

AN ABSTRACT OF THE THESIS OF

Steven W. Littlefield for the degree of Master of Arts in Interdisciplinary Studies in Anthropology, Anthropology, and Geography presented on March 6, 1998. Title: An Evaluation of the Archaeological Potential of Riverfront Park in Corvallis, Oregon.

Abstract approved: _____

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David Brauner

The archaeological resources contained in Corvallis Riverfront Commemorative Park (RCP) have a great potential to add to the historical record of the warehouse district of the original town of Marysville (Corvallis). The City of Corvallis' proposed Combined Sewer Overflow (CSO) project and proposed changes to Riverfront Commemorative Park threaten to destroy archaeological resources within the research area.

The purpose of this research was to assess the archaeological potential of the research area between VanBuren and Jefferson Avenues along the Willamette River. The assessment was based on an archaeological survey and historical documents. Historical records and maps were used to create a chronology of the developments which occurred within the research area. By knowing who occupied the riverfront and when, archaeologists can design a plan for the excavation of these resources. The archaeological survey was conducted to locate remains that may be related to structures that once occupied the riverfront. Maps of the City's proposed construction were used to determine the potential resources that will be impacted.

The historical record indicated that there is a great potential for the research area to yield archaeological remains which can add to our knowledge about the formation of Marysville (Corvallis). These archaeological remains if

ABSTRACT (Continued)

properly excavated could be used for public interpretation and as a common theme within Riverfront Commemorative Park. An assessment of construction project maps for the CSO project and proposed changes to Riverfront Commemorative Park indicate that a majority of the archaeological resources contained within the research area will be destroyed. Based on these assessments it is recommended that the City of Corvallis conduct subsurface archaeological testing to recover as much information related to the settlement of the research area as possible.

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**An Evaluation of the Archaeological Potential of Riverfront Park in
Corvallis, Oregon.**

by

Steven W. Littlefield

A THESIS

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I understand that my thesis will become part of the permanent collection of Oregon State University libraries. My signature below authorizes release of my thesis to any reader upon request.

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An Evaluation of the Archaeological Potential of Riverfront Park in Corvallis, Oregon

Chapter 1: Introduction

This thesis provides an assessment of the archaeological potential of the Corvallis, Oregon riverfront between VanBuren and Jefferson Avenues. The assessment is based on the evaluation of historical records and an archaeological survey of the research area. This thesis can aid the City of Corvallis, Corvallis Public Works, and Corvallis Parks in evaluating the archaeology of Corvallis Riverfront Park before they conduct ground disturbing activity.

The purpose of this thesis is to answer the following questions:

- Can the historical record be used to justify archaeological testing within Corvallis Riverfront Park?
- What is the potential of the riverfront to yield significant archaeological information about the settlement and development of the city of Corvallis?
- What impact will proposed construction have on the archaeological resources located in Corvallis Riverfront Park?
- What is the potential for using archaeology in the interpretation of the history of Corvallis Riverfront Park?

Beyond these questions this thesis can serve as a tool not only to address the significance of the research area (riverfront) and its role in the settlement of Corvallis, but also as a tool for archaeologists to evaluate the artifacts discovered within the research area. By compiling a chronology of the riverfront's use it is hoped that the artifacts excavated within the

research area can be associated with known structures and events from the history of the riverfront.

The study area includes all land on the east side of First street between VanBuren and Jefferson Avenues in what is now Corvallis Riverfront Commemorative Park (Figure 1). This includes the riverbank along the Willamette River and visible remains of past structures extending into the Willamette River.

The archaeological record of the research area is important because it can provide information about the daily activities of the riverfront which are not in the historical record. The research area was the warehouse district when the town of Marysville was established. The warehouses, docks, and businesses which occupied the research area played a major role in the formation and growth of Marysville (Corvallis). With the arrival of steamboats in 1851 the riverfront became the center of transportation and commerce for Corvallis. Warehouses were constructed to provide storage for farm crops (mainly wheat) which were grown in the Willamette Valley. The mills along the riverfront also provided for the processing of wheat into flour which was shipped to California and overseas.

The archaeological record of the research area is important because it is a non-renewable resource. Since the structures have already been removed from the riverfront it is important that the archaeological remains be preserved. If this information is destroyed, so is the potential of the research area to teach us more about the early development and daily activities of Corvallis. The destruction of this resource would also mean that the residents of Corvallis would be denied a clearer picture of their city's past. Because this information is part of the history of Corvallis, the City has an obligation to protect its historical resources for its citizens.

