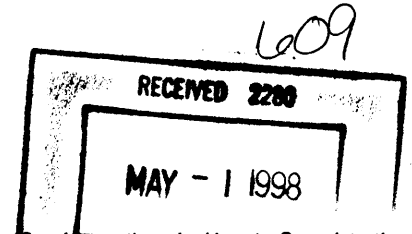


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete 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 an 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 Condon Commercial Historic District

other names/site number _____

2. Location

street & number Bounded by Ward Str.; Spring Str.; Oregon Str. and mid-block between Walnut & Frazier str. N/A not for publication

city or town _____ N/A vicinity

state Oregon code OR county Gilliam code 021 zip code 97823

3. State/Federal Agency Certification

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

Jane Henrich April 20, 1998
Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of 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 the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Edson B. Beall Signature of the Keeper
5/29/98 Date of Action

Name of Property

County and State

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.)

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, 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)

- COMMERCE / Business, professional financial institution, store
GOVERNMENTAL / City hall, post office
DOMESTIC / Multiple dwelling
RECREATION / Theater
INDUSTRY / Mill, concrete block manufactory

Current Functions (Enter categories from instructions)

- COMMERCE / Business, professional store
GOVERNMENTAL / City Hall
RECREATION / Theater

7. Description

Architectural Classification (Enter categories from instructions)

- Late Victorian: Italianate
20th Cen. Revivals: Italian Renaissance
20th Cen. American Movements: Commercial
Modern Movement: Modernistic
Vernacular/No Style

Materials (Enter categories from instructions)

- foundation Stone, concrete, brick
walls Brick, clay tile, stone, wood concrete
roof Rolled asphalt, comp. shingles
other

Narrative Description

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

See continuation sheets

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RECREATION DEPARTMENT

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Summary

Condon Commercial Historic District is a rectangular shaped area located in downtown Condon, Oregon. The District encompasses 9.90 acres and covers portions of eight city blocks. The District is located in Township 4 South, Range 21 East, Section 10 in Gilliam County, Oregon. Although primarily commercial in character, the District has other property types within the boundaries such as public and fraternal buildings.

The District is roughly bounded by Ward Street on the east, Spring Street on the south, mid-block between Oregon and Main streets on the west, and mid-block between Walnut and Frazier streets on the north. The District encompasses three additions: the Original Town of Condon, Condon & Cornish 1st Addition, and Lancaster's Addition.

There are 41 individual tax lots in the District; one of the tax lots has two resources on the lot. There are 22 Contributing resources in the District and 17 Non-Contributing resources. These resources include one previously listed National Register property, 10 Primary/Contributing resources dating from the Primary Period of Significance, 1899 to 1910; 11 Secondary/Contributing resources dating from the Secondary Period of Significance, 1911 to 1938; 6 Historic/Non-Contributing resources; 5 Compatible/Non-Historic/Non-Contributing resources; and 3 Non-Compatible/Non-Contributing resources. There are 3 auxiliary buildings: two are Compatible/Non-Contributing resources and 1 is classified as Historic/Non-Contributing. There are 6 properties classified as Vacant.

Setting and Topography

Gilliam County, located in north-central Oregon, is bounded on two sides by natural boundaries: the Columbia River on the north and the John Day River on the west. Morrow County borders Gilliam County on the east, Wheeler County on the south, and Sherman County on the west. The county is in the Mid-Columbia Basin wheat growing region. Gilliam County is a mixture of rolling hills, table lands, and river canyons that divide the county.

Encompassing 775,040 acres, Gilliam County has a population of 1,900. There are three incorporated cities in the county; Condon (pop. 790), Arlington (pop. 480) and Lonerock (pop. 25). The un-incorporated area of the county has a population of 650. Other un-incorporated historic settlements include Rock Creek, Olex, Clem, Mikkalo, and Mayville. State Highway 19 extends north-south through the county and Highway 206 extends east-west. Condon serves as the county seat.

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The City of Condon, current population 790, is located approximately 40 miles south of Arlington, Oregon. The city is located in the middle of productive agricultural lands on a high plateau about 2,844 feet above sea level. Gently rolling wheat fields surround the town. To the west lies a productive body of land known as Matney Flats, and to the south lies Mayville's rich table lands.

Condon Commercial Historic District is sited in the center of Condon on an parcel of land that gently slopes down towards the south. Residential development radiates from the downtown in all directions. Grain elevators are to the northeast and northwest of downtown, the fairground and cemetery to the northeast, the Gilliam County Courthouse to the west, and the city park and high school is south of the district.

Boundaries

The factors in determining the boundaries for Condon Commercial Historic District are based on the interrelationship of historical and visual elements. The visual factors, which include building styles and types, changes in historic character, and uses were evaluated in making the boundary determination. Historical information played an important role in the delineation of the District's boundaries.

The roughly rectangular shaped Condon Commercial Historic District is bounded on the east by Ward street, on the south by Spring Street, on the west by the mid-block line between the Oregon and Main streets and on the north by mid-block line between Frazier and Walnut streets. The buildings in the District flank the west and east side of Main Street.

The northern boundary is defined with open space, industrial buildings, and an extensively altered historic building. The east and west boundary is defined by residential development and some commercial properties (the County Courthouse is west of downtown). The southern boundary is defined by newer commercial and governmental buildings, and the city park.

The historic resources in the boundaries represent the majority of the commercial buildings in downtown Condon. The four corner buildings (anchors) of the District represent contributing buildings dating from the Primary and Secondary Periods of Significance. These buildings form a definite edge of the historic commercial core.

Plats

There are three plats or additions represented in the boundaries of the District: the Original Town of Condon; Condon & Cornish 1st Addition; and Lancaster's Addition. These addition were all platted

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on a grid system. The Original Town of Condon was platted in 1885, Condon and Cornish 1st Addition platted 1887, and Lancaster's Addition was platted in 1902. Condon & Cornish 1st Addition was platted north and west of the Original Town of Condon, and Lancaster's Addition was platted directly north of Condon and Cornish 1st Addition, extending the town further north.

The majority of the buildings in the District are included in the Original Town of Condon plat. Portions of Blocks 1,2,3, and 4 in the Original Town of Condon are included in the boundaries. The southern part of Original Town has been excluded from the District because it includes newer commercial development, and undeveloped land. Two blocks of Condon & Cornish 1st Addition are within the District's boundaries (Blocks 17 and 18). Two blocks of Lancaster's Addition are included in the District.

The typical lot size in the District is 50 ft. by 100 ft. (some buildings or tax lots only cover a portion of a standard lot). Each block, measuring 200 ft. (E-W) by 300 ft. (N-S), is composed of 12 lots. The blocks are divided north-south by Main Street which is 80 ft. wide. There are four secondary east-west streets in the District or bordering the District which are 60 ft. wide. These secondary streets are Walnut, Gilliam, Summit, and Spring.

Streetscape

A downtown streetscape project was completed in 1985 that included infrastructure work, installation of cobra-style street lights, and new sidewalks. There are no street trees in the downtown core.

The main arterial through the District is Main Street. The majority of the buildings are flush with the sidewalk, however, some of the newer buildings do not conform to the historic setback. The buildings in the District generally abut one another although some structures have been demolished and the sites used for parking lots.

The majority of the buildings dating from the Primary Period of Significance are located on the west side of Main Street. Four of these buildings are two stories in height; the remaining buildings with the exception of the apartment building (#26), at the northwest corner of the District, are one-story in height.

The buildings on the east side of the street generally date from the Secondary Period of Significance with the exception of the three buildings in the southeast corner of the District that date from the Primary Period of Significance. The buildings from the Secondary Period of Significance are generally one story in height and constructed of concrete or hollow clay tile. The Condon Hotel (#33)

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is the only building on the east side of Main Street that is two stories in height.

Zoning

All the properties in the District are zoned Commercial. Two other zoning classifications are in Condon: residential and industrial. These classifications are outside the boundaries of the District.

Architectural Styles, Building Types, and Condition

The buildings in Condon Commercial Historic District show a progression of architectural styles and resource types ranging from smaller False Front style wooden commercial buildings and Commercial/Vernacular style brick buildings to larger two-story brick buildings, and concrete and clay tile structures that represent the Secondary Period of Significance in Condon.

Resource types in the District include an apartment building, commercial buildings, a theater, two city halls, service garages, and a fraternal hall. Auxiliary buildings include a service garage, a storage and maintenance shed, and a garage. More recent building types constructed in the District include a memorial building, a service garage, a fraternal building, a gas station, a bank, and commercial buildings. Several parking lots have been built on sites previously occupied by commercial buildings.

The resources in the District were constructed with elements of various styles including False Front, Commercial, Stripped Classical, and influences of the Italianate, American Renaissance and Craftsman styles. Many of the buildings were constructed in the Vernacular style representing small retail buildings with very little architectural details or design. There is only one known architectural firm associated with a building in the District. Tourtelotte & Hummel designed the Condon Hotel (#33) in 1919-20.

The buildings are generally in good condition with the exception of a few resources which are in fair to poor condition. Although a majority of the buildings maintain their architectural character, some buildings have lost integrity due to non-compatible alterations such as residing, removal (or covering) of the original storefronts, windows, and transoms.

Construction Dates

The Period of Significance (POS) spans the period from 1899 to 1938. The beginning date of 1899 represents the construction date of the oldest building in downtown (City Hall No. 1, #40B), and the end date of 1938 represents the construction date of the last structure built (City Hall No. 2, #31) in the District.

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The Railroad & Reform Movements and the Motor Age periods are represented in Condon's commercial district.

The Primary Period of Significance represents the period from 1899 to 1910. The majority of the resources in this period were built in the Vernacular, False Front, Commercial, or have stylistic details of the Italianate style reflecting the early construction dates of the buildings. The commercial buildings from this period are generally one to two stories in height, have flat or gable roofs, constructed of wood or brick, and have one over one double-hung wood sash windows or single pane storefront windows. Other building materials used in the construction of these early buildings include stone and cast concrete block. The buildings generally lack ornate detailing and have modification to the storefronts.

The Secondary Period of Significance represents the period from 1911 to 1938. This period reflects the Motor Age when the automobile changed the face of the community. Amenities such as electricity, telephone systems, and better transportation corridors mark this period of the downtown's development. Many of these buildings were directly related to the auto industry serving as service and gas stations. Only two buildings in the District were built during the Depression, reflecting the state of the local and national economy.

The dominant building types in this period are one-story concrete or hollow clay tile buildings. These building generally have flat or shallow hip or gable roofs with a decorative parapet, large single pane storefront windows, and raised pilasters separating the bays. The other more ornate buildings in this period are constructed of brick and hollow clay tiles and reflect the American Renaissance and Classical styles.

Physical Development of Condon Commercial District

Primary Period (1899-1910)

The Commercial buildings constructed in this period represent the early settlement and growth in Condon's history. Condon was settled in 1879 around a natural spring called "Summit Springs". In 1885, the town was platted and in 1893, the community was incorporated. Small false front wooden businesses and larger wooden hotel buildings characterized the pre-1900 era in downtown Condon. Condon developed steadily as a wheat and livestock producing region until the railroad was built from Arlington, on the Columbia River, to Condon.

Interest in building a railroad with Condon as its terminus started in 1902 when several railroad agents held meetings concerning the possibility of building a railroad. It was at this time, 1902-03, that the first brick buildings were constructed in town. These

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structures were built of local brick (one built of local sandstone) and were clustered at the south end of Main Street. The "new" brick buildings were intermingled with wooden false front structures that lined both sides of Main Street. The Condon Milling Company built a two and one-half story mill at the north end of Main Street (Main and Walnut streets). This building represents one of the first large scale industrial buildings in Condon. The mill also brought electricity to the town.

After the railroad was completed in 1905, several other brick structures were constructed. These buildings were generally two stories and were larger in scale than the earlier brick structures. One building erected in this period was made of cast concrete block. Two of these larger buildings were banks. These businesses were built on the west side of Main street. The east side of Main Street was lined with wooden false front buildings: hotels, stores, and livery stables. The last substantial two-story brick building constructed during this period was the IOOF Hall (1910). This period represents the early growth and developmental period in Condon when the population more than quadrupled as a result of the completion of the railroad and the growth of the wheat and wool industries. The end of this period marks the end of the rapid growth of the town and the start of the automobile era.

Secondary Period (1911-1938)

During the Secondary Period of Significance, new concrete or hollow clay buildings slowly replaced wooden structures. The automobile gradually replaced the horse and wagon as the livery stables gradually disappeared from Main Street. Automobile garages and service stations and commercial businesses were erected. More buildings were constructed to house specialty stores such as cafes, bakeries, and offices. A majority of the construction in this period occurred on the east side of Main Street.

The streets were paved, hitching posts removed, and the construction of the John Day Highway in the 1920s improved the transportation system through the county. The construction of the Kinzua and Southern Railroad from Condon south to the Kinzua Pine Mill in north-central Wheeler County in 1928 further benefited Condon as more freight and passengers passed through the town. Condon was the commercial and shipping center of Gilliam County and northern Wheeler County as the wheat and livestock industries expanded. Grain warehouses, a brick hotel, a theater, and a new city hall were all constructed during this era of the automobile. The end date corresponds to last building erected in the pre-W.W.II era in downtown. This period also marks a shift in agriculture to more modern mechanized farming practices.

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Existing Surveys/National Register Properties

There have been two surveys completed of Condon: one in 1976 and the other in 1988. These surveys were conducted as part of the State of Oregon's "Inventory of Historic Properties" survey. There were 19 properties in the District identified in the inventories. These buildings are the Barker Building (#1), Bank Saloon (#4), Dunn Brothers (#6), Dunn Brothers' Annex (#7), Gilliam Co. Bank (#9), Horner, Moore, and Co. Hardware Store (#13), IOOF Hall (#15), Reisacher Building (#16), Bank Block (#18), Horner Apartments/Condon Milling Co. (#26), Fatlands (#28), City Hall No. 2 (#31), Hollen and Sons (#32), Condon Hotel (#33), Potter Grocery (#34), and Liberty Theater (#35), Buckhorn Saloon (#40A), City Hall (#40B), 1st National Bank (#41). One building, the S.B. Barker Building, was previously listed in the National Register of Historic Places in 1989. Some of these resources have been designated by the Gilliam County Historical Society as historic landmarks. These buildings are identified by a plaque which states the resource is a historic building (also includes the building date).

Classification of Properties

The classification of Contributing and Non-Contributing properties within Condon Commercial Historic District is based on a number of considerations including building style, type, number of alterations, building material, massing, setbacks, and the historic development of the District.

Primary/Contributing: Resources built between 1899 and 1910 which reflect the style, traditions, and/or patterns of buildings typically constructed during this period, represent the Primary Period of Significance. This period extends from the construction date of the earliest extant building, the "old City Hall" until 1910 (inclusive), the year the last of the railroad era two-story brick buildings were constructed. The Primary Period of Significance represents the early development and railroad era in the City of Condon when the town became a commercial center of Gilliam County and experienced tremendous growth.

Secondary/Contributing: Resources built between 1911 and 1938 represent the Secondary Period of Significance in the District. This period is directly related with the automobile era when the streets were paved, the John Day Highway was built, and businesses related with the auto industry were constructed along Main Street. These buildings were generally constructed of concrete and/or hollow clay tile. This period reflects new growth in Condon as new transportation corridors were completed, and the wheat and livestock industries grew.

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Historic/Non-Contributing in Current Condition: Resources constructed during either the Primary or Secondary Periods of Significance which have been altered over time that their original integrity and contributing elements have been lost or concealed. Restoration of the elements lost due to non-compatible alterations would allow the building to be re-classified as a contributing resource to the District.

Compatible/Non-Historic/Non-Contributing: Buildings constructed after 1938 which are compatible architecturally with the contributing resources and the historic character of the District.

Non-Compatible/Non-Contributing: Buildings constructed after 1938 which are not compatible architecturally with the contributing resources and the historic character of the District.

Vacant: Properties are classified as vacant if there are no buildings sited on them and they are unimproved.

Contributing and Non-Contributing Resources

Integrity	Major Resources No.	Auxiliary Resources No	Totals No.
<u>Contributing</u>			
National Register	1	0	1
Primary	10	0	10
Secondary	<u>11</u>	<u>0</u>	<u>11</u>
Total Contributing	22	0	22
<u>Non-Contributing</u>			
Historic/Non-Contribut.	6	1	7
Compatible/Non-Historic	5	2	7
Non-Compatible	<u>3</u>	<u>0</u>	<u>3</u>
Total Non-Contributing	14	3	17
<u>Total Resources</u>	36	3	39
<u>Vacant</u>			
Vacant Lots	6	0	6

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District Resources by Classification, Period of Significance, & Date:

Inventory No.	Date	Building Name	Address	Classification
Primary				
40B	1899	City Hall No.1	306 S. Main	Primary
13	1901	Horner, Moore, & Co.	213 S. Main	Primary
6	1902	Dunn Bros.	311 S. Main	Primary
1	1903	Barker Building	333. S. Main	National Register
4	1903	Bank Saloon	319 S. Main	Primary
40A	1903	Buckhorn Saloon	306 S. Main	Primary
41	1903	1st National Bank	310 S. Main	Primary
7	1904	Dunn Bros. Annex	307 S. Main	Historic/Non-Contrib.
16	1905	Reisacher Bldg./Jackson's	210-03 S. Main	Primary
9	1906	Gilliam Co. Bank/1st National	103 W. Summit	Primary
18	1906	Bank Block	135 S. Main	Primary
15	1910	IOOF Hall	207-09 S. Main	Primary
Secondary				
12	1913	Horner Law Office	217 S. Main	Historic/Non-Contrib.
19	1915	US Post Office	129 S. Main	Secondary
27	1919	Shelley's Garage	102 N. Main	Secondary
33	1920	Condon Hotel	202 S. Main	Secondary
10	1920	Pliter Bldg.	225 S. Main	Historic/Non-Contrib.
26	1922	Horner Apts/Condon Milling Co.	109 N. Main	Secondary
35	1922	Liberty Theater	212 S. Main	Secondary
20	1923	Weed Building	127 S. Main	Secondary
34	1925	Potter's Grocery	208 S. Main	Secondary
36	1925	Farr Building	218 S. Main	Historic/Non-Contrib.
35 (aux)	1925	Garage	212 S. Main	Historic/Non-Contrib.
28	1928	Fatlands	110 S. Main	Secondary
29	1928	Campbell Building	114 S. Main	Secondary
32	1928	Hollen & Sons	134 S. Main	Secondary
17	1935	Home Telephone	119 W. Gilliam	Historic/Non-Contrib.
31	1938	City Hall No. 2	128 S. Main	Secondary
38	1938	Union Oil Station	234 S. Main	Historic/Non-Contrib.
Non-Contrib. Resources				
30	1947	Vets Memorial	120 S. Main	Non-Compatible/Non-Cont.
8	1949	Red & White Grocery	301 S. Main	Compatible/Non-Contrib.
37	1949	Burns Brothers	222 S. Main	Compatible/Non-Contrib.
21	1950	BPOE Lodge	117 S. Main	Non-Compatible/Non-Cont.
14	1952	Round-up Cafe	211 S. Main	Compatible/Non-Contrib.
23	1954	Grain Growers Coop	105 S. Main	Compatible/Non-Contrib.
24	1954	Klamath 1st Federal	103 S. Main	Compatible/Non-Contrib.
25	1954	Parman & Harris	101 N. Main	Non-Compatible/Non-Cont.
28 (aux)	1959	Fatlands Tire	110 S. Main	Compatible/Non-Contrib.
31 (aux)	1963	City Hall Storage Garage	128 S. Main	Compatible/Non-Contrib.
Vacant				
2	ND	Vacant	S. Main	Vacant
3	ND	Vacant	S. Main	Vacant
5	ND	Vacant	S. Main	Vacant
11	ND	Vacant	S. Main	Vacant
22	ND	Vacant	S. Main	Vacant
39	ND	Vacant	S. Main	Vacant

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Property Descriptions

The resources within Condon Commercial Historic District are described on the following pages. Note: Some of the dates of the building were estimated from deed research, oral interviews, the assessor's construction date, and other sources (denoted by the use of circa). The "Historic Name" of the property most generally reflects the original owner or business in the building and the "Common Name" often refers to long-time owners/business of the properties or the current name of an established business.

#1	Address: 333 S. Main Street	Owner: Grage Investments
	Historic Name: Barker Building	c/o Flatt, Doug
	Common Name: Dunn Bros. Inc.	P.O. Box 635
	Year Built: 1903	Condon, OR 97823
	Architect: Unknown	Map No: T4S R21E 10CA
	Style: Vernacular/Italianate	Reference No: 418
	Use: COMMERCE/Specialty Store	Plat: Original Town of Condon
	Alterations: Minor	Block: 4
	<u>CLASSIFICATION:</u> National	Lot: E. 34' of Lot 7
	<u>Register of Historic Places</u>	Tax Lot: 7600

DESCRIPTION: The Barker Building is located at the intersection of Spring and Main streets at the south end of the commercial district. "The Barker Building remains one of only four two-story masonry buildings on Main Street dating from the period of Condon's major growth, commencing shortly after 1900. Including two single story additions to the rear (west) elevation, the building measures 50 by 133 feet in its ground plan (original building plan measures 50' by 90'). It has walls of common bond brick construction and a post and beam interior framework. While the facade is exceedingly straightforward, it is not without stylistic character, most of which is derived from a continuous stringcourse of molded brick which forms stilted, square-arched dripstones above three regularly-spaced window bays which are fitted with paired, double-hung sash, the juxtaposition of which presents the effect of a strong central mullion. The window heads are framed with plain label surrounds composed of radiating brick and brick knees. Thus, a High Victorian Italianate, or possibly something of a Jacobethan touch was given to an otherwise plain front, and the effect was heightened by a early paint scheme which emphasized the dripstone stringcourse and created keystones on the arch heads and banding on piers and pilasters. A simple corbeled cornice and corbeled second story corner pilasters finish the front. Brick flues above the parapet are wholly intact" (National Register Nomination, August, 1988).

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"The ground floor originally was divided into four structural bays. The center bays were display windows, and the other two contained recessed entries. It is reported that about 1916, the proprietor, who had by this time moved his permanent residence to Portland, sought to bring the storefront configuration up to date and filled the outer bays with display windows and recessed the entrance behind the center pier. It was at this time the mosaic tile stoop was laid, and transoms, or toplights were filled with prism glass which is still in place, although painted over on the exterior. As is typical of stores of the period, the interior was divided into two aisles by a central row of columns supporting a longitudinal beam. The fancy embossed metal ceiling cover remains in place throughout" (National Register Nomination, August, 1988). A wheel chair ramp was installed on the west end of the building (1988). The Barker Building is in excellent condition and was listed in the National Register of Historic Places in 1989.

HISTORICAL DATA: "The Barker Building strikingly conveys the character it had in the years when it was owned by S.B. Barker. For this reason it is significant under Criterion B as well as C because it is the Condon property most importantly associated with the commercial leader of the community. Barker had extensive sheep ranch holdings in the county and organized and headed the Gilliam County Bank from 1899 onward. This, the first substantial building in the business district, is an indication of Barker's striving to bring up-to-date merchandising to the customers who flocked here from surrounding ranches."

"The S.B. Barker Company was incorporated in 1905. Two years later, Barker moved his family to Portland, but he continued to maintain his house and business in Condon until shortly before his death in 1918. The store continued in use for its original purpose to 1986, virtually unaltered. The long period of association with James Dunn Burns, manager of Dunn Brothers, Inc., successors in ownership and operation of the building, commenced in 1926. It was during this period that the back room of the store was the place where political decisions were made in Gilliam County in the early 20th Century. Burns served both as mayor and as long-time County Judge and during the Great Depression was a stabilizing financial force for farmers and ranchers equal to, if not greater than, local banks."

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#4 **Address:** 319 S. Main Street **Owner:** Macro Graphics
Historic Name: Bank Saloon % Stinchfield, McLaren &
Common Name: Times-Journal Janet
Year Built: 1903 P.O. Box 746
Architect: Unknown Condon, OR 97823
Style: Vernacular **Map No:** T4S R21E 10CA
Use: COMMERCE/Business **Reference No:** 421
Alterations: Minor **Plat:** Original Town of Condon
CLASSIFICATION: Primary/
Contributing **Block:** 4
 Lot: S. 5' Lot 3; N. 20' Lot 4
 Tax Lot: 7900

DESCRIPTION: The Bank Saloon, constructed in 1903, is a one-story commercial building with rear shed addition. A brick corbeled chimney caps the flat roof on the main portion of the building and an exterior concrete block chimney is on the west wall of the rear addition. The extension has a shed roof covered with corrugated metal roofing.

Measuring 25 ft. (N-S) by 63 ft. (E-W), the building is constructed of coursed ashlar stone with a rock-face finish. The pinkish sandstone was quarried in the Lost Valley area, approximately 25 miles southeast of Condon. A concrete cornice extends across the front and a stepped parapet with brick coping caps the side walls. The side walls and stepped parapet of the addition are constructed of hollow clay tiles. The rear (west) wall of the addition is sheathed with board and batten siding and has an access door. The main building volume has a rock foundation and the addition has a concrete foundation.

The three bays of the storefront have been remodeled; double doors are in the southern bay, and a combination of horizontal boards and fixed pane windows enclose the middle and north bay. A wooden shed awning shelters the bays. The front doors are elevated above street level; wooden planter boxes have been built flanking the entrance stairs and the window bays. There are no windows on the north elevation and two diamond-pane windows on the south elevation. The building is in good condition with moderate alterations.

Alterations: Moved the original double entrance doors from the northern bay to the south bay, installed new storefront windows, boxed (covered) original cast-iron columns, and installed wooden shed awning (1980s).

HISTORICAL DATA: Fred Wilson purchased a lot in downtown Condon on September 3, 1902 from John and Serreptia Downing for \$500 (Bk. N, p. 410). Wilson, along with his brother Frank, planned to build a saloon on the property. Construction started on the building in early 1903.

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The sandstone used in the construction was quarried locally in the Lost Valley area (southeast of Condon). In January, 1903 Wilson went to Portland and purchased a storefront for his new building which consisted of "fine panels" for the front of the saloon (Condon Globe, 22 Jan. 1903). These panels were to be installed "three feet" back from the front of the building.

The Bank Saloon opened for business in 1903 and boasted of having the "finest quality of cigars, wines, and liquors." "A Gentlemen's resort", the saloon was a favorite watering hole. In 1910, Al Searcy purchased the saloon and reopened the business. Searcy had previously owned the Buckhorn Saloon on the east side of Main Street only a half a block away. The saloon was closed down in 1916 as prohibition swept the county. By 1922, the building was used as a confectionery store.

In 1930, the *Globe-Times* newspaper moved their offices into the building. The newspaper was established under the ownership of George H. Flagg in 1919. Flagg consolidated Condon's two newspapers, the *Globe* (founded 1891) and the *Times* (founded 1900) to form the *Globe-Times*. In 1975 another merger occurred; the Condon *Globe-Times* merged with Fossil's *Journal* to form the *Times-Journal* newspaper. The building still houses Condon's newspaper, the *Times-Journal*.

#5	Address: S. Main Street	Owner: Burns, James C.
	Historic Name: N/A	513 Long Shadow Circle
	Common Name: N/A	Spring, Tx 77388
	Year Built: N/A	Map No: T4S R21E 10CA
	Architect: N/A	Reference No: 4248
	Style: N/A	Plat: Original Town of Condon
	Use: LANDSCAPE/Park	Block: 4
	Alterations: N/A	Lot: N. 35' of S. 40' Lot 3
	<u>CLASSIFICATION:</u> Vacant	Tax Lot: 7301

DESCRIPTION: Summit Springs Park was established in the 1980s and is used as a small pocket park in the downtown. The trees in the park shelter a picnic bench. The eastern portion of the lot is covered with washed river rocks. A vertical board fence separates the park area from the back portion of the lot which is covered with small trees. A plaque in the park commemorates "Summit Springs".

HISTORICAL DATA: A small one-story wooden building was originally on the site (demolished) and was used for a long time as a drug store and jewelry store (1910 and 1922 Sanborn Maps).

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#6	Address: 311 S. Main Street	Owner: Smith, Roger E. &
	Historic Name: Dunn Brothers	Linda J.
	Common Name: Horse Mt. Studio	P.O. Box 102
	Year Built: 1902	Condon, OR 97823
	Architect: Unknown	Map No: T4S R21E 10CA
	Style: Vernacular	Reference No: 414
	Use: COMMERCE/Specialty Store	Plat: Original Town of Condon
	Alterations: Minor	Block: 4
	<u>CLASSIFICATION:</u> Primary/ <u>Contributing</u>	Lot: East 1/2 of S. 20' Lot 2; East 1/2 of N. 10' Lot 3
		Tax Lot: East half 7200

DESCRIPTION: The Dunn Bros. Building is a one and one-half story brick building with an interior mezzanine and measures 30 ft. (N-S) by 85 ft. (E-W). An interior chimney is on the south side of the flat roof. The front parapet projects above the roof line and has a slightly projecting corbeled coping covered with sheet metal. The spandrel is embellished with three recessed panels divided by raised brick pilasters. Long rectangular panels decorate the top of the side pilasters. The central panel is divided horizontally by a raised coursing of brick with dentils.

The storefront is divided into three bays: the central recessed entrance bay is flanked by storefront windows and a low bulkhead covered with a stucco finish. The central bay is flanked by cast iron columns sitting on fluted bases. The outer bays are flanked by brick pilasters. The storefront transoms have been boarded over; the muntins are still intact. A multi-pane transom window is above the central bay between the cast iron columns. The recessed entrance door is wood and has a transom (enclosed) above. Two segmental arch windows, on the rear (west) elevation, have been boarded over. The building has a rubble rock foundation.

Historically, the building was identical in design to the neighboring building to the north. The two buildings share a party wall. A small park is located to the south. The Dunn Bros. building is in fair-good condition.

Historic Alterations: Original storefront windows were large four pane windows to single pane windows; they were later changed to single pane windows with transoms above; recessing the front entrance, altering the windows above the central bay from a two pane transom to a four pane transom, and removal of a central curvilinear parapet with the name "Dunn Bros." highlighted in raised letters.

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Non-Historic Alterations: Enclosure of storefront transoms; painted the original brick, and enclosure of the rear windows. Enclosure of central transom with wood and installed new storefront windows (1997).

