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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 Sherman County Courthouse

other names/site number _____

2. Location

street & number 500 Court Street N/A not for publication

city or town Moro N/A vicinity

state Oregon code OR county Sherman code 055 zip code 97039

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.)

James Hannah July 20, 1998
Signature of certifying official/Title Deputy S/HPO 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 A. Brall Signature of the Keeper Date of Action 6-28-98

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Continuation Sheet**Section number 3 Page 1

SHERMAN COUNTY COURTHOUSE (1899)500 Court Street
Moro, Sherman County, Oregon**COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE**

The Sherman County Courthouse in Moro, Oregon was completed and opened for use in 1899, ten years after the County was created. It was based on a design in the tradition of academic eclecticism by Charles H. Burggraf, who centered his practice in Salem and Albany, in the Willamette Valley. Subsequently, two other Oregon courthouses designed by Burggraf in a similar vein were erected. The Wheeler County Courthouse of 1901 at Fossil, in the John Day country, and the Tillamook County Courthouse of 1905 at Tillamook, on the northern Oregon coast, are still standing. The old Tillamook County Courthouse, however, has been vacated by county government and, like the nominated building in Moro, is missing its square tower superstructure.

Sherman County is one of the northern tier of counties along the high Columbia River Plateau east of the Cascade Range that was subdivided from the vast expanse of old Wasco County. It was established in 1889 and named in commemoration of General William Tecumseh Sherman, commander of the Union Army's military division of the Mississippi during the Civil War who succeeded Grant in command of the United States Army after Grant's election as President. The county is bordered east and west by the canyons of the north-flowing John Day and Deschutes rivers, tributaries to the Columbia. The semi-arid open range country initially was settled by stockmen, but the rolling hills between defiles eventually were adapted to large-scale wheat growing with impetus from the Homestead Act, railroad development, and improvements in irrigation beginning in the 1880s.

While ranching and farming formed the basis of a thriving economy, the number of individually-owned holdings dwindled with the expansion of efficiently mechanized spreads. The small county of 831 square miles today has a population of under 2,000. Moro, the county seat, is situated on the slopes of Barnum Creek Canyon near the county's center. It is a town of under 300 present population that was incorporated the year the new brick courthouse was opened to replace the original wood frame building of 1892.

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The Sherman County Courthouse meets National Register Criterion A as the center of local government administration from 1899 onward. In this building, all the functions essential to sustaining a political subdivision of the State were carried out in the historic period, which is considered to extend to the post war era, by which time economic stability and a consistent level of demand for government service had been achieved.

The courthouse occupies the whole of Block 23 of Moores First Addition to the Moro Townsite and faces southeasterly onto Court Street. This, the traditional courthouse site of one and a quarter acres on the west slope of the canyon, is planted in lawn, partially lined with trees, and overlooks at the foot of the opposite slope the old grade of the Columbia Southern Railroad, which was the making of the county. At the back of the courthouse lot, in the southwest corner, are a parking area and two simple shiplap-clad, gable-roofed maintenance sheds built by about 1920 which are counted separately contributing features since they were placed in service in the historic period of significance, 1899-1948.

Briefly characterized, the courthouse it is a rectilinear, two-story, L-shaped hip-roofed volume rising from a stucco-coated brick foundation having general ground plan dimensions of 51x 65 feet. The long axis runs northeast to southwest. Walls are constructed of brick.

The building has a full Classical entablature. Typically, tall, narrow windows fitted with double-hung wood sash are grouped in pairs or as single openings under shallow segmental rowlock arches. The central front entry bay with its Roman-arched portal and second story window is contained in the forward-projecting leg of the L. Offset to the north of the entrance is a gabled dormer. In the angle of the L is a square tower in which the topmost section is of wood frame construction, clad with shingles that originally were treated in a banded polychrome effect. The tower originally was crowned by an open Moghul-style cupola with bellcast tent roof dome and spike finial. There is a shed-roofed jail attachment 14 x 26 feet in plan offset to the north side of the rear facade. Original brick flues with corbeled caps are no longer standing at either end of the rear roof slope. A slender, straight-sided brick chimney has been added to the south end to vent the heating plant. The basement story was added in 1935.

The ground story interior is organized on a double loaded corridor plan corresponding to the long axis of the building. Walls are finished with lath and plaster. Although overpainted with white enamel that reverses what originally was a dark-stained or natural-finished wood color key, much of the wood work is intact and includes bases and chair rails, bead-molded wainscot, cornice moldings, and a staircase with wainscot-filled railings and square newel posts with block caps and inset panels. There has been some remodeling of office space. The original Clerk's vault is

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in place. The upstairs courtroom has been modified with a dropped ceiling, but the spatial configuration remains unaltered and the finish work includes wainscotting, auditorium railing, and chased brass push plates on paneled double leaf doors.

The Sherman County Courthouse also meets National Register Criterion C as the singular example of a stately public building in the tradition of academic eclecticism locally. The only other building of historical vintage and comparable scale is the public school. Stylistically, the courthouse is classified as a simplified version of Queen Anne architecture with an exotic overtone in the now-missing Moghul-style cupola. In *Exploring Oregon's Historic Courthouses*, a survey newly released in 1998 by Oregon State University Press, Kathleen M. Widerhold notes the cupola was removed in the "late 1950s" following storm damage. That author assumes the cupola was an alternative to the customary clock tower that was selected for the sake of economy. Her understanding gains credence in light of the fact that a clock was never installed in the courthouse Burggraf designed for Tillamook County in 1905. Instead, the County had been satisfied to paint a decorative clock face on each elevation of the tower.

Nine of Oregon's 36 active courthouses were built in 1910 or before, and only three of them antedate 1900. Thus, the Sherman County Courthouse belongs to the rare small group of well-preserved 19th century courthouses still in the service of local government. The list is as follows:

Benton County Courthouse (NR)	1887	Delos D. Neer, architect
Polk County Courthouse	1898	Delos D. Neer, architect (wing added)
Sherman County Courthouse	1899	Charles H. Burggraf, architect
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Wheeler County Courthouse	1901	Charles H. Burggraf, architect
Morrow County Courthouse (NR)	1903	Edgar Lazarus, architect
Columbia County Courthouse (NR)	1906-07	Hendricks & Tobey, architects (wing added)
Clatsop County Courthouse (NR)	1907	Edgar Lazarus, architect
Baker County Courthouse (NR)	1908	Delos D. Neer, architect
Crook County Courthouse	1910	Walter D. Pugh, architect

In general, Charles Burggraf's documented Oregon courthouse designs may be seen to combine elements of Queen Anne massing with the prominent tower feature that, in the case of the Wheeler and Tillamook County courthouses, is faintly reminiscent of the archetypal belfries and

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lanterns of churches designed by the great American exponent of the round-arched Gothic and Romanesque styles, Henry Hobson Richardson. Richardson's perspective drawing for a proposed Gothic church with two dissimilar towers in Columbus, Ohio was published in 1872, and the influential Romanesque-style Trinity Church of Boston was published soon after its completion in 1877. The typical clock tower which Richardson's imitators adopted for city halls and courthouses across the country in the ensuing decades was square in plan, capped by a pyramid or other form of tent roof, and it had an open belfry beneath a four-faced clock as well as tall gables, corner pinnacles and corbelled turrets.

In the Pacific Northwest, an outstanding example of the blend of Queen Anne and Richardsonian Romanesque idioms expressed as high style architecture is W. A. Ritchie's Jefferson County Courthouse of 1892 in Port Townsend, Washington. Burggraf's design for the red brick Wheeler County Courthouse (1901) is distinctly in the picturesque tradition with its main tower and secondary tent-roofed octagonal tower having shingle cladding above the eaves line. The old Tillamook County Courthouse (1905) is of stucco-clad poured concrete construction with a high hip roof. Its missing entry pavilion tower mimicked the Richardsonian archetype and was very similar to the tower of the Douglas County Courthouse of 1899, a building which no longer stands. In their commissions for less populous counties at the turn of the century, Burggraf and others brought picturesque eclecticism down to an economical scale. While the ingenious variety of the Queen Anne and the dominating towers of the Richardsonian Romanesque style may have been reduced to cliché, the courthouses invariably were hailed locally in their day as "compact, convenient, and serviceable" buildings having sufficient stylistic presence to give them an air of dignity appropriate to their purpose. (1)

This application fills in a more complete picture of Charles Burggraf's career than has been available heretofore. From the welcome biographical information, we learn that Burggraf, a native of Illinois and son of a builder/architect, was trained in the building arts at Hastings College, Nebraska, and in his father's office. He arrived in Oregon in 1891 and practiced in the capital city to 1899, the year the nominated building was constructed. For the balance of his career, that is to his retirement in 1933, Burggraf maintained his office in Albany. His work list is extensive, and most of his public buildings are concentrated in the Willamette Valley. The builder of the Sherman County Courthouse is identified as A. F. Peterson of Corvallis.

(1) "Tillamook County's New House," undated [1905] newspaper article, Tillamook, Oregon.

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

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

- private, public-local, public-State, public-Federal

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

Contributing Noncontributing
3 buildings
sites
structures
objects
3 Total

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

Number of contributing resources previously listed in the National Register

NA

NA

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

Government: Courthouse, County

Government: Courthouse, County

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

Queen Anne

foundation Brick, stuccoed

walls Brick

roof Asphalt Shingles

other

Narrative Description

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

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SUMMARY

The Sherman County Courthouse, constructed in 1899 in Moro, Oregon, was designed by Charles H. Burggraf, a prominent Willamette Valley architect. Burggraf designed many courthouses, hospital buildings, and public schools throughout Oregon from 1891 to 1933. The Sherman County Courthouse, designed with characteristics of the Queen Anne style, displays elements of the style in its red brick construction, corner tower (originally crowned with a dome tent roof embellished with variegated wood shingles), multiple roof forms, segmental arch windows, and asymmetrical massing. The brick used in the construction of the body of the courthouse was manufactured locally. The building still serves as the Sherman County Courthouse.

