature] Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic: single family dwelling

Current Functions (enter categories from instructions)

Domestic: single family dwelling

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century Revivals:

Colonial/Cape Cod Colonial

Materials (enter categories from instructions)

foundation concrete

walls wood: shingle

roof galvanized steel

other windows: glass

Describe present and historic physical appearance.

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The E. Raymond Driver House is sited on a tract of land approximately six miles northwest of Medford and two miles west of Central Point, Oregon. The property lies north of Old Stage Road along the western boundary of the Bear Creek Valley and overlooks Lower and Upper Table Rocks, the valley expanse and the Cascade range to the north and east. Designed by architect Frank C. Clark, the Period Colonial style main residence and guest house retain their original relationship to the landscape and their integrity of location, design, setting, materials, workmanship, and feeling. The resource effectively conveys its associations with the intense development of Medford, Oregon and its surrounding rural area between 1925 and 1930, the property's years of primary historical significance.

Located in Township 37 South, Range 2 West, Section 5, (Tax Lot 201,) the E. Raymond Driver House stands on gently sloping land along Old Stage Road between Jacksonville and Gold Hill, approximately one-quarter mile north of the intersection of Taylor Road. The Hopkins Canal, westernmost Medford Irrigation District ditch, forms part of the northern boundary of the nominated approximate 5.5 acre area. The detached main residence faces Old Stage Road and wooded hillsides on the southwest. The house, which is set back approximately 80 feet from the main road is reached by a circular drive. A mature landscape of specimen and native plant materials partially screens the residence from the street. The guest house lies approximately fifty feet east of the house. A pool house, pump house, and barn, while not historic, are compatible with the ensemble components.

The two-story Driver House exhibits several characteristics of the style, including symmetrical composition, small-paned rectangular windows with shutters, fanlights, side lights with transoms, and pilasters. An informal expression, appropriate for the country house, is enhanced by the use of shingle siding, windows of varying size and placement, and one and two-story end additions. Rectangular in plan, the house measures 87 by 34 feet and rests on a concrete foundation.

The house, including main volume and end additions, is sheathed in regular-cut wood shingles and covered by a gable roof. The wood shingled roof was re-covered in metal, (now heavily oxidized) about 1950. This forty-year old roof constitutes the sole alteration to the building's exterior. A brick exterior chimney rises on the north elevation, and a brick interior chimney breaks through the end addition roof on the south elevation.

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The facade and south elevation is distinguished by a recessed entrance framed by pilasters carrying a simple entablature. The six-paneled entry door with architrave molding is flanked by leaded glass sidelights and topped by an elliptical leaded glass transom. The wood doors of the attached garage on the facade's south end reflect the transom's elliptical line. A small oval window is placed in the lower wall north of the main entrance. The primary entry door on the rear elevation is framed by a shallow pilastered surround with entablature, multi-light sidelights and decorative fluted trim. Eave overhangs are distinguished by boxed cornices, fretwork bed molding and returns. Wood shutters flank windows on both stories on the front and rear elevations. A terrace, constructed of wood, extends across the length of the house's main volume at the rear. Window trim on the facade has a simple raised edge; windows on the rear elevation's lower story have cornices.

Fenestration is more or less regular throughout. Six-over-one-light, double hung sash windows are typical. The house's main volume facade contains four pair of windows in the common pattern, as does the end addition facade. One pair of four-over-one light, double hung sash windows exists on the facade. Variations in the window pattern include one small three-over-three fixed window, and two three-over-one fixed windows flanking a plate window on the rear elevation.

The north elevation's shallow end addition contains a two-segment fan light flanking the brick chimney as well as windows in the common pattern. The north elevation gable end of the house's main volume contains a small window with a semi-circular top, keystone and tracery. The south elevation gable end contains a divided fan light in two segments beside the interior chimney, and a single fanlight in the end addition.

