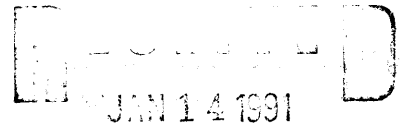


United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Union Fishermen's Cooperative Packing Company Alderbrook Station
other names/site number _____

2. Location

street & number 4900 Ash Street N/A not for publication
city, town Astoria N/A vicinity
state Oregon code OR county Clatsop code 007 zip code 97103

3. Classification

| Ownership of Property | Category of Property | Number of Resources within Property | |
|--|---|-------------------------------------|------------------|
| | | Contributing | Noncontributing |
| <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) | <u>3</u> | _____ buildings |
| <input type="checkbox"/> public-local | <input type="checkbox"/> district | _____ | _____ sites |
| <input checked="" type="checkbox"/> public-State | <input type="checkbox"/> site | <u>1</u> | _____ structures |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure | _____ | _____ objects |
| | <input type="checkbox"/> object | <u>4</u> | <u>0</u> Total |

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

James M. Smith December 31, 1990
Signature of certifying official Date
Oregon State Historic Preservation Office
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. 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): _____

Alvina Egan 2/20/91
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Agriculture/Subsistence _____
Fishing boat storage facility and _____
outbuildings _____

Current Functions (enter categories from instructions)

Vacant: not in use _____
Domestic: single dwelling _____

7. Description

Architectural Classification

(enter categories from instructions)

Other: Vernacular utilitarian _____

Materials (enter categories from instructions)

foundation wood: pilings, post and pier _____
walls wood: vertical board and batten _____
roof asphalt: roll roofing _____
other metal: corrugated sheet _____

Describe present and historic physical appearance.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

During the late 1800's and early 1900's, while residential architectural style was at its height of embellishment in Astoria, industrial warehouse architecture concentrated on other issues: economy, unencumbered open space, and function.

The Alderbrook Station warehouse for the Union Fishermen's Co-operative Packing Co. is one of the few remaining examples of that period.

The structures consisted of a boat and net storage building with an adjacent boat lift building (added later), wood piers, and a boat repair shed.

The buildings were built in the early 1900's after a fire had destroyed earlier structures, on a location that the 1896 Sanborn map indicates was the former Christianson and Co. slaughterhouse and animal pen.

The 100' x 60' boat and net storage building consists of three floors built on a 10' x 20' piling grid out on the Columbia River. The northeast 60' x 20' section was rebuilt after reportedly being knocked down by the infamous Columbus Day storm. The rebuilt section did not attempt to replicate the original building above the first floor.

The pile structure, generally in sound condition, supports 8" x 10" floor beams running east-west. Although the beams have deflected, only one shows sign of failure. The first floor joists are 3 x 10's at 24" on center with 2 layers, laid flat, of 2 x 12's for flooring. Some of the floor joists display fire damage, as well as numerous nails, on their underside. The fire damage is specific to individual joists indicating that those were salvaged from another building and turned upside down for use. Perhaps they came from the building that was being rebuilt.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

The first floor posts are typically 8" x 8" on a 10' x 20' grid that carries through to the third floor. The perimeter wall consists of 8" x 8" posts with a horizontal nailing ledger, for siding at 36" off the floor, which also supports the 3'-0" x 4'-6" single hung windows, centered one per grid bay. The ledger also provides lateral support to the post and beam structure, that was obviously subjected to severe winds.

The 1 x 6 tongue and groove second floor is supported by 2 x 10 floor joists at 24" on center over east-west running 8" x 8" beams. Second floor posts are 6" x 8".

The 1" x 4" and 1" x 6" tongue and groove third floor consists of 3" x 12" joists on 4" x 8" beams. 6" x 8" posts support the roof framing system of 2" x 10" rafters with 1" x 4", 1" x 6", or 1" x 8" tongue and groove decking.

The roof covering is currently roll roofing except on the rebuilt northeast section which consists of corrugated metal roofing.

The exterior siding are 1" x 12" boards with a 1" x 3" batten, prevalent in early Willamette Valley farm structures and Gothic Revival residences of the late 1800's.