HISTORICAL DATA: Constructed in 1902, the Dunn Brothers building was built by Jim and Ed Dunn. Originally in partnership with J.H. Miller, the brothers opened a store called Miller & Dunn. After Miller left the business in 1893, the Dunn brothers started their own mercantile business, the Dunn Brothers. In 1896, the Dunns purchased a one-story wooden building and moved their business into the building.

On April 10, 1900, Samantha and Patrick Shelly sold a lot on Main Street to James Dunn for \$126 (Bk. N, p. 48). Construction of the new brick building began in April, 1902 and would house the brothers' mercantile business. The foundation work began in July, 1902 and by September the brick walls were under construction. The bricks used in the construction were produced locally at Armstrong Brickyard; the yard began production of bricks specifically to supply the bricks for the Dunn Brothers' store.

By October, the brothers were moving stock into their new brick building while the interior work was being finished. Roy Price and S.S. Grider were the carpenters, and Boleus and Gengler were hired to paint the interior and add false wood graining to some of the interior surfaces. The store had a large sales room, a mezzanine, a grocery department (one-half of south side), a shoe department with 2,500 pairs of shoes, and men's and women's furnishings, and notions department. The Dunn Brothers opened for business in January, 1903. The Dunn Brothers' store was Condon's first brick building.

Dunn Brothers was incorporated in 1904 with Ed Dunn, M.C. Dunn, and James Dunn Burns listed as stockholders. By 1916, Jim and Ed Dunn had left Condon and the store was purchased by James Dunn Burns, the Dunn brother's nephew. Burns started working in the store with his uncles in 1898 at the age of 18 and continued to work in the store until he purchased the business.

In 1926, Burns moved the business into the Barker Building (Inventory No. 1), later purchasing the building in 1936. James continued to work at the store until his death in 1968. His son James O. Burns, took over management and ownership of the store in 1945 and continued to operate the store until his death in 1986.

James D. Burns served as the mayor of Condon in 1913 and was responsible for removing the hitching posts in town and paving the streets. In 1926, Burns was elected Gilliam County Judge and was subsequently re-elected five times to a six-year term before retiring

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in 1962. He also served on the Oregon Liquor Control Commission, and in 1929 helped organize the NW Portland Cement Company of Seattle. The store was a gathering place for many people and in the early 1920s became a meeting place for the anti-Ku Klux Klan forces in the county. The Dunns were known throughout the county during the Great Depression when the store extended credit for those in need.

The original Dunn Brothers store was later used as the Red Cross Drug Store owned by Carl O. Perrenoud. Perrenoud purchased the drug store in 1938 and operated it until his death in 1961. His wife, Marie, kept the store open until 1964. The store was later sold to Louie Barnett and converted into a dress shop known as Jo-Lins. The building is currently (1997) used as an art studio.

<p>#7 Address: 307 S. Main Street Historic Name: Dunn Brothers' Annex Common Name: Hudson Insurance Year Built: c. 1904 Architect: Unknown Style: Altered Use: COMMERCE/Business Alterations: <u>CLASSIFICATION: Historic/</u> <u>Non-Contributing</u></p>	<p>Owner: Wood, John A. P.O. Box 381 The Dalles, OR 97058 Map No: T4S R21E 10CA Reference No: 413 Plat: Original Town of Condon Block: 4 Lot: East 1/2 of S. 29.5 of N. 30' of Lot 2 Tax Lot: East half 7100</p>
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DESCRIPTION: The Dunn Brother's Annex is a one and one-half story brick building, measuring 30 ft. (N-S) by 85 ft. (E-W). An interior brick corbeled chimney is on the northwest corner of the flat roof. The front parapet projects above the roof line and has a slightly projecting corbeled coping covered with sheet metal. The spandrel is embellished with three recessed panels divided by raised brick pilasters. Long rectangular panels decorate the top of the side pilasters. The central panel is divided horizontally by a raised coursing of brick with dentils.

The storefront has been extensively modified with the installation of vertical T-1-11 siding over the storefront windows and transoms. New storefront windows have been added and an aluminum slider window replaced the transom window. The wooden front door is recessed. Raised brick pilasters flank the remodeled storefront. The building has a rubble rock foundation.

Historically, the building was identical in design to the neighboring Dunn Brothers Building (Building No. 6) to the south and shares a

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party wall with the neighboring building. The building abuts another commercial building to the north and is in good condition.

Historic Alterations: Removed central curvilinear parapet.

Non-Historic Alterations: Installed T-1-11 siding over entire storefront, installed new windows, and enclosed rear windows and doors on the west elevation.

HISTORICAL DATA: The building was constructed c. 1904 as an addition or annex to the Dunn Brothers' store. The store was used for the dry goods section of the business. The Dunn brothers, James and Edward, purchased the lots for the addition in June and December of 1903. By August, 1904, the brothers had deeded the property over to the Dunn Brother's, thus indicating a building on the site.

The building was sold to Wilma Titus (formerly Thompson) in 1945. Titus owned the building until Grayson Butler purchased the store in 1950. Butler only retained the property for two years until it was sold to Edward and Alice Born for use as an electric shop. In the early 1970s, Fred Greiner moved his insurance company into the building. Greiner sold the business to Hudson Insurance in 1977. Hudson Insurance currently occupies the building.

<p>#8 Address: 301 S. Main Street Historic Name: Red & White Gro. Common Name: Two Boys Meat & Grocery Year Built: 1949 Architect: Unknown Style: Vernacular Use: COMMERCE/Specialty Store Alterations: Minor CLASSIFICATION: <u>Compatible/Non-Historic/Non-Contributing</u></p>	<p>Owner: Selby, Robert W. ET UX & Anderson, Ryan B. ET UX P.O. Box 582 Condon, OR 97823 Map No: T4S R21E 10CA Reference No: 422 Plat: Original Town of Condon Block: 4 Lot: 1; N. 6 inches of Lot 2 Tax Lot: 8000</p>
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DESCRIPTION: The one-story concrete block building is rectangular in plan, measuring 50 ft. (N-S) by 100 ft. (E-W), and has a barrel roof. On a corner lot at the intersection of Main and Summit streets, the building has a cut-away corner entrance with an aluminum frame door. The cornice line of the store is void of detail. The two bays on the east elevation are slightly recessed and are flanked by concrete block pilasters. Aluminum sash fixed pane windows span the area between the bays. The north elevation has fixed pane aluminum windows and two service doors. The rear elevation is plain in detail with the exception of a stepped parapet wall. A concrete foundation supports

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the building. The grocery is sited on the southwest corner of Summit and Main streets and is in good condition.

HISTORICAL DATA: The 1910 and 1922 Sanborn Fire Insurance Maps indicate a two story wooden structure on the lot that was used for a confectionery/barbershop, and later a hardware store and barbershop. In the 1940s the wooden structure was used to house Shannon's Grocery Store, the Legion Hall, and a restaurant.

Robert Eaton purchased the wooden building on June 20, 1949 (Deed Bk. 34, p. 104) and dismantled the building to make way for a "modern" grocery store. Eaton opened the Red and White Grocery in 1949. The store was later called the Condon Grocery and still (1997) operates as the Two Boys Meats and Grocery.

<p>#9 Address: 103 W. Summit Street Historic Name: Gilliam Co. Bank Common Name: 1st National Bank Year Built: 1906 Architect: Unknown Style: Italianate/Classical Use: DOMESTIC/Residential/VACANT Alterations: Minor-Moderate <u>CLASSIFICATION: Primary/</u> <u>Contributing</u></p>	<p>Owner: Barnes, Ronald E. & Alice c/o Shaw, Keith P.O. Box 121 Condon, OR 97823 Map No: T4S R21E 10CA Reference No: 343 Plat: Original Town of Condon Block: 2 Lot: 6; E. 12' Lot 7; small portion of Lot 8 Tax Lot: 700</p>
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DESCRIPTION: The Gilliam County Bank (later the First National Bank) building is a two-story rectangular structure, measuring 50 ft. (N-S) by 100 ft. (E-W). The brick building has a flat roof capped with brick chimneys and a projecting sheet metal cornice supported by modillions. The frieze is embellished with an arcaded corbel table coursing of brick. The bays on the second floor are defined by raised brick pilasters; there are two bays on east elevation, a corner bay, and four bays on the south elevation. Segmental arch windows on the second floor are a combination of one over one double-hung wood sash and replacement windows with aluminum sash. The windows have rough-face stone sills.

The two stories are separated by a projecting stringcourse constructed of cast concrete. The architrave below the stringcourse is scored to simulate stone blocks. The first floor was remodeled in 1919-20. The first floor is composed of three bays on the east elevation, one corner bay, and seven bays on the south elevation. Paired classical brick pilasters separate the bays on the east and south elevations. The pilasters sit on a brick bulkhead. Two window bays flank a

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central entrance bay on the east elevation. The double wooden entrance doors are capped with a transom. The doors are flanked by classically detailed brick pilasters which support the pediment above.

The south elevation is composed of seven bays: the three bays on the eastern portion of the elevation have fixed pane windows with enclosed transom windows and the other four bays are designed entrance doors and display windows. The four western bays on the south side reflect the historic design of the building. The third bay from the west end has an arched double entrance door with a fanlight above. The western two bays have the wooden storefronts, display windows, and transoms intact (western-most bay has a small leaded prism glass transom).

A small, one-story brick addition with a stepped parapet was added to the west elevation. The addition has double doors, a concrete foundation, and a meat hook hanging above the entrance door on the south side. The west elevation is composed of a series of one over one double-hung wood sash windows. Some of the windows have been boarded over with wood. The building is in fair condition and is located on the northwest corner of Summit and Main streets. A commercial building abuts the building to the north.

Historic Alterations: The first floor on the east and south elevations were remodeled in 1919-20 in the classical style. These alterations included: addition of paired pilasters on the first floor; re-configured east elevation by addition of central entrance bay; changed original storefront windows and the three original eastern arched windows on the first floor to larger rectangular windows with transoms; added brick under the paired pilasters and the cast-stone stringcourse separating the two floors; and installed fanlight window above the arched entrance door on the south elevation.

Non-Historic Alterations: Enclosed storefront windows on the east elevation; enclosed a majority of the transom windows on the first floor; replaced the door in the central bay on the south elevation; removal of some of the original one over one double-hung windows on the second floor on the south, east, and north elevations; and removal of the decorative parapet. The parapet above the cut-away corner bay had a date plate that stated the building's erection date of 1906.

HISTORICAL DATA: The two story Gilliam County Bank was constructed in 1906 from local brick. Only a portion of the building was used for a bank. Other businesses and professional offices shared the new bank building. The bank was located in the southeast corner of the building and had a corner entrance. In 1907, S.B. Barker was the president and was managing the bank which had a capital of \$50,000.

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The bank building was touted to be "one of the handsomest buildings in Condon."

By 1910, the Gilliam County Bank had merged with other local banks to form the 1st National Bank. The 1st National Bank originally had their facilities at 310 S. Main Street but moved the bank in 1910 to the two story brick building originally occupied by the Gilliam County Bank.

The 1910 Sanborn Maps indicate a clothing store (Lester Wade's) located in the northeast corner of the building, and offices in the rear portion. The bank was located in the southeast corner. The upstairs was used for doctors and dentists offices.

In June, 1919, the First National Bank announced plans to remodel the first floor of the bank. The project included remodeling the interior spaces and the first floor of the exterior. The remodeled bank offices and lobby expanded into the entire Main Street facade, expanding into the former clothing store. The interior was constructed of the finest mahogany and marble (marble floors and countertops). Architect P.T. Aingl, who specialized in bank architecture, was hired to remodel the bank. A construction firm from Portland served as the general contractors. The remodel project cost approximately \$20,000. Upon completion, the bank boasted of a modern facility designed with classical detailing including pediments and pilasters.

In 1934, the local bank sold their holdings to a Portland bank, and the named changed to the 1st National Bank of Portland. The bank continued to operate in the building until 1954 when another bank building was constructed at 103 S. Main. A number of businesses have been housed in the bank building over the years.

#10	Address: 225 S. Main Street	Owner: Murray's Drugs, Inc.
	Historic Name: Pliter Building	P.O. Box 427
	Common Name: Murray's Pharmacy	Heppner, OR 97836
	Year Built: 1920	Map No: T4S R21E 10CA
	Architect: Unknown	Reference No: 345
	Style: Altered	Plat: Original Town of Condon
	Use: COMMERCE/Dept. Store	Block: 2
	Alterations: Major	Lot: S. 41' Lot 5
	<u>CLASSIFICATION:</u> Historic/Non-	Tax Lot: East half of 800
	<u>Contributing</u>	

DESCRIPTION: The Pliter Building is rectangular in plan and measures 40 ft. (N-S) and 100 ft. (E-W). The shed roof slopes down to the west

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and has a concrete block chimney in the northwest corner. The east elevation (front) has been remodeled to accommodate the current business. The slightly projecting cornice matches the height of the stringcourse on the neighboring building to the south. T-1-11 siding and a barrel style awning has been installed above the storefront windows. The storefront is broken up into two bays which are divided by concrete columns. Aluminum storefront windows and a rock-face bulkhead have replaced the original storefront. The storefront has also been altered by recessing the storefront and entrance door. The Pliter Building abuts a commercial structure to the south and a parking lot is to the north. The building is in good condition.

HISTORICAL DATA: The Pliter Building was constructed by Frank M. Pliter in 1920 and replaced two small wooden structures (Randall's barbershop and the Owl Cafe). The building remained in the Pliter family until Lydia Pliter Doll (Frank's widow), sold the building to Robert Eaton on August 14, 1962 (Deed Bk. 43, p. 509). Eaton remodeled the building in the early 1960s.

A variety of businesses have occupied the building over the years. The 1922 Sanborn Fire Insurance Map indicates a pool room was in the northern storefront. Lester Wade, a prominent business person in Condon, had a successful clothing store in south side of the building. Other businesses that occupied the northern portion were the Condon Meat Market and the Pastime Cafe (during prohibition). Currently (1997), the entire building is occupied by a pharmacy.

<p>#11 Address: S. Main Street Historic Name: N/A Common Name: N/A Year Built: N/A Architect: N/A Style: N/A Use: Landscape/Parking Lot Alterations: N/A <u>CLASSIFICATION:</u> Vacant</p>	<p>Owner: Burns, John P.O. Box 445 Condon, OR 97823 Map No: T4S R21E 10CA Reference No: 346 Plat: Original Town of Condon Block: 2 Lot: S. 7' Lot 3; Lot 4; N. 9' of Lot 5 Tax Lot: East half of 900</p>
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DESCRIPTION: The parking lot is sited below the street level and is surfaced with gravel. The lot slopes down to the west and is in between two commercial buildings.

HISTORICAL DATA: The 1922 Sanborn Fire Insurance Map shows a wooden building originally on the lot.

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<p>#12 Address: 217 S. Main Street Historic Name: Horner Law Office Common Name: Trim West Year Built: c. 1913 Architect: Unknown Style: Western False Front Use: COMMERCE/Specialty Store Alterations: Moderate <u>CLASSIFICATION:</u> Historic/ Non-Contributing</p>	<p>Owner: Smith, Lloyd R. P.O. Box 317 Condon, OR 97823 Map No: T4S R21E 10CA Reference No: 347 Plat: Original Town of Condon Block: 2 Lot: N. 16' of S. 23' of Lt 3 Tax Lot: 1000</p>
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DESCRIPTION: The small wooden false front building measures 16 ft. (N-S) and 54 ft. (E-W). The false front covers the gable roof that is sheathed with metal roofing material. A stove pipe projects from a brick chimney base in the center of the roof. Metal siding in a board and batten pattern covers the original wood siding. One over one double-hung wood sash windows are on the south elevation. The front elevation (east) has a tripartite storefront window and an entrance door. A cloth awning shelters the storefront. The building has a crawl space and is supported on a post and beam foundation.

The building has a small rear shed addition. Shiplap siding is still evident on the rear (west) elevation of the addition. The windows in the addition are four paned and the back door has five panels. A parking lot is located to the south and wooden false front building abuts the building on the north. The building is in good condition.

Alterations: Installation of metal siding and the modification of the storefront door and windows.

HISTORICAL DATA: The Sanborn Fire Insurance Map does not indicate a building on this lot in 1910. However, the 1922 maps shows a building used for office space.

This building may have been moved to the lot between 1911 and 1915 or most likely constructed around 1913 when Charles H. Horner, a prominent attorney in Condon, purchased the lot. Horner used the building for his law office for many years. He owned the building until 1938.

Horner served as district attorney and also owned a title and insurance company, and the hardware store next door (to the north). He co-owned the hardware store with Edgar Moore. The hardware store to the north had a warehouse shed that extended across the back of the law office and its annex (demolished).

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Horner married Cressie Hunsaker in 1906. Cressie worked as her husband's assistant in the office for many years. Cressie died in 1936. On July 30, 1938, Charles H. Horner sold the building to G.W. Parman, an attorney, and Robena Parman for \$500. George Parman died suddenly in October, 1939 at the age of 62; a year later his wife, Robena Parman, deeded the law office building to J.D. and Miriam Thouvenel (April 12, 1940: Deed Bk. 31, p. 370). Dan Thouvenel operated the Thouvenel's Barber Shop and Miriam, his wife, operated a beauty shop in the back of the building. Dan died in 1954 and Miriam continued to operate the business until 1965 when she sold the building and business to Laurel Wikstrand. Bert Wikstrand remodeled the building before his death in 1974. It still functions as a beauty saloon.

#13	Address: 213 S. Main Street	Owner: Mikkalo, Mark V.
	Historic Name: Horner, Moore, and Co.	P.O. Box 325 Condon, OR 97823
	Common Name: Mark's Cuts	Map No: T4S R21E 10CA
	Year Built: c. 1901	Reference No: 348
	Architect: Unknown	Plat: Original Town of Condon
	Style: Western False Front	Block: 2
	Use: COMMERCE/Specialty Store	Lot: S. 2' of Lot 2; N. 27' Lot 3
	Alterations: Minor	Tax Lot: 1100
	<u>CLASSIFICATION:</u> Primary/ Contributing	

DESCRIPTION: The Western False Front style building is rectangular in plan and measures 29 ft. (N-S) by 28 ft. (E-W). The parapet is embellished with a projecting central raked cornice and a plain friezeboard. A gable roof sheathed with corrugated metal roofing is behind the front parapet.

The front elevation (east) is sheathed with narrow shiplap siding finished with cornerboards. The large four-pane storefront windows flank the central recessed entrance. The double entrance doors are elevated above street level; steps lead up to the doors which are capped with a transom window. The storefront windows are framed with wide, trim molding and have a bulkhead covered with vertical boards.

The west (rear) elevation is covered with unpainted board and batten siding and has small fixed pane windows. A vertical board fence (built c. 1994) encloses the back yard. The building has a partial basement (about 4 1/2 ft.) and is supported on a post and beam foundation.

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Commercial buildings flank the building on the south and north. The building is in good condition and is an excellent example of a Western False Front style building with few alterations.

Alterations: The building originally extended about another 55 ft. to the west and was used as a duck pin bowling alley for many years. That portion of the building was taken off in about 1980.

HISTORICAL DATA: On November 15, 1901 the Arlington Bank deeded Lot 3 Block 2 in the Original Town of Condon to T.G. Johnson and P.M. Pliter for \$20 (at that time the legal description changed to block and lot). Pliter and Johnson sold the property in March 1905 to W.L. Barker for \$1,877. This sale price indicates that a building was on the site. Most likely the building was constructed around 1901 by Pliter and Johnson who were merchants in Condon. The property was again sold in 1910 to R.L. Sabin who subsequently sold the parcel to Charles H. Horner in 1913. Horner paid \$1,200 for the property. Horner started a hardware and implements store in the building which was known as Horner, Moore, and Co. The Horner family owned the building until 1945 when he sold the property to the Parrish family.

Wick Parrish operated a barbershop in the building from 1939 to 1983 (purchased the building in 1945). Parrish was born in Condon in 1903 and married Catherine McCue in 1936. Wick's barbershop was a gathering place for the community where local residents could discuss local and world issues. There was also a bowling alley in the back of the building (demolished) at one time. In 1983, the present owner purchased the building and continued to operate a barbershop in the store front. The barber chairs date from 1915-1920.

<p>#14 Address: 211 S. Main Street Historic Name: Roundup Cafe Common Name: Roundup Cafe Year Built: 1952 Architect: Unknown Style: Modern Commercial Use: COMMERCE/Restaurant Alterations: Minor CLASSIFICATION: <u>Compatible/ Non-Historic/Non-Contributing</u></p>	<p>Owner: Blackford, Allan P.O. Box 73 Heppner, OR 97823 Map No: T4S R21E 10CA Reference No: 350 Plat: Original Town of Condon Block: 2 Lot: N. 18' of S. 20' of Lot 2; 1/2 interest in partition wall Tax Lot: 1200</p>
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DESCRIPTION: The one-story building measures 18 ft. (N-S) by 69 ft. (E-W) and is a concrete block structure. The flat roof is slightly lower than the side stepped parapet wall. A second story wooden deck

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attached to the building to the north projects over the roof of the building.

The front of the building is sheathed with Roman brick with a rounded canopy covering the recessed aluminum storefront windows and entrance doors. Wire sculptures surmount the canopy. The front brick pilasters projects slightly beyond the building facade of the abutting businesses. A brick planter extends along the front of building. The front elevation wall is built at a slight diagonal.

The back (west) elevation has a door and a small deck with stairs that lead down to the back yard area. The building is in good condition and abuts two commercial buildings.

HISTORICAL DATA: Pete and Florence Schroeder started the Round-Up Cafe in 1952 when they purchased the tavern on the site. The Schroeders converted the tavern into a restaurant and in 1954 purchased the neighboring building to the north (IOOF Hall) and added a tavern to the restaurant. They owned the restaurant and tavern until 1961. In 1968, Florence Schroeder once again operated the restaurant doing so until 1972. The current owner, Allen Blackford, purchased the building in 1973.

#15	Address: 207-09 S. Main Street	Owner: B a s f o r d , A l l a n
	Historic Name: IOOF Hall	P.O. Box 122
	Common Name: Round-up Room	Ione , OR 97843
	Year Built: 1910	Map No: T4S R21E 10CA
	Architect: Unknown	Reference No: 351
	Style: Vernacular/Commercial	Plat: Original Town of Condon
	Use: COMMERCE/Restaurant	Block: 2
	Alterations: Moderate	Lot: N. 30' of Lot 2; 1/2
	<u>CLASSIFICATION:</u> Primary/ Contributing	interest in partition wall
		Tax Lot: 1300

DESCRIPTION: The rectangular brick IOOF Hall measures 30 ft. (N-S) by 100 ft. (E-W) and is two-stories in height. The flat roof is flanked by a stepped parapet wall. Sheet metal square based finials capped with a ball embellish the opposite ends of the cornice. The frieze is decorated with a arcaded corbel table coursing of brick.

Three segmental arch windows with projecting sills line the second story of the front elevation. The windows are one over one double-hung wood sash (some of the glass has been painted or boarded over). The mezzanine level is comprised of four, four-paned windows. An iron lintel extends across the top of the mezzanine windows. A canopy

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separates the mezzanine level visually from the first story windows. The first story facade had been covered with Roman brick. Two fixed pane windows flank the central door.

On the northern side of the front facade is an entrance door that leads to the second story. The entrance door is slightly recessed and set in an arched opening. The south elevation has six, one over one double-hung windows that light the second floor interior. Some of the window openings appear to be new openings. A door that leads to a wooden balcony sheltered with a shed roof is on the east end of the south elevation.

The back (west elevation) of the building has one over one double-hung wood sash windows; some of the windows have been boarded over and one window on the first floor has been bricked in. The transom over the back door has been enclosed. Steel stairs lead down to the back yard of the building. A steel fire escape and door are located on the north elevation.

Major Alterations: Removal of decorative sheet metal cornice; replaced transom windows with mezzanine windows and bricked in remainder of area around windows; altered original storefront windows and doors; added Roman brick to the first floor; added south side balcony; enclosed transom window over entrance door to upstairs; cut new window openings on south side of building; and enclosed some of the windows on the rear elevation.

HISTORICAL DATA: Condon Summit Lodge No. 130 IOOF was organized in 1903. The Lodge purchased the building lot from John Reisacher on June 7, 1910 for \$1,200. At that time, A. Hartman, J.J. Portwood, and J.D. Estes were trustees of the lodge. The deed agreement between Reisacher and the IOOF Lodge stipulated that a stairway would be constructed between the two buildings which would access both the Reisacher and the IOOF Hall.

Construction of the brick building began in the summer of 1910 and was supervised by Henry Hartman (*Condon Times*, 2 July 1910). By July, 1910, painting on the interior was started. Work in the new hall progressed throughout 1910 and by December, 1910, the new Odd Fellows Hall was dedicated. Other lodges members from Mayville and Fossil attended the ceremony. Hundreds of guests were invited to a celebration supper. The Condon IOOF Lodge, with 101 members, was the largest in the county at that time.

The upper floor was used for lodge purposes. The lodge room was in the rear, the reception room in the front, and a property room in between. The ground floor and basement were occupied by stores.

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#16 **Address:** 201-203 S. Main Street **Owner:** Seale, Sidney J. & Darla
Historic Name: J.F. Reisacher P.O. Box 617
Building/Jackson's Condon, OR 97823
Common Name: Country Flowers **Map No:** T4S R21E 10CA
Year Built: 1905 **Reference No:** 353
Architect: Unknown **Plat:** Original Town of Condon
Style: Commercial **Block:** 2
Use: COMMERCE/Specialty Store **Lot:** E. 85' of Lot 1
Alterations: Minor **Tax Lot:** 1400
CLASSIFICATION: Primary/
Contributing

DESCRIPTION: The J.F. Reisacher Building is a two-story brick building that measures 50 ft. (N-S) by 85 ft. (E-W). Several corbeled brick chimneys cap the flat roof. A projecting cornice shelters the name "J.F. Reisacher" that is in raised letters in the center of the frieze on the front (east) facade. A corbeled stringcourse defines the bottom of the frieze. Raised brick quoins decorate the corners of the second story on the east and north elevations. The paired one over one double-hung wood sash segmental arch windows on the second floor are flanked by a decorative raised stretcher coursing of brick. The projecting sills are constructed of brick.

The storefront is composed of six bays separated by cast iron columns. A retractable cloth awning shelters the six pane transom windows which surmount the fixed pane storefront windows. The original wooden bulkheads have recessed panels. The recessed second and fifth bays have entrance doors with transoms above. The doors are surrounded by a single coursing of glass block. A large storefront window with a multi-pane transom is located on the north side. A steel lintel is above the window transom.

The rear elevation has a second story entrance door (not in use) and three one over one double-hung wood sash windows. The windows have a segmental arch and have projecting brick sills. A small one-story clay tile building abuts the building on the west and a two-story building abuts structure on the south. The building is located on the southwest corner of Gilliam and Main streets.

The interior of the building is divided into several smaller spaces. The original ceilings heights have been restored and the wood floors are intact. A small mezzanine in the northeast corner of the store remains and once housed a darkroom for the drug store. The interior reflects the historic character of the building.

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Restoration Work (since 1989): New roof; new wiring and insulation; uncovered transom windows; removed interior false ceiling; exposed wood floors; patched plaster; re-painted interior and exterior details; added mezzanine to back of store; removed florescent lights and added appropriate lighting and fans; added retractable awning.

Major Alterations: Removal of the projecting sheet metal cornice.

HISTORICAL DATA: The Reisacher Building was constructed by prominent citizen J.F. Reisacher in 1905. Reisacher established a harness shop in Condon in 1897 and served as postmaster of the town for many years. John helped organize the Gilliam County Bank in Condon in 1900 and served on the board of directors. After the Gilliam County Bank merged with the First National Bank, John was elected president of the bank. Reisacher also worked in the real estate and insurance businesses and was involved in community affairs, serving as one of Condon's early mayors. Mary Reisacher was also active in the community. She served as post mistress for years, established the first Parent Teacher Association in Condon, active in the Eastern Star, and sang solos at many occasions. John died on October 31, 1960 and Mary died on November 30, 1961.

Reisacher Building: Plans for the Reisacher Building began in the summer of 1905 when postmaster Reisacher petitioned the city to move the post office one block to the north. The city approved the plan for Reisacher to move the post office into his newly planned building. The design for the Reisacher Building was touted as first class.

In August, 1905, construction began on the new building. The plans specified a rock foundation with brick on the upper two stories. Lee Shellman was head mason, R.P. Orr of Wasco was the brick layer, and H. Hartman was named as the carpenter. The bricks for the building were shipped from Weston, Oregon. By November, 1905, the brick work was completed and Reisacher moved into the building in December, 1905.

The first tenants of the Reisacher Building were the Jackson's store, the Condon post office, and a harness shop. John Williamson Jackson, a Scottish immigrant, started his confectionery store in 1898 in a small wooden structure in the heart of Condon. When Reisacher built the brick structure, Jackson moved his business to the new building. He shared the first floor with the post office and harness shop. Jackson purchased the entire building in 1914, expanding his operations. The 1922 Sanborn Fire Insurance maps indicate Jackson's was located on the northern two-thirds of the store and the harness shop occupied the southern portion. The Condon mortuary later took over the harness shop section of the building.

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Jackson's store sold home-made ice cream, tobacco, candy, books, and magazines. The soda foundation became the gathering place for local residents. The first cameras in Condon were sold at the store and the dark room for developing the film is still intact in the store. In the 1940s, Jackson's expanded their business by adding gift items to their inventory.

John Scott and Louise Thouvenel Jackson purchased the business from John's father in 1945 and continued to operated the business for many years. The current owners purchased the building in 1989 and began the process of restoration.

#17 **Address:** 119 W. Gilliam Street **Owner:** Home Telephone Company
Historic Name: Home Telephone **P.O. Box** 486
Common Name: TDS Telecom **Condon, OR** 97823
Year Built: c. 1935 **Map No:** T4S R21E 10CA
Architect: Unknown **Reference No:** NA
Style: Vernacular **Plat:** Original Town of Condon
Use: Storage **Block:** 2
Alterations: Moderate-Major **Lot:** W . 15' of Lot 1
CLASSIFICATION: Historic/
Non-Contributing **Tax Lot:** 1500

DESCRIPTION: The one-story building is constructed of clay-tile and concrete blocks and has a false front covered with boarding. A door is located on the east side of the front (north) facade. A large opening, once a window, has been boarded over. The shed roof is attached to the Reisacher Building to the east.