The rear elevation contains two multi-light French doors, a two-paneled nine-light single door, and a center door with ten-light sidelights. The east elevation second story has ten windows in the common pattern -- three pairs, one set of three, and one small window. The garage's rear elevation reveals a six-over-one light common style window and a wood paneled door.

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Exterior alteration to the Driver House is confined to re-covering of the original wood roof about 1950. Despite this change, the integrity of the residence's associations with its historic themes of community development, commerce and architecture remain intact. The resource is a significant example of its type, period and method of construction.

The interior spatial arrangement of the house retains its original configuration. First floor rooms include the hall, living room, dining room, study, pantry, kitchen, breakfast room, and service area. (Please see enclosed original plans of the Driver House.) Floors are constructed of hardwood. Original heating registers, enclosed in wood grillwork, door and cabinet hardware and lighting fixtures remain intact throughout the residence. Cove moulding of pronounced scale joins walls and ceilings.

The central hall contains the recessed entry with paneled front door, leaded glass sidelights and transom. A two-flight stair with a landing rises from the hall to the second floor. The stair has slender tapering, painted balusters, a molded wood handrail and decorative newel post composed of grouped balusters. The stair treads and handrail are unpainted, polished wood.

The living room is distinguished by a fireplace with a rectangular opening framed by paneled pilasters, simple paneled frieze with narrow fluting and a cornice-topped mantel shelf. The tile surround is marked by central carved tablets with fruit and birds in relief. Side tiles on the surround are carved scenes from nature. Original wrought iron andirons stand in place. Original sconces remain throughout the room. The study contains built-in bookshelves and a suspended central brass lighting fixture with four lamps. A large walk-in pantry with built-in cupboards retaining original hardware continues to provide storage.

The second floor has a long hall which traverses the length of the main volume of the house, four bedrooms, a former sleeping porch, office, trunk and storage room. A linen closet with segmentally arched opening and recessed door reflects the lines of the first floor central entrance. The former trunk room has a large cedar-lined closet and original linoleum. Second floor doors are two-paneled; the walls are papered and painted. Original cabinet work, hardware and light fixtures remain in the bedrooms.

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Outbuildings include the guest house constructed in 1926, the pool house and pump house built ca. 1965, and the barn built in 1981. One structure, the swimming pool, was constructed ca. 1965 and is located near the northerly border of the lawn. The guest house, measuring approximately 12 by 24 feet, has six-over-one light double hung windows, shingle siding and a gable roof covered with composition shingles. The west gable end contains a ventilation grill in fan light configuration. A small one-story addition with shingle siding and the typical window pattern extends from the east elevation of the guest house.

The pool house measures approximately 6 by 8 feet and has shingle siding, six-over one light double hung windows and a gable roof with composition shingles. The pump house is approximately 6 by 8 feet in size, and is also sided with shingles and roofed with composition material. The barn, 26 by 53 feet in size, has a gambrel roof, pressed wood siding, and walk-in and double leaf wood doors.

The entrance to the property from Old Stage Road is marked by a circular drive. A thickly wooded grove of evergreen and deciduous trees, some planted during the Driver's tenancy, partially shields the house from the road. Landscaping at the rear of the house consists of a broad flat lawn bordered by wooded groves of willow, cedar, pine, and birch. A low concrete retaining curb runs along a ravine south of the property. A broad meadow extends to the north below the landscaped portion of the grounds. The open space provides unobstructed views of the valley and mountain ranges to the east and north. The Hopkins Canal, approximately six feet in width, and constructed in 1918-1919, traverses the property in a north-south direction on its long route through the west side of the Bear Creek Valley. Northwest of the residence stands a small family orchard of apple and pear stock and well as a wooded area preserved by Raymond Driver as wildlife refuge. Some of the birdhouses constructed by Mr. Driver remain in place.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1926

Significant Dates

1926

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Clark, Frank Chamberlain, architect