Although there is much structural deflection, and some posts have been shorted, the structure appears basically sound and retains a considerable degree of its original integrity as a post and beam, open, grid building.

The 20' x 33', two story boat lift, with electric hoist, immediately to the north, employs the same structural system as the boat and net storage building, but it is not as structurally sound.

The boat repair building, approximately 36' x 36', although displaying the same exterior siding, and generally, windows, of the other structures, has four wooden trusses, that support the roof, spanning from one perimeter wall to the other. Slight alterations to the exterior have occurred in the form of window infill and new window openings. The interior, originally completely open, has been divided. Half of the building was used in recent years for housing purposes. The structure appears sound. The

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

cabin is a small two room building originally measuring 12' by 26' but has been enlarged by two additions; a 9' by 12' addition on the north, and a 6' by 9' on the east. It is a wooden single wall building with tongue and groove siding and originally had a shingle roof although it now has composition. It is presently occupied by the owner as a dwelling place.

All that remains of the receiving station are some old pilings. Actually, most of these receiving stations consisted of nothing more than a wide place in the dock with a small shack for the fish weigher. Equipment would consist of a hoist, a pile of fish boxes, and a scale. Fishermen would tie their boats there and send up their fish in the boxes to be weighed. The weighmaster would weigh the fish and give the fisherman a receipt for his catch. Once a day, the cannery scow would pick up the day's catch and take it up to the main cannery at Uniontown. When the need for this weighing station disappeared, the useable equipment was removed and the rest allowed to deteriorate.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Industry

Period of Significance

1903-1930

Significant Dates

1903
c. 1909

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Frank Kankkonen (attributed)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

50th Anniversary, Union Fishermen's Cooperative Packing Company, 1896-1946.
Astoria, Oregon, 1946.

Smith, Courtland L., Salmon Fishers of the Columbia, Corvallis, Oregon State
University Press, 1979.

Tetlow, Roger T., "Barbey, the History of a Pioneer Columbia River Salmon Packer,"
unpublished manuscript, Astoria, Oregon, 1988.

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Astoria Public Library

10. Geographical Data

Acreeage of property 4.53 acres Astoria, Oregon 1:24000

UTM References

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Zone Easting Northing

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See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Roger T. Tetlow
organization _____ date August 1, 1989
street & number Box 223 telephone (206) 642-3860
city or town Seaview state Washington zip code 98644

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 1

The Union Fishermen's Cooperative Packing Company Station in the Alderbrook addition to the plat of Astoria, Oregon, is located on the Columbia River waterfront in the easternmost section of the city. The Union Fishermen's Cooperative Packing Company was organized in 1896 by a group of gillnetters aiming to gain more control over market and working conditions. The stockholders commenced building a cannery at the west end of Astoria the year following their incorporation. The Co-op built two stations on the east end of Astoria for the convenience of their members, the majority of whom were Finns and Scandinavians who had their homes in Uppertown and Alderbrook. At these stations, the gillnetters could unload their catches at receiving stations at the pierhead, find secure moorage close to their homes, and have ready access to storage and repair facilities.

Of the two satellite facilities developed by the Co-op, only the Alderbrook Station of 1903 remains. Its fish receiving station, however, no longer stands. Only the pilings remain to mark its location. The Cooperative's cannery in Uniontown, at the west end of Astoria, no longer stands. Thus, the nominated property meets National Register Criterion A as a generally complete and only remaining facility of the cooperative enterprise which figured importantly in Astoria's legendary packing industry, for many years the basis of local economy. The Co-op was a vital force through the peak period of salmon fishing on the lower Columbia, which had ended by 1930, but it continued active long enough to observe a 50th anniversary in 1946 and beyond.

The nominated area encompasses approximately four and a half acres, including tideland over which wood piers extended. The remaining features of the historic ensemble are the largest of the wood piers supporting net drying racks, a large boat and net storage shed with a boat lift at its northwest corner, a 36-foot square machine shop of about 1910 and a small detached cabin believed, on the basis of an historic photograph, to be a part of the original development.

