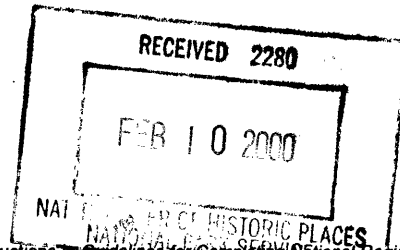


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is for use in documenting multiple property groups relating to one or several historic contexts. 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. For additional space use continuation sheets (Form 10-900a). Type all entries.

☒ X New Submission ☐ Amended Submission

OSHP

A. Name of Multiple Property Listing

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY

B. Associated Historic Contexts

(name each associated historic context, identifying theme, geographic area, and chronological period for each)

BUILDING DESCHUTES COUNTY: AN ARCHITECTURAL HISTORY, 1813-1950

C. Form Prepared by

name/title MICHAEL HOUSER, ASSOCIATE PLANNER HISTORIC & CULTURAL RESOURCES
organization DESCHUTES COUNTY date JULY 1999
street & number 117 NW LAFAYETTE AVENUE telephone (541-388-7927)
city or town BEND state OREGON zip code 97701

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation. (☐ See continuation sheet for additional comments.)

Tom Houser

Signature of certifying official, Deputy SHPO

January 26, 2000

Date

Oregon State Historic Preservation Office

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall

Signature of the Keeper of the National Register

3/15/00

Date of Action

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 1

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

Settlement

Covered wagon trains had been pouring into the Willamette Valley for a quarter of a century before the first Euro-American settlers came into the Central Oregon Region in great numbers. Of these early settlers many were cattle and sheep ranchers looking for a fertile place to graze their stock, and the first large city in Central Oregon was Prineville, established in 1871.

The first recorded permanent Euro-American settlers into what would later become Deschutes County, were Cort Allen and William Staats. In 1877, they paced off their adjoining homesteads on a bend in the Deschutes River just south of where the Clark party had camped some twenty-five years before. Eventually Allen and Staats set up an extensive cattle ranching operation just south of the site of the future city of Bend, Oregon. The ruggedness and lack of a government presence in the region is characterized by a later government survey that found that both cabins built by Allen and Staats were in fact on Staats's homesteaded property.

Settlement of the region in large numbers however didn't occur for another twenty-five years. By 1900, the population of the Deschutes precinct in Crook County, an area of about 18 x 40 square miles equaled only twenty-one people. That figure however would grow to 536 by 1910.

Spurred on by the Homestead Act of 1862, where a citizen of the United States could acquire 160 acres of public lands providing he met certain requirements, settlers slowly began to visualize the possibilities of Central Oregon. Under the Homestead Act, a settler was required to live on his chosen land for 5 years, cultivate it, and pay a sixteen-dollar filing fee. A few brave individuals did take advantage of the Act but for most people, these simple demands proved too much for settlement of the dry desert area.

In order to combat settlement of the harsh dry regions such as Central Oregon, the Federal government established the Desert Land Act of 1877. The Act offered land to individuals for a low price of \$1.25 per acre. The only requirement accompanying your purchase was that you had to irrigate it within five years. The Act however had many loopholes and instead of promoting settlement by individual families, it created numerous land monopolies and widespread corruption.

In another attempt to settle the dry desert lands of the west, congress passed the Carey Act of 1894. Under the act, the Federal government ceded up to a million acres of land to each of the 10 arid States once the State legislatures set up a system to irrigate, settle and cultivate the land. Here in the State of Oregon, the legislature arranged for the construction of dams and canals by contracting with private companies. Between 1901 and 1906, seven irrigation projects in the Upper Deschutes River Basin were approved by the State. They covered a total of 194,138 acres of segregated lands. The Pilot Butte Development Company, founded by A.M. Drake, alone planned reclamation of 84,707.74 acres. Drake's project was the second contract approved by the State on May 31, 1902.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 2

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

Large-scale colonization efforts were critical to the success of the irrigation projects. Prior to the construction of the canal systems, despite the numbers of people who had passed through the area, few homesteads had been filled and few structures were built. In an effort to get more people to move into the region, well-planned colonization campaigns were developed by the irrigation companies. Promotional literature produced by such companies such as the Deschutes Valley Land and Investment Company read,

"Free government lands are almost a thing of the past, and it will be but a short time until the chance to acquire a valuable farm from Uncle Sam's domain will have passed forever... when you make improvements, make them on your own land."

For many people such dialogue was hard to pass and hundreds of people began to buy land, some sight unseen.

Life on the high desert though, even with promised water, was a difficult task. Most families were ill prepared to struggle with the grim realities and left just a few months after their arrival. Land fraud was rampant. Investors from the Midwest, and East Coast bought large parcels of property planning then to resell the land at an inflated price. They promoted images of fertile agricultural lands, where one had to do little to receive an ample harvest of crops. Unfortunately these images were unfounded.

Homestead improvement work consisted of hard backbreaking work. For many the first task was to erect a barbed-wire fence to keep the range stock out of newly cultivated areas. Cut lumber to build your home had to be hauled from the few mills that existed. Luxury items came via the railroad, which stopped at Shaniko, typically a two-day wagon ride from your homestead. Others had to travel several miles once a week just to acquire fresh water.

Eventually construction of the canals and the talk of a railroad brought hope for settlement of the region and people began to slowly move in. Typical of the post 1900 settlers were Frank and Josephine Redmond. Having studied the prospects of the area carefully, the Redmond's chose land adjacent a canal right-of-way and next to a proposed rail line. In 1904, the North Dakota natives pitched their homestead tent just outside of a town that would eventually bear their name. Being excited about their new homestead the Redmond's spread the word to family and friends. The following year the Ezra Family, the Eby family, McCaffery Family, Buckley Family, and the McClay Family joined the Redmond's on the high desert.

Early subsistence, Agriculture and Industry

The future area of Deschutes County was relatively undeveloped until Alexander Drake showed up in 1900 with grand ideas of irrigating the dry land. Drake, a Minnesota capitalist nurtured the philosophy of development and was searching for his last big project before his retirement. After viewing the Deschutes River, the large stands of timber, and the thousands of acres of arid land, Drake set about laying the foundations of an ambitious enterprise. He knew about the Carey Act and its provisions for irrigation. Under the terms of the Act, the State stood to gain thousands of taxable acres, and Drake stood to gain a large wealth from selling water rights and parcels of land. On May 31, 1902 Drake's

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 3

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

company, the Pilot Butte Development Company, entered into contact with the State of Oregon to reclaim almost 85,000 acres for settlement.