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Atwood, Kay. "Blossoms and Branches, A Gathering of Rogue Valley Orchard Memories," Ashland, Oregon: Kay Atwood, 1980.
Atwood, Kay; Gail E. H. "Frank Clark Inventory," 1982.
Hopewell, Frank. May 5, 1989.
Jackson County Deed Records, Volume 159, page 110; Volume 160, pages 72-74.
Medford Mail Tribune, May 27, 1926; January 1, 1928.
"Population of Oregon Cities, Counties and Metropolitan Areas, 1850-1957," Oregon State University: Bureau of Municipal Research and Service, Information Bulletin No. 106, page 4.
Rock, Mrs. John F.; Clement, Mrs. Joan. April 8, 1989; May 23, 1989.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 5.50 acres Medford, Oregon 1:62500

UTM References

A

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

B

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Zone Easting Northing

C

--	--	--	--	--	--	--

D

--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

The nominated area is located in SW $\frac{1}{4}$ Section 5, Township 37S, Range 2W, Willamette Meridian, in Jackson County. It is comprised of a portion of Tax Lot 201 at said location and is more particularly described as follows: (Jackson County Assessor's Map Ref. No. 37 2W 5D).

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Katherine C. Atwood
organization N/A date June 18, 1989
street & number 102 South Pioneer Street telephone (503) 482-8714
city or town Ashland state Oregon zip code 97520

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SUMMARY

The fashionable southern Oregon country estate of Edward Raymond Driver was developed in 1926 on the former Edgehill Orchard property on Old Stage Road in the vicinity of Central Point, Jackson County. It was designed by Frank C. Clark, the leading architect in the Rogue River Valley for many years. In the tradition of his time, Clark had mastered the major historic period styles. His work in the Colonial Revival and modern Colonial styles, however, was particularly popular with his clients, many of whom had come from the East to build the Rogue Valley's pear industry at the opening of the 20th Century. E. R. Driver arrived in the valley from Santa Barbara in 1925. An industrialist and amateur ornithologist, Driver was among the newcomers who selected developed orchard properties as scenic settings for their new, architect-designed residences.

The property meets National Register Criterion C in the area of architecture. The Driver Estate was highly ranked in the inventory of Frank Clark's work that was completed in 1982. It is the architect's best design in the modern Colonial style for a suburban setting. The house has been well-maintained and is essentially unaltered. The nominated area encompasses 5 1/2 acres to include the house and its immediate, partially naturalized landscape, a detached guest cabin which Clark designed to complement the house, and portions of pear and apple orchards. Compatible but non-historic improvements in the nominated area are a barn, a pumphouse, and a swimming pool and pool house. The house is oriented with its long axis parallel to Old Stage Road. The private, or garden elevation thus commands a view over the valley spreading out from the sloping site to the northeast, a view which has the scenic and historic mesa, Table Rock, as a distant focal point.

The Driver House is representative of the Cape Cod Colonial mode popularized by the published works of Royal Barry Wills. It is a simple, gable-roofed rectilinear volume having a service section and garage of descending scale telescoped from the east end. The house is entirely clad with shingles in the Cape Cod tradition, and windows are double-hung and typically have six lights in the upper sash. Though influenced by the modern tendency to strip away ornament, the house has some fine historic detailing, notably the classical cornice and architrave framing the recessed front porch. The entrance surround is composed of a basket-arched toplight and side lights with leaded glass. Entrances of the double-bay garage have similarly detailed semi-elliptical arch heads. The single oval light in the facade having decorative keystones is an old motif carried over from the Colonial Revival earlier in the century. Fanlights are used in gable ends and are split where bisected by an outside chimney stack.

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The interior is finely finished in the Arts and Crafts tradition, though woodwork is painted white in the classical spirit. Noteworthy features are a fine staircase banister and living room chimneypiece with ceramic tile surrounds. The garden elevation displays another fine classical entry surround and Palladian bay windows with multi-paned sidelights. The terrace overlooking the sloping grounds to the northeast has a low solid railing which is shingle-clad.

