

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY **DATA SHEET**
RECEIVED **JUL 3 1978**
DATE ENTERED **OCT 11 1978**

**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 Canemah Historic District

AND/OR COMMON

LOCATION

STREET & NUMBER
Canemah

*roughly located by Willamette River, 5th Ave,
Marshall, & Raguet Sts.*

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN
Oregon City

— VICINITY OF

1st and 2nd

STATE
Oregon

CODE
41

COUNTY
Clackamas

CODE
005 ✓

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Multiple ownerships (see inventory, No. 7)

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Clackamas County Courthouse

STREET & NUMBER

CITY, TOWN

Oregon City

STATE

Oregon 97045

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Canemah Historic District is located at the southwesterly edge of the city limits of Oregon City, on the southerly bank of the Willamette River, just above the Falls. That location near the Falls helped to give Canemah its place in history as a riverboat-building community and trade center during the 1850s, 1860s and 1870s, when day and night loading and shipping activity was common. Annexed to Oregon City in 1928, Canemah is still referred to by name, and signs along the highway read "Canemah District."

AREA: Canemah Historic District consists of several large lots and 41 blocks: 37 blocks from the original 1850 plat of Canemah; and four blocks from the 1891 First Addition to Canemah. Although Absalom Hedges platted his claim on a grid system (with eight 50'x100' lots to a block), the rugged topography and later surveying undoubtedly found buildings partially in street rights-of-way and alleys, since some remain in such locations today. Total land area of the district is approximately 63.71 acres.

BUILDINGS: The district is primarily residential in character and contains 101 inventoried structures: 89 single-family homes (33% of which were built prior to 1900); four multi-family structures (a duplex, a four-plex, and a nine-unit apartment); and eight commercial properties (including warehouses, a gas station, auto repair garages, a gun shop, and an electrical shop).

Buildings of primary significance are those dating from the 1850s and 1870s, primarily one-and-a-half or two-story frame structures built in the Gothic Revival and Classic Revival Styles. All but two of the Primary buildings (one of which has been restored and is used as an antique shop, the other of which is a duplex) are single-family dwellings.

Buildings of secondary significance date from the 1880s to the 1930s, and are predominantly rural farmhouse types and bungalows. All are used as single-family dwellings.

Compatible buildings are primarily single-family homes built from 1910 to the 1950s. Incompatible intrusions include recently built dwellings, several of the businesses along McLoughlin Boulevard, and three multi-family structures.

GENERAL BOUNDARIES: Canemah is generally bounded on the northwest by the Willamette River, on the northeast by the northerly boundary of Hedges DLC No. 47, on the southeast by South End Road, and on the southwest by the city limits of Oregon City. A portion of Clackamas County Tax Lot 1000 is incorporated in the southwesterly boundary. The latter is the only parcel falling outside the city limits.

TOPOGRAPHY: Canemah is located on the southerly bank of the Willamette River, where the terrain rises steeply from Third Avenue to South End Road. Over half of Canemah has a slope of more than 15%. This steep gradient and a seasonal high water table and low soil strength have helped to limit density of development within the district.

INTRUSIONS: McLoughlin Boulevard (State Highway 99E) was built in the 1920s, and a section of it runs the length of Canemah. Connecting Canemah with Oregon City proper, it replaced earlier roads built along the foot of the bluffs, the first of which was blasted out in the 1850s. In spite of the volume of state highway traffic and some attendant commercial developments, single-family homes remain the predominant land use on both sides of McLoughlin Boulevard.

VISTAS/LANDSCAPING: Despite the highway and proximity of downtown Oregon City to the northeast, Canemah maintains a somewhat sleepy and rural flavor in appearance and atmosphere. Although the only dedicated park is a .34-acre site on Fourth Avenue (on the site of the old Canemah School), most of the district is heavily wooded, and the hillsides and streets are used as playgrounds. The stump-covered hillside evident in

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photographs of the 1860s and 1870s grew lush with greenery as natural vegetation gradually returned. A number of small streams flow down the slope and into the Willamette, and some homes have basement springs, undoubtedly used to supply water in the past. The moisture has encouraged growth of Douglas fir, Oregon white oak, poison oak, shrubs, wild berries and grasses that grow naturally in the area.

STREETS/SIDEWALKS: The rudimentary streets of Canemah of the 1850s and 1860s have been improved by paving since the area was annexed in 1928, but they remain narrow (some are only 15' wide) as they wind along the hillside. Many of the platted streets have never been built, and the topography resulted in houses being built right to property lines along the existing streets. Other houses were built above the roads on the hillside, and only a mailbox and winding steps indicate the location of some.

The Canemah "boardwalk," a pedestrian way built along the river in the 1850s, was the connecting link around the Falls to Oregon City. It fell into disrepair after several floods, but portions of it can still be seen. Concrete sidewalks in the district are few and run only along a three-block portion of McLoughlin Boulevard and a quarter-block section of Hedges Street near Third Avenue.

FENCES: Not many of the picket fences which earlier enclosed the yards have survived to the present day, but two picket fences remain on the west side of McLoughlin between Hedges and Miller Streets, and portions of fencing remain on the properties fronting the river.

WIRING: Overhead wiring is evident mostly in lower-level Canemah, where wires run along the highway and through the trees lining rights-of-way. Minimal wiring exists on the upper slope where development is less intensive.

OUTBUILDINGS: Most of the older outbuildings have disappeared. The existing outbuildings were built at later dates for the most part, and some are in poor condition. Auto-garages are few, largely due to the steep topography.

GROWTH AND DEVELOPMENT: Absalom Hedges found Canemah of 1845 to be a sleepy Clow-e-walla Indian settlement, and he envisioned a boat harbor at this portage point above the Falls. As Hedges' boat-building community took shape, some Indian huts remained. Throughout the 1850s, trade and shipping activity grew, and the community expanded tier above tier, up the hillside. A flood in 1861 removed docks, warehouses, and the Canemah Hotel, after which a portage railroad was built that moved 100 tons of supplies daily. Riverboat activity continued, and Canemah's role as a junction between up-river and down-river traffic increased.

Canemah was a self-contained community with its own church, school and social life. The first county park was established in Canemah in 1882, and although the property was later sold and the bluff steps disappeared, most of the property remains wooded and undeveloped. The walkways into the park still exist. In the same wooded vicinity, remnants of the original road leading up the hill and out of Canemah are evident.

Several sets of steps were built to connect Third Avenue with Fourth. One set seems to have disappeared, or is overgrown with berry bushes. The other is somewhat overgrown, but the path is visible. For lack of connecting streets, Canemah children still climb up the hillsides at these locations.

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Photographs dating from the 1860s through 1900 reveal that nearly 50% of the 19th century houses are still standing. The school and church have disappeared, but the majority of buildings today are single-family homes pre-dating the First World War. A 1950 land use survey shows that some demolitions have occurred since the Post War period, particularly along the river. Typical of changes that have occurred is the construction of new single-family homes. Canemah's only modern subdivision, McMurchie' Addition on Fifth Avenue, is *excluded* from the district.

The multi-family units, or apartment buildings, were built in the last ten years, and only one (at Blanchard and 99E) is highly visible. Most of the commercial building were erected after 1950.

Among the significant impacts on growth and development in Canemah was the opening of Willamette Falls Locks in the 1870s. The Locks led to a gradual decline of portage activity at Canemah, and Canemah eventually became the residential community it is today.

Two of the more prominent impacts on later development have been construction of McLoughlin Boulevard (Highway 99E) in the 1920s and the expansion of Southern Pacific Railroad since the 1890s. Development of railroad and highway rights-of-way in the transportation corridor at water grade resulted in some demolition of early structures. In recent years, the Southern Pacific Land Company has acquired additional right-of-way for a long-planned line change. The later will require the removal of eight or nine buildings fronting the river, eight of which are rated of secondary significance. The ninth is a compatible structure. It is understood that Southern Pacific officials have under consideration a plan to alert the community when re-alignment is imminent in order that tenants now leasing the houses from the Railroad and other interested parties can be given an opportunity to acquire the buildings and relocate them elsewhere within the district as may be prudent and feasible.

The City enacted zoning laws in 1954. Light industrial zoning along the river and commercial and multi-family zoning along the highway permitted some changes but, for the most part, new development has been remarkably conservative. Canemah's location--somewhat removed from the rest of Oregon City--undoubtedly tended to minimize commercial and industrial activity.

While the inner appearance of Canemah has changed somewhat over the years, its appearance as a *district* has not. Canemah remains a distinct community, although it has been annexed to Oregon City since 1928.

Within the upper area of Canemah, particularly, one can be unaware of nearby urban development. Birds and wildlife flourish in the hillsides, and the distinctly rural flavor is unique to the district.

Canemah is best viewed as a discrete district from a point on the northerly side of the river. From this vantage point, Canemah's historic character as a tiered village is still evident.

TRAFFIC FLOW: McLoughlin Boulevard is the only arterial through the district, and the through traffic separates the river side of Canemah from the upper area somewhat.

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The lack of connecting streets throughout the district has been noted. This has tended to minimize development and, as such, there is no high speed or heavy traffic other than on the highway.

CITY CODES: The zoning of 1954 was discussed above. In 1977, the Canemah area was rezoned and the comprehensive plan was amended to reflect the actual land uses in the district. The Oregon City Planning Department proposed the rezone and plan revision which are now in effect at the request of Canemah residents. Although there are no local historical ordinances at present, a local district ordinance probably will be proposed. The approved comprehensive plan revision noted that a separate historic district ordinance is needed to protect the historical resources of Canemah and will be recommended.

MAJOR PROJECTED DEVELOPMENT: The Canemah rezone and comprehensive plan revision have virtually eliminated the possibility of industrial and general commercial development. The Southern Pacific Land Company has purchased most of the half-block properties closest to the river as part of a long-range track-straightening plan. Several renters of homes now owned by the Railroad have improved the homes at personal expense and have expressed a desire to acquire and move them to vacant lots in Canemah when the project reaches implementation stage.

The one assured development that will take place in Canemah is the building of single-family homes on some of the vacant lots.

The Land Conservation and Development Commission recently approved the Department of Transportation's recommended Willamette Greenway boundaries, which take in all of Canemah.

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CANEMAH HISTORIC DISTRICT - *Oregon City, Oregon*
Inventory

1. STEVENS (Samuel) House: 316 S. McLoughlin Boulevard
Lots 3, 4, Block 19, Plat of Canemah, Tax Lot 220
Current Owner: Mr. and Mrs. D. Enstad
316 S. McLoughlin Boulevard
Oregon City, OR 97045
Estimated Date: c. 1867
Characteristics: Classic Revival, 1½ stories, clapboarded, double house,
original porch.
Significance: Primary
2. MILLER (Capt. Sebastian) House: 402 S. McLoughlin Boulevard
Lot 1, Part of 2, Block 8, Plat of Canemah, Tax Lot 3500
Current Owner: Mr. and Mrs. James Huiras
402 S. McLoughlin Boulevard
Oregon City, OR 97045
Estimated Date: c. 1862
Characteristics: Classic Revival, 1½ stories, clapboarded, casement
windows, restored.
Significance: Primary
3. FELLOWS (E.B.) House: 416 S. McLoughlin Boulevard
Part of Lot 3; 4, Block 8, Plat of Canemah, Tax Lot 3800
Current Owner: Mr. and Mrs. Donald Shevel
416 S. McLoughlin Boulevard
Oregon City, OR 97045
Estimated Date: c. 1867
Characteristics: Gothic Revival, 1½ stories, clapboarded, Gothic
arched door.
Significance: Primary
4. HOLLENBEAR House: 509 S. McLoughlin Boulevard
Lot 6, Block 2, Plat of Canemah, Tax Lot 2800
Current Owner: Helen Lewis
509 S. McLoughlin Boulevard
Oregon City, OR 97045
Estimated Date: c. 1868
Characteristics: 1½ stories, remodeled, wood shingles
Significance: Primary

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5. WILSON (Capt. James) House: 604 & 604½ S. McLoughlin Blvd.
Lot 1, Block 6, Plat of Canemah, Tax Lot 4200
Current Owner: Mr. and Mrs. Jeff Lohr
1206 Washington St.
Oregon City, Oregon 97045
- Estimated Date: c. 1866
Characteristics: Gothic Revival, 1½ stories, clapboarded.
Significance: Primary
6. COCHRAN, (Capt. John) House: 708 S. McLoughlin Blvd.
Lots 1, 2, 7, 8, Block 5, Plat of Canemah, Tax Lot 4500
Current Owner: Mr. Lloyd Forayter
708 S. McLoughlin Blvd.
Oregon City, Oregon 97045
- Estimated Date: c. 1860
Characteristics: Gothic Revival, 1½ stories, clapboarded,
triangle capped windows.
Significance: Primary
7. BEALS (Isaac) House: 816 McLoughlin Blvd.
Lots 3, 4, 5, 6, Block B, First Addition to Canemah, Tax Lot 4900
Current Owner: Betty Aurdol
c/o John Hardin
816 S. McLoughlin Blvd.
Oregon City, Oregon 97045
- Estimated Date: c. 1875
Characteristics: 1½ stories, shiplapped under masonite shingles.
Significance: Primary
8. COBURN (John) House: 902 S. McLoughlin Blvd.
Block 1, First Addition to Canemah, Tax Lot 5000
Current Owner: Mr. Bruce Berrett
902 S. McLoughlin Blvd.
Oregon City, Oregon 97045
- Estimated Date: c. 1864
Characteristics: Gothic Revival, 1½ stories, clapboarded, casement
windows, triangle capped windows, A. J. Downing
"Tudor" molding around front windows and door.
Significance: Primary

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9. JEROME (Capt. George) House: 215 Jerome Street
Lot 5, Block 7, Plat of Canemah, Tax Lot 6000
Current Owner: Mr. and Mrs. Jeff Lohr
1206 Washington St.
Oregon City, Oregon 97045
Estimated Date: c. 1858
Characteristics: Gothic Revival, 1½ stories, clapboarded under
masonite shingles.
Significance: Primary
10. MAY House: 507 Third Ave.
Lot 7, Block 7, Plat of Canemah, Tax Lot 6200
Current Owner: Mr. and Mrs. J. Thom
901 Linn Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1869
Characteristics: 1½ stories
Significance: Primary
11. MARSHALL (George) House: 215 Miller St.
Lots 5, 6, Block 8, Plat of Canemah, Tax Lot 6400
Current Owner: Mr. and Mrs. Donald Shevel
416 S. McLoughlin
Oregon City, Oregon 97045
Estimated Date: c. 1859
Characteristics: Classic Revival, 1½ stories, clapboarded,
massive chimney
Significance: Primary
12. GIST (Capt. Jim) House: 408 Third Ave.
Lot 2, Block 9, Plat of Canemah, Tax Lot 6800
Current Owner: Mr. Laurence Stupey
14222 S.E. Center St.
Portland, Oregon 97236
Estimated Date: c. 1866
Characteristics: 1½ stories, clapboarded under masonite shingles.
Significance: Primary
13. PAQUET (Francis) House: 402 Third Ave.
Lot 1, Block 9, Plat of Canemah, Tax Lot 6700
Current Owner: Mr. and Mrs. Carl Mezzie
17623 S.E. Cook
Milwaukie, Oregon 97222
Estimated Date: c. 1870
Characteristics: 1½ stories, shiplapped
Significance: Primary

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14. CAROTHERS House: 310 Third Ave.
Lot 3, Block 18, Plat of Canemah, Tax Lot 2000
Current Owner: Darrel Foushee, Chris King
310 Third Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1867
Characteristics: Saltbox, 1½ stories, clapboarded
Significance: Primary
15. CASEDAY (Capt. William) House: 502 Fourth Ave.
Lot 1, Block 15, Plat of Canemah, Tax Lot 2100
Current Owner: Raymond and Alvin Bunnell
Rt. 1, Box 32-E
Mulino, Oregon 97042
Estimated Date: c. 1867
Characteristics: 1½ stories, shiplapped
Significance: Primary
16. HOWELL House: 606 Fourth Ave.
Lot 2, Block 14, Plat of Canemah, Tax Lot 2400
Current Owner: Mr. Daniel Sweet
606 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1865
Characteristics: Classic Revival, 1 story
Significance: Primary
17. DRAPER House: 707 Fourth Ave.
Lot 7, Block 12, Plat of Canemah, Tax Lot 1500
Current Owner: Mr. and Mrs. Bruce Michaelis
707 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1876
Characteristics: 1½ stories, shiplapped
Significance: Primary
18. GRAVES House: 211 Fifth Ave.
Lot 6, Block 50, Plat of Canemah, Tax Lot 300
Current Owner: Crystal Smith
c/o Crystal Linn
211 Fifth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1878
Characteristics: Classic Revival, 1½ stories, shiplapped
Significance: Primary