But before much of the construction of the water distribution system had occurred, Drake's company sold their contract and all of its rights to the Deschutes Irrigation and Power Company on March 14, 1904. In July of that year, the company began constructing on a large scale, canals, flumes, and dams, both to the north and east of the newly platted town of Bend, and Drake, having made his fortune, retired in Pasadena, California. The Central Oregon Canal ran northeast toward the west side of Powell Butte. The other canal, the Pilot Butte Canal, pointed north towards Redmond. The two canals were completed in 1907, and entered into contract with settlers to irrigate about 27,000 acres.

The optimism of the early years is reflected in agricultural experimentation as well. Various kinds of vegetables and grains were tested. The Oregon Agricultural College in Corvallis sent academic representatives to instruct local farmers in irrigation techniques, fertilizer applications, and in orchard planting. Potatoes, alfalfa, wheat, barley and oats were all early crops. By 1910 farming interests and philosophies underplayed community growth in places like Redmond, Alfalfa, Terrebonne and Tumalo (formerly Laidlaw).

Industrial development during the early part of the twentieth century was slow. The only true factory operations were several small lumber mills. Among them the Awbrey Butte Mill and the Bend Company Mill in Bend, the Masten Mill in LaPine and the Wilson Mill in Sisters.

Early Transportation

One of the earliest permanent roads into the Bend county had been blazed in 1867 by U.S. Soldiers. Under the supervision of J.W. P. Huntington, Superintendent of Indian Affairs in Oregon, U.S. Soldiers followed an old Indian trail from the Columbia River into southern Oregon. Their task was to guard a supply train from Indian attack. By the turn-of-the-century, the few roads that did lead into Central Oregon were merely dusty trails filled with numerous rocks, deep ruts, and tree stumps. In the spring, the deep muddy ruts created transportation problems. The mud and dust were such a problem in the newly platted town of Bend that one of the first priorities for Drake's Pilot Butte Development Company was to build wooden sidewalks in the downtown core, supplemented by watering down the streets once a week.

The roads were so primitive during the early part of the twentieth century that when the first automobile arrived in 1907 from The Dalles, it reportedly was minus its fenders, which had been beaten off coming down the narrow and rough Cow Canyon Road. Few people could afford the luxury of an automobile and horses far outweighed cars well into the early teens.

Establishment of Bend

The establishment of the City of Bend is directly related to the building of the irrigation system. In 1900, Alexander M. Drake and his wife came to the Bend area from Minnesota. On vacation, the Drakes were also looking for an ideal

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 4

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

in the Deschutes River and immediately had it surveyed and platted for a townsite. Next he established the Pilot Butte Development Company to construct a canal system, and sell the new city lots. By 1904, only 40 acres had been irrigated, however Drake apparently had made his fortune selling lots and sold his irrigation rights to a competing company. He and his wife then retired to Pasadena, California. Before he left though, the new town of Bend had been firmly established. On Monday December 19, 1904, one-hundred and one voters agreed that they needed a central government with a mayor, city councilmen, and a policeman. In January 1905, Bend became officially incorporated. Bend's first mayor was A.J. Goodwille, the son of a Wausau, Wisconsin lumber manufacturer and the vice president of the Central Oregon Bank. He had been elected eighty-six to twenty-eight.

Establishment of Redmond

The establishment of Redmond occurred just five years after Drake had arrived in Central Oregon with his promise of building hundreds of miles of canals. A planned irrigation canal and rail line immediately interested Portland investors who saw profit in establishment of another town. In 1905, the Redmond Townsite Company, with F.S. Stanley as president, hired D.F. Glover, a Eugene civil engineer, to plat the townsite of Redmond. The company had previously purchased the 320 acres from Benjamin S. Cook for one dollar. The townsite company was apparently a subsidiary of the Deschutes Irrigation and Power Company, the company that had previously purchased all of A.M. Drakes holdings.

By 1906 the proposed canal was operational and the company set up a tent on the corner of Sixth and E Streets and began selling lots. The town grew quickly and by 1910 when Redmond became incorporated, the population had reached 216. Most of the settlers who came to Redmond were farmers. Located at the heart of Central Oregon, next to a proposed rail line, and surrounded by newly irrigated farmland, too many Redmond looked like an ideal place to homestead or invest.

Early Commercial and Residential Development

By 1903, two hundred and fifty people were listed in the Bend area and the building of a town had begun. Development in the downtown cores of Bend, Redmond and Sisters consisted of hotels, general stores, saloons, and real estate offices. Slow to start, development occurred rapidly once the canal system was operational.

Over a 10-day period in 1909, Hunter & Staats Realty reportedly sold over 50 lots in Deschutes Addition, selling 13 to one person alone. A typical residential lot sold from \$250 to \$500 a lot, while commercial lot prices went up to \$1,000 each. Investors from Seattle, Portland, Spokane, and as far away as Omaha, Nebraska began purchasing property. In 1910, a 160 homestead site, three quarters of a mile south of Bend sold for \$17,500.

The steady increase in prices was most likely spurred by land speculation. D.E. Hunter Realty Company of Dayton, Ohio sent representative to Bend in 1910 and began to purchase lots all over town. In 1910 they bought the Drake Homestead property, comprising of all of Block 4 of the original plat of Bend for \$30,000.

Reports of the coming of a railroad spurred on even more new developments and speculation. Some investors set out plans to create new towns next to the proposed rail line. For example, residents north of Bend were told a railroad

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 5

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

news, Mr. Lytle, an official of the Columbia Southern Railroad. Meanwhile F.S. Stanley hoped that one of his new towns, Deschutes or Redmond, would be the ending terminus for the rail line.

Another town founded under hopes of a grand future was Laidlaw (later renamed Tumalo). The town was platted in 1904 by the Laidlaw Townsite Company. Town founder, A.W. Laidlaw of Portland, and his investors believed that their new town would become the heart of Central Oregon. How could it not with the railroad coming south up the Deschutes River Canyon, which would undoubtedly follow the river into their newly platted town. And the proposed railroad to be built up the North Santiam River and across the mountains would surely seal the city's fate. Neither of the projects however came to fruition.

Like other towns, land speculation in Laidlaw was rampant. Out of nearly 900 lots platted, a third were sold by 1907. By 1910 Laidlaw had a weekly paper, a barbershop, a two-story hotel, two lawyers offices, a wallpaper company, a bakery, two feed stores and a bank. By 1906 the town was larger than Bend, with its own voting precinct of 65 registered voters to Bend's 56 voters. By 1909 Laidlaw, being called Tumalo on occasion, still had hopes of being the junction of the two railroads, the "new metropolis" of Central Oregon. However, the Columbia Southern Railroad still ended in Shaniko, and the Corvallis & Eastern rails were still stalled in the foothills on the western side of the Cascades, where they had been for about 15 years. Then with an announcement that a railroad was coming to Bend and not Laidlaw, the town quickly fell out of disfavor. Laidlaw's population decreased to only 250 people after hearing the news and many businesses immediately relocated to Bend.