SETTING

The Sherman County Courthouse is located at 500 Court Street (tax lot 2000) in Block 23 of Moores Addition to Moro. The courthouse property encompasses an entire city block measuring 250 ft. by 220 ft. (approximately 1.26 acre). Sited on a prominent hill overlooking the town of Moro to the south, the building is sited in the northeast corner of the lot. The large corner lot is bordered by Court Street on the southeast, Fourth Street on the southwest, Hood Street on the northwest, and Fifth Street on the northeast.

Small residential buildings and farm dwellings surround the courthouse block. A house with agricultural buildings is located along the northwest property boundary along Hood Street. A row of pine trees and a wire fence separates part of the residential property from the courthouse parking lot. Fifth Street extends along the northeast property line and is defined by a row of pine trees and small residential dwellings. The street is a narrow, unimproved, lane. Court Street, an improved street, extends along the front of the courthouse on the southeast. A sidewalk and high concrete curb, with the date 9-12-53 inscribed in it, defines the edge of the courthouse lawn and Court Street. Fourth Street, on the southwest, is an improved street and is lined with pine trees. Two county maintenance/storage sheds are located in the western corner of the courthouse lot.

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A central concrete sidewalk leads to the front doors of the courthouse. The northeastern side of the long sidewalk is lined with low evergreen shrubs. A flag pole and two commemorative markers are on the southwestern side of the walk near Court Street. The upright war memorial marker is a stone tablet marker surrounded by a low stone retaining wall. The other marker commemorates the Sherman County Centennial (celebrated in 1889). A time capsule is buried under the Centennial flush granite marker.

The courthouse is sited on an open grassy lawn on a hill. Historic locust trees are planted along the front sidewalk and in the lawn area in front of the courthouse. Pine trees are planted along Fourth and Fifth streets; one mature pine is on the northeast side of the center sidewalk that leads to the front entrance doors. Small willow trees have been recently planted in the south lawn area and near the parking lot. The parking lot, in back of the building, is asphalt.

PLAN

The Sherman County Courthouse is irregular in plan with a rear (northwest) addition. The building measures approximately 51 ft. northwest to southeast and 65 ft. along the greatest southwest-northeast axis. The tower on the south corner of the courthouse measures approximately 13.5 ft. by 15 ft. The historic addition on the rear measures 14.5 ft. northwest to southeast and 26 ft. southwest to northeast. The building is a two-story structure with a partial basement and is covered with a hip roof.

EXTERIOR

The building has a medium-pitched hip roof covered with greenish asphalt shingles. A front facing gable, covered with wood shingle cladding, intersects the main hip roof on the east corner; a wooden flag pole projects from the peak of the gable. The courthouse has a decorative wood cornice with built-in sheet metal gutters. A wooden dentilated frieze extends around the perimeter of the building. The courthouse has one brick chimney on the eastern end of the southwest elevation. This appears to have been added at a somewhat later date (ca. 1930s).

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The courthouse is constructed of red brick in an American bond pattern. The foundation and the watertable are also of brick construction, however, a skim coat of stucco has been applied over the brick. The one over one double-hung wood sash windows have segmental arches; some of the windows are paired. Raised wooden cut-outs in a scroll design decorate the window tympanums. The central wooden stiles between the paired windows are slightly raised and fluted. The brick window sills have been covered with a stucco coating. Storm windows have been installed on the interior of the windows; these windows visually divide the lower sash into two panes. The central window above the front entrance doors of the front facade is semi-circular with a fanlight window in the upper section.

A window on the southern side of the front elevation (first floor) has been enclosed with brick. Air conditioning units have been installed in the bottom portions of some of the windows (sash and glass still intact). The window that opens into the vault on the first floor of the northeast elevation has iron shutters.

Paired aluminum frame doors were installed in the entrance vestibule on the front facade. Originally, this area was open and lead to paired recessed doors (still intact) that access the interior of the courthouse. A recessed area above the arched brick entrance has a sign block which reads "Sherman County 1899" (in raised letters). This area is covered with stucco and has a decorative raised edging with an egg and dart pattern finished with corner rosettes.

The original domed tent roof on the corner tower was "blown off" (storm damage) in the late 1950s or early 1960s. Currently, the top of the tower has a decorative solid balustrade which spans the area between corner pinnacles. The pinnacles are capped with painted metal domes. The tower balustrade is composed of solid panels decorated with raised circular cut-outs and vertical and horizontal cross members. Alternating rows of imbricated cut-wood shingles decorates the top portion of the tower; the lower portion is brick. Decorative vertical windows, with some of the original colored glass intact, are on the upper portion of the tower.

A two-story addition, constructed in 1941, was added to the rear (west) elevation. The addition has a shed roof covered with metal roofing and is finished with stucco. Windows in the addition are

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one over one double-hung wood sash; the majority of the windows are on the second story because the first story currently houses the jail. The original iron jail cell was taken out of the addition ca. 1994 and is now housed at the Sherman County Historical Museum. The opening where the jail was removed has been patched with concrete blocks. A one-story extension on the southwest side of the addition houses the restrooms. A small entrance vestibule is on the northwest side of the addition. This is used as the main entrance from the parking area. A low concrete block shed addition at the basement level was added directly southwest of the 1941 addition. This houses the oil tank for the heating system.

INTERIOR

General Layout (see floor plan for room layout)

The Sherman County Courthouse has two floors and a basement level. The first floor is arranged around a central hall that extends northwest to southeast. The county offices are located on either side of the hall. A staircase at the southeastern end of the hall leads to the upper story which houses other offices and the courtroom. The stairs to the basement are located in the entrance vestibule on the northeastern wall. The building has a partial basement.

First Floor

The first floor houses the assessor, sheriff, treasurer offices and the county jail, clerk's office, vault, and the county court room. The central hall separates the assessor, treasurer's and sheriff's office from the clerk's office, vault, county court room and jail. Entrance doors are located at either end of the hall. The hall is carpeted and the slightly lowered ceiling is covered with acoustic tiles. Flush florescent lights have been installed in the ceiling panels. The walls of the hall are lath and plaster; a chair rail is on the lower portion of the walls. High baseboards finish the walls. An archway at the northwest end of the hall denotes the location of the rear addition. A small flight of stairs at the southeast end of the hall descend to the double entrance doors and vestibule.

The majority of the office doors in the hallway have been changed to newer wooden doors with glass panes in the upper panels. The door transoms have been boarded over on the exterior. The door

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trim is intact and has decorative bulls-eye corner blocks. The restroom doors are original and are composed of six panel doors with the original pressed metal hardware. The interior of these rooms have been modernized over the years. Door hardware on the east entrance doors are original pressed metal plates and knobs. The outside of the double doors are capped with a projecting wooden cornice.

The main area of the assessor's and sheriff's offices have been partitioned into two rooms (vault is a third room). The ceilings have been lowered, however, the original window and door moldings are intact. The treasurer's office has a chair rail that extends around the lower portions of the plaster walls.

The clerk's office is divided into two rooms; the eastern portion is the office area and the western side is the vault. The clerks' office has carpeting and a lowered ceiling with florescent lights. A built-in sink and counter (later addition) is in the southwest corner of the room. The plaster walls and high baseboards are intact. Two iron doors lead into the vault. The northern most door is elaborately decorated. The door is surrounded with a dentilated projecting cornice with an cast iron eagle in the center of the cornice. Below the eagle, the word "Clerk" is stenciled over the door. Fluted columns with decorative Corinthian capitals flank the door which is delicately painted with a colorful floral motif. The name of the company that manufactured the vault door, "The Victor Safe & Lock Co., Cincinnati", is located near the base of the door. The inside of the door also has the name of the company and the patent dates which start in December 29, 1885 to February 25, 1889. "Sherman County created February 25, 1889" is also stenciled on the interior of the door. The original lock and hinge systems are intact. The other vault door is painted a plain black and has no decorative details. The interior of the vault room is lined with metal shelving and cabinets that are original to the building. The ceiling retains the original plaster finish and the window on the northeast wall has iron shutters that are closed.

The county court meeting room is in the northeast corner of the building. The room has lowered ceilings with florescent light panels, however, the original chair rail, high baseboard, and

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windows are intact. A small closet is in the southeast corner of the room. An original door with pressed metal hardware is on the west wall of the county court room. This door leads to the clerk's office.

The staircase to the second floor is at the southeast end of the central hall along the northern wall. The staircase is U-shaped in plan and terminates at a second floor landing. The newel post at the base of the stairs is square with recessed panels on the upper portion. A support column, that extends to the ceiling, rests on top of the newel. The solid balustrade has a decorative design composed of vertical grooves. The stairs have been covered with carpet. A newer protective railing has been added to the top of the upper landing balustrade. The railing is composed of round horizontal members. A chair rail extends along the outside of the stair hall walls; the walls are plaster. A large semi-circular window on the southeast wall lights the middle landing.

Second Floor

The second floor landing has four doors that lead to separate offices and rooms. The door on the northeast side leads to the Justice Room. The door is original paneled door and pressed metal hardware. Double swinging doors to the Courtroom are on the northwest side of the hall. The doors have original pressed metal hardware intact. The tall doors have a transom above.

The Courtroom is a large, open room with windows on the northeast side. The main room is used as a meeting room, and for the Justice and County Court rooms. The ceilings have been slightly lowered and acoustic ceiling tiles installed. Metal book shelves line the southeast and southwest walls. A low balustrade with square newel posts separates the public area from the jury, judge's, and attorney's areas. The jury box is in the northwest corner of the room and is defined by a raised platform. The floors are carpeted. Two doors on the northwest elevation of the Courtroom lead to the Jury and the Visiting Judge's rooms. The Jury room is in the northwest corner and is a small room with plaster walls and ceilings. Doors on the southwest wall lead to men's and women's restrooms. The visiting Judge's Room is similar

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in size and also has doors on the northeast wall accessing the restrooms (shared restrooms with the Jury Room). A door on the southwest side leads to the roof of the back entrance. Both the Jury and Judge's rooms are part of the 1941 addition.

The offices in the south corner of the second floor are occupied by the District Attorney's and the Juvenile offices. The room has been divided by partitions forming the D.A.'s office, Juvenile Office, reception area, another office, and workroom. All the walls in these rooms have been covered with wood paneling and the ceilings have been lowered. The original baseboards, and door and window trim remains intact.