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The commodious Period Colonial style house built in 1926 for E. Raymond Driver, meets National Register Criterion C in the context of architectural development in the Medford environs between 1926 and 1930, during the second period of major orchard development and intense economic advancement in the Rogue Valley. The stylistically distinctive residence was carefully designed by architect Frank C. Clark to accommodate its rural location and country house function.

The Driver House is illustrative of the economic forces that transformed Medford and its surrounding area in the late 1920's, and it is important architecturally as the largest and best preserved Period Colonial style house designed between 1920 and 1930 by architect Frank C. Clark in the rural environs west of Medford.

Established with the railroad's arrival in 1883, Medford and its surrounding area grew rapidly after 1900 when thousands of acres of fruit trees were planted. Approximately 500 orchards were established by 1910, and Medford's population grew to 8,840 residents that year, about five times its size in 1900. (1) Newcomers flocked to the Rogue Valley and its promise. It soon became apparent, however, that more than money and hard work was needed. Lack of water yielded slow growing trees and erratic crops. Although dry-land farmers had been raising crops for years with only rainfall for moisture, the deep-rooted trees had different needs. Not until 1919 did sufficient water production through the formation of irrigation districts allow large scale fruit production. (2) The Hopkins Canal, westerly ditch of this irrigation system, runs through the pertinent property.

Fruit production steadily increased during the 1920's until prime crops were raised in 1928-1929. The stock market crash in October, 1929 left the largest pear crop ever produced rotting on east coast docks. The attainment of dependable irrigation and booming fruit market brought the surge of new growth. Medford's population, which had dropped to 5756 in 1920, grew to 11,007 by 1930. (3) Many of the new arrivals were wealthy easterners who, inspired by the thriving local economy, sought both the practical and aesthetic advantages of a pastoral location. One New Year's Day the Medford Mail Tribune devoted an entire section to the new settlement trends:

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"Many of the wealthy people who have country homes in the valley still have their names on the social registers of large eastern cities . . . and travel extensively in this country and abroad. . . . The most beautiful country homes are not always found in the midst of the fertile valley, but are situated on the foothill orchard tracts on prominent points. (4)

Orchard property along Old Stage Road, informally called "Millionaire Road" during the 1920's was especially desirable as it afforded outstanding views of the valley and the Cascade range to the east. Lying near the base of the western foothills, this major north-south route between Jacksonville and Gold Hill, Oregon, is one of Jackson County's earliest and most important roads. It crosses several donation land claims and provides access to many vernacular farmhouses and high-style country homes constructed between 1860 and 1930 along its length.

Land use patterns changed substantially on the west side of the valley and along Old Stage Road between 1920 and 1930. With the irrigation system's formation, sizeable land parcels first improved by farm families between 1850 and 1860, were planted to fruit trees. Land became increasingly available as first generation settlers died and their original claims were divided and sold by descendants. Family gardens, cattle and wheat farms gradually made way for commercial orchards. By 1925 about twenty individual growers had developed hundreds of acres of fruit trees along Old Stage Road between Jacksonville and Central Point. (Please see enclosed orchard map). New comers, who could afford to live anywhere they wished, selected the scenic orchard properties as sites for their architect-designed country homes.

On May 23, 1926 the Medford Mail Tribune announced the proposed construction of a fine new home:

Frank Clark, architect, has just completed drawings for a new \$18,000 home which the Driver family, who some time ago, came from Santa Barbara and purchased the Manning ranch on Millionaire Road near Central Point, will build in that location, the construction to start this week. (5)

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Edward Raymond Driver was born in Chicago, Illinois, December 12, 1873, to Edward A. and Helen Ives Driver. He successfully participated in grain and commission commodities on the Chicago Stock Exchange, adding to the wealth already accumulated by the Driver family. After he and his first wife were divorced in 1911, Raymond Driver moved west to Montecito, California, where he had inherited property from his parents. He and his second wife, Mable Gipson Driver, later settled in Santa Barbara. After the severe 1925 Santa Barbara earthquake. The Drivers left their home and furnishings to relatives and moved to Oregon. (6) On December 29, 1925 the Drivers purchased the land west of Central Point known as Edgehill Orchard and planned their new home. (7)