HISTORICAL DATA: The small building was used as the Home Telephone offices and switchboard. The telephone company originally had their offices on the second floor of the Reisacher Building but moved the offices when the small addition was built in the 1930s. The building is currently used as a storage warehouse by the telephone company.

#18 **Address:** 135 S. Main Street **Owner:** Watt, Barbara
Historic Name: Bank Block **P.O. Box** 571
Common Name: Condon Nat. Bank **Condon, OR** 97823
Year Built: 1906 **Map No:** T4S R21E 10BD
Architect: Unknown **Reference No:** 319
Style: Vernacular/Am. Renaissance **Plat:** Condon & Cornish 1st Add.
Use: COMMERCE/Specialty Store **Block:** 18
Alterations: Moderate **Lot:** Lots 6 & E. 1/2 Lot 7; S.
CLASSIFICATION: Primary/
Contributing **Tax Lot:** 9600

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DESCRIPTION: The two-story commercial building measures 50 ft (N-S) by 100 ft. (E-W) and is constructed of concrete block with an imitation rock-face stone finish (plain block on north elevation). Corbeled chimneys cap the flat roof. The concrete block parapet projects above the cornice and has a pedimented date block panel in the center of the east elevation. A leaf finial caps the parapet pediment and the construction date of "1906" is centered in the tympanum. Below the pediment, in raised letters, is the historic name of the building: "Bank Block". The projecting sheet metal cornice is supported by modillions. A decorative cast concrete band with an egg and dart pattern is located at the bottom of the wide concrete frieze. The paired one over one double-hung wood sash windows have concrete lintels and sills. A wide concrete stringcourse separates the two stories.

The four front (east) elevation bays are separated by concrete block pilasters. The transom windows and storefronts have been altered by the installation of new windows or the enclosure of the windows with vertical boards. The central entrance to the second floor retains the original Union Jack design transom window and recessed doorway. The south elevation has a series of window and door openings which have been enclosed with concrete block. A smooth finished concrete watertable extends around the south elevation. Evidence of basement windows can be seen below the sidewalk level on the south elevation; the sidewalk has been elevated over the years.

The rear (west) elevation has a band of one over one double-hung wood sash windows (some boarded over) on the second story and a door on the first story. The windows on the first floor have been enclosed with concrete and glass blocks. Two pane basement windows and a stairway leading to a basement door are at ground level on the rear elevation. A fire escape extends diagonally across half of the rear elevation. The north side of the building is constructed of plain concrete blocks and the central portion of the building has one over one double-hung windows. The building is in fair-good condition and is located on the northwest corner of Gilliam and Main streets.

Major Alterations: Enclosed transom windows; changed storefronts by addition of vertical boards and new windows; addition of a wheel chair ramp on the east elevation; enclosed original southeast corner entrance with a storefront on the east side and concrete blocks on the south side; enclosed all the window and door openings with concrete block on the south elevation; enclosed some of the windows on the west elevation.

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HISTORICAL DATA: In January 1906, W. Lord of The Dalles and Frank J. Hurlburt of Shaniko, Oregon arrived in Condon with the idea of starting a new bank, the Condon National Bank. The proposed bank building was advertised as strictly modern with steam heat and of cast concrete block construction. The sand for making the cement mixture for the blocks was shipped from Umatilla and the block molds were shipped from Portland. A local plant was built to make the cast concrete blocks for the bank. Production of the concrete blocks started in March, 1906 by Marshall Brothers of Portland. The bank opened for business in 1906.

In 1910, W. Lord, George Dukek, A. Greiner, Grant Wade, and E.J. Clough comprised the board of directors of the bank. At that time, the bank had a capitol stock of \$50,000. In 1910, a drug store and jewelry store were located on the north half of the building and the bank on south half. The upstairs was used for apartments and professional offices.

The bank continued to serve the community until November, 1923 when it closed its doors due to insolvency. In 1928, the bank directors were charged with violations of the national banking act which included: making excessive loans which amounted to more than 10 percent of the unimpaired capital and surplus to individual borrowers; extension of unwarranted lines of credit; loaning to people who were insolvent; failure to collect loans; and renewal of bad loans. The suit was seeking \$45,000 in damages. In 1929, the directors were sentenced, each receiving a jail sentence. The building has been used as offices and many businesses have been housed in the bank building over the years.

#19	Address: 129 S. Main Street	Owner: Wolke, John. & Pat L.
	Historic Name: U.S. Post Office	P.O. Box 888
	Common Name: Gilliam Co. Title	Grants Pass, OR 97526
	Year Built: 1915	Map No: T4S R21E 10BD
	Architect: Unknown	Reference No: 320
	Style: Vernacular	Plat: Condon & Cornish 1st Add.
	Use: COMMERCE/Professional	Block: 18
	Alterations: Minor	Lot: S. 1/2 of Lot 5
	<u>CLASSIFICATION:</u> <u>Secondary/</u>	Tax Lot: 9602
	<u>Contributing</u>	

DESCRIPTION: The U.S. Post Office is a one-story building measuring 25 ft (N-S) by 65 ft. (E-W) and has a flat roof with interior brick chimneys. The building is constructed of hollow clay tile covered with a brick veneer on the front (east) elevation. The parapet is capped by coping. The frieze is decorated with a coursing of soldier

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bricks above a panel of bricks laid in a chevron pattern. The opposing chevrons are finished with white diamond inlay tiles.

The building is divided into two bays. The windows in the bays are outlined on the sides and top by a coursing of stretcher bricks; the corners are finished with white square inlay tiles. The entrance door is recessed and slightly raised above street level. Two small fixed pane windows flank the door.

The rear elevation has a back door which is elevated above grade and accessible from a flight of wooden stairs. The building has a concrete foundation. The building is identical in detail to the attached business at 127 S. Main which was erected later. The building abuts a brick commercial building to the south.

Alterations: Recessed entrance surrounds covered with vertical wood siding; new entrance door and flanking windows; transom removed above newer storefront window.

HISTORICAL DATA: The U.S. Post Office was constructed in 1915 with J.A. McMorris serving as postmaster. After the new building was finished, the post office was moved from the Reisacher Building to its new location.

Frank T. Hurlburt financed the construction of the new U.S. Post Office and also furnished the interior. He then leased the building to the Post Office for 10 years. Upon completion in October, 1915, the *Condon Globe* reported that the "Condon Post Office is one of the best." The woodwork was all selected Oregon fir with the exception of the desk tops and doors which were oak. The building was of "fire proof" construction, built of hollow clay tiles.

The building functioned as a post office until the current U.S. Post Office was constructed in 1956. After the post office moved, the building housed offices.

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#20	Address: 127 S. Main Street	Owner: Tahirih Inst. for
	Historic Name: Weed Building	Community Development
	Common Name: NA	c/o Anderson, Eileen
	Year Built: 1923	P.O. Box 7401
	Architect: Unknown	Ketchikan, Ak 99901
	Style: Vernacular	Map No: T4S R21E 10BD
	Use: COMMERCE/Office	Reference No: 321
	Alterations: Minor-Moderate	Plat: Condon & Cornish 1st Add.
	<u>CLASSIFICATION:</u> Secondary/ <u>Contributing</u>	Block: 18
		Lot: S. 20' Lot 4, N. 25' of Lot 5
		Tax Lot: 9700

DESCRIPTION: The one-story Weed Building measures 15 ft (N-S) by 46 ft. (E-W) and has a flat roof with interior brick chimneys. The building is constructed of hollow clay tile with a stucco finish. The front of the building is sheathed with a brick veneer. The front parapet is capped with a slightly projecting coping. The frieze is decorated with a coursing of soldier bricks above a panel of bricks laid in a chevron pattern. The opposing chevrons are finished with white diamond inlay tiles.

The building is divided into two bays with a shed addition on the north elevation. The window bay (northern most bay) is framed on the sides and top by a coursing of stretcher bricks; the corners are finished with white square inlay tiles. The narrow entrance bay has a door with an enclosed transom above. The entrance door is slightly raised above street level.

The back (west elevation) of the building has a back door which is slightly below grade and leads to the basement. Six over one double-hung wood sash windows punctuate the north elevation. A raised watertable extends across the north elevation. The building has a concrete foundation. The building is identical in detail to the attached building at 129 S. Main, although it is smaller in scale.

Alterations: Transom boarded over above entrance door; newer storefront window and transom enclosed; and addition of a shed roof over side entrance door, and wheel chair ramp added on the north elevation.

HISTORICAL DATA: The Weed Building was constructed in 1923 by John D. Weed, a prominent attorney and insurance agent in Condon. The building shared a party wall with the US Post Office to the south and although built eight years later, the office's main facade was designed to match the Post Office. Weed purchased the property from

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Simon Mikkalo for \$1,500 in October, 1922 (Deed Bk. 30, p. 81) and shortly after that constructed the building in the identical style as the adjacent post office.

Weed started his practice in Condon in 1913 and maintained his office in the building until he moved to Arizona in the 1930s. The building has maintained its use as an office over the years.

#21	Address: 117 S. Main Street Historic Name: BPOE Common Name: Elks Lodge Year Built: 1950 Architect: Unknown Style: Vernacular Use: SOCIAL/Meeting Hall Alterations: Minor CLASSIFICATION: <u>Non-Compatible/ Non-Contributing</u>	Owner: BPOE P.O. Box 123 Condon, OR 97823 Map No: T4S R21E 10BD Reference No: 323 Plat: Condon and Cornish 1st Add. Block: 18 Lot: 3 & 10; N. 30' Lts 4 & 9 Tax Lot: 9800
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DESCRIPTION: The Elks Hall is an one-story building with a full basement and measures 50 ft. (N-S) and 128 ft. (E-W). A vaulted roof sheathed with asphalt covers the building. Slightly projecting eaves extend over the side elevations which are void of details with the exception of raised pilasters that define the bays. The building has a concrete foundation.

The front (east) elevation has a raised parapet wall; only the end of the vaulted roof rises above the parapet. A small entrance porch is attached to the front (east) elevation. The entrance is constructed of tannish brick and has a flat roof supported by large beams. The large double entrance doors have small rectangular windows designed in a vertical pattern.

A small shed roof addition sheltering a door is on the north elevation. The building is void of any window except for two small windows on ends of the vaulted roof and one window on the rear (west) elevation. Another entry door is located on the south elevation. A large exterior brick chimney is on the west side of the lodge. The building is in good condition. Parking lots flank the building on the south and north.

HISTORICAL DATA: The Elks Club was organized in 1947 and originally met in the dining hall of the Condon Hotel. The members of the club belonged to the Heppner Elks Lodge. The club was officially incorporated in 1949 and was known as the Gilliam-Wheeler Club. The club soon became interested in forming their own lodge and were

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successful in December of 1952. At that time, the Condon Elks Lodge No. 1869 was instituted. Soon after the formation of the lodge, the members started negotiating with the Gilliam County Veterans Memorial Association to purchase the memorial building they had begun construction of in 1953. On June 23, 1953, the Condon Lodge purchased the Veteran's Memorial Building. In February 1954, the lodge building was dedicated and still functions as the Elks Lodge in the community.

#22 **Address:** S. Main Street
Historic Name: N/A
Common Name: N/A
Year Built: N/A
Architect: N/A
Style: N/A
Use: LANDSCAPE/Parking
Alterations: N/A
CLASSIFICATION: Vacant

Owner: Burns, John
P.O. Box 445
Condon, OR 97823
Map No: T4S R21E 10BD
Reference No: 327
Plat: Condon and Cornish 1st Add.
Block: 18
Lot: 2
Tax Lot: 10200

DESCRIPTION: The gravel parking lot is located on the north side of the Elk's Lodge. The parking lot slopes down to the west to Oregon Street.

HISTORICAL DATA: The 1910 Sanborn Fire Insurance map indicates that there was originally a small, wooden structure on the site. The 1922 Sanborn Maps indicate the wooden building was used for a hotel/restaurant at that time.

#23 **Address:** 105 S. Main Street
Historic Name: Condon Grain Growers Coop Association Office
Common Name: LaRue Insurance
Year Built: 1954
Architect: Unknown
Style: Modern Commercial
Use: COMMERCE/Business
Alterations: Minor
CLASSIFICATION: Compatible/Non-Historic/Non-Contributing

Owner: LaRue, Jay & Gretchen
P.O. Box 591
Condon, OR 97823
Map No: T4S R21E 10BD
Reference No: 326
Plat: Condon and Cornish 1st Add.
Block: 18
Lot: S. 15' of Lot 1
Tax Lot: 10100

DESCRIPTION: The rectangular building is constructed of concrete block and measures 15 ft. (N-S) and 75 ft. (E-W). The flat roof is flanked by a stepped parapet; the front parapet projects approx. two feet above the roof line.

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The building has a recessed storefront bay. The wooden storefront windows and entrance door are capped by transoms. A brick planter has been built in front of the storefront bulkhead. The new facade has been added to the front (east) elevation which is surfaced with stucco. The new facade projects approx. one foot from the original surface. The building ties in closely to the bank building on the north.

A small six pane window is on the south side of the building. The loading dock is on the rear (west) elevation. The loading dock is a small wooden addition with a shed roof. A concrete foundation supports the building. The structure is in good condition. The coop building is flanked by a parking lot on the south and a commercial business on the north.

HISTORICAL DATA: The building was constructed in 1954 by the Condon Grain Growers Coop Association on land purchased by the Coop in 1942. The coop was an outgrowth of the Farmers Elevator Coop which was organized by local wheat farmers in 1916 to facilitate the sale and transport of crops. The company was incorporated in 1930 as the Condon Grain Growers Coop, Inc. with a capital of \$15,000. Initial directors included Fred C. Greiner, Lloyd E. Smith, J.F. Reisacher, Lloyd Parman, Herbert Johnson, J.W. Dyers, and Orva Dryer. In 1940, the by-laws were changed and the name was changed to the Condon Grain Growers. The building is now used by an insurance agency.

#24	Address: 103 S. Main Street	Owner: Klamath 1st Federal
	Historic Name: 1st Nat. Bank	P.O. Box 5270
	Common Name: Klamath 1st Federal	Klamath Falls, OR. 97601
	Year Built: 1954	Map No: T4S R21E 10BD
	Architect: Unknown	Reference No: 325
	Style: Modern Commercial	Plat: Condon and Cornish 1st Add.
	Use: COMMERCE/Financial Inst.	Block: 18
	Alterations: Minor	Lot: N. 35' of Lot 1
	CLASSIFICATION: <u>Compatible/Non-</u>	Tax Lot: 10000
	Historic/Non-Contributing	

DESCRIPTION: The rectangular bank building has a flat roof and measures 35 ft. (N-S) and 65 ft. (E-W). Constructed on concrete, the building has a raised parapet. Four metal frame windows are located north of the entrance door which is covered by a canopy. A low brick planter is in front of the windows. Concrete side walls which project out from the surface of the front windows and doors, flank the center portion of the bank building. A night deposit drop is located south of the entrance door.

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Fixed pane windows are on the north elevation. Three, one over one double-hung wood sash windows are on the back of the building. The building has a concrete foundation and is in good condition. Situated on a corner lot, the bank has a vacant lot to the west and a commercial structure flanks the building on the south.

HISTORICAL DATA: In 1899, Andrew Greiner, Ed Dunn, Nathan Farnsworth, and William Wehrli organized a bank that would later become the 1st National Bank of Condon. The bank originally occupied the building currently used as the county library at 310 S. Main. The bank's holdings were later sold to the Condon National Bank and the Gilliam County Bank which was re-organized as the 1st National Bank. The bank continued to operate under local ownership until 1934 when it was sold to the 1st National Bank of Portland. In 1954, a new bank building was dedicated on the corner of Walnut and Main streets (103 S. Main). On June 1, 1981, the 1st National Bank of Oregon was purchased by First Interstate Bank and in 1996, the bank again changed hands becoming Wells Fargo Bank.

#25	Address: 101 N. Main Street	Owner: Combs, Gwen C.
	Historic Name: Parman & Harris Lumber Company	P.O. Box 33
	Common Name: Mini-Mart	Condon, OR 97823
	Year Built: 1954	Map No: T4S R21E 10BD
	Architect: Unknown	Reference No: 268
	Style: Modern Commercial	Plat: Lancaster Addition
	Use: COMMERCE/Specialty Store	Block: 49
	Alterations: Minor	Lot: Lot 6 exc. E. 65' of N. 8'
	CLASSIFICATION: <u>Non-Compatible/ Non-Contributing</u>	Tax Lot: Part of 5801

DESCRIPTION: A low pitched gable roof shelters the building which measures 75 ft. (N-S) and 60 ft. (E-W). The building has a 40 ft. by 43 ft. basement and is constructed of concrete block and hollow clay tile. The south and east elevations have been covered with stucco.

A wide canopy projects over the east and south elevations. The storefront windows are fixed pane and flank the wooden recessed entrance door. Some of the original window openings have been covered over with vertical boarding; the windows on the north side of the east elevations have been boarded over with plywood. A door on the west elevation has also been enclosed. The building has a concrete foundation and is in good condition.

Alterations: Facade of the building was altered by addition of new storefront windows and doors.

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HISTORICAL DATA: Parman and Harris Inc. built the structure for their lumber business. The company was founded in 1923 by C.W. Harris and George W. Parman. Prior to establishing the business, Harris worked for the Arlington Lumber Company and Parman was a local attorney and farmer. The original wooden wooden false front building which housed the business originally was moved to the northwest and a new concrete structure built on the site. The business sold paints, hardware, lumber, sand and gravel, and coal.

#26 **Address:** 109 N. Main Street
Historic Name: Condon Milling Company
Common Name: Horner Apts.
Year Built: 1922 (1902)
Architect: Unknown
Style: Vernacular/Craftsman
Use: DOMESTIC/Multiple Dwelling
Alterations: Minor
CLASSIFICATION: Secondary/Contributing

Owner: Combs, John
P.O. Box 783
Condon, OR 97823
Map No: T4S R21E 10BD
Reference No: 266
Plat: Lancaster Addition
Block: 49
Lot: S. 20' Lot 4; N. 22' Lot 5;
E. 90' S. 28' Lot 5;
N. 8' of S. 65' Lot 6
Tax Lot: 5700

DESCRIPTION: The three-story apartment building with a daylight basement has a gable roof covered with asphalt shingles and measures 50 ft. (N-S) and 32 ft. (E-W). Two brick chimneys cap the roof. The building has slightly overhanging eaves which shelter the stucco facade of the building.

Windows on the front elevation are a combination of single one over one double-hung wood sash windows and tripartite one over one double-hung wood sash windows; the tripartite windows are in the center of the facade on each floor. The windows on the other elevations are one over one double-hung wood sash. The front entrance door is flanked by sidelights and is elevated above street level. Concrete stairs lead up to the door.

A small shed addition with rolled asphalt siding is on the back (west) elevation. A door to the basement is in the addition. A steel fire escape extends across the back of the building.

A projecting belt course separates the upper stories from the raised basement level. The basement windows have wooden sashes. A concrete foundation supports the building. The building is in fair condition with minor alterations.

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Historic Alterations: The Condon Milling Company originally built the structure in 1902. The mill building originally was a two story structure with a clearstory above the second floor. Two one story gable extensions were built: one on the south end of the east facade and the other on the back (west) elevation. The mill had a gable roof, lap siding, four over four double-hung wood sash windows, and a rock foundation.

The mill was abandoned, then re-opened and subsequently burned. The mill building was reconstructed as an apartment building in 1922. A third story was added, the exterior sheathed with stucco, and the windows altered to one over one double-hung windows and tripartite windows.

HISTORICAL DATA: The Condon Milling Company mill was constructed in 1902 by Addison S. Hollen and Carl Marquardsen and later modified into a boarding house/apartment house.

On Dec. 5, 1901, the local paper reported that Addison S. Hollen and Carl Marquardsen, of Oklahoma, were thinking about putting up a flour mill on N. Main in Condon on lots owned by J.E. Lancaster. The construction cost for the mill was estimated at \$14,000. The two entrepreneurs wanted Condon to provide the building lot, freighting materials for construction from Arlington, and machinery for construction, and the mill to saw the lumber. The mill, according to the builders, would benefit the entire community. The two men also stated that they wanted to put an electric light plant in the town.

The City of Condon gave them \$1,000 to offset expenses. On March 6, 1902 work was started on the mill. By April, the foundation was complete. The flour mill was almost completed in August of 1902. By September, the mill was fully operational and they were advertising the fall and winter millinery line.

The mill only operated for approximately three years. By 1905, another milling company (Gilliam Co. Milling Company) had opened for business in Condon. By 1910, the Sanborn maps indicate the buildings of the Condon Milling Company were "old & vacant." In December, 1910, A.S. Hollen announced that he was thinking about reopening the mill because the structure was still in good shape (*Condon Globe*, December 9, 1910). Hollen's plan never materialized and in 1917 the Gilliam County Milling company purchased the mill, remodeled it, and put it back into operation. The mill was producing Silver Loaf flour of "excellent quality" (*Condon Times*, January 5, 1918). In January 1918, the paper reported that the mill burned with \$30,000 worth of damages. The damages were only partially covered by insurance. The mill never

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reopened and in 1922, the building was remodeled into housekeeping rooms (apartments).

Subsequent owners of the apartments or boarding house (the old mill building) included Charles Horner, Rena Hartley, Douglas Marsden, Anne and Allen Kotera, and Eb and Willie McKinney. The apartments have been known as the Horner Apartments, McKinney Apartments, were later named the Blackburn Apartments.

#27	Address: 102 N. Main Street	Owner: Flatt, William & Peggie
	Historic Name: Shelley's Garage	P.O. Box 635
	Common Name: MER-Ash	Condon, OR 97823
	Year Built: 1919	Map No: T4S R21E 10BD
	Architect: Unknown	Reference No: 261
	Style: Vernacular	Plat: Lancaster Add.
	Use: COMMERCE/Specialty Store	Block: 50
	Alterations: Minor-Moderate	Lot: 4, 5, 6, 7, 8, & 9
	<u>CLASSIFICATION:</u> Secondary/ <u>Contributing</u>	Tax Lot: 5400

DESCRIPTION: The one-story building has twin peaked roofs sheathed with rolled asphalt roofing and capped by corbeled brick chimneys. Measuring 150 ft. (N-S) and 100 ft. (E-W), the building is rectangular in plan and constructed of hollow clay tile and brick. The stepped parapet is capped with concrete coping. A decorative stringcourse extends around the west and south elevations. The stringcourse is composed of a projecting band of hollow clay tiles capping a row of dentils made of clay tiles.

The west elevation bays are separated by brick pilasters. Two of the bays have garage doors and the remaining bays are enclosed with fixed pane windows with wooden sashes. The southwest corner bays were altered in 1936 to accommodate a service island. The bays were opened to make a drive-through service island.

The south elevation has six bays: two of the bays are open; one bay has a multi-pane entrance door; two bays have windows; and one bay has a paneled garage door. The southwest corner that was altered for use as a service island has been renovated by the installation of fixed pane windows and vertical board siding. All of the windows on the rear (east) elevation have been partially enclosed with smaller metal windows. The building has a concrete foundation and is in fair-good condition.

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Major Alterations: Some window bays on the east, south, and west elevations have been partially enclosed with wood; a new door installed on the rear (east) elevation; new vertical board siding and fixed pane windows added along the diagonal in cut-away bays on the southwest corner; and installation of newer garage door on the west elevation.

HISTORICAL DATA: Leo Shelley finished construction of his new garage in December, 1919. Upon completion, the garage was touted as the biggest in Eastern Oregon. Shelly held a dance in the garage upon its opening with the Carl Balding Jazz Orchestra providing the music for the evening's event. According to the December 5, 1919, *Condon Globe-Times*, the dancing went for "a good part of the morning hours."

Shelley's Garage had a machine and auto repair shop, a large service garage, a sales and a supply room. Shelley owned the business until 1934 when it was purchased by Frank B. Mercer and D.E. Ashenfelter. Mercer and Ashenfelter altered the building in 1936 to accommodate their business. They added a service station island and corner entrance (southwest corner). The business provided auto, truck, tractor and farm machinery sales and service and also had a service station section offering gasoline and car and tire repair. The garage was open 24 hours a day for many years. The north half of the building served as a parking garage for people that wanted to park their car on a daily, weekly or monthly basis. In the 1960s, an auto repair and paint shop, and auto parts store were added. The building houses a metal fabrication and auto body business, known as Mer-Ash Metal Fabrication.

<p>#28 Address: 110 S. Main Street Historic Name: Fatlands Common Name: Fatlands Inc. Year Built: c. 1928 Architect: Unknown Style: Vernacular Use: COMMERCE/Specialty Store Alterations: Minor <u>CLASSIFICATION:</u> <u>Secondary/</u> <u>Contributing</u></p>	<p>Owner: Fatlands P.O. Box 555 Condon, OR 97823 Map No: T4S R21E 10BD Reference No: 331 Plat: Condon & Cornish 1st Add. Block: 17 Lot: 1, 2, 3, 11, 12 & N. 1/2 Lt 10; S. 25' of E. 52' of Lot 10 Tax Lot: 10700</p>
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DESCRIPTION: The main building is rectangular in plan and measures 54 ft. (N-S) by 70 ft. (E-W). The parapet is slightly raked and is capped with concrete coping. Constructed of hollow clay tile, the building has a stucco finish on the front (west) elevation. A central recessed panel decorates the spandrel.

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The front elevation has two wooden storefront windows with projecting sills, a recessed entrance, a garage door, and two small one over one double-hung wood sash windows. The north elevation is comprised of one over one double-hung wood sash windows, a fixed pane window, and a large wood paneled garage door. A window on the north elevation has been enclosed with concrete blocks. The rear elevation has a metal garage door, a door, a multi-pane metal door, and a new door opening. The building is similar in design to the structure directly to the south.

A series of additions (warehouses) have been added to the southeast corner of the building. The addition has four distinct sections and measures 24 ft. (N-S) and 120 ft. (E-W). The additions have gable roofs and are sheathed with metal corrugated siding.

A parking lot is located north of the building. A brick planter is in the northwest corner of the parking lot and gas pumps are southeast of the planter. An above ground storage tank is along Walnut Street and it sits on a concrete slab with a concrete retaining wall along the street side.

AUXILIARY BUILDINGS: Compatible/Non-Historic/Non-Contributing
Service garage: The square building has a gable roof and measures 33 ft. by 33 ft. and was erected circa 1959. A gable roof with overhanging eaves shelters the building that is constructed of decorative concrete block and brick. All the windows and doors are fixed-pane with aluminum sash. A large garage door is located on the west elevation. Gas pumps are located northeast of the building in the corner of the lot. The building is in good condition and used as a tire repair shop.

HISTORICAL DATA: Ernest (Ernie) R. Fatland moved to Condon in 1919. In September, 1919, Fatland and a partner Clair Hopper purchased a tire vulcanizing shop owned by Leo Shelley. The business was in a small wooden building that was on the site of the current building. The partners soon realized the shop could not support two families in 1920, the two men flipped a coin to see who would stay. Fatland won the toss, starting his long residency in Condon. At that time, Fatland started selling tires and in 1921, gas, oil, lubrication jobs, and batteries and accessories were added to the store.

Circa 1928, because of the success of his business, Fatland expanded his business, constructing a new concrete building (currently on the site). Fatland was active in the community and also served three terms in the Oregon House of Representatives, and one term in the

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Oregon Senate. Fatlands, Inc. is still owned and operated by the Fatland family and is the oldest Goodyear Tire dealership in Oregon.

#29 **Address:** 114 S. Main Street **Owner:** Pryor, Emmett Earl
Historic Name: Campbell Building **P.O. Box 595**
Common Name: Tri-Co. Early Ed. **Condon, OR 97823**
Year Built: Ca. 1928 **Map No:** T4S R21E 10BD
Architect: Unknown **Reference No:** 332
Style: Vernacular **Plat:** Condon & Cornish 1st Add.
Use: COMMERCE/Business **Block:** 17
Alterations: Minor-Moderate **Lot:** S. 25' of W. 48' of Lt 10
CLASSIFICATION: Secondary/ **Tax Lot:** 10800
Contributing

DESCRIPTION: The one-story, clay tile building is rectangular in plan, measuring 25 ft. (N-S) and 38 ft. (E-W). A raked parapet with coping extends above the flat roof. The front elevation is surfaced with stucco. Two recessed panels embellish the spandrel. There are two entrance doors in the middle of the front elevation which are flanked by wooden sliding glass windows. The building is in good condition and abuts commercial buildings on the north and south.

Alterations: New entrance doors and storefront windows.

HISTORICAL DATA: The building was constructed around 1928 by the Campbell family as a store. Stewart Campbell purchased the land in 1909 and in 1938 sold one-half interest in the building to James Campbell. The Campbell family retained ownership until the D.N. MacKay purchased the parcel in 1948. Throughout the years it has housed many stores and businesses including a shoe store, attorney's office, and an insurance agency.

#30 **Address:** 120 S. Main Street **Owner:** City of Condon
Historic Name: Vet's Memorial Building **P.O. Box 684**
Common Name: Memorial Hall **Condon, OR 97823**
Year Built: 1947 **Map No:** T4S R21E 10BD
Architect: Unknown **Reference No:** 330
Style: Vernacular **Plat:** Condon & Cornish 1st Add.
Use: SOCIAL/Meeting Hall **Block:** 17
Alterations: None **Lot:** N. 40' Lot 9
CLASSIFICATION: Non-Compatible/ **Tax Lot:** 10600
Non-Contributing

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DESCRIPTION: The one-story building is constructed of concrete block and measures 39 ft. (N-S) by 81 ft. (E-W). A stepped parapet is on the south and north elevations. The flat surface of the front facade is broken by projecting concrete blocks designed in rows. The building has a tall recessed entrance. The double entrance doors are capped with a transom and raised above street level. A concrete block sign wall projects perpendicularly from the north end of the building. The wall has the name of the building on it: Veterans Memorial Building. A flag pole is attached to the south side of the front elevation. A small extension has been added on the rear (east) elevation. The addition has a gable roof covered with metal roofing. The building is in good condition.

HISTORICAL DATA: The Veteran's Memorial Hall was constructed in 1947, commemorating Gilliam County war victims. Three commemorative bronze plaques are on the south side of the front elevation.