The Circuit Court/Clerk's office is also in the second floor and occupies the southeast corner of the second floor (the tower). The walls of the room have been covered with wood paneling and the ceilings have been lowered. Window and door trim details are intact. A small closet is in the east corner of the office which has the access to the unfinished attic.

BASEMENT

The basement was constructed in 1935 as part of a federal work relief program. Originally, there was probably a crawl space under the building. The partial basement is accessed by a door on the northeast side of the entrance vestibule. The door leads into a stair hall that descends to the basement; the walls of the stair hall are covered with beaded boards. The basement has four major areas: the main work room that includes the boiler; a storage room directly north of the bottom of the stairs; a fall-out shelter used for storage; and a long room at the northwest end of the main room used for storage.

The boiler, along the center of the southwest wall in the main room, was manufactured by Pacific Steel Boiler Corporation of Waukegan, Ill. and Bristol, PA. Patent dates of August 29, and November 21, 1916, and August 7, 1917 are on the front of the boiler. The boiler was originally a coal burning boiler but was converted to stove oil. Originally, coal was stored in a room along the northwest wall of the main area; this is now used for storage.

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The walls of the basement are constructed of board form concrete and the floor is concrete. "Hall R. White Co. Engineer", is inscribed in the concrete at the bottom of the stairs. A sump pump has been installed in this room.

The fall-out shelter or vault in the center of the northeast wall has a thick iron door. The interior is constructed of board form concrete and the walls are lined with wooden bookshelves which now house county records. The room directly east of the vault near the bottom of the stairs is used for storage.

MECHANICAL SYSTEMS

The building is heated by cast iron radiators fueled by the oil burning furnace in the basement. A single thermostat in the basement controls the heating system. All the electrical and plumbing systems have been updated over the years. Original pendant type light fixtures are stored in the chemical storage shed on the southwest perimeter of the courthouse lot.

OUTBUILDINGS

There are two small outbuildings associated with the site that are located on the southwestern portion of the lot. These garage buildings, probably built in the late 1910s or 1920s, are currently used as the maintenance shop and the chemical storage shed for the county. The buildings have gable roofs which extend northwest to southeast. The northern most building's roof is covered with corrugated metal roofing and the southern building is covered with asphalt shingles. Shiplap siding, finished with cornerboards, sheaths both buildings. Large sliding metal garage doors, on tracks cover the garage openings. The southern most building has exposed multi-pane windows on the southwest elevation; the northern building is void of windows with the exception of a multi-pane window on the southeast elevation. The northern building has a door on the north elevation which was installed in late 1997. Both buildings are supported on a concrete foundation. The garages are in good condition and are contributing features in the nomination.

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MAJOR ALTERATIONS

Historic Alterations

- The windows on the southwest side (current assessor's office) have been altered. Originally, these windows were smaller openings with iron bars that were associated with the interior jail cell. They had bars across the windows. When the addition was completed in 1941, the jail was moved to the addition and the cell was taken out of the southwest side of the courthouse. The area was bricked up and new taller windows installed.
- A window on the southeast elevation, first floor, has been bricked in.
- A chimney on the southwest elevation was added most likely when the basement and boiler was installed in 1935.
- Basement added, basement vault, and boiler added, 1935.
- Rear addition was added in 1941.

Major Non-Historic Alterations

- Front entrance vestibule enclosed with aluminum doors, ca. 1960s.
- Dome tent roof or cupola was blown off the corner tower in the late 1950s/early 1960s. The top portion of the cupola was clad with various shaped polychromed wood shingles and the support structure was composed of four posts decorated with recessed panels.
- Air-conditioning units installed in lower portions of windows.
- Interior changes include new carpeting throughout building, lowered ceiling and added florescent lights, and some offices have been partitioned and paneling added to walls.

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

Government: Local

Architecture

Period of Significance

1899-1948

Significant Dates

1899

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Architect: Charles H. Burggraf

Builder: A.F. Peterson

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:

Sherman County Courthouse

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STATE PARKS AND
RECREATION DEPARTMENT

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STATEMENT OF SIGNIFICANCE

The Sherman County Courthouse in Moro, Oregon meets National Register of Historic Places Criterion "A" as the center of local governmental administration from the time of its construction in 1899 to the present. The courthouse was built ten years after the county was created, and a year after the Columbia Southern Railway completed the portion of its line from Biggs, Oregon, on the Columbia River, to Moro. The impressive courthouse symbolizes the growth of the county after the railroad connected the small farming communities to the main line of the OR&N Co. Railroad (later the Union Pacific) along the south bank of the Columbia River. Ranchers and farmers now could ship their wheat and wool to larger markets throughout the state and country. Sherman County became one of the major wheat producing areas in Oregon.

The Sherman County Courthouse is also eligible under criterion "C", as an excellent example of a 19th century governmental building designed with characteristics of the Queen Anne style. The building displays characteristics of the style in its asymmetrical massing, arched windows, corner tower, red brick construction with wood shingle decorative details, and multiple roof shapes. There are only two other 19th century county courthouses, besides the Sherman County Courthouse, still in use by local governments: the Benton County Courthouse (1887) and the Polk County Courthouse (1898).

The courthouse is also significant for its association with Charles H. Burggraf, a prolific architect who practiced in the Willamette Valley from 1891 to 1933. Burggraf is responsible for designing many county courthouses (nine), schools, residences, and hospitals throughout Oregon and Washington. The courthouse represents one of Burggraf's earlier Oregon designs and one of the architect's three extant Oregon courthouses.

The period of significance dates from 1899 to 1948: the start date corresponds to the construction date of the courthouse and the end date represents the post war era when economic stability resumed. The end date also corresponds to the 50 year cut-off date for significance according to the National Register guidelines. The areas of significance include government and architecture.

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SHERMAN COUNTY: EARLY DEVELOPMENT

Sherman County, originally part of Wasco County, was formally organized in February, 1889 and encompassed an area between the Deschutes and the John Day rivers. Prior to the county's formation, pioneers traveled along the Oregon Trail or the Barlow Trail Cut-off (Emigrant Cut-off) through what would later become Sherman County.

Permanent settlers did not venture into the interior of present-day Sherman County until the 1860s. The few settlers who did homestead the region in the 1860s and 1870s primarily used the bunch grass covered land for grazing horses and cattle. A stage road was built in 1864 from The Dalles through Umatilla, Oregon to Walla Walla, Washington. The road extended across the northern portion of Sherman County.

In 1868, Henry Barnum established a permanent home in the region on Barnum Creek near present-day Moro. In 1879, Barnum constructed a store; the early beginnings of Moro. More extensive settlement of the region began in the late 1870s and early 1880s. On May 4, 1880, *The Dalles Weekly Times*, reported, "In our own county, between the John Day and Deschutes rivers, the bunch grass hills are dotted with cabins of settlers some of whom came from far-off states, and others from the Palouse and other sections of the country of Washington. We have no desire to be boastful, but there is no doubt that Eastern Oregon is fast filling up with an agricultural population." At this time, the gradual shift from grazing to farming began. This transition was slow, partly due to the lack of adequate transportation systems. The completion of the Oregon Railway and Navigation Company Railroad (OR&N) along the south side of the Columbia River made markets more accessible.

The OR&N Railroad was completed from The Dalles to Wallula, Washington in 1881, and between Cascade Locks and The Dalles in October, 1882. The railroad brought new settlers to present-day Sherman County as wheat farms began replacing grazing lands. The wheat could now be hauled to the OR&N depots at Biggs and Rufus. The railroad transformed the region as many people of various vocations made their homes to this portion of Oregon. By the end of the 1880s, plans were being made to form a new county: Sherman County.

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CREATION OF SHERMAN COUNTY

Petitions in favor of creating a separate county began circulating in the late 1880s as early residents were discontent with having to travel to The Dalles for all official business plus pay a toll to cross the Deschutes River. Residents also had a hard time electing representatives from the region into office. Although Wasco County responded to some of the discontent by building better roads and a "free bridge" across the Deschutes River, settlers pursued the formation of a separate county (French, p. 107).

Representative McCoy, a prominent business person, introduced the bill that would create Sherman County. The new county would border the Deschutes River on the west, the Columbia River on the north, and the John Day River on the east. The southern boundary, however, became a bone of contention in the legislature. Originally, the boundary was placed at the Crook County line but residents objected and it was drawn just a mile south of the settlement of Grass Valley. The new county was to be named Fulton County after the prominent early pioneer Colonel James Fulton. A member of the legislature objected to the name Fulton and suggested that the name be changed to Sherman County after General William Tecumseh Sherman, the renown Civil War general. Representative McCoy accepted the amendment and on February 25, 1889, Governor Pennoyer signed the bill creating Sherman County. The population of the new county was about 1,400 (French, p. 113). A battle then ensued over the location of a permanent county seat; Wasco had been chosen as the temporary county seat.

In the June, 1890 election, residents of the county voted on the issue of a permanent county seat. Wasco, Moro, and Kenneth (a new townsite) vied for the position but after the votes were counted, none of the towns won by a majority; Wasco remained the temporary county seat. In 1891, the state legislature voted to adjust the southern boundary of the county further south to include the Kent area. This adjustment was passed and as a result, more voters were brought into the county who favored Moro as the county seat. The county seat location was again brought to the voters and this time, Moro won over Wasco by a vote of 404 to 301.

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In 1892, a vault and a temporary building for the clerk's and sheriff's offices were built in Moro. At this time, a block of land was also purchased for courthouse purposes (where the courthouse is currently located). The first county court in Moro was held in October, 1892.

THE 1890S AND THE COLUMBIA SOUTHERN RAILWAY

The 1890s was a decade of improvement and development in Sherman County. Hard economic times in the beginning gave way to prosperity in late 1890s. Towns were built up, co-ops formed, the telephone introduced, churches built, newspapers started, fire departments organized, specialty shops opened, permanent dwellings built, and the combined harvester-thresher was introduced as the latest in farming equipment.

