



396

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Moser, Joseph Henry, Barn  
other names/site number N/A

### 2. Location

street & number 507 South 3<sup>rd</sup> Street  not for publication  
city or town Silverton  vicinity  
state Oregon code OR county Marion code 047 zip code 97381

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:  
 national  statewide  local

[Signature] 5-1-13  
Signature of certifying official/Title: Deputy State Historic Preservation Officer Date

Oregon State Historic Preservation Office  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_  
Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  determined eligible for the National Register
- determined not eligible for the National Register  removed from the National Register
- other (explain): \_\_\_\_\_

[Signature] 6-14-13  
Signature of the Keeper Date of Action

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only one box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

COMMERCE/TRADE: Business

AGRICULTURE/SUBSISTENCE: Animal Facility

**Current Functions**  
(Enter categories from instructions.)

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

OTHER: Bank-barn

**Materials**  
(Enter categories from instructions.)

foundation: STONE

walls: WOOD: Weatherboard

roof: METAL: Steel

other: N/A

Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Joseph Henry Moser Barn, constructed in 1910, is located on the northeast side of 507 S. 3rd Street, at the east (rear) end of an irregularly-shaped lot in Silverton, Marion County, Oregon. The barn is set against the foot of the long hill that forms the eastern edge of the Silver Creek floodplain, within which central Silverton is built. The lot fronts 84.15 feet along S. 3rd Street, extending northeast to an unmaintained alley (a public right-of-way) that forms the rear boundary of the property. The barn is a front-gabled balloon-framed, three-level bank-barn with two additions, one (the north façade shed-roof addition) added in 1912 and the other (the south façade shed-roof addition) added in 1927. The barn has a corrugated metal roof supported by light framing, and is clad in horizontal board siding, which the family refers to as Dutch-lap or German cove-lap (drop) siding, and sits on a mortared-stone retaining wall on the east side and on stacked stone on the remaining sides.

Bank-barns are characterized by their multilevel design, where the upper level is entered from a bank or hillside and the lower level is used for livestock.<sup>1</sup> The Moser Barn has three levels and measures approximately 54' x 32'. The first level has a calf pen, a shop, and a 32'-2" x 24'-4" inch area that historically was used for the horses, but has since been converted to storage. The second level, which is effectively the main level, has a 32' x 24' open barn area (this space was originally used for wagons and buggies and later as vehicular storage space), another smaller storage space (13'-4" x 32'-2") in the 1912 addition (this space was used to store house-raising equipment), and the 1927 shed-roof addition, which the family referred to as the mixer shed as it housed the cement mixer for the house moving business. Each of these three sections on the second level is only accessible from exterior openings on the east façade (see second floor plan). The third level has an open 24'-4" x 32'-2" hayloft with an irregular pentagon-shaped hayloft door in the gable peak on the east façade. The Joseph Henry Moser Barn is approximately 2,200 square feet. It is the last known barn remaining within the boundaries of Silverton, a vestige of the pre-motor age, and a remnant example of a building type that was once commonplace in Silverton.

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### Narrative Description

#### Location and Setting

The Joseph Henry Moser Barn is situated at the foot of East Hill on the east side of Silver Creek. The area is residential in character, wooded to the east and developed as a residential neighborhood to the south, west, and north. The immediate area was largely developed in the 1910s and 1920s, during the period of expansion in Silverton that was associated with the growth of the lumber industry. The property was platted in 1910, the year the barn was built, as a part of Davenport's Addition. Also located on the Moser Barn's tax lot is a one-story, front-gabled Craftsman-style residence and garage. Built in 1910, the barn predates the house with which it shares the lot, which was built in 1917. The barn was built at the same time as the house immediately next door to the south, at 515 S. 3rd Street, with which it is originally associated.

The Moser Barn sits at the east end of an irregularly shaped lot with its street-facing façade (its rear façade) to the southwest. For clarity this façade will be referred to as the west façade, the alley-facing façade will be referred to as the east façade, the 1912 addition side will be referred to as the north façade, and the 1927 addition side will be referred to as the south façade (see site plan). The west façade sits below grade, and the grade rises to the east. To the north of the barn is a mortared-stone retaining wall that is both decorative (including a small planting bed) and functional, in that it provides stability for the approach to the lower level of the barn. It also forms the steps that approach the lower-level roller-door from the west. The hillside rises to the east, and the barn steps up the hillside with the increasing grade. The non-contributing residence and garage

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<sup>1</sup> Mary Kathryn Gallagher, *Historic Context Statement, the Bams of Linn County, Oregon, 1845-1945* (Oregon: Linn County Planning Dept, 1997), 26.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

are located on the western portion of the lot. The back end of the lot creates the nominated boundary beginning 125' northeast from the street and ending at the alley along the back of the lot (see Figure 5: Site Plan). The nomination boundary includes the barn and the uncut-rubble retaining wall that extends beyond the barn to the north property line.

### Exterior Description

The Joseph Henry Moser Barn is a front-gabled, three-level bank-barn, with a full-width shed-roof addition on the north façade, and a shed-roof addition on the south façade. The barn is set on a foundation that includes a mortared-stone retaining wall along the east façade and stacked stone supporting the north, west, and south façades. An unpaved public alley runs along the east façade and dead ends at the end of the block. The barn is sided with coved horizontal board siding (regionally called Dutch-lap or German cove-lap drop siding) with corner boards. The side-gabled roof has moderate eave overhangs, and the spaced sheathing boards are visible in the eaves on the east and west façades. The main massing and both the additions' roofs are clad in corrugated standing-seam steel.

#### *East Façade*

The east façade faces East Hill, a wooded area. Functionally, the east façade is the front of the barn, containing roller-doors on the middle level and hayloft doors in the loft (upper) level. The central portion, the original side-gabled barn, includes an irregular pentagonal hayloft door on the upper level, centered just beneath the gable peak, and includes the remains of the original hay carrier track used for loading loose hay into the upper loft area. The door is surrounded by a simple board trim. Centered beneath the large hayloft door is a smaller hayloft door, also with simple wood trim. The small hayloft door has the same siding that was used for the rest of the barn. The door is framed on the inside and is attached to the south side of the door frame with simple strap hinges. The main door, which gives access to the central barn area on the second level, occupies the northern portion of the east façade. This door is a roller-door, sheathed in vertical tongue-and-groove boards, framed on the inside, and hung with rolling hardware that slides to the south when opened (see photo 2).

On the north side of the east façade is the northern shed addition, which was constructed in 1912 and runs along the entire north façade. It is covered by a shed-roof that descends toward the north, extending from beneath the north eave of the main roof. This addition is clad in drop siding matching that on the main massing of the barn. The east elevation of the northern addition has a hinged door made of matching siding, hung to the frame on the north side with heavy iron hinges. The area beneath the slope of the shed-roof, above the roller-door, is sided with vertical board, some of which is falling away (see photo 3).

On the south side of the east façade is the south shed addition, constructed in 1927. A wood 2" x 6" board is attached to the front (east façade) of the main massing at the same level as the top of the roller-door, and it then extends to the south where it is supported by a wood post. The roof structure of the south addition is supported by this board on the east façade and by the addition's walls on the south and west façades. The roof's exposed rafter ends are visible, and the addition is open on its east façade (see photo 1).

#### *North Façade*

The north façade is entirely composed of the full-width 1912-shed addition. On the eastern corner of the north façade, the stone retaining wall foundation is visible. On the west end of the façade, the barn sits on a foundation of stacked stones. The grade is higher on the east end of the barn, forcing the barn to step down to the west, following the grade. On the eastern edge of the façade, a wood platform projects through the drop siding approximately 4' from the ground. A pipe projects from the siding 1' above the wood platform. The area surrounding the platform and pipe, the easternmost corner of the façade, is clad in vertical boards of varying widths. There are two windows on the eastern half of this façade—a single-light, fixed window (the upper portion of the glass is broken and missing) with simple board trim abuts the vertical board siding, and a two-light fixed wood window is immediately to its west. The single-light window is sited slightly higher than the two-light window directly to its west. The western portion of the façade includes a hung roller-door that slides

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

toward the west. The door itself is constructed of internally framed, vertical, tongue-and-groove boards. The door opening is covered by flashing, formed by a length of wood siding attached to the wall. The walls are clad in the same coved, drop siding with corner boards seen elsewhere on the building. The west half of the roof has a gutter that flows down a pipe on the barn's northwest corner (see photo 4).

#### *West Façade*

The west façade faces S. 3rd Street. This section of the barn sits on a stacked stone foundation. The main massing of the barn and the north shed addition are divided by a simple vertical board. This façade has three window openings. Two of these are located on the lower level of the main massing of the barn, both with salvaged glazing added ca. 1956.<sup>2</sup> On the north is a six-light, wood-framed window, and to the south is a four-over-four wood-sash window with simple board surround. The third opening is an unglazed opening located in the haymow of the main massing of the barn, beneath the peak of the gable. It has chicken wire mounted from the inside, intended to keep birds from entering (see photo 5).

#### *South Façade*

The south façade is characterized by the east-facing shed addition, set on posts to meet the middle level of the barn. The ground beneath falls away and the area beneath the shed addition is open. At the east side of the lower level main massing of the barn is an internally-framed, tongue-and-groove entry door hung on the east with strap hinges and covered by a small, protective pent roof. The door is not in use.

#### **Interior Description**

The Moser Barn is composed of three levels—the animal housing/workshop areas on the lower level, the vehicle and equipment storage on the middle level, and the hayloft area on the upper level. There is no interior access between the lower and middle levels. An interior stair provides access between the middle and upper levels (see photo 6). The floor throughout the barn is 12' plank, oriented east-west. Interior framing throughout the barn is 2" × 6" milled lumber wall studs, 2" × 10" milled lumber joists, and 6" × 6" milled lumber beams and interior support posts. The floor joists are attached to the wall studs, supported from beneath by 2" × 4" ribbons let into the studs. The roof framing is 2" × 6" rafters with 1" × 6" spaced sheathing and 2" × 10" diagonal rafter bracing from the outer gable peaks to the centers of the north and south plates, which are sistered 2" × 6". The roof is notable for its lack of interior truss work, with only very short collar beams connecting the rafters very near the gable peak. These collar beams also support the hay carrier track. Two collar beams have been added near the hayloft door on the east façade, but these were certainly added later, as their placement would obstruct the operation of a hayfork.

The lower level includes three areas. At the north, within the shed addition, is a workshop occupying the northeast corner and one remaining animal stall occupying the southeast corner. The interior of the main massing of the barn is a single open area (historically this area had six horse pens). The workshop area interior siding is similar to that found on the rest of the barn that was salvaged from a home in Silverton and applied in this area in 1956 (see photo 8). The shop has a slightly raised floor clad with plywood, and a ceiling clad with plywood. Access is through a hung roller-door on the west wall of the shop, made from exterior-framed coved shiplap siding. The north wall is also clad in plywood. Salvaged shelves and cabinets are attached to the north, south, and east walls, and a cast-iron wood stove sits in the northeast corner with a stovepipe that exits through the north wall. Opposite the shop area, on the west wall of the shed attachment, is the only remaining animal pen, a small calf pen partially enclosed to contain livestock. The south wall of the stall, and that of the shop area, is the former exterior wall of the main massing and is sided accordingly with siding matching the rest of the barn. The original hung roller-door remains, dividing the shed addition area from the interior main massing. The interior of this area, which once contained six horse stalls, is now open. Scarring on the overhead beams indicates the locations of the former horse stall walls. The east elevation is composed of the mortared-stone foundation wall, with stem walls extending approximately 8 feet to the west along both the north and south walls of the main massing. At the west side of the south wall is an exterior door

<sup>2</sup> George Pool, personal conversation with Adrienne Donovan Boyd, November 7, 2012.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

made of internally framed tongue-and-groove vertical boards corresponding to those evident on the east side's exterior on the south elevation of the main massing. This door is inoperable.