Plaque No. 1: "Gilliam County Memorial Building Built in appreciation of the sacrifices made by those people of all races, colors, and creeds who unselfishly offered their lives to our country in its time of need".

Plaque No. 2: "Erected by voluntary contributions of the people of Gilliam Co. under direction of Frank Burns Post No. 25 American Legion Condon Post No. 6096 Veterans of Foreign Wars and their Auxiliaries 1947".

Plaque No. 3: "Gilliam County Honor Roll World War I Elmer A. Nefford Frank C. Burns William L. Chaney Rector Morgan James Shell Kenneth M. Welshons World War II Paul Stangel William Seale Herbert Davidson James Evan Rex Lantis Farren Shafer Jack Palmer Robert Huck Francis Fisk Floyd Jewell We here highly resolve that these dead shall not have died in vain. Abraham Lincoln 1947.

<p>#31 Address: 128 S. Main Street Historic Name: City Hall #2 & Masonic Hall Common Name: City Hall Year Built: 1938 Architect: Unknown Style: Stripped Classical Use: GOVERNMENT/City Hall Alterations: Minor <u>CLASSIFICATION:</u> Secondary/ <u>Contributing</u></p>	<p>Owner: City of Condon P.O. Box 684 Condon, OR 97823 Map No: T4S R21E 10BD Reference No: 329 Plat: Condon & Cornish 1st Add. Block: 17 Lot: 4, 5, 8, & S. 10' Lot 9 Tax Lot: 10500</p>
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DESCRIPTION: Condon City Hall is a two-story building, measuring 54 ft. (N-S) and 48 ft. (E-W). The building has a hip roof capped with an octagonal, wooden cupola. A weathervane crowns the cupola. Two tall brick chimneys cap the roof on the east and south elevations. Stucco covers the first floor of the exterior and the second story is sheathed with brick. The building has a concrete foundation.

The shallow eaves project slightly over the second story which has a clock in the center of the elevation. The clock is flanked by two multi-pane metal sash windows. The second-story windows are flanked by stucco panels which simulate shutters. The two stories are separated by a projecting concrete stringcourse embellished with large dentils.

The front facade (west) of the first story is composed of a recessed entrance door flanked by a bay window and a garage door which is used by the fire department. The bay window is on the north side of the front elevation and has vertical board siding above the multi-pane metal sash windows. The area beneath the windows is covered with a stucco finish. Simple fluted pilasters are on either side of the entrance opening. The metal fire station garage door is south of the entrance.

The recessed entrance is Colonial in detail and has fluted wooden pilasters and a dentilated cornice molding. Another door is located on the south side of the recessed area which leads to the fire hall.

A small concrete addition is located on the rear (east) elevation. Two doors are located on the east (rear) elevation: one leads to the basement and one leads to the second floor. The doors are capped with multi-pane transoms.

Interior: The interior of the building is separated into three distinct uses: the lower floor is divided into the City office and fire department, and the upper floor is used as a meeting hall for a fraternal organization. The interior is finished with knotty pine vertical boards.

Alterations: One-story concrete block addition on rear elevation; changed windows in the front bay window.

AUXILIARY BUILDINGS: Compatible/Non-Historic/Non-Contributing
A 64 ft. (N-S) and 36 ft. (E-W) auxiliary building is located east between the gravel parking area and Ward Street. The building, erected around 1963, is used for equipment storage and a shop for the public works department. A gable roof covers the corrugated sided

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building. Garage doors and an entrance door are located on the east elevation. The building was constructed in the early 1960s.

HISTORICAL DATA: Built in 1938, the City Hall offices were moved from the small wooden structure that originally served as the city hall and fire station (#40B). On April 17, 1937, the City of Condon was approached in joining the Mount Moriah Lodge No. 95, A.F. & A.M. in construction of a joint lodge hall and city hall building. The lodge sold the land for the new building to the City of Condon on March 3, 1938 for a sum of \$2,000. It was stipulated that the second story was to be used by the lodge; the lodge had a 99 year lease (year 2037) on the use of the second floor for their meeting hall.

The Mount Moriah Lodge No. 95, A.F. & A.M. was established on April 5, 1890 in Condon. The Charter was issued on June 12, 1890 and the first meeting was held on the second floor of a downtown building. In 1914, the lodge moved their meetings to the Armory and continued to meet there until the new City Hall was completed in 1938.

Construction on the new quarters were started on January 14, 1938 when the contract was awarded to H.J. Settergren of Portland for a sum of \$18,410. By August of that year, the library began moving their book collection to City Hall in a room on the first floor. The library had previously been housed at the Horner Apartments on Main Street. The library remained in City Hall until 1971 when it was moved to 310 S. Main Street. A formal dedication of the Masonic Hall was held in September, 1938. The building is still used as City Hall, the Masonic Hall, and the fire and police station.

<p>#32 Address: 134 S. Main Street Historic Name: Hollen & Sons Common Name: My Supply Hardware Year Built: 1928 Architect: Unknown Style: Vernacular Use: COMMERCE/Specialty Store Alterations: Minor-Moderate <u>CLASSIFICATION:</u> <u>Secondary/</u> <u>Contributing</u></p>	<p>Owner: Hickey, Ralph & Iva P.O. Box 571 Condon, OR 97823 Map No: T4S R21E 10BD Reference No: 328 Plat: Condon & Cornish 1st Add. Block: 17 Lot: 6 & 7 Tax Lot: 10400</p>
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DESCRIPTION: The rectangular, one-story building is constructed of concrete and wood, and measures 50 ft. (N-S) and 200 ft. (E-W). The western portion of the building is constructed of concrete and the back or eastern portion is built of wood.

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The concrete portion of the structure has a flat roof with a raised stepped parapet capped with concrete coping. The parapet on the east (front) elevation is embellished with a central tiered parapet and side projecting pilasters. Recessed panels separated by a geometric design decorates the spandrel.

The storefront is divided into three bays. The central entrance bay is recessed and is flanked by storefront window bays. The storefront windows have been modified by boarding up the transoms and a portion of the window area. The remaining windows are fixed pane with wooden sash. A window on the south elevation has been enclosed.

The back portion is used as a warehouse and is a long, rectangular structure covered with a gable roof sheathed with corrugated metal roofing. The structure is constructed of wood covered with roll asphalt siding. A wooden trough supported with brackets (for drainage) is located on the north side of the building. Large service doors are on the south elevation. This building pre-dates the front portion of the structure and may date from the 1890s.

Alterations: Enclosure of storefront transom and part of storefront windows and enclosure of a south side window.

HISTORICAL DATA: In July 1910, Addison S. Hollen along with his sons, purchased a hardware store from Mr. Hunt, known as "Hunt the Hardware Man". Addison and his wife, Clara, came to Condon in 1901 to build a flour mill. The mill was finished in 1902, but the couple only ran the mill for a short period of time before selling the venture to buy a wheat ranch southeast of Condon. The couple remained on the ranch until 1910 when they purchased the Hunt hardware store. "A.S. Hollen and Sons" Hardware Store became a successful business in Condon.

In 1928, the Hollens tore down the original wooden hardware store and constructed a concrete structure. Only the wooden storage shed to the east remained from the original wooden store structure. The new reinforced concrete building was completed in December 1928 by Hood River contractor L.C. Baldwin. The store building had a "prominent 50 foot frontage" of glass in six feet by six feet eight inches plates with an 18" inch high transom window above. The display windows also extended 10 feet along the south side of the building facing the Condon Hotel (*Condon Globe-Times*, December 21, 1928). To provide a better appearance from the hotel lobby across the street, the south wall was extended 30 feet past the end of the main building which adjoined the wooden warehouse to the east (*Condon Globe-Times*, 21 December 1928).

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A special Winchester display system was installed which featured tables instead of display cases. "In the center of the room is an office platform enclosed by a 30 inch railing" (*Condon Globe-Times*, December 21, 1928). The south half of the new store was stocked with hardware and the north half stocked with household merchandise. The Hollens continued the successful business until the store was sold in 1976 after 66 years of business. The building still houses a hardware store.

#33	Address: 202 S. Main Street	Owner: Combs, Gwen
	Historic Name: Condon Hotel	P.O. Box 783
	Common Name: Monahan's Cafe	Condon, OR 97823
	Year Built: 1920	Map No: T4S R21E 10CA
	Architect: Tourtelotte & Hummel	Reference No: 336
	Style: Vernacular/ Italian Renaissance	Plat: Original Town of Condon
	Use: DOMESTIC/Hotel	Block: 1
	Alterations: Minor	Lot: 1 & 12
	CLASSIFICATION: <u>Secondary/</u>	Tax Lot: 100
	<u>Contributing</u>	

DESCRIPTION: The Condon Hotel is a three-story building constructed of hollow clay tile with a brick (rust color) veneer. The hotel has a flat roof and measures 50 ft. (N-S) by 100 ft. (E-W) and has a small 26 ft. by 24 ft. rear addition. The building has a concrete foundation.

The slightly corbeled brick cornice extends over a coursing of brick designed in a basket weave pattern at the top of the frieze. Diamond shaped tiles in the frieze cap brick pendants that define the upper story bays. Raised brick panels are between the pendants.

The majority of the windows on the upper two stories are paired eight over eight double-hung wood sash windows. The third-story windows are capped with lintels covered with a smooth stucco finish. These windows have a rowlock brick sill. Sills on the second floor are composed of a brick soldier course, flush with the building surface. The first and second stories are separated by a projecting concrete stringcourse. The stringcourse has raised concrete diamond-shaped decorative elements. The small diamonds are above the brick pilasters on the first floor.

Brick pilasters embellished with raised horizontal brick bands separate the first story window bays. The fixed pane windows are capped with multi-pane transoms; the bulkhead is concrete. The building has a cut-away corner entrance. The main entrance door is

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surrounded by multi-pane transoms and glass block sidelights. A double bay window sheathed with stucco is above the entrance. The bay projects over the first story entrance and has four over one double-hung wood sash windows.

The hollow clay tile is exposed on the east side of the building. Multi-pane over one double-hung wood sash windows punctuate the wall surface. A painted sign which says, "Hotel Condon", is above the third story windows on the rear elevation. A one-story concrete addition is on the east elevation. The addition has a gable roof covered with asphalt shingles.

Alterations: Three windows on the first floor of the north elevation have been boarded over. A new door has been added to the entrance opening on the west elevation of the building.

HISTORICAL DATA: L.E. Fry sold the land for the hotel to the Condon Hotel Company on October 1, 1919 (Deed Bk. Z, p. 220). Construction of the hotel started in July, 1919 under the management of J.E. Crow. The hotel project was financed by a group of Condon business people and wheat farmers.

Specifications first called for moving the wooden Summit Hotel on the site to the back of the lot and then building the new 30 room hotel. Fifteen of the rooms would have private baths. The plans, drawn by the Boise Idaho architectural firm of Tourtelotte & Hummel, specified a tiled corner lobby, a barber shop, dining room, and kitchen. The cost of the hotel was projected at \$40,000. Tourtelotte & Hummel also designed the Echo City Hall, the Astor Hotel in Astoria, and the Idaho State Capital.

By July, the excavation of the hotel was halted due to the rock encountered at the basement level. By October, the hotel plans were again modified; the new specifications called for doubling the size of the hotel to a three story, 50 room hotel. The cost was projected at \$70,000. More problems plagued the hotel construction but by January, 1920 the local paper reported that work, under contractor H.O. Koeppen, was progressing rapidly and that the wall and partitions on the third floor were up. The projected completion date was slated for May first opening. That day came and went as the workers pushed for completion. Another set back occurred in September when all the furniture for the hotel burned in a fire in the Meier and Frank warehouse in Portland. By December the hotel was completed but there still was no furniture or manager. The Hotel Company even advertised in several paper to secure a manager. In 1921, the hotel finally opened after two years of unexpected problems.

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The hotel became the center of the community and touted that they had the best dining hall, and hot and cold running water in the rooms. Many deals were made around the hotel lobby and restaurant as farmers and rancher made their weekly trip into the hotel on Saturday nights. The barber shop on the west elevation was an active place especially on the weekends as ranch hands and rangers rode into town to get their weekly shave. Salespeople with sample wares used the sample room to set up displays and sell their goods.

#34	Address: 208 S. Main Street	Owner: Folliard, John & Terri
	Historic Name: Potter's Grocery	19473 S. Leland Rd.
	Common Name: Pete's Barbershop	Oregon City, OR 97045
	Year Built: c. 1925	Map No: T4S R21E 10CA
	Architect: Unknown	Reference No: 338
	Style: Vernacular	Plat: Original Town of Condon
	Use: COMMERCE/Specialty Store	Block: 1
	Alterations: Minor	Lot: W. 60'4" of N. 20'3" of
	CLASSIFICATION: <u>Secondary/</u>	Lt 11
	Contributing	Tax Lot: 201

DESCRIPTION: The one-story building, measuring 20 ft. (N-S) by 60 ft. (E-W), is constructed with hollow clay tiles and surfaced on the main facade (west) with brick. The building is void of decorative detail except for the raked parapet finished with concrete coping. The middle of the parapet is embellished with a slightly raised v-shaped design.

The storefront is composed of one bay which has the recessed entrance door and the storefront windows. Multi-pane transoms cap the storefront (transoms enclosed with wood and painted over). A brick soldier course is above the storefront window. The storefront is sheltered with a metal canopy.

The hollow clay tile is exposed on the rear (east) elevation. A door is located on the back elevation. The building is in good condition and is similar in design to the adjacent commercial building to the south.

HISTORICAL DATA: The building was built c. 1925. One of the first tenants of the building was a grocery store owned by Millard Potter. Bob and Bill Edden then moved their grocery business into the building. It was later used as a bakery, a dress shop, and an insurance agency (1960s) owned by Fred Greiner.

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#35 **Address:** 212 S. Main Street
Historic Name: Liberty Theater
Common Name: Liberty Theater
Year Built: 1922
Architect: Unknown
Style: Vernacular
Use: RECREATION/Theater
Alterations: Minor
CLASSIFICATION: Secondary/
Contributing

Owner: James, Don
P.O. Box 351
Condon, OR 97823
Map No: T4S R21E 10CA
Reference No: 337
Plat: Original Town of Condon
Block: 1
Lot: 2 & 11 except W. 60'4" of
N. 20'3" of Lt 11
Tax Lot: 200

DESCRIPTION: The main one-story building, measuring 30 ft. (N-S) by 80 ft. (E-W), is constructed with hollow clay tiles and surfaced on the front facade (west) with brick. A gable roof is behind the raised parapet. There are two brick chimneys on the south side of the gable. The building is void of decorative detail except for the front raked parapet finished with concrete coping. The middle of the parapet is embellished with a keystone design covered with a smooth stucco finish.

The two entrance doors and a ticket box are sheltered by a metal canopy topped with lantern-type light fixtures. The ticket box, in the center of the facade, is flanked by the entrance doors. The hollow clay tile is exposed on the rear (east) elevation. A concrete foundation supports the building. The theater is in good condition and is similar in design to the adjacent commercial building to the north.

A one-story residential building is attached to the rear (east) elevation. The residence has a hip roof and is constructed of concrete block. One over one double-hung windows punctuate the exterior walls of the house.

Alterations: New front doors; glass display case added on either side of the door; canopy added; residential dwelling added to theater during the historic period.

AUXILIARY BUILDINGS: Historic Non-Contributing

A two-car garage, constructed c. 1925, is located at the east end of the lot. The building has a gable roof with metal roofing, exposed eaves, rolled asphalt siding, and a concrete foundation. A wood shed addition on the west elevation. The garage is in fair condition.

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HISTORICAL DATA: The Liberty Theater was constructed in 1922 by Edgar H. Randall. Sparks Amusement Company (J.P. Sparks proprietor) purchased the original theater in March, 1918. Sparks sold the theater to Cora and O. McAda in May 1921 for \$3,500. In November of 1921, E.H. Randall purchased the building from O. McAda (Deed Bk. 27, p. 278). Shortly after it was purchased the theater was destroyed by fire. Randall reconstructed the Liberty Theater building, re-opened the theater in 1922, and ran the theater until he retired in 1938. The early silent movies were accompanied by pianists from the community adding to the night's entertainment. The theater included a stage so other community events could be performed at the theater.

In 1938, Randall sold the theater to Orrin W. and Elaine Furlong (later Elaine George) and Sadie M. Sigsbee. The Georges were responsible for adding an apartment to the back of the theater. The Georges sold the theater in 1945 to Claude Edwards. The theater changed hands several times in the next few decades and still functions as a theater.

#36	Address: 218 S. Main Street Historic Name: Farr Building Common Name: Sweeney's Mortuary Year Built: 1925 Architect: Unknown Style: Vernacular Use: COMMERCE/Specialty Store Alterations: Major CLASSIFICATION: <u>Historic/</u> <u>Non-Contributing</u>	Owner: Sweeney, Patrick, ET UX P.O. Box 97 Heppner, OR 97836 Map No: T4S R21E 10CA Reference No: 339 Plat: Original Town of Condon Block: 1 Lot: 3 & 10 Tax Lot: 300
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DESCRIPTION: The Farr Building is rectangular in plan and measures 50 ft. (N-S) and 80 ft. (E-W). Constructed of concrete, the building has a stucco finish. The flat roof is topped by four chimneys. The decorative parapet is designed with a slight central arch. Recessed panels embellish the spandrel. The front elevation is divided into two bays: slightly projecting pilasters flank the bays.

The storefronts have been remodeled: the original storefront windows have been filled in with concrete and new doors and windows installed. The building has a concrete foundation. A garage door is located on the east (rear) elevation. Two windows and a door on the same elevation have been enclosed.

HISTORICAL DATA: The Farr Building was constructed ca. 1925 by W.S. Farr who purchased the lot from Harry Roland in 1919. A bakery and

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the "Palms" restaurant were originally housed in the two storefronts. After W.S. Farr died in 1931, his wife, Minnie, continued to operate the family store. The building was sold by the Farr family in 1942 to Gerald Burns.

In 1949, Marvin Albee purchased the local mortuary business and the building, and remodeled the building into a mortuary. The business was purchased by Patrick Sweeney in 1978 and continues its use as a mortuary.

#37	Address: 222 S. Main Street	Owner: Reser, Fred & John
	Historic Name: Burns Garage	P.O. Box 46
	Common Name: Reser Brothers	Condon, OR 97823
	Year Built: 1949-50	Map No: T4S R21E 10CA
	Architect: Unknown	Reference No: 342
	Style: Modern Commercial	Plat: Original Town of Condon
	Use: COMMERCE/Specialty Store	Block: 1
	Alterations: Major	Lot: 9; N. 25' Lot 8
	<u>CLASSIFICATION:</u> <u>Compatible/</u>	Tax Lot: 600
	<u>Non-Historic/Non-Contributing</u>	

DESCRIPTION: The concrete block building measures 75 ft. (N-S) by 80 ft. (E-W) and has a barrel vault roof structure. A stepped parapet is the only decorative detail on the building. The front elevation is composed of garage door openings, doors, and fixed pane windows.

The original garage door on the front elevation has been enclosed with vertical wood panels, a door, and fixed pane windows. Fixed pane windows south of the garage door have aluminum sashes. One original window, north of the garage opening, on the front facade remains; the window has a metal sash.

A garage door and multi-pane metal sash windows punctuate the east (rear) elevation. The parapet on the rear elevation steps up to the center. A multi-pane metal window is located on the rear elevation. The building has a concrete block foundation and is in good condition.

HISTORICAL DATA: The building was constructed in 1949-50 by James D. and Mary Burns for use as an auto dealership and service station. The first occupant was Sherrill's Chevrolet Garage. The building shared a party wall with the building to the north. A large livery stable was previously on the lot.

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#38 **Address:** 234 S. Main Street **Owner:** Reser, Fred & John
 Historic Name: Union Oil Station P.O. Box 46
 Common Name: ETM Electric Condon, OR 97823
 Year Built: ca. 1938 **Map No:** T4S R21E 10CA
 Architect: Unknown **Reference No:** 341
 Style: Altered **Plat:** Original Town of Condon
 Use: COMMERCE/Specialty Store **Block:** 1
 Alterations: Major **Lot:** 7; S. 25' of Lot 8
 CLASSIFICATION: Historic/ **Tax Lot:** 500
 Non-Contributing

DESCRIPTION: The small building measures approximately 51 ft. (N-S) and 35 ft. (E-W) and has a flat roof capped with a chimney. The building, originally a gas station, has been remodeled with the installation of horizontal aluminum siding over the concrete block construction: the original block is still exposed on the east elevation.

All the windows have been modified by enclosing the openings with fixed pane windows. The original garage door has been partially enclosed with wood and a sliding glass door installed. Another smaller garage door is located on the north end of the front (west) facade: new double doors fill the opening. The building is in good condition.

HISTORICAL DATA: The building was constructed ca. 1938 for the Union Oil Gas Station. James and Ray Burns built the gas station.

#39 **Address:** Main Street **Owner:** Reser, Fred & John
 Historic Name: Vacant P.O. Box 46
 Common Name: NA Condon, OR 97823
 Year Built: NA **Map No:** T4S R21E 10CA
 Architect: Unknown **Reference No:** NA
 Style: NA **Plat:** Original Town of Condon
 Use: Vacant **Block:** 1
 Alterations: NA **Lot:** 4, 5, 6
 CLASSIFICATION: Vacant **Tax Lot:** 400

DESCRIPTION: The dirt and gravel lot slopes up towards the east from Main Street. The lot is used for parking and is void of vegetation.

HISTORICAL DATA: According to the Sanborn Fire Insurance Maps this has been a vacant lot over the years.

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#40A **Address:** 306 S. Main Street **Owner:** Jamieson Family Trust
Historic Name: Buckhorn Saloon P.O. Box 465
Common Name: Jamieson & Marshall Condon, OR 97823
Year Built: 1903 **Map No:** T4S R21E 10CA
Architect: Unknown **Reference No:** 423
Style: Vernacular **Plat:** Original Town of Condon
Use: COMMERCE/Specialty Store **Block:** 3
Alterations: Minor **Lot:** 1; N. 4' Lot 11
CLASSIFICATION: Primary/
Contributing **Tax Lot:** 8100

DESCRIPTION: The one-story brick building is rectangular in plan and measures 24 ft (N-S) by 50 ft. (E-W). The flat roof is topped by a brick corbeled chimney. The stepped parapet is capped with a single coursing of slightly projecting brick coping.

A recessed brick panel decorates the spandrel. The panel is defined on the sides by a coursing of rowlock bricks. There are three bays on the front elevation. The two window bays flank the central recessed entrance bay. The storefront windows are fixed pane windows with wooden sashes. Part of the transoms have been covered with vertical boards. An iron lintel extends across the top of the transom windows.

Two steps (wooden and concrete) lead up to the double wooden entrance doors which are capped with a transom. The small entrance floor decking is made of tongue and groove boarding. The recessed doors are surrounded with wood. The building has a brick foundation and is in good condition.

A rectangular addition has been added to the east elevation. The addition has a gable roof and is sheathed with corrugated metal siding. Four-pane windows punctuate the north and south elevations of the addition. A garage door is located on the north side.

Alterations: Enclosed transoms, later addition on rear elevation.

HISTORICAL DATA: The Buckhorn Saloon was constructed by B.K. Searcy in 1903. The building was one of the earliest brick structures in Condon. Searcy boasted of "fine assortment of wines, liquors, and cigars, billiard and pool tables" and "one of the finest collection of taxidermy and curios in the West" (*Condon Globe*, 6 April 1905). Searcy's business card for the saloon jests that "upon entering the saloon each gentleman will be promptly relieved of his coat, cane and other valuables" and "persons asking for credit will be poisoned".

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Smith Brothers Grocery later occupied the storefront prior to Jamieson and Marshall Plumbing's moving their business into the building in 1924.

The company of Jamieson and Marshall was established in 1905 by George Jamieson and Alexander Marshall. The firm was the first heating and plumbing company in Gilliam County. Jamieson and Marshall came to the United States from Scotland in 1905 after completing their apprenticeships and journeyman's rating. The two entrepreneurs decided to settle in Condon because of the new Condon railroad line. Their first store was in the annex to the Armory, then they later moved to a storefront on lower main before settling into the present location at 306 S. Main in the old Buckhorn Saloon building.

In the early 1930s, the partners developed a dry air cleaner for tractors and formed the Cyclone Air Cleaner Company. In 1942, the long partnership was dissolved after Alex Marshall moved to Portland in 1936. George's son, Ian, became his partner. George died in 1942 and the family carried on the business. The business is still owned by the Jamieson family.

#40B **Address:** 306 S. Main Street
Historic Name: City Hall #1
Common Name: Old City Hall
Year Built: 1899
Architect: Unknown
Style: Vernacular
Use: GOVERNMENT/City Hall
Alterations: Minor
CLASSIFICATION: Primary/
Contributing

Owner: Jamieson Family Trust
P.O. Box 465
Condon, OR 97823
Map No: T4S R21E 10CA
Reference No: 423
Plat: Original Town of Condon
Block: 3
Lot: 12; N. 4' Lot 2
Tax Lot: 8100

DESCRIPTION: The original City Hall building is directly east of the Jamieson Plumbing building at 306 S. Main Street. The small wooden structure measures approximately 43 ft. (N-S) and 20 ft. (E-W) and has a north facing gable roof sheathed with metal corrugated roofing. The small addition on the south elevation has a gable roof. The eaves project slightly over the facades and the building has a simple wooden frieze and a boxed cornice. Shiplap siding secured by square and round nails covers the exterior of the building. The corners are finished with cornerboards. Double wooden garage doors built in a diagonal pattern are on the north elevation.

The windows are one over one double-hung wood sash windows and have a slightly projecting window cap. Doors are on the east and west of the

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main building and a door is located on the north elevation of the rear addition. A wooden porch is on the west elevation and leads to the main building and the addition. The building has a post and rock, and post and concrete block foundation. The original City Hall and Jail is in poor condition.

HISTORICAL DATA: The building once functioned as the city jail and the fire department. The small wooden building was built in 1899 on its present site. According to the 1910 and 1922 Sanborn Fire Insurance maps, the jail was located in the front of the building and the city offices in the southern portion. The building served as city hall until 1938 when the new City Hall was constructed at 128 S. Main Street. The building is currently used as storage.

#41	Address: 310 S. Main Street	Owner: Gilliam Co. Library
	Historic Name: 1st National Bank	P.O. Box 34
	Common Name: Gilliam Co. Library	Condon, OR 97823
	Year Built: 1903	Map No: T4S R21E 10CA
	Architect: Unknown	Reference No: 424
	Style: Vernacular	Plat: Original Town of Condon
	Use: GOVERNMENT/Library	Block: 3
	Alterations: Minor	Lot: S. 20' of N. 24' Lot 11
	CLASSIFICATION: <u>Primary/</u>	Tax Lot: 8200
	<u>Contributing</u>	

DESCRIPTION: The small brick building is rectangular in plan and measures 20 ft. (N-S) by 50 ft. (E-W). The shallow shed roof is flanked by stepped parapet on the side elevations. The cornice is composed of a coursing of stretcher bricks that project over a row of dog-tooth course. Two stepped stretcher courses are below the dog-tooth course. The spandrel is embellished with a recessed brick panel. A corbeled stringcourse is below the panel.

Stone flat arches cap the window and door openings. The front (west) window opening has been partially enclosed with brick and an aluminum window installed in the remainder of the opening. The entrance door is recessed. The original door transom and surrounds have been replaced with vertical boards. The original door has been replaced with a solid wood door. The building has a stone foundation.

A rear concrete addition has been added to the back of the building. The one-story addition has a stepped parapet and two single doors on the east elevation. The building is in good condition.

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HISTORICAL DATA: The 1st National Bank was constructed in 1903. The bank was organized in 1899 by Andrew Greiner, Ed Dunn, Nathan Fransworth, and William Wehrli. By January 1910, the bank moved to a new location and the original building was used as offices for the real estate firm of Graves and Weinke.

In 1946, George and Diana McKay moved their dry cleaning business from their home to the old bank building. The McKay's operated the business until the late 1960s when Bob and Doris Fleming purchased the building and business.

In 1971, Neddra Mercer Anderson, then owner of the building, donated the building currently housing the library to the county for use as a library. The library had been housed in the City Hall. Gilliam County Library was formed in 1927.

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Exploration/Settlement

Commerce

Architecture

Period of Significance

1899 to 1910 (primary)

1911 to 1938 (secondary)

1899 - 1938

Significant Dates

1905

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Largely unknown

Tourtellotte and Hummel

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:

~~Gilliam Co. Courthouse~~

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Statement of Significance

Condon Commercial Historic District in Condon, Oregon, approximately 9.9 acres, contains significant resources in Condon's history which date from 1899 to 1938. The District is locally significant under criterion "a", as a concentrated assemblage of buildings reflecting the early development of Condon as a leading trading and shipping center in Gilliam County. Condon not only served the local community, but also handled the regional trade of the farmers and ranchers who came to town to ship their produce, shop for goods, conduct business and find entertainment. By 1910, Condon's population was over 1,000 people.

The community of Condon developed in the 1880s around a naturally occurring spring in the center of Gilliam County. In the 1880s and 1890s, stockraising was the primary industry in the region and Condon was named the county seat. The new century brought a shift from stockraising to grain production. Within the first decade of the new century, Gilliam County had become a major wheat producing area in the Mid-Columbia plateau; Condon was the major shipping point in the interior of the county.

The construction of a railroad from Arlington to Condon in 1905 accelerated growth in the town; the population doubled from 1905 to 1906 as a result of the railroad. The "Condon Line" connected with the main line of the OR&N Co. Railroad at Arlington. Now it was possible for farmers to ship more grain to markets at greater profits. Although much of the land was used for grain growing, the livestock industry (cattle and sheep) still made a contribution to the economy of the county. Condon has remained the leading trading and shipping center of Gilliam County, adapting to the changing times and needs of the surrounding agricultural industries.

The District is also eligible under criteria "c", as a good collection of primarily commercial buildings dating from the Primary and Secondary Historic Periods of Significance. The downtown District shows a continuum and evolution of architectural building types and methods of construction. The buildings that date from the Primary Period of Significance, 1899 to 1910, reflect the transition from a small pioneer settlement to a leading commercial center in Gilliam County. These buildings in this period include small one-story wooden, brick, and stone structures, and two-story brick and cast-concrete block businesses. These buildings were generally constructed of local building materials utilizing native sandstone and brick made from the Condon brickyards.