According to the U.S. Census, Sherman County had a population of 1,792 people in 1890; by 1895, the population had grown to 2,511; and by the turn of the century the population had reached 3,479. Wheat production increased. In 1895, 1,617,790 bushels of wheat were produced and by 1897, 3,700,000 bushels of wheat were harvested. Barley, oats and potatoes were also grown with success in the county. Although farms gradually began replacing grazing lands, the sheep industry still remained an important part of the economy with almost 40,000 sheep in the county recorded in 1897.

The construction of the Columbia Southern Railway from Biggs to Shaniko from 1897 to 1901 shaped the economy of Sherman County. E.E. Lytle, an OR&N Co. Railroad agent in The Dalles, was credited with proposing the railroad project. In March, 1897, incorporation papers were filed for the Columbia Southern Railroad by E.E. Lytle, J.M. Murchie, and D.C. O'Rielly and by April, the engineering plans were almost complete. Construction of the railroad began in June, 1897.

The line was completed between Biggs and Wasco by late 1897. In the spring of 1898, construction began again and on December 14th, the railroad reached Moro. Construction continued south, reaching Grass Valley in March, 1900, then Kent, and finally to the terminus at Shaniko (a town created as a result of the railroad).

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Mail, passengers, and freight were carried on the new line. The railroad earned a operating profit from the beginning; the largest profits coming from freight revenue. Wheat warehouses dotted the line.

The Columbia Southern Railway connected the rich interior lands of Sherman County to the main line of the OR&N Co. Railroad on the south side of the Columbia River. Farmers now had a more expeditious way to transport their produce to markets all over the state and country. The Sherman County Courthouse, constructed a year after the railroad reached Moro (the county seat), was a symbol of the rapid growth of the county after the completion of the railroad. The impressive building, sited up on a hill, overlooked the wheat lands and the town of Moro, the center of the county government.

THE 20TH CENTURY

By 1900, Sherman County was the top wheat producing region in the state. By 1905, there were 1,100 farms in the county that yielding 4,000,000 bushels of wheat (*History of Central Oregon*, 1905; p. 438). The Oregon Agricultural College established an agricultural experiment station outside Moro in 1909. Differentways of farming, new tillage methods, and other varieties of wheat were planted and tested at the station. By 1910, the population of the county had reached an all time high of 4,242 people.

The period from 1907 to 1925 witnessed several substantial changes in the transportation systems in Sherman County: the end of the Columbia Southern Railroad as a separate entity; the building of two railroads down opposite sides of the Deschutes River; and the introduction of automobiles and better road systems (Due, p. 99).

The OR&N Railroad (the Union Pacific) purchased the Columbia Southern line in 1911. The Columbia Southern faced competition from two new rail lines built down the west and east sides of the Deschutes River: the Oregon Trunk (west side) and the Union Pacific's Deschutes Railroad (east side). Both railroads were completed in 1910 and once again transportation links were improved in North Central Oregon. The automobile was the next mode of transportation that made an impact on the county.

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In 1907, the automobile made its debut in Sherman County and by 1910, there were 54 cars in the county. As a result of the increase in automobile usage statewide, Congress passed the 'Good Roads Bill' in 1911 which ushered in the Good Roads Movement statewide. The State Highway Commission was organized in 1913 in response to the needs of automobilists for an improved state road system. In 1914, the state highway system was adopted and the construction of the Columbia River Highway, along the south side of the Columbia River, was one of the commission's first major projects in the state.

Completion of the paving of the Columbia River Highway from Astoria through Arlington in 1922 brought a new wave of development to Eastern Oregon. The highway brought tourism, the rapid expansion of the trucking business, and an alternative to railroad shipping. The Sherman Highway (as it was called locally) was constructed from 1921 to 1924 and extended south through the county from Biggs, Oregon (connected with the Columbia River Highway). The new highway was designated part of The Dalles-California Highway. The completion of the highway improved the county's transportation system and further stimulated the construction of new businesses.

The period around World War I marks an era of prosperity in the county as high wheat prices created an economic boom. After World War I, grain prices began to stabilize and the twenties as a whole were good crop years. New businesses were built while others expanded. Bulk grain elevators started appearing on the horizon and by the mid-1920s, bulk grain elevators had been built in Moro, Hay Canyon, Klondike, Erskine, Grass Valley, and Kent.

In 1920, the county had 460 farms producing wheat (2,150,234 bushels), barley, oats and rye, and potatoes (U.S. Census of Agriculture). Sheep (17,161), cattle (4,663), horses (8,698), and swine (3,443) were also being raised in the county. The prosperity of the 1920s gave way to the Depression of the 1930s.

Sherman County was hit hard in 1929 at the beginning of the Depression when wheat prices fell as a result of lagging export demands and growing domestic supplies. In 1931, the county hit a low when wheat prices dropped, a drought occurred, and the Moro

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Bank closed. By 1932, however, the county's economy began to improve along with crop production. Between 1933 and 1935, tax delinquency had dropped sharply, the county paid off its outstanding warrants, and loans from the county to citizens were paid off (Due, p. 131). By 1940, grain production sharply increased while the sheep industry began its decline (cattle remained stable).

The population of Sherman County and its towns continued to decline through the mid-1940s due to a number of factors including a decrease in the number of farms (thus eliminating farm jobs) and the mechanization of many farming activities. More residents began traveling to larger towns to shop as the automobile gained popularity and road systems improved. The number of stores, banks, and professionals decreased in Sherman County's towns as a result of residents doing business elsewhere.

The period between World War II and the mid-1960s marks a period of stability countywide. Grain production continued to increase as the number of farms decreased (from 343 in 1940 to 221 in 1965). Bulk elevators replaced sack storage warehouses during and after World War II and the shift from sheep to cattle raising continued. In 1943, rail service to Shaniko was discontinued and the rails were pulled; Kent became the end of the Union Pacific (OR&N or Columbia Southern) line. By 1965, the remainder of the line was discontinued after extensive damage occurred in the 1964 flood. The transition from shipping grain by rails through the county to transporting by truck was complete.

Today, Sherman County continues as a major wheat producing region in the state. In 1992, over 3.5 million bushels of wheat were produced in the county. Barley and oats are also grown locally and cattle production dominates the livestock industry. Sherman county has a population of about 1,900 people, only about 200 more residents than the county had shortly after its creation in 1889.

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MORO, OREGON

The town of Moro was platted in 1882 and later became the county seat of Sherman County. Henry Barnum is credited with being the first settler in the area, erecting a home in 1868. Barnum established a general merchandising store in 1879. Moro developed slowly after the initial settlement and by 1892, the town boasted of a well equipped hardware store, a post office, a hotel, and several residences.

The end of the 19th century brought a small spurt of growth to the town primarily due to the arrival of the Columbia Southern railroad. The railroad reached the community in 1898 and Moro became a trading center for the prosperous farming district that surrounded the town. Because of the highly productive wheat fields, the U.S. Department of Agriculture and the O.A.C. Branch Experiment Station built field stations in Moro.

As the automobile gained popularity in the late 1910s and 1920s many new businesses were constructed in town including the Moro Hotel, the Bank of Moro, a new high school, and several car dealership and service stations. By 1920, Moro's population had reached an all time high of 418 people. The town, at that time, had its own newspaper, its own electric light and water system, and numerous churches and service/fraternal organizations. Moro became a main trading center for the county.

The mechanization and economics of farming continued to decrease the need for labor. The automobile allowed residents to patronize businesses in larger town centers thus reducing the need for some service related businesses in Moro. Throughout the years, however, Moro has survived better than some of the other communities in Sherman County because it is the county seat, it has the state agricultural experiment station, and it has the consolidated high school (Due, p. 189). Moro currently has a population of about 311 people.

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SHERMAN COUNTY COURTHOUSE

This building chronology is based on an article written by Patty Moore in *Sherman County: For the Record*, Fall 1983).

In 1899, Sherman County constructed a new courthouse on a block of land in Moro that was purchased in 1892 from W.H., Laura, H.A., and America Moore for \$75. The first courthouse, built in 1892, was a wooden building measuring 16 ft. by 30 ft. that was divided into two sections housing the clerk's and sheriff's offices. A vault was also built at this time. In 1893, a jail was added to the building, and in 1895 a flag pole was purchased by the county for \$40.

In the spring of 1899, a petition was circulated to build a new courthouse; the petition was signed by H.A. Thompson, and E.H. Moore, et al. On April 15, 1899, the county court decided to allocate funds to build a new courthouse. Charles Burggraf was hired as the architect and in May, bids were solicited for the construction of the courthouse. All the bids were rejected and the project was re-advertised in June, 1899. On July 1, 1889, the contract was awarded to A.F. Peterson of Corvallis for \$6,665. Since the county only allocated \$6,000 towards the construction, a group was organized to raise \$665 from the community members of Moro.

The old courthouse was moved across the street to the southwest (used as a house currently) and work on the new courthouse began. Bricks for the building were made locally. The clay was taken from a field northwest of the courthouse. The *Grass Valley Journal*, dated August 25, 1899, states that brick work for the first story was up and the building was assuming the shape of a handsome structure. By November, the courthouse was almost complete and was cited as one of the "neatest and handiest in the state". The courthouse was turned over to the county officials on November 22, 1899; the building was completed in record time.

In October of the following year, a wooden picket fence was built around the courthouse. The expansive yard outside the courthouse became known as the Courthouse Plaza when flowers were planted in the lawn during the 1905 Lewis and Clark Exposition in Portland. William Raymond was commissioned to make ten photographs of the

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courthouse that would be exhibited at the Exposition. The photos were then returned to the courthouse where they were hung on the walls.

The county jail was originally in the west corner of the building where the current assessor's office is housed (see plan). The original assessor's office was on the first floor directly adjacent to the clerk's office (moved to current location in 1958). Two small windows with iron bars originally indicated the location of the jail. The jail was moved to the new 1941 addition which was built in back of the courthouse. The jail cell, which was a massive iron box (reportedly taken from a ship), was relocated to the new addition. The small windows were removed in that process and a pair of double hung windows installed after the jail was relocated. There are cut lines in the brick and a reinforcing header above the newer windows indicating the size of the opening made in the jail cell removal process. The iron box cell was again moved ca. 1994 and new cells were built in the addition. The old jail is on display at the Sherman County Historical Museum.