The middle level has two interior areas (excluding the open south elevation shed addition), that within the main massing and that within the north elevation shed addition. There is no interior access between these two interior spaces. At the east end of the north wall of the main massing is a set of wood steps, ascending toward the east into the loft area (see photo 6). The interior framing on this level includes the 2" x 6" wall framing and 2" x 4" diagonal cross-bracing descending from the northeast corner along the north wall, from the northwest corner descending along the north and east walls, and from the southwest corner descending along the east and south walls. Similar cross-bracing likely exists in the southeast corner; however, this area has interior walls clad with flush 1" x 8" horizontal shiplap. The upper loft level is supported by a single central beam oriented east-west down the center of the main massing, itself supported by one 4" x 6" square post approximately 12' east of the west wall. A second post, occupying a similar position from the east wall, has been removed. The floor joists for the upper level span from the built-up plates, with support from the center beam. These joists are paired 2" x 10" boards. A feed drop, evident from the lower level, exists at the south side of the middle level floor, near the southwest corner, above the former location of the horse stalls.

The middle level of the barn also features the upper level of the north addition and the main level of the south addition. The middle level north addition had a drive door and was used for vehicle storage. The south wall of this area features the original exterior siding of the north wall of the main massing. The siding retains the original red paint, due to its being protected from weathering since 1912. The north wall rises approximately 5' to the built-up wall plate where the rafters meet, saddled in with birds-mouth notches. The low north wall is clad on the interior with 1" x 10" flush shiplap boards that are horizontally mounted. A 2" x 4" board is attached to the south wall, providing the south bracing for the ceiling joists that span from the rafters to the north wall of the original barn massing. These joists have boards laid east-west to create a storage loft area. The south attachment, open on the east elevation, has vertical wood walls and wood plank floor. There are no interior connections between this addition and the interior of the main massing.

The upper level of the barn includes only the main massing. This is a 32'-2" x 24'4" open area with no interior divisions and no interior support framing beyond that supporting the walls (see photo 7). The upper level is accessed by the stair located in the northeast corner of this level. The west wall has a single, unglazed window opening below the gable peak, with boards nailed to the wall framing to create a ladder leading to it. The east wall has the third-story hayloft door opening and the hinged door below it, set at floor height. The upper ends of the north elevation attachment roof rafters are evident on the north wall, attached to the upper reaches of the wall framing. The wall framing on the north and south walls includes several members that do not reach the built-up plates in a single element—the western eight members on the south wall and the western nine members on the north wall are all between 1.5' and 0.5' short, and have an additional board nailed to them to bring them up to plate height. Diagonal cross-bracing is found on the east and west walls only. The roof framing described above, is clad on the south slope with corrugated sheet steel on spaced sheathing boards, while the roof on the north side has no decking, with the sheet steel attached directly to the spaced sheathing boards.

### **Alterations and Additions**

The Joseph Henry Moser Barn had two major additions, one to the north façade in 1912 and one to the south façade in 1927. These additions are significant, as they allowed the family to adapt the barn to their changing business needs, first as a support building for a livery business and later to store the equipment for their house moving and cement businesses. The only other alteration of note includes the addition of glazing for the windows on the lower level of the west façade in 1956.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1910–1912, Criterion C

1910–1914, Criterion A

**Significant Dates**

1910, Date of Initial Construction

1912, Date of Addition

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Joseph Henry Moser

Henry Grazer (Carpenter)

**Period of Significance (justification)**

The period of significance for Criterion C, 1910–1912, corresponds to the construction date of the Moser Barn and extends to the construction of the 1912 addition to the north façade of the barn. The period of significance for Criterion A, 1910–1914, begins with the barn’s construction date and use as a livery stable and ends in 1914 with the decline of horse travel and the rise of the automobile.

**Criteria Considerations (explanation, if necessary)** N/A

Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Joseph Henry Moser Barn, located in Silverton, Oregon, is significant locally under National Register Criterion A for its association with transportation, as it is an excellent example of a barn used as a support building for a livery business in the early-twentieth century. The barn is also eligible for the National Register of Historic Places under Criterion C for architecture, as an excellent example of an urban bank-barn constructed in the early-twentieth century. The barn has a German vernacular form, which could be associated with the Moser family's German heritage, and is rare barn type in the Willamette Valley. The building's construction was also well suited for its use. The barn's balloon-frame construction was an economical solution, requiring less labor to construct, and the "light framing," roof system allowed for "overhead storage of hay and feed without interference from supporting members."<sup>3</sup> The design allowed for a large, 24'- 4" x 32' 2" open hay storage space on the third level and ample animal and equipment storage on the lower two levels without using the heavy sawn-timber frame common in agricultural barns in the region. The Moser Barn's period of significance for Criterion A begins in 1910, the year of the barn's construction, and extends until 1914, when horse transportation began to decline because of the rise in automobile use. The period of significance for Criterion C begins in 1910, the year of the barn's construction, and ends in 1912, the year the north shed-roof addition was completed. This addition added considerable space to the lower level on the north façade and offered a 13'-4" x 32' 2" storage space, with a hinged door to the front (east) façade of the barn. The barn is significant locally to the City of Silverton as it is the only known barn standing within Silverton's city limits. It retains its integrity of location, design, setting, materials, workmanship, feeling, and association and is a rare intact example of a bank-barn and supplementary building for a livery business in Marion County.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

The Joseph Henry Moser Barn is eligible for the National Register of Historic Places under Criterion A for its association with transportation as a livery support building, a resource key to the movement of people and goods in the early-twentieth century. By 1910, when the barn was initially constructed, the livery business was already threatened by the increase in automobile use, and by 1914 the use of the horse for transportation began to decline dramatically. No other urban barns of this type remain in Silverton, making it a unique example.

The Joseph Henry Moser Barn is also eligible for the National Register of Historic Places under Criterion C for architecture as an excellent example of an urban, balloon-framed bank-barn constructed in the early-twentieth century. The Moser Barn, with its thoughtful design, displays a high degree of architectural integrity, which clearly communicates its association as an early-twentieth-century bank-barn. The three-story barn has exterior access on multiple levels for humans and livestock, an open hayloft, and a variety of storage spaces for the families' livery business. The Moser Barn has retained all of the aspects of integrity, especially those critical for Criterion C, including retention of materials, workmanship, and design. The bank-barn style is clearly demonstrated in the barn's multilevel design. With few exceptions, the barn looks now as it did when it was constructed in 1910–1912. This barn is the last remaining urban barn within Silverton's city limits, making it uniquely able to convey its history.

**Developmental history/additional historic context information** (if appropriate)

### Development of Silverton

The town of Silverton grew up along Silver Creek as settlers began to claim land on the eastern edge of the fertile Willamette Valley. Beginning in about 1840, thousands had come west as part of the great movement of pioneers who traveled across the Oregon Trail or other overland routes to find new opportunities for land

<sup>3</sup> Mary Kathryn Gallagher, 1997:75.



Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

ownership and independence in the far Northwest. Among the early immigrants was James Brown, a wagon master from Kentucky, who in 1846 was among the first to choose a parcel along Silver Creek, where he farmed and also established a tannery. Within a couple of years, other settlers acquired land in the vicinity, including Peter Cox, John Barger, and James Smith. Barger and Smith built and operated a sawmill on the creek, supplying lumber for other new claimants as they built up their farmsteads.<sup>4</sup>

Most of the early Silver Creek–area settlers took up donation land claims, as did additional newcomers, who could individually claim up to 320 acres if they participated in the Donation Land Claim Act of 1850. Silverton's early growth was fairly slow and was primarily based on serving the needs of the outlying farming community. Some of the town's first businesses included a general merchandise store, a machine shop, and a drug store, with several blacksmiths, wagon and saddlery shops, livery stables, and more general stores added by the 1860s and 1870s as trade expanded and transportation improved. In addition to a nearby sawmill, Silverton had several other industries, including a sash-and-door factory and flourmill that operated with power generated by Silver Creek.<sup>5</sup>

### Transportation Changes

The Willamette River was a primary thoroughfare in Oregon's early years, and towns along its banks had a distinct advantage as boat and steamer traffic allowed the movement of goods and promoted growth. Territorial roads were also built that paralleled the river on both the east and west sides of the valley, providing some access to small towns that were not directly situated on the river. These territorial roads were poorly maintained and difficult to travel on for much of the year, but were slowly improved after Oregon was granted statehood in 1859. Individual communities like Silverton also established their own companies to add planking and make other road improvements to provide easier access. By the early 1870s, daily mail and stagecoach service was initiated between Silverton and Salem, the state capital and largest town in Marion County. Some historians have argued that Silverton's growth outstripped other nearby communities because of its proximity to these transportation routes.<sup>6</sup>

The construction of a rail line through Silverton eventually offered more reliable transportation so that farmers and manufacturers could effectively market their goods. A Scottish investor, William Reid, became involved in 1880, and construction of the narrow gauge Willamette Valley Railroad Company tracks through town quickly made Silverton part of a broader transportation network. Widening to standard gauge began in 1892, and the ease of transport it provided was the impetus for additional growth in Silverton and the surrounding areas.<sup>7</sup> With better transportation access, opportunities for local resource development also grew. Agriculture remained of major importance to the Silverton community, with increased production of wheat, vegetables, and fruit as well as more land devoted to dairy animals and other livestock. Industrial expansion also took place as the railroad offered the means to market manufactured goods made from local farms and forests. New flourmills, a fruit cannery, and a creamery were built, as were more sawmills and other wood product companies that eventually made Silverton the Willamette Valley's largest lumber producer. The town's proximity to the vast timber resources of the Cascade Range also made it a major regional shipping center. These developments went hand in hand with the growth of Silverton's population. The town had approximately 400 residents in 1880, but its population climbed to more than 1,500 by 1895. Expanded services and amenities were also needed, and an influx of other newcomers helped to establish a newspaper, banks, schools, churches, recreational facilities, and social organizations. Local government was also put in place, as well as necessary infrastructure improvements including adequate water and power systems.<sup>8</sup>

<sup>4</sup> Gail E.H. Evans, *Silverton, Oregon Historic Context Statement* (City of Silverton, 1996), 13–14.

<sup>5</sup> Gail E.H. Evans, 1996: 14, 16–17; Philip Duncan McEachern, "Silverton: The Morphology of an Oregon Town" (master's thesis, University of Oregon, 1990), 22–23.

<sup>6</sup> Gail E.H. Evans, 1996:16, 20–21.

<sup>7</sup> Gail E.H. Evans 1996:20–21.