The three-story boat storage building stands on a piling grid over the river. It measures 100 x 60 feet in plan and was built in 1903. Approximately 20 percent of the storage shed was reconstructed after a section at the northeast corner was damaged in the hurricane of 1964. The rebuilt section is enclosed with a corrugated metal roof.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

The two major utilitarian structures, the boat shed and machine shop, are clad with board and batten siding. The machine shop roof is supported by four wooden trusses. The two-story boat lift at the northwest corner of the boat shed is in poor condition. The small cabin sited off the southeast corner of the machine shop is a one-story gable-roofed building clad with shiplap and finished with cornerboards and simple boxed cornice. An enclosed vestibule is on the east end. A lean-to addition is on the north side. The cabin, which may have served as a combination office and caretaker's building originally, is vented by a stove pipe in the south wall. It is this stove pipe that is thought to be visible in an historic view of c. 1903.

An early variant spelling of the Cooperative's title was Union Fisherman's Cooperative Packing Company.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 3

As one of the last remaining building complexes of the once-great fishing industry of the Columbia River, the Union Fishermen's Co-operative Packing Co.'s Alderbrook Station's significance lies in its ties to that period of time when salmon fishing and canning dominated the industrial and commercial life of the lower Columbia River. Virtually unchanged since it was built in about 1903, the Alderbrook Station is a physical symbol of the hundreds of similar wooden structures most of which have now vanished but which were built along the Astoria waterfront near the turn of the century by the various salmon packing plants to serve both the packing and the fishing parts of the industry.

Each of the many salmon packing companies built a variety of buildings to serve their particular needs but all of these had similar characteristics. All of them were constructed of wood and were perched on pilings set out on the water, usually connected to the mainland by a wooden roadway. Each of them had adjoining docks and boat moorages, and most had smaller buildings adjoining them. Typically, these buildings included the canneries, bunkhouses, warehouses, cold storage plants, and receiving stations. The docks of most of them had net racks, boat moorages and hoists, repair areas, and outside storage areas for fish boxes, nets, fishing boats, and other fishing gear.

The Union Fishermen's Co-operative Packing Co.'s Alderbrook Station was built about 1903 to serve the company's fishermen who lived in Alderbrook, the easternmost section of Astoria, Oregon. Because the company's principal cannery receiving station and storage area was located in Uniontown, the westernmost section of Astoria, the fishermen who lived at the other end of the town at first were forced to sail their fishing boats to the cannery to

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

unload their catches, and then had to sail their boats an additional five miles to their homes in Alderbrook. If they needed supplies or repairs, they had to use the docks at the cannery, far from their homes. This system proved to be uneconomical and inconvenient so the Union Fishermen's Co-operative Packing Co. first built the Uppertown Station at 31st street, and then the Alderbrook Station at 4900 Ash street, both serving the Uppertown and Alderbrook fishermen. The Uppertown Station is no longer in existence.

Because the Alderbrook Station was built to serve the fishermen, it was constructed on pilings built out over the water. The docks surrounding it were used for net racks, and for walkways to the fish receiving station built out on the end of one of the docks. and to the boat moorages, set on the water below the docks. The main building is a huge wooden three-storied structure which is today used in the same way it was used when the building was first constructed. It still has an operating boat hoist with which the fishing boats are lifted from the water below into the warehouse above for repairs or renovations. In the earliest days, the third floor was used as a sail loft to repair and dry sails but as gasoline engines supplanted the sails, this area was also used for net and gear storage. The advent of the gasoline engines during the early part of the 1900's, also made necessary the erection of a separate machine shop. In 1904 the Cooperative's fishermen began converting from sail power to gas-powered engines.

While most of the salmon packing facilities in Astoria were privately owned, the Union Fishermens' Co-operative Packing Co. was unique in that it was owned and operated by the fishermen themselves. It ws organized in 1896 by a group of Lower Columbia river gillnetters who were dissatisfied with then-prevailing conditions in the local fishing and canning industries, and wanted more control over prices, working conditions, and the eventual quality of the canned product.