As new Rogue Valley residents the Drivers brought with them considerable money and sophistication. Their residence soon became a social gathering center and remained so through the Depression years. Raymond Driver was an interested orchardist, a cellist, and an accomplished amateur ornithologist. He stationed birdhouses on his property and used thousands of pounds of seed each winter to sustain the wild birds. Mable Driver entertained graciously and was especially remembered for her kindness to visiting children. (8) She died May 24, 1949. Raymond Driver died August 14, 1954 at his home. His obituary recognized him as both an industrialist and a prominent ornithologist. (9)

Frank Chamberlain Clark, architect for the E. Raymond Driver House, was born in Greene, New York, December 27, 1872. After two years study at the Cooper Union, Clark served in the architectural offices of Arthur Curtis Longyear, Oscar S. Teale, Robert Williams Gibson of New York, and Stanford White. During the latter employment Clark was responsible for architectural details of Madison Square Garden. He came to the West Coast in late 1896, worked two years with Frederich Roehrig, and then opened his own office in Los Angeles in 1899. Clark established his Ashland, Oregon practice in 1903 and later moved his office to Medford. An inventory of his work credits over 400 Rogue Valley buildings to the architect including the Chappell-Swedenburg House, the Ashland and Medford Elk's Buildings, the Medford Hotel, the Harry and David Packing House, the Holly and Craterian Theatres in Medford, Medford Senior High School, the Hillcrest Orchard ensemble and the Christian Science Church at Ashland. In 1920 Frank Clark was elected to membership in the Oregon Chapter of the American Institute of Architects as an

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associate. That year Governor Olcott appointed him to the State Board of Architect Examiners, to which he was reappointed three times. Clark continued his architectural practice in the Rogue Valley until shortly before his death in May, 1957. (10)

Fourteen of the 83 extant residences designed by Clark between 1910 and 1930 in the Rogue Valley are rurally located. Most were built for prominent orchardists and settlers from the east. Of these fourteen rural homes five, all designed between 1919 and 1930, are located on the valley's west side in the Central Point vicinity. Several styles are represented among the five residences, including Prairie, Arts and Crafts, Period Tudor, and Period Colonial. An inventory of Clark's work ranks four of the five resources of primary significance, and one, minor. Among the fine rural homes designed by Clark between 1919 and 1930, the Period Colonial Driver House is the sole primary representative of its style. (11)

The Driver House, distinctive in its specific geographic area, clearly illustrates characteristics of the Period Colonial style. These include wood frame construction, symmetrical composition, small-paned rectangular windows with shutters, fanlights, sidelights with transoms, and pilasters. The house is significant for the variations which adapt it to its rural setting and country house function. While its style suits the its original owners' sophistication, particular choices make the house less formal. The facade's balance remains intact, but the style's typical bilateral symmetry is modified by windows of varying size, by end additions of one and two-story components, and by the single small oval window near the central entry. The use of regular cut wood shingles as external sheathing material also softens the house's formality.

The E. Raymond Driver House retains the integrity of its associations with intense development of Medford and the surrounding area between 1920 and 1930, and with changing land-use in the rural environs resulting from intense economic growth. Architecturally the resource retains its integrity of location, design, setting, materials, workmanship, feeling and association. Although the orchard trees, victims of blight and the Great Depression, were pulled out after World War II, the rural scenic environment of the property remains uncompromised. Looking out over the broad expanse of the Upper and Lower Table Rocks, the valley, and Mount McLoughlin, the E. Raymond Driver House reflects its original relationship with its surroundings.

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Notes

- 1) Kay Atwood, BLOSSOMS AND BRANCHES, A GATHERING OF ROGUE VALLEY ORCHARD MEMORIES, Ashland, Oregon: Kay Atwood, 1980, p. 41.