<sup>8</sup> Gail E.H. Evans, 1996:29–30.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

This growth leveled off for a time, but continued to have an influence on Silverton's development. During the first few decades of the twentieth century, agriculture remained the dominant occupation for area residents, but the demand for land caused by the growing population caused the average size of farms to decrease. New crops, most notably hops, were added to local production, and dairying also expanded. It was the advent of World War I, however, that had the greatest impact, as the need for agricultural products to support the war effort caused both a dramatic rise in demand and in prices. Farmers in the Willamette Valley raced to put every available acre into production.<sup>9</sup>

During this period major transportation changes once again began to influence the pace and nature of Silverton's growth. The introduction of gasoline-powered vehicles definitely affected the war effort, but moved more slowly into the rural communities. Until well into the 1920s the railroad continued to serve as the primary means for shipping the region's products, most notably the burgeoning lumber industry, which expanded dramatically with the addition of the Silverton Lumber Company and the Silver Falls Timber Company in the first decades of the twentieth century. The Fischer Flouring Mills, the Silverton Creamery, and other food products-related businesses also shipped by rail, but increasingly began to make use of trucks and other motorized vehicles for bringing in commodities for processing and then transporting them to the railheads.<sup>10</sup>

Automobile use by private individuals also began to shape travel, and new road development became a priority on both the local and state levels. Oregon established its first state highway commission in 1913 with a mandate to oversee the planning and construction of an integrated road system that would link both major cities and ultimately smaller towns. Within Silverton, town officials also realized the need to enhance business opportunities and satisfy the needs of local residents by numerous street improvements that included paving, the introduction of some concrete roads and sidewalks, and the construction of new bridges that could accommodate larger and heavier motorized vehicles. Beginning in 1907, this emphasis on internal improvements completely altered the face of Silverton, which by the mid-1920s had more paved roads per capita than most other towns of its size in the country.<sup>11</sup> These changes also affected area farmers as the benefits of motorized tractors, farm trucks, and equipment influenced both the scale and nature of agricultural production. However, they also brought to an end many traditional businesses like blacksmithing and saddler and livery services that had been an integral part of rural and small-town life for many decades.<sup>12</sup>

### **Livery Stables**

Despite the new technology that brought the railroad and later gasoline-powered vehicles to the region, most Willamette Valley farmers and townspeople relied on horses and other draft animals for their transportation needs until World War I. On farms, but also on town lots, barns and stables for livestock and hay and feed storage were a common feature. For those who did not have these facilities, livery stables provided a place to board animals and to rent freight wagons, carriages, or other types of vehicles for short-term travel or hauling needs. Many also supplemented their businesses by dealing in saddles and harnesses or selling grain, hay, and even occasionally wood and coal.<sup>13</sup>

Like blacksmith shops, saddleries, and other businesses that catered to the maintenance and care of horses and other draft animals, livery stables were generally an important component of any community and one of the earlier businesses to develop as a town grew. As one historian described them, they were "as ubiquitous as the service station of a later era," offering needed services for the local population as well as visitors. Their clientele included local businesses, traveling salesmen, and individuals who wanted a fancy buggy or carriage for special occasions. Many also stored a company's wagons and the town's fire equipment or supplied the

<sup>9</sup> Gail E.H. Evans, 1996:28-29.

<sup>10</sup> Gail E.H. Evans, 1996:29-30.

<sup>11</sup> Gail E. H. Evans, 1996: 35.

<sup>12</sup> Gail E.H. Evans, 1996:30, 34-36.

<sup>13</sup> Clark Spence, "The Livery Stable in the American West," *Montana: The Magazine of Western History* 36, no. 2 (1986): 38.

Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

hearse for funerals. Usually known for their horse trading abilities, livery owners also sold or boarded other livestock and often took in strays under contract with local governments.<sup>14</sup>

In Silverton, commercial directories show that the town had a wagon maker, three blacksmiths, and two saddlers and harness makers as early as 1873, and possibly some of these businesses had associated livery service.<sup>15</sup> By the 1880s, independent livery stables were an established fixture of Silverton, and for many years at least two or more of these businesses competed for the local trade. The coming of the railroad was a particular boon to livery service as freighting significantly increased, and vehicles were also needed for loading and unloading goods, as Silverton became an important regional transport center.

### Barn Design and Location

Livery stables were often considered a public nuisance with old or unused equipment, straw, and piles of manure littering the livery yard. These businesses were generally located in the busiest part of town, near railroad depots and hotels, to take advantage of visitors who needed local transportation. Space in business districts was generally at a premium, and land was more expensive than in less densely developed parts of town. Successful liveries needed to have several types of vehicles on hand, some of which were only used at certain times of the year, so it was necessary to have protected storage for unused equipment.<sup>16</sup> The horses housed in these stables also needed to be fed, and their hay took up a great deal of space. Large amounts of hay created a fire hazard in densely developed areas, and although this was often mitigated with the use of baled hay (which was also favored over loose hay because of storage limitations), neighboring businesses were unlikely to look on an increased fire risk with favor.<sup>17</sup> An ideal solution to these problems was to construct a secondary building, off-site but close enough to the main stables, to allow for quick transport of vehicles, horses, and feed. The off-site location would benefit the livery stable owner by moving larger or infrequently used items to less expensive real estate, and would also make the downtown neighbors happier with less clutter and a smaller amount of highly flammable material.

Many of the Joseph Henry Moser Barn features reflect contemporary recommendations for livery stable construction. These buildings were often oriented so that messy work could take place behind-the-scenes. For this reason, hayloft doors were oriented to the rear of the building, and other doors opened to the rear to allow for manure and straw removal, water hauling, and cleaning vehicles, harnesses, and horses.<sup>18</sup> Livery stable owners were likely highly aware of their business' unappealing public image and wanted to present a clean face to potential customers, as well as appease potentially irritable neighbors. Although this barn is not located in Silverton's commercial district, it was designed with its working façade oriented away from the street and neighboring houses, despite the fact that this created an awkward arrangement for hay loading, carriage approach, and access for horses. The hayloft door and carriage door open onto the uphill side of a steep slope; the driveway faces uphill as it approaches the barn and is also oriented at a right angle to the carriage door and hayloft door. This rather inconvenient arrangement was likely a deliberate decision on the part of the builder to keep noise, smells, and visual disturbances as far from the neighbors' notice as possible. This would have been a particular concern for Moser, as he also lived in the neighborhood. The northern orientation of the main doors also placed them away from the area's prevailing southern winds, creating a more healthful environment for the animals.

The interior of the barn also mirrors other livery stable design elements that were common at the time. Concrete floors and foundations were undergoing a boom in popularity at the time this barn was constructed,

<sup>14</sup> Clark Spence, 1986:38.

<sup>15</sup> John M. Murphy, *Oregon Business and State Gazetteer* (Portland, Oregon: S.J. McCormick, 1873), 273–274.

<sup>16</sup> William A. Radford, ed., *Radford's Combined House and Barn Plan Book* (Chicago: The Radford Architectural Company, 1908), 231–232.

<sup>17</sup> Breeder's Gazette, *Farm Buildings* (Chicago: Sanders Publishing Company, 1919), 348.

<sup>18</sup> Breeder's Gazette, *Farm Buildings* (Chicago: Sanders Publishing Company, 1919), 120.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

and were prized for their durability and the ease with which they could be cleaned. They were particularly popular in dairy barns, due in part to an increase in sanitation concerns for food-production sites.<sup>19</sup> Livery stables, however, were exempt from food-related sanitary regulations, and concrete was bypassed in favor of a traditional wood floor. According to one source, "there is a well-founded prejudice against this material [concrete] as a floor for livery barns,"<sup>20</sup> the reason being that concrete was harder on horseshoes than wood. A 1913 livery stable plan provided instructions to "Floor the driveway and stables with cedar 3" thick. It is easy on the feet and never gets slippery. Concrete is not recommended for livery stables, though it is often used in such buildings. It dulls the calks of the shoes, so that horses require frequent reshoeing." Another livery stable design element used in this building was locating the stables at the rear of the building, away from drafty areas near carriage doors that were frequently open.<sup>21</sup> Although no horse stalls remain in the barn, the location of the hay drop near the southwest corner indicates that the stalls were located as far from the carriage door as the floor plan allowed. The gravity feed system was another well-thought-out component of the barn. It was the most convenient and efficient way to store hay and feed the horses stabled at this location. This design had been used in barns for decades, and its time-tested efficiency is the reason it was used for this building.

The barn was designed with efficiency and cost-effectiveness in mind. The general form, construction methods, and materials used in this building were based on newer technologies for barns constructed during this period. The pre-sawn lumber used in the construction of the barn would have been readily available and relatively inexpensive due to the predominance of sawmills in the Silverton vicinity. The barn's balloon-frame walls were a logical choice because the method was cost efficient, and the building's use did not require heavy sawn-timber frame construction common to agricultural barns elsewhere in the valley. The light framing roof system was also cost effective, and provided an open space to store feed, free of framing members and structural supports. The addition of sheds on both sides of the barn was also typical of a building that had been adapted for a wide variety of uses and does not detract from its integrity or significance. According to *The Barns of Linn County, Oregon, 1845-1945*, bank-barns were not a common barn type in neighboring Linn County (only one was identified during the Linn County survey), and no surveyed barns in Marion County have been classified as a bank-barn.<sup>22</sup> Bank-barns were less common in the Willamette Valley because the topography is fairly flat, providing few appropriate locations for bank-barns. The Moser Barn is a well-preserved example of an urban bank-barn, constructed on the slope of a hill, in a residential neighborhood in south Silverton.

The bank-barn form was necessary due to the location of the barn at the base of a slope, but also allowed exterior access on multiple levels for both humans and livestock. Because bank-barns were mainly built in areas where the landscape necessitated the design, they were less common than many barn types. Some bank-barns' upper levels were accessed by a ramp, rather than landscaping, but that did not appear to increase their popularity.<sup>23</sup> Bank-barns are generally two-level, or in the case of the Moser Barn, three-level, barns where the upper level is entered from a bank, hillside, or ramp. The lower level was used for livestock and the upper levels for storage of equipment and feed. These barns were well-thought-out for the varying needs of the owner. The three-story system provided a "convenient drop-down feeding" system while also allowing for animal or drive access on multiple levels.<sup>24</sup> American bank-barns have Western European antecedents. They are often considered the American adaptation of barns built in the valleys of Switzerland in the seventeenth century. Also referred to as German bank-barns, these structures often reflect the heritage of their builder. The Moser family is of German ancestry.

<sup>19</sup> Universal Portland Cement Company, *Concrete for the Farmer* (Chicago: Information Bureau, Universal Portland Cement Company, 1914), 10, 33.

<sup>20</sup> Breeder's Gazette, 1919: 348.

<sup>21</sup> Breeder's Gazette, 1919:120.

<sup>22</sup> Mary Kathryn Gallagher, 1997:86.

<sup>23</sup> Mary Kathryn Gallagher, 1997:26,112.

<sup>24</sup> Thomas Carter and Roger Roper, *Of Work and Romance: Discovering Utah Barns* (Salt Lake City, Utah: University of Utah Graduate School of Architecture, 1999), 22.

Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

While specific to agricultural barns in Linn County, just south of Marion County where the subject property is located, the listed Multiple Property Document *The Barns of Linn County, Oregon, 1845-1945* provides useful guidance on the eligibility of barns throughout the Willamette Valley. The document indicates that barns are eligible for listing in the National Register of Historic Places under Criterion A if "characteristics are present which link the barn to agricultural practices of the period."<sup>25</sup> To be recognized under Criterion C, barns must retain "characteristics to be considered a representative of the type," especially through the retention of integrity of design, materials, and workmanship. However, the context notes that it is "rare to find a Linn County barn in which the siding has not been replaced on the south and west elevations."<sup>26</sup> The context also indicates that specialized barns that illustrate spatial arrangements peculiar to that barn type, such as bank-barns, would be eligible for National Register listing.

A review of records available at the Oregon State Historic Preservation Office (SHPO) for Marion County and Silverton demonstrates that the generalizations made in *The Barns of Linn County* may also be applied to Marion County. The Oregon Historic Sites Database notes a total of 49 barns in Marion County constructed between 1860 and 1950. Of these, all 7 are included as part of a larger agricultural grouping, but are not recognized as historically significant individually. No other bank-barns are identified in the records. Many of the recorded buildings are altered, including replaced siding and roofs. By comparison, the Moser Barn retains high integrity of location, design, setting, materials, workmanship, feeling, and association. Modifications to the Moser Barn are minimal, and the barn retains its original exterior siding on all four façades. As an example of the bank-barn type, the Moser Barn is a singularly unique barn in Silverton and likely the County, as these types of barns are relatively uncommon because the Willamette Valley's generally flat topography does not encourage this building form.

### Moser Family

Several generations of the Moser family were among Marion County's early settlers. Like many others they were drawn by the agricultural potential of the region, but also became involved in the transportation developments and new businesses that promoted Silverton's growth during the late-nineteenth and early-twentieth centuries. Joseph Henry Moser, in particular, developed a successful livery business and later built his own barn in the Davenport Addition of Silverton to support that endeavor.