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19. 302 Third Ave.
Lot 1, Block 18, Plat of Canemah, Tax Lot 7100
Current Owner: Mrs. John Barger
302 Third Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: 1½ stories, masonite shingles, four over four panes
Significance: Primary
20. 702 Fourth Ave.
Lot 1, Block 13, Plat of Canemah, Tax Lot 2600
Current Owner: Mr. and Mrs. John Renner
702 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: 1½ stories, asphalt shingles, four over four panes
Significance: Primary
21. 803 Fifth Ave.
Lots 7, 8, Block D, First Addition to Canemah, Tax Lot 3400
Current Owner: Mr. and Mrs. Oscar Geiszler
803 Fifth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: 1½ stories, masonite shingles, four over four panes
Significance: Primary
22. 917 Fourth Ave.
Lot 3, Block G, First Addition to Canemah, Tax Lot 3100
Current Owner: Mr. and Mrs. George Turner
917 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: 1½ stories, shiplapped, four over four panes
Significance: Primary
-
23. 609 Third Ave.
Lot 6, Block 6, Plat of Canemah, Tax Lot 5600
Current Owner: Mr. and Mrs. John Thom
901 Linn Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: Salt Box, 1½ stories, masonite shingles, metal
framed windows
Significance: Secondary

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24. 610 Third Ave.
Lot 6, Block 11, Plat of Canemah, Tax Lot 200
Current Owner: Mr. and Mrs. Albert Babcock
18505 S.E. Ashton
Milwaukie, Oregon 97222
Estimated Date: c. 1880
Characteristics: 1½ stories, asphalt shingles, four over four panes
Significance: Secondary (May be demolished soon. Permit has been issued.)
25. 906 Fifth Ave.
Lots 2, 3, 4, Block F, First Addition to Canemah, Tax Lot 5400
Current Owner: Florence Turner
917 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1870
Characteristics: Saltbox, 1 story, shiplapped
Significance: Secondary
26. 502 S. McLoughlin Blvd.
Lot 1, Block 7, Plat of Canemah, Tax Lot 3900
Current Owner: Jeanne McLeran
502 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1930
Characteristics: Bungalow Style, 1 story
Significance: Secondary
27. 507 S. McLoughlin Blvd.
Lot 7, Block 2, Plat of Canemah, Tax Lot 2900
Current Owner: Mr. and Mrs. William Harvey
507 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1890
Characteristics: 1 story, shiplapped
Significance: Secondary
28. 512 S. McLoughlin Blvd.
Lot 3, Block 7, Plat of Canemah, Tax Lot 4100
Current Owner: Christine Bericlander
3260 S.E. Lewis Court
Troutdale, Oregon 97060
Estimated Date: c. 1930
Characteristics: Bungalow Style, 1 story
Significance: Secondary

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29. 515 S. McLoughlin Blvd.
Lot 5, Block 2, Plat of Canemah, Tax Lot 2700
Current Owner: Mabel Bowles
✓ 515 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1915
Characteristics: 1 story
Significance: Secondary
30. 601 S. McLoughlin Blvd.
Lot 8, Block 3, Plat of Canemah, Tax Lot 2600
Current Owner: Mr. and Mrs. Haske! Grisham
✓ 601 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1910
Characteristics: 1½ stories
Significance: Secondary
31. 716 S. McLoughlin Blvd.
Lot 4, Block 5, Plat of Canemah, Tax Lot 4700
Current Owner: Mr. and Mrs. Stanley Planton
716 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1930
Characteristics: Bungalow Style, 1 story
Significance: Secondary
32. 808 S. First Ave.
Lots 1, 2, Block A, First Addition to Canemah, Tax Lot 1600
Current Owner: Southern Pacific Co.
One Market Street
✓ San Francisco, California 94105
Estimated Date: c. 1890
Characteristics: 1½ stories, shiplapped
Significance: Secondary (scheduled for removal when railroad is
realigned)
33. 103 Apperson Street
Parts of Lots 3, 4, Block 3, Plat of Canemah, Tax Lot 1000
Current Owner: Southern Pacific Co.
One Market Street
San Francisco, California 94105
Estimated Date: c. 1910
Characteristics: 1½ stories
Significance: Secondary (scheduled for removal when railroad is
realigned)

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34. 104 Apperson Street
Lot 1, Block 4, Plat of Canemah, Tax Lot 1200
Current Owner: Southern Pacific Co.
One Market Street
San Francisco, California 94105
Estimated Date: c. 1900
Characteristics: 1½ stories
Significance: Secondary (scheduled for removal when railroad is realigned)
35. 114 Apperson Street
Lot 8, Block 4, Plat of Canemah, Tax Lot 2200
Current Owner: Beatrice Dickerson
114 Apperson Street
Oregon City, Oregon 97045
Estimated Date: c. 1890
Characteristics: 1½ stories, shiplapped
Significance: Secondary
36. 209 Apperson Street
Lot 5, Block 6, Plat of Canemah, Tax Lot 5500
Current Owner: Mr. and Mrs. John Thom
901 Linn Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1885
Characteristics: 1½ stories, shiplapped under masonite shingles.
Significance: Secondary
37. 210 Hedges Street
Lot 8, Block 8, Plat of Canemah, Tax Lot 6600
Current Owner: Mr. and Mrs. R. Moeller
c/o Mr. and Mrs. D. Shevel
416 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1890
Characteristics: 1½ stories, shiplapped
Significance: Secondary

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38. 502 Hedges Street
Lot 1, Block 16, Plat of Canemah, Tax Lot 4000
Current Owner: Mary Carleton
502 Hedges Street
Oregon City, Oregon 97045
Estimated Date: 1910
Characteristics: 1½ stories
Significance: Secondary
39. 315 Jerome Street
Lot 5, Block 10, Plat of Canemah, Tax Lot 7201
Current Owner: Mr. and Mrs. J. Gleason
4521 S.E. 111th
Portland, Oregon 97206
Estimated Date: c. 1910
Characteristics: 1 story
Significance: Secondary
40. 610 First Ave.
Lot 3, Block 3, Plat of Canemah, Tax Lot 900
Current Owner: Southern Pacific Railroad
c/o K. E. Herber
304 Union Station
Portland, Oregon 97209
Estimated Date: c. 1900
Characteristics: 1 story
Significance: Secondary (scheduled for removal when railroad is realigned)
41. 608 First Ave.
Lot 2, Block 3, Plat of Canemah, Tax Lot 800
Current Owner: Southern Pacific Railroad
c/o K. E. Herber
304 Union Station
Portland, Oregon 97209
Estimated Date: c. 1915
Characteristics: 1 story
Significance: Secondary (scheduled for removal when railroad is realigned)

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42. 602 First Ave.
Lot 1, Block 3, Plat of Canemah, Tax Lot 700
Current Owner: Southern Pacific Railroad
c/o K. E. Herber
304 Union Station
Portland, Oregon 97209
Estimated Date: c. 1920
Characteristics: Bungalow, 1 story
Significance: Secondary (scheduled for removal when railroad is
realigned)
43. 516 First Ave.
Lot 4, Block 2, Plat of Canemah, Tax Lot 600
Current Owner: Southern Pacific Railroad
c/o K. E. Herber
304 Union Station
Portland, Oregon 97209
Estimated Date: c. 1900
Characteristics: 1 story
Significance: Secondary (scheduled for removal when railroad is
realigned)
44. 510 First Ave.
Lot 3, Block 2, Plat of Canemah, Tax Lot 500
Current Owner: Southern Pacific Railroad
c/o K. E. Herber
304 Union Station
Portland, Oregon 97209
Estimated Date: c. 1930
Characteristics: Bungalow, 1½ stories
Significance: Secondary (scheduled for removal when railroad is
realigned)
45. 216 Third Ave.
Lot 4, Block 31, Plat of Canemah, Tax Lot 1600
Current Owner: Mr. and Mrs. H. Kinney
216 Third Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Secondary

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46. 605 Third Ave.
Lot 7, Block 6, Plat of Canemah, Tax Lot 5700
Current Owner: Mr. and Mrs. Earl Miner
8067 S.E. Rofini Court
Milwaukie, Oregon 97222
Estimated Date: c. 1900
Characteristics: 1½ stories
Significance: Secondary
47. 207 Fourth Ave.
Lot 7, Block 18, Plat of Canemah, Tax Lot 1900
Current Owner: Barbara Smith
c/o James Dezendorf
800 Pacific Bldg.
Portland, Oregon 97204
Estimated Date: c. 1910
Characteristics: 1½ stories
Significance: Secondary
48. 408 Fourth Ave.
Lot 2, Block 16, Plat of Canemah, Tax Lot 1800
Current Owner: Mr. and Mrs. T. Ray
408 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1910
Characteristics: 1½ stories
Significance: Secondary
49. 913 Fourth Ave.
Lots 5, 6, Block H, First Addition to Canemah, Tax Lot 1000
Current Owner: Wallace Turner
917 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1880
Characteristics: 1½ stories, shiplapped under wood shingles, two over
two panes, triangle capped windows
Significance: Secondary
-

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50. 609 S. McLoughlin Blvd.
Lot 6, Block 3, Plat of Canemah, Tax Lot 2400
Current Owner: Mr. and Mrs. Leonard Smith
c/o Gerald Jacobs
300 W. Berkley
Gladstone, Oregon 97027
Estimated Date: c. 1915
Characteristics: 1½ stories
Significance: Compatible
51. 616 S. McLoughlin Blvd.
Lot 4, Block 6, Plat of Canemah, Tax Lot 4400
Current Owner: Mr. and Mrs. Michael Galim
16666 S. Redland Road
Oregon City, Oregon 97045
Estimated Date: c. 1910
Characteristics: 1 story
Significance: Compatible
52. 910 S. McLoughlin Blvd.
Block I, First Addition to Canemah, Tax Lot 5100
Current Owner: Mr. and Mrs. Frank Bledsoe
916 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1900
Characteristics: 1 story
Significance: Compatible
53. 115 Apperson Street
Part of Lot 5, Block 3, Plat of Canemah, Tax Lot 2300
Current Owner: Ray and Joan Post
5587 S.W. Carman Drive
Lake Oswego, Oregon 97034
Estimated Date: 1920
Characteristics: 1 story
Significance: Compatible
54. 208 Third Ave.
Lot 2, Block 31, Plat of Canemah, Tax Lot 1500
Current Owner: Leonard Setera
18th and Division
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Compatible

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55. 206 Third Ave.
Lot 1, Block 31, Plat of Canemah, Tax Lot 1400
Current Owner: William Pyrch
2935 W. Rosemont
West Linn, Oregon 97068
Estimated Date: c. 1910
Characteristics: 1 story
Significance: Compatible
56. 416 Fourth Ave.
Lot 4, Block 16, Plat of Canemah, Tax Lot 2000
Current Owner: Mr. and Mrs. Irwin Bidwell
1414 N. Fifth Ave.
Phoenix, Arizona 85003
Estimated Date: 1920
Characteristics: 1½ stories
Significance: Compatible
57. 514 Fourth Ave.
Lot 4, Block 15, Plat of Canemah, Tax Lot 2300
Current Owner: Mr. and Mrs. R. Liddell
514 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Compatible
58. 309 S. McLoughlin Blvd.
Lots 5, 6, Block 20, Plat of Canemah, Tax Lot 3300
Current Owner: Elizabeth and Leslie Beach
309 S. McLoughlin Blvd.
Oregon City, Oregon 97045
and
Phillip J. Spear
3808 Williams Ave., North
Portland, Oregon 97227
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Compatible

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59. 403 S. McLoughlin Blvd.
Lot 8, Block 1, Plat of Canemah, Tax Lot 3200
Current Owner: Mr. and Mrs. William Acker
1820 S.W. 7th
West Linn, Oregon 97068
Estimated Date: c. 1920
Characteristics: 1½ stories, house used as dentist office
Significance: Compatible
60. 408 S. McLoughlin Blvd.
Part of Lot 2, Block 8, Plat of Canemah, Tax Lot 3600
Current Owner: Mr. and Mrs. Charles Celley
23116 S. Haines Road
Canby, Oregon 97013
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible
61. 501 S. McLoughlin Blvd.
Part of Lot 8, Block 2, Plat of Canemah, Tax Lot 3001
Current Owner: Milliken and Servas, Inc.
595 First Street
Gladstone, Oregon 97027
Estimated Date: c. 1950
Characteristics: Gas station, 1 story
Significance: Compatible (McLoughlin Boulevard is the Pacific Highway - 99E - the major north-south route of travel in the Willamette Valley prior to construction of the Interstate Freeway in the late 1950's).
62. 506 S. McLoughlin Blvd.
Lot 2, Block 7, Plat of Canemah, Tax Lot 4000
Current Owner: Mr. and Mrs. Edward Wallace
16836 S. Bekman Road
Oregon City, Oregon 97045
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible

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63. 508 S. McLoughlin Blvd.
Lot 2, Block 7, Plat of Canemah, Tax Lot 4000
Current Owner: Mr. and Mrs. Edward Wallace
16836 S. Bekman Rd.
Oregon City, Oregon 97045
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible
64. 607 S. McLoughlin Blvd.
Lot 7, Block 3, Plat of Canemah, Tax Lot 2500
Current Owners: Mr. and Mrs. Hattie Glowack
607 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Compatible
65. 610 S. McLoughlin Blvd.
Lot 3, Block 6, Plat of Canemah, Tax Lot 4300
Current Owners: Mr. and Mrs. John Morton
15911 S. Merrylee Dr.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
66. 615 S. McLoughlin Blvd.
Part of Lot 4, Lot 5, Block 3, Plat of Canemah, Tax Lot 2300
Current Owner: Ray and Joan Post
5587 S.W. Carman Dr.
Lake Oswego, Oregon 97034
Estimated Date: c. 1900
Characteristics: 1 story
Significance: Compatible
67. 710 S. McLoughlin Blvd.
Lot 3, Block 5, Plat of Canemah, Tax Lot 4600
Current Owner: Mr. and Mrs. D. Peterson
c/o Charles Curry and Co.
P. O. Box 12527
Portland, Oregon 97212
Estimated Date: c. 1950
Characteristics: 1½ stories
Significance: Compatible

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68. 715 S. McLoughlin Blvd.
Part of Lot 5, Block 4, Plat of Canemah, Tax Lot 2100
Current Owner: Albert McComb
715 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
69. 807 S. McLoughlin Blvd.
Part of Lot 7, Block A, First Addition to Canemah, Tax Lot 2000
Current Owner: Walter R. Major
c/o Willamette S/L
110 21st Street
Milwaukie, Oregon 97222
Estimated Date: c. 1930
Characteristics: 1 story
Significance: Compatible (possibly scheduled for removal when railroad
is realigned)
70. 302 Blanchard Street
Lots 1, 2, Block C, First Addition to Canemah, Tax Lot 600
Current Owner: Mr. and Mrs. A. Guenther
302 Blanchard Street
Oregon City, Oregon 97045
Estimated Date: c. 1930
Characteristics: Bungalow Style, 1 story
Significance: Compatible
71. 214 Jerome Street
Part of Lot 7, 8, Block 6, Plat of Canemah, Tax Lot 5800
Current Owner: Marie Gray
P. O. Box 773
Oregon City, Oregon 97045
Estimated Date: c. 1910
Characteristics: 1 story
Significance: Compatible

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72. 216 Jerome Street
Part of Lot 8, Block 6, Plat of Canemah, Tax Lot 5900
Current Owner: Mr. and Mrs. R. Case
c/o Jack Asher
216 Jerome Street
Oregon City, Oregon 97045
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible
73. 112 Miller Street
Part of Lot 8, Block 2, Plat of Canemah, Tax Lot 3000
Current Owner: Mr. and Mrs. A. Fergeson
112 Miller Street
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: Bungalow, 1 story, house used as office
Significance: Compatible
74. 203 Third Ave.
Lots 1, 2, Block 30, Plat of Canemah, Tax Lot 2500
Current Owner: Mr. David Williams
c/o Robert McRae
27 S. State Street
Lake Oswego, Oregon 97034
Estimated Date: c. 1930
Characteristics: 1 story
Significance: Compatible
75. 308 Third Ave.
Lot 2, Block 18, Plat of Canemah, Tax Lot 1800
Current Owner: Mr. and Mrs. H. Kellum
360 McLoughlin Blvd.
Gladstone, Oregon 97027
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible
76. 410 Third Ave.
Lots 3, 4, Block 9, Plat of Canemah, Tax Lot 6900
Current Owner: Mr. and Mrs. Kellum
360 McLoughlin Blvd.
Gladstone, Oregon 97027
Estimated Date: 1960
Characteristics: 1 story
Significance: Compatible