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Buildings that date from the Secondary Period of Significance, 1911 to 1938, reflect a shift to the automobile era. These buildings are generally lower in height and are made of "fireproof" hollow clay tiles or concrete. A few buildings in this period are constructed of masonry. These buildings were primarily built on the east side of Main Street.

Condon Commercial Historic District represents the Broad Themes of Settlement, Agriculture, and Commerce and Urban Development. The Oregon Themes of Regional Settlement, Farming, Stockraising, and Commercial Up building.

Historic Context: Gilliam County

Gilliam County was created from part of Wasco County on February 25, 1885 by the Oregon legislature, creating the 32nd county in the state. The county was named for Colonel Cornelius Gilliam who lead the forces of the provisional government in 1847-48 during the wars with the Cayuse Indians. Gilliam's life ended abruptly when he was accidentally shot and killed in 1848.

Gilliam County covers approximately 1,211 square miles, encompassing some of the most productive agricultural lands in Oregon. The county is bounded on the west by Sherman County (the John Day River), on the north by the Columbia River, the east by Morrow County, and the south by Wheeler County. Gilliam County is one of the smaller counties in Oregon, ranking 29th of the 36 counties in the state.

Early Development

Native American inhabitants around present-day Gilliam County were the Umatilla Indians who lived along the lower reaches of the Umatilla River and the banks of the Columbia River from Arlington to the mouth of the Walla Walla River, the Cayuse Indians whose lands stretched westward from the Blue Mountains to the John Day River, and the Walla Walla Indians who occupied an area farther east near the Blue Mountains. The Umatilla, Cayuse, and Walla Walla were loosely associated and now comprise the Confederated Tribes. The interior of present-day Gilliam County was a transportation route for Native Americans traveling from the Columbia River to the foothills of the Blue Mountains.

In the 1840s, thousands of pioneers pushed their way through what would later be called Gilliam County along the Oregon Trail to the fertile lands of the Willamette Valley. The Oregon Trail cut

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diagonally across the northern portion of the county beginning at a point around Cecil, Oregon. The trail then extended westerly around the intersection of present-day Highway 19 and Cedar Springs Road, then southwesterly to a crossing of the John Day River near its confluence with Rock Creek.

After the initial migration along the Oregon Trail in the early 1840s, the settlement of Eastern Oregon was deterred by conflicts with the Native Americans in the region. In 1836, a mission was established by Dr. and Mrs. Marcus Whitman at Waiilatpu in south-eastern Washington on Cayuse land. The Whitmans' intentions were to teach Christianity and farming techniques to the Native Americans. Unsettled by misunderstandings and disappointments, the missionaries thought of leaving their station in 1847. The situation became more precarious by a smallpox epidemic which killed much of the Indian population. In November 1847, 14 of the 72 people at the mission were killed by the Cayuse Indians thus precipitating the Cayuse War of 1847-48. By the spring of 1848, the Cayuse had surrendered.

The 1850s brought more settlers through present-day Gilliam County as they traveled the well established wagon road to their destinations. The road, also a stage route, crossed the John Day River near the Oregon Trail crossing. In 1858, Tom Scott established a ferry at this crossing and in 1866, the ferry was replaced by Leonard's Bridge. The bridge later collapsed and was replaced by McDonald's Ferry which remained in use until 1922.

Gold was discovered in the early 1860s on the eastern side of the Blue Mountains in Eastern Oregon, Idaho, and Montana. Pack trains and miners traveled through present-day Gilliam County on the way to the gold mines of eastern Oregon and beyond. The first permanent Euro-American settlement of Gilliam County occurred during this period coinciding with gold rush and the enactment of the 1862 Homestead Act. The Act stipulated that 160 acres of unappropriated land could be claimed for a \$10 fee. Residence or cultivation for five years was required before a patent for the land could be issued. This spurred development of the lands east of the Cascades.

When the first permanent settlers, Thomas Richmond and J.W. Whitley, reached the lands later known as Gilliam County in 1862, they took advantage of the natural grasslands and started to raise stock. By 1865, five settlers had claimed acreage along the bottom lands of Rock Creek (a stream that cut diagonally through the county from the northwest to the southeast) and were raising cattle and horses.

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Around 1866, the first grain crop (small scale) was harvested from the land around Rock Creek by a group of settlers: Conrad Schott (Shott), Josephus Martin, J. R. Phillips, Cyrus Butler, D.F. Stricklin, and Charles Pincense (known as "French Charlie"). Although this was the beginning of the industry that would later form the economic backbone of the county, the region was used for stockraising.

The 1870s brought more settlers that branched out into the region. The settlers claimed land along Lone Creek (southeast), Sniption Flats (southwest), present-day Mayville area (southern), Edden Canyon, Thirty-Mile (southern), and Trail Fork Creek (southeast of Condon about 12 miles). A saw mill was built in this decade on Lonerock Creek and the first store constructed in this same region. In 1875, a post office and a school was established on Rock Creek about five miles east of present-day Olex. The first flock of sheep (1,500) were brought into the Lonerock area by R.G. Robinson. This settlement paved the way for the creation of Gilliam County in the mid-1880.

In 1884, plans were underway for the formation of a new county. Residents wanted more localized government. The settlers petitioned the state to create a small county that would become known as Gilliam County. In April 1885, the state legislature created Gilliam County and selected Alkali (Arlington) as the temporary county seat. At that time, the county had a population of 2,520.

A battle ensued during the next five years over a permanent county seat. At one time, the towns of Arlington, Condon, Fossil, and Olex vied for the county seat position. The issue was finally resolved in the 1890 election when Condon was voted in over Arlington by a majority of 171 votes. There was reluctance on the part of the populous to construct a permanent courthouse in Condon, but in 1903 (13 years after the formation of the county), the County Court appropriated money for the erection of the courthouse.

The county continued to grow at a gradual rate in the 1890s, however, the financial panic of 1893 proved difficult for Gilliam County. Prices for livestock and grain were low and remained undervalued until the recession slowly ended around 1896. By the end of 1897, "there was, probably, not another county in the state more prosperous than Gilliam, with its population of slightly over 3,000 and its income of over \$1,200,000--an average of \$400 for every man, woman, and child within its borders--all derived from the soil" (*An Illustrated History of Central Oregon*, p. 565). Grain production created the most revenue (\$850,000) for the county, with wool (\$150,000), cattle (\$120,000), sheep (\$75,000), hogs (\$8,000), and other products (\$34,000) following.

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In 1899, a bill was introduced to the State Legislature to divide a new county from a portion of Gilliam and other counties. The bill as originally introduced, would take the communities of Mayville, Lonerock, and Trail Fork in southern Gilliam County. These proposed boundaries were not accepted and a boundary that included less acreage so to excluded the towns was accepted thus creating Wheeler County.

The construction of the Columbia River and Central Oregon Railroad (CR & CO) in 1905 connecting Arlington, on the main line of the OR&N Railroad, with Condon was instrumental in the development of the county. The mainline of the OR&N extended along the south bank of the Columbia River (completed in 1881-82); the new proposed railroad to Condon would extend into the rich agricultural lands, linking Condon with Arlington. The railroad meant new markets for the county's agricultural products and an improved transportation system. The Columbia Southern Railroad was completed from Biggs to Shaniko in neighboring Sherman County ca. 1902; Gilliam County recognized the economic benefits of a rail link to the mainline of the ORW&N.

Serious discussions about a Condon branch railroad started in 1900 and after many meeting and interested parties, the CR & CO Railroad (affiliated with the OR&N, later taken over by Union Pacific) finally announced that construction of the line from Arlington and Condon would start immediately. Two other railroad companies made surveys of the county with intention of building, but the CR & CO moved quickly to secure the line. The work started in the fall, 1904 and completed in early June, 1905 with its terminus at Condon. Condon's population doubled within a year after the completion of the railroad; the other towns along the line also grew as a result of the railroad.

By the first decade of the new century many of the small communities in the county had been established as trading centers and railroad stops. These trading centers were Arlington (an incorporated town), Clem, Trail Forks, Olex, Matney Flats, Lonerock (incorporated), Mayville, and Condon (incorporated). By 1910, the county's population had grown to 3,701 people.

The wheat and sheep industries continued to grow in the decade between 1910 and 1920. This period also marks a stabilization period in the county's population as much of the rural land in the county had been claimed. The automobile was also making its mark on the county and the country as the Good Road Movement swept the nation. The funding and construction of the John Day Highway, 1916-1925, from Arlington to Condon and south into Wheeler County once again improved the transportation system in the county, helping local farmers get their produce to markets. Small market roads crossed the county; a large number of them radiating from Condon.

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The population began to decline gradually in the 1920s partially because new farming practices such as the introduction of the tractor, reduced the number of people required to farm. Wheat and wool prices fluctuated during this decade, however, the construction of the Condon Kinzua and Southern Railroad in 1927 from Condon to the Kinzua Pine Mill in north central Wheeler County once again boosted the local economy. Lumber and people were transported through Condon and Gilliam County as a result of the Kinzua line. The population, however, continued to decline. From 1920 to 1930, the population decreased from 3,960 to 3,467.

The Great Depression and the drought were hard on the agriculture industry during the 1930s. Government programs were instituted and diversification of crops and field rotation were recommended for the county because of the reliance on a single crop and erosion problems. A slight increase in agricultural production occurred at the end of the decade as a result of improved weather conditions. The population had decreased from 3,467 in 1930 to 2,844 in 1940.

The 1940s brought prosperity once again to the county as wheat and wool prices were elevated as a result of W.W.II. Weather conditions improved considerably and grain yield were the highest on record. The county's population stabilized only decreasing by 27 people in a ten year period. The 1950s were also prosperous; the Air Force Base near Condon boosted the economy and brought 200 people into the area. By 1960, the population had increased to 3,069.

Gilliam County's economy is still based in the agricultural industry, however, over the last 30 years, the county's population has continued to drop. This is due, in part, to the mechanization of farms, the increased size of the farms, and the loss of smaller family operated farms. The current population of the Gilliam County is 1,900 (1997).

The Town of Condon

Early Development

Condon developed on a high plateau in the south-central Gilliam County. Prior to Euro American settlement, Native Americans passed through the area enroute from the Blue Mountains to the Mid-Columbia Region. The future site of Condon was a resting place for travelers because of a naturally occurring spring that bubbled from the earth beneath.

In the late 1800s, the area was discovered by stockmen; the surrounding bunchgrass laden land and the natural spring made the area good for grazing livestock. The area became known as "Summit Springs". In 1879, William F. Potter is credited with building the

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first permanent house in the present-day town of Condon on a quarter section of land (house built on Lot 7, Block 3, Original Town of Condon).

A United States Post Office was established at Summit Springs on July 10, 1884. David B. Trimble, the first postmaster, suggested the town be named after Harvey C. Condon, an attorney from Arlington who agreed to complete the necessary paperwork (free of charge) to establish a post office. Harvey Condon was the son of Judge J.B. Condon and nephew of the prominent geologist, Dr. Thomas Condon. The small settlement had a store, a post office, and stage stop and a stage route from Arlington to Fossil went through the settlement.

On March 16, 1885, the town was platted by William Potter (the same year that Gilliam County was formally created). The new plat encompassed eight 200 ft. by 300 ft. blocks that were divided into 12 lots (50 ft. by 100 ft.). Main Street, 80 ft. wide, was the central street extending north-south through the plat. In 1887, the Condon & Cornish 1st Addition was platted that expanded the town to the west and the north. By the end of 1880s, the small community had a saloon, hotel, school, blacksmith's shop, several frame houses, three stores, and a Roman Catholic Church. The town was becoming a trading center for region. Stock raising was still the primary industry although this was slowly changing as farmers began buying up grazing lands.

The 1890s brought growth to the small community despite an 1891 fire that destroyed many of the commercial businesses and the financial panic of 1893. Condon was officially incorporated in 1893 and three new additions were platted, extending the town further west, east, and south. New specialty stores were constructed including a confectionery shop, a hardware store, and a harness shop, and two banks were organized. The Masonic Lodge (1890), the Congregational Church, and United Church of Christ were organized, and an Armory Hall constructed (1892). The *Condon Globe* newspaper was founded in 1891 (*Condon Times* started in 1900), the fire department organized in 1899, and a small City Hall was constructed the same year (Inventory #40B) to house the fire equipment and jail. A city water system was installed and the water from the new city well was stored in a wooden tank with a capacity of 3,000 gallons. Talk of a telephone line between Condon and Arlington began and the stage between the two towns made two regular stops a week. Mail service was established between Condon and Heppner three times a week. Condon had now gained a strong foothold as a thriving trading center in Gilliam County. By 1900, the population was 230 people.

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Railroad Era

In January, 1901, over 100 people came to a meeting concerning the possibility of a railroad extending from Arlington to Condon. Business people, farmers, and ranchers were pushing for the construction of the railroad that would connect with the mainline of the OR&N along the south bank of the Columbia River. The beginning of the new century was full of promise and activity. This decade also marks a major shift from stock raising to grain production in the area. As one reporter observed:

Gilliam County has been gradually changing from a home for cowboys and sheepmen to a land of peaceful farms (Oregonian, 15 September 1903).

The first three years of the new decade brought change and an increase in building activity. Wooden sidewalks were constructed downtown, a new flour mill erected at the north end of Main Street, the first brick store building (Dunn Brothers) erected from locally-made bricks (Armstrong brickyard), and the Condon Grade School constructed. The December 25, 1902 Condon Globe announced a banner year for construction in Condon. Twenty-eight businesses and dwellings were built at a cost of \$40,000.

In 1903, one observer writes about the thriving town of Condon that:

Those who have heard of Condon, but have never visited it, have probably formed pictures of it in their minds that are very incorrect. I had always thought of Condon as a typical little Western town that was hid away in some little nook in the shelter of a high mountain, but was surprised to see it standing out on high ground, commanding a view of a great expanse of rolling hills. Coming into it from the South, it can be seen 12 miles away, and its cluster of buildings as they appear in the hazy distance reminded me when I first saw it, of a picture of a "dream city" that I had seen somewhere long ago. Its unusual location, which is not without some attractiveness, is sure to be a source of interest to the sightseer. Long before I reached Condon I heard it spoken of as a "live" town, and it certainly is as live and progressive a place as one could wish to see. (Oregonian, 16 September 1903).

Growth continued in 1903 and 1904. In 1903, the new Gilliam County Courthouse was completed, four brick businesses and store constructed, eleven frame buildings erected, a lumber yard opened, a planing mill constructed, and about 20 residences built. A new city well was also completed at a depth of 174 feet. The Condon Milling Company also

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brought electric lights to the small community in 1904. The *Condon Globe* stated October 13, 1904 that:

Condon is growing livelier every day. The demand for city property is increasing and every stage comes in loaded with people seeking business locations in what is surely destined to become the most important business center in this section of Eastern Oregon.

This activity prompted the formal organization of the Condon Commercial Club with 38 initial members. The purpose of the group was to advance the commercial interests of Condon and Gilliam County. They were instrumental in securing a railroad line from Arlington to Condon. Many business people stated that the potential of grain growing in the county could not be realized until a railroad was built to Condon. This would decrease transportation costs and increase markets.

In 1903, three companies vied for the position to construct a railroad line between Arlington and Condon: the Arlington and Pacific Railroad; the Columbia River and Central Oregon Railroad Company; and the Eastern Oregon Railway. Each company had survey parties in the field in 1903; each declaring they would soon build a railroad. In July, 1904 after much debate, the general manager of the Columbia River and Central Oregon Railroad (affiliated by the OR&N Railroad) announced plans to start work immediately on the railroad line. Construction started September 13, 1904 and the railroad was completed to Condon in June, 1905 (depot built shortly after railroad was completed). This ushered in a new period of economic development and rapid growth in Condon and Gilliam County (the Condon line was leased to the OR&N in 1906 and in 1910 deeded to the OWR&N Co.). A correspondent for the *Condon Globe* states of the railroad upon its completion that:

Condon ceased to be the unimportant, inland place of former years whose only connection with the big, outside world was supplied by a telephone wire, a stage line, and the cumbersome freight wagon of pioneer days and suddenly bloomed forth as one of the important cities of Oregon; railway terminal, supply point for a vast interior country and destined to become, within the next two years, the most important wheat market in Oregon (Condon Globe, 1 June 1905).

The town doubled in size from 1904 to the end of 1905: by the end of 1905, Condon's population had grown to 916 people. People from England, Ireland, and Scotland as well as other communities throughout

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the United States moved to Condon and the surrounding regions. Seven new additions were platted to the town between 1900 and 1905, anticipating the increase in growth.

The impact of the railroad on Condon was already realized. New businesses in the downtown were started and several substantial masonry buildings were constructed. A new flour mill was built, a new city water works completed, a new brick yard and concrete block manufacturing plant were built, a baseball team organized, and two wheat storage warehouses were constructed. By the end of 1905, 75 buildings had been erected for approximately \$140,000 (*Condon Globe*, 28 December 1905). Condon's population grew from 916 people in 1905 to nearly 1,100 in 1907. Condon was becoming the major shipping point for the county as the wheat industry and stockraising industries continued to grow.

The remainder of the first decade of the new century brought more development, although building slowed somewhat. Three substantial commercial buildings were built: two bank buildings (1906) and the IOOF Hall (1910). The majority of the commercial development flanked Main Street, however, a small strip of businesses developed along Spring Street west of Main. Condon became known as the "Wheat City" after the town shipped more wheat in 1907 than any other town of its size in Oregon. Besides an active business community, Condonites also had fun. The town had an amusement hall, skating rink, bowling alley, restaurants, shooting gallery, a cornet band, a baseball team, and an athletic club, and an assortment of clubs such as the Ladies Aid Society, the Booster Club, and several fraternal organizations.

The presence of a daily newspaper, three banks, and a population over 1,000 indicates that Condon was an economically viable town and that a certain amount of status had been achieved in relationship to other Eastern Oregon towns. Only The Dalles and Pendleton of the north central Oregon towns had a population exceeding Condon's population of about 1,009. Only Arlington, Pendleton, and Condon had three banks in 1910 and only Heppner and Condon had two newspapers. The wealth of the surrounding agricultural lands made Condon a thriving community.

In 1908, Condon was cited in the local paper as being the largest primary shipping point for wheat in the United States. In 1910, Condon had three large grain (sack) storage warehouses. Corn, sorghum, potatoes, alfalfa, barley, and oats were also grown in the area. Sheep raising was also a major industry in the area.

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The end of the first decade ushered in a new phase in Condon's history when the introduction of the automobile slowly changed the face of Condon and Gilliam County and growth began to stabilize.

Automobile Era

Congress passed the 'Good Roads Bill' in 1911; this was the beginning of the Good Roads Movement which ushered in the age of the automobile in the history of Oregon and led to a new wave of development along the Columbia River.

The Good Roads Movement was an important factor in the future development of Oregon in the 20th Century. As automobile usage increased in towns, demands were put on governmental agencies to provide better road conditions. The State Highway Commission was organized in 1913 in response to the need of the automobilist for an improve state road system. The state highway system was adopted in 1914 and the Columbia River Highway was one of the commissions first major projects in the state.

Although there were not any state highways completed through Gilliam County until the 1920s, the effects of the automobile industry was evident in Condon in the 1910s. In 1912, the first garage, the Wheat City Garage, was opened in downtown Condon. This was the beginning the construction of many new auto-related businesses that would be erected over the next 20 years. The streets in the downtown Condon were paved in 1913 and the hitching posts removed. This was a clear indication that the automobile had arrived. In 1914, concrete sidewalks were laid and drinking fountains installed. Main Street began to take on a more "modern" appearance. Standard Oil built a bulk plant in the north part of Condon in 1915 and a new addition, Lord's Addition, was platted north of downtown.

The Dalles-Celilo Canal, on the Columbia River, was opened in 1915, thus strengthening the transportation links along the Columbia River. Boats from Lewiston, Idaho could now pass the falls at Celilo, opening new markets further west. The opening of the Panama Canal also expanded exports to more foreign markets. In 1916, work on the John Day Highway (Highway 19) from Arlington to Condon was started. This highway aided the transporting of goods to shipping centers. The wheat industry was prospering as the first concrete elevator was built by the Farmer's Elevator Co. The year 1916 also marks the beginning of prohibition when saloons in town shut their doors and the battle with bootleggers began.

W.W.I marks an era of prosperity in Condon when both wool and wheat prices were good and Condon was the principal shipping point in the county. In 1918, wool was at a high and the Condon area ranchers sold

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about one million pounds of wool to private and commercial markets. New auto-related businesses were started and new garages built. E.R. Fatlands started a tire business, and Leo Shelley opened one of the largest garages in Eastern Oregon (1919). Work on the John Day Highway was progressing, spurring on development of auto-related businesses.

The town's population stabilized in the second decade of the 20th Century. By 1920, the population had peaked and had only increased by 118 people from the 1910 (pop. 1009). Construction occurred in the first year of the 1920s and at the end of the decade before the stock market crashed in 1929.

The completion of Highway 30 (the Columbia River Highway) through Arlington along the Columbia River in 1922 brought tourism into Eastern Oregon and also improved the transportation system to markets east and west. The completion of the highway also brought the rapid expansion of the trucking business which provided an alternative to railroad shipping. In 1925, the John Day Highway was completed from Arlington to Condon and connected with Columbia River Highway. This further improved the county's transportation routes.

The 1920s brought in more new businesses and expansion of others. The Condon Hotel (#33) was finished in 1920. The grand hotel was financed by local ranchers and farmers and became a gathering place in the community. Saturday nights were a time of much activity, when ranch hand and owners alike came into town for a shave and entertainment. Many business deals were made around the hotel's dining tables.

The Liberty Theater was rebuilt (1922), the new Condon Grade School constructed, the first gas station opened (1925), and a community swimming pool was built (1924). Fatlands and Hollen & Sons enlarged their businesses, constructing new commercial buildings. In 1927, the Condon Kinzua and Southern Railroad was completed and the Kinzua Pine Mill opened in 1928. The railroad connected with the Condon branch of the OWR&N and also had passenger train until about 1947. This railroad line brought additional revenue into Condon.

Market roads, now used by automobiles, radiated out from Condon. The Alax-Condon Post Road (Highway 206) extended east-west, the John Day Highway (Highway 19), north-south, and the Condon-Lonerock Road extended southeast from Condon. Regular bus service began operating between Arlington, Condon, and Fossil in the late 1920s.

The stock market crash of 1929, started the Great Depression which effected Gilliam County and Condon. The population of Condon was 1,127 in 1920 and dropped to 940 by 1930. Wool, sheep, and wheat

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prices were low and the drought effected the wheat yields. The Condon Grain Growers were organized in 1931 to help farmers. The Coop purchased three of the grain warehouses from local owners in an effort to keep the warehouses open by pooling resources.

Very little new construction took place in Condon during the Depression. The Condon City Park was built on the site of Summit Springs, a gas station was constructed, and the new City Hall was erected to house the city offices, police and fire departments, the library, and the Masonic Hall. The complex was finished in 1938. The building represents the last of the downtown building construction in Condon until after W.W.II. Despite the economic hardships of the 1930s, Condon's population only declined by 84 people between 1930 and 1940.

1940s to Present

By the late 1930s, the Depression was waning and in 1939-40, a bumper wheat crop pushed the region into more prosperous times. New wheat storage warehouses were needed and bulk storage elevators started appearing on the horizon throughout the county. W.W.II increased the demand for agricultural products and Condon was once again a beehive of activity as wheat and wool prices rose and yields were higher than ever.

After the war, a few buildings were erected downtown including the Veteran's Memorial building, an auto dealership, a grocery store, and a fraternal hall. Other buildings were erected in town including a motor court, a church, and a planer mill.

In the early 1950s, construction began on the Condon Air Force Station, five miles west of Condon. This base would have a substantial effect on Condon's economy in the 1950s and 1960s. The Air Force Station was established in August 1951 and was redesignated the 636th Radar Squadron in September, 1960. The base brought over 200 people into the Condon area which boosted the local economy and the businesses in Condon's commercial district. The construction of the base also precipitated the improving and paving of the highway connecting Condon with Wasco to the west across the John Day River. The Radar Station was inactivated in September 1970. The loss of the base created financial hardships on many businesses; many closing their doors. The population went from 973 in 1970 to 783 in 1980.

Condon remains a commercial center for the outlying regions as it did historically. Both railroads, however, that were instrumental to the town's economy, have been abandoned. The Condon Kinzua and Southern

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was abandoned in 1976, causing a decrease in freight on the Condon line to Arlington. The Condon line was abandoned in 1991 and the rails pulled in 1993. The trucking industry took over the position once held by the railroads.

Downtown Condon has many professional and service businesses that meet the needs of the town's 790 people and the surrounding farming community. Condon has seen a slight increase in population since the late 1980s. The small community, situated on a high plateau surrounded by fields, is still rooted in agriculture.

Agriculture

Early Production

To pioneers passing through what would later become Gilliam County in the 1840s, the prospects for successful farming looked bleak. Grass covered hills stretched out for miles as they made their way through the region to the fertile lands of the Willamette Valley.

By 1850, there were 1,164 farms in Oregon on 4,908,782 acres; most of these farms were in the Willamette Valley. The western portion of the region developed rapidly as pioneers continued to claim land. The productive lands of the Mid-Columbia region east of the Cascade Mountains (part of the Mid-Columbia Plateau) were yet to be realized.

Settlement of Gilliam County, originally part of Wasco County, was sparked by the discovery of gold in Eastern Oregon and Idaho in the early 1860s. Pack trains traveled from The Dalles and points further west through present-day Gilliam County on the way to the gold mines. The first permanent Euro-American settlement of county occurred during this gold rush period when Thomas Richmond and J.W. Whitley claimed land in the region in 1862.

The land was covered with sage and bunchgrass but the men took advantage of the natural grasslands and started raising stock. Stockraising had penetrated the area northeast of Condon around Pendleton. The gold mines to the east provided the market for the livestock. By the mid-1860s, the cattle market was on a decline primarily due to the waning of the gold mines and the sufficiency of the towns adjacent the mines. Other markets, however, were developing despite the decline on the dependence in the mining districts.

By the mid-1860s, other settlers had claimed acreage in Gilliam County along the bottom lands of the Rock Creek and were raising cattle and horses. The first grain crop was also harvested from the Rock Creek area around 1866. This was the beginning of the industry that would later contribute to the county's economic base.

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In the 1860s, the general belief was that growing wheat was more suited to low-lands. Farmers in the Columbia Basin (a region encompassing portions of Oregon, Washington, and Idaho along the Columbia and Snake rivers) experimented with planting wheat on high bench lands with mixed results. This experimentation would later become the norm as wheat fields appeared on the high rolling hills of Mid-Columbia Region of Eastern Oregon.

Although wheat fields began to checker the bunchgrass laden hills of the Columbia Basin in the 1870s, this transition from stockraising to wheat was slow. Some of the first overseas shipments of wheat from the Columbia Basin were shipped from Walla Walla, Washington in this decade. Growing wheat was still a laborious process and often animals and equipment needed in the production were scarce. Transportation also played an important part in the development of the wheat industry. In the 1870s, shipping costs were too great for a major expansion of the wheat industry.

By the end of the 1870s, farmers in the Columbia Basin (near Walla Walla) began experimenting once again with the idea of growing wheat on the high rolling hills. These experimental wheat fields convinced farmers that these high table lands could be viable agricultural lands. This discovery coincided with settlement patterns of the region. Much of the fertile bottom lands had already been claimed and the only land remaining was on the higher elevations. Now it was possible to utilize these lands as productive agricultural areas.

John Eddon is credited with planting the first wheat crop in 1877 on the rolling hills of present-day Gilliam County. In 1879, William F. Potter established a homestead on what was called Summit Springs, the later site of the town of Condon, and started to farm the region. Gilliam County, however, was still dominated by stockraising in this period as the first flock of sheep numbering 1,500 was brought into the area in the 1870s.

The OR&N Co. Railroad

The 1880s brought a major improvement to the transportation system in Oregon and the nation. The OR&N Co. built a railroad along the south side of the Columbia River. By 1882, the railroad was finished from Portland to Wallula, Washington thus opening up the potential of the agricultural lands of the Columbia Basin. People and freight could be shipped more quickly and at less expense. The railroad created a boom in the 1880s. Oregon's population increased as did the number of farms (farms increased from 7,587 in 1880 to 16,217 in 1890). Migration to many areas of Eastern Oregon resulted, including Gilliam County. The OR&N's backers knew the importance of linking

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agricultural lands of Eastern Oregon and Washington with Portland, a major shipping point in the Northwest. The railroad ushered in a new period of expansion.

In 1881, the first wheat crop in the present boundaries of Gilliam County was raised and threshed in an area northeast of Condon. The threshing was accomplished by a tread power machine that threshed the grain but did not separate the grain from the chaff. The grain was separated by throwing shovels of grain to the wind and letting the wind carry away the chaff; the grain would fall on blankets spread out on the ground.

The wheat industry in Gilliam County was slowly developing but the stockmen still had a strong-hold on the high plateaus south of the Columbia River. By the end of the 1880s, however, open range cattle grazing was coming to an end. Dwindling and over-grazed range land made it difficult to sustain large scale cattle operations. Barb-wire fences began to divide the land and a severe winter in the early 1880s weakened the livestock industry. New fields of wheat slowly replaced the grasslands of the Columbia Basin as farmers experimented with various types of wheat that would adapt well to each region.

The wheat and cattle industry were the economic backbone of the Gilliam County in the 1880s. The wheat industry, however, was still slow in developing in part because of the lack of an adequate transportation system. It was a laborious process shipping grain to markets. The long trek from the farms to shipping centers would sometimes take days as long wagon loads of sacked grain would be hauled to Arlington for shipment by rail or boat.

In the 1880s and 1890s, improvements in planting and harvesting equipment enhanced the efficiency of wheat farms. Large threshing crews could be seen in the 1890s in Gilliam County harvesting wheat during late summer months. The threshing machine common in this period required 22 men and a large number of horses to maneuver around the fields. The crew moved from one farm to the next, threshing grain all over the county. Plowing and harrowing fields was also done with big teams, averaging 16 to 20 horses.