A native of Missouri, Joseph Henry Moser was a small child when his parents and grandparents joined an overland party moving west in 1852. At Fort Hall, part of the group split off to California while the rest headed to Oregon and elected his grandfather, Joseph Moser, as wagon master for this portion of the journey. Once they reached their destination, the Mosers settled in Marion County, where Joseph and his wife, Isabella, took a donation land claim of 320 acres in Township 6 South, Range 1 East. Joseph Henry's parents, John and Sara Ann Moser, also settled on a nearby parcel of approximately the same size and began farming.<sup>27</sup>

Joseph Henry Moser married Olive Jane Garrett in June 1870, and the census of that year lists the newlywed couple as living on a farm in the Silverton District. Into the 1880s, Moser continued to farm this acreage and support his growing family, but in 1885 a historical account indicates that he moved into Silverton to become a blacksmith. This move corresponded with a new spurt of growth in Silverton, generated by the expansion of the Oregon and California Railway and its widening to a standard gauge line. The town was incorporated in that same year, and over the next decade, six additional plats were added to Silverton's original core. The railroad

<sup>25</sup> Mary Kathryn Gallagher, 1997:98.

<sup>26</sup> General Land Office (GLO) Patent Records, "GLO Plat Map," Bureau of Land Management, <http://www.glorerecords.blm.gov/search/default.aspx>.

Moser, Joseph Henry, Barn

Name of Property

Marion Co., OR

County and State

certainly brought a large amount of new freighting business to Silverton and required blacksmithing and related services for the horses and other draft animals used for transporting goods.<sup>28</sup>

Moser likely expanded his business fairly quickly as he is listed in the county directory of 1889–1890 as the proprietor of a blacksmith and livery stable. His oldest son, Isaac, served as the blacksmith for the enterprise at that time.<sup>29</sup> Moser's advertisement in the 1893 directory listed "Good Double and Single Turnouts and Saddle Horses to Let" and also offered both draft and traveling horses for sale. Like many other livery stables in the west, "commercial and traveling men were given special consideration."<sup>30</sup> In 1894, the *Oregonian's Handbook of the Pacific Northwest*, a commercial publication by the state's leading newspaper, describes Moser as the proprietor of the Silverton livery stable, which was "well equipped with horses and vehicles." According to the handbook, "Mr. Moser pays special attention to meeting the demands of the traveling public for riding and driving, and he has some of the best stock in the country."<sup>31</sup>

By 1900, Moser's son-in-law, John S. Young, had been involved in the livery business for several years, and he and his family were living with his wife's parents. Census records from June 5, 1900, list Young as a "livery stable keeper" and Joseph Henry Moser as a teamster. Less than two weeks later, however, the Mosers appear again in another part of the census without the Youngs and living in North Silverton, with Joseph Moser listing his employment as a laborer in logging. His 17-year-old son Frank is also shown as a laborer, but at a livery stable. Moser may have sold his livery business to Young or merely left to pursue other interests and allowed his son-in-law to run it. The Mosers moved to Dallas, Oregon, in 1905 and purchased a farm adjacent to Joseph Henry Moser's sister and brother-in-law, Falista and Henry Grazer (also cited as Grazier).<sup>32</sup>

Both the Mosers and Grazers sold their land and returned to Silverton sometime in 1910. Evidently Joseph Moser wanted enough land for some of his family members to live around him and so purchased seven lots in the Davenport Addition to Silverton soon after they were platted. Land records indicate that the seller was officially Ann Martin, the daughter of the well-known local resident and former state representative Timothy Woodbridge Davenport. Davenport mentioned the sale of these parcels in a letter written on July 3, 1910, to another daughter, Mary, and indicated that, at the time, they were apparently the only lots in the addition that had been sold. Davenport also noted that the Moser family had built several small houses on the property to live in and save rent before larger ones were constructed. According to Davenport, "Jo" Moser also built a cement curb around the spring at a cost of \$50 and "...so the whole tribe will now have water, pure as crystal."<sup>33</sup>

Joseph Moser constructed a barn on one of the lots in the Davenport Addition and then his own home to the south. The house was located at 515 S. 3rd Street, and his brother-in-law, Henry Grazer, who was a carpenter, did much of the construction. Other nearby houses included residences for his son John Franklin Moser and for his daughter Nellie and her husband, Charles Harwood. By 1917 another son, Lloyd Moser, had also moved to one of the Davenport Addition lots. Photographs show that several of these other homes had barns

<sup>28</sup> U.S. Bureau of the Census. *Census Population Schedules* (Washington, DC: Census Bureau, 1870); U.S. Bureau of the Census. *Census Population Schedules* (Washington, DC: Census Bureau, 1880); George Pool, History of Joseph Henry Moser's Barn, personal communication with Jason Allen, 2012; Gail E.H. Evans, 1996:20–21.

<sup>29</sup> R.L. Polk and Company, *Salem City and Marion County Directory, 1889-1890* (Portland, Oregon: R.L. Polk and Company, 1890).

<sup>30</sup> R.L. Polk and Company, *Salem City and Marion County Directory, 1893* (Portland, Oregon: R.L. Polk and Company, 1893), 167.

<sup>31</sup> Oregonian Publishing Company, *The Oregonian's Handbook of the Pacific Northwest* (Portland, Oregon: The Oregonian Publishing Company, 1894), 188.

<sup>32</sup> U.S. Bureau of the Census. *Census Population Schedules* (Washington, DC: Census Bureau, 1900); U.S. Bureau of the Census. *Census Population Schedules* (Washington, DC: Census Bureau, 1910); George Pool, History of Joseph Henry Moser's Barn George Pool's private collection (2012).

<sup>33</sup> Timothy Davenport letter to Mary Delle (Silverton County Historical Society, July 3, 1910, call number 2010.4.47).

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

or other outbuildings at the rear of the property.<sup>34</sup> Most of these properties were eventually sold out of the family, but the property with the barn stayed in family ownership. George Pool, great grandson of Joseph Henry Moser, inherited the property from his grandfather, Lloyd Layton Moser, in 1992.

The Moser family has a long history in the Silverton area. Joseph Henry Moser died in 1930 at age 82, after a "heavy wagon box" fell on him. The injuries sustained at the time of the accident did not immediately end his life, but they "lessened his resistance to another physical ailment which he had been fighting for years."<sup>35</sup> At the time he was the oldest living person in Silverton. Twenty years later, when Olive Jane Moser died on their wedding anniversary, she was Oregon's oldest native white woman.<sup>36</sup> Lloyd Moser, who continued to operate the family business until 1968, died on April 15, 1991. At the time of his death, he was, 98 years old, and was believed to be Silverton's oldest native citizen. He had constructed a home on South 3<sup>rd</sup> Street and lived there for 70 years, where he raised his grandson (after the death of his daughter in childbirth), George Pool.<sup>37</sup>

### The Moser Barn

The barn built by Joseph Henry Moser in 1910 was located on 3rd Street, just past Lane Street. At the time, according to Sanborn Fire Insurance Maps, the address of that lot was 506 3rd Street and in 1939, the lot's address was changed to the current address of 507 3rd Street. The barn itself appears to have had an address of 506½ on both 1922 and 1939 Sanborn Maps. The barn was constructed to the north of the lot where Joseph Henry's house was constructed. Henry Grazer was the carpenter on this project and, according to family history, may have purchased lumber for the barn from the Fischer Mill near Victor Point or less likely from another mill on Silver Creek that was formerly run by the Ek family.<sup>38</sup> The barn was said to have been used initially as a secondary or backup stable for horses and vehicles as part of the John S. Young livery business. The practice of having an additional site for livery storage was very common because of the smell, vermin problem, and the high cost of expanding the facilities of livery stables that were generally located near the commercial center of a growing community. With his background in farming, Moser likely also wanted a place to keep personal livestock. The barn, which was set into the hillside with a mortared-rock wall as its base, had a tall roller-door on the second floor to accommodate wagons and larger vehicles with ample hay storage in the third-story loft.<sup>39</sup>

By 1911, only a year after the barn was completed, county directories no longer listed John S. Young as the proprietor of a livery stable, but rather as a laborer. By 1913 his occupation was shown as a grinder for the Fischer Flouring Mills.<sup>40</sup> Joseph Henry Moser, too, had moved on from the livery business and, according to family history, had begun a house moving enterprise. The change was a natural one, as moving houses at that time still primarily relied on draft animals. Moser built an addition onto the barn around 1912 that was likely used for additional equipment needed, and by 1913 housemover is officially listed as his occupation.<sup>41</sup> A portable capstan and winch used in the house moving business are still stored in the barn. This equipment was typical for early-twentieth-century house moving businesses, which also used jacks, dollies, rollers, and snatch blocks.<sup>42</sup>

<sup>34</sup> George Pool, History of Joseph Henry Moser's Barn, George Pool's private collection (2012).

<sup>35</sup> *Silverton Appeal Tribune*, "J.H. Moser, City's Oldest: Widely Known Pioneer Here for 42 Years, died September 30, 1930." Obituary date unknown, (George Pool private collection, 1930), 1.

<sup>36</sup> *Silverton Appeal Tribune*, "Oldest Living Oregon Woman Succumbs Here, Service Held for Olive Moser," (George Pool private collection, June 1950).

<sup>37</sup> *Silverton Appeal*, "Lloyd Moser Passes Away at 98," (George Pool private collection, April 17, 1991).

<sup>38</sup> George Pool, Personal conversation with Adrienne Donovan Boyd, November 7, 2012.

<sup>39</sup> George Pool, History of Joseph Henry Moser's Barn, George Pool's private collection (2012); Clark Spence, 1986:47-49.

<sup>40</sup> R.L. Polk and Company, *Salem City and Marion County Directory* (Portland, Oregon: R.L. Polk and Company, 1911); R.L. Polk and Company, *Salem City and Marion County Directory* (Portland, Oregon: R.L. Polk and Company, 1913).

<sup>41</sup> George Pool, History of Joseph Henry Moser's Barn (2012); R.L. Polk and Company, 1913:369.

<sup>42</sup> *The Contractor. Machine and Trade Notes* (Chicago) 17 no. 6 (March 15, 1913):49.

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

Moser's son Lloyd joined him in the business at this time, serving as a teamster for his father. Family history suggests that Lloyd added cement contracting to the business in 1917, although the county directory of that year does not show these added services. As World War I came to an end, the prevalence of motorized vehicles for commercial purposes and the growing number of privately owned automobiles likely affected the house moving business. The family adapted as they had done before, and by 1924 Joseph Henry Moser had become a road grader. As new roads were built, horse teams like his were still used to prepare the roadbeds for eventual paving or to keep the gravel surfaces unrutted for the new Model Ts and other vehicles.<sup>43</sup> By the year of his death, 1930, Joseph Henry Moser was no longer working, but his son Lloyd continued operating his contracting business and storing equipment in the barn until his own retirement in 1968.<sup>44</sup>

## Conclusion

The Moser Barn is eligible for the National Register of Historic Places under Criterion A for its association with transportation as an example of a barn used as a support building for a livery business in the early twentieth century. The Moser Barn is also eligible under Criterion C, architecture, as an example of an urban bank-barn constructed in the early-twentieth century and associated with a livery. The barn adds greatly to the community as the last remaining structure of its type and has retained remarkable integrity over the last one hundred years.

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<sup>43</sup> R.L. Polk and Company, *Salem City and Marion County Directory* (Portland, Oregon: R.L. Polk and Company, 1917); R.L. Polk and Company, *Salem City and Marion County Directory* (Portland, Oregon: R.L. Polk and Company, 1924):375.

<sup>44</sup> R.L. Polk and Company, *Salem City and Marion County Directory* (Portland, Oregon: R.L. Polk and Company, 1930):475; George Pool, *History of Joseph Henry Moser's Barn* (2012).



Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

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County and State

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#### 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

#### Primary location of additional data:

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Silverton Museum

Historic Resources Survey Number (if assigned): N/A

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

**10. Geographical Data**

**Acreage of Property** Less than one  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>10</u> Zone	<u>517582</u> Easting	<u>4983367</u> Northing	3	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing
2	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing	4	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundaries of this property consist of the northeast 50 feet of the tax parcel identified as R102048, which is on file with the Marion County Clerk, on which the barn is located.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes the portion of the parcel with the barn and rock retaining wall (beginning approximately 125' from the street and ending at the rear end of the lot at the alley), but excludes buildings on the same tax parcel that are not associated with the barn.

**11. Form Prepared By**

name/title Jason M. Allen, Sharon Boswell, and Eileen Heideman, edited by Adrienne Donovan-Boyd  
organization SWCA Environmental Consultants, Inc. date June 29, 2012  
street & number 5418 20th Avenue NW, Suite 200 telephone (206) 380-5930  
city or town Seattle state WA zip code 98107  
e-mail Not provided

**Additional Documentation**

Submit the following items with the completed form:

- **Maps: A USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Moser, Joseph Henry, Barn  
Name of Property

Marion Co., OR  
County and State

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Moser, Joseph Henry, Barn

**City or Vicinity:** Silverton

**County:** Marion **State:** Oregon

**Photographer:** Jason Allen

**Date Photographed:** February 11, 2012

**Description of Photograph(s) and number:**

- Photo 1 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0001  
Looking northwest at the east façade with the south shed-roof addition in the foreground.
- Photo 2 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0002  
Looking west at the east façade.
- Photo 3 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0003  
Looking southwest at the east and north façades.
- Photo 4 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0004  
Looking southeast at the north façade.
- Photo 5 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0005  
Looking east at the west façade.
- Photo 6 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0006  
Looking east at the interior main mass, second level, roller-door closed.
- Photo 7 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0007  
Looking east at the interior view of the third level and the hayloft door.
- Photo 8 of 8: OR\_MarionCounty\_MoserJoesphHenryBarn\_0008  
Looking east at the interior of the north side shed addition, first floor.

**Property Owner:** (Complete this item at the request of the SHPO or FPO.)

name George Pool  
street & number 245 Edgewood Dr. telephone Not provided  
city or town Silverton state Oregon zip code 97381

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 21

### Documents

- Figure 1: General Location Map
- Figure 2: Tax Lot Map
- Figure 3: Arial Photograph
- Figure 4: Topographic Map
- Figure 5: Site Plan
- Figure 6: First Floor Plan
- Figure 7: Second Floor Plan
- Figure 8: Third Floor Plan
- Figure 9: 1893 Advertisement for the Mosers' Livery Business
- Figure 10: Lloyd Moser business card
- Figure 11: 507 S. 3<sup>rd</sup> Street photograph, unknown year
- Figure 12: Joseph Henry Moser and his wife Olive Jane Garrett Moser, date unknown.
- Figure 13: Lloyd Moser and his wife, Clara Moser, on their wedding day, June 1914.
- Figure 14: View of barn from backyard of house at 507 S. 3rd, unknown year
- Figure 15: Horses in alley on northeast side of barn, unknown year
- Figure 16: Northwest side of barn, unknown year
- Figure 17: J.S. Young and livery team, unknown location and year

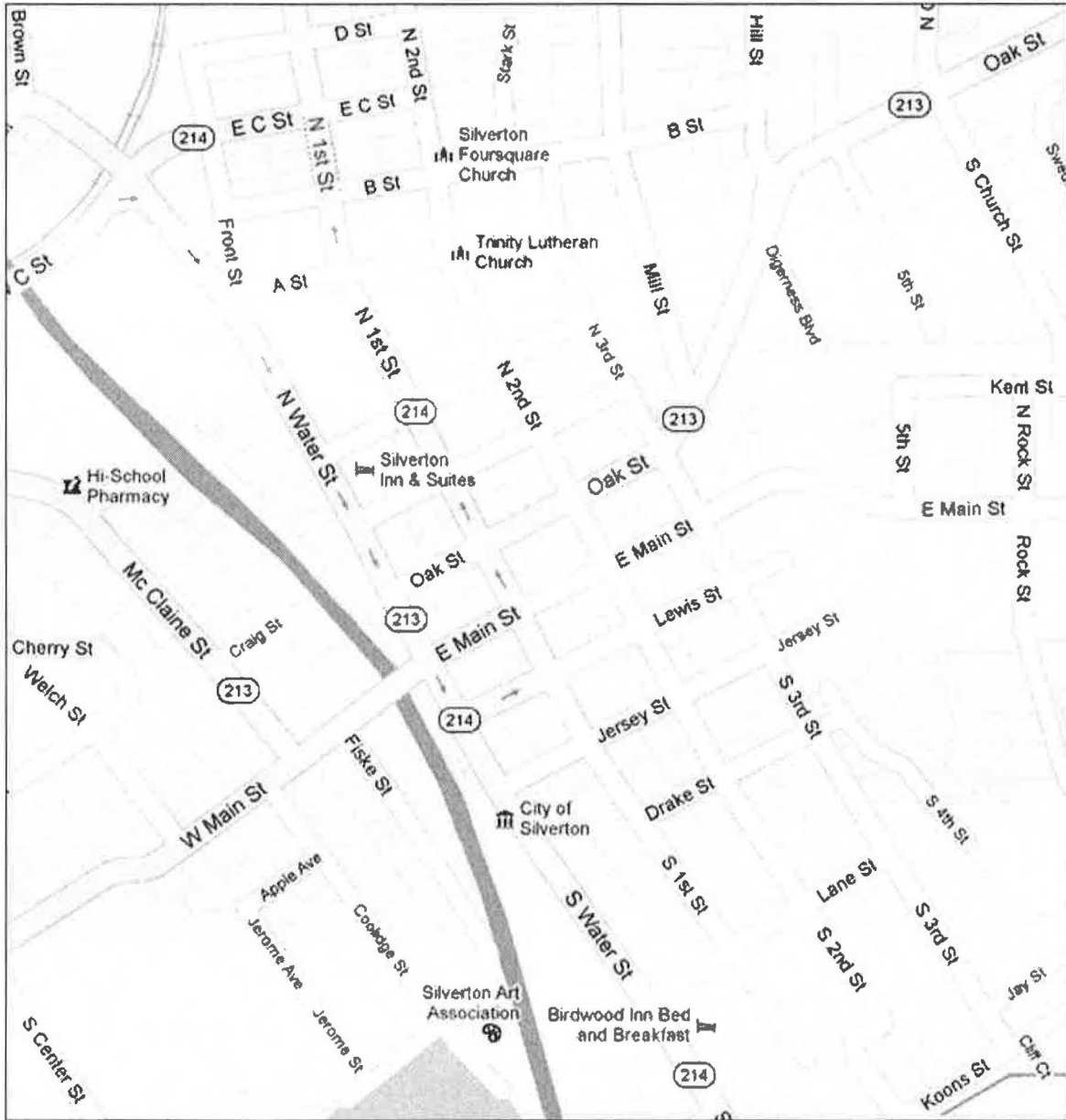
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 22

Figure 1: General Location Map.



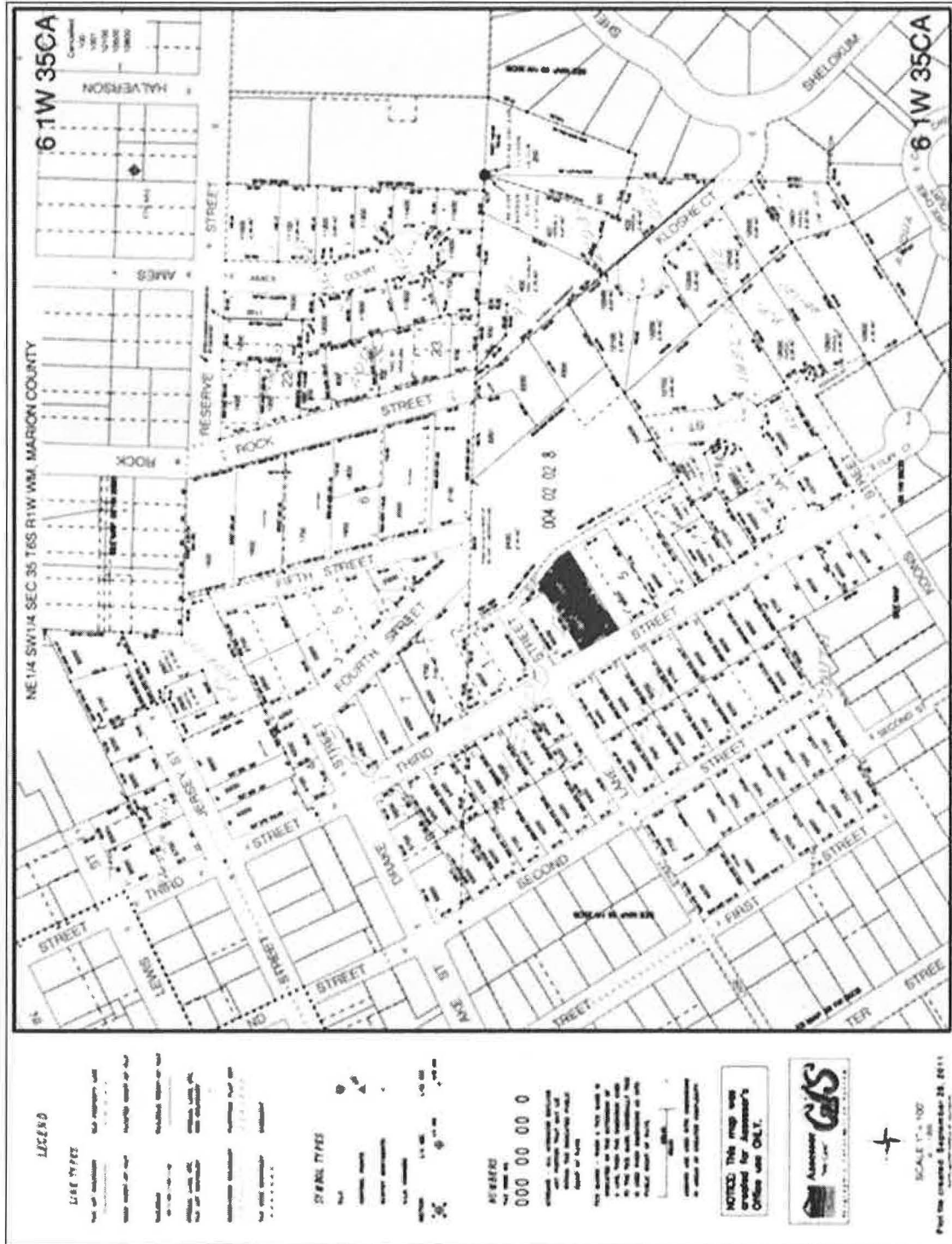
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 23

Figure 2: Tax Lot Map, location of property marked by shaded rectangle.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 24

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 3: Aerial photograph, tax lot highlighted.