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77. 509 Third Ave.
Lot 6, Block 7, Plat of Canemah, Tax Lot 6100
Current Owner: Mr. and Mrs. J. Thom
901 Linn Ave.
Oregon City, Oregon 97045
Estimated Date: 1940
Characteristics: 1½ stories
Significance: Compatible
78. 510 Third Ave.
Lot 3, Block 10, Plat of Canemah, Tax Lot 7100
Current Owner: Mr. and Mrs. Wallace Johnson
720 N.E. Territorial Road
Canby, Oregon 97013
Estimated Date: 1977
Characteristics: Saltbox Style, 1½ stories
Significance: Compatible
79. 614 Third Ave.
Lot 4, Block 11, Plat of Canemah, Tax Lot 300
Current Owner: Mary E. Fox
1302 Otter Lane
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
80. 711 Third Ave.
Lot 6, Block 5, Plat of Canemah, Tax Lot 5400
Current Owner: Leslie McCall
711 Third Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
81. 715 Third Ave.
Lot 5, Block 5, Plat of Canemah, Tax Lot 5300
Current Owner: William Bridwell
Box 14011
Portland, Oregon 97214
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible

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82. 405 Fourth Ave.
Lot 7, Block 9, Plat of Canemah, Tax Lot 7301
Current Owner: Mr. Elvin Bartholomew
405 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1½ stories
Significance: Compatible
83. 616 Fourth Ave.
Lot 4, Block 14, Plat of Canemah, Tax Lot 2500
Current Owner: Mr. August Trotske
205 Molalla Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
84. 713 Fourth Ave.
Lot 5, Block 12, Plat of Canemah, Tax Lot 1300
Current Owner: Mr. and Mrs. Howard Klemsen
713 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
85. 716 Fourth Ave.
Lot 4, Block 13, Plat of Canemah, Tax Lot 2700
Current Owner: Mr. and Mrs. John Renner
702 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1950
Characteristics: 1 story
Significance: Compatible
86. 814 Fourth Ave.
Lots 3, 4, Block D, First Addition to Canemah, Tax Lot 2900
Current Owner: Mr. and Mrs. Ray Turner
814 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible

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87. 900 Fourth Ave.
Lot 1, Block G, First Addition to Canemah, Tax Lot 3000
Current Owner: Mr. and Mrs. George Turner
917 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1920
Characteristics: 1 story
Significance: Compatible
88. 914 Fourth Ave.
Lot 4, Block G, First Addition to Canemah, Tax Lot 3200
Current Owner: Mr. and Mrs. George Turner
917 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1940
Characteristics: 1 story
Significance: Compatible
89. 202 Fifth Ave.
Lot 1, Block 56, Plat of Canemah, Tax Lot 1100
Current Owner: Mr. and Mrs. Richard Lowry
202 Fifth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1930
Characteristics: 1 story
Significance: Compatible
-
90. 302-308 S. McLoughlin Blvd.
Lots 1, 2, Block 19, Plat of Canemah, Tax Lot 2300
Current Owner: Charles Lenhardt
4170 Livingston
Central Point, Oregon 97502
Estimated Date: c. 1960
Characteristics: 2 stories, apartment building
Significance: Intrusion

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91. 315 S. McLoughlin Blvd.
Lots 5, 6, Block 20, Plat of Canemah, Tax Lot 3300, 3400
Current Owner: Elizabeth and Leslie Beach
309 S. McLoughlin
Oregon City, Oregon 97045
and
Phillip J. Spear
3808 Williams Ave., North
Portland, Oregon 97227
Estimated Date: c. 1970
Characteristics: 1 story, metal warehouse
Significance: Intrusion
92. 415 S. McLoughlin Blvd.
Lots 5, 6, Block 1, Plat of Canemah, Tax Lot 3100
Current Owner: Phillip J. Spear
3808 Williams Ave., North
Portland, Oregon 97227
Estimated Date: c. 1970
Characteristics: 1 story, metal warehouse
Significance: Intrusion
93. 514 S. McLoughlin Blvd.
Lot 4, Block 7, Plat of Canemah, Tax Lot 4190
Current Owner: Peter and Paul Bailey
514 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1970
Characteristics: 1 story, auto body shop
Significance: Intrusion
94. 608 S. McLoughlin Blvd.
Lot 2, Block 6, Plat of Canemah, Tax Lot 4200
Current Owner: John and Marth Morton
15911 S. Merrylee Dr.
Oregon City, Oregon 97045
Estimated Date: c. 1970
Characteristics: 1 story, auto electrical shop
Significance: Intrusion

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95. 802 S. McLoughlin Blvd.
Lots 1, 2, 7, 8, Block B, First Addition to Canemah, Tax Lot 4800
Current Owner: Mr. J. Vanhaverbeke and Mr. W. Russell
406 N.W. Glisan
Portland, Oregon 97209
Estimated Date: c. 1977
Characteristics: 2 stories, apartment building
Significance: Intrusion
96. 809 McLoughlin Blvd.
Lot 6, Block A, First Addition to Canemah, Tax Lot 1800
Current Owner: State of Oregon
Executive Office
Salem, Oregon 97310
Estimated Date: c. 1940
Characteristics: 1 story, stucco business building
Significance: Intrusion
97. 916 S. McLoughlin Blvd.
Block I, First Addition to Canemah, Tax Lot 5200
Current Owner: Mr. and Mrs. Frank Bledsoe
916 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: 1960
Characteristics: 2 stories, apartment building
Significance: Intrusion
98. 205-211 S. McLoughlin Blvd.
Lots 3, 4, Block 30, Plat of Canemah, Tax Lot 2400
Current Owner: Mr. and Mrs. T. Schaffer
655 S.E. St. Andrews Dr.
Portland, Oregon 97202
Estimated Date: c. 1960
Characteristics: 2 stories, apartment building
Significance: Intrusion
99. 514 Third Ave.
Lot 4, Block 10, Plat of Canemah, Tax Lot 7100
Current Owner: Mr. and Mrs. Wallace Johnson
720 N.E. Territorial Rd.
Canby, Oregon 97013
Estimated Date: c. 1977
Characteristics: 2 stories
Significance: Intrusion

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100. 807 Fourth Ave.
Lots 7, 8, Block C, First Addition to Canemah, Tax Lot 1200
Current Owner: Mr. and Mrs. David Means
807 Fourth Ave.
Oregon City, Oregon 97045
Estimated Date: c. 1960
Characteristics: 1 story
Significance: Intrusion
101. 211 Hedges Ave.
Lots 5, 6, Block 19, Plat of Canemah, Tax Lot 2200
Current Owner: Mr. and Mrs. Dean Enstad
316 S. McLoughlin Blvd.
Oregon City, Oregon 97045
Estimated Date: c. 1960
Characteristics: 1 story, gun shop
Significance: Intrusion

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/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1850-1928

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Canemah is significant to the state as an intact example of a riverboat town with resources dating from the 1860s. Having evolved from a community for the elite of the riverboat industry to a workingman's community, Canemah retains essentially the same sense of place that it had in the latter half of the 19th century. Situated above the Falls of the Willamette, it was the important portage town, and it was the major ship-building center on the upper Willamette River.

Canemah and Gardiner are the best preserved vintage riverboat towns in Oregon. Located at the mouth of the Umpqua River on the Oregon Coast, Gardiner claims about eight houses dating from the 1860s, about three of which were the residences of riverboat captains. Canemah has about sixteen houses of the 1860s, of which six were originally homes of riverboat captains, engineers or ship carpenters.

Many good examples of 19th century architecture remain in Canemah, ranging from simple cottages to outstanding Gothic Revival houses. The John Coburn House is one of the better examples of Gothic Revival architecture in the state. Andrew Jackson Downing's influence is readily visible in its Tudor moldings around the front windows and door. The Fellows House, with its Gothic-arched opening in the dormer, is another notable example of Gothic Revival architecture in Oregon. The Coburn House and Captain Miller House have casement windows, which are unusual for the period in Oregon. Canemah's Primary and Secondary buildings have very substantially retained their integrity.

Canemah was once a Clow-e-walla Indian village, and its name is derived from the Indian word "Kanim," or "canoe place", as the area was known. Because of the spring water and plentiful salmon, Calapooya bands encamped above the Falls in order to fish during spring and summer. They continued the practice even after the white settlers arrived.

Absalom Fonts Hedges founded Canemah and helped organize the steamboat manufacturing industry on the upper Willamette. Hedges bought the land from Asa Lovejoy (co-founder of Portland) and filed his claim in November, 1845. He tried to develop the property with the aid of several partners, including James Nesmith, but he did not succeed until he went into partnership with his brother-in-law, William Barlow. The pair had the town surveyed in 1849, platted in 1850, and they named it Falls City. However, the Indian name "Canemah" prevailed. Michael Herr of Philadelphia and Sam Barlow purchased a majority of the lots in Canemah, thus providing Hedges sufficient capital to begin riverboat construction in Canemah in 1851.

Ever increasing traffic on the Willamette necessitated improved portage facilities around the Falls. In 1850, Peter Hatch blasted out a portage road along the river between Oregon City, below the Falls, and Canemah.

The demand for steam travel on the Willamette River was clearly evident by 1850. Agricultural activity in the Willamette Valley had been rapidly increasing, and California was a chief market during the Gold Rush. Small vessels were of little value in carrying the volume of produce and goods required to supply the market. Hedges decided to take

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 63.71 acres
UTM REFERENCES

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

VERBAL BOUNDARY DESCRIPTION

See attached sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Jeff Lohr, Chairman, Historic House Committee, with assistance from Catherine Galbraith

ORGANIZATION

Clackamas County Historical Society

DATE

April, 1978

STREET & NUMBER

1206 Washington St.

TELEPHONE

503/656-7679

CITY OR TOWN

Oregon City

STATE

Oregon 97045

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE State Historic Preservation Officer

DATE June 23, 1978

FOR NPS USE ONLY

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

DATE

10/11/78

ATTEST:

William Lohr

KEEPER OF THE NATIONAL REGISTER

DATE

10/2/78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

Canemah Historic District

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advantage of the harbor-like river frontage of his community, and he established a steam boat-building operation at Canemah. Construction of his first steamboat, the *Canemah*, was completed in 1851. Between 1851 and 1878, 28 riverboats were constructed at Canemah a record number on the upper Willamette.

Between 1850 and 1878 Canemah enjoyed its heyday. It was during this period that the elite of the steamship industry--the boat captains, engineers, carpenters, and shipmen--built their homes at Canemah. Among those remaining are the homes of:

- * Captain George Jerome (215 Jerome Street)--the first person to successfully line a riverboat over the Willamette Falls, in 1854.
- * Captain John Cochran (708 S. McLoughlin)--the first person to navigate a riverboat to Eugene, in 1856.
- * Captain Sebastian Miller (402 S. McLoughlin)--the first person to bring a riverboat successfully down the Snake River, in 1870.
- * Francis Paquet (402 Third Avenue)--credited with actual supervision and construction of most of the riverboats in Canemah.
- * Samuel Stevens (316 S. McLoughlin)--ran the first railroad train built between Oregon City and Canemah.
- * E.B. Fellows (416 S. McLoughlin)--riverboat engineer and riverboat owner.
- * John Coburn (902 S. McLoughlin)--boat carpenter.
- * George Marshall (215 Miller)--machinist and riverboat owner.
- * Isaac Beals (816 S. McLoughlin)--mill operator and riverboat owner.
- * Captain William Caseday (502 Fourth Avenue)--riverboat captain, engineer and pilot.
- * Captain Jim Gist (408 Third Avenue)--riverboat captain.
- * Captain James Wilson (604 S. McLoughlin)--riverboat captain.

The thriving business carried on at the Canemah dockside came to an abrupt halt in early December of 1861. Unusually cold and heavy rains during November were followed by rains warm enough to melt the snowpack in the higher country. In the ensuing flood, Canemah's warehouses and docks were washed away. The flood, however, enlarged the basin, and money was soon re-invested in Canemah.

In 1862, Asa Lovejoy, D.P. Thompson and William and John Dement financed the construction of a railroad on the portage road between Oregon City and Canemah. The investors had also installed a hoisting car for the handling of freight. The volume of traffic moved on this portage facility reached as much as 100 tons a day in the late 1860s.

As early as 1850, there had been talk of establishing a system of locks and canals at the Falls in order to accelerate the passage of freight and eliminate the need for portage facilities altogether. Finally, in 1870, the Oregon State Legislature appro-

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riated funds to the Willamette Transportation and Locks Company for construction of boat locks on the opposite side of the river from Canemah. The opening of the locks in 1873 made the direct transportation of goods possible from the upper to the lower Willamette River, and thence down the Columbia River to Pacific shipping lanes.

Freight rates dropped 50% shortly after the opening of the locks. Although this reduction came at the expense of those people in Canemah whose livelihoods depended on portage needs, the locks did not have a totally negative effect on the welfare of the community. Lower freight rates contributed to the need for more steamers and, as a result, the boat building industry in Canemah continued. Five steamboats were built between 1873 and 1878 by the People's Transportation Company. Ben Holladay was the owner of this company during those years, and he gradually transferred his involvement from steamboat manufacturing to completion of the railroad linking Portland and Sacramen. By 1869, the railroad had been completed from Portland, through Canemah, to New Era in Clackamas County.

The railroad contributed more to the economic decline of Canemah than almost any other factor. By the 1890s, Canemah and other once-thriving towns along the Willamette River had changed from busy shipping centers to quieter residential communities.

From the 1890s to the late 1920s, Canemah continued to exist as an individual community, although it came to depend increasingly upon Oregon City for services. The businesses which had served Canemah-- the bakery, dry goods store and tannery--gradually closed, and new homes were erected where these enterprises once stood.

The inter-urban electric trolley from Portland came to Canemah in the early 1900s, thus facilitating commuter traffic between Oregon City and Canemah. Service was stopped in 1922 with the growing popularity of the automobile. The Pacific Highway, Highway 99E was completed through Canemah shortly afterward.

The difficulties of remaining a self-sufficient community became obvious when, in 1927, Canemah lacked sufficient fire-fighting facilities to handle a large fire. In 1928, Canemah residents petitioned the City of Oregon City for annexation, and following a voter approval, Canemah ceased to exist as a separate governing entity.

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

Canemah Historic District

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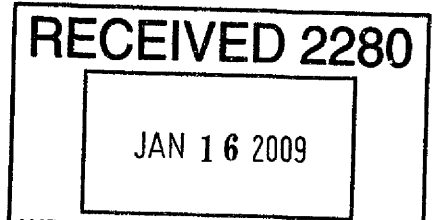
CONTINUATION SHEET

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Beginning at the most southerly intersection of the Willamette River and the City limits of Oregon City; thence northeasterly along the Willamette River to its intersection with the westerly line of Marshall Street as extended to the river; thence along said extension of the Marshall Street line to its intersection with the northern line of the Hedges DLC No. 47, said line also being the south line of the McKinlay DLC No. 60; thence along said DLC line to the southeast corner of DLC No. 47; thence southwesterly from said DLC corner to the point of intersection of 5th Avenue and the southerly line of South End Road; thence southwesterly along the southerly line of South End Road to the most northeasterly corner of Lot 4, Block 58 Canemah, thence southwesterly along the centerline of Blocks 57 and 56, Canemah to the most northwesterly corner of Lot 1, Block 55 Canemah; thence westerly along the property line of Lot 4, Block 55 Canemah to its intersection with 5th Avenue; thence southwesterly along the property line of Block 55, Canemah to its intersection with Hedges Street, thence easterly 100 feet along the most southerly line of Block 55; thence south westerly along the center line of Blocks 54, 53, 52 Canemah to Apperson Street; thence along the southerly property line in a westerly direction to its intersection with 5th Avenue, thence across Apperson Street to the most northwesterly corner of that property known as McMurchie's Addition; thence southwesterly 30' along said property line; thence westerly 30' along said property line to its intersection with 5th Avenue; thence southwesterly along the westerly line of McMurchie's Addition; to its intersection with Blanchard Street; thence across Blanchard Street along the most westerly side of Block 1, McMurchie's Addition to its intersection with Paquet Street; thence easterly 100' along the most southerly line of Block 1, McMurchie's Addition; thence southwesterly across Paquet Street and along the center line of Block F, First Addition to Canemah to the most southerly corner of Lot 4, Block F; thence northerly along the westerly line of said Block F and continuing at the same bearing along city limits line to the most southwesterly corner of Block H, First Addition to Canemah; thence 100' in a southwesterly direction, thence 200' southeast to the most northwesterly corner of 4th Avenue, thence northwesterly along the city limits line to the point of beginning.

United States Department of the Interior
National Park Service

78002279



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on the back of the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Canemah Historic District (Additional Documentation)

Other names/site number _____

2. Location

street & number Various streets not for publication

city of town Oregon City vicinity

State Oregon code OR county Clackamas code 005 zip code 97045

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally X statewide ___ locally. (___ See continuation sheet for additional comments.)