Originally, the building was heated by wood burning stoves. In 1934, major work begun on the building which include installing a full basement with furnace, and radiators on the upper floor. A new chimney was constructed on the southwest elevation to accommodate the new heating system. New concrete basement walls and floors were installed under the supervision of the County Engineer, Hal White. His initials are inscribed in the concrete floor at the bottom of the basement stairs. A vault was also constructed in the basement that was later referred to as the fallout shelter. The basement work was completed as part of a federal recovery act project during the Depression; the work was completed in 1935.

In 1941, an addition was constructed on the back of the courthouse to house a new jail and restrooms on the first floor and judge's and jury rooms on the second floor. According to records, the clerk's vault was extended towards the hall (to the southwest), and a stairway was removed that once lead from the sheriff's office to the upstairs courtroom (see plan). Vaults for the sheriff's and treasurer's offices were built where the staircase

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was originally located. Alterations that have occurred to the exterior of the building since the 1941 addition include a small entrance vestibule on the rear addition, the installation of the front entrance doors, and the removal of the top of the tower.

ARCHITECT: CHARLES HENRY BURGGRAF

Charles H. Burggraf was born in 1866 in Centralia, Marion County, Illinois to Mr. and Mrs. J.G. Burggraf, natives of Germany. Charles' father, J.G. Burggraf, was an architect and builder, and a pioneer of Illinois. In 1884, Charles moved to Hastings, Nebraska with his family and attended Hastings College, studying surveying, engineering, drawing, and architecture. After college, Charles began his career in his father's architectural office where he practiced in his father's firm from 1888 to 1889. In 1888, Burggraf married Mattie Adams, a native of Iowa. Adams' is described as a "highly educated and cultivated lady" in a biographical account of Burggraf (Hines, p. 991).

Burggraf moved to Grand Junction, Colorado in 1890 to practice architecture, specializing in public-school and church buildings throughout the state. His tenure in Colorado was short lived and in 1891, Burggraf moved to Salem, Oregon (his father also moved to Oregon at that time). Burggraf practiced in Salem until 1899 before moving to the neighboring community of Albany. His practice remained in Albany (office at one time was in the Albany Grand Opera House) until his retirement on July 28, 1933. Burggraf died in 1942 and is buried at the City View Cemetery in Salem.

Burggraf was a prolific architect, responsible for designing many public and school buildings around the state and in Washington. He designed county courthouses for Coos, Douglas, Gilliam, Lake, Lincoln, Linn, Sherman, Wheeler, and Tillamook counties in Oregon, and Garfield and Skamania counties in Washington. Burggraf also designed many public schools in Oregon including buildings in Albany, Ashland, Bandon, Carlton, Coquille, Corvallis, Cottage Grove, Dayton, Drain, Eugene, Fossil, Grants Pass, Jacksonville, Jefferson, Junction City, Klamath Falls, Lakeview, Medford, North Bend, North Yamhill, Roseburg, Salem, Springfield, and Union. He

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was also responsible for designing the Girl's Dormitory (Waldo Hall), and the Agricultural Hall on the Oregon Agricultural College (Oregon State University) and two buildings for the Eastern Oregon Experiment Station in Union, Oregon.

Plans at the Oregon State Archives (Salem, Oregon) indicate that Burggraf designed several hospital buildings from 1893 to 1909 including three structures at the Fairview Home for the Feebleminded, three at the Oregon State Hospital, and three at the Hospital Cottage Home. Burggraf designed several churches in the Willamette Valley including Baptist churches in Salem and McMinnville, Christian churches in McMinnville, Corvallis, and Albany. Other buildings designed by Burggraf include the J.S. Cooper Block in Independence, the Polk County Bank in Monmouth, the Hall Association Block and Walter Tooze Block buildings in Woodburn, the St. Francis Hotel, the Catholic Convent in St. Paul. Knights of Pythias at Woodburn, the Albany Public Library in Albany, and the Keeley Institute Building in Salem.

Burggraf's residence in Salem, built in 1895, was listed on the National Register of Historic Places in 1980. Other residences designed by Burggraf include the Alfred Dawson House in Albany, also listed in the National Register of Historic Places (1980), and the Howard Ashby-Frank Durbin House in Salem.

BURGGRAF'S COURTHOUSE DESIGNS

According to Burggraf's business letterheads, he designed nine Oregon courthouses (36 counties in the state). These courthouses were located in Coos, Douglas, Gilliam, Lake, Lincoln, Linn, Sherman, Wheeler, and Tillamook counties. Only three of these courthouses remain today (1998): Tillamook, Wheeler, and Sherman counties. The Sherman and Wheeler county courthouses are still in use as courthouses and the Tillamook Courthouse currently functions as a historical museum. The Sherman County courthouse is the oldest of Burggraf's extant courthouses.

The Sherman County Courthouse, built in 1899, is an excellent example of a public building designed with influences of the Queen Anne style. Features of the Queen Anne style include its multiple roof forms, irregular massing, red brick construction with decorative wood shingle detailing, parged area above the front

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entrance door, and corner tower. The wooden domed tent roof of the corner tower was destroyed in a wind storm in the late 1950s or early 1960s. This feature, possibly inspired by East Indian influences, was an eclectic detail often seen in Queen Anne style buildings. The dentilated cornice is more reminiscent of the Colonial Revival style which was popular at the turn of the century.

The Wheeler County Courthouse, constructed in 1901 in Fossil, Oregon, was designed in a similar style to the Sherman County Courthouse. The Wheeler County Courthouse displays features of both the Queen Anne and the Richardsonian Romanesque styles. The building is constructed of red brick with a rock-face stone foundation, and has an Roman arched entrance, polygonal corner tower, segmental arch windows, square belfry tower with pyramidal roof with imbricated shingles, and multiple roof forms (see historic photo of Wheeler County Courthouse).

The Tillamook County Courthouse, constructed in 1905, has been altered over the years by the removal of the center clock tower with corner pinnacles, boarding up some of the windows, and possibly applying stucco over the exterior masonry (see supplemental material).

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Oregon State University. Archives Department. Information from the file on architect Charles H. Burggraf.

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Name of Property

County and State

10. Geographical Data

Acreage of Property 1.26 acres

Moro, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid 1: Zone 110, Easting 677380, Northing 5030390

UTM grid 3: Zone, Easting, Northing

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 and Associates, date 2/16/98, street & number 1615 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 Sherman County, street & number 500 Court Street, telephone 541-565-3601, city or town Moro, state OR, zip code 97039

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.

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.

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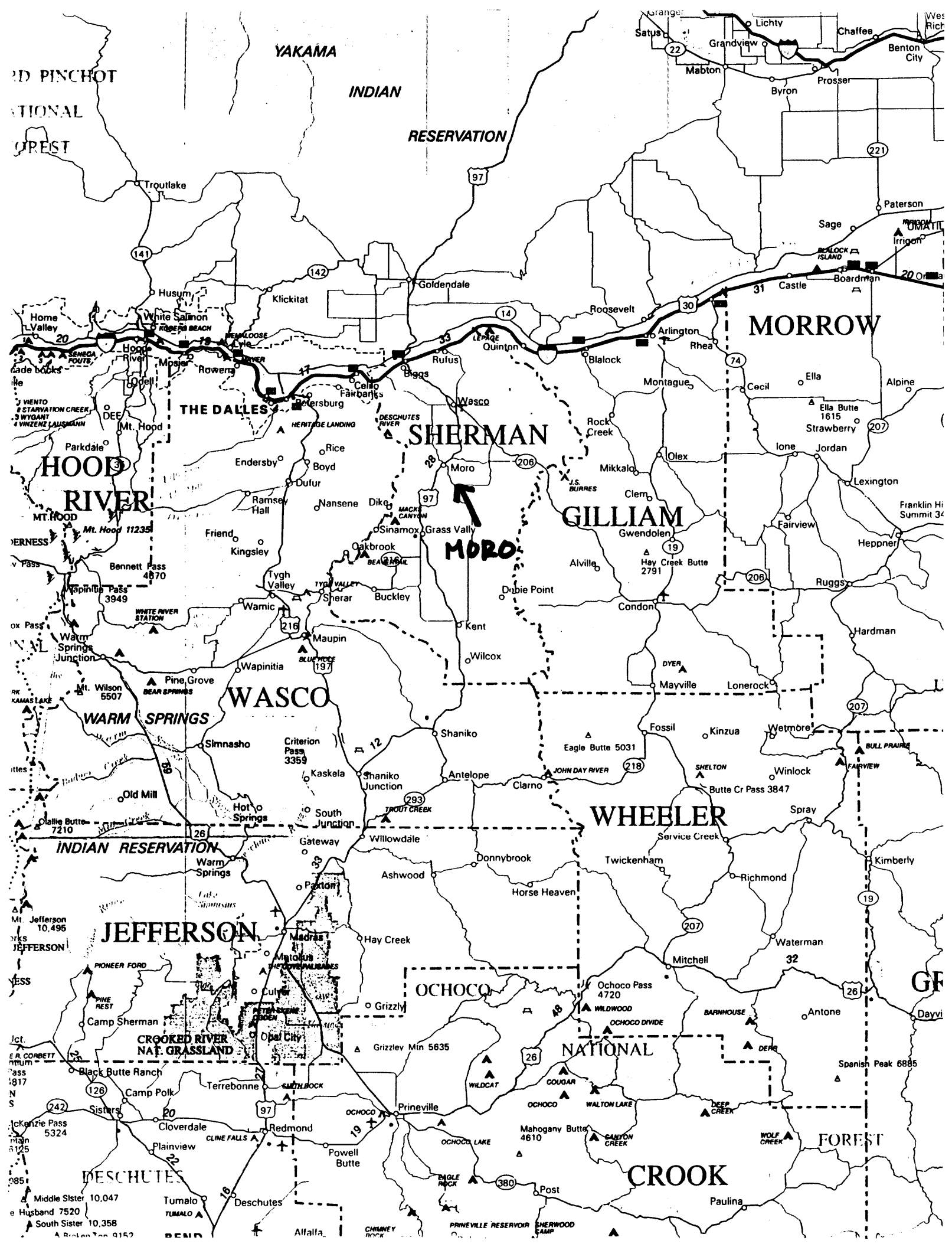
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VERBAL DESCRIPTION

The Sherman County Courthouse is located on tax lot 2000 in Block 23 of Moores Addition to Moro, Sherman County, Oregon, Section 18, T1S, R17E, Willamette Meridian. The nominated area covers approximately 1.26 acres.