<p><b>Legend</b></p> <p> Study Area</p> <p> Taxlots</p>	<p>0 50 100 Feet</p> <p>0 15 30 Meters</p>	<p>507 S. 3rd St Silverton, Marion County, Oregon</p>
<p>Source: Bing Maps Aerial screen shot(s) reprinted with permission from Microsoft Corporation.</p>		<p><b>SWCA</b> ENVIRONMENTAL CONSULTANTS 1220 SW Morrison, Suite 700 Portland, OR 97205-2235 www.swca.com 503 224 0333</p> <p>Project 17245 November 01, 2012</p>



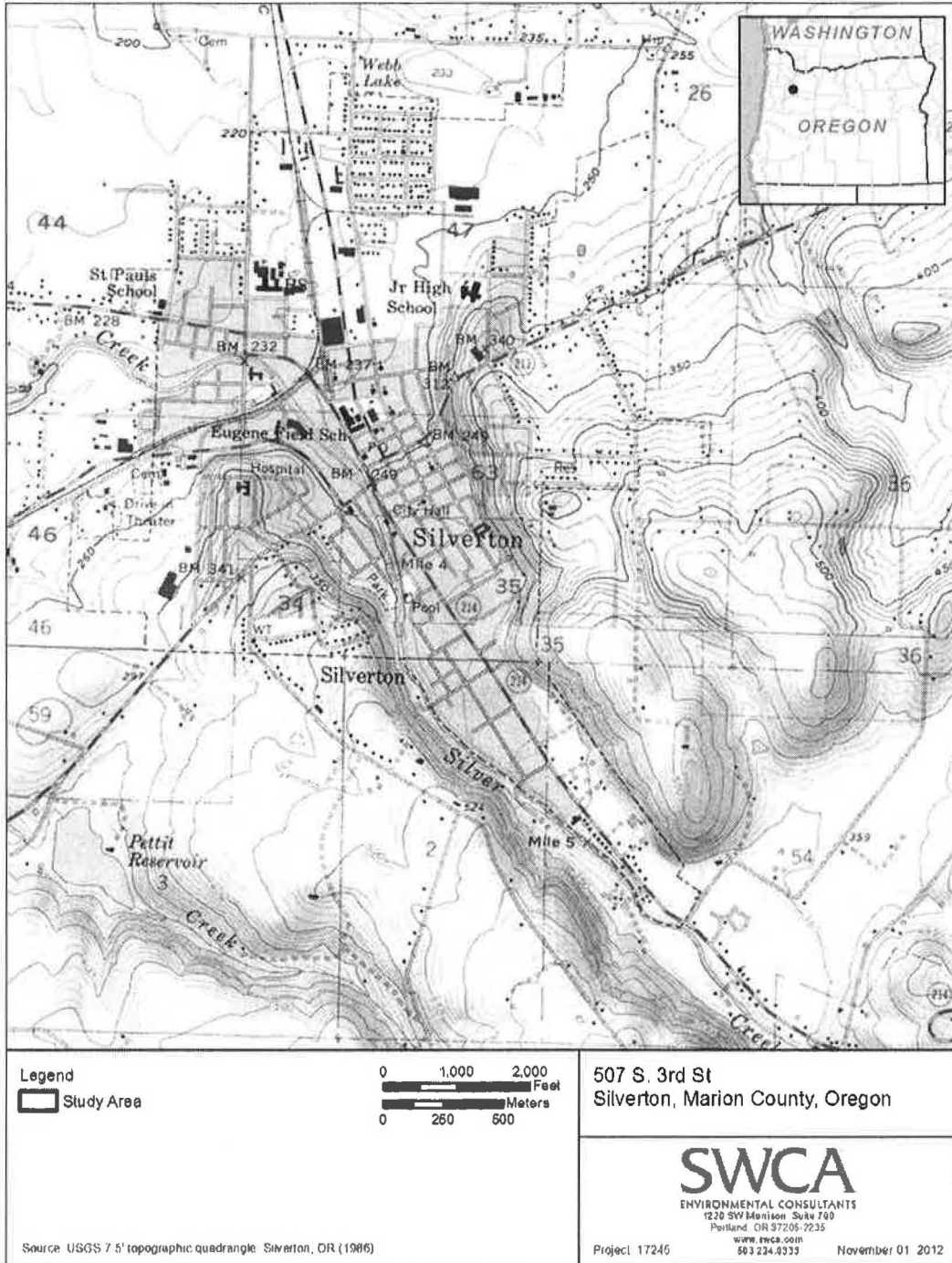
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 25

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 4: Topographic map, tax lot highlighted.



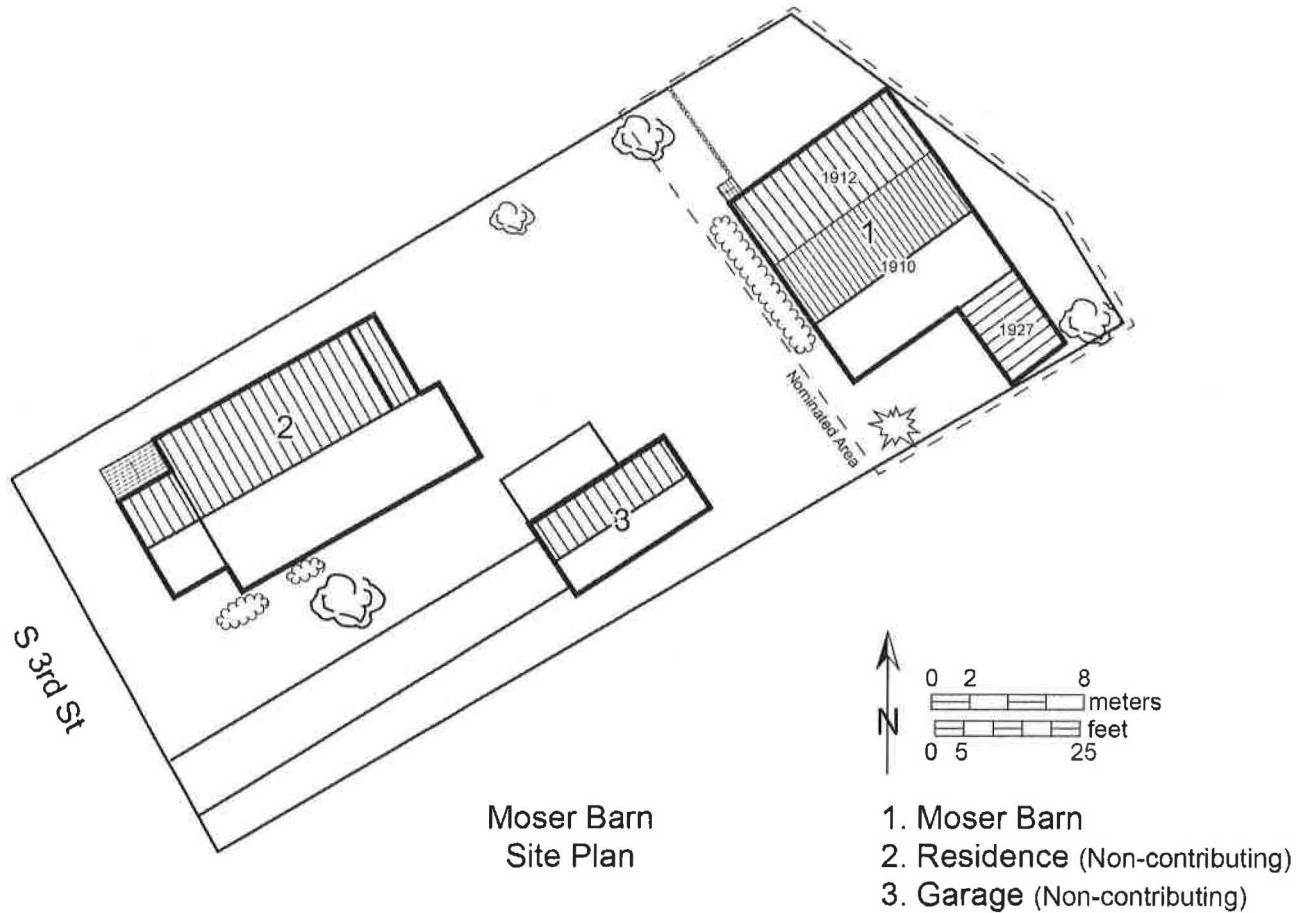
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 26

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 5: Site plan, boundary noted with dashed line.



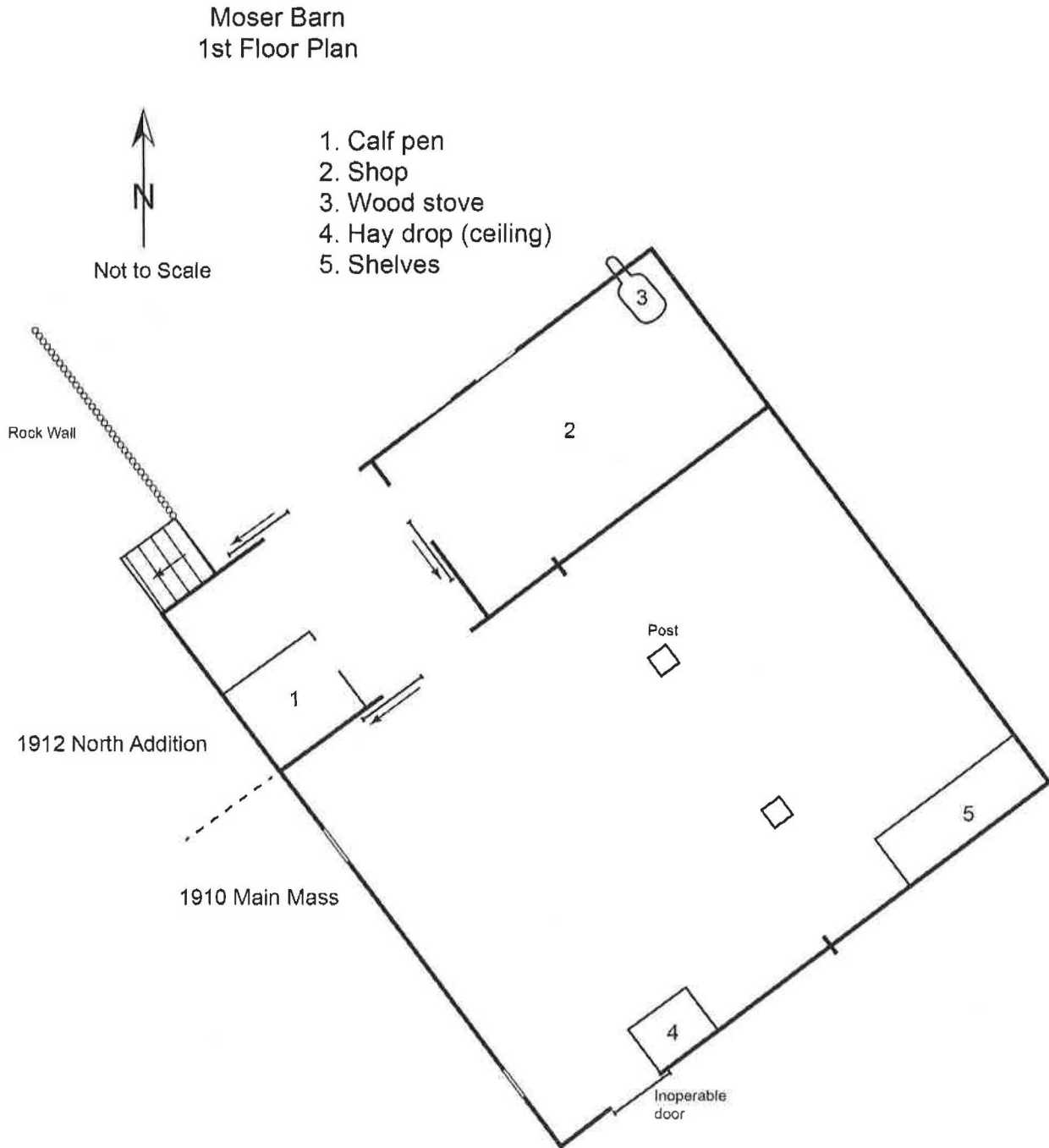
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 27

Figure 6: First floor plan.