[Signature] _____ Date 1.5.09

Signature of certifying official/Deputy SHPO

Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register ___ See continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register ___ See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input checked="" type="checkbox"/> other (explain:)	<u>Edson H. Beall</u>	<u>2.25.09</u>

~~Additional Documentation Accepted~~

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Non-Contributing	
59	58	buildings
		sites
2		structures
		objects
61	58	Total

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC: single dwelling

INDUSTRY: waterworks

TRANSPORTATION: pedestrian-related

Current Functions
(Enter categories from instructions)

DOMESTIC: single dwelling

INDUSTRY: waterworks

TRANSPORTATION: pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival, Gothic

Revival

LATE VICTORIAN: Victorian

LATE 19TH AND EARLY 20TH CENTURY

AMERICAN MOVEMENTS: Bungalow/Craftsman

Materials
(Enter categories from instructions)

foundation: BRICK, CONCRETE, STONE

walls: WOOD, STONE

roof: ASPHALT, WOOD

other: STONE, CONCRETE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

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)

- TRANSPORTATION
- INDUSTRY
- ARCHITECTURE
- COMMERCE

Period of Significance

1850-1928

Significant Dates

1928

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

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

Primary location of additional data:

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

10. Geographical Data

Acreage of Property approx. 63.71 acres

UTM References

(Place additional UTM references on a continuation sheet)

1 10 530095 5021540
Zone Easting Northing

3 10 529290 5021000
Zone Easting Northing

2 10 530095 5021000
Zone Easting Northing

4 10 529290 5021540
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Robert Dortignacq, Eileen Fitzsimons

organization Office of Robert Dortignacq, Architect

date October 29, 2008

street & number 1915 NW 26th Avenue

telephone (503) 228-5154

city or town Portland

state Oregon

zip code 97210

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs: Representative black and white photographs of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name Various owners

street & number

telephone

city or town

state

zip code

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 18.1 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 Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

DESCRIPTION

NOMINATION BACKGROUND

This is an update (Additional Documentation) for the Canemah Historic District listed on June 23, 1978. The criteria, areas of significance, period of significance, and district boundaries have not changed. The Canemah Historic District was not initially inventoried until 1983, at which time resources were designated as "primary," "secondary," "contributing," "compatible," or "intrusive." This update provides a re-inventory of extant historic resources, notation of significant changes, and demolition of prior contributing resources. The update also provides additional description and research especially in relation to the context, natural setting, historic public and private improvements and systems. Much of the original nomination is encapsulated or briefly restated below. Additional detail, however, is not repeated but may be found in the original nomination. Where that information is incorrect, it has been noted in this update.

SUMMARY

The Canemah Historic District is located at the southwesterly edge of the city limits of Oregon City, on the southerly (rocky ledged) bank of the Willamette River, just above Willamette Falls. The community lies within a crescent-shaped hollow in the basalt cliffs that rise to the south above the river. Its name is said to derive from a Native American word "kanim" for "canoe placem," and it was the existence of a graveled beach that gave rise to the town's establishment in 1845.¹ Because of the falls, cargo and passengers had to be portaged at this point. This location allowed the founding of the town for the purpose as a river boat building and trade destination during the 1850s through 1870s. Canemah is significant to the state as one of only a few remaining intact former riverboat towns. Canemah was annexed to Oregon City in 1928, although it has remained separate in many ways since that time.

Canemah is generally bounded on the north by the Willamette River, on the east by a hillside that descends steeply to the river, and on the south by the upper bluffs. The western boundary is less confined by topography than by the original land claim. The district is comprised of several large lots and 41 blocks; 37 blocks from the original 1850 plat and 4 from the 1891 First Addition to Canemah, with a total area of approximately 63.71 acres.

SETTING

Although Canemah was laid out in a grid pattern, there is limited level ground, consisting primarily of the block on both sides of Highway 99E parallel to the river. South of 99E the terrain begins to rise steeply, up a series of narrow shelves to Fifth Street, and beyond, to South End Road that winds to the top of the "third level," the uppermost bench and terminus of the gentle rolling land having a deeper soil layer more suitable for agriculture. Due to its irregular terrain, few streets run through from the river, and traffic within the neighborhood is via a zigzag pattern, back and forth, up and down the levels. This has helped preserve the spatial integrity of most of the district. The narrow streets, some only fifteen feet in width, are paved but lack curbs and sidewalks (residents often walk down the streets). Many of the public right of ways are still not improved. However, there is a great opportunity to develop interconnecting pedestrian paths and stairways, which would provide more district cohesiveness. With little space for garages, many residents park their cars in front of their homes, effectively slowing traffic. Although platted with

¹ Refer to the original nomination form; Absalom Hedges bought the land from Asa Lovejoy and filed his claim in 1845, but the town was not platted until 1850.

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alleyways, few are recognized and in some cases houses intrude. There are no uniform building setbacks or consistent orientation or siting. Some structures are located right on the road, while others are located up or down the hillside connected to the street with pathways or stairs (refer to Site Maps attached).

Despite Canemah's proximity to urban areas and tremendous recent regional growth, the district retains an informal, leisurely, rural flavor. The vegetative setting has alternated throughout the past 150 years. During the boat building era many large trees were cut for boat and building materials.² The result for a while was an open vista to the river and beyond, hemmed in by the remaining dense underbrush. In time, taller vegetation returned recreating the early setting. One of the important aspects of the district is its steep hillside setting with dense vegetation, and relatively few distant view corridors. Most of the neighborhood has a distinct intimacy despite the proximity of the highway, river, and railroad. This quality is difficult to convey in still photography.

Vegetation and Landscape

The presence of many large trees, such as Douglas fir and Big Leaf Maple, as well as brushy undergrowth, especially above Third Street, creates an aura of privacy and separation between neighbors. Early photographs indicate Canemah was densely covered with large evergreen trees, primarily Douglas fir. As the community developed, the hillside "terraces" were cleared of trees, for building homes and boats, and also for fuel. However, slightly later photographs from the 1880s to 1900 reveal that smaller trees or seedlings were allowed to regenerate, often very close to homes. In addition, deciduous trees, especially fruit trees, were planted, providing a high, thick canopy which continues to be a characteristic of Canemah. Removing trees to "clear a view" of the river is not a historic feature of Canemah. Views of the river from the hillside, even when homes face downhill, are typically only available from late fall to early spring.

There is a one park approximately a third of an acre with room for picnics and playground equipment located at the west end of Fourth Avenue (the site of the former school house) that is actually within the district. It is generally referred to as the "Children's Park." But just outside of the district, at the east end of Third Avenue, its only access, there is another park and picnic area that was more recently developed. It is located at the west end of the former Canemah Park that was Oregon's first amusement park. In 1900 when the interurban electric rail line was extended to Canemah, it was popular for passengers to make day outings, and ascend the series of wooden stairs up the bluff where the park was located. The park featured several ball fields, picnic areas, playgrounds, a covered dance hall, and one of Mr. Ferris' wheels. By 1905 there was competition from nearby Oaks Park and Cazedero Park. The open space of the park is retained and accessed with hiking trails.

Water Use

Another important aspect of the district siting is its handling and use of water. The early settlers utilized the springs and streams coming out of the bluffs for domestic water and to some extent for gardening and livestock. Some springs and streams run under homes, where the original owners used the water for refrigeration. The "Rakel property" was a farm with two prolific springs.³ The water from these springs provided a source of drinking water in Canemah prior to its annexation to Oregon City in 1928. It is said that there were some wooden pipes to transport the water to users located away from the spring sources; however, no evidence of these pipes were discovered

² Large Douglas fir stumps remain visible, but there are those of other species including oak.

³ Now a part of the Canemah Bluffs natural area

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inside the historic district. At the opposite end of town at Miller and the unimproved right of way of 5th Street, there are four concrete "tanks," that capture water from an adjacent spring prior to its open stream passage and descent to the marsh like wetlands area just east of Fourth Avenue. These reservoirs still exist, though now covered heavily with ivy and the lower wall of one has deteriorated nearly to grade. The first "tank" receives the main spring source and is constructed of plastered brick 8 inches thick, measuring 11 feet in width and 12 feet front to back. Adjoining this tank to the west and now without a dividing wall is one constructed of 6-inch thick concrete that extends 15 feet in width and 11 feet front to back. There are two additional concrete reservoirs adjacent and in a line to the west, each measuring 12 feet in width. All are approximately 4 feet deep with open tops. The level bottoms are currently covered with sediment and debris but appear to have been finished to hold water. It is not possible to determine how they were interconnected or utilized as a system, but these additional tanks were cut into the hillside.⁴

Water Containment

The residents also created permanent improvements to channel and control the flow of the water that otherwise would be disruptive during high runoff periods. These included a variety of rock walls and channels that have been extended, altered, and improved over the years. One system is at the southwest part of Canemah running from approximately 5th Street and Blanchard Avenue, then downhill along the west side of Apperson Avenue to the river. Parts of this diversion system are visible in the form of rock and concrete lined culverts, ditches, and flumes above ground; in other sections the water goes underground, through rock-lined channels. This may be part of the drainage from the old Rakel water system. Above 4th Street at approximately Apperson Street a large stone culvert emerges from the steep bank. The water disappears under the road but until recently flowed down the open hillside. It now goes into a pipe laid under 4th Street. The water course that formerly filled the four tanks above 5th & Miller descends to the bench area south of houses along 4th Avenue to a point near Apperson and 4th, where it is channeled into a pipe and combines with the above waterway. At the southeast part of town there are ponds south of 5th Street that join with Coffee Creek further to the east, and descend the steep hill into the waterway that flows under the Carothers House at the corner of 3rd & Ganong (302 3rd), thence emerging into the side yard and flowing under and along 3rd to emerge once again in the back yard of the Captain Sebastian Miller House⁵ (402 South McLoughlin), thence turning northward and entering a culvert, where it is directed to the river. The stonework is composed of basalt believed to have been quarried locally, or reused from blasting operations as they occurred. It is dry set in some areas and mortared in other locations. Portions of the creek bed are utilized, while other areas are structured to conform with lot and street lines.

Stone Walls

In addition to the many flumes, ditches, and culverts that contain and channel water, stone retaining and landscape walls are important features in Canemah. These may, in part, be the work of individual residents or undocumented public works projects. Beginning in the 1850s there were many occasions when large pieces of basalt were available for building. The earliest was 1849 when Peter Hatch blasted a roadway out of the cliff along the river, between Oregon City and Canemah. In 1918 a portable rock crusher and dynamite were used in the construction of the Pacific Highway (now 99E/McLoughlin Boulevard). Finally in the mid-1930s, South End Road above Canemah was widened and arched rock walls added there, as well as along McLoughlin Boulevard at either end of Canemah.

⁴ No interconnecting passages or notches in the top dividing walls were located; however the manner and arrangement indicate that the adjoining reservoirs were for back-up supply.

⁵ The waterway is structured and stone lined, but has some natural creek bedding.

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Material also may have come from several quarries in Clackamas County; there are quarry drill and line bar marks on some of the stones in the walls in Canemah.

There is a retaining wall of large, cut, unmortared basalt stone (measuring approximately 3 to 4 feet on a side) under ivy on 4th Street between Ganong and Miller Streets. Local lore has it that the "house of a judge" was above this wall, and that the stones were "ship ballast." There is a long overgrown wall of stacked basalt, varying in height from 4 to 6 feet, running along the upper edge of 5th Street, south of Miller, above the four water tanks.

Public stairways have been constructed at opposite ends of Canemah. There is one long staircase between 3rd and 4th Avenues at Blanchard Avenue, with a landing and turn at its top leading onto 4th Avenue. It is of dressed, mortared basalt with a flat cap of concrete. It has wide, shallow concrete steps, and the walls have been opened to allow steps into the yards of homes on either side of the stairway. The stair, constructed between 1911 and 1925, would have provided pedestrian access to the Children's Park and schoolhouse from below. At the opposite end of Canemah, on the west side of Miller Avenue between McLoughlin and 3rd Avenue, there is a half-block section with two low stone walls. It resembles the one on Blanchard Street but lacks steps, and instead it is filled with sloped dirt and grass. One resident stated that this did not have stairs (Miller below 3rd Avenue is not steep), but rather a plank surface. Another resident stated that there was a wooden stairway leading up the steep hillside from this walkway to 4th Avenue.⁶ The stairway was in bad condition and was removed by the city which "promised to replace it but never did."⁷

In addition to these improvements along the public way, there are wall efforts by homeowners (with and without mortar, and with rubble or dressed stone) to create terraces on steep yards, for planting flowers and shrubs. They have also built low retaining walls to provide paths for moving around their sloping properties. Along Pacific Highway at the far west end of Canemah, there is a well-constructed basalt stone barrier wall designed with arched openings similar to other auto barrier walls on Oregon State highways constructed during this era.⁸

DEVELOPMENT OF THE DISTRICT

During the 1850s trade and shipping activity allowed Canemah to prosper. There were building operations along the shore and in close proximity to the Willamette River. Housing was located somewhat intermixed and just beyond (historic photos show what appear to be hotels or rooming houses on the bench area close to manufacturing areas). Housing grew up the hillside, on bench above bench. A major flood in 1861 removed many of the structures close to the river, including warehouses, piers, the old Canemah Hotel, and a large portion of the "Canemah Boardwalk." This was a wooden pedestrian way around the falls providing connection to Oregon City. The flood enlarged the basin area allowing additional space for the rebuilding effort. In 1865, a portage railroad was constructed in part by large scale blasting of the cliff that separated the two communities. This operated until 1873, the year that marked both the opening of north side locks around the falls, as well as arrival of the south (Canemah) side Oregon & California Railroad located at the river's edge. While Canemah's portage services were no longer needed, strong river traffic allowed the boat building activity to continue until 1878. After this time the success of the railroad

⁶ No evidence of underlying concrete at this walkway was found with shallow probing. The wooden stair was in the unimproved Miller Street portion.

⁷ Personal interview with Betty Carey, 2008

⁸ Two projects by the State Highway Department, State of Oregon; The first from McLoughlin Blvd at Paquet Street west to New Era, 1928 drawing; the second from McLoughlin Blvd between Miller and Hedges Streets east to Oregon City, 1932 drawing. These were not implemented until Works Progress funding became available in the late 1930s.

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diminished Canemah's business activity. Some residents who worked in nearby woolen and paper mills commuted to their jobs by boat. By the 1890s Canemah, like other once thriving, independent shipping communities along the Willamette River, had changed into a bedroom community. It existed in this manner until the late 1920s. An inter-urban electric trolley from Portland was extended to Canemah in the early 1900s facilitating commuter traffic. It was curtailed in 1922 due to increased automobile use. The construction of Pacific Highway 99E, and improvements to McLoughlin Boulevard created a second northern edge parallel to the railroad, but separated by one block. The combination of the two transit corridors isolates Canemah from its river frontage, and the major portion of the district south of the highway from its minor one block wide portion that lies between the two corridors. Although the railroad activity is slight, the track construction on a levee topographically, and to some extent visually separates the community from the river's shore. The highway traffic, however, has now grown in volume and speed such that it is perilous during much of the day to cross. There remains some light commercial and service activity along the highway that serves the immediate region rather than provides for neighborhood. In 1928, Canemah residents, concerned about their adequacy of providing community services, successfully petitioned Oregon City for annexation, ending their self-governance.

BUILDINGS AND STRUCTURES

A good representation of residences built between 1850 and 1880 for Canemah's river boat captains, builders, and owners still exist. Houses once owned by: Captain George Jerome, Captain John Cochran, Captain Sebastian Miller, Francis Paquet, Samuel Stevens, E.B. Fellows, John Coburn, George Marshall, Isaac Beals, Captain William Caseday, and Captain James Wilson are extant. Most of these houses are along or close to McLoughlin Boulevard. A few are located up the hillside. The area closer to the river lost many structures during floods and with transportation-related construction. Some are believed to have been relocated during the historic period to sites above high water.⁹

The original houses were built in the styles popular during the period consisting of Gothic Revival, Mid Nineteenth Century-Late Victorian or Classic, and Vernacular, but each has some unique characteristics. The houses were generally more modest in size and detail than may be found in more prosperous communities. In styling they were, and remain, typically very stripped down and vernacular for every type of style. This for example, means that a house described as having "Victorian" elements would have scroll brackets at the front porch on simplified, chamfered posts, and perhaps a limited amount of trim work in the gable area. It would not have cut away or projecting bays, patterned shingles, elaborate railings, and stained glass. These houses built from available materials, often pre-railroad, in a folk or vernacular interpretation. They were typically framed of sawn wood, with double-hung divided windows, paneled doors, porches with generally simple roof structures, steeply pitched roofs, brick chimneys, and board siding. Some originally may have been built on brick or stone piers, but now most have continuous concrete perimeter foundations. Most have retained their residential use, although some along McLoughlin Boulevard have light commercial space, often in conjunction with residential quarters in the basement or second floor. Very few accessory buildings from this historic period exist. This may be in part due to the availability of water and the lessened role of agriculture. Most of these early buildings have had alterations best summarized as small additions, basement or attic finishing, or maintenance-related. Original wood shingle roofs are now replaced, or overlaid, with composition shingles. Brick support piers, or rustic unmortared stone footings at the exterior walls have mostly been replaced with concrete, or concrete block.