BOUNDARY JUSTIFICATION

The nominated area encompasses the entire city block which was purchased in 1892 for the purpose of constructing a courthouse. The nominated area includes the courthouse, two outbuildings, a parking lot, and the lawn area. This boundary corresponds to the historic boundary of the property.



YAKAMA

INDIAN

RESERVATION

MORROW

SHERMAN

GILLIAM

MORO

WASCO

WHEELER

JEFFERSON

OCHOCO

NATIONAL

CROOK

FOREST

ED PINCHOT
ATIONAL
OREST

THE DALLES

HOOD
RIVER

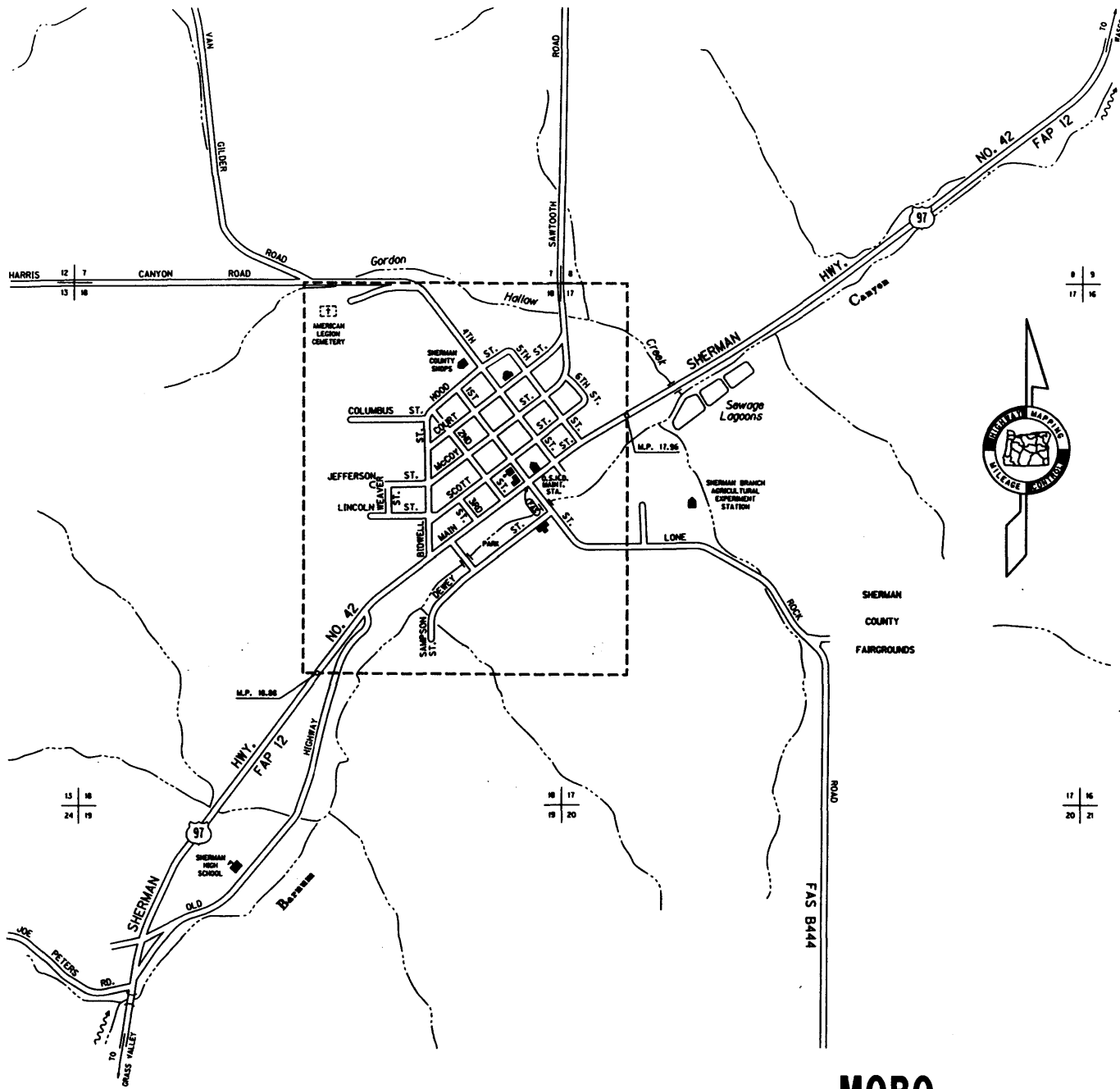
WARM
SPRINGS

CROOKED RIVER
NAT. GRASSLAND

DESCHUTES

GF

BEAD



MORO

SHERMAN COUNTY, OREGON
Population 325

T. 1 S. R. 17 E. W.M.

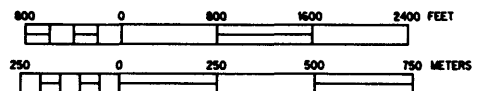
LEGEND

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

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

DECEMBER 1988

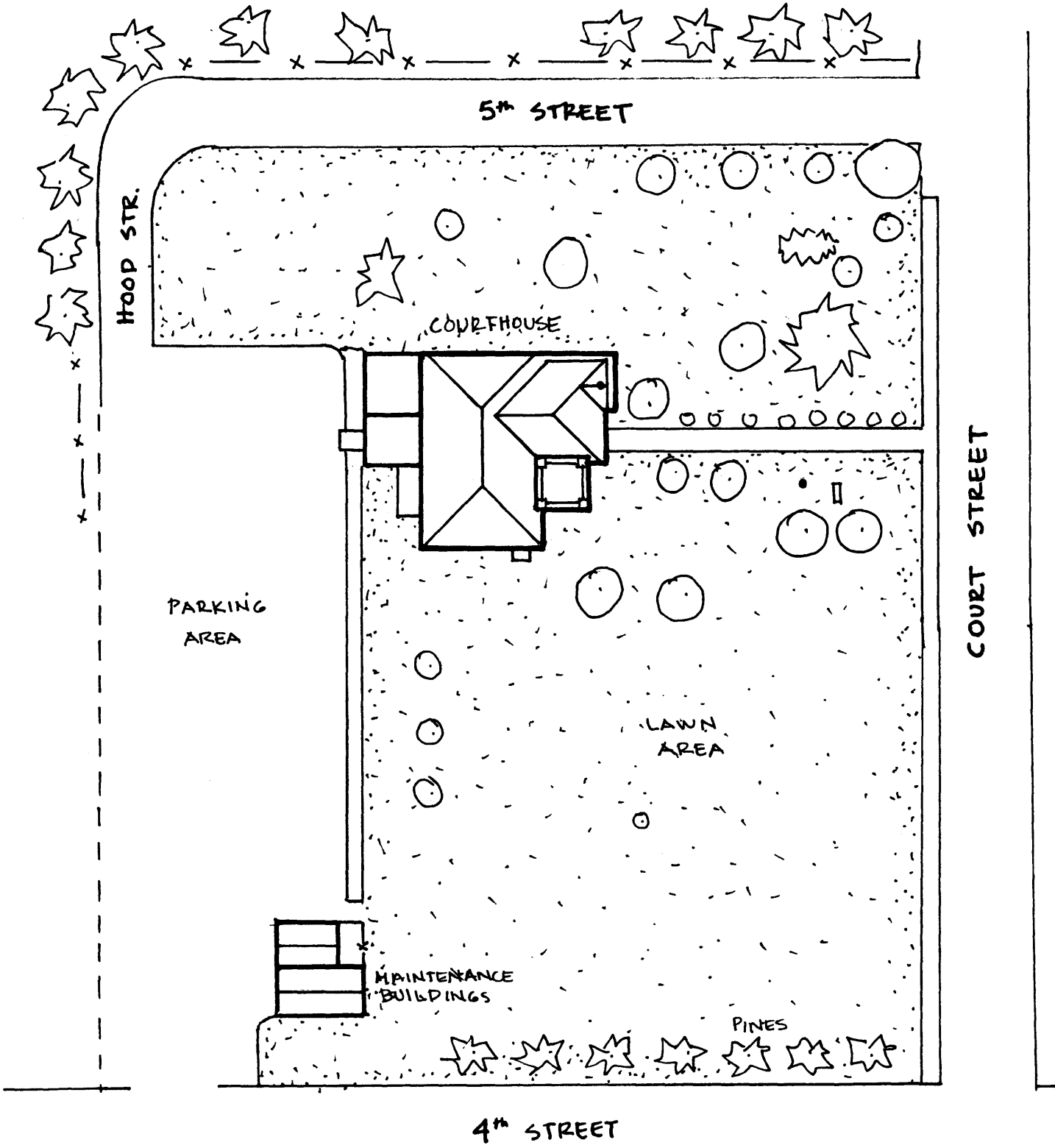
SCALE



COPIES OF THIS MAP ARE AVAILABLE AT NOMINAL COST FROM
OREGON DEPT. OF TRANSPORTATION, SALEM, OREGON 97310.