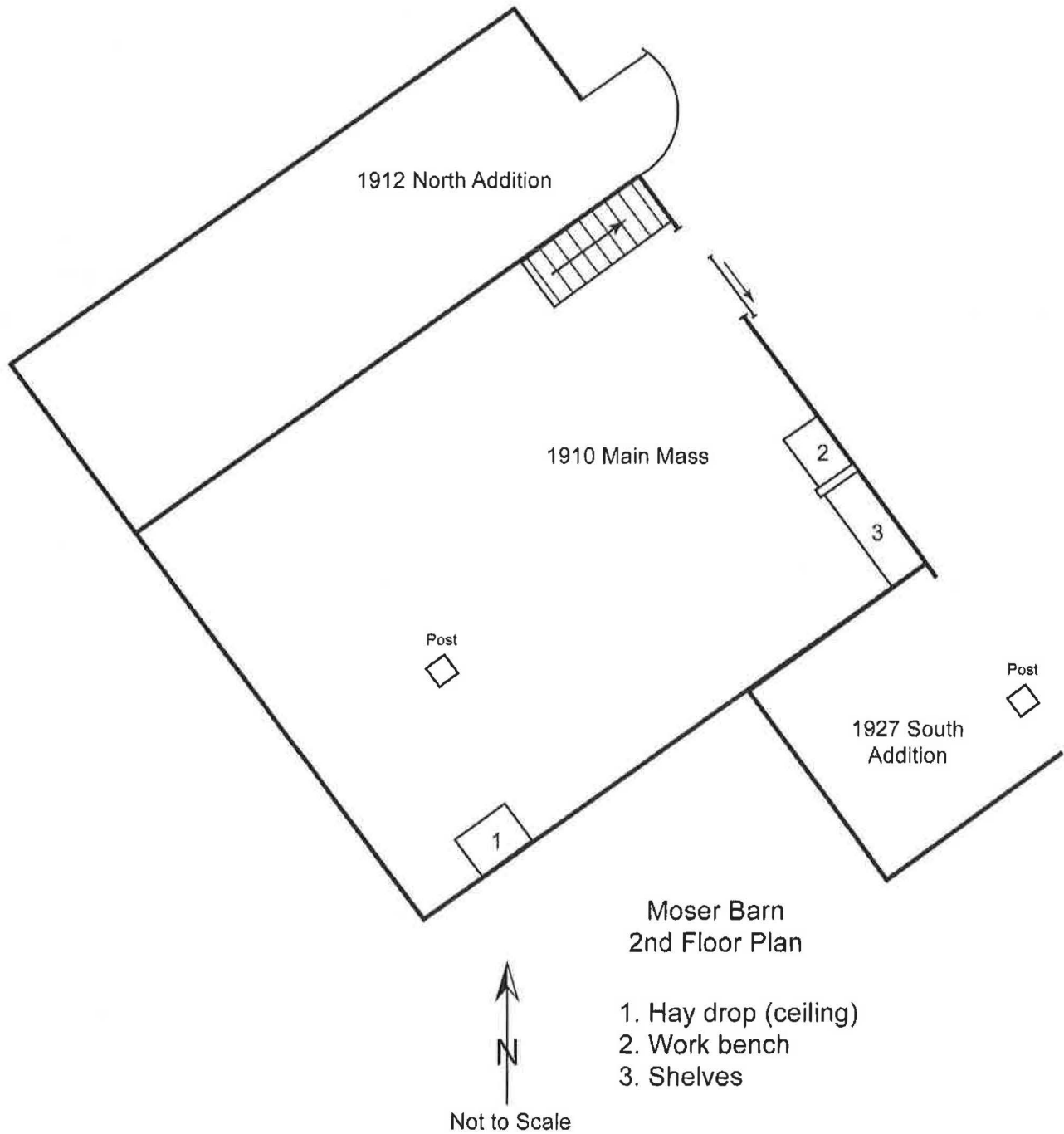
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 28

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 7: Second floor plan.



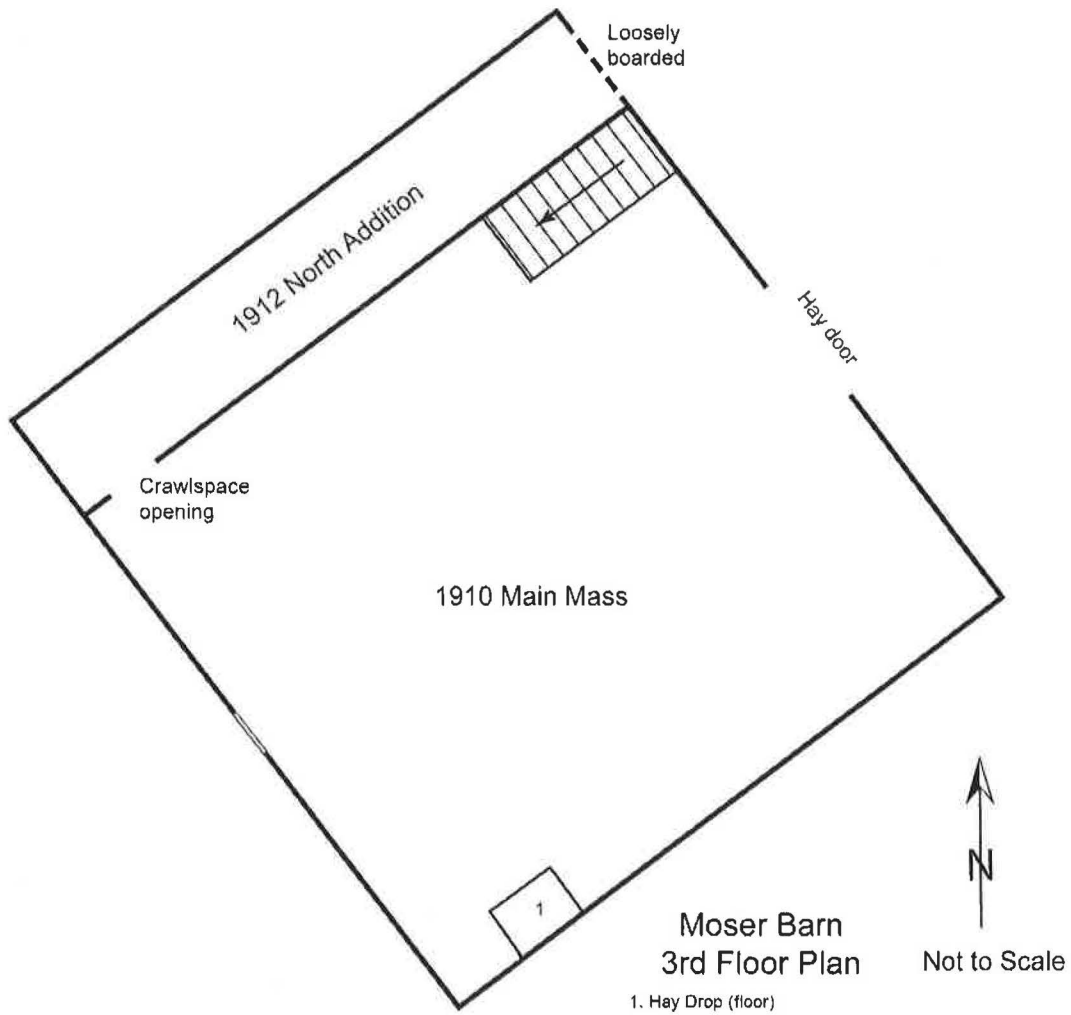
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 29

Figure 8: Third floor plan.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number Additional Documentation Page 30

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 9: 1893 Advertisement for the Mosers' livery business.<sup>45</sup>

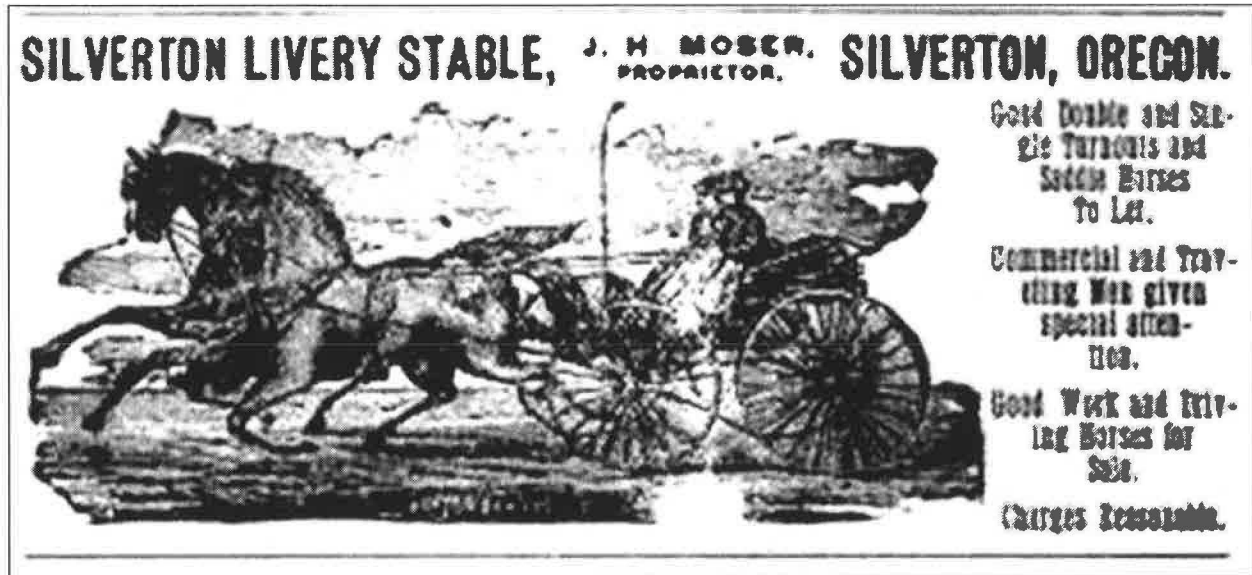
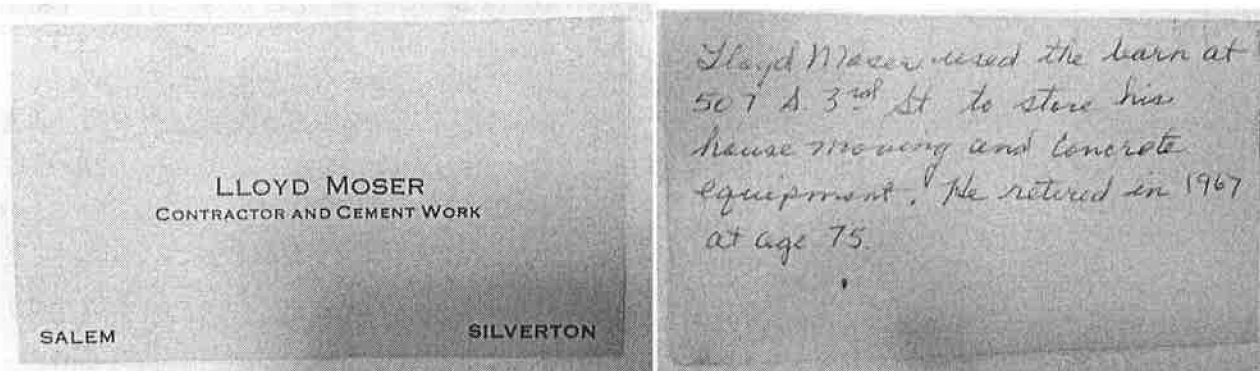


Figure 10: 1893 Lloyd Moser's business card (left, front of card, right, notes on back of card). Notes read: Lloyd Moser used the barn at 507 S. 3<sup>rd</sup> Street to store his house moving and concrete equipment. He retired in 1967 at age 75.<sup>46</sup>



<sup>45</sup> R.L. Polk and Company, 1893:167

<sup>46</sup> George Pool, personal collection.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 31

Figure 11: 507 S. 3<sup>rd</sup> Street photograph. Date unknown. The Moser Barn is visible in the background. Notes on back of photo: "House at 507 3<sup>rd</sup> Street built in 1917 for Lloyd and Clara Moser by Bert Pruiet. Lumber from the house was from the Theodore Fisher sawmill at Victor Point, near Silverton. Lloyd Moser worked at the mill to pay for the lumber. Note: Some time the address has changed as the number in the picture shows it to be 506 rather than 507 S. 3<sup>rd</sup> Street."<sup>47</sup>



<sup>47</sup> George Pool, personal collection.