⁹ The Captain Sebastian Miller house is one that is said to have been moved up the hillside to its current location.

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Between 1910 and the end of the 1920s, modest bungalows were built, primarily along the lower level from the railroad tracks to Third Avenue, although some exist up the hillside where available and suitably level sites existed. In certain instances these were replacement homes for Canemah residents who moved from their older abodes. These bungalows have a larger and more square footprint than their older cousins. Roofs are lower sloped and extend to form porch coverings where a front to back pitch is employed for the design. Most have either no dormer or a relatively small one, with no more than one per roof slope. Projecting side bays, exposed masonry chimneys, and simple Craftsman wood detailing at the roof and porches is common. Windows include double-hung (1-over-1 or divided-over-1) for most rooms, with larger fixed front windows having side lights, and smaller secondary casements. Finishes include horizontal wood siding and composition roofing, all historically in earth tone colors. These homes are principally used as residences and generally have had only slight modifications to their form. There are some with additions, filled in rear porches or sun rooms, window and door alterations. Most of the homes are structured on concrete perimeter foundations. Most detached accessory sheds and garages are of more recent construction.

Because of limited level building land, Canemah's older homes, especially those above McLoughlin Boulevard, are sited as dictated by the existing terrain. Steep hillside lots were not re-graded or filled. Houses neither "step" down a sloping lot nor are they cantilevered out on "stilts." As a result, some homes lack setbacks, with front porches opening almost directly onto the street. For this reason houses do not uniformly face the river, or towards other houses across the street, but may instead face uphill, or as the slope dictates.

There is no historic representation of industrial or commercial buildings. Some were lost by floods, fire, or the construction of the railroad and highway. Others disappeared over time as Canemah developed into a residential community without commerce. Historic photographs indicate that the historic commercial buildings resembled the larger wood-framed ones (especially rooming houses or possibly the hotel) still found in the Aurora Colony Historic District (Aurora, Oregon). There certainly would have been specialized structures for the particular industry involved, boat building, and the pottery plant of which no specific records have been found.

Landscape features in Canemah were relatively simple and reflected the population and lifestyle at the time. In addition to the stonework noted above, there were a few picket fences, mostly at the lower level where yards could be developed. Paths were often dirt or gravel, but some have been improved over time to have stone either mortared or loose laid. Plantings on the damp and shady north sloping hillside were mostly native shrubs and trees except where a large enough bench allowed more ornamental plantings, gardens or fruit trees for harvesting. Extensive paved areas and ornamental gardens were non-existent, although pasture grasses could have been found.

ALTERATIONS AND IMPACTS

The railroad's construction had an early impact on Canemah as noted earlier and likely was a major force in the loss of the town's commerce. That aside, its primary impact today relates to the barrier it creates between the river and the town, and to a lesser extent, the noise and disturbance of rail traffic. At the time of the original nomination, Southern Pacific Railroad (now owned by Union Pacific Railroad) was considering a track realignment project that has since been dropped. Much of the land along the river is currently owned by the utility company Portland General Electric (PGE).

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The second major impact on the district was the construction of Highway 99E, McLoughlin Boulevard. The highway now is the most significant detriment for Canemah. Traffic has increased as outlying areas have grown and contribute more commuter and freight traffic. As a four lane high-speed (much higher than posted) thoroughfare, it is difficult and often dangerous for residents to access their community. Businesses along McLoughlin Boulevard appear to continually struggle for survival and some of the buildings are unoccupied.

Since the end of the period of significance in 1928 until the time of the original nomination, there have been some newer non-compatible buildings erected. Primarily along McLoughlin Boulevard and consisting of either apartment houses or metal industrial buildings, these additions from the 1960s through the 1970s are disruptive to the historic fabric. They do, however, provide an opportunity for future, more compatible development, provided the negative effects of Highway 99E can be reduced or mitigated. There are some small residences or structures of post-1928 construction and style scattered through the district. Some are compatible with the district, while some are less so.

More currently, a number of new infill speculative houses have been constructed on vacant lots or have replaced historic buildings (some lost by fires). These homes, a number of which are recently constructed and are yet to be occupied, have large profiles, massing and visual dominance. Most have attached garages, projecting raised decks, and are situated to allow better car access from the street, rather than to preserve the natural topography and setting. While these impact the historic neighborhood, residents are working with the contractors and new owners to mitigate their presence, especially with denser plantings. New design guidelines adopted since the homes' approvals should, hopefully, restrain additional pressure on the neighborhood.

A separate issue involves the remaining open space to the west and south (adjoining outside) of the district boundaries along either side but not including the historic road leading to the 1864 pioneer cemetery, which is still in use. The 40-acre property was acquired in 1997 by Metro, the regional governmental agency. The area is known as the Canemah Bluffs, and it is intended to be managed as a natural area with public access restricted. The road is retained for cemetery and resident use. While impacts on the district are not yet known, they should be minimal unless the area becomes a popular public destination.

It is noteworthy to mention that the historic street names changed by 1925, perhaps in anticipation of annexation by Oregon City for more consistent naming and orientation. The current names have been used throughout this document. The names are as follows with the current name listed first:

1st Avenue	Water
McLoughlin Blvd	Main
3rd Avenue	Center
4th Avenue	Hill
5th Avenue	Washington
Paquet Street	1st
Blanchard Street	2nd
Apperson Street	3rd
Jerome Street	4th
Miller Street	5th
Hedges Street	6th
Ganong Street	7 th

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NOTES ON INVENTORY CHANGES

Most of the historic buildings listed in the 1983 survey survive. Some have been restored, which others have minor, reversible alterations, such as exterior paint colors, doors, fencing, paving, and landscaping. A few homes, unfortunately some from the earliest period of construction, but mostly those previously classified as "secondary," have been demolished or lost to fire. These demolished homes include the c. 1870 Kate Shannon house at 906 Fifth, the 1885 Frederick Rakel house at 917 Fourth, the c. 1895 Bowers house at 913 Fourth, a c. 1880 house at 610 Third, and a c. 1900 house at 516 First. A couple home addresses have been revised to better assist location by the fire and police departments. A few homes have been rehabilitated, or there has been new information and research to better establish their historic qualities. Two houses have been found to be better attributed to others; the Coburn House at 902 McLoughlin Blvd. was found to be a Paquet House; and the Stevens House at 316 McLoughlin Boulevard revised to be the Cason House; more information is noted on the inventory. The classifications have thus been revised.

The original nomination used resource classifications, "primary" (22 homes), "secondary" (27), "compatible" (40), and "intrusive" (10). The "primary" resources were those considered most significant from the earliest period, while later homes and those with lesser historic significance were ranked "secondary" or "compatible." This classification system has been revised to "contributing/eligible," "non-contributing/not eligible," and "non-contributing/out of period."

GOVERNANCE

At the time of the 1978 nomination, Oregon City had just amended its comprehensive plan to reflect actual existing zoning. This plan has now been revised with most of Canemah falling under a R-6 single family zoning with an historic district overlay and with an historic commercial overlay for sites along Highway 99E. Sites are also governed by Geologic Hazards, for steep sites, and Water Resources overlay requirements. Alterations to existing historic contributing buildings are reviewed under the City's "Design Guidelines For Alterations and Additions," and through a review by the Historic Review Board (HRB). The "Design Guidelines for New Construction in Oregon City Historic Districts," adopted in September 2006, similarly govern new construction in concert with HRB review. The district was not inventoried until 1983, several years after the nomination was recorded. A Reconnaissance Level Survey (RLS), conducted by the State Historic Preservation Office in June 2007, provided an update of the first inventory. Additional research notes, photographs, and data have been included as edits to that RLS. An Intensive Level Survey (ILS), that provides a more in-depth survey of selected properties, is also included as part of this nomination update.

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STATEMENT OF SIGNIFICANCE

Canemah, Oregon is on the east side of the Willamette River approximately one mile above Oregon City. The Willamette Falls were a natural obstruction to river travel, the primary mode of transportation through the Willamette Valley until the twentieth century. Beginning in the mid-1840s the process of moving goods and people around the falls led to the initial phase of Canemah's development as a portage and staging point. It then grew through the 1870s to prominence as a center of steamboat building and operation, continuing as an independent working-class residential community until its annexation to Oregon City in 1928. Canemah retains many early features from this period of development including homes from the mid nineteenth and early twentieth centuries, its irregular, narrow streets up the hillside and a series of stone waterworks, drainage ditches, and stairs. It is historically significant at the state level under Criterion A for the history and development of river-related industry and its community, and Criterion C for the architectural resources dating from the mid nineteenth and early twentieth centuries.

DEVELOPMENT OF CANEMAH

Canemah's first Euro-American settler of record was Absalom Hedges, who arrived to the area over the Oregon Trail in 1844 and claimed a triangular piece of land just under 64 acres on the Willamette River. "Canim," which translated as "canoe" in Chinook Jargon was the Native American name for the spot, which had a shallow beach where canoes could land.¹ While the Willamette Falls was an impediment to river traffic, it was also useful as a source of water power. When Dr. John McLoughlin retired as factor of the Hudson's Bay Company (HBC) at Fort Vancouver in 1842, he relocated and established Oregon City, constructing a water-powered grist mill at the falls.

By the early 1840s former fur trappers and HBC employees had settled and were farming in the Willamette and Tualatin Valleys. Agricultural surplus, primarily grain, was an important source of income and needed to be transported to ocean-going ships below the falls to be exported. Goods being transported up the Willamette River had to be unloaded from ship or large Indian canoes, moved up the hillside, around the falls and reloaded onto a bateau, flatboat or ship, with the reverse portage required for downstream transport. Passengers and their baggage also faced the same portage. The other option was to debark and allow the boat to "run the gauntlet of the rapids."² Although persons could ride on horseback and avoid the river by traveling to the east of Oregon City, abundant rainfall turned the "roads" into mudholes and made rivers and creeks impassable. Consequently, travel and shipment by water was the preferred and quickest way to move through Oregon's valleys.

Those having to make the arduous and time consuming portage sought ways to improve and speed passage. In the May 8, 1847 issue of the *Spectator*, the editor reported that subscription papers were available in stores in Oregon City to fund "construction of a road around the Falls, on the eastern bank of the Willamette." It appears that by 1850 adequate funds had been raised and blacksmith Peter Hatch of Oregon City began blasting a roadway into the side of the cliffs adjacent to the falls.³ In the same year Absalom Hedges divided his land claim into 50- by 100-foot lots, and with his brother-in-law William Barlow, built a store, sawmill, and warehouse. Although Hedges named his community "Falls City" the Indian name prevailed, becoming "Canema" or Canemah.

¹ Refer to the original nomination; Also, Corning, Howard McKinley, *Landings. Ghost Towns of the River*, 2d ed. (Portland: Oregon Historical Society, 1973), p 58; also Thomas, Edward Harper, *Chinook, History & Dictionary*, Binforde & Mort, 1970

² *The Spectator*, 8 May 1847.

³ Vera Martin Lynch, *Free Land for Free Men. A Story of Clackamas County* (Portland: Artline Printing, Inc., 1973), 240.

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By the spring of 1850, flatboats 65 feet long were traveling on a regular schedule between Canemah and upriver farming communities. At the same time an engine was added to a 50-foot longboat, renamed the *Hoosier*, and became the first "steamer" on the Willamette River, running between Oregon City and Portland.⁴ On Christmas Day 1850, Oregon's first purpose-built steamboat, the *Lot Whitcomb* was launched in Milwaukie, on the lower Willamette River. The race to improve river transportation from manpower to steam power was on.

Canemah founder Absalom Hedges was from the small town of McConnellsville, Ohio, on the Muskingum River, a tributary of the Ohio River. In his youth, the Muskingum was part of the river transportation network that connected and moved nineteenth century Americans between the Great Lakes, through the Ohio, Missouri and Mississippi River valleys. Steamboats were a familiar sight in Hedges' hometown, where the river had been dammed and locked to improve navigation. Most of the men who arrived in Canemah in the 1850s to build, repair, operate or work on steamboats were from that part of the United States.⁵

In April 1851, Hedges returned from a trip to New Orleans, where he purchased and had shipped the engines for both a steamboat and a steam-powered sawmill.⁶ Construction of the first purpose-built Canemah steamboat was well under way by the time Hedges returned to Canemah. In June, the *Spectator* reported that "two others were being refitted" at the head of the falls. *The Spectator* reported, "there is quite a drive of business going on in Canemah and a large number of hands employed."⁷ On July 8, 1851, a refitted steamboat that operated on the upper Willamette was launched, the *Multnomah*. According to Howard McKinley Corning "she was built of Jersey oak shipped West, with a barrel hull that required no caulking."⁸ The first steamboat to be built entirely in Canemah was the *Canemah*, launched in late September 1851. A sidewheeler at 135 feet long, the *Canemah's* construction had been financed by Capt. Absalom Hedges, Alanson Beers, Capt. Charles Bennett, Hamilton Campbell and John McClosky.⁹

By this time Dr. McLoughlin had constructed a breakwater parallel to Peter Hatch's road that provided a protected basin for boats waiting to unload and soon a carriage "shuttle" service was available to convey passengers between Canemah and Oregon City.¹⁰ By late 1853 the "Defiance Line" of steamers was advertising three boats on the upper river: the *Wallamet*, under Capt. A.F. Hedges; the *Canemah*, Capt. Charles Bennet, and the *Fenix*, Capt. John Miller.

As boat building increased, the 1850s saw the arrival in Canemah of many experienced engineers, pilots, blacksmiths, and ship carpenters, including William Caseday, John Coburn, John Cochran, John Apperson, E.B. Fellows, C.W. Ganong, James Gist, George Jerome, George Marshall, Sebastian Miller, James Wilson, and Francis X. Paquet and his three sons. These men built houses for themselves and their families, primarily on the level land (now 1st to 3rd Avenues) not far from their place of employment. In addition to the boat-building sheds, there were stores, warehouses, hotels, feed yards for oxen, a blacksmith shop, and a plough factory. Howard McKinley Corning

⁴ James D. Miller, "Early Oregon Scenes: A Pioneer Narrative," *Oregon Historical Society Quarterly*, 31 (1930): 168.

⁵ Canemah men involved in steamboating were from Ohio (6); New York state (1); Pennsylvania (2); Missouri (2); Vermont (1); Illinois (1); Canada (5).

⁶ *The Spectator*, 10 April, 1851.

⁷ *The Spectator*, 26 June, 1851.

⁸ Howard McKinley Corning, *Willamette Landings. Ghost Towns of the River*, 2d ed. (Portland: Oregon Historical Society, 1973), 62.

⁹ Fred Lockley, "Impressions and Observations of the Journal Man," *The Journal*, 10 July, 1925.

¹⁰ *The Spectator*, 7 January, 1854.

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estimated that of the 52 side or sternwheeler steamboats built on the Willamette between the early 1850s into the 1870s, 27 were built in Canemah.¹¹

In spite of a devastating flood in early December 1861 that swept away most of the structures at river level in Canemah, rebuilding occurred quickly and work resumed. Those involved in construction, repair, and operation of the steamers were assisted by laborers and woodcutters. The amount of wood required to fuel even a single steamboat trip was significant. It is reported that the large sidewheeler, *T.J. Potter*, making the roughly 200-mile round-trip between Portland and Astoria, nine hours one-way, consumed 27 cords of wood.¹² As was the case with other riverside communities, the hillside above Canemah was gradually stripped of trees, both for the construction of homes and boats, and for use as fuel.

The 1870 census for Canemah listed a population of approximately 350 people, living in more than 90 households. Male occupations, in descending order included laborer (42), farmer (20), carpenter (6) ship carpenter (5), pilot (5), engineer (3), factory worker (3), saloonkeeper (3), railroad worker (3), and blacksmith (3). Others worked as grocers, cooks, boat firemen, boat stewards, and boatmen as well as servant, warehouse clerk, sawyer, surveyor, watchman, shoemaker, millwright, huckster, manufacturer, and lumberman. Of the women in the married households, all were listed as "keeping house." With some families having as many as ten children, this was obviously a full-time job of varied tasks.