The development of the combine in the late 1880s and the wide spread use of the machine in the 1890s and early 1900s, increased wheat production. The early combine was powered by a large ground wheel, operated by five men, and pulled by 32 horses. By 1907, several farmers in Gilliam County were using these "new machines", most commonly manufactured by the National Harvester Company.

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The completion of the Cascade locks in 1896 removed another obstacle on the Columbia River which facilitated quicker transportation by river. Railroad shipping prices also dropped somewhat as a result of more competition from the shipping industry. The railroad, however, maintained its dominance over river transport for shipping.

By 1900, Oregon was producing 14,508,636 bushels of wheat a year compared to 10,954,653 in 1890. Wheat production in Gilliam County more than quadrupled from 84,000 bushels in 1890 to 406,480 bushels in 1900. The county ranked 13th in Oregon's wheat production with only Wasco, Union, Sherman, and Umatilla counties producing more wheat from the Eastern Oregon counties (U.S. Census, 1900). The number one producer of wheat in 1900 was Umatilla County. Gilliam County was 29th in oat production and 8th in the production of barley (43,870 bushels). By 1900, the county had more sheep (176,016) than cattle (7,800). The Mid-Columbia and Central Oregon counties of Morrow, Wasco, and Crook counties raised more sheep than Gilliam.

In 1900, Gilliam County had 441 farms, a low number compared to other counties. This low number, however, was a result of the large size of the farms. Gilliam County had an average size of 772 acres (average size in state was 283.1), and was ranked fourth largest in farm size.

As the wheat industry expanded, dependence on Condon as a commercial center for the surrounding farming communities grew. In 1902, two entrepreneurs hearing of the Eastern Oregon wheat lands, came to Condon and built the town's first flour mill on the north end of Main Street. Although the mill was short lived, the local wheat was utilized and shipped to points east and west.

Stockraising was still prominent in Gilliam County at the turn of the century but the transition to wheat production was well underway. One observer states in 1903 upon visiting a farm during harvest:

As I looked at the busy harvesting scene about me and listened to my companion tell of the old days when herds of cattle and sheep were roaming over the ground where the ripe wheat was now noddling in the sunlight, I wondered how much of this broad Eastern Oregon would in time undergo a like change (Oregonian, 15 September 1903).

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This same visitor noted that the full potential of the county as a major wheat producing area was not realized because of the lack of adequate transportation. He states that:

Fully four times as much ground as is being tilled is capable of being cultivated at a profit when the cost of transportation is lessened to a reasonable figure. From Condon, the county seat, to Arlington, the shipping point, is 40 miles, and a large amount of grain is raised about 50 miles from the railroad. To haul by wagon that distance and pay railroad freight from Arlington to Portland is an expense that eats the larger part of the profit usually realized in farming. If 1,000,000 bushels are being raised in the county at present, and the amount of land cultivated can be increased four-fold, some definite possibilities can be obtained. It is no wonder under such conditions that the railroad men are watching this country with a view of capturing it shipping. It is more of a wonder that a railroad through it has never been built, but, of course, the possibilities of the country have not long been known (Oregonian, 15 September 1903).

The county and the towns were pushing for the construction of the railroad from Arlington south and in 1905 their dreams were realized.

The Columbia River and Oregon Central: The Condon Line

Interest in construction of a railroad that would extend south into the rich agricultural lands of Gilliam County was first stimulated by the construction of the Heppner branch railroad in 1888. Heppner, to the east in Morrow County, offered railroad backers the security of a thriving wool business. Gilliam County's industries were not producing as much as the neighboring county, so construction of a railroad on speculation was more difficult. It wasn't until after the turn of the century that construction of a railroad was started.

After much debate and speculation, the Columbia River and Oregon Central Railway (CR & OC) Railroad completed a railroad line from Arlington, at the north end of Gilliam County, south to Condon. The railroad was finished in June 1905 and with it came new markets, lower transportation costs, and a passenger train. The train carried wheat to Portland for a cost of 18 cents per 100 lbs. The railroad was known locally as the "Condon line" (later referred to as the "Portland Rosebud").

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The strategic location of Condon made it the central shipping center for Gilliam County and for portions of Wheeler County to the south. Two new wheat warehouses besides the already established warehouse of Kerr, Gifford, & Co., were built in 1905 to keep up with the demand for more wheat storage space (Balfour, Guthrie and Co. and the Pacific Elevator Company). A new flour mill was constructed in 1905 and local granges were organized in Condon and Mayville.

In 1907, Condon was nicknamed "Wheat City" after shipping more wheat than any other town of its size in Oregon. At this time, the wool industry was also prominent as the town shipped thousands of sheep by rail to markets east and west. A local Woolgrowers Association was organized in 1906 to help with marketing. In 1910, the Condon paper reported that 100,000 sheep had been sheared with 45,000 sheared in Arlington. The cattle industry was slowly declining with only 5,000 cattle county wide.

One thing stayed consistent in this time of rapid change in transportation and farming practices; sacking grain rather than handling it in bulk. The Pacific Coast areas including Oregon still sacked grain for storage and shipping rather than storing the grain in bulk. A majority of the grain producing areas in the Mid-West had already shifted from sacking grain to storing it in bulk storage facilities.

Farmers from this region discussed the economy of sacking grain vs. bulk storage. The price of the sacks, labor, and time required for handling the sacks, and losses from breakage, rodents, and rot argued against continuing to sack grain. The most cited reason for not changing to bulk included shipping overseas around Cape Horn. The sailing vessels at that time would only handle grain in sacks for the fear of bulk grain shifting in rough seas, problems with overheating, and spoiling on the long voyage.

Another problem cited was the widespread problem of a wheat fungus called smut. If the grain was stored in bulk, the fungus could spread throughout the elevator, blackening the entire shipment. If the grain was sacked, the fungus could be isolated to a few sacks and a particular farmer's lot. Sacking grain persisted on a large scale in Oregon until W.W.II.

In 1910, Condon reported that the town was the largest primary shipping point of wheat in the United States (*Condon Globe*, 16 December 1910). An acre yielded 15 to 45 bushels of wheat. Gilliam County produced 808,000 bushels of wheat in 1910 (doubling in quantity since 1900). The Condon papers pronounced a banner year for the production of wheat, barley, and alfalfa. Other crops were grown such

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as corn,, sorghum, and potatoes. The same year the paper reported that 5,000 sheep were sent to graze in Wyoming, Montana, and Idaho (100,000 in county in 1910). The paper stated that "each year Condon is becoming more sheep country" (*Condon Globe*, 16 December 1910).

Agricultural Experiment Station demonstration trains stopped in Condon throughout 1910. These trains would carry livestock, poultry, farm machinery and agricultural produce and demonstrate the various farming practices. The mission of the extension service was to encourage diversified and intensified farming through continuous and scientific occupation of the soil and to further the improvement of agricultural conditions (*Condon Globe*, 11 March 1910). Scientific studies of wheat and soil types, tillage, and climates were becoming common in the new century.

Stabilization: 1911 to 1920

The population of Gilliam County stabilized between 1910 and 1920, only increasing by 200 people from 1910 to 1920 (population in 1920 was 3,906). The period of rapid growth associated with the railroad was coming to a close and most of the agricultural land settled. Condon's population only increased by about 100 in a ten year period from 1,009 people in 1910 to 1,127 in 1920.

This period also ushered in the age of the automobile that eventually changed farming practices once again. Streets were paved in Condon as new auto service and repair shops were built along Main Street. The Good Roads Movement gained a foothold in Oregon: the John Day Highway was a result of this nationwide movement.

Tractors and gasoline powered tractors and engines began replacing the horse and mules teams, freeing up more land for cultivation (did not have to plant for fodder crops for horses). This transition from the horse to engine took over 20 years but it transformed many aspects of agriculture. Production costs were less and the harvesting took less time.

By 1916, the Farmer's Union Elevator Company erected the first bulk storage grain elevator although the majority of the grain was still being sacked and stored in large warehouses. As a result of a high priced market and high yields, two more storage elevator tanks were built in 1917. W.W.I created more of a demand for goods. In 1918, wheat and wool prices were high and the county as well as Condon prospered. The two years after the war, the wool and wheat industries continued to prosper. Many new commercial buildings were erected on the Main Street of Condon that attest to the prosperity of the post war boom years.

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1920s and 1930s

The population peaked in 1920 in Gilliam County and in Condon. The wheat and wood prices continued at a high through the year 1920; a product of a slight post-war boom. By 1920, Gilliam County was shipping 7,000 head of cattle (a slight gain over 1910) and 84,000 sheep (a decrease by 16,000 sheep from 1910). Condon, however, boasted of becoming a major sheep producing area and the Basin Wool Warehouse Co., one of the leading wool companies, opened an office.

Gilliam County's production of wheat had grown steadily from 808,000 bushels in 1910 to 1,017,000 bushels in 1920. Out of the Mid-Columbia and Central Oregon counties only Sherman and Wasco counties produced more wheat than Gilliam in 1920. Production of barley, a major crop in 1910, decreased from 153,000 bushels in 1910 to 18,000 bushels in 1920.

In 1921, wheat prices started to decline because of a general market depression. The winter of 1920-21 was an exceptionally hard winter which decreased yields. The completion of the John Day Highway and the Columbia River Highway, on the south side of the Columbia River, in 1925 helped the local industries by creating a better access to markets. Condon continued as the commercial center of the county, with banks, commercial enterprises, professional office, and the county seat offices.

In 1927-28, another boost to the local economy occurred when the Condon Kinzua and Southern Railroad was constructed from Condon to the Kinzua Pine Mill in Wheeler County. Thousands of board feet of lumber were passing through Condon from the new mill at Kinzua. More people and commerce passed through Condon; farmers from northern Wheeler County began shipping freight and agricultural products on the line through Condon.

The Depression of the 1930s brought low agricultural prices. The combination of the drought which brought lower yields and the low market prices created financial hardships for farmers throughout the nation; Gilliam County was no different. From 1930 to 1940 wheat production dropped 300,000 bushels, and the number of sheep declined from 118,000 to 55,000. There was a slight increase in the number of cattle, increasing from 7,000 to 10,000 head from 1930 to 1940.

Condon's businesses suffered as a result of the low agricultural prices. Many closed their doors, others extended credit so people could continue to farm. Many farmers burned their wheat crop for fuel because the cost of shipping the crop to market was more than the market price. There was a sharp decline in exports which hit wheat

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farmers hard. Farmer's cooperatives were formed in an effort to pool resources. The Condon Grain Growers Coop was formed at this time and purchased local wheat warehouses.

Various federal agricultural programs were instituted during the Depression such as crop rotation, and diversification of crop type. Agricultural products were at a low in the early 1930 and slightly improved in the mid-1930s. Wheat prices and production were good in 1936 and 1937, dropped slightly in 1938, then rose in the pre-War era.

The decade of the 1940s marks an increase in agricultural prices and return to more prosperous times in Gilliam County. Record wheat crops in 1939 and into the 1940s created a need for more storage facilities. Bulk storage elevators throughout the county and in Condon were built during W.W.II. This change from sacking grain to storing it in bulk was partly a result of the difficulty in obtaining sacks for the grain during the war years. Elevators rose on the agricultural lands all over the Mid-Columbia region and the state. Wheat production in the county doubled between 1940 and 1949, producing 2,423,000 bushels in 1949.

The 1950s through the 1970s brought a gradual increase in grain production and between 1959 and 1969, barley production rose from 14,000 bushels to 768,000 bushels. By 1974, the County only had 2,000 sheep. The number of cattle rose slightly from 1949 to 1974 from 18,000 to 24,000 head.

Gilliam County's agricultural production has decreased since the mid-1980s. Up until that period, Gilliam County was producing more wheat for its size than neighboring counties of Wasco, Morrow, and Sherman. In 1990, Gilliam County's wheat production decreased from 4,031,000 bushels in 1987 to 2,400,000 in 1990 and barley production dropped from 743,000 bushels to 162,000 bushels. These sharp drops are due to the county's participation in the Conservation Reserve Programs created in 1986. Under this program certain more marginal or environmentally damaged lands are removed from production for a ten year period (program now extended to 2003). This has decreased the county's overall production.

Agriculture practices have changed over the past 100 years; the declines and rises have effected Condon's economy, however, Condon remains the commercial and governmental center of Gilliam County.

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Architecture

Condon Commercial Historic District is a good cross-section of architectural types, styles, and uses that reflect the Primary and Secondary Periods of Significance from 1899 to 1938. Main Street, 80 ft. width with no street trees, blends in with the vast, open agricultural lands that surround the town. The buildings that flank Main Street depict the evolution of the town's development from a small isolated settlement to a major shipping center for Gilliam County.

Primary Period of Significance

The earliest building, City Hall No. 1 (#40B), in the District dates from the late 19th Century (1899) and is representative of the small wooden structures that characterized the building types and styles from that era. Erected to house the town's fire equipment and jail, the structure has a gable roof, shiplap siding, no decorative details and is on its original site. The building was very utilitarian, built to house equipment and "criminals".

The only other wooden building which date from this period is the Horner, Moore, and Co. Hardware Store (#13). Although a pre-1900 date has been given to these structures previously, the earliest documented date is 1901. This building is an exceptional example of a small wooden Italianate false front structure with only minor alterations. Representing what was once a common building type along Condon's Main Street, these types now are a rarity in Condon.

As Gilliam County began shifting from a primarily stockraising region to a major wheat producing area after the turn of the century, Condon became a central storage and shipping point. The building type changed after 1902. This marks the construction of the first brick building (Dunn Brother, #6, 1902) and a shift to brick construction which would dominate the building method used in the commercial core for the next ten years.

After the erection of the Dunn Brother's Store in 1902, seven other brick buildings and one stone saloon were constructed between 1903 and 1906 (currently in the District). All but one of these buildings, the Dunn Bros. Annex #7, (1904) are contributing resources to the District. The contributing resources include the Barker Building (#1, National Register), the Bank Saloon (#1903), the Buckhorn Saloon (40A), the 1st National Bank (#41), Reisacher Building (#16), the Gilliam County Bank (#9) and the Bank Block (#18).

The brick businesses erected from 1903-1904 were generally one-story in height, rectangular in plan, had flat roofs, lack ornamentation, and were built of local brick and/or sandstone (local brickyard

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established in 1902). The only exception to this type was the Barker Building (#1) which was two stories in height.

The use of local building material reflects the fact that in 1903-04 Condon was an isolated community without a railroad and relied on wagon roads for their major link to the "outside world". These early businesses were all constructed in close proximity to one another, on the south end of Main Street between Summit and Spring streets. These buildings include the Barker Building (#1, National Register), the Bank Saloon (#1903), the Buckhorn Saloon (40A), and the 1st National Bank (#41) and symbolize the pre-railroad era prior to the construction of the Columbia River and Southern line.

The completion of the railroad in 1905 to Condon ushered in another rapid building phase when Condon's population doubled in size between 1905 and 1906. It also marks a transition in building type and scale; the buildings erected after the railroad's completion were larger two-story buildings, had more decorative detail, and housed several businesses unlike the pre-railroad brick structures.

The majority of these structures were built of brick, however, the Bank Block (#18, 1906) was made of cast concrete blocks produced locally. The plant was built especially for the construction of the bank. Bricks used in the construction were a combination of locally produced brick and bricks shipped from other locations by rail. The construction of two substantial brick buildings in 1906 signifies the economic boost the railroad brought to Condon. These buildings include the Reisacher Building (#16), the Gilliam County Bank (#9) and Bank Block (#18).

The IOOF Hall (#15), built in 1910, marks the last of the large two-story, brick buildings constructed in the Primary Period of Significance. The construction of the hall corresponds with the end of the rapid growth of Condon and Gilliam County spurred on by the introduction of the railroad. After 1910, the population begins to stabilize and the automobile appeared in town.

Secondary Period of Significance

The contributing buildings in the Secondary Period of Significance represent the automobile era when the car slowly replaced the horse and wagon. The construction dates span a period over 25 years from 1913 to 1938. Sixteen buildings (one auxiliary structure) in the District were erected during this period. A majority were built prior to 1929 which marks the beginning of the Great Depression. Only three structures were constructed during the Depression: Home Telephone Office (#17), City Hall (#31), and the Union Oil Gas Station (#38).

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This period also marked a shift in construction methods and materials. The use of brick decreased and was generally only used for facing the primary facades of a building. Concrete and hollow clay tile were used in the construction.

The buildings were generally large, one-story structures constructed of concrete or clay tile, had raised parapets, and minimal decoration. The U.S. Post Office / Weed building (#19, 20, 1915, 1923), the Condon Hotel (#33, 1920), and City Hall (#31) are the three buildings faced with brick and have more ornamentation than the other buildings in this period. The Condon Hotel is the only two-story structure erected in this period.

The building type also changed: many types were geared towards the automobile such as repair shops, gas stations, and tire shops. Other building types include offices, governmental buildings, a theater, an apartment building, and a variety of store buildings.

The majority of these buildings during the automobile age were built on the east side of Main Street where once smaller wooden structures and livery stables stood. The demolition of the large livery stables clustered on the east side of Main Street symbolizes the transition from the horse and wagon to the automobile. Condon continued its role as a major shipping and commercial center for Gilliam County.

Summary

A distinction between the buildings erected in the railroad era and automobile age can be clearly discerned in Condon's Commercial Historic District. The buildings in the District show an evolution in building type, method of construction, and use. The construction dates of the resources clearly indicate the major spurt of economic growth and the period of stabilization and decline in Condon. The structures in the District represent a good cross-section of buildings dating from both periods of development.

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Condon Commercial Historic District
Name of Property

Gilliam Co., OR
County and State

10. Geographical Data

Acreage of Property 9.90 acres

Condon, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

(A) 1 1,0 7,2,1,1,8,0 5,0,1,3,0,0,0
Zone Easting Northing
(C) 2 1,0 7,2,0,9,8,0 5,0,1,2,6,1,0

(B) 3 1,0 7,2,1,1,8,0 5,0,1,2,6,1,0
Zone Easting Northing
(D) 4 1,0 7,2,0,9,8,0 5,0,1,3,0,0,0

See continuation sheet

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 Sally Donovan
organization Donovan & Assoc. date July 1997
street & number 1616 Taylor telephone 541-386-6461
city or town Hood River state OR zip code 97031

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

(Complete this item at the request of SHPO or FPO.)

name Multiple Owners and City of Condon
street & number P.O. Box 445 telephone 541/384-2711
city or town Condon state OR zip code 97823

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. 470 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, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Continuation Sheet

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Verbal Boundary

Beginning at a point 4 feet south of the northwest corner of Lot 4, Block 49, Lancaster's Addition to Condon as recorded in the Gilliam County Deeds and Records, Gilliam County, Oregon; thence due east 180 feet to the west edge of Lot 9, Block 50; thence north 4 feet to the northwest corner of Lot 9, Block 50; thence due east 200 feet to the northeast corner of Lot 4, Block 50 of Lancaster's Addition; thence south 980 feet along the west side of Ward Street to the southeast corner of Lot 1, Block 3, Original Town of Condon; continuing south an additional 4 feet; thence west 100 feet to the mid-line between Lots 2 and 11 of Block 3, Original Town of Condon; thence south 20 feet; thence west 100 feet; thence 226 feet along the east side of Main Street to the southwest corner of Lot 7, Block 3, Original Town of Condon; thence west 214 feet to a point 34 feet west of the southwest corner of Lot 6, Block 4, Original Town of Condon; thence north 50 feet; thence east 34 feet to the southwest corner of Lot 5, Block 4 of the Original Town of Condon; thence north 310 feet to the southwest corner of Lot 6, Block 2; thence due west 12 feet along the south edge of Block 7; thence north 63 feet; thence southeast 18.38 feet to the southwest corner of Lot 5, Block 2; thence north 200 feet to the northwest corner of Lot 2, Block 2, Original Town of Condon; thence west 15 feet; thence north 50 feet; thence east 15 feet to the northwest corner of Lot 1, Block 2, Original Town of Condon; thence 180 feet to a point 20 feet north of the southwest corner of Lot 4, Block 18 in Condon and Cornish 1st Addition to Condon; thence due west to a point on the west edge of Lot 9, Block 18, Condon and Cornish 1st Addition; thence 80 feet north to the northwest corner of Lot 10, Block 18, Condon and Cornish 1st Addition; thence 100 feet due east along the northern line of Lot 10, Block 18, Condon and Cornish 1st Addition; thence north to the point of beginning.

Boundary Justification

The boundaries for the Condon Commercial Historic District are based on historical, visual, and physical factors. The buildings in the district date from the 1890s to the 1930 and represent the various developmental periods in Condon's history. The boundary encompasses the major commercial buildings in Condon's downtown (see the Physical Description, Section 7, for additional information on specific boundaries decisions).








Condon Commercial Historic District: Resources by Inventory Number

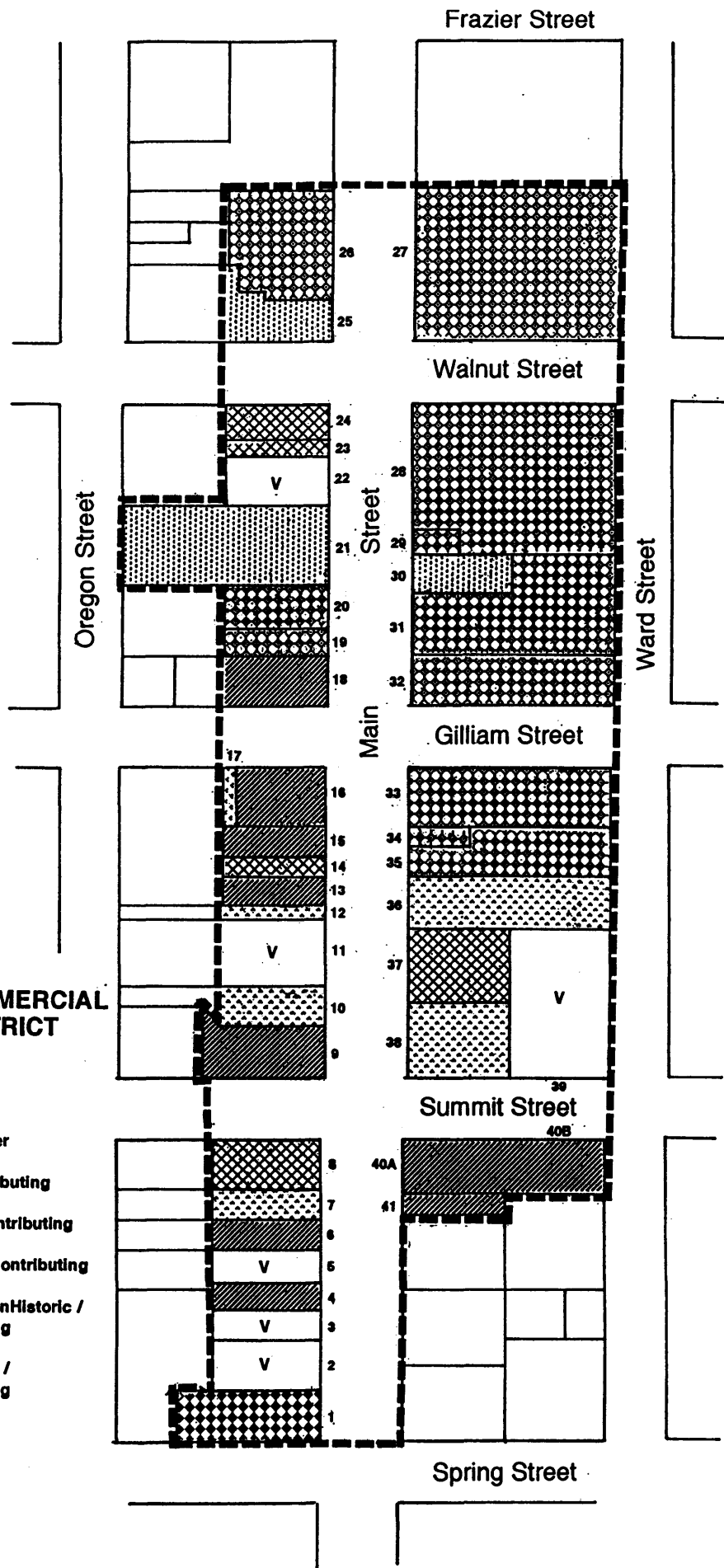
Inventory No.	Date	Building Name	Address	Classification
1	1903	Barker Bldg.	333. S. Main	National Register
2	ND	Vacant	S. Main	Vacant
3	ND	Vacant	S. Main	Vacant
4	1903	Bank Saloon	319 S. Main	Primary
5	ND	Vacant	S. Main	Vacant
6	1902	Dunn Bros.	311 S. Main	Primary
7	1904	Dunn Bros. Annex	307 S. Main	Historic/Non-Contrib.
8	1949	Red & White Grocery	301 S. Main	Compatible/Non-Contrib.
9	1906	Gilliam Co. Bank/1st National	103 W. Summit	Primary
10	1920	Pliter Bldg.	225 S. Main	Historic/Non-Contrib.
11	ND	Vacant	S. Main	Vacant
12	1913	Horner Law Office	217 S. Main	Historic/Non-Contrib.
13	1901	Horner, Moore, & Co.	213 S. Main	Primary
14	1952	Round-up Cafe	211 S. Main	Compatible/Non-Contrib.
15	1910	IIOF Hall	207-09 S. Main	Primary
16	1905	Reisacher Bldg./Jackson's	210-03 S. Main	Primary
17	1935	Home Telephone	119 W. Gilliam	Historic/Non-Contrib.
18	1906	Bank Block	135 S. Main	Primary
19	1915	US Post Office	129 S. Main	Secondary
20	1923	Weed Building	127 S. Main	Secondary
21	1950	BPOE Lodge	117 S. Main	Non-Compatible/Non-Cont.
22	ND	Vacant	S. Main	Vacant
23	1954	Grain Growers Coop	105 S. Main	Compatible/Non-Contrib.
24	1954	Klamath 1st Federal	103 S. Main	Compatible/Non-Contrib.
25	1954	Parman & Harris	101 N. Main	Non-Compatible/Non-Cont.
26	1922	Horner Apts/Condon Milling Co.	109 N. Main	Secondary
27	1919	Shelley's Garage	102 N. Main	Secondary
28	1928	Fatlands	110 S. Main	Secondary
28 (aux)	1959	Fatlands Tire	110 S. Main	Compatible/Non-Cont.
29	1928	Campbell Building	114 S. Main	Secondary
30	1947	Vets Memorial	120 S. Main	Non-Compatible/Non-Cont.
31	1938	City Hall No. 2	128 S. Main	Secondary
31 (aux)	1963	City Hall Storage Garage	128 S. Main	Compatible/Non-Contrib.
32	1928	Hollen & Sons	134 S. Main	Secondary
33	1920	Condon Hotel	202 S. Main	Secondary
34	1925	Potter's Grocery	208 S. Main	Secondary
35	1922	Liberty Theater	212 S. Main	Secondary
35 (aux)	1925	Garage	212 S. Main	Historic/Non-Contrib.
36	1925	Farr Building	218 S. Main	Historic/Non-Contrib.
37	1949	Burns Brothers	222 S. Main	Compatible/Non-Contrib.
38	1938	Union Oil Station	234 S. Main	Historic/Non-Contrib.
39	ND	Vacant	S. Main	Vacant
40A	1903	Buckhorn Saloon	306 S. Main	Primary
40B	1899	City Hall No.1	306 S. Main	Primary
41	1903	1st National Bank	310 S. Main	Primary