When electrical lights were turned on in the downtown in Bend and Redmond in 1910, residents and businessmen were overjoyed. Within days businesses were entering into contracts to light their buildings and homes. In Bend equipment was ordered for 10 arc lights to be placed in the downtown and plans were being outlined to extend the lights into the residential areas. With the coming of electricity, Bend and Redmond had officially become a modern cities by the end of 1910.

Early Culture, Society and Recreation

Recreation in the central Oregon region at the turn of the century could easily be called a "sportsman's paradise" with more than 100 lakes and 300 miles of rivers found within a fifty-mile radius of Bend. Fishing on the Deschutes River was so good that in 1907 Oregon State law set a catch limit of 125 fish a day on the river. Wildlife was also abundant. A 1903 issue of the *Bend Bulletin* reported that "Coyotes were walking down the middle of Wall Street, and badgers are easily trapped."

Another popular recreational event was to make an auto run from Bend to Burns on the new highway, at the time a glorified dirt and rock road. The event, sponsored by the Bend Commercial Club, brought many of the early motorists together.

Perhaps the most important social event of the day though was the county fair. The fair actually started as the annual Redmond Potato Show in 1906. Fred Stanley, President of the Redmond Townsite Company and the Central Oregon Irrigation Company devised the show as a way to advertise the region, touting the fine quality of Netted Gem potatoes.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 6

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd) The Arrival of the Oregon Trunk Railroad

By 1900, four different companies had tried unsuccessfully to penetrate the Central Oregon region with railroad tracks. The steep rocky terrain required numerous bridges, hundreds of miles of track and a large financial backing. Two companies, the Oregon Trunk and the Deschutes Railroad eventually took on the task. In the summer of 1909 each company began to build tracts on adjacent sides of the Deschutes River leading directly into Bend from the Columbia River.

Materials and supplies for the railroads flooded the local wagon trains with work. In the construction camps a rivalry among the men ran high. Dynamiting, sabotage and occasional fights were common. Editor of *The Bend Bulletin*, George Palmer Putnam, who was covering the battle up the gorge for *The Oregonian* reported,

"At one point the Hill forces established a camp reached only by a trail winding down from above, its only access through a ranch, and "no trespassing" signs, backed by the armed sons of Italy, cut off the communications of the enemy below"

By the end of the year, the craziness of the battle was obvious to most people and the companies, in an un-parralled display of good faith, worked out an agreement for a joint operation. By 1911 the tracks finally reached Bend and Redmond and over 2,000 people gathered for the driving of the "Golden Spike" in each town. A two-day celebration followed which included water sports, bucking contests, horse racing, foot races, a baby show, a parade, and dancing.

For most people the arrival of the train was a decidedly a happy ending to the frontier life and merely the beginning of an economic boom. For the railroad companies it marked a long and expensive investment in the future of Central Oregon. They had been planning it for years. James J. Hill, president of the Oregon Trunk, literally owned Bend. His Bend Company and Bend Park Company owned all of the real estate formally owned by A.M. Drake.

Agriculture

During the early part of the twentieth century many homesteaders in Central Oregon were waging a war against an invasion of jackrabbits that was eating everything in their path. In fact there were so many jackrabbits that instead of guns, homesteaders organized rabbit drives where the animals were corralled into an area then clubbed with wooden sticks. Townspeople even joined them in the battle, which for a short time became somewhat of a sport.

By 1918, the refinement of agricultural operations and productions saw increased yields. One acre of land reportedly was able to produce 20 bushels of wheat, 30 bushels of barley, 40 bushels of oats, and 300 bushels of potatoes. Alfalfa yielded 4 tons per acre, clover and hay 4 tons, and timothy hay over 2 tons and acre. That year W.J. Kerr, President of the Oregon Agricultural College reported that

"in Central Oregon alone, the tillable uncultivated aggregated are nearly nine million acres. The relatively small numbers of farms, the large size of individual farms, and the enormous area of tillable land yet unplowed, all indicate the great prosperity that yet remains for the development of

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 7

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

and irrigation. In these sections the principle crops are wheat, alfalfa, the hardier fruits and vegetables and livestock."

By 1925 agricultural production in Deschutes County was a healthy and lucrative business. Polk Directory's report that over 1,000 farms were in irrigation. Dairying, livestock raising, potato growing and alfalfa production were all ideally suited for the Central Oregon Region. Alfalfa production was unsurpassed in quality, due to the cool growing season and semi-arid climate. Such conditions, which still exist today, produced alfalfa hay of such a high nutritional values that it brought in the top price of any alfalfa crop in the state. Yields of up to three to five tons per acre were reported.

Other crops included high quality potatoes. The Netted Gems and Burbank potatoes were so large and tasty that they were winning prizes in New York, Duluth, Chicago and Portland. Potatoes grown in Central Oregon during this time received the first perfect 100 score by the Potato Growers Association. Yields of 125 sacks per acre created large businesses for some. Fred Hoedecker in Redmond created a virtual empire around the famous Netted Gems in the 1930s and 1940s.

The raising of livestock was also very popular endeavor. Ranchmen, who owned an irrigated farm in the valley, could pool their stock with their neighbors and send them into the thousands of acres of forest reserves for summer grazing. Sheep raising also did well. Reports of a vigorous breeding stock, where animal diseases were practically unknown, lead to the creation of hundreds of sheep operations. Additionally dairying operations were also a prosperous industry. Registered Holsteins, Ayreshires, Jerseys, and Guernsey cattle could be found on many ranches. The Oregon Cow Testing Association reported that Central Oregon ranches had the highest butterfat-producing herds anywhere in the state. Both Bend and Redmond had well equipped creameries during the 1920s and 1930s.

Industry and Manufacturing

The arrival of the railroad eventually brought investment into the area. Perhaps the most significant industry for urban development was the Bend BrickYard, which would change the face of the construction industry. The Brick Yard had its beginnings in 1909 when three young men, Fred Van Matre, Fred Hunnell and Art Gertson began making bricks in hand-made molds just west of Bend. Realizing the profits to be made by such an enterprise, in 1911 Walter Scott, Arthur Horn and R.C. Colver purchased the land from the three men and started the Bend Brick and Lumber Company. By the spring of 1912, new automated brick-making machines had arrived by the new rail and the company employed over 22 men. The first train to leave Bend also took out the first million-dollar order of lumber from the Brick & Lumber Company.

The Bend BrickYard supplied most of the building material during the building boom that followed the arrival of the train. Numerous, commercial blocks and residences in and around Central Oregon were constructed of the "red" Bend brick. The clay deposits of the yard were so rich that the brick production by 1916 was 40,000 a day, resulting in a total yield of over 1.8 million bricks in a single year. The brick sold for as little as \$18.00 per one thousand, and were billed as the cheapest price anywhere in the West.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 8

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

Numerous other small industries also existed. Among them were the Bend Flour Mill, over 10 blacksmith shops, the Bend Woolen Mill, the Bend Iron Works and several creameries. Smaller industries in town such as the Bend Woolen Mill, the Central Oregon Candy Company, and the American Bakery had a combined payroll of \$750,000.