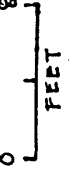
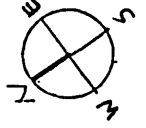
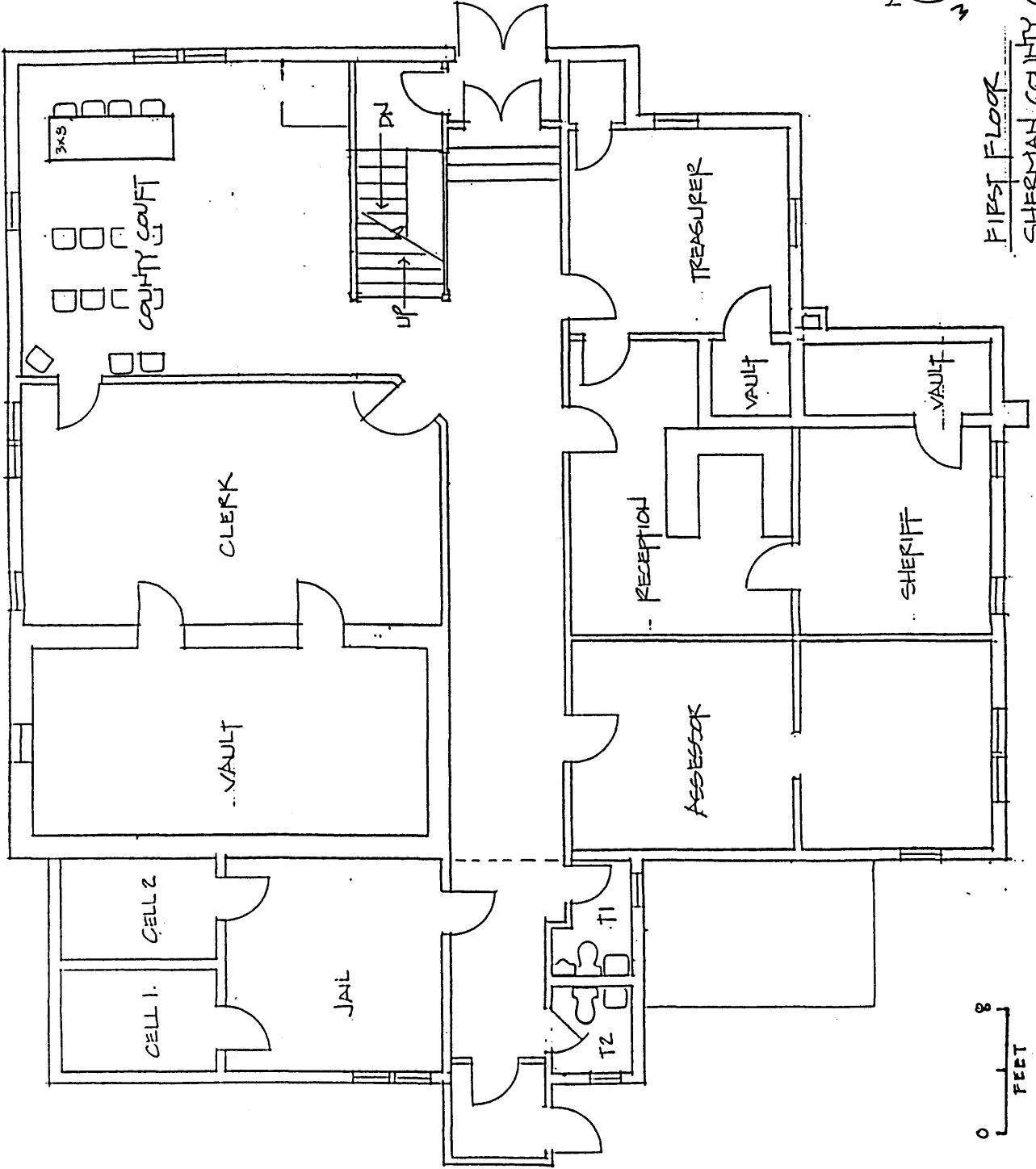
COMPUTER GENERATED

EL

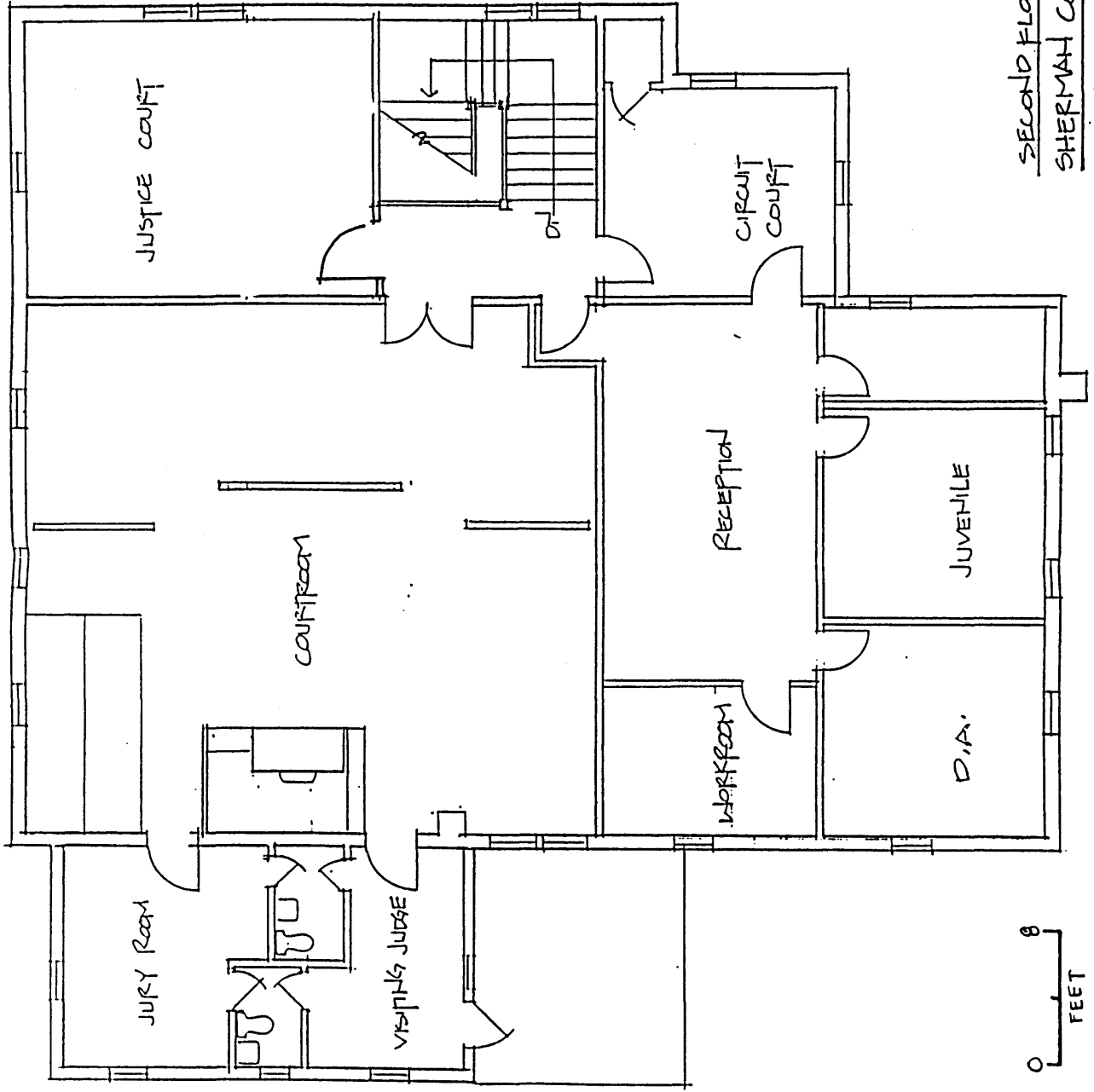


NOT TO SCALE





FIRST FLOOR
 SHERMAN COUNTY COURTHOUSE
 McMath, Portignacy Architects
 Jan. 30, 1995



SECOND FLOOR

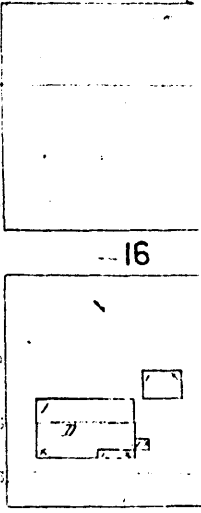
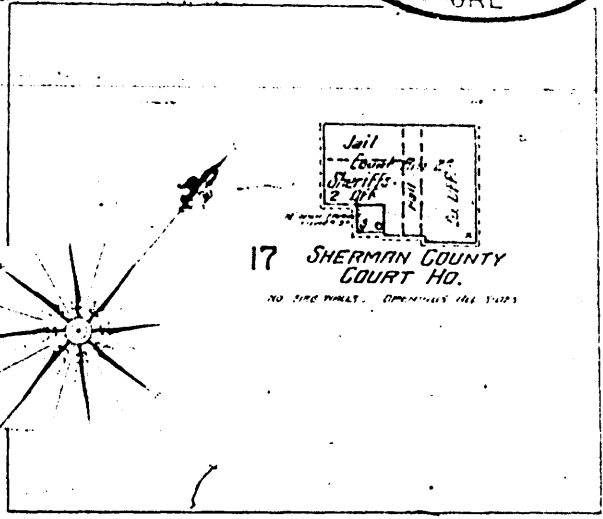
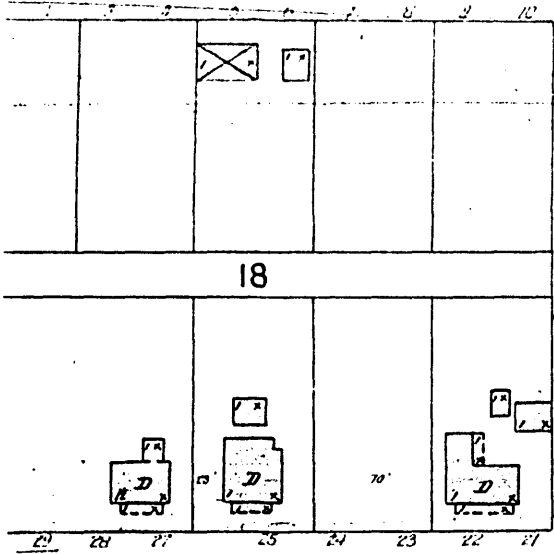
SHERMAN COUNTY COURTHOUSE

