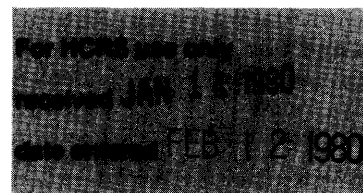


**United States Department of the Interior
Heritage Conservation and Recreation Service**

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



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

1. Name

historic Albany Custom Mill

and/or common Water Street Station

2. Location

street & number 213 Water Street _____ not for publication

city, town Albany _____ vicinity of _____ congressional district Second

state Oregon code 41 county Linn code 043

3. Classification

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

4. Owner of Property

name Robert and Marilyn Avery

street & number 33765 McFarland Road

city, town Tangent _____ vicinity of _____ state Oregon 97389

5. Location of Legal Description

courthouse, registry of deeds, etc. Linn County Courthouse

street & number _____

city, town Albany _____ state Oregon 97321

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties, Linn County has this property been determined eligible? yes no

date 1976 _____ federal state _____ county _____ local _____

depository for survey records State Preservation Office, 525 Trade Street SE

city, town Salem _____ state Oregon 97310

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Albany Custom Mill, constructed in 1866, is situated on the south bank of the Willamette River and occupies Lot 6, Block 3 of the Wharf Lots Addition to the City of Albany.

The site was flooded several times before the Greenpeter and Foster dams were built upstream on the Willamette. The building faces south on Water Street, about ten feet from the old Oregon Electric Railway tracks. There are maple trees on the east and west end of the building. A City parking lot is on the west side of the structure, and a restaurant and parking lot are on the east.

The building is a two and one-half story 34-foot by 60-foot structure of 12 inch by 12 inch post and beam construction. The main structured beams are a full 34 feet in length with all posts with mortise and tenon joints with wooden pegs. All joists on the second floor are rough 3 inch by 10 inch on one foot centers, hand notched over headers. Walls are 2" by 6" and 2" x 4" laminated construction with square nails. The gable roof was originally covered with wood shingles, but is now covered with corrugated metal. On the second story are two over two, double hung sash windows, while six over six, double hung sash windows remain in the gable ends of the upper half story. The latter windows are probably the original, and the fenestration throughout the building, because of many alterations, is irregular.

The building was also used as a station for passengers traveling the river on the stern-wheelers. The ticket office is in the west end of the main floor and is still largely as it was when used for that purpose. The walls are covered with the original paneling of Oregon curly maple. In the east end of the main floor is an old elevator, which was used to haul freight from the basement to the second floor. The main floor is three rooms, second floor one large and three small rooms, third floor is attic type, one large room. The basement is two rooms with a gravel floor.

Structurally, the building has been altered by removing a portion of the south elevation and constructing a new wall to the north. This alteration formed a porch which runs the full length of the front of the building. The exterior walls are now covered with wood shingles, and were originally clad with weatherboards attached vertically.

The main floor housed three specialty shops in 1976. The building is empty and unused today. It is in sound condition, however, and could be readily repaired for adaptive use.

8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates 1866 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Albany Custom Mill, now known variously as Water Street Station, was built in 1866 for Raphael Cheadle as a warehouse. Mr. Cheadle was a merchant in Albany at the time he had it built. His slogan in the weekly newspaper was, "As cheap as any store in Oregon." He had a cash and trade business in paints and oils, which was advertised as direct from San Francisco. He also sold glass and shingles.

The building was enlarged in 1877 and machinery installed, and the warehouse became Albany's second flour mill. The custom mill had a capacity as a warehouse of storing 60,000 bushels of wheat and milling 100 barrels of flour daily. During the time the warehouse was a flour mill, one small room on the west end was used as a ticket office for the sternwheelers on the Willamette River. Power was derived from water from an extension of the Albany-Lebanon Canal built in 1872 with a fall of 22 feet from its origin. Darlena E. Burkhart, the owner in 1878, hired Mr. G. B. Erwin as the miller.

Ashby Pearce, a resident of Albany, bought the custom mill in October 1881. He had been an owner of one of the local ferryboats since 1866. It was reasonable that he would purchase the mill, which also housed the ticket office for the ferries. He ran a notice in the local paper, August 18, 1866, when he initiated his ferrying business. "At the solicitations of many citizens in Linn and Benton Counties, I have fitted up the lower Albany Ferry, at Albany, Oregon, at heavy expense and in such a manner as to accommodate the traveling public at all times that ferrying is wanted to be done. Hoping thereby to secure a liberal patronage. My ferry both is well constructed, with all of the latest improvements for safety and strongly secured by a good wire rope." According to local historian Floyd Mullen in his book, Land of Linn, "For twenty-five years, 1850 to 1875, the steamboat was as important to Linn County's progress as are the farm and freight trucks of today."