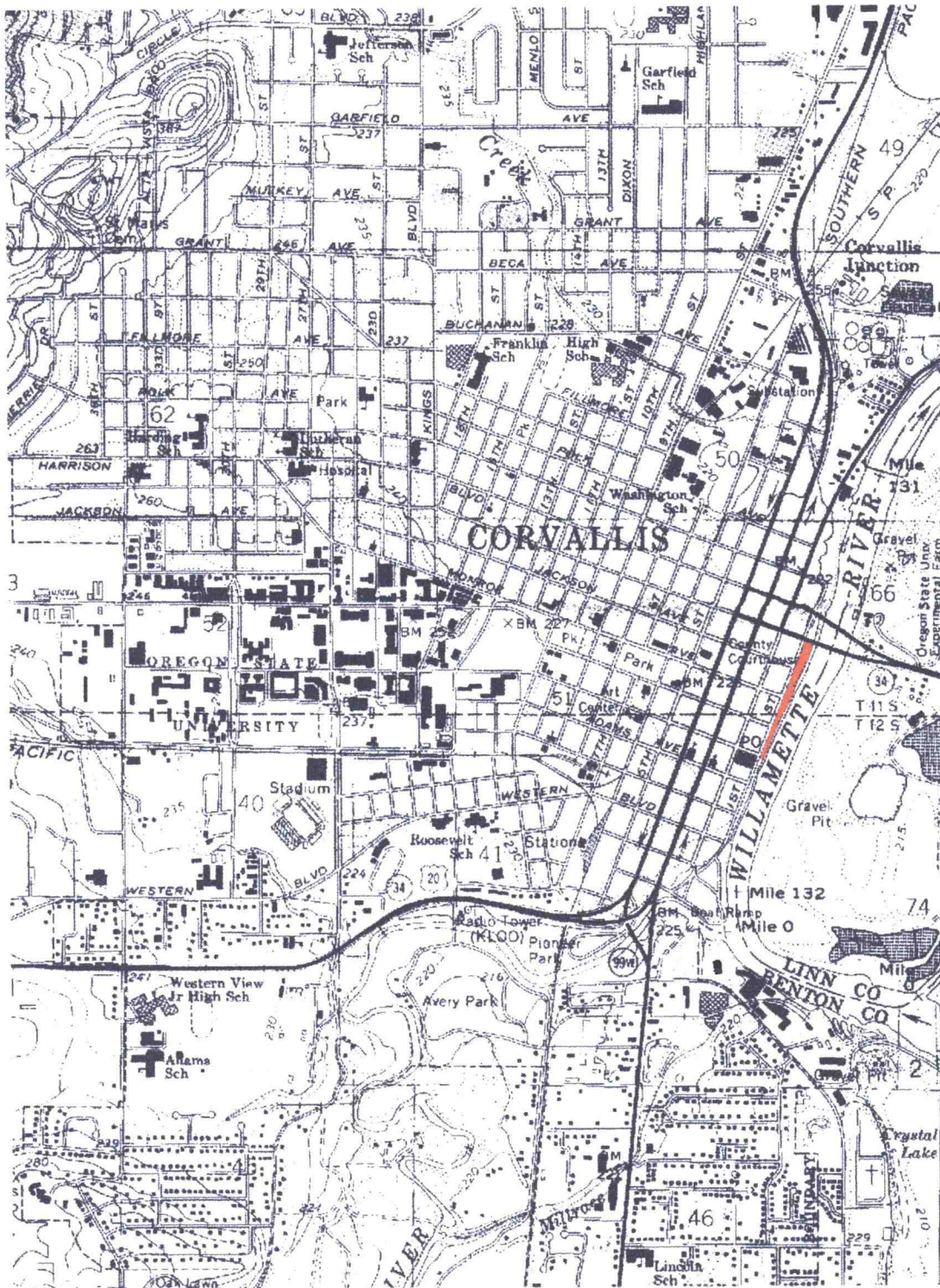


Figure 1. Map of Corvallis showing location of research area. The research area is represented by the red section along the riverfront. Map is a full-scale reproduction of a 7.5 minute series USGS Map of the Corvallis Quad.

As the City of Corvallis prepares to do major construction within the research area it is important that we focus on why the archaeological record should be protected. The first reason was presented earlier and relates to the value of the archaeological information contained in the research area to the history of Corvallis. This archaeological information can add to our understanding of the daily activities which occurred on the riverfront. The archaeological record may also contain information about the daily lives of the individuals that worked in and relied on the warehouses and businesses for jobs and to get their products to distant markets. Corvallis also has an obligation to its citizens to protect their history. Since archaeological sites are not generally visible, their role in the history of the community is less tangible than that of standing structures, but they are still vital to our understanding of the community's past.

Finally, the City of Corvallis should protect the archaeological resources of the research area based on its legal obligation under Local, State, and Federal laws and regulations. This obligations is based on Local (section 5.1.1 of the Corvallis Comprehensive plan), State (Oregon Senate Bill 61 (1993), and Federal (National Register of Historic Places) laws and regulations. Policy 5.1.1 of the Corvallis Comprehensive Plan states that the city must protect the archaeology of the area within the Greenway (City of Corvallis Parks and Recreation Department 1994). This would include those archaeological resources within the research area.

If the city of Corvallis uses State of Oregon funds or licensing to construct the Combined Sewer Overflow (CSO) project it is obligated to do archaeological testing under Oregon Senate Bill 61 (1993). Under SECTION 1 of Oregon Senate Bill 61 (SB 61) (ORS 358.905) sites which meet the criteria as eligible for inclusion on the National Register of Historic Places

are protected. The determination of eligibility must be in writing by the State Historic Preservation Officer. SECTION 2 (ORS 358.910) of SB 61 states, “Archaeological sites are acknowledged to be a finite, irreplaceable and nonrenewable cultural resource, and are an intrinsic part of the cultural heritage of the people of Oregon”. Part two of SECTION 2 of SB 61 states, “The State of Oregon shall preserve and protect the [Archaeological] **cultural** heritage of this state [against neglect, destruction and misappropriation] **embodied in objects and sites that are of archaeological significance**”. SECTION 4 (ORS 358.920) of SB 61 states that a person may not “**knowingly and intentionally** excavate, injure, destroy, or alter an archaeological site...on public **or private** lands in Oregon unless that activity is authorized by a permit issued under ORS 390.235”. Under this section the City of Corvallis is obligated to conduct archaeological testing of the research area before they begin any ground disturbing activity which will impact archaeological resources.

If Federal funds or licensing are required for the construction of the CSO an evaluation must be conducted to determine if it is eligible for inclusion on the National Register of Historic Places. Riverfront Park’s eligibility for inclusion on the National Register of Historic Places would be determined under Criterion D: Information Potential (National Register Branch 1995:21). Criterion D has two requirements: “the property must have, or have had, information to contribute to our understanding of human history or prehistory, and the information must be considered important” (National Register Branch 1995:21).

The National Register of Historic Places defines a site as, “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the

location itself possesses historic, cultural, or archaeological value...” (National Register Branch 1995:5). The research area meets this criterion based on its potential to add to what is currently known about the development of the original town site of Marysville (Corvallis) and its riverfront warehouse district.

If the archaeological resources within the research area are to be protected they must be preserved in the ground or excavated by trained archaeologists. It is important that trained archaeologists conduct excavations to preserve the data contained in the archaeological record of the riverfront. Archaeologists are trained to remove artifacts in a systematic way which will preserve their scientific value. By conducting systematic excavations and recording the information recovered, the archaeologist can better interpret the archaeological record. This information can be used with the historical record to give a clearer picture of events which occurred on the Corvallis Riverfront as many as 150 years ago. If the City excavates for the Combined Sewer Overflow (CSO) project and Riverfront Park improvements and does not conduct archaeological excavations, an important chapter of Corvallis history will be lost forever.

If archaeological excavations are conducted the city should use interpretation to present the newly acquired information to the public. This information could be used to expand on the interpretation that is already present in Riverfront Park. Interpretation would allow the technical information from the archaeological site to be conveyed in terms and ideas the general public would readily understand. The interpretation of archaeological excavations of the Corvallis Riverfront would increase the public’s awareness of the unique role that the riverfront played in the beginnings of Marysville (Corvallis). Interpretation would help encourage

people to learn more about their community's past. Since individuals within a community are often interested in their shared past, this is where interpretation can play a major role.