McMath - Dorigneau Architects
Jan. 1995

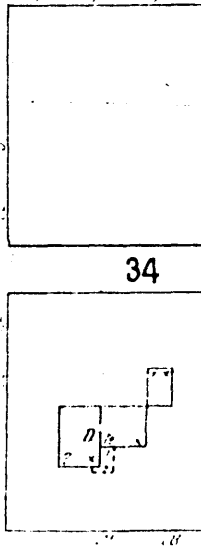
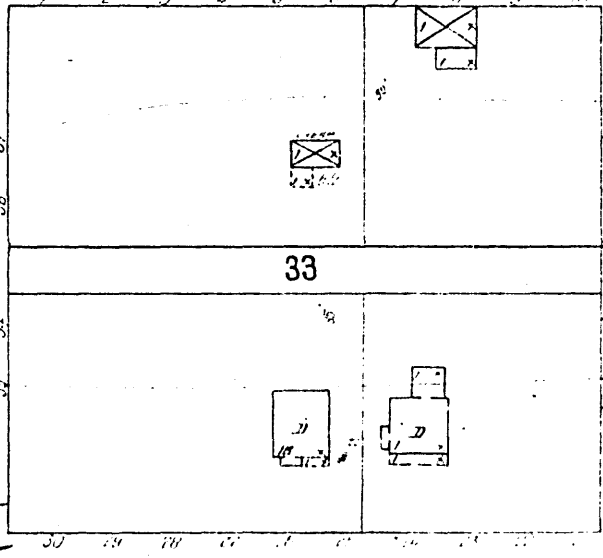
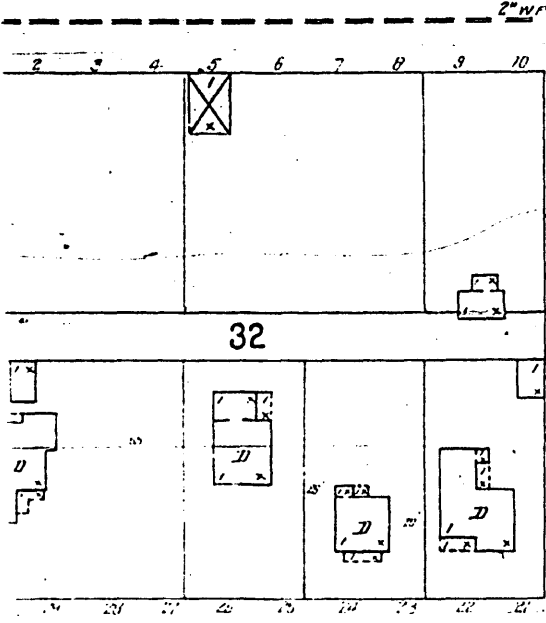


HOOD

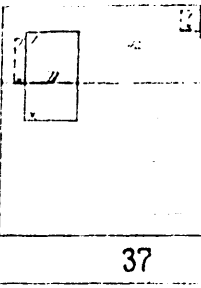
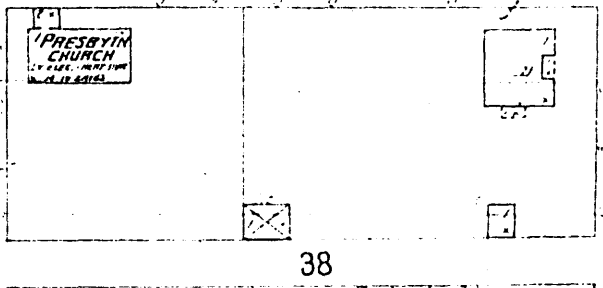
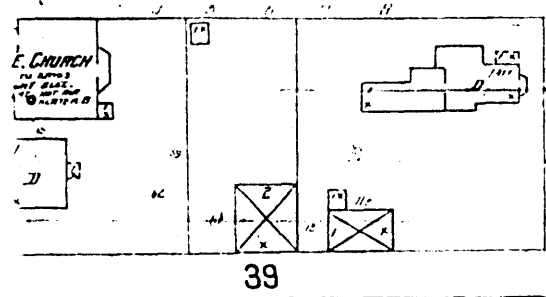
JULY 1905
MORO
ORE



COURT

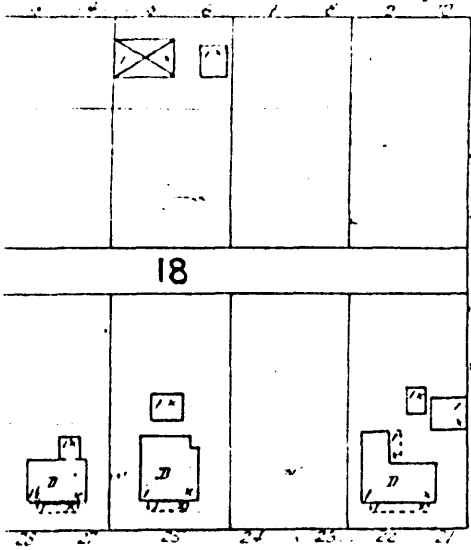


M^c COY



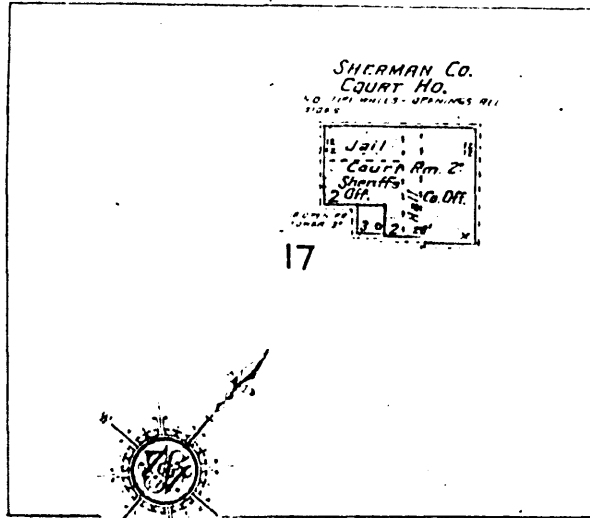
1.05 SANBORN FIRE - 1 U AX
MAP

HOOD



18

80



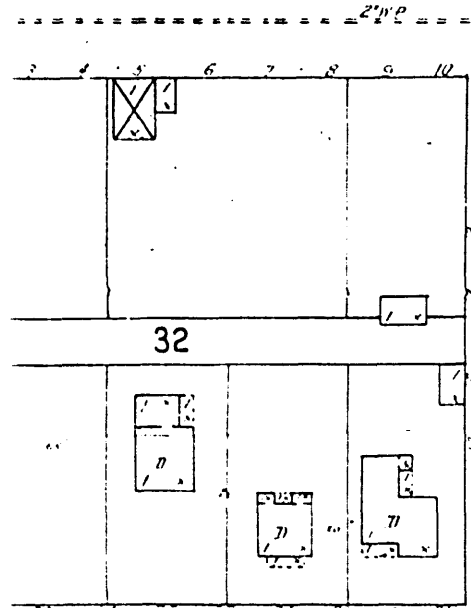
17

2

Nov. 1910.
MORO
ORE.

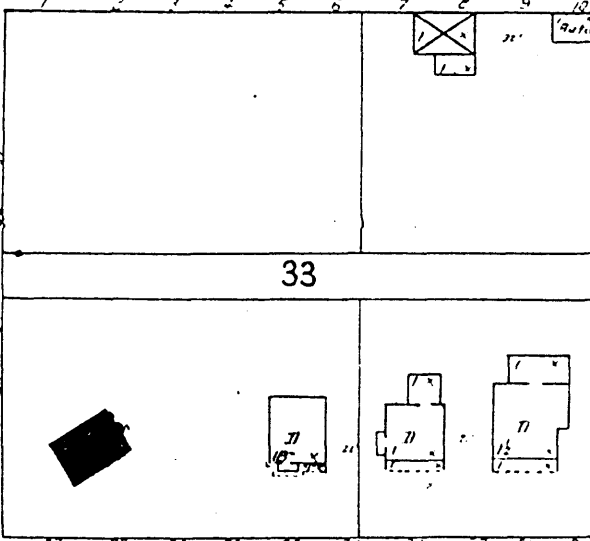
16

COURT



32

60

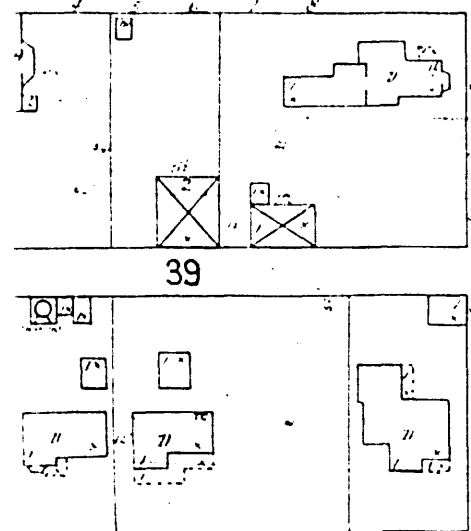


33

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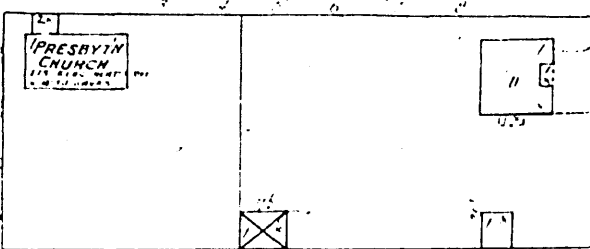
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M^{rs} COY



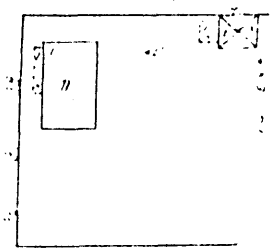
39

4TH

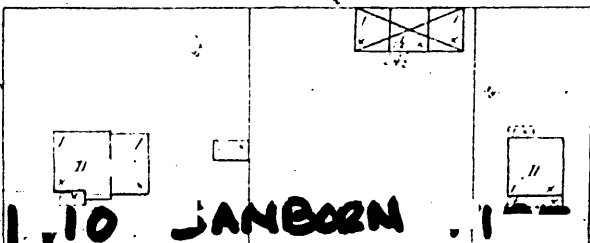


38

5TH



37



1,10 JANBORN I SURANGE MA