Most of the industrial and manufacturing development occurring during the teen and twenties however was centered on two lumber milling operations in Bend: Shevlin-Hixon Lumber Company and Brooks-Scanlon Lumber Company. By 1925 the two mills combined shipped over 13,500 carloads of lumber per year and had a total payroll of over three million dollars.

Lumber Industry

The lumber industry in Deschutes County began on a large scale in 1916. The previous year the Shevlin-Hixon Company announced that they would be building a sawmill west of the Deschutes River and that they would employ 500 men as soon as the mill was completed in 1916. A week later the Brooks-Scanlon Lumber Company announced that they too were also going to build a mill and that they would also be hiring 500 men. With the two announcements the fate of Bend was sealed, and the town, now a timber town, would remain on the map. The citizens of Bend were so excited they held an impromptu parade immediately upon hearing the news.

The selection of Bend as the location of the mills was not something that happened over night. There had been much long range planning. As far back in 1898 M.J. Scanlon, of Brooks-Scanlon, had visited the region and began acquiring and consolidating huge stands of timber for logging. By the time the announcement did come both companies owned thousands of acres. Shevlin-Hixon alone had more than two hundred thousand acres. Thomas McCann, manager of the Shevlin-Hixon Mill, reported that they had enough timber holdings to insure the operation of their plant for at least 30 years. Timber stands at the time were reportedly the largest stands in the world, with over 50 million board feet available. Other advanced planning included a design for a logging pond. A survey for a log pond was made back in 1907, when the Central Oregon Development Company had made its initial review of the area. The pond, once constructed would hold five million board feet of lumber and cover 265 acres.

Hearing the official news about the coming of the mills, workers flocked to Bend by the thousands looking for jobs. Hundreds of tents went up beside the canals, along the Deschutes, and on the Staats's property just south of downtown. In fact, so many people moved into the area that in 1916 Bend claimed to have the fastest increase in population of any place in the nation. By March of 1916 both mills were fully operational and together over 750,000 board feet a day was being cut. It was because of the two lumber mills, Bend's population grew whopping 910% between 1910 and 1920. Somewhat quiet for a few years the population soared again when in 1923; both companies added modern equipment and expanded production.

Residential Development

With the arrival of the railroad and the construction of the lumber mills, real estate companies began to promote the Central Oregon region heavily. The Bend Park Company, who had headquarters in Seattle, published numerous brochures and flyers about the great wealth to be found in Bend. They claimed that they owned all of the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 9

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

high-class residential property, while the Bend Company owned all of the actual business lots. Advertisements touted that nothing could prevent "*Bend from becoming the second city of Oregon because she is the natural railroad center and metropolis of Eastern Oregon.*"

Redmond promoters had high hopes as well. They claimed that Redmond was the "Hub" of Central Oregon, not Bend, and that its location was the true geographic center of the state and of Central Oregon. Many comparisons for the future of each town were made to Spokane, Washington. As we know today, those comparisons were quite grand. Strangely the coming of the railroad brought only a trickle of settlers during the winter of 1911-12, not the great land rush everyone expected.

However things quickly changed. Twenty-five different subdivision were platted in Deschutes County between 1911 and 1915. Among them were first and second additions to the original plats of Bend and Redmond. Expanded tracts to Bend View Addition, Boulevard Addition, Kenwood and Riverside Addition. These additions verified that many individuals still had hope for the future of Central Oregon even if things started out a little slow.

Due to the influx of people, Bend and Redmond had a severe housing shortage by 1923. New families, arriving daily, were looking for houses to rent without success. All of the apartment houses were full, and the local hotels were booked solid each night. The shortage was so noticeable that one house advertised for rent in *The Bend Bulletin*, reportedly received 22 inquires in one day alone.

The situation in Redmond was just as bad. In 1922 citizens organized a "Build a House" campaign to locate individuals who were financially able to build houses. Once located, investors hoped they could get each one to sign an agreement to immediately start building homes that could be rented out to individual families.

The flurry of a housing shortage prompted new investment. Between 1916 and 1924, thirty-two subdivisions were platted in Deschutes County. They included tracts in Bend, Redmond and Sisters. And by 1925, the building dollar investment had reached an all time high (see Figure 1).

BUILDING VALUE TOTALS BY YEAR IN BEND		
YEAR	BUILDING DOLLAR EVALUATION	# of Permits issued
1924	\$ 323,900	400
1925	\$ 440,585	451
1926	\$ 335,546	269
1927	\$155,898	118
1928	\$143,611	67
1929	\$ 51,832	94
1930	\$ 120,100	91

Figure 1. Building total evaluations by year in Bend including the number of permits issued.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 10

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

During the 1920s, developers began to create entire blocks and neighborhoods of similarly designed houses. It was during this second boom that hundreds of Craftsman style Bungalows were built. The Craftsman style could be found on residential buildings including apartment buildings and boarding houses and even on some commercial buildings.

Falling out of disfavor by the 1930s, the Tudor Revival and the minimal tract house design took over. Hundreds of each of the styles can be found in Bend and Redmond. Many apartment buildings and duplexes were built during the teens and twenties around the county. In Bend they included the Davis Apartments, the Winslow Apartments, the Congress Apartments, the Broadway Villa Apartments and the Winnifred Apartments. In Redmond, the Frederick Apartments, the O.C. Hart Duplex, the Quigley Apartments and the Dona Vista Court Apartments were all built.

Commercial Development

Commercial development in both Bend and Redmond saw growth as well. By January 1911, Redmond had one garage, two banks, two doctors, one bakery, a brickyard, four lawyers, three saloons, two dentists, and a tailor shop. They also had a skating rink, two feed stores, a harness shop, two barber shops, three restaurants, one hand laundry, a city water plant, two lumber yards, one jewelry store, two photographers, one millinery store, two meat markets, one furniture store, two hardware stores, three blacksmith shops, two large general stores, five real estates agencies, four confectionery stores, two billiard halls, one public school and two hotels.

During the period, a hope of the future and the potential destruction by fires brought about a shift in building techniques. As a result many buildings were replaced with modern brick or stone during the teens and twenties. The first brick building in Bend was home to *The Bend Bulletin*, the local newspaper. By 1913, the desire to modernize was so great that within a 12-month period, 18 brick buildings were built replacing old wooden false front designs in downtown Bend. They included the Sather Building, the Hudson-Coe Building, the Myers & Wilkey Building and the First National Bank.