This interpretation could begin by inviting the public to observe the archaeological excavations along the riverfront. At this stage the interpretation would include historical accounts of the riverfront combined with an ongoing interpretation of artifacts recovered from the site. Interpretation of the archaeology would allow artifacts to be combined with the maps, photos, and historical records. The addition of artifacts recovered from the riverfront would provide tangibility to these records.

The archaeology of the riverfront could be used as an interpretive theme in the redevelopment of Riverfront Commemorative Park. This theme could be used to bring people to the park to rediscover their history as well as to do recreational activities. Interpretation can instill understanding and appreciation and can help develop a strong sense of place (Knudson et al. 1995:4). Interpretation seeks to produce an enrichment of experience for the viewers and can add value to leisure time (Knudson et al. 1995:6). Ideally, interpretation makes the apparently common place into someplace special (Knudson et al. 1995:10). This would fit well with the idea of having a common interpretive theme throughout Riverfront Commemorative Park.

Properly carried out, interpretation can serve as an effective tool to achieve intelligent cultural and natural resource stewardship (Knudson et al. 1995:12). Good interpretation trains people to interpret their surroundings for themselves and should produce individuals who are more sensitive to the natural and cultural resources of the area (Knudson et al. 1995:60).

Good interpretation of the archaeology and history of the riverfront could benefit the City of Corvallis through increased interest and

stewardship in the park. This could reduce vandalism and increase recreational use of the park. Increased use of the park would also encourage businesses to locate along the riverfront.

Chapter 2: Methods

The areas of the Corvallis Riverfront which present the greatest potential to contain archaeological remains have been determined using many historical resources. Deed records and J. C. Avery's Ledger were used to construct a record of ownership for the riverfront fractional blocks between VanBuren and Jefferson Avenues. County tax assessment records were used to verify ownership and determine when structures were added or improvements were made to the lots. Historical records and oral histories were used in tracing the history of the riverfront as well as the development of Corvallis (Marysville). Sanborn Fire Insurance Maps were used to trace the structural changes which occurred on the riverfront over time. The Sanborn Fire Insurance Maps provided the precise location of structures, an outline of the structures to scale, their construction materials, the number of floors, what different areas of the structure were used for, and other pertinent additions to the structures. Aerial photographs were used to determine the approximate date when structures were removed from the riverfront and oblique photographs were used to show the structures during their use.

These sources were used to determine the activities which occurred along the riverfront and structural changes to buildings. This information was used to outline the areas along the riverfront that have the greatest potential to possess archaeological material. Archaeological investigations can significantly add to what we currently know about the activities that occurred along the riverfront.

A pedestrian survey was conducted within Riverfront Park and along the riverbank. The survey was conducted to locate and map any cultural remains within the research area.

The location of past ground disturbing activities in the research area was used to determine those areas that have been disturbed the least. The areas with the least amount of disturbance have the greatest potential to yield archaeological information and archaeologists should focus their attention on those areas.

The use of historical records is extremely important when evaluating an historical site's potential to yield archaeological information and for interpreting artifacts from a site. Hume (1969) stated that archaeology should, "be described as the study of the material remains of both the remote and recent past in relationship to documentary history and the stratigraphy of the ground in which they were found" (Hume 1969). Since this thesis is based mainly on historical documents, it is important that the relationship between historical research and archaeology be understood.

Many archaeologists have addressed the issue of using archival data when doing research on historic sites. Hume (1969) stated, "Historical research is as much a part of historical archaeology as digging holes in the ground" (Hume 1969). Other archaeologists have stated that historical archaeologists must be competent in historical research and its methods as well as familiar with the culture and period of time they are studying (Cotter 1958; Griffin 1958; Hume 1969). Since archaeologists are trained anthropologists they are better able to put historical and archaeological data together and produce a sort of culture history (Deagan 1982; Griffin 1958).

Archaeological data are important to historical research because they contribute to a more accurate interpretation of conditions during the period

of occupation (Barber 1994:6; Deagan 1982; Harrington 1955). Orser (1996) stated that by “probing the surface of the earth, archaeology opens narrow thresholds to the past across which historians, relying on written words alone, typically cannot traverse” (Orser 1996:11). Barber (1994) stated that students learning historical archaeology see the historical record as containing truth with which the archaeological record can be measured. He also stated that history students see archaeology as an unbiased set of data by which they can check their documentary evidence (Barber 1994:5). It is important to remember that as abundant as our historical resources are they do not tell the whole story of the past (Fish 1910). Archaeology can help in proving or disproving questionable facts from the historical record (Barber 1994:6; Deagan 1982; Harrington 1955; Little 1994; Schuyler 1970).

According to Harrington (1955), archaeology can “...flesh out the bones of chronology and social trend and make them more understandable” (Harrington 1955). Cotter (1958) stated that archaeology has the ability to add a third dimension to historical research by bringing into clearer focus the “familiar, everyday life of the past, no matter what period” (Cotter 1958). Archaeology can also provide information about the daily lives of common people which are not generally represented in the historical record (Barber 1994:6; Orser 1996:10). Orser (1996) stated, that based on artifactual evidence left behind by people “archaeologists can construct pictures of the past that are unique, insightful, and intimately human” (Orser 1996:11). Documentary sources are also valuable to the archaeologist because they can answer, in a few words, questions which might take years to solve with material remains alone (Barber 1994:5; Deagan 1982).

Now that the question of the value of historical records to historical archaeologists has been answered we must address the question of how old

a site must be to be important to archaeologists. The answer is that the past is worth studying as soon as it becomes in danger of being lost (Hume 1969). According to Hume (1969) archaeology is valid in any period of time, no matter how recent, if it can add to or provide information beyond the written record (Hume 1969).

Historical maps provide a significant amount of information about the development of the Corvallis Riverfront. Historic maps are an obvious source of information for the archaeologist and are invaluable for the reconstruction of a place at a specific point in time (Seasholes 1988:92). However, historical maps and records should not be accepted at face value. The accuracy of historical maps and records should be evaluated in light of their purpose, audience, bias, and compiler or cartographer's accuracy (Seasholes 1988:92). To determine the compiler's bias it is important to know the purpose for which the map was created. Maps may be correct for the information they contain but biased by the information which is not included. If the compiler's bias is unknown, other historical maps and sources can be used to compare the information and determine the bias. By knowing the purpose, audience, bias, and compiler or cartographer's accuracy the researcher can better evaluate the information contained in the documents.