"Population of Oregon Cities, Counties and Metropolitan Areas, 1850-1957," Oregon State University: Bureau of Municipal Research and Service, Information Bulletin No. 106, p. 4.
- 2) Atwood, BLOSSOMS AND BRANCHES, p. 44.

Ibid., p.11, p. 116, p. 149. The Hopkins Canal is one of three major parts of the Medford Irrigation District.
- 3) "Population of Oregon Cities, Counties and Metropolitan Areas, p.4.
- 4) Medford Mail Tribune, January 1, 1928.
- 5) Ibid., May 23, 1926, p. 7; Frank C. Clark Account Book, Louise Clark Patterson Collection. E. Raymond Driver paid Clark \$425 for the plans.
- 6) Mrs. John F. Rock, oral communication, April 8, 1989. Mrs. Rock is Raymond Driver's niece.

Mrs. Joan Clement, letter, May 23, 1989. Mrs. Clement is the widow of Raymond Driver's grandson, Charles Clement III.
- 7) Jackson County Deed Records, Volume 159, p. 110; Volume 160, pages 72-74; the 1 and was purchased from Randolph and Louise Manning. Mrs. Manning was Raymond Driver's cousin. Former Chicago residents, the Mannings continued to assist with agricultural aspects of the property.
- 8) Frank Hopewell, May 5, 1989; June 6, 1989. Mr. Hopewell is former owner of the E. Raymond Driver House, and acquainted with several area residents who knew the Drivers.
- 9) Medford Mail Tribune, May 27, 1949; August 16, 1954.
- 10) Atwood, Kay; Evans, Gail E.H., Frank C. Clark Inventory, Funded by the Southern Oregon Historical Society and the Oregon State Historic Preservation Office, 1982.

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- 11) Ibid. The five properties are the Victor Bursell House (c. 1919); the Charles Newhall House (1925); the E. Raymond Driver House, (1926); the B.E. Harder House, (1927) and the F.W. Townsend House (1930).

The popularity of the Period Colonial style in the Medford coincided with the pre-Depression building boom in the Rogue Valley and afforded Clark many opportunities to design in that style. Twenty-eight of the 83 extant Clark-designed residences are in the Period Colonial style. The earliest was designed in 1914 and the last extant examples were constructed about 1932. The majority of these homes were built along or in the vicinity of East Main Street in Medford.