New business adventures also typified the era. In the early teens, Millican (twenty-six miles southeast of Bend) rancher, George Millican, sold water to thirsty travelers for five cents a cupful and twenty-five cents for a tub full to water their livestock. Homesteaders in the area for years filled up their water barrels for a nickel. The ranch was the first stop for many high desert claims between 1910 and 1920.

Other adventures included hopes of discovering gold. In 1915 an explosion of excitement occurred when it was announced that gold had in fact been found in paying quantities among the black sands of the lower Deschutes River just outside of Redmond. Optimism about the discovery rose to record proportions and Redmond began calling itself the "heart of the new mining district- the largest ever seen." There were even comparisons to the great Grand Reef in South Africa which had an annual production of over \$250 million. A few months later though the U.S. Department of Interior denounced such reports of great gold deposits and soon the fury of prospectors was over. Some investors pressed on despite the news. At a high investment cost, two processing plants were in fact built,

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 11

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

one below Lower Bridge the other above. The deposits however never yielded their potential and the plants were abandoned a few years later.

Commercial and urban development in the cities during the period from 1916 to 1924 saw a steady increase. The October 1916, headline of *The Bend Bulletin* reported that "More than \$200,000 Goes Into New Bend Business Blocks." The buildings constructed consisted of banks, offices, hotels, meat markets and for the first time automobile garages.

Investment during the period was so high that by 1921 the Western Building & Loan Company reported that they alone had more than a quarter of a million dollars loaned on 152 different buildings in Bend. That same year, J.A. Eastes, a local representative for the Pacific Building & Loan Association, reported that more money was being loaned in Bend than in any other town in Oregon, Washington and Idaho.

Development didn't slow down in the years to follow. By 1923 commercial building activity was at its highest point since 1920. Local architects and contractors estimated the cost of work just in June alone was \$110,000. Back in March, the single day record for the issuance of building permits was broken. Seven permits had been taken out, totaling in value of \$32,600. Even today this large building boom is reflective in the number of buildings remaining in the county. Local architect Hugh Thompson, reported that the increased building activity was due to an increase in payroll from the sawmills and the growing population. He noted that all of the commercial buildings under construction were already leased.

With the increase in commercial development and building activity, the desire for modern services also increased. Water connections in 1920 were only 1,426, by 1924 they had almost doubled to 2,237. Telephone connections grew as well. In 1920 six hundred and sixty-five people had service, by 1924 the number nearly doubled.

During this time newspapers from around the State couldn't help but proclaim Central Oregon's prosperous development. The *Oregon Journal* ran a cover spread in May of 1925 that read "Bend Enters Second Development Era". Building activity was so high that in April of 1925, 89 permits valuing \$94,180 were on file in the Records Office.

During the depression era of the 1930s construction activity began to slow down. By 1932, the number of permits issued in Bend hit an all time low of 23 permits and the boom had apparently reached a stopping point. The situation didn't last long however and things picked up rapidly. By 1936 building activity was its greatest since 1932, with \$105,847 dollars invested. The increase most likely came about as a result of preparations being made for the inevitable entry into the War. Armories, Hospitals, airport facilities and government offices were built. By 1939 building permits had aggregated \$319, 730, the highest numbers since 1926.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 12

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

Culture and Society

Activities after the arrival of the railroad and the mills included Wildwest shows, Chatauquahs, lectures, and barn dances. Every once in a while even a circus came to town, complete with rides, sideshows and music. The events, now performed by professionals were very popular. In 1912 the railroad brought, the "101 Ranch Real Wild West Show" for a one-day performance. Nearly 3,000 people paid admission. Other activities included watching a baseball game at O'Donell Field, viewing a parade, having a picnic, or fishing in the Deschutes River.

Most social events of the time were organized around the promotion of the towns. Commercial Clubs, Service clubs and Masonic clubs devised clever schemes to attract new investors while having a little fun on the side. For example men from the Bend Commercial Club at one point dressed up like outlaws and greeted a group of Seattle businessmen in a mock train robbery as they arrived at the Bend Depot. In 1925 the Bend Elks club won third place for a float in a Portland parade that featured reasons to come to Bend. As part of the festivities local Bend Architect, C. W. Jackson, constructed a nine-foot high and four-foot wide relief map of Central Oregon. The map hung in the lobby of the Imperial Hotel in Portland for several weeks and reportedly drew "crowds of people every day and until late at night".

One of the most popular social activities was to belong to a club or fraternal organization. By 1917 over 30 fraternal organizations existed in the County, all of which reportedly had a large membership. They included the Improved Order of Red Men, IOOF, Rebekahs, Knights of Columbus, Knights of Pythias, Loyal Order of Moose, American Legion, and BPO Elks. Masonic organizations included the Order of De Molay, A.F. & A. Masons, the Royal Arch Masons, the Shriners, Order of the Eastern Star, the Modern Woodmen of America, the Knights of Templar, and the Sons of Norway to name a few. In the twenties, women's social clubs began to flourish. Clubs like the P.E.O., the Soroptomist and the Allied Arts groups help create many important civic institutions like the Deschutes County Library and Drake Park. In the mid 1920s, the Ku Klux Klan made a brief appearance in Bend with Edgar DeWitt Gilson, then mayor of Bend, acted as the local contact for the organization.

Other events including attending one of the Chautauqua performances. Held in big tents, children learned songs, adults watched plays and the latest bands were heard. At places like the Bend Amateur Athletic Club and the Hippodrome, people could see a boxing match, attend an all night dance or hear the Shevlin-Hixon band play.

Another form of entertainment was going to the theater. By the end of the 1920's, Bend had four different theaters to Redmond's two. B.A. Stover, owner of the Capitol Theater in Bend, brightened the Christmas season in 1929 for many people with a remarkable advertisement. It read "Sunday - Regular Prices: Monday - Tuesday *Pay What You Can*". Such offers and promotional campaigns were the norm.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 13

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

Government

The establishment of Deschutes County in 1916 resulted in the last county to be formed in the State of Oregon. The county has its roots back to 1914 when a failed attempt was made to move the Crook County seat into Bend. At the time, Bend was billed as the "spot of the railroad, in the actual center of business, population, and taxable property in Crook County." The vote failed by a bare margin of two and a half percent. Backers of the proposed removal believed that if removal wasn't possible then division into a separate county might be. As a result of their efforts, the November 1916 election showed an overwhelming vote for the formation of a new county, Deschutes.

Shortly after the election however, Crook County sent her latest child, Deschutes County a Christmas present, marked "do not open until Christmas." The package was found to be a set of quo warranto proceedings against the members of Deschutes County's new court, questioning their right to conduct a separate county government. After a recount of ballots and adjustments in the votes, on December 13, 1916 Governor Withycombe proclaimed Deschutes County's official existence.

Transportation

Transportation during the teens and twenties saw the permanent presence of the automobile and the associated feature that come with it. These included the construction of bridges, automobile garages, auto courts, gas stations and automobile dealerships. Travel was still difficult however. The only paved roads in the entire County were Wall and Bond Streets in downtown Bend. Paved in the summer of 1921, it would take another 25 years for all the residential streets in Bend to be paved.