Sanborn Fire Insurance Maps were used to trace the changes which occurred in the research area over time. According to Seasholes (1988) one of the most important uses of historical maps in archival research is to trace changes over time (Seasholes 1988:98).

Sanborn Fire Insurance Maps provide important information as to the construction and use of buildings. The most important thing that fire insurance maps provide the historical archaeologist is building use

(Seasholes 1988:106). Seasholes (1988) stated, that other records (deed) and maps (real estate) show ownership, but there is often no other source which addresses building use.

The Corvallis Riverfront presents a great potential for historical and archaeological interpretation. The archaeological information contained in the research area can help to teach the community and researchers more about the formation and use of Corvallis' Warehouse District. Interpretation can bring the history of the riverfront together with the broader history of Corvallis to give us a clearer picture of the past.

The importance of archaeology to a community's past is that it can help to bring the community together around their mutual history. According to Fish (1910), "Not every town has an interesting history; but almost every one, however ugly, can be made historically interesting to its inhabitants if its streets are made to tell its history..." (Fish 1910). Fish also stated that, "It should be part of the hope of the local archaeologist to make his neighbors and his neighbor's children see history in everything about them" (Fish 1910).

The history of Corvallis extends from 1845 to the present. Although Corvallis has an exciting history, not everyone has appreciated it. In 1889 the Corvallis Gazette editor wrote, "There is one consolation a man has in living in Corvallis--he can live to be an old man for he will never die of excitement. There is not enough of it here to ever be of any danger to a man's constitution" (Martin 1938a:II-24).

It is important to remember that even though the past may not have been exciting to those living at the time, the interpretation of history can be extremely exciting to a community interested in its past. The interpretation

of history can help unite a community around its past and help it to focus on planning for the community's future.

In order to address the research questions, this thesis has been arranged as follows: The third chapter (Chapter 3) addresses the history and settlement of the Corvallis area. The next chapter (Chapter 4) is a chronology of changes that occurred, on a block by block basis, within the research area. Chapter 5 addresses past and present archaeological work conducted in the research area. The sixth chapter (Chapter 6) discusses the proposed construction by the City of Corvallis within the research area. The final chapter (Chapter 7) focuses on the problems encountered in doing historical research and makes recommendations for the management of the archaeological resources within the research area.

Chapter 3: Physical and Historical Setting

Corvallis is located 131.4 river miles from the mouth of the Willamette River in the Willamette Valley which is a structural basin located between the Coast and Cascade ranges (City of Corvallis Parks and Recreation Department 1981:IV-6; Hydrology Subcommittee Columbia Basin Inter-Agency Committee 1963). The average annual precipitation in the Willamette Valley is 38 inches with a high of approximately 18 inches in December, January, and February to a low of three inches from June to September (Balster and Parsons 1968:1). In March, April, and May there are approximately eight inches of precipitation and in October and November there are approximately nine inches (Balster and Parsons 1968:1). The average temperature in the Willamette Valley in July is 66 degrees Fahrenheit, and in January it is approximately 40 degrees Fahrenheit (Balster and Parsons 1968:1).

The average elevation of the valley ranges from 15 to 140 meters (50 and 450 feet) (Balster and Parsons 1968:3; Parsons, et al. 1970:486). Over time glacial sediments were deposited in the Willamette Valley. The meandering and down cutting of streams has created river terraces such as the one Riverfront Park is located on (City of Corvallis Parks and Recreation Department 1981:IV-6).

The soils within the research area are Chehalis silty clay loam (Ch) and Willamette silt loam, 0-3% slope (WeA). From VanBuren to just north of the end of Jefferson Avenue the soil is Chehalis silty clay loam (Ch). The soil at the south end of the block between Madison and Jefferson is Willamette silt loam, 0-3% slope (WeA) (Thomas 1995:4).

According to Thomas (1995), the native overstory vegetation along the Corvallis riverfront consisted of Bigleaf Maple (*Acer macrophyllum*), Cottonwood (*Populus trichocarpa*), Oregon Ash (*Fraxinus la tifolia*), and Red Alder (*Alnus rubra*) (City of Corvallis Parks and Recreation Department 1981:IV-5; Thomas 1995:5). The native understory consisted of Willow (*Salix*), Blackberry (*Rubus*), Elderberry (*Sambucus*), Hazelnut (*Corylus*), Snowberry (*Symphoricarpos*), and other species (Thomas 1995:5). Along the waterline Willows and Red-osier Dogwood (*Cornus stolonifera*) occurred (Thomas 1995:5).

Because the riverfront has had a long history of human disturbance, there has been considerable change in the types of vegetation. The present overstory consists of Bigleaf Maple, Cottonwood, Alder, and Ash (Thomas 1995:6). The understory is dominated by smaller trees, non-native planted species, and plant species escaped from cultivation. The area between VanBuren and Madison has suffered from heavy disturbance and the natural vegetation is in an early stage of recovery. The recovery of the natural vegetation has been slowed by a dense undergrowth dominated by the Himalayan blackberry (Thomas 1995:6). The area between Madison and Jefferson supports woody riparian vegetation, with a multi-layered and discontinuous canopy (Thomas 1995:5).

Native Populations

Before the arrival of European settlers the area around Corvallis was occupied by the Chepenefa (Mary's River) band of the Kalapuya (Gallagher 1993:2). The Kalapuya usually lived in small bands and had permanent camps along a river (City of Corvallis Parks and Recreation Department 1994).

In the Corvallis area there were two known Native American camps. One camp was located North of town between Corvallis and Albany. The other camp was south of the research area in what is now the Pioneer Park baseball field (City of Corvallis Parks and Recreation Department 1994). Other camp sites may have been located within the research area (City of Corvallis Parks and Recreation Department 1994).

Prior to 1845 there were no settlers with land claims south of Dallas and Rickreall, Oregon (Munford 1980:4).

Historical Background

The history of Corvallis began along the junction of the Willamette and Mary's rivers (Corning 1973:111). It was at this point that Joseph Conant "J. C." Avery chose to settle in 1845. Avery staked out a 640 acre land claim on the west side of the Willamette River and both sides of the Mary's River (Figure 2) (Fagan 1885:421; Benton County Pioneer Historical Society 1975:1; Reynolds 1977:2; Regula 1978:5; Munford 1980:4). Avery chained off his land on October 30, 1845 and filed his land claim at Oregon City on November 5, 1845 (Fagan 1885:422-423; Smith [1964]; Reynolds 1977:2; Gallagher 1993:7).