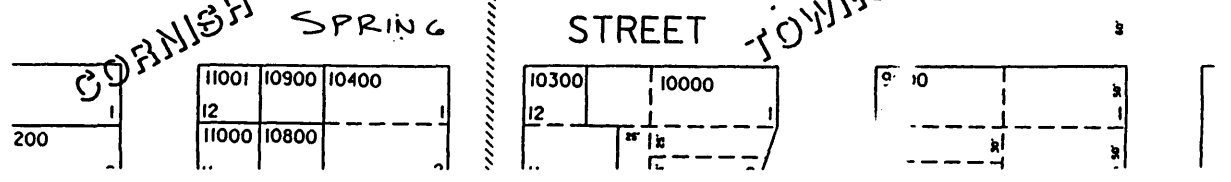
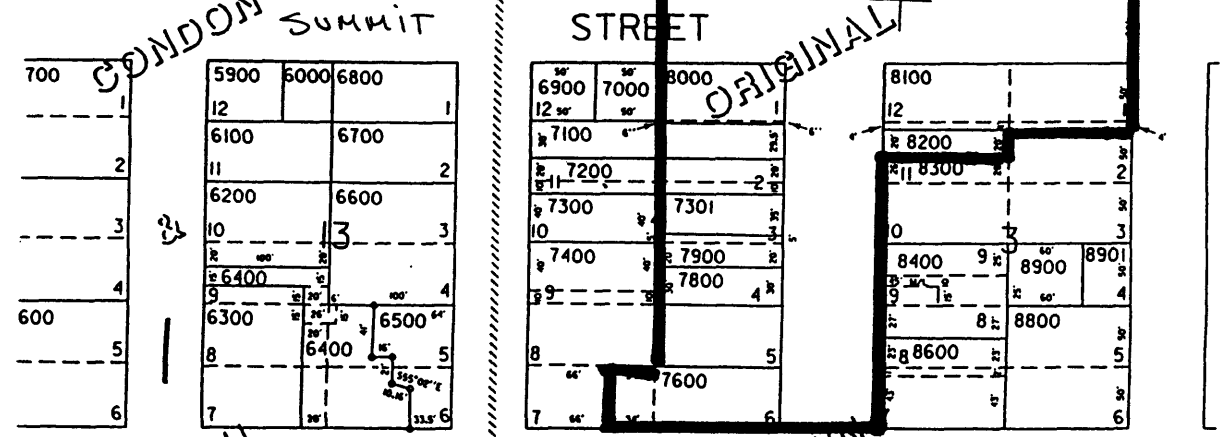
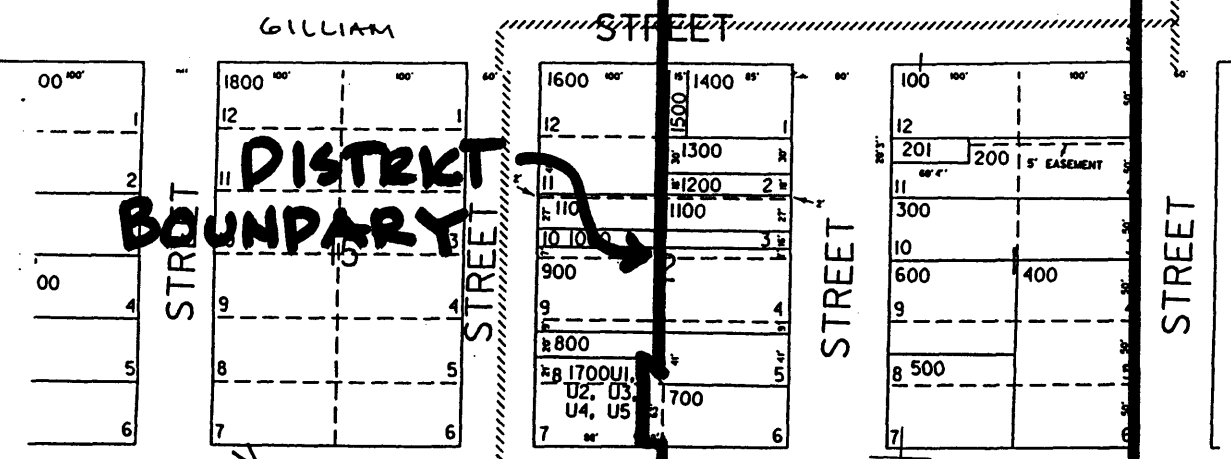
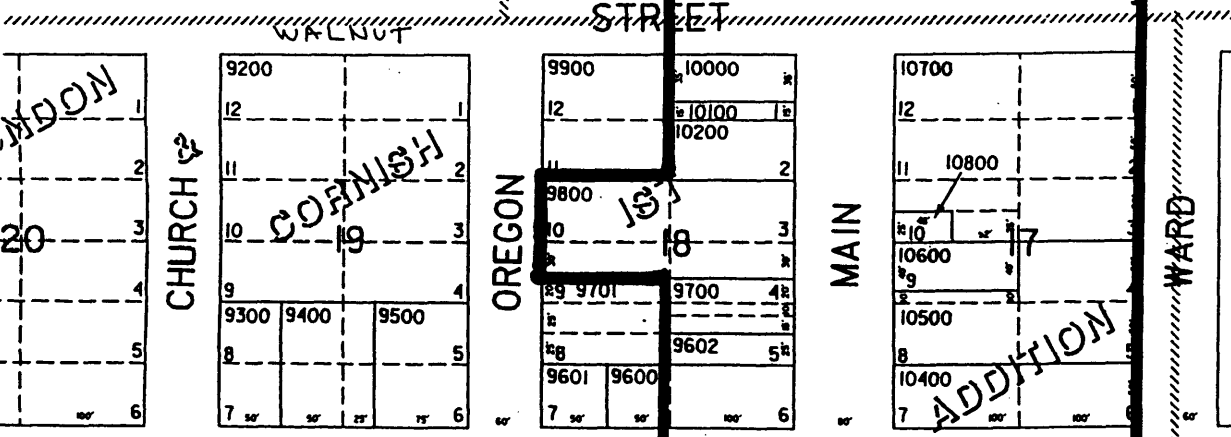
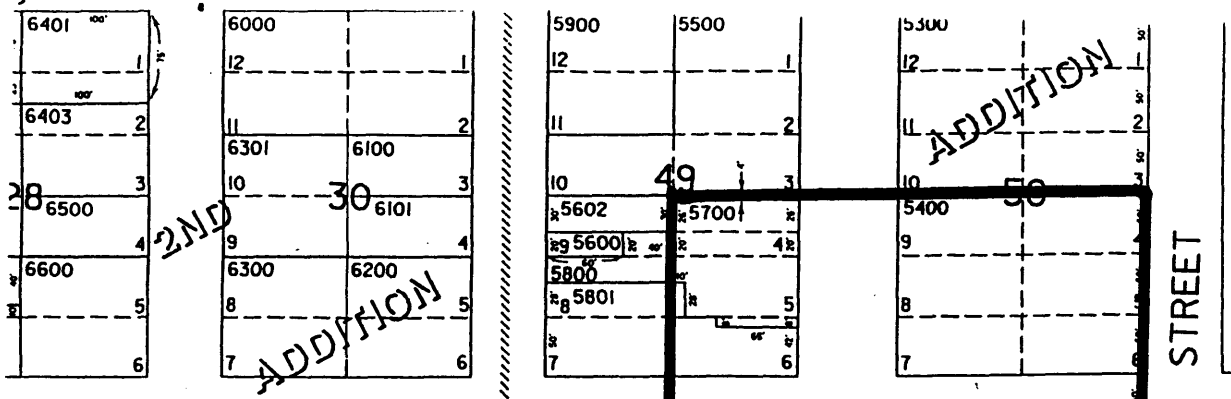


**CONDON COMMERCIAL
HISTORIC DISTRICT
JULY 1997**

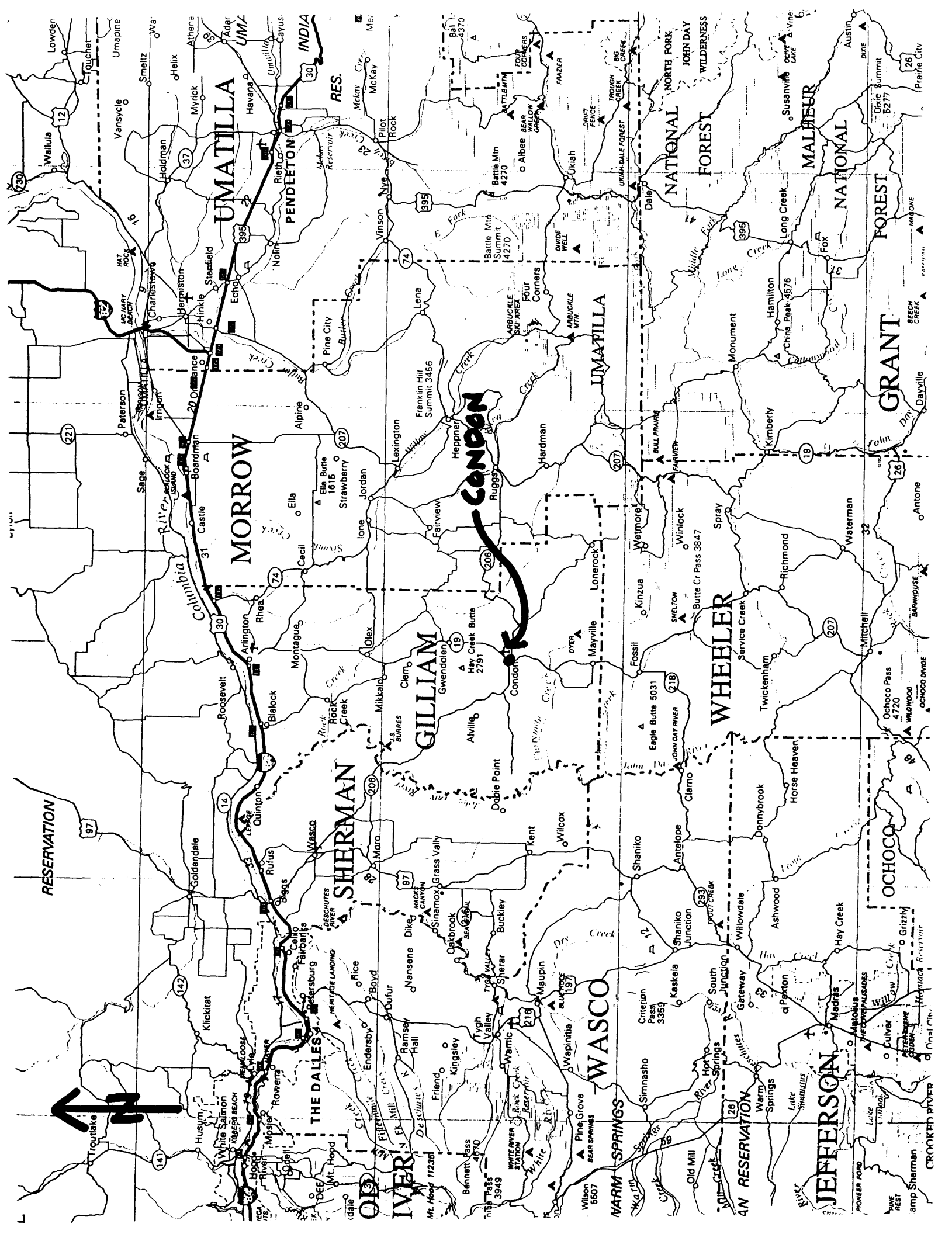
KEY

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-  Primary / Contributing
-  Secondary / Contributing
-  Historic / Non-Contributing
-  Compatible / NonHistoric / Non-Contributing
-  Non-Compatible / Non-Contributing
-  Vacant





COMMERCIAL DISTRICT



UMATILLA

MORROW

GILLIAM

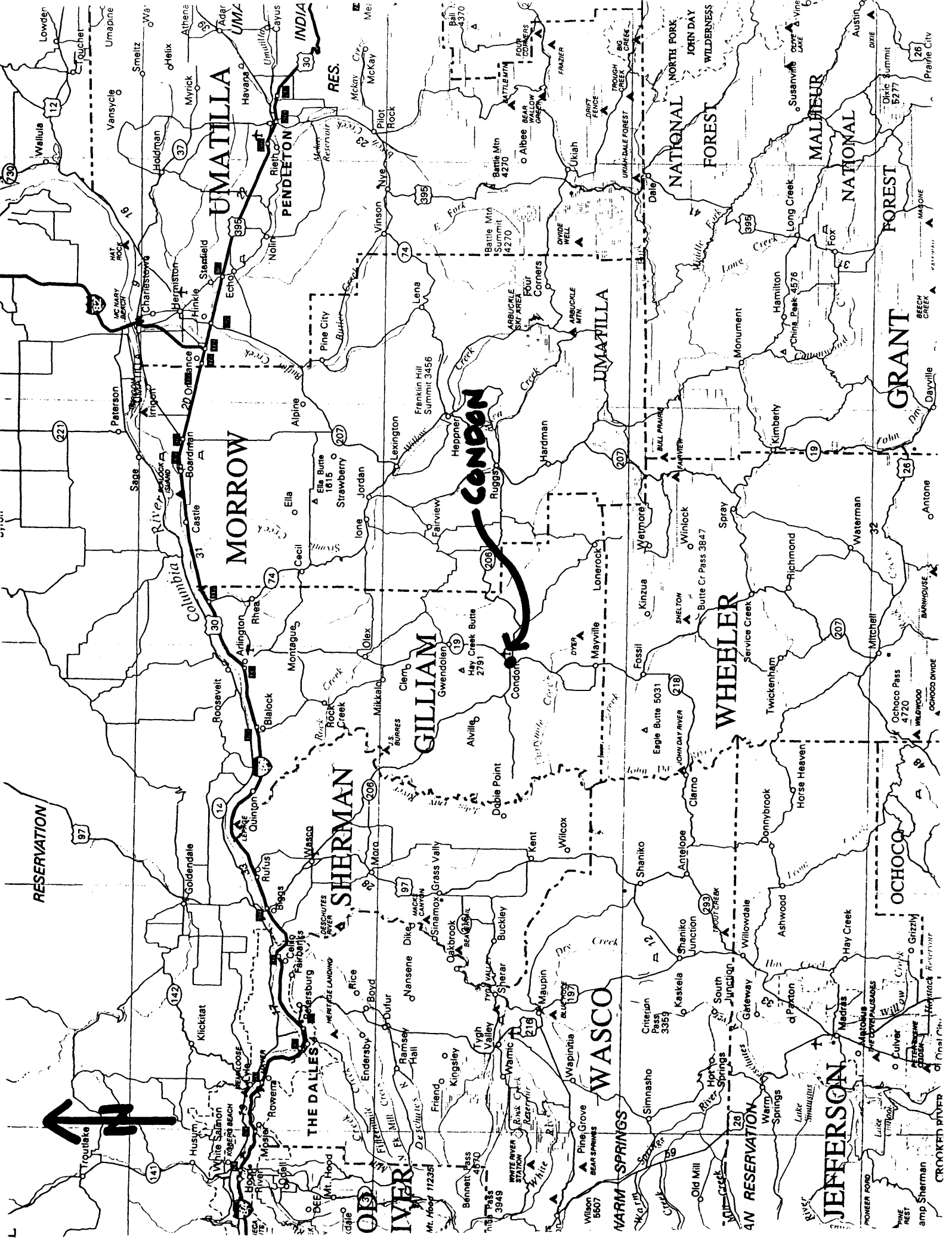
SHERMAN

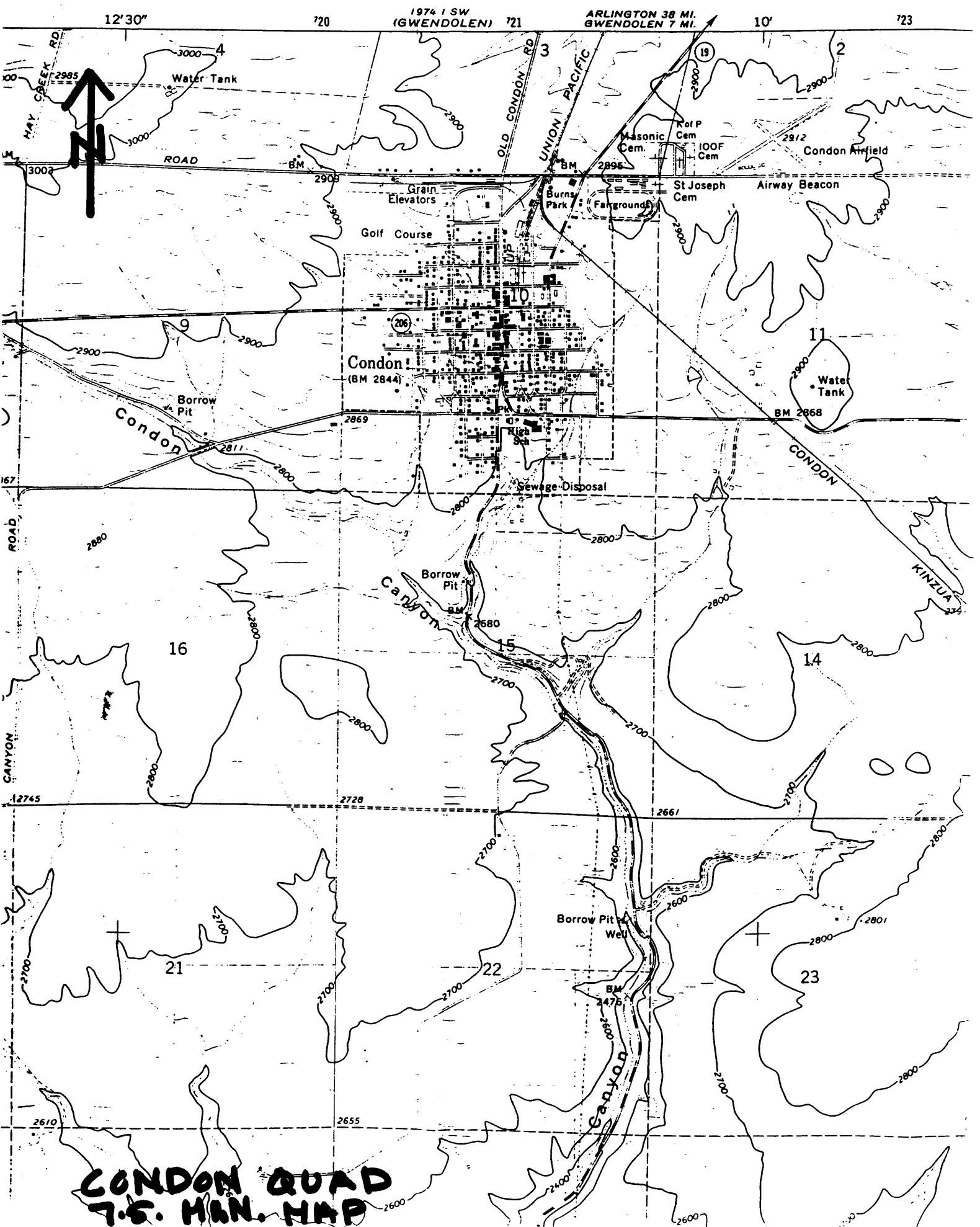
WASCO

WHEELER

JEFFERSON

CONDOR





12'30"

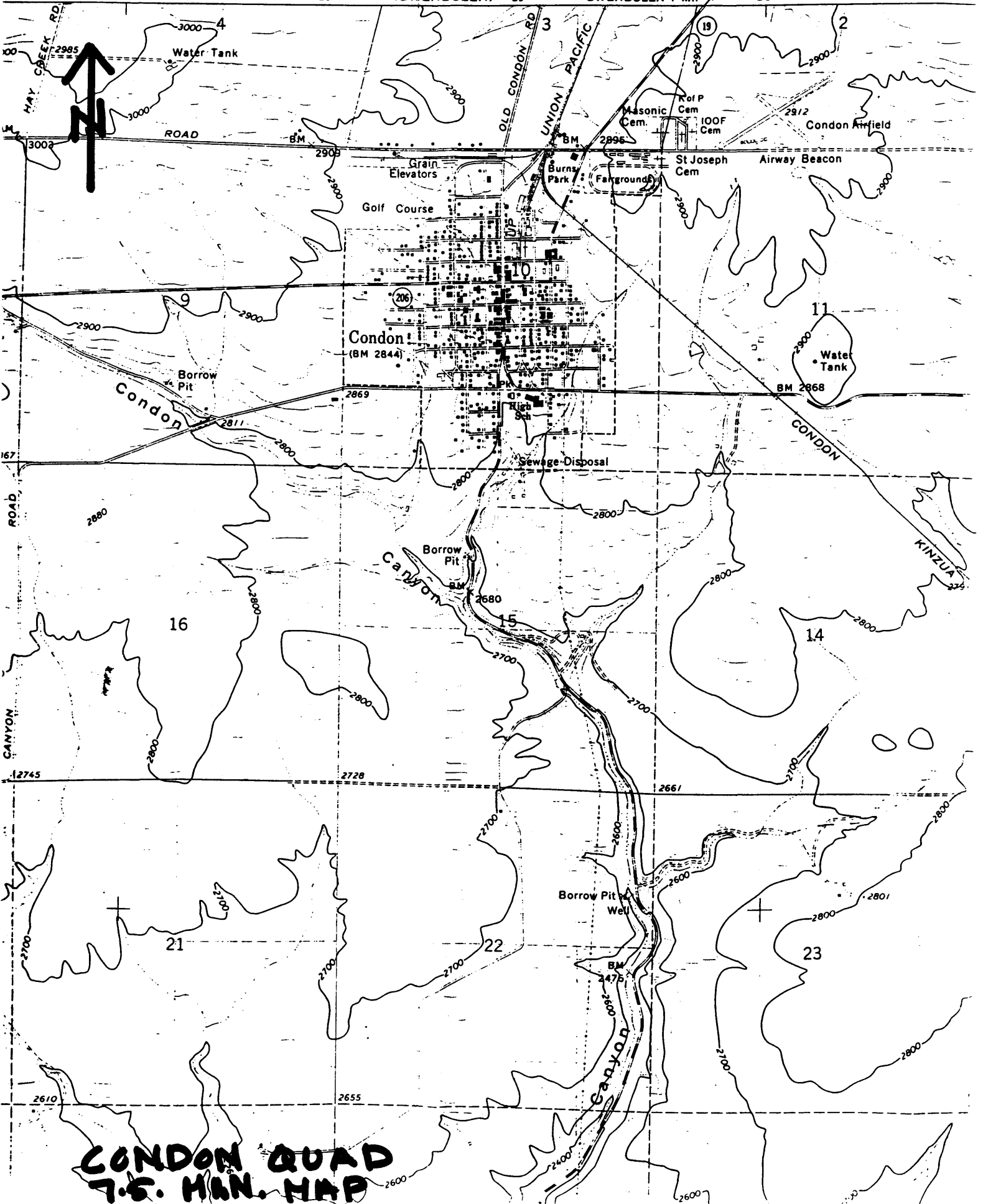
720

1974 1 SW (GWENDOLEN) 721

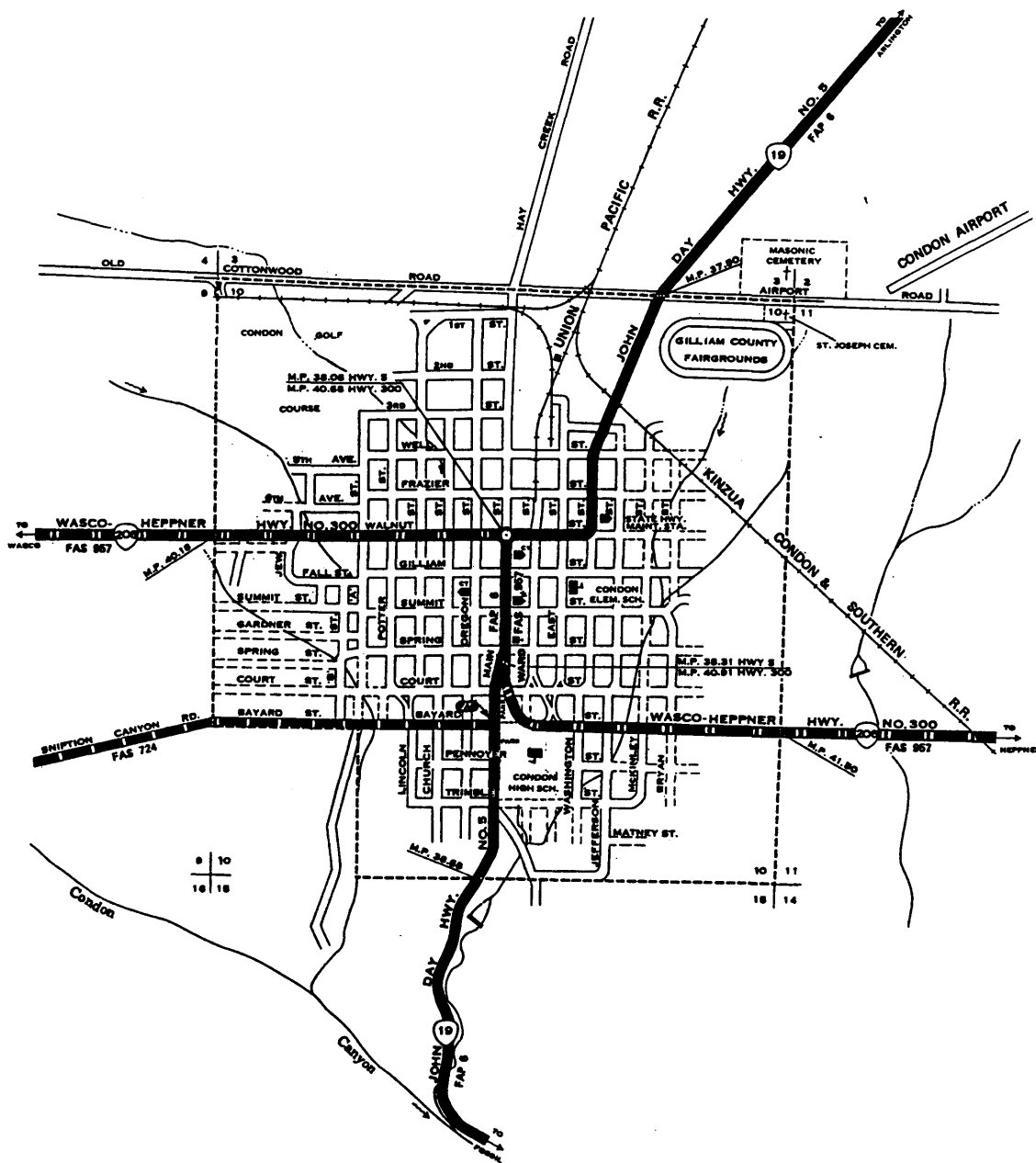
ARLINGTON 38 MI. GWENDOLEN 7 MI.

10'

723



CONDON QUAD
7.5. M&N. MAP



T 4 S R 21 E W.M.

CONDON

GILLIAM COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 885

Scale in Feet

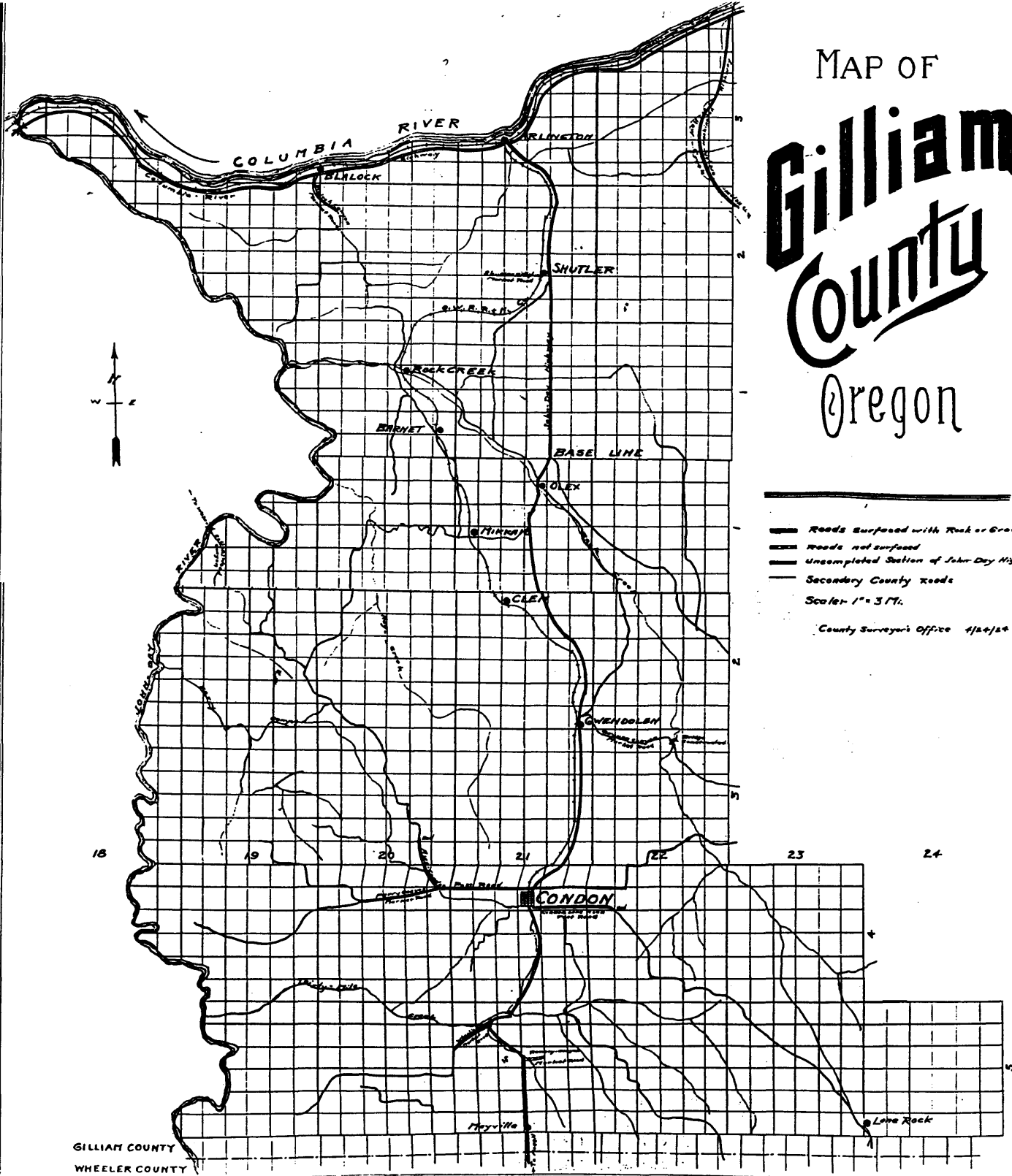


Revised April 1974

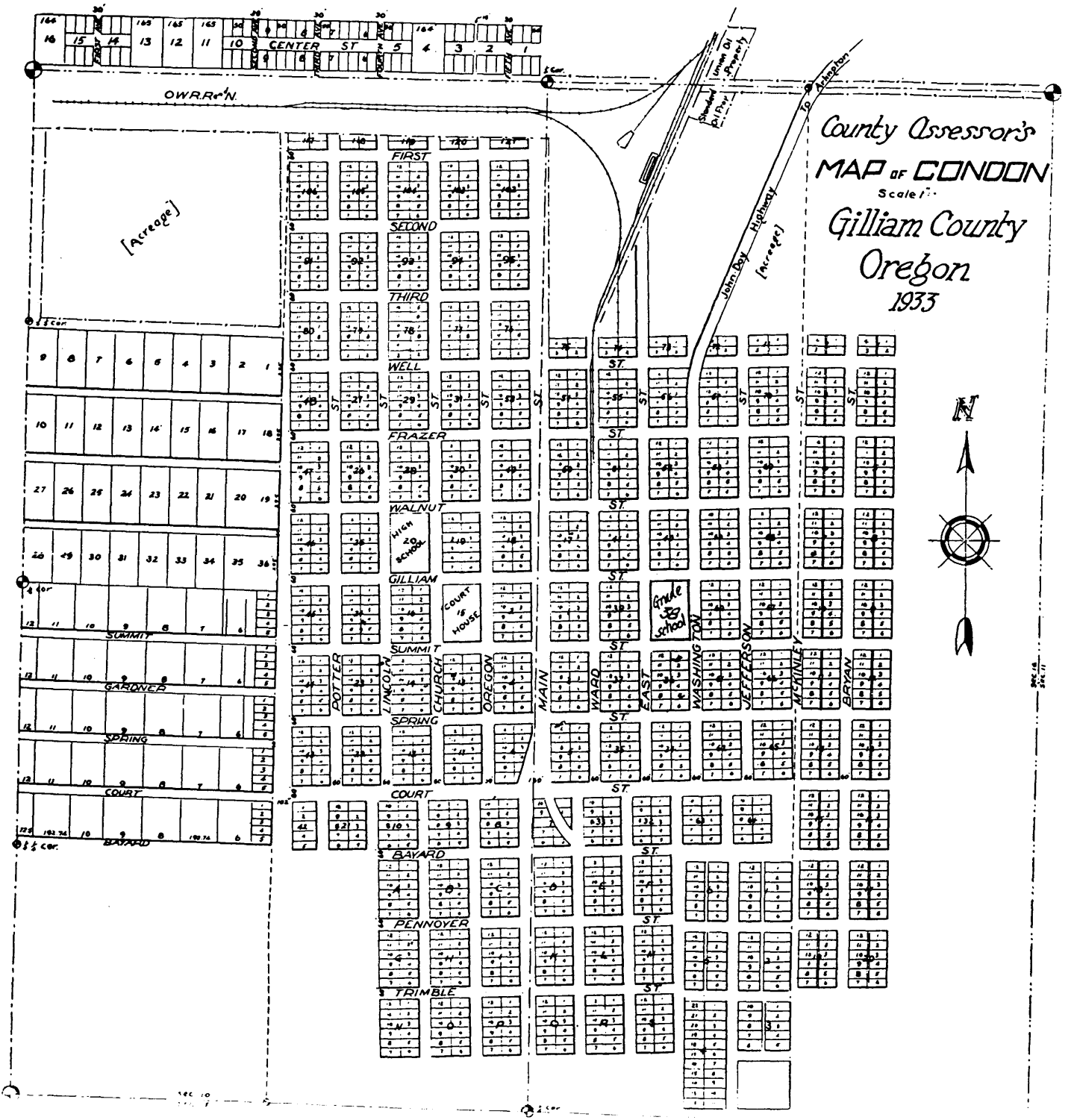
LEGEND

- | | |
|---------------------------------------|---------------------------------|
| FEDERAL AID INTERSTATE SYSTEM | INTERSTATE NUMBERED ROUTE (PAI) |
| FEDERAL AID PRIMARY SYSTEM | U.S. NUMBERED ROUTE |
| FEDERAL AID SECONDARY SYSTEM - STATE | STATE NUMBERED ROUTE |
| FEDERAL AID SECONDARY SYSTEM - COUNTY | |
| OTHER FEDERAL AID SECONDARY - LOCAL | POST OFFICE |
| TERMINATION OF FA SYSTEM | SCHOOL |
| DIVIDED HIGHWAY | PUBLIC BLDG. |
| UNDIVIDED HIGHWAY - NO. OF LANES | CITY HALL |
| STREET OPEN FOR TRAVEL | CT COURT HOUSE |
| STREET DEDICATED BUT NOT OPEN | R.R. DEPOT |
| | A ARMORY |
| | L LIBRARY |
| | CITY LIMITS |