Despite the conditions, travel into Central Oregon increased. The McKenzie Pass was officially opened as a State Highway in 1925. The following year the Dalles California Highway was completed with the dedication of the high bridge over the Crooked River. During this time Central Oregon began to reap the benefits of tourists, an industry which had been predicted several years before. Activity was so busy in the late 1920s that the auto camps in Bend reported crowding every night with 20 to 25 tourist parties.

By 1928 Bend was served by The Dalles-California Highway, McKenzie-Bend Highway, the Central Oregon Highway, and the Bend Lakeview Highway. All passed directly through Bend. Most of those roads however were still gravel and dirt making travel difficult. In Bend for example only 7.25 miles of roads had been paved in 1925, the number only reached to 15 miles by 1940. A trip over the Cascade Mountains was still a several day affair. Heavy snows in the winter discouraged many people from making the trip and sometimes closed down the roads completely.

During the mid 1920s another form of transportation began in Deschutes County, airplane flight. The year was 1924, when the Redmond Commercial Club and the Local American Legion post joined forces to buy 160 acres east of Redmond for an airport. With volunteer labor they moved rock, sagebrush and trees to construct a crude runway. They would have to wait for another 25 years however to see commercial flights fly in and out of the newly established runway.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section E

Page 14

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

E. Statement of Historic Contexts (cont'd)

It was also during the 1920s that an enterprising young man started a stage line service from Bend to Portland. The system started in 1929 when Myrl Hoover was on his way to Portland. He gave a ride to two disgruntled men who had missed their bus in Redmond. Beating the bus by one hour on a shorter route, the men persuaded Myrl to make regular trips to Portland. He agreed to do it every other day. His Mt. Hood Stages expanded to Pacific Trailways, and finally to the regionally known Continental Trailways. Bend remained the company headquarters until Myrl sold his stock to William Niskanen in 1959.

F. Associated Property Types

(Provide description, significance, and registration requirements.)

Significance

In the teens and 1920s a new housing type, the Craftsman Bungalow, took America by storm. These small houses, some costing as little as \$900, helped many Americans' fulfill their wishes of owning their own home, equipped with all the latest conveniences. With the arrival of the lumber mills in Bend and the severe housing shortage that followed for the working class, the Bungalow was the perfect solution to the housing problem. Central to the Bungalow's popularity was the idea that simplicity and artistry could harmonize in one affordable house. Craftsman Bungalows allowed people of modest means to achieve something they had long sought: respectability. With its special features: style, convenience, simplicity, sound construction, and excellent plumbing, the Bungalow filled more than the need for shelter, it provided fulfillment of the American dream. The Bungalow was practical, and it symbolized for many the best of the good life.

By 1920 though, the Craftsman Bungalow craze had reached its peak nationally and was starting to give away to a new style. In smaller communities, such as Bend and Redmond, however the style held on for another 10 years well into the late 1920's and even into the early 1930s in some areas. By then even the term "bungalow" had become negative to many, implying something "small-townish". In a political debate in 1920 outgoing President Woodrow Wilson accused Warren Harding of having "a bungalow mind."

The origins of the bungalow as a housing type are still under debate. Historians as distinguished as Vincent Scully and Harold Kirker have attributed the invention of the bungalow form to architects Charles and Henry Greene, and claim for them the first bungalow built (1903). Robert Winter in his popular book *Bungalow* (1980) questions that claim, noting that Greene brothers were only slightly involved in the paternity of the bungalow.

Most dictionaries are explicit when defining the term bungalow as a one- or one-and-a-half story dwelling. This definition would work except that since the period when most bungalows were constructed (roughly 1880 to 1930 in the United States) literally every type of house has at one time been called a bungalow. And stylistically they range from Colonial to Mission, to Tudor to Craftsman. Even two-story houses built on the grounds of hotels are still called bungalows. And to further muddy the definition, the Greene brothers went out of their way to call the Gamble house (1909) in Pasadena, California, a bungalow. Instead, the Gamble house is a sprawling two-story residence with a third-floor poolroom.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section F

Page 15

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

In actuality a "bungalow" really is any small house. A true bungalow's distinction might be its low profile. Promotional literature in the early 20th century almost always noted the chief purpose of the bungalow was, "to place most of the living spaces on one floor." The one-story plan simplified the building process where utilities could be installed more easily than in a two-story house. Safety was at a premium because, in the event of fire, windows as well as doors, offered easy escape on a one-story home.

Most historians can agree that the bungalow form has its roots in the Indian province of Bengal. There, the *bangla* (a common native dwelling) was a one-story dwelling with a thatched roof and open porch. In the eighteenth century the native hut design was adapted by the British, who used the form to build houses for colonial administrators and summer retreats in the Himalayas. Eventually, this economical, practical type of house invaded North America in the late 19th and early 20th centuries. As early as 1854 in a lithograph by P. Emmert, the term "bungalow" is labeled for the design of a home for Theodore Shillaker. The actual design however is distinctly a formal Colonial style home.

The first American house which begins to resemble the Craftsman Bungalow as we know it today, was a home designed in 1879 by William Gibbons Preston. Contrary to the usual definition, it was a two-story house built at Monument Beach on Cape Cod, Massachusetts. It was probably called a "bungalow" because it resembled resort architecture. The idea caught on, and from the East the bungalow form spread westward very quickly. In California (everyone's mind of the ultimate resort) the form was further refined and reworked, emerging by 1895 into today's Craftsman Bungalow form. The first California house dubbed a bungalow was designed by the San Francisco architect A. Page Brown for J.D. Grant. The house was a one-and-a-half story residence set on a high foundation and located on a hillside. It was a strange blend of Bengalese, Queen Anne and Swiss chalet architecture.

The bungalow craze took off after the turn of the century, during an era in which Americans were obsessed with the notion of health or simply attracted to economic opportunities in the booming West. Ironically, the bungalow that had once been the symbol of retreat to the countryside, became the architecture of the city and its suburbs. Yet the bungalow did not lose its identification with the rural idyll and a better, golden day.

The "Craftsman style" Bungalow design was spread rapidly across the country by architects, builders and designers in the early part of the 20th century. The Craftsman style developed fully out of the work of Gustav Stickley, publisher of *The Craftsman* magazine (1903-1933), and Henry H. Saylor, author of *Bungalows* (1911). These authors promoted the style as a reaction to the excessive use of ornamentation by the Victorian style and called for a return to naturalism in architecture and landscape design. National periodicals such as *Sunset*, *Ladies Home Journal*, *House Beautiful*, and *Good Housekeeping* assisted in the promotion, publishing plans, elevations and numerous articles. Sears & Roebuck, Montgomery Wards and many other companies even offered Craftsman style "kit houses". Ordered by mail and sent by rail, the mail-order house arrived in two boxcars ready for assembly by the buyer or a hired contractor. As a result of these tireless efforts, the Craftsman style was the most frequently constructed house type in the country between 1903 and 1930.