Almost half of Canemah residents were children twelve years old and younger (175), and it was in 1870 that Canemah parents were finally willing to pay a teacher and establish a school for their children. The instructor was Canemah resident Mrs. Catharine Coburn, recently widowed with four young daughters to support. After teaching for four years at Canemah, Mrs. Coburn moved to a similar position in Forest Grove where she and her sister had been students at the Institute (now Pacific University). Later she became copy editor on the *New Northwest* newspaper (a suffrage paper started by her sister, Abigail Scott Duniway), followed by eight years as an editor of the Portland *Telegram*, finishing her writing and editing career at the *Daily Oregonian* as an associate editor, where her brother Harvey Scott was editor.¹³

Another distinguished resident who grew up in Canemah was William Wortman, whose family arrived on the Oregon Trail in 1852. Mr. Wortman worked in his father's mercantile store in Oregon City and eventually became a partner in Olds, Wortman & King, a popular department store in downtown Portland.¹⁴ The members of the Paquet family, Francis Xavier and his four sons, were busy boat and house carpenters in Canemah. By the late 1880s and early 1890s, they had moved to Portland, where they continued their general contracting, boat-building, and repair activities. This included expanding into ferro-cement ship construction during World War I.¹⁵

Two other Canemah men became prominent in the grain and flour business. One was Arthur E. Davis who was the agent in Oregon City for the Portland Flouring Mills (originally John McLoughlin's Imperial Mill). In 1883 Portland businessmen T.B. Wilcox and Charles E. Ladd acquired the mill in Oregon City, along with several others in the

¹¹ Corning, 60, 129.

¹² Ernest Haycox, Jr., *On a Silver Desert: The Life of Ernest Haycox* (Norman: University of Oklahoma Press, 2003), 9.

¹³ Susannah Lee Barlow Chapter of the DAR of Clackamas County, Oregon, *Historic Houses of Clackamas County, Oregon* (Oregon City: Press of the Oregon City Enterprise: 1947), 28.

¹⁴ Lockley, *The Journal*, 11 December, 1921.

¹⁵ *The Oregonian*, 14 June, 1903; *The Journal*, 13 May, 1918.

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Pacific Northwest. By 1889 Davis left his home in Canemah to move to Portland where he became Treasurer of the Portland Flouring Mills, and later a Vice President. By World War I the company had developed a lucrative business shipping flour to Asia.¹⁶

The other individual was Joseph W. Ganong, son of Canemah blacksmith C.W. Ganong (1837-1904). After completing school, Joseph took up blacksmithing and steamboat work. He was trucking wheat at the Imperial Mill in Oregon City when it was purchased by Wilcox and Ladd. Remaining with the Portland Flouring Mills he rose even higher in the company than A.E. Davis, becoming General Manager of the company when it was sold to Max Houser in 1918. During World War I he was appointed divisional chairman of Milling Div. No. 8, supervising 225 mills in the Northwest for the U.S. Food Administration. He finished his career with the Kerr, Gifford Company.¹⁷

In the "boom years" of steamboat construction and operation in Canemah, ownership and operation of the steamboats fluctuated. Individual boats changed hands as the companies that owned them competed to consolidate river transportation. Side and sternwheelers were moved to different routes as river conditions changed; overheated boilers exploded; vessels hit snags or rocks and sank. They were repaired, refitted, redesigned or parts were salvaged and reused in other boats. The discovery of gold in Eastern Oregon and Idaho in the 1860s, precipitated the immediate transport of men, supplies, and equipment. Steamboats and their crews, including captains and pilots were often transferred by their companies to meet such temporary, but lucrative, demand.

DEMISE OF CANEMAH AS STAGING AND STEAMBOAT CENTER

Two types of employment mentioned in the 1870 census signaled changes that would alter and yet sustain Canemah: factory worker and railroad worker. The first was probably a job in either the paper or woolen mill in Oregon City. The "railroad worker" reveals the progress of that new form of transportation which would create the first degree of separation between Canemah and the river. As speed and convenience of passage around the falls had led to road improvement and the growth of riverboat transportation, now railroads would begin to replace steamboats.

Like steamboats, railroads were under construction in the eastern United States as early as the 1840s. Efforts to connect the east and west coasts of America were halted at the Mississippi River during the Civil War, but in the late 1860s, work on the intercontinental railroad recommenced. At the same time, railroad building within Oregon reached a frenzied level as competing investors raced along both sides of the Willamette River in an attempt to reach Salem, the state capitol. By Christmas Day 1869, the first 20 miles of the east-side line, the Oregon Central Railroad, passed through Canemah and reached Parrott Creek near New Era. By 1871, the railroad had reached Eugene.¹⁸ Thereafter, construction of steamboats continued in Canemah but at a slower pace.

At the same time, improvements to the passage around the falls also reduced Canemah's prominence as a staging and transfer point. Canemah had always had competition for control of river traffic at the falls. Established in 1840, two years before Canemah, Linn City was on the river opposite Canemah. Its citizens had finally managed to obtain funding for construction of a lock system around the falls on their side of the Willamette. When the locks officially

¹⁶ *The Journal*, 12 June, 1933.

¹⁷ *The Journal*, 24 March, 1936.

¹⁸ William D. Welsh, *A Brief History of Oregon City & West Linn, Oregon*, 7th printing (n.p.: Crown Zellerbach Corp., 1941) 24.

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opened on January 1, 1873, the passenger, stevedoring, and warehouse services in Canemah became less necessary; now freight and passengers could lock around the falls in an hour, without leaving the boat.

As boat building began to decline during the mid-1870s, some residents left Canemah. Others remained but sought employment outside the community. Two institutions of social importance survived. The small Episcopal chapel built in 1878 at 3rd Avenue and Miller Streets was acquired by the Baptists and children still hiked up the hillside to their school at 5th Avenue near Blanchard Street. In the 1880s, Canemah Park had opened at the east end of town, just beyond Marshall Street. People came to picnic, enjoy a baseball game, ride the Ferris wheel or dance in the covered pavilion. After 1900, passengers arrived from as far away as Portland when the new interurban carline was extended beyond Oregon City. In 1928 Canemah was annexed to Oregon City. The school and church closed within a few years and its residents went outside their community for education, employment, services, and supplies.

STONEMWORK IN CANEMAH

Settlement-era emigrants were opportunistic and inventive in using materials at-hand for structures, furnishings, and fuel. Canemah residents used wood for houses, outbuildings, fences, and heat, but they also took advantage of the stone which formed the literal foundation of their community. Although difficult to date or attribute, many stone structures remain visible in Canemah. Basalt stones were mortared together for the foundations of some settlement-era houses, especially to provide a level surface on the often uneven sites. Rock retaining walls were constructed behind or around homes to stabilize slopes or to create terraced planting sites and paths. A low rock wall lines a flight of concrete steps at the west end of Canemah, between 3rd and 4th Avenues at Blanchard Street, and was in place sometime before 1925.¹⁹ A similar pair of stone walls, a half-block in length at 3rd Avenue and Miller Street (it reportedly had no steps, but was lined with planks) apparently lined up with a flight of wooden steps that went up the steep hill between 3rd & 4th Avenues.²⁰

At opposite ends of town there is evidence of water from two separate sources captured to provide drinking water to Canemah residents. One source was from two springs on the former Rakel property, a farm of approximately forty acres, just beyond the western end of the historic district. Two long-time residents of Canemah stated that the Rakel family provided drinking water from their springs; one recalled a surface, cedar trough that as late as 1950 carried irrigation water from the area.²¹ There are no visible remains of these pipes and written documentation is scarce. However, a document issued by the State Water Board in 1916 gave the "estate of Dorothy Rakel, Peter J. Winkel, Executor, of West Linn...the right to the use of the water of springs near the southwest corner of Canemah...for the purpose of domestic use for the Town of Canemah." A 1939 certificate gave Carroll J. Furre (a relative of the Rakels) permission to use "unnamed springs for the purpose of irrigation in Canemah."²²

A former Canemah resident stated in a phone interview that Canemah got city water once it was annexed to Oregon City in 1928 and that the Rakels were persuaded to cease their private drinking water service when city water was extended to their farm (their property was outside the annexation boundaries).²³ The surviving Rakel family member

¹⁹ These steps are shown on a 1925 Sanborn Fire Insurance map of Canemah, but not on the 1911 map.

²⁰ Canemah resident Oscar Geisler shared the information about the plank lining. Resident Betty Carey commented on the wooden stairway in personal interviews in 2008.

²¹ Former resident Bonnie Turner Bell, phone interview, 2008; Oscar Geisler.

²² State of Oregon, Water Division No. 1, Clackamas County, *Certificate of Water Right*, v.1, p225, 29 September, 1916. *ibid*, vol 11 p 12182, 31 January, 1939.

²³ Bonnie Turner Bell, 2008

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interviewed stated that he was five when his family left Canemah in 1928 and he had no recollection of the water system.²⁴ The Rakel property was acquired by Metro, the regional planning agency, for use as a natural area in 1995. It is said that the springs are still present on the property.

At the opposite end of town, at (unimproved) 5th Avenue at the head of Miller Street, there is another water collection system. This consists of four large open concrete tanks. One tank captures water from a spring that flows out of the hillside above and appears to be connected to the adjacent reservoirs. The current owners of the property, who purchased it in 1968, have no information about the tanks.²⁵ One resident stated that she thought that Canemah residents "went to the tanks and got drinking water."²⁶ No water permits were on file at the State Archives for these tanks. A single reference might have referred to this source. The 1901 obituary of Capt. Sebastian Miller stated that the day before he died, "a pipe is being laid from his home to the springs some distance away and he had carried all the pipes for the work."²⁷ Capt. Miller's house (1862) is located at the corner of 2nd Avenue (McLoughlin) and Hedges Streets.

Another prominent use of stone was in the construction of conduits to move water down the hillside into the river. Beginning near the corner of 5th Avenue and Blanchard Street there are a series of stacked rock culverts and ditches that channel water down hill. Some of culverts have been subsequently lined with concrete and plastic pipes. The stone is both mortared and unmortared. Their date of construction and builder are presently unknown but Joshua P. Blanchard, who arrived in Canemah in 1851 from Vermont, was listed in the Canemah cemetery records as a "bricklayer" (d.1884).

At the other end of town the water from the overflow from the four water tanks off Miller Street appears to go west down unimproved 5th Avenue, then surfaces through a basalt culvert at 4th Avenue and (unimproved) Apperson Street. This now disappears into a city pipe recently installed under 4th Avenue to combine with water from the Rakel springs.

Although the water tanks, steps, walls and ditches were not included in the 1978 National Register nomination nor the 1983 survey, most of the improvements are within the district boundaries and are a unique and significant historic resource.

TWENTIETH CENTURY CHANGES IN CANEMAH

The desire for faster and more convenient transportation that created Canemah in the 1850s, eventually diminished its prominence. It began with the rise of railroad building in the 1870s, and was in turn outpaced by the increasing popularity of the automobile in the early twentieth century.

In 1910, a group of promoters formed an organization to build the Pacific Highway, a modern paved road the length of the West Coast from Canada to Mexico. In 1918, construction of this highway resulted in the basalt cliffs at both ends of Canemah being blasted away to improve traffic flow. As cars and trucks began using the road at least two Canemah residents tried to take advantage of this transportation improvement: a gas station/grocery store and a

²⁴ William Rakel, phone interview, 2008.

²⁵ Phone interview with Linda Bunnell, 2008

²⁶ Personal interview with Betty Carey, 2008

²⁷ *The Oregonian*, 2 September, 1901.

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café opened on 2nd Avenue (now 99E/McLoughlin Blvd.) Although Canemah residents benefited from these businesses, the arrival of the Pacific Highway and its subsequent widenings in the late 1930s and again in the late 1950s, had a negative impact on the community. One long-time resident who arrived just after World War II said that widening of McLoughlin Boulevard took five feet of front yard from the homes on both sides of the highway.²⁸

As the speed and volume of traffic increased, the highway became a barrier between the river and the homes on the uphill side of McLoughlin Boulevard. By the 1970s the community's informal gathering points, the gas station/grocery shop and the tavern/café were gone. In addition, a zoning change that encouraged more commercial use along the highway had the potential to erase the historic fabric of Canemah. In the mid-1970s, a group of residents worked with Oregon City's newly-established historic preservation office to place Canemah on the National Register of Historic Places, which occurred in 1978. A building survey was completed in 1983 and some rehabilitation of many of the community's oldest homes began.

However, the booming economy that surged through the greater metro area in the 1990s created development pressure in Canemah. In 1995, a 330-house development was proposed for the "Rakel farm" property, approximately 40 acres just beyond the historic district's western boundary. After much controversy, the development was canceled and the property acquired by Metro to be managed as a regional natural area. Soon after, Canemah residents approached Oregon City's Historic Review Board with concerns about the potential for incompatible new houses within the district. Subsequently in 2006, the HRB approved new detailed design guidelines for infill construction in the historic district. However, in the interim several houses were built that would probably not meet the new infill guidelines due to their incompatible mass and scale.

CONCLUSION

Canemah is a unique community which began to grow in the mid-1850s in response to transportation obstacles created by the Willamette Falls of the Willamette River, an immovable geographic feature. As human-powered watercraft gave way to technologically superior steam power, Canemah attracted emigrants with the technical experience to build and operate this improved form of transportation. They lived in the community in which they worked and built modest homes in a variety of architectural styles. It was a self-reliant and self-contained community that included stores, a church, and public school. The skills of these inventive residents eventually became outmoded by more modern forms transportation, the steam railroad and later, the automobile.

The unceasing desire for faster, more convenient transportation that created Canemah has ultimately had a negative impact on the community by gradually separating most of it from the river. The process began in the early 1870s with the arrival of the railroad. It continued, first in 1918 with construction of the Pacific Highway and between the 1930s and 1960s during several widening projects. At the turn of the twentieth century, increased growth in the Portland-metropolitan area saw farm towns south of Oregon City transformed into suburban "bedroom" communities. The resulting traffic on the four-lane highway through Canemah and disregard for the posted 45 MPH speed limit isolates Canemah from its reason for being, the Willamette River. Finally, although there are some small private docks on the Willamette River there is no public access to the river such as a viewpoint or pier, nor interpretive signs that present the history of the community to visitors or residents.

²⁸ Phone interview with Mrs. Edna Grisham, 2008.

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Canemah Historic District (AD)

Name of Property

Clackamas Co., OR

County and State

NPS Form 10-900-a

OMB Approval No. 1024-0018

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VERBAL BOUNDARY DESCRIPTION

The original boundary for the Canemah Historic District is repeated below:

Beginning at the most southerly intersection of the Willamette River and the City Limits of Oregon City; thence northeasterly along the Willamette River to its intersection with the westerly line of Marshall street as extended to the river; thence along said extension of the Marshall street line to its intersection with the northern line of the Hedges DLC No. 47, said line being also the the south line of the McKinlay DLC No. 60; thence along said DLC line to the southeast corner of the DLC No. 47; thence southwesterly from said DLC corner to the point of intersection of 5th avenue and the southerly line of South End Road; thence southwesterly along the southerly line of South End Road to the most northeasterly corner of Lot 4, Block 58 Canemah, thence southwesterly along the centerline of Blocks 57 and 56, Canemah to the most northwesterly corner of Lot 1, Block 55 Canemah; thence westerly along the property line of Lot 4, Block 55, Canemah to its intersection with 5th avenue; thence southwesterly along the property line of Block 55, Canemah to its intersection with Hedges Street; thence easterly 100 feet along the most southerly line of Block 55; thence southwesterly along the center line of Blocks 54, 53, 52, Canemah to Apperson Street; thence along the southerly property line in a westerly direction to its intersection with 5th Avenue; thence across Apperson Street to the northwesterly corner of that property known as McMurchie's Addition; thence southwesterly thirty feet along said property line; thence westerly thirty feet along said property line to its intersection with 5th Avenue; thence southwesterly along the westerly line of McMurchie's Addition; thence to its intersection with Blanchard Street; thence across Blanchard Street along the most westerly side of Block 1, McMurchie's Addition to its intersection with Paquet Street; thence easterly 100 feet along the most southerly line of Block 1, McMurchie's Addition; thence southwesterly across Paquet Street and along the center line of Bock F, First Addition to Canemah to the most southerly corner of Lot 4, Block F; thence northerly along the westerly line of said Block F and continuing at the same bearing along the City limits line to the most southwesterly corner of Block H, First Addition to Canemah; thence 100 feet in a southwesterly direction, thence 200 feet southeast to the most northwesterly corner of 4th avenue; thence northwesterly along the City limits line to the point of beginning.

BOUNDARY JUSTIFICATION

There is no change to the original boundary for the Canemah Historic District.