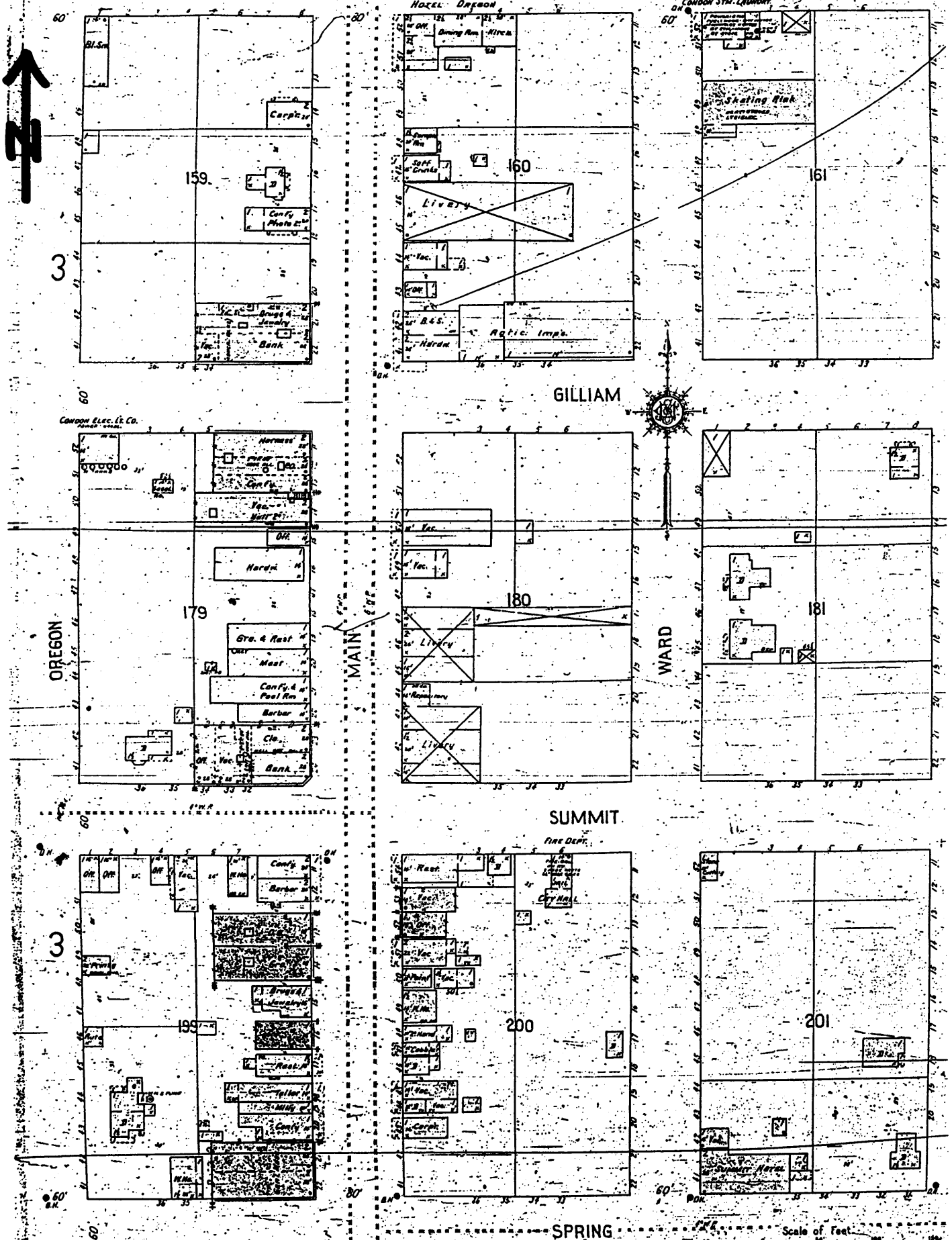
MAP OF Gilliam County Oregon



COUNTY JURY MAP, 1924



1.00 U.S. GR. MI. - CONDON



3

GILLIAM

WARD

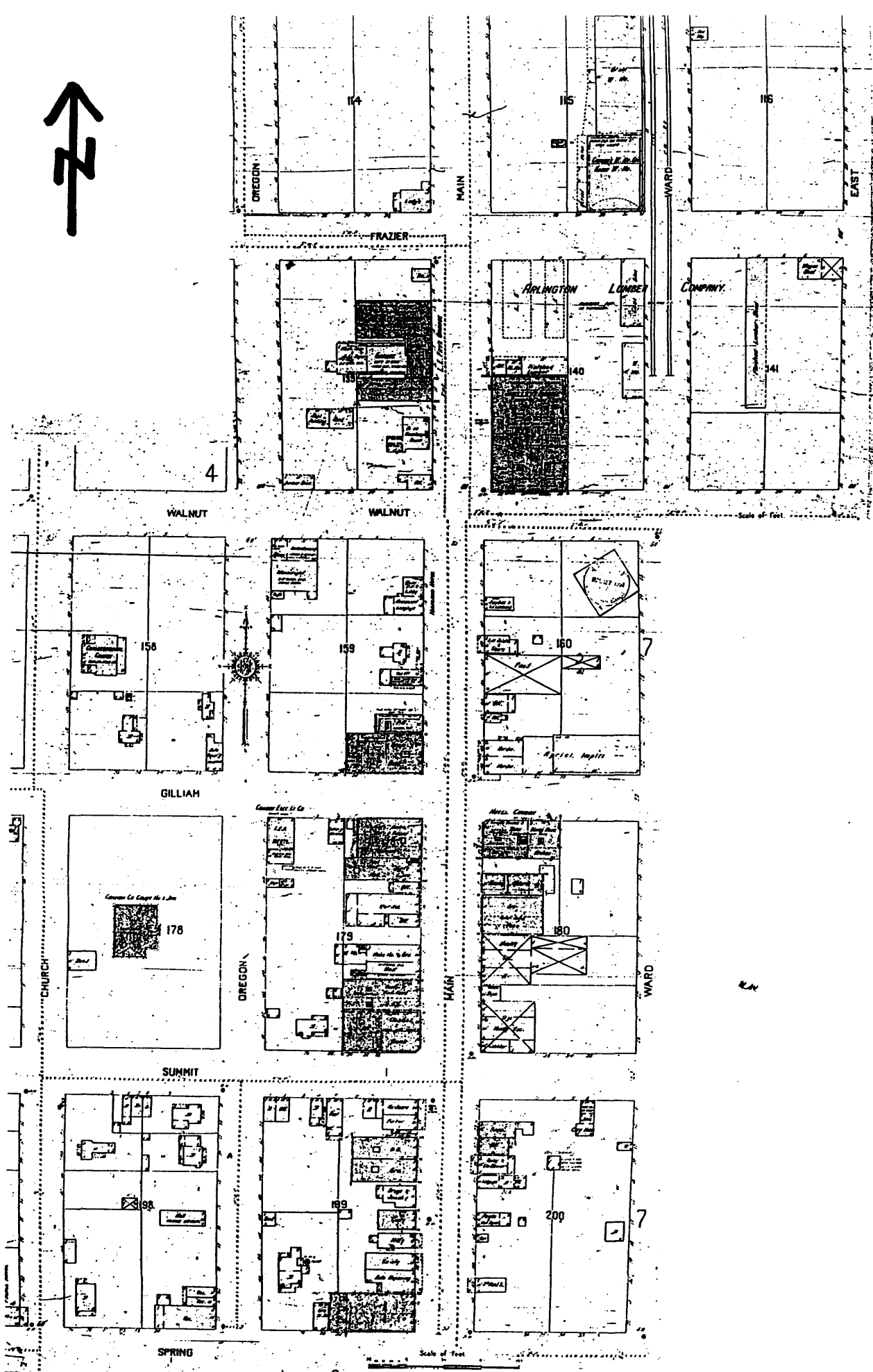
MAIN

SUMMIT

SPRING

Scale of Feet

1.1 - FIRE INJURY MAP



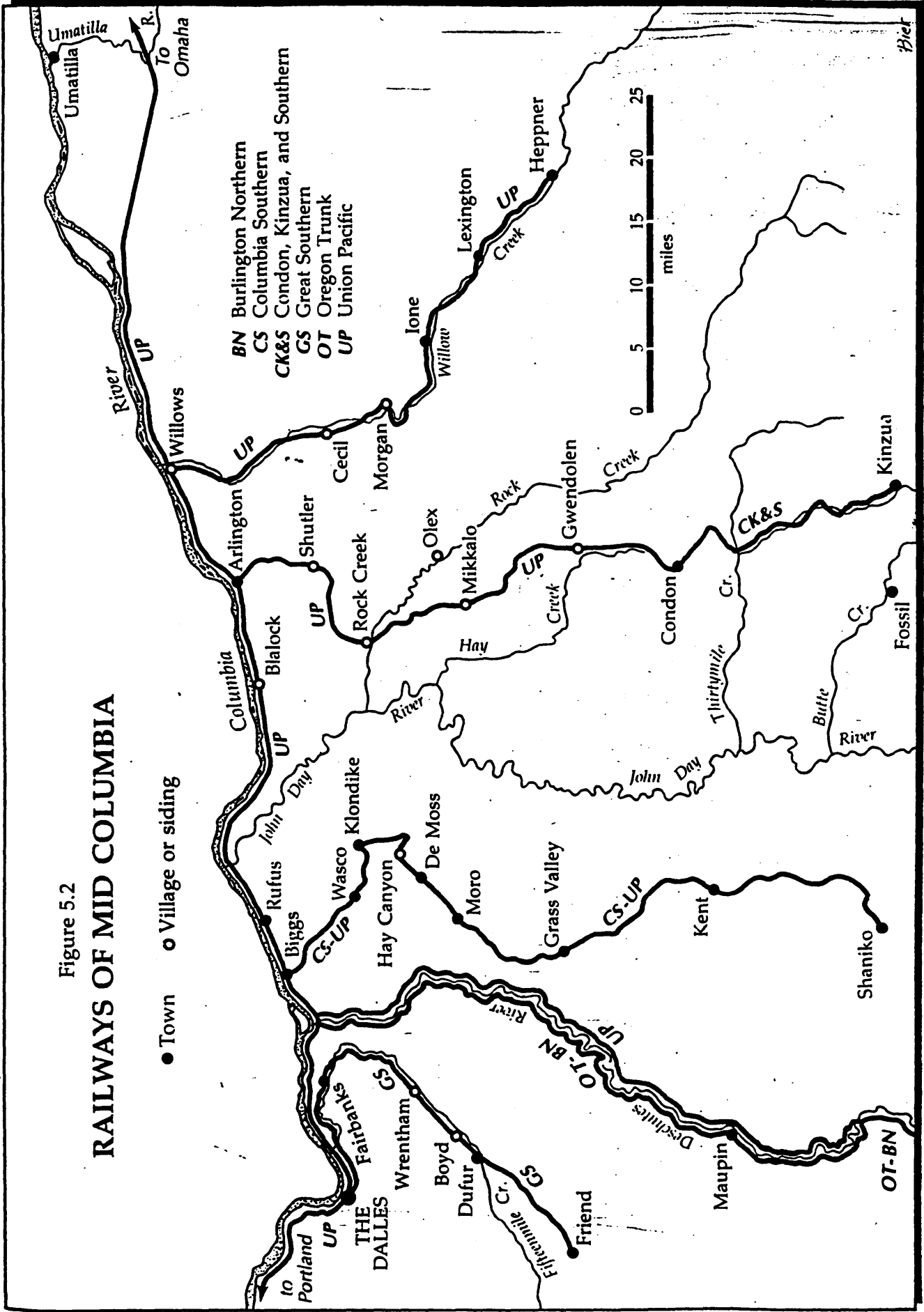
1922 J.A. B. 178 I.L. J. A. H. C.

Figure 5.2

RAILWAYS OF MID COLUMBIA

● Town ○ Village or siding

- BN Burlington Northern
- CS Columbia Southern
- CK&S Condon, Kinzua, and Southern
- GS Great Southern
- OT Oregon Trunk
- UP Union Pacific



SOURCE: "GEOGRAPHY OF THE MID-COLUMBIA SOUTH" BY JOHN F. DUE / FRANCES JUVIS RUSH

→ GILLIAM COUNTY ←

Gilliam County was created in 1885. It contains 1,060,000 acres of which seven-tenths is tillable. Of this only about two-thirds is in cultivation. The land is rolling but lies in large bodies well adapted for the use of modern farming machinery. The soil is a dark, sandy loam which does not require irrigation and its fertility is inexhaustible. Wheat yields from 18 to 45 bushels per acre, oats 35 to 60, barley 25 to 50, rye 15 to 25. Potatoes yield 250 bushels per acre and are of an excellent quality.

The climate is one of the best in the United States. The mercury rarely falls to zero or rises above 90. The county is watered by numerous streams and countless springs. Wells of pure, cold water can be found at an average depth of 50 feet. The elevation ranges from 200 feet on the Columbia River, which skirts the northern boundary, to 3500 feet in the southern part.

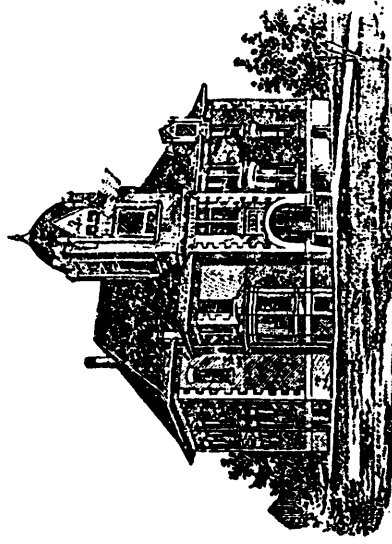
The best farm lands are now selling at from \$20 to \$30 per acre and there is every indication that these lands will increase in value 50 per cent. within the next two years.

→ CONDON ←

Condon, the County Seat, is a thriving town of 1500 people. The town has a modern school building, a \$17,000 court house, excellent water system, modern electric light and telephone plants and a number of stone and brick business blocks.

Condon is the terminus of the Columbia River & Oregon Central Railroad which connects with the O. R. & N. at Arlington thus affording the town and county with excellent transportation facilities.

The town offers excellent opportunities for business venture or investment.



GILLIAM COUNTY COURT HOUSE AT CONDON

For Further Information Regarding Condon and
Gilliam County, address

H. A. HARTSHORN,

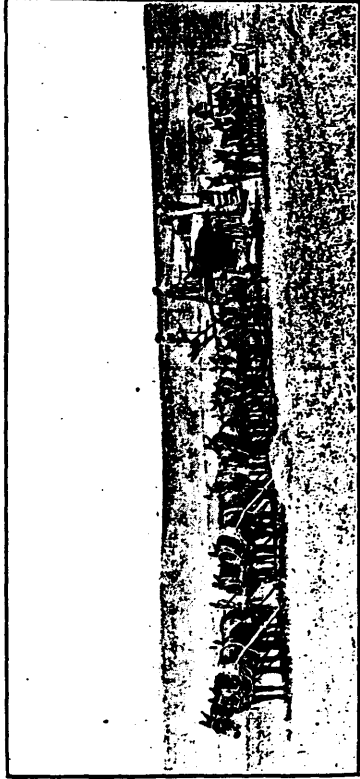
Condon, Oregon

REAL ESTATE ABSTRACTS OF TITLE

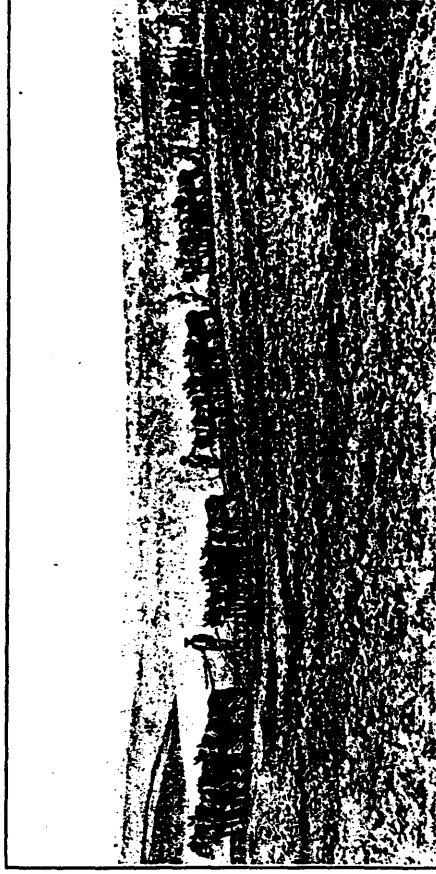
PUBLISHER OF THE CONDON GLOBE

The engravings in this pamphlet were made from photographs taken by E. G. Merrifield.

1907



G. W. MARTIN'S Combined Harvester at work on his Wheat Ranch near Condon. Mr. Martin is an up-to-date Western Farmer.



G. W. MARTIN'S Forty Mules plowing on his Farm. Mr. Martin's farm contains about 5,000 acres.

Main Street

Gordon, Orego.

THE BUCKHORN SALOON

B. K. SEARGY & CO., Propr's

Fresh BEER always on Draught

Dealers in WINES, LIQUORS and CIGARS

CAUTION

Beggars thrown over the transom.
Our toss-out machine is automatic.
Persons asking for credit will be poisoned.
Solicitors and advertisers are shot without mercy.
The electric chair for dead beats.
Skeletons in the basement of people who tried to borrow money.
Office hours for tramps are only on February 29th, at 10:00 a. m. and 8 p. m.

BUSINESS CARD

306 S. MAIN (#40A)

ACCOMMODATIONS

¶ This Saloon has been arranged for the special comfort of the citizens of this city and the traveling public. ¶ Upon entering the saloon each gentleman will be promptly relieved of his coat, cane and other valuables. ¶ Cushioned seats for each gent. ¶ Daily papers, magazines, cigarette papers and tobacco, free telephone, messenger service and public typewriter. Stationery in abundance, free hacks after 8:15 a. m. for wine buyers. Drinks every minute if required, consequently no waits, no delays. ¶ If in search of B. K., be sure not to call on or about the first of the month, he won't be in. ¶ Any gent not getting his drinks served red hot or ice cold, as required, please mention the fact to the proprietor when the bartender will be shot from the mouth of a cannon. ¶ The bartenders have been carefully selected to please everybody; shake the dice, tell a story, sing a song, give back your change in nickels so you can play the slot machine, and boost Cello Beer, and when it comes to mixing they can't be beat. If you don't believe it, just start something.

(over)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photo Page 1

Photographs

The following information is for all the photographs.

1. *Name of District and Location*
Condon Commercial Historic District
Condon, Gilliam County, Oregon
2. *Photographer*
For historic photographs numbered 1 through 6: Unknown
3. *For photographs numbered 7 through 52:*
Sally Donovan
Donovan and Associates
1615 Taylor Avenue
Hood River, Oregon 97031
4. *Dates of Photographs*
Historic Photographs 1 through 6: see individual description
Photographs 7 through 52, February and March 1997
5. *Location of Photographic Negatives*
Sally Donovan
Donovan and Associates
1615 Taylor Avenue
Hood River, Oregon 97031

Photographic Key

The photographs are organized as follows:

- A. Historic Photographs (1 to 6)
 - B. General Views of District (7 to 15)
 - C. Current Photographs of Resources in District (16-42)
-
- A. Historic Photographs (1 to 6)
1 of 51
View of Main Street Condon, ca. 1925
Looking south from intersection of Walnut and Main streets

 - 2 of 51**
View of Main Street Condon, circa 1912
Looking south from Walnut and Main streets

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number Photo Page 2

3 of 51

View of Main Street Condon, circa 1918
Looking at the west side of Main Street between Summit and
Gilliam streets

4 of 51

View of Buckhorn Saloon (306 S. Main Street) and 1st National
Bank (310 S. Main), circa 1908
Looking east on Buckhorn Saloon

5 of 51

View of Condon National Bank (135 S. Main Street), circa 1910
Looking northwest

6 of 51

View of Condon Milling Company (109 N. Main) (Later the
Horner Apartments), circa 1903
Looking northwest

B. General Views of District (7 to 15)

7 of 51

Distant view of Condon from Highway 206, field in foreground

8 of 51

West side of Main Street, looking northwest from Spring Street

9 of 51

West side of Main Street, looking northwest from Summit Street

10 of 51

West side of Main Street, looking northwest near Summit Street

11 of 51

West side of Main Street, looking northwest from Gilliam Street

12 of 51

West side of Main Street, looking northwest from Walnut Street

13 of 51

East side of Main Street, looking southeast from Walnut Street

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

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14 of 51

East side of Main Street, looking southeast from Gilliam Street

15 of 51

East side of Main Street, looking northeast from Spring Street

16 of 51

East side of Main Street, looking southeast from Walnut Street

C. Current Photographs of Resources in District (16-42)

16 of 51

Barker Building (333 S. Main), looking west
Inventory #1

17 of 51

Bank Saloon (319 S. Main), looking west
Inventory #4

18 of 51

Dunn Brothers Co. (311 S. Main), looking west
Inventory #6

19 of 51

Dunn Brothers Annex (307 S. Main), looking west
Inventory #7

20 of 51

Red & White Grocery (301 S. Main), looking west
Inventory #8

21 of 51

Gilliam Co. Bank/1st National Bank (103 W. Summit), looking
northwest
Inventory #9

22 of 51

Pliter Building (225 S. Main), looking southwest
Inventory #10

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

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Horner Law Office (217 S. Main), looking northwest
Inventory #12

24 of 51

Horner, Moore, & Co. (213 S. Main), looking west
Inventory #13

25 of 51

Round-Up Cafe (211 S. Main), looking west
Inventory #14

26 of 51

IOOF Hall (207-08 S. Main), looking west
Inventory #15

27 of 51

Reisacher Building (210-03 S. Main), looking southwest
Inventory #16

28 of 51

Home Telephone Company (119 W. Gilliam), looking south
Inventory #17

29 of 51

Bank Block (135 S. Main), looking northwest
Inventory #18

30 of 51

U.S. Post Office (129 S. Main), looking southwest
Inventory #19

31 of 51

Weed Building (127 S. Main), looking west
Inventory #20

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BPOE Lodge (117 S. Main), looking northwest
Inventory #21

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photo Page 5

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Condon Grain Grower's Assoc. (105 S. Main), looking northwest
Inventory #23

34 of 51

Klamath 1st Federal (103 S. Main), looking west
Inventory #24

35 of 51

Parman and Harris (101 N. Main), looking northwest
Inventory #25

36 of 51

Horner Apts/Condon Milling Co. (109 N. Main), looking NW
Inventory #26

37 of 51

Shelley's Garage (102 N. Main), looking southeast
Inventory #27

38 of 51

Fatlands Inc. (110 S. Main), looking southeast
Inventory #28

39 of 51

Campbell Building (114 S. Main), looking east
Inventory #29

40 of 51

Vet's Memorial Building (120 S. Main), looking east
Inventory #30

41 of 51

Condon City Hall #2 (128 S. Main), looking east
Inventory #31

42 of 51

Hollen and Sons (134 S. Main), looking east
Inventory #32

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Photo Page 6

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Condon Hotel (202 S. Main), looking southeast
Inventory #33

44 of 51

Potter's Grocery (208 S. Main), looking east
Inventory #34

45 of 51

Liberty Theater (212 S. Main), looking west
Inventory #35

46 of 51

Farr Building (218 S. Main), looking east
Inventory #36

47 of 51

Burns Brothers (222 S. Main), looking northeast
Inventory #37

48 of 51

Union Oil Station (234 S. Main), looking east
Inventory #38

49 of 51

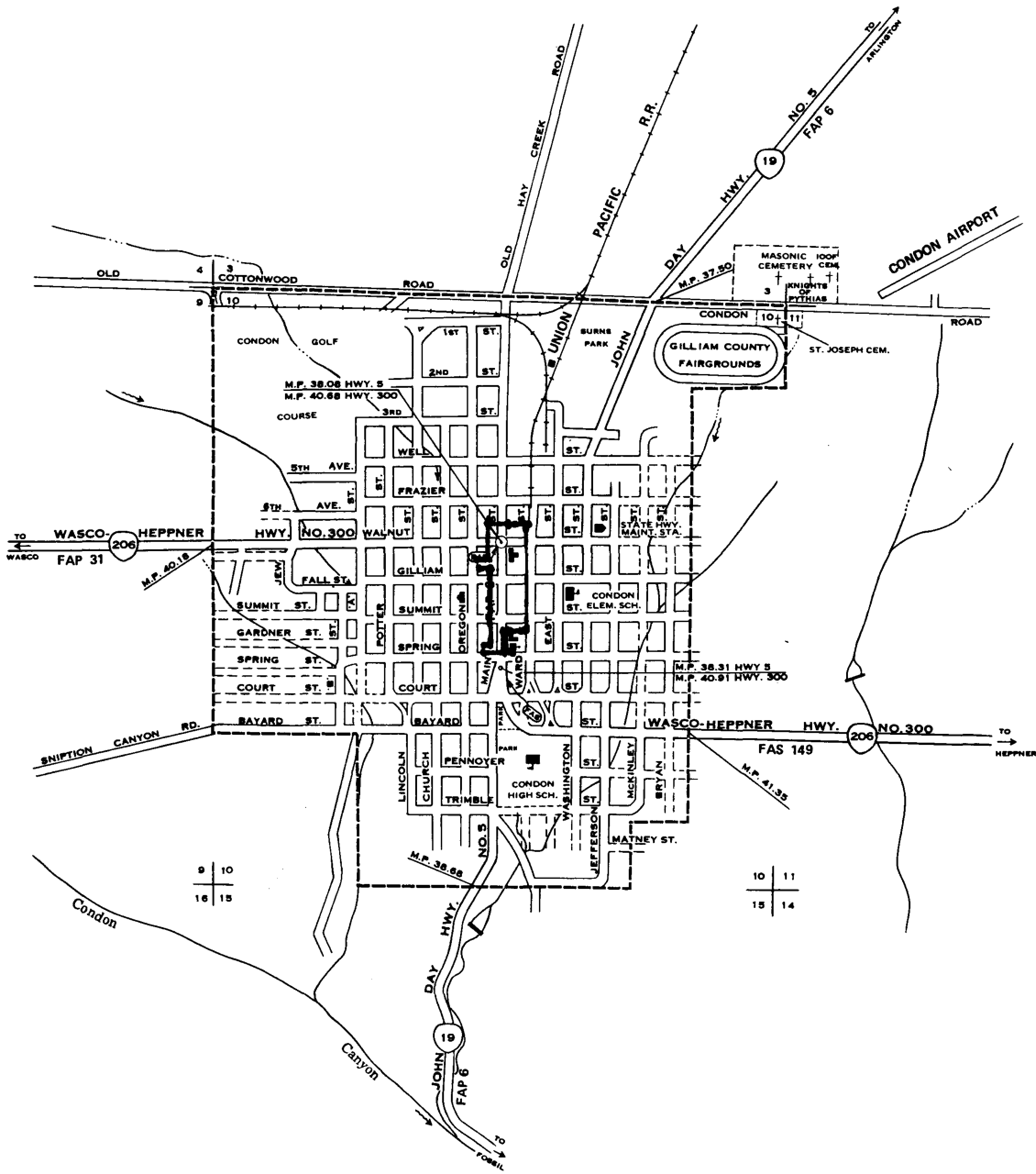
Buckhorn Saloon (306 S. Main), looking east
Inventory #40A

50 of 51

City Hall #1 (306 S. Main #2), looking southwest
Inventory #40B

51 of 51

1st National Bank (310 S. Main), looking east
Inventory #41



9 10
18 15

10 11
15 14

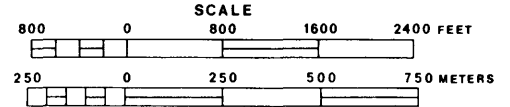
T 4 S R 21 E W.M.
LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY

CONDON

GILLIAM COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 930
Revised July 1977



Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310