Physical Description

Craftsman style Bungalows are defined as buildings one to one-and-a-half stories tall with hipped or gabled roofs and

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section F

Page 16

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

emphasis on horizontal planes; exterior walls clad with horizontal clapboard, stone, brick, shingle or stucco; an honest use of natural, local materials for chimneys, foundations, and porch piers; and a clear interpretation of inner and outer spaces. Shed, gable and hipped roof dormers add elaboration the style. Dormers can be functional to allow additional headroom on the second floor or can be merely decorative and add light to an attic space.

Among the most distinctive features of the style are junctions where the roof joins the wall. This eave area always has exposed rafter tails. The tails may be cut in many different shapes and patterns. The roof typically has wide overhanging eaves (up to 3 feet) on all sides of the house which are supported in-turn by large triangular knee braces, also known as "A" frame eave brackets. Many models have decorative purlins instead of "A" frame style brackets to support the large roof overhangs. Most Craftsman Bungalows have large 2"x 10" bargeboards which highlight the end of the roof plane. Many bargeboards are cut perpendicular to the ground, however decorative cut notching on the ends of the boards are common.

Porches are an integral part of the transition from exterior to interior space and are essential on Craftsman style Bungalows by definition. Porches themselves vary in composition but have certain similarities. Columns are usually square and can be full in height. More commonly however are half-size columns placed on large bases of stone, stuccoed block or brick. A typical design was to have full tapered columns, in which the neck was smaller than the base, or to have merely a tapered base and a square column. The desired effect was to have a porch column that appeared to be able to hold the weight of the house and in many cases, often even looked largely over-scaled for these modest sized homes. Open trelliswork, or Pergolas, are often found as an addition or extension of a porch. The location of the porch should always be at the front of the house as a symbol to welcome the visitor. A Craftsman Bungalow porch can stand-alone or be incorporated under the main roof of the house. Small side and rear porches are less common. Many rear porches were closed early on with glass to accommodate an additional sleeping area or a winter time atrium.

Most doors and windows on Craftsman style Bungalows are simple in design. They are always surrounded by large 2" to 4" molding which set them apart from the plane of the wall. Decorative molding details can include rabbit ears, truncated sides, and a decorative cornice on earlier models. Locations of doors and windows were usually asymmetrical. Doors are often stained natural in color and are typically punctuated with a glass opening. Most design work, in the form of glass openings and panels, are rectilinear or square in shape. Sidelights on a single door are common, but were rarely found on double doors. Windows are usually double-hung with various patterns of glazing. Common are one-over-ones, six-over-ones, nine-over-ones, four-over-ones, and three-over-ones. Special windows included small square windows on either side of the chimney or bay windows that may or may not extended to the ground. Some homes do boast leaded glass, but its is typically found in small proportions. Windows are often grouped in pairs of two or three.

Perhaps the most distinctive feature of a Craftsman style Bungalow home is the use of natural materials that are native to the region where the building was constructed. Here in Central Oregon, you can find exterior cladding of brick, stucco, clapboard, shingle, lava rock and any combination thereof. Chimneys, porch posts and foundations are usually left exposed to show the natural material. Basalt, brick and tuff stone are common materials for chimneys and

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section F

Page 17

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

foundations, while clinker brick (deformed brick) highlights just a hand full of chimneys and porch posts around Deschutes County. Roofing material was commonly wood shingles, although many asphalt shingles and tile shingles do show up in historical photos of the area. Pressed metal finials and ridge caps often add decorative touches to a roofline. Often gable roofs are clipped (a jerkin head) forming a small hip roof at the ends. Decorative wood patterns are sometimes found above the porch area in the pediment. Open framing, horizontal siding, coursed shingles, board & batten applications and a lattice-like trim are common designs.

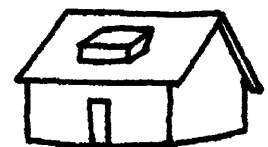
The interiors of most Craftsman style Bungalows are characterized by open floor plans with a minimum number of doors. The result is that spaces feel much larger than they actually are. Many Craftsman Bungalows have an open living/dining room arrangement that are usually separated by a screen that consists of truncated columns sitting on bookcases with glass doors or half walls. Large fireplaces of stone and brick are commonly flanked on either side by built-in bookcases and small windows. Many smaller (1,000 square feet and less) Craftsman Bungalows do not have fireplaces. More elaborate Craftsman style homes have boxed beam ceilings, wood paneled walls with a plate rail, hardwood floors and built-in sideboards and cabinets. Door and window moldings are often large in size, measuring at least 4". Baseboards are commonly 8" high. Craftsman style trim is simple in design and is usually stained a natural color. Interior walls are often painted the same natural earth tone colors of the exteriors and may have decorative stenciling or a wallpaper border as a frieze around a room.

There are seven basic Craftsman style Bungalow forms: (1) the *simple side-gable* with a front porch, (2) the *simple-hipped* or pyramidal with attached porch, (3) the *simple-front-gable* with a front porch, (4) a more complex *double-front-gable* plan where the house and the porch roofs both create front-facing gables, (5) an even more complex *triple-front-gable* plan where the house and porch roofs create three front-facing gables, (6) the *cross-gable* plan where the house is side-gabled and a porch or wing forms the cross gable, and (7) the "*horseshoe*" plan where two gable roofs front the main façade and a cross gable connects the two with a porch. Numerous variations on these designs can occur. Other such forms, which do not occur in Deschutes County include the "Airplane Bungalow" also known as the double-cross-gable form.

CRAFTSMAN BUNGALOW TYPES

Simple Side Gable

The simple side-gable bungalow is perhaps the most common bungalow sub-type. The type is characterized by a side facing gable roof where the entrance to the home is on the long facade. Simple side-gable bungalows can be 1 or 1½ stories tall. Here the porch and entrance are often nestled under the gable roof of the home or as an extension of the gable roof. Above the porch is always a dormer, which serves to break up the large expanse of roof that faces the street. Here gable, shed and hip roof dormers can be found. Many of these dormers allow additional light and egress into 2nd floor living spaces, while some just offer a small amount of light into an attic area. Dormers can be as large as 12' feet in length or as short as three feet.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section F

Page 18

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

Simple Hipped

The *simple-hipped* roof Craftsman style Bungalow typically takes the form of a one-story home, where a hip roof caps a rectangular plan. Often the porch is incorporated within the hip roof or extends from the main facade of the house. Hip and gable porch extensions can be found on many models. These porches can be located in the center or at the left or right sides of the main facade.