To finance their new cannery, an issue of \$30,000 of capital stock in the new enterprise was issued and sold for \$100 a share. The majority of shares of this stock was purchased by the local fishermen of the area.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

On January 16, 1897, work was started on the new cannery building on a site in Uniontown in the west end of Astoria. Construction of the packing plant which measured 50 by 200 feet was built by local carpenters but the adjoining net racks and docks were built by the stockholders themselves. The first cannery superintendent Frans Kankkonen was the architect and construction engineer of the new cannery. On April 11th of that year, 191 sailing gillnet boats brought in their catches of salmon to the new packing facility for the first time.

The new Union Fishermen's Co-operative Packing Co. was a success and gradually began expanding its operations. In addition to improving and enlarging the Uniontown cannery, the packing plant built other facilities including a warehouse and bunkhouse at Smith Point, a mile west of the main plant, a storage warehouse and receiving station at 31st street in Astoria, and the Alderbrook Station. A cold storage building was erected in 1903. Salmon receiving stations were built at Clatskanie, Mayger, Willow Grove and Rainier.

For more than fifty years, the Union Fishermen's Co-operative Packing Co. prospered as did most of the other packing plants in the Lower Columbia river area but then, because of a variety of reasons including the building of dams on the Columbia river, the increase in water pollution, and the over-fishing of the salmon runs, the annual salmon pack began to decline until by the 1950's it was but a fraction of what it had been once. One by one, the salmon canneries began to close their doors. Finally, even the Union Fishermen's Co-operative Packing Co. was sold and the main cannery building in Uniontown was torn down.

Today, almost all of those old fishing industry buildings which once lined the Astoria waterfront have disappeared. One of the few exceptions is the Union Fish's Alderbrook Station which still stands on its original site and is still used by local fishermen as a warehouse, storage building and repair facility even though it is now privately owned. Virtually unchanged, the Alderbrook Station is a visual historical reminder of an industry which once dominated the Lower Columbia area.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The nominated area is located in NW 1/4 NE 1/4 Section 10, Township 8N, Range 9W, Willamette Meridian, in Astoria, Clatsop County, Oregon. That area occupied by three contributing buildings (namely: the boat/net storage facility, machine shop and cabin) is identified as Clatsop County Tax Lot 300 at said location. It is legally described as Lots 1 through 5 and Lots 8 through 12, Block 4, Alderbrook Addition to the City of Astoria, Oregon, together with any portion of Lots 6 and 7 of said block which may lie West of a line running North and South 90 feet East of that certain stone monument marked "K and B" which said line is to be parallel with the East line of 49th Street, and all of the upland, including the land between the ordinary high tide and ordinary low tide of the Columbia River adjacent to said lots, said Tax Lot encompassing 1.15 acres, more or less. Also nominated are 3.38 acres of State-owned leased tidelands adjoining Block 4 to the North to include the contributing intact pier with net drying racks and pilings marking the location of vanished facilities, an ancillary pier and a fish receiving station. The whole of the nominated area, thus, encompasses approximately 4.53 acres.

BOUNDARY JUSTIFICATION

The nominated area includes the 1.15-acre tax lot on which three contributing features making up the historic Union Fishermen's Cooperative Packing Company Station at Alderbrook stand. These features are the boat/net storage building of 1903, the machine shop of c. 1909 and a small cabin. Also included is the adjoining leased tideland over which a contributing, intact wood pier with net drying racks extends. Together, these upland and tideland areas encompass approximately 4.53 acres to incorporate all standing facilities of the Co-op's historic Alderbrook Station.