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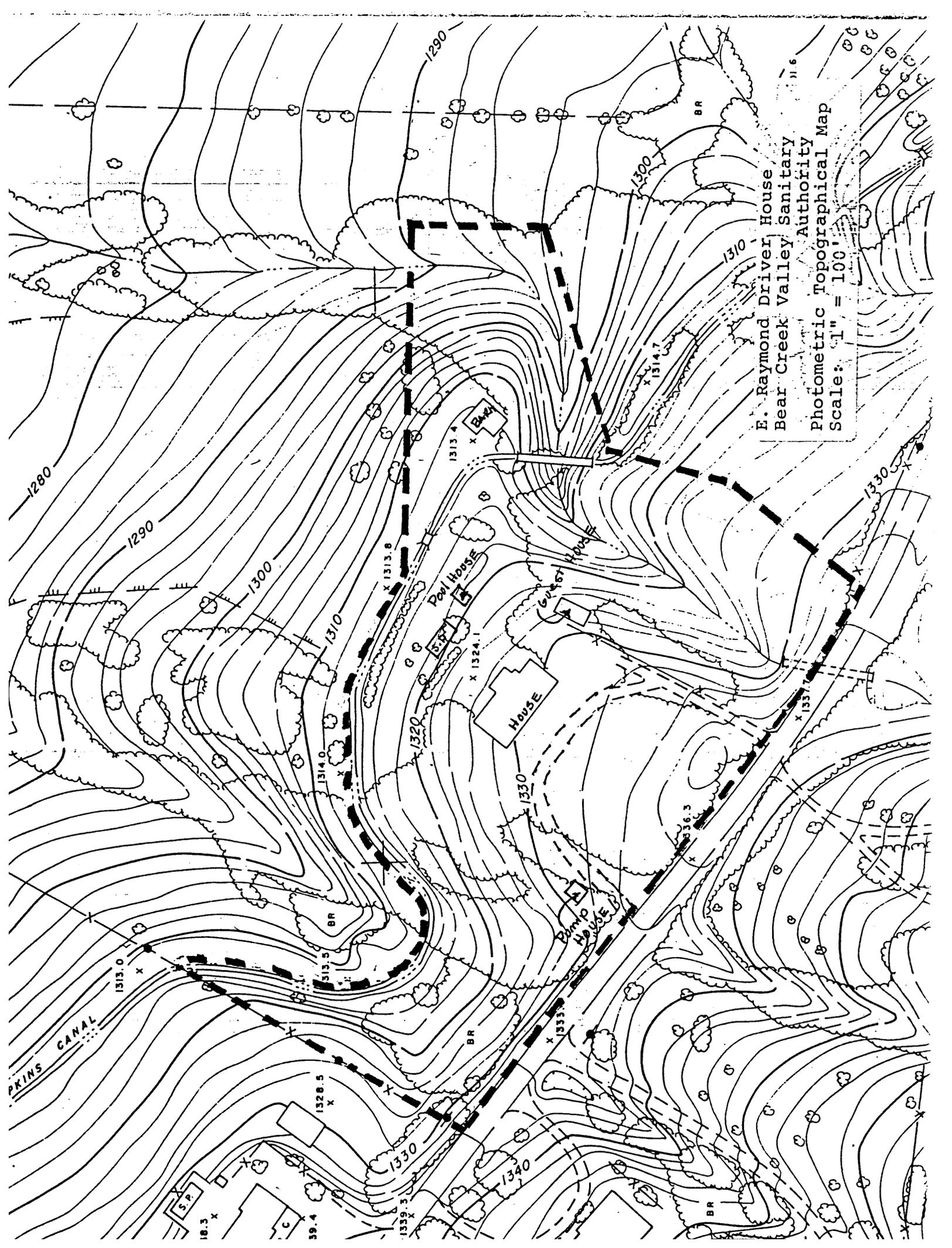
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Boundary Description