William Fooks Dixon was the second settler to arrive at the future town site of Marysville (Corvallis). On April 28, 1846 Dixon filed a claim on 640 acres of land, just north of Avery's claim, along the Willamette River (Figure 2) (Fagan 1885:422-423; Smith [1964]; Reynolds 1977:2; Gallagher 1993:7).

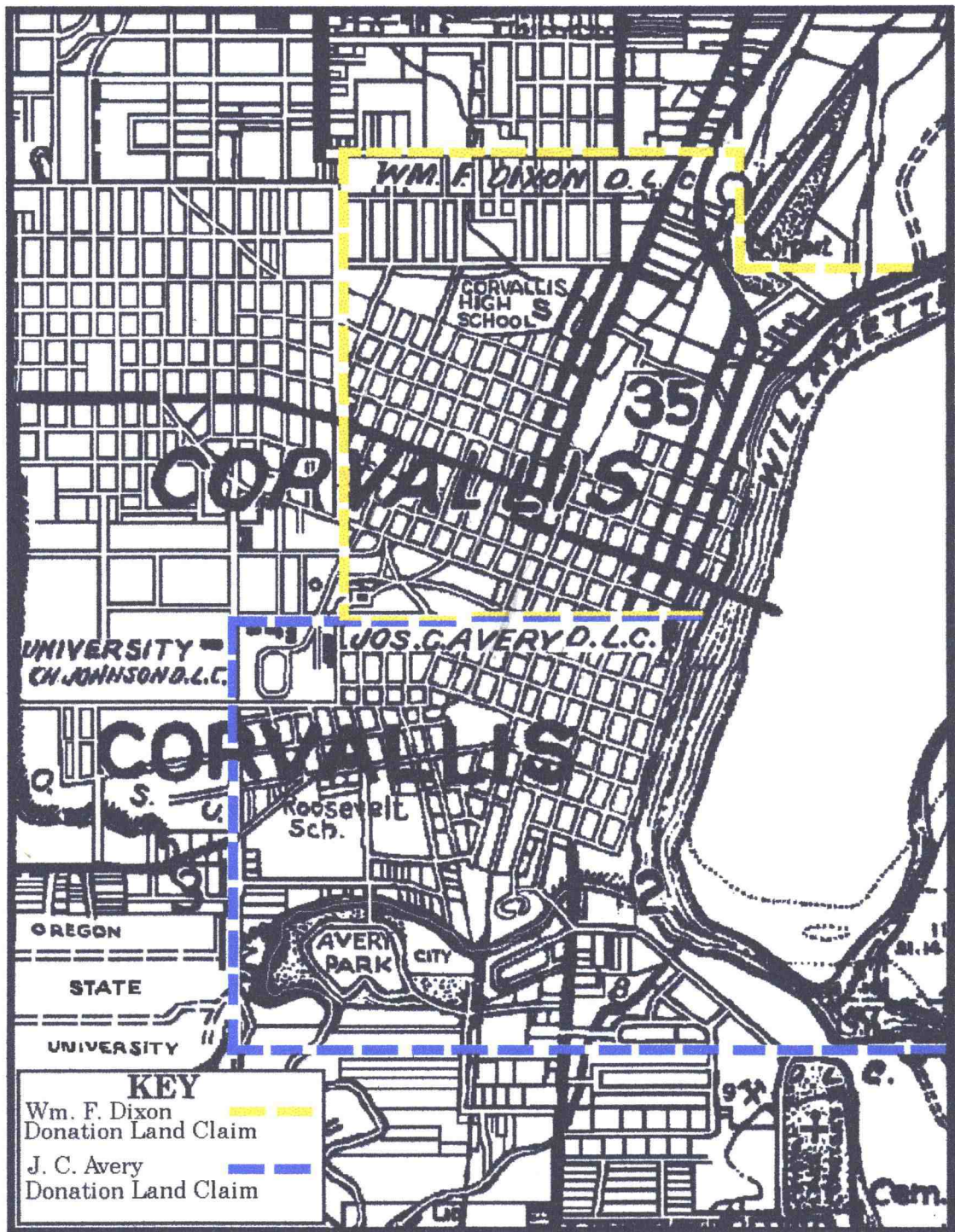


Figure 2. Map of Corvallis showing the Donation Land Claims (DLC) of Wm. F. Dixon and J. C. Avery. The map is a reproduction of Metsker's Atlas of Benton County Oregon (1962).

Marysville (Corvallis) Named

On September 9, 1850 J. C. Avery named the town Marysville. Prior to this it was known in post office directories as Avery's (Martin 1938a:2; McArthur 1974:179; Munford 1980:4).

Although the date that Marysville was named is known, there are several different versions of how Marysville was named. The first version is that Marysville was named after the Mary's River and/or Mary's Peak (Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-19; Corning 1973:112; McArthur 1974). The variations of this story have to do with how the river and mountain came to be named. One version stated that Adam Wimple named the river and the mountain for his sister Mary who lived in New York (Scott 1924:187; McArthur 1925:409; Martin 1938a:2). The other, more generally accepted variation is that Mary's River and Mary's Peak were named for St. Mary by early French Canadian fur trappers (Martin 1938a:2).

A second version of the story was that the town was named for the first white woman to cross the river at the townsite. Different variations have the town named after either Mary Stewart, (Benton County Herald 1957a; McArthur 1974:180) or Mary Lloyd (McArthur 1925:409; Martin 1938a:2; Wilson 1965:3). Another variation of this story has either Wyman St. Clair or J. C. Avery naming the town for Mary Lloyd (Carey 1922:760).

A third, not generally accepted, version is that Marysville was named after a mythical Indian girl (McArthur 1925:409; Martin 1938a:2). While any one of these versions may be correct, the majority of sources prefer the version of Marysville being named after the river and mountain named by the French Canadian fur trappers.

On December 20, 1853 the name of Marysville was changed to Corvallis (Fagan 1885:425; Carey 1922:763; McArthur 1925:409, 1974:180; Martin 1938a:5; Smith 1962a:12; Reynolds 1977:3). The name was changed because Marysville, California was on the same stage route and this caused confusion. J. C. Avery chose the name Corvallis which is a combination of two Latin words “cor” for heart and “vallis” for valley. Together the words mean “heart of the valley” (Fagan 1885:425; Carey 1922:763; McArthur 1925:409, 1974:180; Corning 1973:112; Benton County Pioneer Historical Society 1975:2; Charlton-Ruff 1975c:1; Reynolds 1977:3; Munford 1980:5; Knight 1983). On January 27, 1857, by an act of the House of Representatives of the Territorial Council, Corvallis was incorporated as a town (Fagan 1885:426; Benton County Pioneer Historical Society 1975:1).