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PHOTOGRAPHS

Address: **Canemah Historic District (Additional Documentation)**
Various streets
Oregon City, Clackamas County, Oregon

Photographer: Robert Dortignacq, Dortignacq & Associates, nomination preparer

Photograph Dates: March 30, 2008; April 3, 2008

Location of Negatives: Film, Dortignacq & Associates files, Portland, Oregon

- 1 of 19 Exterior View: Willamette River and Falls looking west on McLoughlin Blvd; Canemah on left shore
- 2 of 19 Exterior View: View of Hedges Street [west side] from 3rd Ave looking north; note Pedestrian way on left
- 3 of 19 Exterior View: Miller Street looking south from McLoughlin Blvd to hillside; new infill houses on right at 3rd Ave and up hill on 4th Ave
- 4 of 19 Exterior View: 4th Ave looking north to lower Canemah; View between new infill houses as seen from below in photograph #3
- 5 of 19 Exterior View: View from Old School site on 4th Ave [southwest corner of district] looking northeast through trees and brush to lower Canemah
- 6 of 19 Exterior View: View of south side of 3rd Ave looking east from Hedges Street
- 7 of 19 Exterior View: View of north side of 3rd Ave looking east from Apperson Street
- 8 of 19 Exterior View: Rakel House, 510 1st Ave looking southwest from railroad
- 9 of 19 Exterior View: Stevens-Cason House, 316 McLoughlin Blvd, looking southeast
- 10 of 19 Exterior View: Captain Miller House, 402 McLoughlin Blvd, Porch detail
- 11 of 19 Exterior View: Fellows House, 416 McLoughlin Blvd, looking south
- 12 of 19 Exterior View: Paquet-Coburn House, 902 McLoughlin Blvd, looking southwest
- 13 of 19 Exterior View: Telford House, 502 McLoughlin Blvd, looking south
- 14 of 19 Exterior View: Captain George Jerome House, 215 Jerome Street, looking northeast
- 15 of 19 Exterior View: George Marshall House, 215 Miller Street, looking northeast
- 16 of 19 Exterior View: Draper House, 707 4th Ave, looking northwest

Canemah Historic District (AD)

Name of Property

Clackamas Co., OR

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- 17 of 19 Exterior View: Davis House, 702 4th Ave, looking southwest
- 18 of 19 Exterior View: Structured Waterway under Carothers-Plummer House at 302 3rd Ave; Looking east from Ganong Street
- 19 of 19 Exterior View: Blanchard Stairway looking south from 3rd Street

Architectural Survey Data for Canemah Historic District

Oregon State Historic Preservation Office

Address/ Historic Name	Current-Other Names	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date
300 Blanchard St Pedestrian Stair			EC	c.1920	Stone; Other/Undefined Poured Concrete	Arts & Crafts / Craftsman	Pedestrian Related	4/3/2008	
<i>Comments: The basalt stone is faced and cut into squares and rectangles with grey mortar. Stone likely utilized from nearby road projects.</i>									
250 Miller St Pedestrian Walkway			EC	c.1920	Stone; Other/Undefined Poured Concrete	Arts & Crafts / Craftsman	Pedestrian Related	4/3/2008	
<i>Comments: The half block long low stone walls enclose a pedestrian walkway ascending Miller Street. The walls are constructed of rectangular cut and faced basalt that is mortared and have concrete caps. Walk surface reportedly was wood plank originally; no evidence of planks was found.</i>									
510 1st Ave Rakel, George & Stella, House		2	EC NHD	c.1910	Horizontal Board Shingle	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling Bungalow	6/1/2007 4/3/2008	
516 1st Ave Elizabeth L. Nelson, House			NP	c.2007		Neo-Victorian	Single Dwelling	6/1/2007	
<i>Comments: Good Bungalow example for Canemah</i>									
<i>Linda K Batty-Boysinger, House</i>									
602 1st Ave Spencer, Charles & Maud, House		1	EC NHD	c.1910	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling Bungalow	6/1/2007 4/3/2008	
608 1st Ave Long, Elbin, House	Ryan A Smith, House	1	EC NHD	c.1915	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
<i>Comments: Large, low single story Bungalow</i>									
610 1st Ave Wilkerson, John & Emma, House	Brent & Kathryn Heytel, House	1	EC NHD	c.1900	Horizontal Board	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling	6/1/2007	
<i>Comments: 1 NC secondary building</i>									
808 1st Ave Draper, George, House	Brent & Kathryn Heytel, House	2	EC NHD	c.1890	Horizontal Board	Victorian Eclectic	Single Dwelling	6/1/2007	
<i>Comments: New windows</i>									
203 3rd Ave Swift, Harley & Draga, House		2	EC NHD	c.1920	Horizontal Board	Bungalow (Gen.)	Single Dwelling	6/1/2007	
205-211 3rd Ave	Williams, David, House [Apartment Building]	2	NP NHD	c.1970	Vertical Board	LATE 20TH CENTURY: Other	Multiple Dwelling Walk-up Apartment	6/1/2007	
<i>Comments: 1 EC secondary building</i>									
208 3rd Ave Hart, Georgianna, House	Setera, Leonard, House	2	EC NHD	c.1920	Shingle	MID-19TH & LATE VIC.: Other	Single Dwelling Central Passage	6/1/2007	
<i>Comments: Sited above 3rd Avenue at the end of the district; siding and windows have been replaced; alterations at rear porch; 1 NC secondary garage-office building may have replaced prior contributing house.</i>									

Evaluation Codes: ES=eligible/significant EC=eligible/contributing NC=not eligible/non-contributing NP=not eligible/out of period UN=undetermined/lack of info XD=demolished
 NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/ Hist Dist NHL=listed as National Hist Landmark

Architectural Survey Data for Canemah Historic District

Oregon State Historic Preservation Office

Address/ Historic Name	Current-Other Names	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date
216 3rd Ave Smith, Helen & Peter, House		2	EC NHD	c.1920	Horizontal Board Wood-Other/Undefined	Arts & Crafts / Craftsman	Single Dwelling Bungalow	6/1/2007	
302 3rd Ave Carothers, Ervin, House		2	EC NHD	c.1875	Horizontal Board	MID-19TH & LATE VIC.: Other Vernacular	Single Dwelling Rectangular Block	6/1/2007 3/20/2008	
310 3rd Ave Carothers, Ervin, House	Plummer, Martha, House	2	EC NHD	c.1867	Horizontal Board	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling Hall-Parlor	6/1/2007	
316 3rd Ave		2	NP	c.1995	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
402 3rd Ave Paquet, Francis Xavier	[House]	2	EC	c.1870	Horizontal Board	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling Rectangular Block	6/1/2007 3/20/2008	
408 3rd Ave Gist, Capt Jim, House		2	EC NHD	c.1866	Shingle Horizontal Board	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling	6/1/2007	
410 3rd Ave		1	NP	1960	Horizontal Board	Minimal Traditional	Single Dwelling	6/1/2007	
502 3rd Ave	Kellum, Mr & Mrs, House	2	NP	c.1995	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
503 3rd Ave	[House]	2	NP	c.2007	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
506 3rd Ave	[House]	2	NP	c.1965	Horizontal Board	Ranch Style	Single Dwelling	6/1/2007	
507 3rd Ave May, Wiley B, House	[House]	2	EC NHD	c.1869	Horizontal Board	LATE 19TH/20TH AMER. MV Victorian Eclectic	Single Dwelling	6/1/2007	
509 3rd Ave		2	EC	c.1915	Horizontal Board	Arts & Crafts / Craftsman	Single Dwelling Bungalow	6/1/2007	

[House] Comments: 1 EC secondary building; porch addition on north side

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510 3rd Ave		2	NP	c.1980	Horizontal Board	Vernacular	Single Dwelling	6/1/2007	
	<i>Johnson, Mr & Mrs Wallace, House</i>		NHD		<i>Comments: Newer compatible infill house; Garage on south attached by breezeway</i>				
514 3rd Ave		NP	NP	1977	Vertical Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>Johnson, Mr & Mrs Wallace, House</i>		NHD						
604 3rd Ave		2	NP	c.1970	Vertical Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>								
605 3rd Ave		2	NC	1900	Vertical Board	LATE 19TH/20TH AMER. MV	Single Dwelling	6/1/2007	
	<i>Smith, Helen & Peter, House</i>		NHD		<i>Victorian Eclectic</i>				
	<i>Miner, Mr & Mrs Earl, House</i>		<i>Comments: Extensive alterations on exterior finish; may become eligible with rehabilitation</i>						
606 3rd Ave		2	NP	c.1970	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>								
609 3rd Ave		2	NC	1870	Shingle	LATE 19TH/20TH AMER. MV	Single Dwelling	6/1/2007	
	<i>Wenzel, Anton, House</i>		NHD		<i>Victorian Eclectic</i>				
	<i>Thom, Mr & Mrs John, House</i>		<i>Comments: Alterations to porch, windows, and siding. May become eligible with rehabilitation</i>						
614 3rd Ave		2	NP	1950	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
	<i>Fox, Mary E, House</i>								
701 3rd Ave		2	NP	c.2000	Vertical Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>								
704 3rd Ave		3	NP	c.2007	Vertical Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>		<i>Comments: 1 NC secondary building</i>						
705 3rd Ave		2	NP	c.2000	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>								
711 3rd Ave		1	NP	c.1955	Shingle	MODERN PERIOD: Other	Single Dwelling	6/1/2007	
	<i>[House]</i>		<i>Comments: Possibly 1 EC secondary building</i>						
715 3rd Ave		1	NP	c.1950	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
	<i>McCurdy, Lyle & Marie, House</i>		NHD						
	<i>Bridwell, William, House</i>								

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716 3rd Ave		3	NP	c.2000	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
801 3rd Ave	[House]	3	NP	c.1970	Vertical Board		Multiple Dwelling Other Apt./Hotel Plan	6/1/2007	
915 3rd Ave	Falls View Terrace	NP NHD	NP NHD	1960	Horizontal Board	MODERN PERIOD: Other	Multiple Dwelling Other Apt./Hotel Plan	6/1/2007	
207 4th Ave	[Apartment Building]	2	EC NHD	c.1895		Vernacular	Single Dwelling	6/1/2007	
Toole, Charles & Sarah, House									
405 4th Ave	Smith, Barbara, House	2	NC NHD	c.1890	Vertical Board	Vernacular	Single Dwelling	6/1/2007	
408 4th Ave	Telford, Maxwell Sr, House								
416 4th Ave	[House]	2	EC NHD	c.1910	Horizontal Board Shingle	Bungalow (Gen.)	Single Dwelling	6/1/2007	
Martin-Lundy House									
501 4th Ave		1	EC NHD	c.1910	Horizontal Board Shingle	LATE 19TH/20TH AMER. MV Victorian Eclectic	Single Dwelling	4/12/2002	
502 4th Ave	[House]	2	EC NHD	c.1867	Horizontal Board	Queen Anne Vernacular	Single Dwelling Hall-Parlor	6/1/2007 3/20/2008	
Casaday, Capt William & Elizabeth, House									
507 4th Ave		2	NP	c.2007	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
514 4th Ave	[House]	1	EC NHD	c.1920	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
Ely, Stanford, House									
515 4th Ave		EC	c.1915	Horizontal Board	Arts & Crafts / Craftsman Vernacular	Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	

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601 4th Ave			2 NP	c.1980	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
605 4th Ave	[House]		2 NP	c.1980	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
606 4th Ave Howell, Mary & Josiah, House	[House]		2 EC NHD	c.1865	Horizontal Board	Vernacular	Single Dwelling	6/1/2007	
611 4th Ave			2 NP	c.1990	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
615 4th Ave	[House]		2 NP	c.1990	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
616 4th Ave	[House]		1 NP NHD	c.1950	Horizontal Board	Ranch Style	Single Dwelling	6/1/2007	
702 4th Ave Davis, A E, House	Trotske, August, House		2 EC NHD	c.1885	Horizontal Board	MID-19TH & LATE VIC.: Other	Single Dwelling Side Passage/Entry	6/1/2007 3/20/2008	
707 4th Ave Draper, George & Martha, House			2 EC NHD	c.1876	Horizontal Board	Late Gothic Revival Vernacular	Single Dwelling Rectangular Block	6/1/2007 3/20/2008	
713 4th Ave			2 NC NHD	c.1920	Shingle	LATE 19TH/20TH REVIVALS: Vernacular	Single Dwelling Central Passage	6/1/2007	
716 4th Ave	Klemsen, Mr & Mrs Howard, House		1 NP	c.1950	Shingle	Minimal Traditional Vernacular	Single Dwelling	6/1/2007	
804 4th Ave	[House]		2 NP	c.1980	Horizontal Board	Split Entry	Single Dwelling	6/1/2007	
807 4th Ave	[House]		NP NHD	1960	Vertical Board	Ranch Style	Single Dwelling	6/1/2007	
	Means, Mr & Mrs David, House								

Comments: *New windows*
I NC secondary building; Historic addition
See notes under ILS
Some alterations including siding; may become eligible

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814 4th Ave Rest-McCord House		2	NC NHD	c.1920	Shingle	Minimal Traditional Vernacular	Single Dwelling	6/1/2007	
900 4th Ave Howell, E M, House	Turner, Mr & Mrs Roy, House;	2	EC NHD	c.1920	Horizontal Board	LATE 19TH/20TH AMER. MV Bungalow (Gen.)	Single Dwelling	6/1/2007	
<i>Comments: Extensive alterations and additions; appears to include a 1940's home in front (north) with an older structure behind; 1925 Sanborn map indicates a nursing home</i>									
202 5th Ave Lowry, William, House		1	NC NHD	c.1930	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
211 5th Ave Graves, Mary, House		2	EC NHD	1889	Horizontal Board	MID-19TH & LATE VIC.: Other Vernacular	Single Dwelling	6/1/2007 4/3/2008	
349 5th Ave	John Gill House	2	NP	c.2007	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
402 5th Ave Nelson, F P & Emma, House	[House]	2	EC NHD	c.1910	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007 3/20/2008	
407 5th Ave		2	NP	c.2007	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
421 5th Ave	[House]	NP	c.2007	Horizontal Board	Shingle	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
803 5th Ave Nuttall, Edward & L C, House	[House]	2	EC NHD	c.1900	Shingle	MID-19TH & LATE VIC.: Other Vernacular	Single Dwelling	6/1/2007	
813 5th Ave		NP	c.1990	Horizontal Board	Horizontal Board	Neo-Victorian	Single Dwelling	6/1/2007	
815 5th Ave	[House]	2	NP	c.1985	Horizontal Board	Neo-Victorian	Single Dwelling	6/1/2007	
103 Apperson St Wilkerson, John & Emma, House	[House]	2	EC NHD	c.1910	Horizontal Board	Arts & Crafts / Craftsman Vernacular	Single Dwelling	6/1/2007	
<i>Comments: 1 EC secondary building</i>									

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104 Apperson St Rakel, Frederick, House		2	EC	c.1900	Horizontal Board NHD	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling	6/1/2007	
114 Apperson St Dickerson, C.D, House	<i>William D Meierotto, House</i> <i>Dickerson, Beatrice, House</i>	2	EC	c.1890	Horizontal Board Wood/Other/Undefined	MID-19TH & LATE VIC.: Other Victorian Eclectic	Single Dwelling Foursquare (Box)	6/1/2007	
115 Apperson St Eaton, Leslie O, House	<i>Post, Ray & Joan, House</i>	1	NC	1920	Horizontal Board NHD	Bungalow (Gen.) Vernacular	COMMERCIAL: General	6/1/2007	
209 Apperson St Bancke Hacker, Frederick & Mary, House	<i>Thom, Mr & Mrs John, House</i>	2	EC	c.1885	Shingle NHD	MID-19TH & LATE VIC.: Other Victorian Eclectic	Single Dwelling Crosswing	6/1/2007	
302 Blanchard St Critic, John, House	<i>Guenther, Mr & Mrs A. House</i>	2	EC	c.1910	Horizontal Board NHD	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
210 Hedges St Rakel, George & Stella, House		2	EC	c.1890	Horizontal Board NHD	MID-19TH & LATE VIC.: Other Vernacular	Single Dwelling	6/1/2007	
211 Hedges St <i>Gun Shop</i>		NP	NP	1960	Concrete Block NHD	Ranch Style	Specialty Store	6/1/2007	
214 Jerome St Freeman, Fred & Carrie, House		1	EC	c.1910	Horizontal Board NHD	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
215 Jerome St Jerome, Capt George, House		2	EC	c.1858	Horizontal Board NHD	Gothic Revival	Single Dwelling Hall-Parlor	6/1/2007 4/3/2008	
216 Jerome St Freeman, William & Louisa, House	<i>Case, Mr & Mrs R, House</i>	1	NC	c.1898	Shingle NHD	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling	6/1/2007	
302-308 S McLoughlin Blvd	<i>[Apartment Building]</i> <i>Big Sky Landscaping</i>	NP	NP	1960	Horizontal Board NHD		Multiple Dwelling Other Apt./Hotel Plan	6/1/2007	
309 S McLoughlin Blvd Smith, Auk & Ruth, House		2	EC	c.1920	Horizontal Board NHD	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	