Simple Front Gable

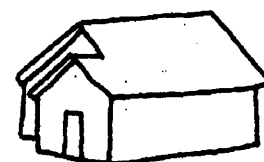
Hailed by many at the time of its introduction as the wave of the future in affordable housing, the *simple-front-gable* Bungalow was designed to fit narrow city lots. Here a large gable roof faces the street and dominates the main facade. Due to its gable orientation and low pitch, this Bungalow sub-type is typically only one story in height, although 1 ½ story models can be found. Porches are sometimes integrated under the main body of the house, or can be attached and have separate roof lines from the main part of the house. Shed, hip and gable roof porches can be found.



If pattern books and magazines of the time are any indication, the low-cost of construction for the *simple-front-gable* design made it one of the most popular Craftsman bungalow sub-types in the early part of the twentieth century, second only to the side-gable model. In fact 33% of all surveyed Craftsman bungalows in Deschutes County are *simple-front-gable* models.

Double Front-Gable

The *double-front-gable* model is similar to the *simple-front-gable* model except two gables face the street instead of one. The gable roof of the porch must be formed as an extension of the main gable of the house, sharing the same plane. In Deschutes County, one hundred and twenty four *double-front-gable* models have been identified.



Triple Front-Gable

Much like the *double-front-gable* model, the *triple-front-gable* Bungalow boasts its main roof gables pointing towards the street. Here three separate gables front the street facade. Some gables often share the same plan of the roof of the main body of the house. This is the rarest form of Craftsman Bungalow in Deschutes County with only 8 of the 597 inventoried Craftsman Bungalows sporting a *triple-front-gable* design.



Cross Gable

The *cross-gable* Craftsman Bungalow model has a plan in which the house is side gabled and the porch or wing, forms a crossing gable. Typically the crossing gable is equal or nearly equal to the height of the main roof of the house. The crossing gable can be located in the center of the main facade or off to one side.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

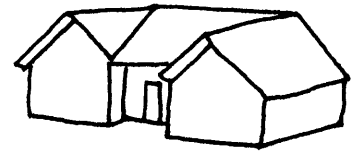
Section F Page 19

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

Horseshoe

The "horseshoe" Craftsman Bungalow model has a plan in which the house is U-shaped and two gable roofs face the street divided by a cross gable. Typically the crossing gable is the location of an inset porch.



Significant Bungalow Architects Contractors

To date, only six Craftsman style Bungalows in Deschutes County have been attributed to an architect. One of these six bungalows is the George Palmer Putnam House (individually listed on the National Register of Historic Places). Completed in 1911, architect J.W. Dimick was very proud of his design for the Palmer House and listed it, along with five other homes, in an advertisement in the July 1912 issue of the Bend Bulletin. Early in the development of Bend, Dimick was a strong promoter of home construction. In 1911 he taught a carpentry class to the general public at the high school in Bend, offering his services for \$1.00 an hour.

Other practicing architects working in Deschutes County from 1908 to 1930 that have not been identified with a specific Craftsman Bungalow include: O. G. Brubaker, W.P. Smith, Clarence W. Jackson, Lew K. Arnold, Hugh Thompson, George S. Young, Lee A. Thomas and Edward Keane. Many contractors and builders advertised plan services, but again, no Craftsman Bungalows have been matched to the plan service designs. Some contractors who offered plan services are: Olson & Erickson, Hans Christiansen, Guy H. Wilson, Ben Gotter, Harry W. Gant (specializing in California and Spanish Bungalows), John J. Cunningham, Brouncy & Brotsche, and J.P. Montague.

Many local lumber companies also offered free plans and specifications. In April of 1922, Miller Lumber announced the creation of a new service department whose sole purpose was to "furnish advice to prospective home builders". Tum-A-Lum Lumber Company also offered free plans with over 100 models to choose from. In 1922, the Deschutes County Library advertised that it had many books and pamphlets on house buildings arranged on a special shelf.

There is a slight possibility that several kit homes may have been constructed in Deschutes County. In the 1917 Bend City Directory, Lewis Built Homes advertised its services. Lewis Built Homes was a kit house company based out of Michigan which had a plant in Portland. Several additional kit house companies also advertised their services in local newspapers including: the Ainslie Boyd Co. of Seattle, the Ready Built House Co. (later Fenner Manufacturing Co.), and Rice-Penne Co. of Portland. No houses in Deschutes County have yet been identified as kit houses. There is, however, one bungalow in Bend which has been positively identified as a Sears, Roebuck Company design which was executed with local building materials. This house, known as the Peter Byberg House, is Model #C240 in the 1917 Sears, Roebuck Company catalog.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section F, G, H, I

Page 20

CRAFTSMAN BUNGALOWS IN DESCHUTES COUNTY
DESCHUTES COUNTY, OREGON

F. Associated Property Types (cont'd)

Registration Requirements

To qualify for registration under Criterion "C", Craftsman style Bungalows should have been built between 1908 and 1930. They should retain sufficient integrity to evoke the character of their style and subtype. They should boast a majority of their original exterior and interior features such as windows, trim, moldings, floors and built-in cabinets. Floors plans should be intact for public spaces, and porch configuration and details should be unchanged. Properties should be located on their historic footprints where setbacks and building orientation are true to the original design. Buildings should be representative as one of the best examples of their subtype and should be compared to other structures of similar form. Properties may also have associative significance under Criterion "A" or "B".

G. Geographical Data

The Multiple Property Submission of Craftsman style Bungalows covers the geographic boundaries of Deschutes County, a total of 3,055 sq. miles. It includes the three incorporated cities of Bend, Redmond and Sisters. Deschutes County lies within the heart of Oregon on the east side of the Cascade Mountain range. The elevation in the county ranges from a low of 2,700 feet above sea level near Redmond, to a high of over 10,000 feet in the Three Sisters Wilderness Area. Land ownership in the county is composed of approximately 60% U.S. Forest Service, 30% BLM land, and 10% private land. The county is bisected directly in half from north to south by Highway 20, and from west to east by Highway 97. On the west side is the Cascade Mountain range of the Deschutes National Forest. On the eastern panhandle is the dry high desert land of the Bureau of Land Management.

H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the public property listing.)

The Multiple Property Submission of Craftsman Bungalows in Deschutes County is based on a comprehensive survey of historic resources conducted in the City of Bend and Redmond in 1998 and 1997 respectively. The nomination covers the entire county where hundreds of Craftsman Bungalows can be found. To date 597 Craftsman Style Bungalows have been identified. The rural areas of the County have not yet been surveyed, but preliminary research shows Craftsman style Bungalows are not restricted to heavily populated areas. In 1997-98, a historic context study was completed which explored the building types and styles of the County from 1813 to 1950. Important architects, contractors and suppliers were also noted.

I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section I

Page 21

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DESCHUTES COUNTY, OREGON

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