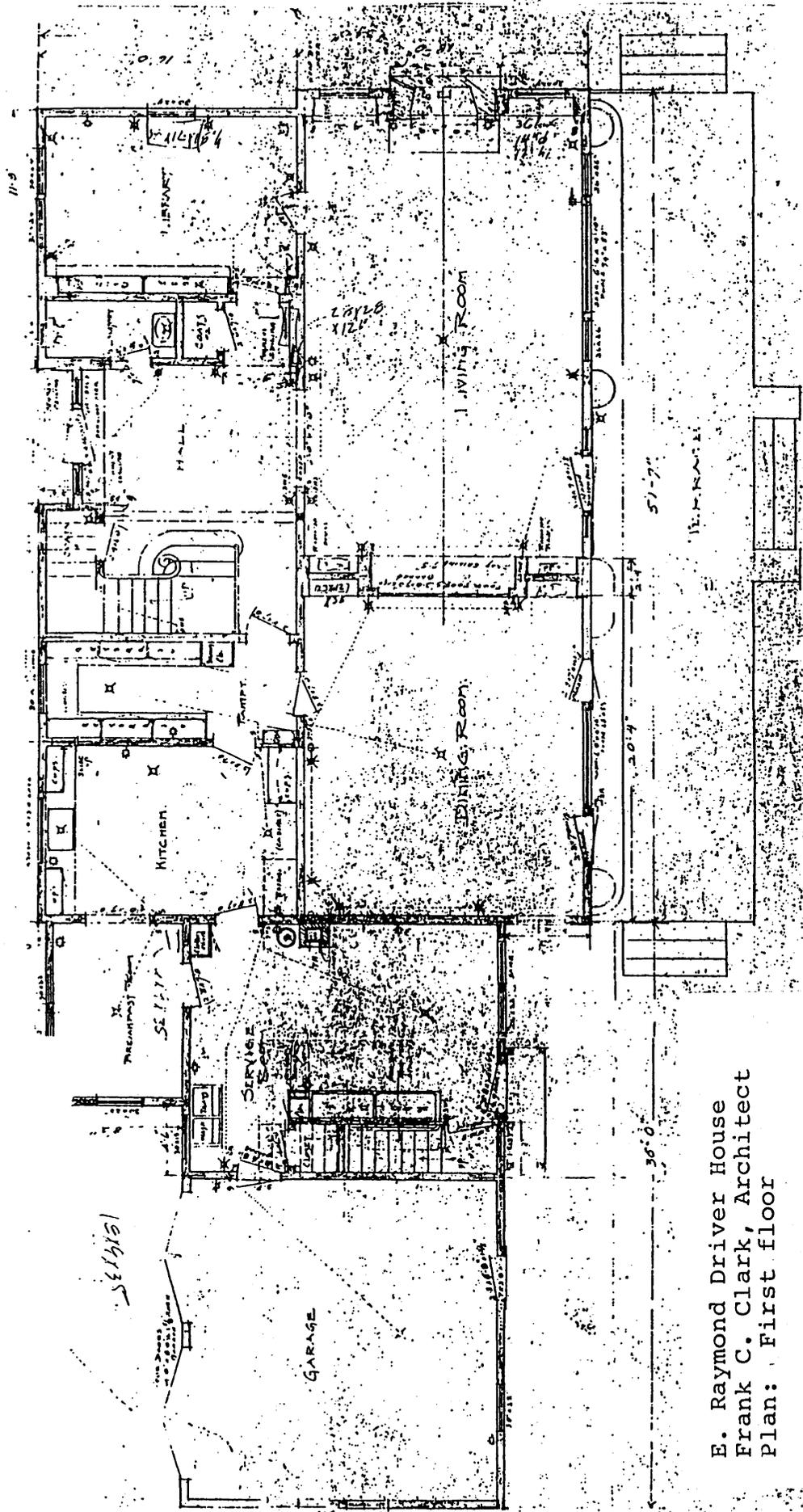
Beginning at the point of intersection of the north edge of Old Stage with the fence line marking the western border of Tax Lot 201 (also power pole #728 and power line), thence easterly along the north edge of Old Stage Road right-of-way 650 feet, thence leaving said road, north 42° 28' 40" East 169.38 feet to a 5/8" iron pin; thence North 16° 32' 25 " East 105.11 feet to a 5/8" iron pin; thence North 72° 18' 45" East 193.73 feet to a 5/8" iron pin; thence North 0° 32' 20" West 104.23 feet to a 5/8" iron pin; thence west to intersect the northern border of the Hopkins Canal, thence along said northern border of the canal to the intersection of a fence line, thence south along said fence line to the point of beginning, containing in all 5.50 acres more or less.

Boundary Justification

The bounds of the nominated area of approximately five and a half acres are drawn to encompass the modern Colonial house designed by Frank C. Clark and built for E. Raymond Driver in 1926, along with the complementary guest house and immediate landscaped and naturalized setting. The area includes some historic pear and apple orchard stock, a wooded section preserved by the Drivers for wildlife habitat, and a section of Hopkins Canal. Non-historic outbuildings which are non-contributing features of the nominated area are the pump house, a recently-built barn, and a pool house. The swimming pool is a non-contributing structure. The nominated area does not include approximately six acres of rolling meadow and wooded areas northeasterly of Hopkins Canal. While visually important to the ambiance of the property, the additional acreage is not functionally related to the estate ensemble.



E. Raymond Driver House
Bear Creek Valley Sanitary
Photometric Topographical Map
Scale: 1" = 100'



E. Raymond Driver House
 Frank C. Clark, Architect
 Plan: First floor