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315 S McLoughlin Blvd			NP	1970	Metal: Other/Undefined	Not Applicable	Industrial Storage	6/1/2007	
			NHD						
	<i>Big Sky Landscaping, Metal Warehouse</i>								
316 S McLoughlin Blvd		2	EC	c.1867	Horizontal Board	CLASSICAL: other	Single Dwelling	6/1/2007	
Cason, John House			NHD		Wood:Other/Undefined	CLASSICAL: other		3/20/2008	
	<i>Stevens, Samuel, House</i>								
402 S McLoughlin Blvd		2	EC	c.1862	Horizontal Board	MID-19TH & LATE VIC.: Other	Single Dwelling	6/1/2007	
Miller, Capt Sebastian, House			NHD		Wood:Other/Undefined	Vernacular			
403 S McLoughlin Blvd		2	EC	c.1920	Shingle	CLASSICAL: other	Single Dwelling	6/1/2007	
Martin, Clara, House			NHD			Vernacular			
	<i>Big Sky Landscaping</i>								
408 S McLoughlin Blvd		1	NC	c.1908	Vinyl Siding	Minimal Traditional	Single Dwelling	6/1/2007	
Fields, Clara, House			NHD			Vernacular			
	<i>Celley, Mr & Mrs Charles, House</i>								
410 S McLoughlin Blvd		1	NP	c.1980	Concrete Block	Not Applicable	Other	6/1/2007	
	<i>Utility Building</i>								
415 S McLoughlin Blvd			NP	1970	Metal: Other/Undefined	Not Applicable	Industrial Storage	6/1/2007	
			NHD						
	<i>Big Sky Landscaping, Metal Warehouse</i>								
416 S McLoughlin Blvd		2	EC	c.1867	Horizontal Board	Gothic Revival	Single Dwelling	6/1/2007	
Fellows, E B, House			NHD					3/20/2008	
	<i>Comments: In use as a business; 1 NC greenhouse</i>								
501 S McLoughlin Blvd		1	NC	c.1920	Brick:Other/Undefined	Not Applicable	Specialty Store	6/1/2007	
			NHD						
	<i>Car dealership; Gas Station</i>								
502 S McLoughlin Blvd		2	EC	c.1910	Horizontal Board	Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
Telford, Max, House			NHD				Bungalow	3/20/2008	
506 S McLoughlin Blvd		1	NP	c.1940	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
Nuttall, Sidney & Margaret, House			NHD						
	<i>Wallace, Mr & Mrs Edward, House</i>								
507 S McLoughlin Blvd		2	EC	c.1890	Horizontal Board	MID-19TH & LATE VIC.: Other	Single Dwelling	6/1/2007	
Stokes, Albert & Mary, House			NHD		Wood:Other/Undefined	Victorian Eclectic			
	<i>Harvey, Mr & Mrs William, House</i>								

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508 S McLoughlin Blvd Nuttall, Sidney & Margaret, House		1	NP	c.1940	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
	<i>Wallace, Mr & Mrs Edward, House</i>		NHD						
509 S McLoughlin Blvd Shannon-Stokes House		2	EC	c.1868	Shingle	Bungalow (Gen.)	Single Dwelling	6/1/2007	
	<i>Lollenbear House</i>		NHD	c.1930					
	<i>Comments: c. 1930s remodel?</i>								
512 S McLoughlin Blvd Nuttall, Sidney & Margaret, House		2	EC	c.1926	Horizontal Board	Bungalow (Gen.)	Single Dwelling	6/1/2007	
			NHD		Wood:Other/Undefined	Arts & Crafts / Craftsman			
514 S McLoughlin Blvd		1	NP	1970	Vertical Board	Not Applicable	Specialty Store	6/1/2007	
			NHD						
	<i>John's Auto Electric Service and Supply</i>								
515 S McLoughlin Blvd Stokes, A F, House		1	EC	c.1915	Shingle	Foursquare (Gen.)	Single Dwelling	6/1/2007	
			NHD						
	<i>Bowles, Mabel, House</i>								
	<i>Comments: New hipped dormer</i>								
601 S McLoughlin Blvd May, Lake A, House		2	EC	c.1910	Shingle	Bungalow (Gen.)	Single Dwelling Bungalow	6/1/2007	
	<i>Grisham, Mr & Mrs Haskeel, House</i>		NHD						
604 S McLoughlin Blvd Wilson, Capt James, House		2	EC	c.1866	Horizontal Board	MID-19TH & LATE VIC.: Other Victorian Eclectic	Single Dwelling Hall-Parlor	6/1/2007	
			NHD						
	<i>Comments: Porch c. 1900</i>								
607 S McLoughlin Blvd Bowers, Narcissa, House		1	NC	c.1909	Shingle	Minimal Traditional	Single Dwelling	6/1/2007	
			NHD						
	<i>Comments: Heavily altered; 1 NC secondary building; false stone front addition, replacement windows</i>								
608 S McLoughlin Blvd		NP	1970	Vertical Board	Not Applicable	Specialty Store	Specialty Store	6/1/2007	
			NHD						
	<i>Auto Electrical Shop</i>								
609 S McLoughlin Blvd Rakel, August & May, House		2	EC	c.1915	Horizontal Board	Bungalow (Gen.)	Single Dwelling	6/1/2007	
			NHD			Arts & Crafts / Craftsman			
	<i>Smith, Mr & Mrs Leonard, House</i>								
	<i>Comments: 1 NC secondary building</i>								
615 S McLoughlin Blvd Eaton, Leslie O, House		1	EC	c.1925	Horizontal Board	Bungalow (Gen.)	Single Dwelling	6/1/2007	
			NHD			Vernacular			
	<i>Big Sky Landscaping, Post, Ray & Joan, House</i>								
	<i>Comments: Pergola and deck additions</i>								
616 S McLoughlin Blvd		2	EC	c.1870	Horizontal Board	LATE 19TH/20TH AMER. MV Vernacular	Single Dwelling	6/1/2007	
			NHD						
	<i>[House]</i>								
	<i>Comments: Check date - could be c. 1910?</i>								

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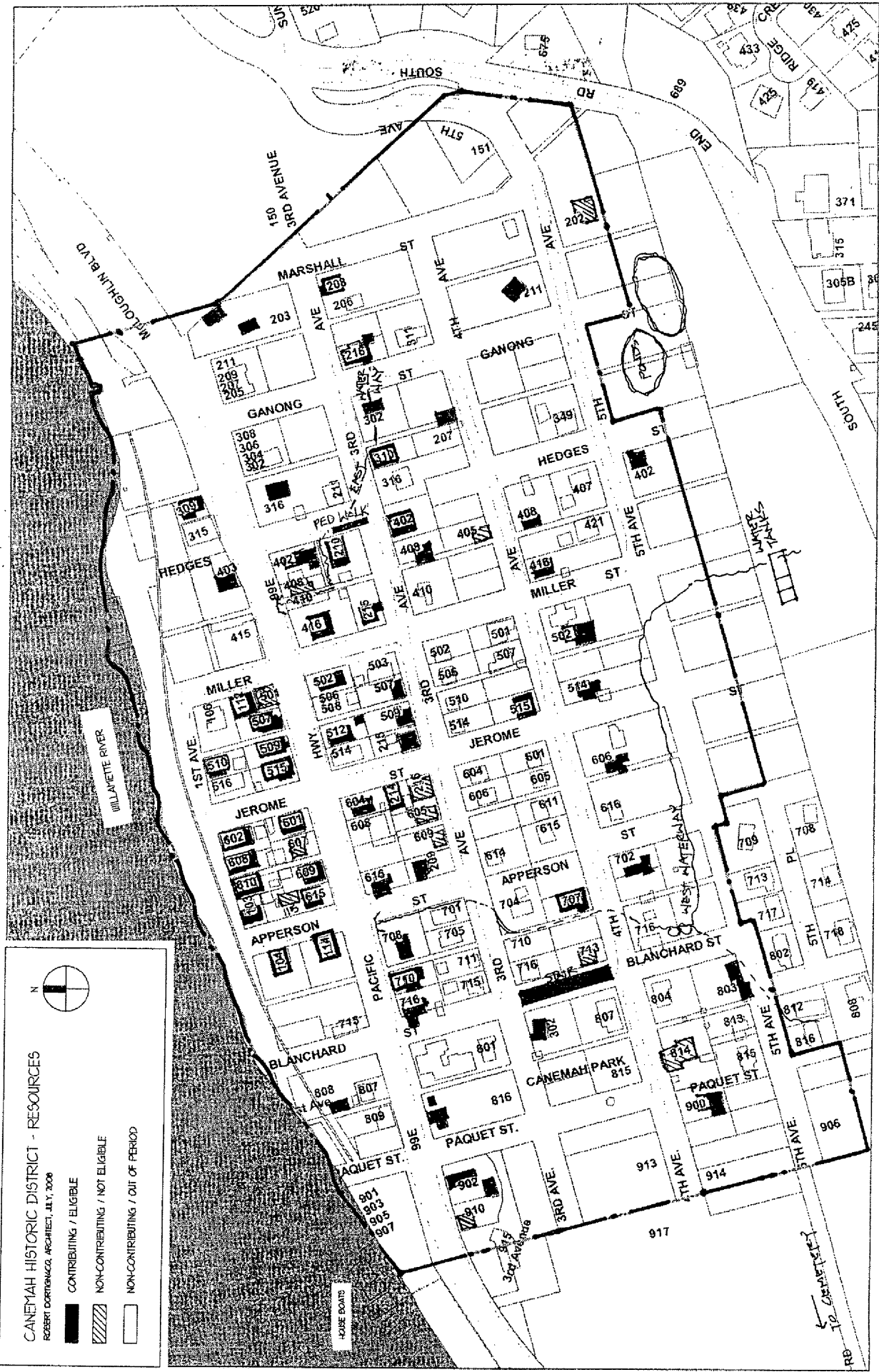
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708 S McLoughlin Blvd Cochran, Capt John, House		2	EC	c.1860	Horizontal Board	Federal Vernacular	Single Dwelling Central Passage	6/1/2007	
710 S McLoughlin Blvd Furre, C J, House		1	EC	c.1950	Horizontal Board	Minimal Traditional	Single Dwelling	6/1/2007	
			NHD						
			<i>Comments: c. 1910 porch with Craftsman detailing</i>						
715 S McLoughlin Blvd Melum, George & Louise, House	<i>Peterson, Mr & Mrs D, House</i>	1	NP	c.1950	Horizontal Board	Minimal Traditional	Single Dwelling	6/1/2007	
			NHD						
			<i>McComb, Albert, House</i>						
716 S McLoughlin Blvd McCurdy, Lyle, House		1	EC	c.1927	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
			NHD		Wood/Other/Undefined				
			<i>Planton, Mr & Mrs Stanley, House</i>						
807 S McLoughlin Blvd Jones, Kenneth, House		1	NP	c.1930	Horizontal Board	Minimal Traditional	Single Dwelling	6/1/2007	
			NHD						
			<i>Major, Walter R, House</i>						
809 S McLoughlin Blvd			NP	1940	Stucco	MODERN PERIOD: Other Commercial	Specialty Store	6/1/2007	
			NHD						
			<i>Stucco Business Building</i>						
816 S McLoughlin Blvd Beals, Isaac, House		2	EC	1875	Vinyl Siding	LATE 19TH/20TH AMER. MV Victorian Eclectic	Single Dwelling	6/1/2007	
			NHD						
			<i>Comments: c. 1910s windows; remodeled porch?</i>						
902 S McLoughlin Blvd Paquet House		2	EC	c.1864	Horizontal Board	Victorian Eclectic Gothic Revival	Single Dwelling	6/1/2007 3/20/2008	
			NHD						
			<i>Paquet, (2nd) House</i>						
910 S McLoughlin Blvd Huber, Ruby Spencer, House		1	NC	c.1917	Horizontal Board	LATE 20TH CENTURY: Other Vernacular	Single Dwelling	6/1/2007	
			NHD						
			<i>Bledsoe, Mr & Mrs Frank, House</i>						
106 Miller St		2	NP	c.1990	Horizontal Board	LATE 20TH CENTURY: Other	Single Dwelling	6/1/2007	
			<i>[House]</i>						
112 Miller St Klemson, Lena, House		1	EC	c.1915	Horizontal Board	Bungalow (Gen.) Arts & Crafts / Craftsman	Single Dwelling	6/1/2007	
			NHD						
			<i>Ferguson, Mr & Mrs A, House</i>						
215 Miller St Marshall, George, House		2	EC	c.1859	Horizontal Board	CLASSICAL: other	Single Dwelling Hall-Parlor	6/1/2007 4/3/2008	
			NHD						

Total Resources Identified: 119

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CANEMAH HISTORIC DISTRICT - RESOURCES

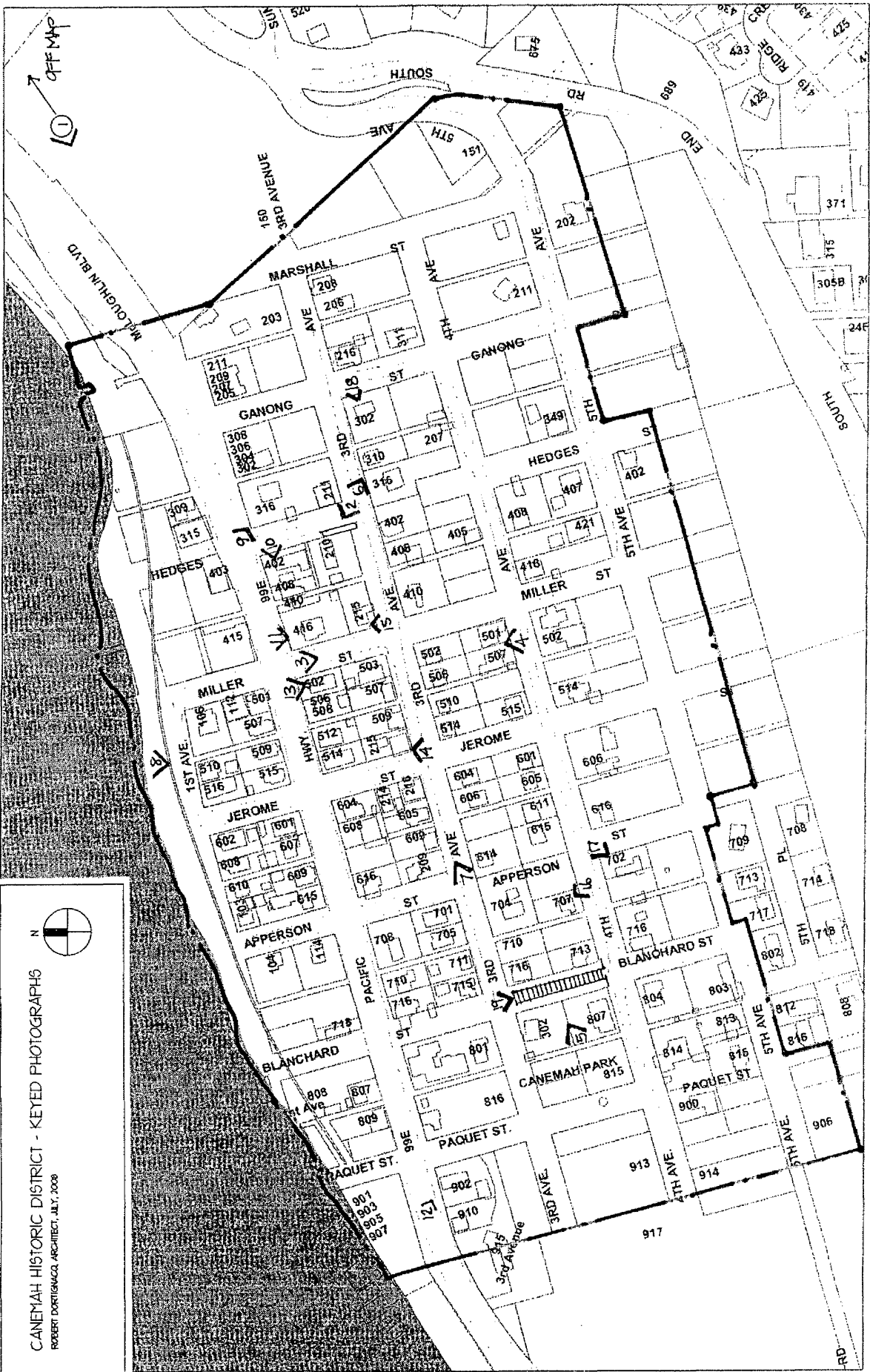
ROBERT DORTCHER ARCHITECT, JULY, 2008

- CONTRIBUTING / ELIGIBLE
- NON-CONTRIBUTING / NOT ELIGIBLE
- NON-CONTRIBUTING / OUT OF PERIOD



HOUSE BOATS

TO CHEWACKIA RD



CANEMAH HISTORIC DISTRICT - KEYED PHOTOGRAPHS
 ROBERT DORTIGNACQ, ARCHITECT, JULY, 2008