Benton County

On November 27, 1847 J. C. Avery petitioned the Provisional Legislature for the formation of a new county with Corvallis as the county seat. On December 23, 1847 Benton county was established by the provisional legislature as the seventh county in the Oregon Territory (Smith 1962a:11; Benton County Pioneer Historical Society 1975:1). Benton county was named for Thomas Hart Benton, the U. S. Senator who co-authored the Oregon Donation Land Act (Munford 1985; Gallagher 1993:7). Benton County was bordered by Polk County on the north, Linn County on the east, the Pacific Ocean on the west, and the California border on the south. On February 1, 1851 the Territorial Legislature designated Marysville as the county seat of Benton County (Martin 1938a:3; Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-19; Smith 1962a:11; Corning 1973:112).

In 1848 the United States annexed the Oregon Territory and in 1849 organized the Territorial Government to replace the Provisional Government (Gallagher 1993:8; Smith 1962a:11). In 1859 Oregon became the 33rd state in the United States (Reynolds 1977:4; Gallagher 1993:22).

Growth and Settlement

Several factors helped Marysville (Corvallis) to grow. One major factor in the growth of settlement was the 1850 Donation Land Claim Act which provided settlers with up to 640 acres of land (Hallbakken 1948:43). A second major factor was news of gold discovered in California which reached Oregon in July 1848 (Hallbakken 1948:39).

The discovery of gold in California would come to have a significant impact on Marysville because it was located on the overland trade route between Portland and Sacramento (Langley 1867). By the spring of 1852 the town of Marysville was well supplied with goods, purchased by J. C. Avery in San Francisco, and was the southern-most trading center of any significance between Oregon and California (Throckmorton 1961:161). By 1853 pack trains between Corvallis and California were a daily occurrence (Longwood 1940:56). Marysville (Corvallis) was an important trade center for miners from Southern Oregon and California who came north in the winter months to get supplies (Fagan 1885:434; Longwood 1940:56).

It is uncertain if the gold rush led to improvements in transportation; however, the introduction of steamboats on the Upper Willamette River was concurrent with the gold rush. Steamboats provided a faster route to the goldfields and enabled Corvallis to keep its stores well supplied with goods.

Transportation

During the early years of settlement in the Willamette Valley travel was quite difficult, especially during the winter months. Marysville was isolated and could only be reached by rutted wagon roads (Benton County Herald 1957b). The earliest roads in Benton County were two wagon tracks and a blazed trail (Longwood 1940:56). In the summer these roads were dusty and in the winter they were mired in mud (Netboy 1967). To fix this situation, on January 13, 1853, the Territorial Government ordered the construction of the first road in Benton County (Longwood 1940:56). The arrival of the first steamboat in 1851 made travel in the Willamette Valley much easier, especially in the winter months (Hallbakken 1948:45).

Ferry

From the earliest days of Marysville river transportation was important. Before the arrival of steamboats, access to both sides of the Willamette and Mary's Rivers was provided by ferries. The first ferry to operate across the Willamette River was located where the foot of the VanBuren bridge is located today.

According to Fagan (1885), William F. Dixon began operating the Willamette River ferry in 1848 (Fagan 1885:424; Clark 1927:361). The first ferry license was granted to William F. Dixon on September 1, 1851 (Martin 1938a:8; Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-49). Ferry license records have William F. Dixon as the proprietor of the ferry until 1855 when Hartless and St. Clair took over the ferry license (Martin 1938a:9).

In 1902 Benton County purchased the ferry and made it a free ferry. The ferry was discontinued in April 1913 when the VanBuren bridge was completed (Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-50; Gallagher 1993:127). The VanBuren bridge was a swing span bridge which allowed steamboats to pass to the docks and warehouses up river.

First Riverboats

While it is known that the first steamboat arrived in Marysville (Corvallis) in September or October of 1851, there is a debate over which steamboat arrived first. Some sources have the *Multnomah* first (Gill 1920:10; Clark 1927:464; Wright 1961[1895]:34; Kennell 1978a; Knight 1983) and others have the *Canemah* (Martin 1938a:10; Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-51; Benton County Herald 1957b; Smith [1964]). Whichever boat was first, it is known that *Canemah* had the mail contract between Oregon City and Marysville and was in service to Corvallis for a longer period of time than the *Multnomah* (Clark 1927:466; Martin 1938a:10; Wright 1961[1895]:56).

Gill (1920) quoted two advertisements for steamboat service to Marysville dated October 4, 1851. One advertisement stated that the *Canemah* would leave Canemah (Oregon City) for Marysville on October 1, 1851 at 6:00 AM (Gill 1920:11) The other ad from the Portland Oregon Times stated that the *Multnomah* would run regularly every other day from Canemah (Oregon City) to Salem, and points above when possible (Gill 1920:11).

In the 1850s there were two steamboat landings in lower town and one in upper town (Gallagher 1993:58). During the 1860s more landings were

added to accommodate new warehouses along the riverfront (Gallagher 1993:58). The first landing was south of the VanBuren Avenue bridge (Charlton-Ruff 1975a:7). Other docks were located at Fischer Mill and one just north of Fischer Mill which George Buxton said "...was just for freight" (Charlton-Ruff 1975a:7). Ralph Schindler stated that Oregon City Transportation Company had a landing dock at First and Jackson (Charlton-Ruff 1975c:3).

The first steamboat captain to reach Marysville (Corvallis) was Captain Leonard White (Timmen 1973). When Captain White arrived there was a huge celebration and he was given a city block and promises of business (Wright 1961[1895]:81; Timmen 1973). The gift of the city block is not reflected in the Benton County Deed records. The only record of Leonard White owning town lots dates to December 14, 1864. On this date four lots on separate blocks of Dixon's 1st Addition were transferred from William F. Dixon, Isaac Moore, and Wm. St. Clair to Leonard White. With the arrival of the first steamboat, Corvallis became the head of navigation on the Upper Willamette and with that honor came a great deal of business from area farmers.

Because of difficult up-river conditions, and seasonal water levels, Corvallis was the natural head of navigation for many years (Mills 1947:54; Wales 1965:29; Corning 1973:200). Prior to 1854 most steamboat men believed that the river above Corvallis was too unsafe and impractical for steamers (Kennell 1978a). This opinion and pressure from Corvallis merchants helped to keep Corvallis the head of navigation and main shipping center for the upper valley (Mills 1947:54; Gallagher 1993:24).