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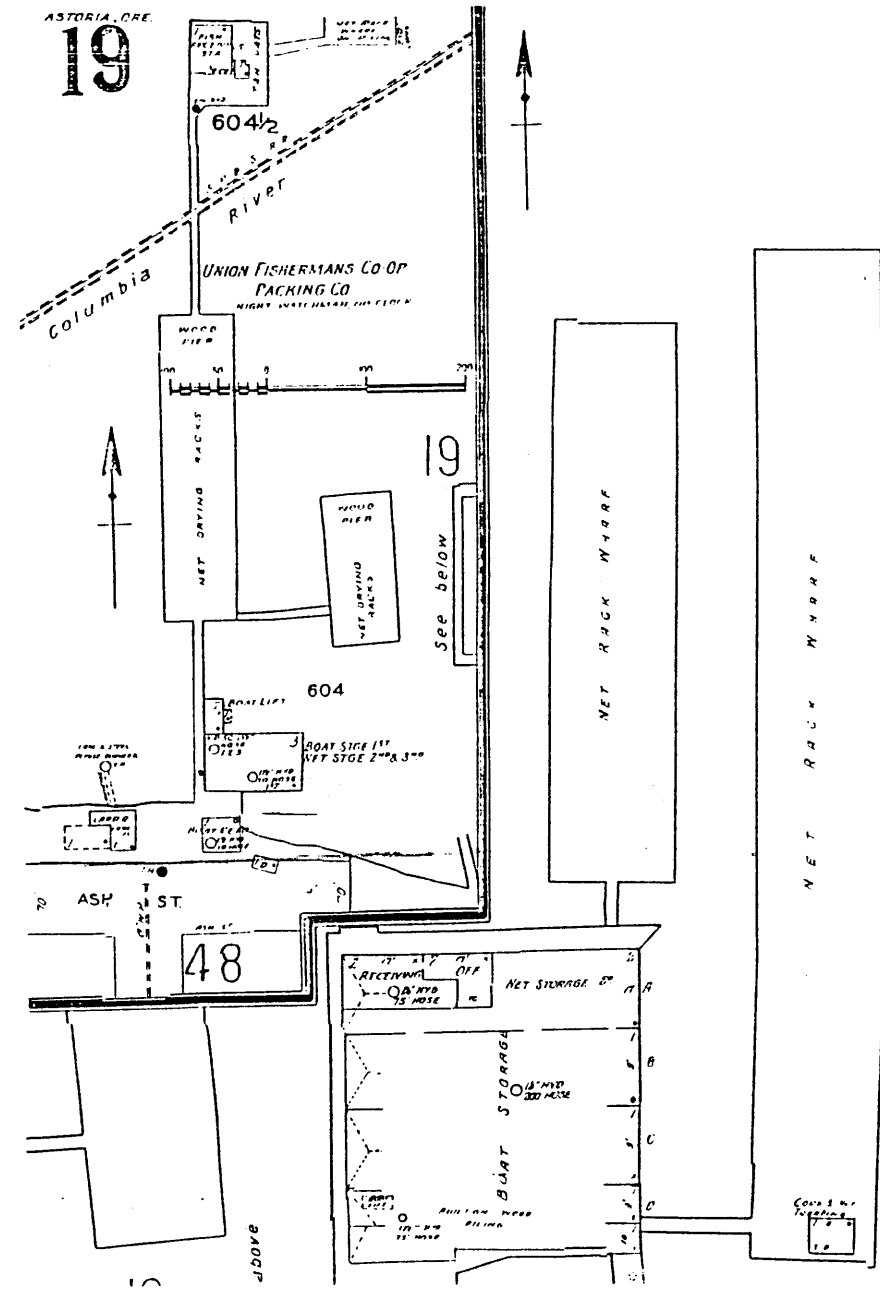
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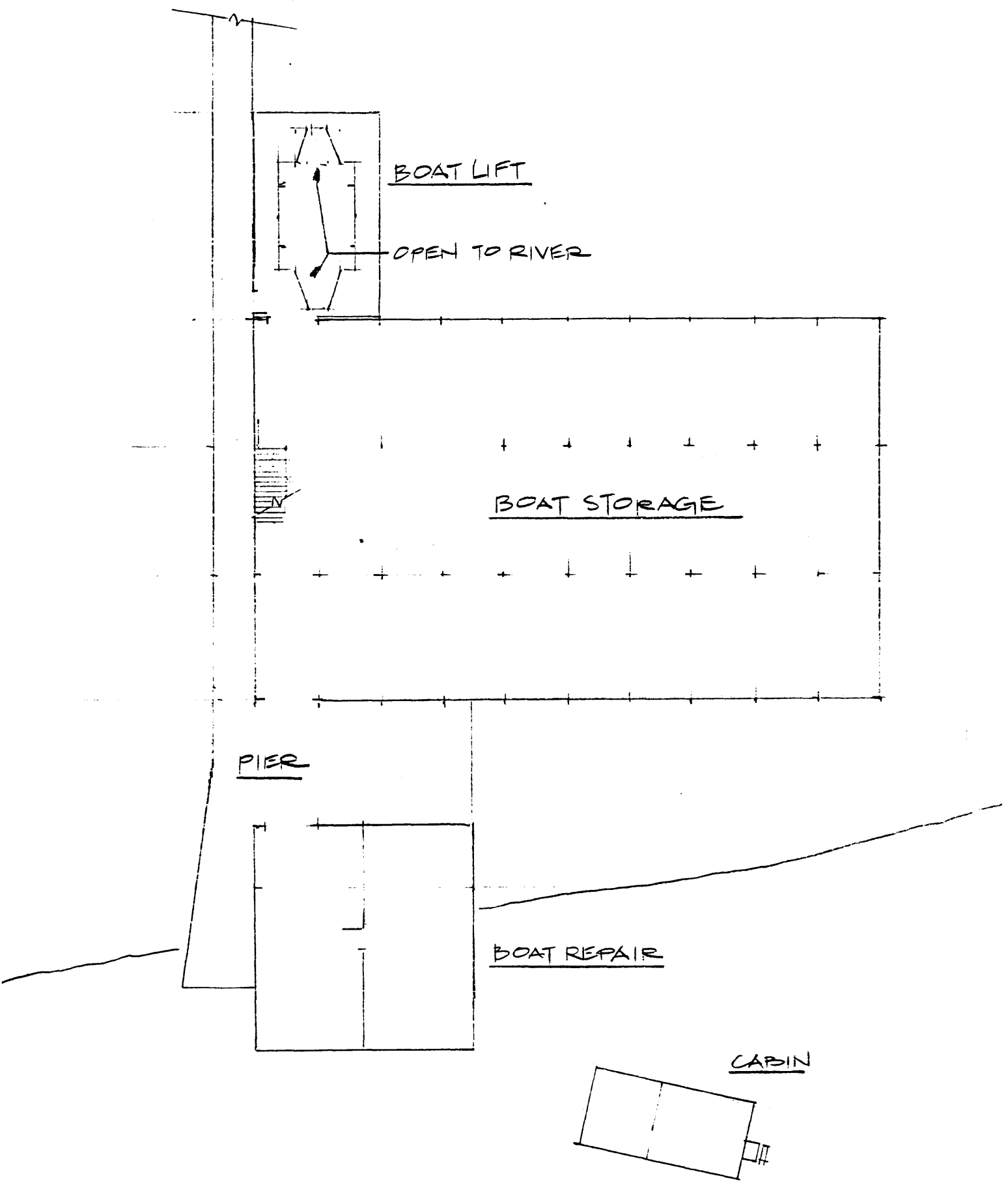
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ASTORIA, ORE.
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The Union Fish's Alderbrook Station