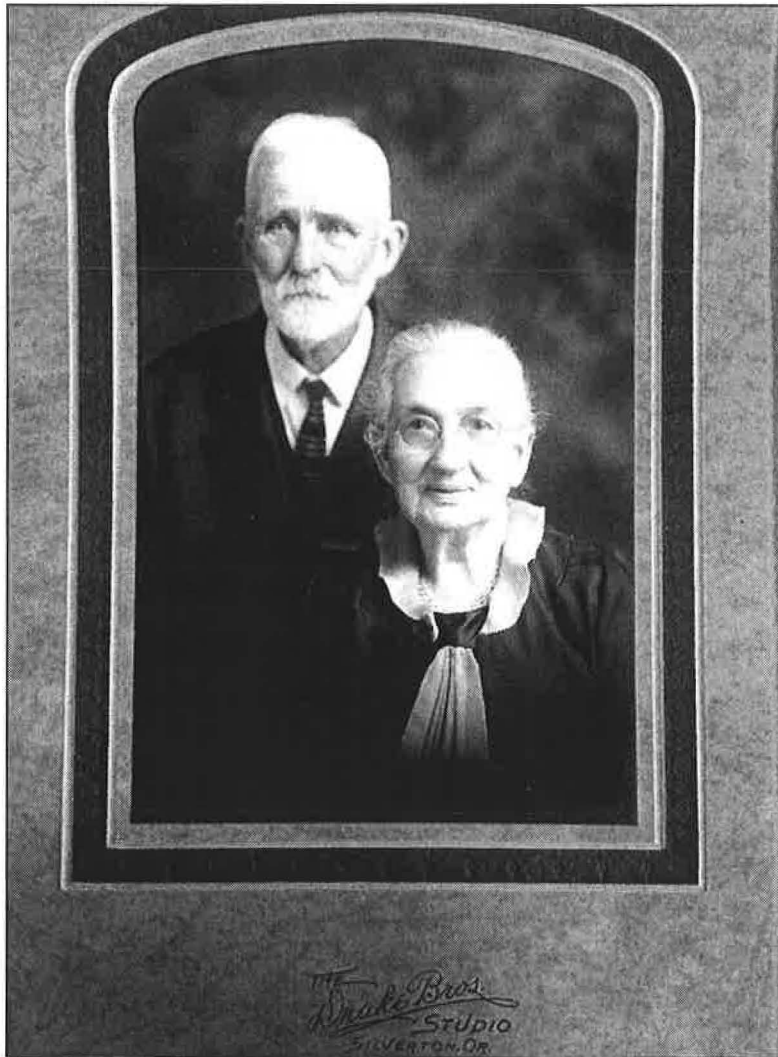
United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 32

Figure 12: Joseph Henry Moser and his wife, Olive Jane Garrett Moser, date unknown. Notes on back of photograph: "Joseph Henry Moser and his wife Olive Jane Garrett Moser. The barn at 507 S. 3<sup>rd</sup> Street was built for him in 1910 as was their home at 515 S. 3<sup>rd</sup> Street."<sup>48</sup>



<sup>48</sup> George Pool, personal collection.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property Marion Co., OR
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 33

Figure 13: Lloyd Moser and his wife, Clara Moser, on their wedding day, June 1914. Notes on back of photo:  
"Lloyd and Clara Moser. Wedding day. June, 1914. The house at 507 S. 3<sup>rd</sup> Street was built for them in 1917. Lloyd Moser lived in the house until February 1987 and owned it until his death in April, 1991. The house is currently owned by their grandson, George Pool. Lloyd Moser is the youngest son of Joseph Henry Moser who had the barn on the lot at 507 S. 3<sup>rd</sup> Street."



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property Marion Co., OR
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 34

Figure 14: View of barn from backyard of house at 507 S. 3rd, unknown year.<sup>49</sup>



<sup>49</sup> George Pool personal collection.

United States Department of the Interior  
National Park Service

### National Register of Historic Places Continuation Sheet

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 35

Figure 15: Horses in alley on northeast side of barn, unknown year; 1912 shed addition seen on left side of image.<sup>50</sup>



<sup>50</sup> Ibid.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Moser, Joseph Henry, Barn
Name of Property
Marion Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 36

Figure 16: Northwest side of barn, unknown year.<sup>51</sup>



<sup>51</sup> Ibid.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

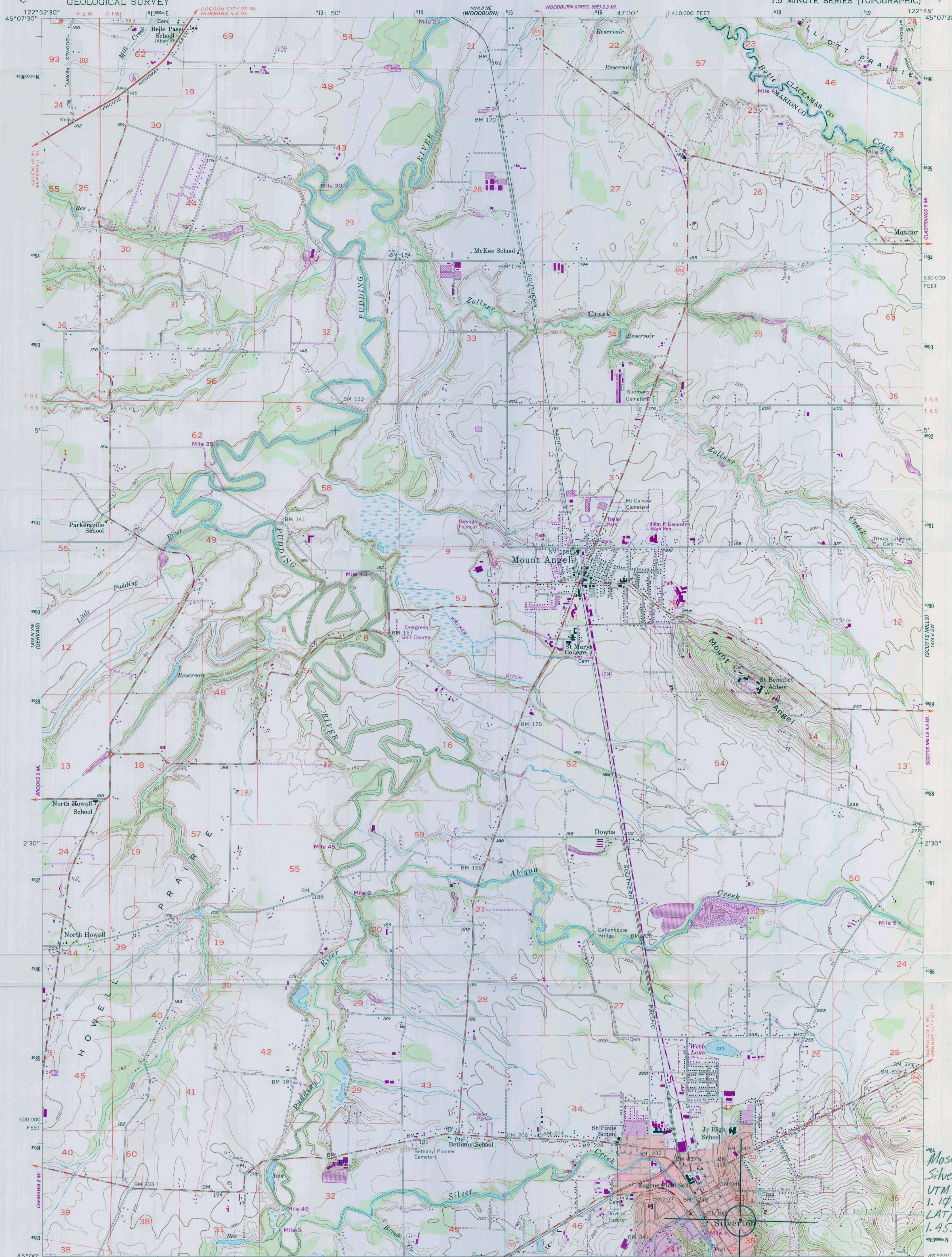
Moser, Joseph Henry, Barn
Name of Property Marion Co., OR
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 37

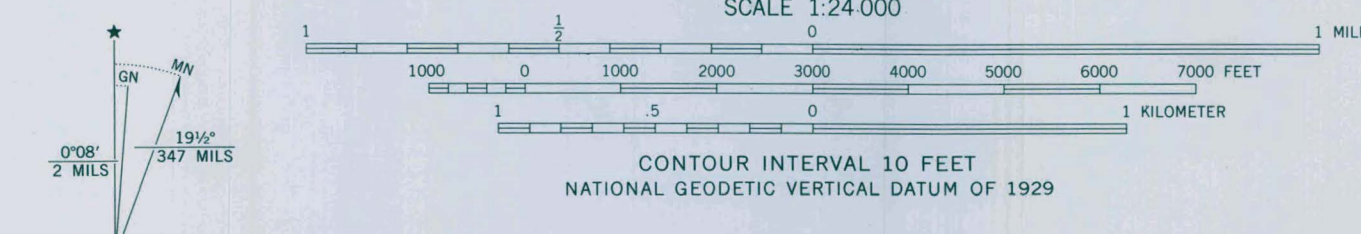
Figure 17: J.S. Young and livery team, unknown location and year.<sup>52</sup>



<sup>52</sup> Ibid.



Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, USCE, and State of Oregon  
Topography from aerial photographs by Keish plotter and  
by planetable surveys 1956. Aerial photographs taken 1954  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Oregon coordinate system,  
north zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 10, shown in blue  
Red tint indicates areas in which only  
landmark buildings are shown  
To place on the predicted North American Datum 1983,  
move the projection lines 22 meters north and  
95 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

QUADRANGLE LOCATION  
OREGON

SILVERTON, OREG.  
45122-47-TF-024  
1956  
PHOTOREVISED 1985  
DMA 1474 III SE-SERIES V892

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Quadrangles shown in purple compiled from aerial  
photographs taken 1981 and other sources  
This information not field checked. Map edited 1985  
Purple tint indicates extension of urban areas

Moser, Joseph Henry, Barn  
Silverton, Marion Co., OR  
UTM Reference  
1. 10/517-582/4983367  
LAT/LONG Reference  
1. 45. 00/122. 776948





LIGHTS















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Moser, Joseph Henry, Barn  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: OREGON, Marion

DATE RECEIVED: 5/03/13 DATE OF PENDING LIST: 5/30/13  
DATE OF 16TH DAY: 6/14/13 DATE OF 45TH DAY: 6/19/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000396

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 6-14-13 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



# Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0671

Fax (503) 986-0793

[www.oregonheritage.org](http://www.oregonheritage.org)



May 1, 2013

Ms. Carol Shull  
National Register of Historic Places  
USDOI National Park Service - Cultural Resources  
1201 "Eye" Street NW, 8th Floor  
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Shull:

At the recommendation of the Oregon State Advisory Committee on Historic Preservation, I hereby nominate the following historic properties to the National Register of Historic Places.

**SODERBERG, PETER & BERTHA, HOUSE**  
**MPD: DOMESTIC ARCHITECTURE OF SILVERTON OREGON, AND ENVIRONS**  
1106 PINE ST  
SILVERTON, MARION COUNTY

**MOSER, JOSEPH HENRY, BARN**  
507 S 3RD ST  
SILVERTON, MARION COUNTY

In consultation with the local government and property owners, Oregon SHPO also additional documentation for the following listed properties:

**OREGON STATE UNIVERSITY HISTORIC DISTRICT**  
NRIS No. 08000546, listed June 25, 2008  
CORVALLIS, BENTON COUNTY

**WILLAMETTE FALLS NEIGHBORHOOD HISTORIC DISTRICT**  
NRIS No. 09000768, listed September 24, 2009  
WEST LINN, CLACKAMAS COUNTY

We appreciate your consideration of these nominations. If questions arise, please contact National Register and Survey Coordinator Ian Johnson at (503) 986-0678.

Sincerely,

Roger Roper  
Deputy State Historic Preservation

Encl.