In 1871, the railroad arrived in Albany. Further on in Land of Linn, Mullen states, "The arrival of the first train was celebrated as the greatest event in Albany's history. In the latter 1800's and early 1900's, the steamboat ticket office was also used for the passengers wishing to travel by rail. T. Egerton Hogg, known as Colonel Hogg, became a promoter of an east-west rail service, whereby passengers could travel by train from Boise, Idaho, change trains at the Sternwheel train depot and continue on to Yaquina Bay at Newport, Oregon. From Newport, Oregon, they would travel by steamship to San Francisco, California. Tracks were laid near the passage through the Cascade Mountains, now Highway 20, where it is known today as Hogg Rock. The Colonel's dream did not become a reality -- the tracks ended at Boulder Creek.

H. R. Schultz, who bought the mill in 1890, was one of the two brothers that figured prominently in the development of Albany. Mr. Schultz was born in Pennsylvania in 1859, of German parents. He and his brother (Frederick) were meatcutters by trade and eventually owned their own slaughter house, packing plant, wholesale and retail meat business. He and his brother laid out the Schultz Addition, covering ten acres.

9. Major Bibliographical References

Mullen, Floyd C., Land of Linn.

"Illustrated Historical Atlas of Marion and Linn Counties of Oregon." By Edgar Williams and Company, 1878.

10. Geographical Data

UTM NOT VERIFIED

Acreege of nominated property less than one
 Quadrangle name Albany, Oregon

ACREAGE NOT VERIFIED

Quadrangle scale 1:24000

UMT References

A	<u>110</u>	<u>4915710</u>	<u>4942550</u>
	Zone	Easting	Northing
C			
E			
G			

B			
	Zone	Easting	Northing
D			
F			
H			

Verbal boundary description and justification

Lot 6, Block 3, Wharf Lots Addition to the City of Albany, Linn County, Oregon. The lot is rectangular with parallel boundaries running 90 feet long, north and south at high water, and two parallel boundaries running 70 feet long, east and west.

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

state	code	county	code

11. Form Prepared By

name/title Marilyn and Robert Avery

organization _____ date August 30, 1979

street & number 33765 McFarland Road telephone 928-9277

city or town Tangent state Oregon 97389

12. State Historic Preservation Officer Certification

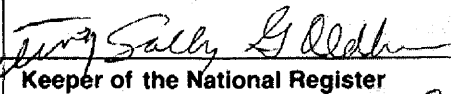
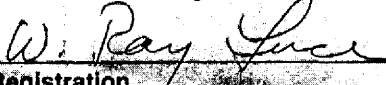
The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature 

title State Historic Preservation Officer's Designee date December 1979

For HCRS use only	
I hereby certify that this property is included in the National Register.	
 Keeper of the National Register	date <u>2/12/80</u>
Attest:  Chief of Registration	date <u>1-28-80</u>

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY	
RECEIVED	JAN 14 1980
DATE ENTERED	FEB 12 1980

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 1

His success enabled him to build the Albany Opera House in 1902, and by experts was pronounced the finest in the Valley outside Portland. The building was 50 x 100 and had a seating capacity of 800.

In 1859, the Oregon Democrat newspaper was founded in Albany by Delazon Smith, one of Oregon's first two U.S. Senators. The Oregon Democrat, Linn County's first newspaper, in time developed into the present Albany Democrat Herald, which was published for several years in the warehouse. George A. and Albert A. Westgate bought the Custom Mill building in January 1905 and sold grain, lime, cement, and building materials. George later became editor of the Herald newspaper, and when it merged with Oregon Democrat, it was published at the Old Custom Mill. The Westgate brothers sold the mill to J.F. Morrison and W.H. Stover in 1908. It was bought as an investment with Mr. Stover continuing his business of barbering. He worked for Mr. Louis Vierick, who owned the Vierick building which contained the barber shop and bathrooms.

A company known as Albany Gravel Company, bought the warehouse and used it for their business from 1900 to 1930. According to Mullen, "The year 1930 marked the beginning of an industry in Linn County that was to bring recognition to Albany as being one of the two largest shipping centers in the United States. The other center was in Texas. The 1930 shipments from Albany totaled nine carloads, containing 17,000 turkeys and valued at \$100,000.00. Prices ranged from 22 to 28 cents per pound." That same year, 1930, the building began to be used as a turkey shipping warehouse and continued in that function for nearly ten years.

Thus, it can be clearly concluded that not only is the building the last remaining mill and, therefore, oldest industrial building in Albany, it further was associated with the two major transportation innovations of the era, as well as many social and commercial related activities.