BOAT LIFT

OPEN TO RIVER

BOAT STORAGE

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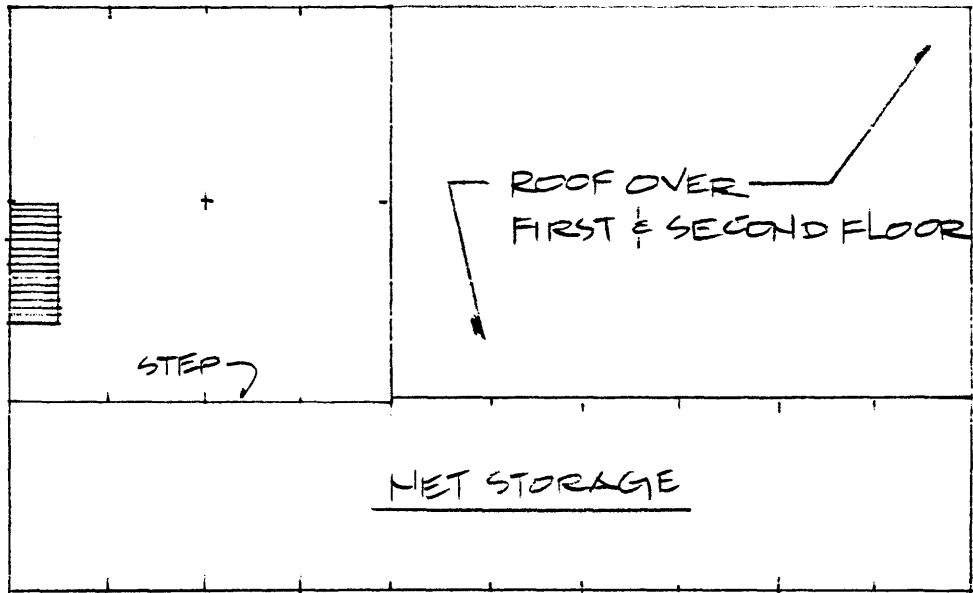
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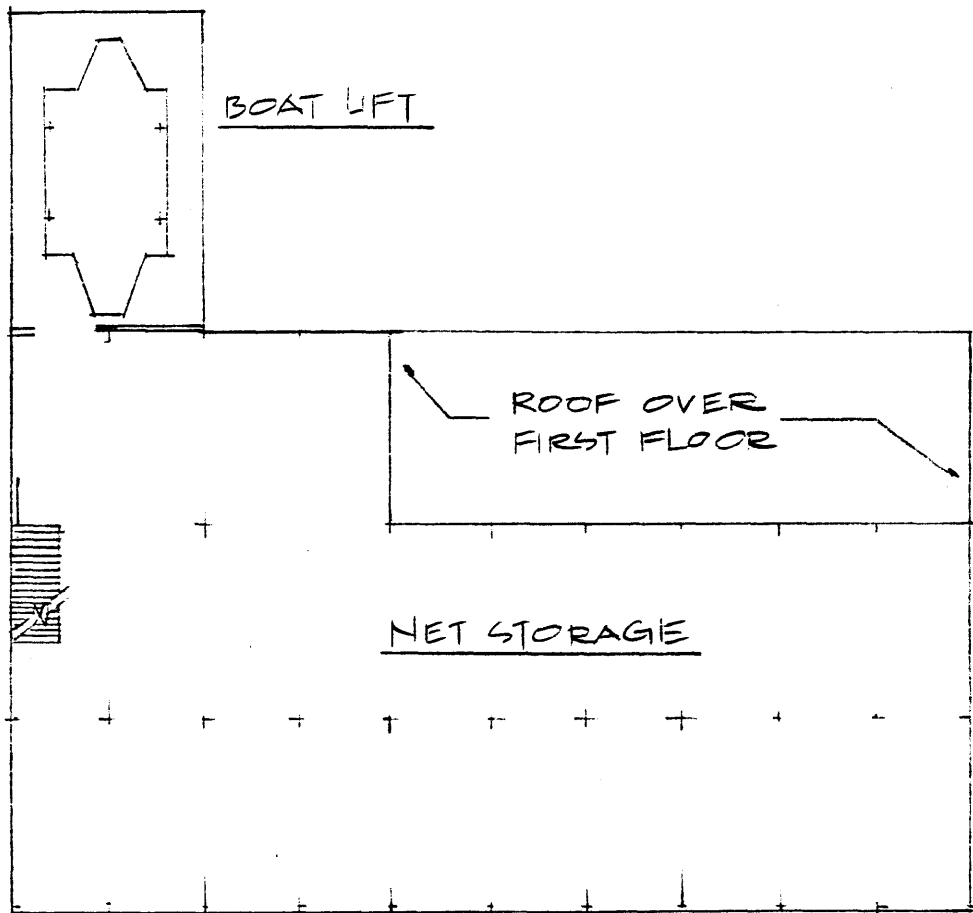


FIRST FLOOR

ALDERBROOK STATION WAREHOUSE



THIRD FLOOR



SECOND FLOOR