In 1852 steamers were carrying tons of grain and produce from Corvallis to Oregon City. From Oregon City and Portland grain was shipped

to the Sandwich Islands (Hawaii), China, Japan, and California (Longwood 1940:56; Hallbakken 1948:48; Benton County Pioneer Historical Society 1975:2).

In 1854 Captain Leonard White took his steamboat *Fenix* (the owner's way of spelling Phoenix) up-river to Harrisburg (Mills 1947:54; Kennell 1978a). During the winter months, when the river level was high, Harrisburg became the head of navigation. On March 10, 1856 Leonard White navigated the *James Clinton*, a shallow draft steamboat, past Corvallis to Eugene City (Wright 1895[1961]:59; Clark 1927:468; Mills 1947:55; Hallbakken 1948:48; Throckmorton 1956:219, 1961:20; Timmen 1973; Kennell 1978a; Knight 1983; Keeler 1985:74; Gallagher 1993:24). By making it to Eugene the *James Clinton* proved that the river could be navigated above Harrisburg. Eugene became the new head of navigation during the winter months when river levels were high.

Although Eugene offered competition, Corvallis held its own as a major shipping point. According to Fagan (1885) the Corvallis of 1866 was not equaled as a shipping point on the upper Willamette. This was due to the fact that Corvallis was surrounded by one of the finest agricultural and stock producing regions in Oregon (Fagan 1885:429). Outgoing agricultural products and incoming merchandise meant prosperity for river towns in the Willamette Valley (Keeler 1985:1).

Warehouses

Warehouses were important because wheat provided the highest annual income in the valley in the mid 1800s (Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-57; Throckmorton 1961:205). This was due to the fact that wheat could be

hailed long distances without deterioration and could be readily loaded on ships (Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-57; Hallbakken 1948:1). Much of the grain in Benton County was shipped from the wharf of Avery and Company (Benton County Pioneer Historical Society 1975:2).

Besides offering a center for business and shipping, the warehouses along the Corvallis riverfront were used as places for community gatherings. Clark (1927) stated that, "The Steamboat traffic furnished the pioneers with pleasure excursions and other social diversions. When the river boats emptied the warehouses of wheat, the boatmen and settlers would use the empty floor for the country dance. The arrival and departure of boats was always a gala occasion in the river town." (Clark 1927:478).

Even after the decline of mining in California, river transportation continued to be an essential tool for farmers to get their surplus flour to world-wide markets (Oregon Historical Society 1969:87). Wheat was the major source of farm income in the Valley until 1900 (Holtgrieve, 1973:27). By the late 1890s soil depletion led to a decrease in yields and after 1900 timber became the dominant industry (Gallagher 1993:69, 127).

The Arrival of Railroads and Decline of Steamboats

The Willamette River was a principal means of transportation even after the arrival of the railroad. The peak period for steamboats on the river was between 1860 and 1870 but they remained important into the 1880s (Holtgrieve 1973).

In 1871 the Army Corps of Engineers began improvements on the Willamette River between Oregon City and Corvallis (Keeler 1985:4). Prior to this, steamboat service was only regular to Corvallis nine months a year

due to water levels. When the water levels were low, during the summer months, Albany became the head of navigation (Clark 1927:474; Martin 1938a:11). The improvements to the Willamette River included the removal of snags and the dredging of the riverbottom to increase the depth of the river channel. After the improvements, light-draft steamboat travel was possible the entire year (Clark 1927:475). Although railroads were beginning to come into many communities, river improvements were made with the belief that freight rates would be lower for towns with both river and railroad traffic (Keeler 1985:4).

On June 9, 1879 the Willamette Valley and Coast Railroad was granted a right-of-way along First Street (Fagan 1885:433). The first passenger train arrived in Corvallis from Portland on January 28, 1880 on the Western Oregon Railroad (Oregon Historical Quarterly 1930:106; Smith 1962a:14).

Warehouse areas along the rivers continued to be important during the railroad period (Holtgrieve 1973:27). However, the railroads also built new warehouses away from the riverfront where land was more plentiful. In the 1880s the Oregon and Pacific Railroad built a spur line to serve the warehouses and wharves along First Street (Gallagher 1993:75). The Oregon and Pacific Railroad completed a line from Corvallis to Yaquina Bay in 1885. In 1887 the Oregon Pacific Railroad linked Corvallis and Albany (Hallbakken 1948:62; Smith 1962a:14; Munford 1980:8).

By 1884 steamboating on the Willamette River was on the decline and railroad construction was in a stage of growth (Hallbakken 1948:62). In 1900 steamboats were still a common carrier of farm and forest products on the Willamette River, but railroads were offering competition. As railroads offered lower rates and faster service, the use of steamboats decreased.

Railroads had the advantage of being able to reach towns that were not along the rivers as well as offering a more direct route to market (Reynolds 1977:35; Keeler 1985:95). Railroads also offered a less risky (no chances of the train sinking) means of transport and the railroad cars were easier to load than steamboats (Hallbakken 1948:62; Gallagher 1993:64).

In 1920 steamboats were still operating on the Willamette, however, they were not carrying nearly as much cargo as in earlier years (Longwood 1940:112). On May 6, 1918 the Salem Statesman announced the end of the Oregon Transportation Company on the Willamette (Salem Statesman 1918:6; Smith 1962b; Knight 1983). According to Knight, the 1918 Corvallis riverfront consisted of a row of shabby warehouses, shacks, and the charred remains of businesses lost to fire (Knight 1983). Knight stated that after 1918, "The riverfront...long the heart of Corvallis commerce and industry...would never again beat so vibrantly" (Knight 1983). While regular steamboat service ended in 1918, Reynolds (1977) stated that steamboats operated routes to Corvallis until 1929 (Reynolds 1977:35).

Knight was correct that the departure of the last steamboat from the riverfront meant an important era had ended, however, the riverfront continued to be important for the storage and shipping of goods by railroads and trucks. The Sanborn Maps show that several new businesses were added and several warehouses were enlarged between 1912 and 1927.

In 1951 the spur line along First Street ran from Washington to Jackson Avenue (City Planning Commission, Corvallis, OR 1951). By 1962 the spur line had been removed from Jackson to Jefferson Avenue to make way for the proposed highway by-pass (Bureau of Municipal Research and Service, University of Oregon 1962).

Highway

In 1917 the State Highway Commission began work on Highway 99. In 1920 Highway 99 was completed from the Benton County line on the north to Corvallis. By the 1930s Highway 99 was the longest highway in the world, extending from the Canadian Border to Mexico (Smith 1962b:7). Around 1919 competition from trucks and automobiles signaled the end of the Oregon City Transportation Company on the Upper Willamette (Kennell 1978b). One irony of the switch to trucking was that the railroads had helped promote road improvements thinking better roads would increase freight and passenger traffic (Holtgrieve 1973:176).

Railroad officials believed that roads would never represent a threat of competition to the railroads (Holtgrieve 1973:176). In the 1930s a combination of better roads, more automobiles, and the depression led to the decline of the railroads (Gallagher 1993:197). While trucks represented a threat to shipping, busses represented a threat to passenger service. With the arrival of busses, travelers were offered more flexibility which led to a decline in the use of passenger trains (Gallagher 1993:197).

It is unclear how the arrival of trucks initially affected the riverfront warehouses. The Sanborn Maps show the railroad siding for Medo-Land Creamery (south of Madison Avenue) and railroad tracks north of Fischer's Hay Warehouse between VanBuren and Jackson Avenues removed between 1912 and 1927. The Sanborn Maps also show the railroad track removed. It is not clear if the arrival of trucks played a part in the removal of these railroad tracks. However, improved roads ultimately led to the end of the warehouse district along the Willamette River. This occurred in the 1950s when the riverfront businesses were purchased and destroyed to make way for a proposed highway by-pass.

Chapter 4: Riverfront History

The history of the Corvallis Riverfront began in the winter of 1847-1848 when J. C. Avery chained off 12 acres of land as town lots (Fagan 1885:421; Corning 1973:111; McArthur 1974:179; Gallagher 1993:8). These lots, known as “Little Field”, would later become the original town of Marysville (Figure 3) (Fagan 1885:424; Gallagher 1993:8). William F. Dixon also platted a part of his claim as a town site (Corning 1973:112). This area was known as Dixon’s 1st Addition to Marysville (Figure 4). Together their lands became the town of Marysville.

Dixon’s lots, between VanBuren and Jackson, were lower town and Avery’s lots to the south were upper town (Gallagher 1993). The 1852 donation land claim surveyor notes have the dividing line between upper and lower town at Madison Avenue (Gallagher 1993:28).

In 1851 the first official Government Land surveys in Oregon began (Hallbakken 1948:44). The official plat of Marysville is dated February 25, 1851 (Figure 3). This plat does not include the fractional blocks along the Willamette River which were platted December 24, 1859 but are considered to be a part of the original town of Marysville (Figure 3).

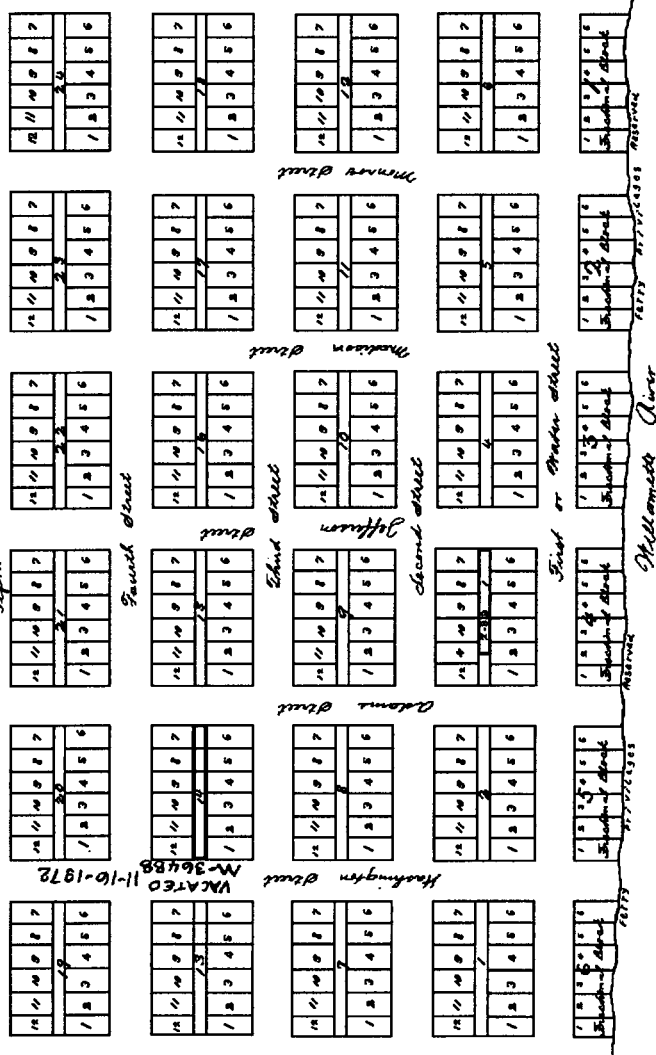
The plat of Dixon’s Addition to the town of Marysville is dated August 1851 (Figure 4) (Gallagher 1993:21). The fractional block between VanBuren and Jackson Avenues along the Willamette River was not included on the plat of Dixon’s 1st Addition. On the plat the words “Ferry Privileges Reserved” appear along the river bank between VanBuren and Jackson Avenues (Figure 4).

The above Fractional Blocks numbered 1, 2, 3, 4, 5 and six (the lots being 50 feet wide and extending from first or water street to the Willamette River.) were duly recorded by me this 24th day of December A. D. 1859 and J. C. Arvey proprietor of said Town of Marysville acknowledged and declared to me that the same is a correct plat of said fractional blocks

Attest. Thomas B. Odeneal
Recorder of Benton Co. Ore

Town of Marysville

All the streets are 80 feet wide and alleys 14 feet wide and all lots are 50 by 100 feet



Personally appeared before me Wm. Knattle, Recorder in and for Benton County, J. C. Arvey, proprietor of the town of Marysville in said Benton County who is to me well known, and acknowledged the within plat to be a correct plat of the said town of Marysville February 25th 1851 Wm. Knattle, Recorder

Figure 3. Benton County, Oregon, Plat Map of the Town of Marysville. The research area includes fractional lots one, two, and three between Jackson and Jefferson (Jackson not labeled).

DIXON'S ADDITION

TO THE

TOWN of Marysville

The streets are 80 feet wide,
the alleys 14 feet wide, the lots 50 by 100 feet.

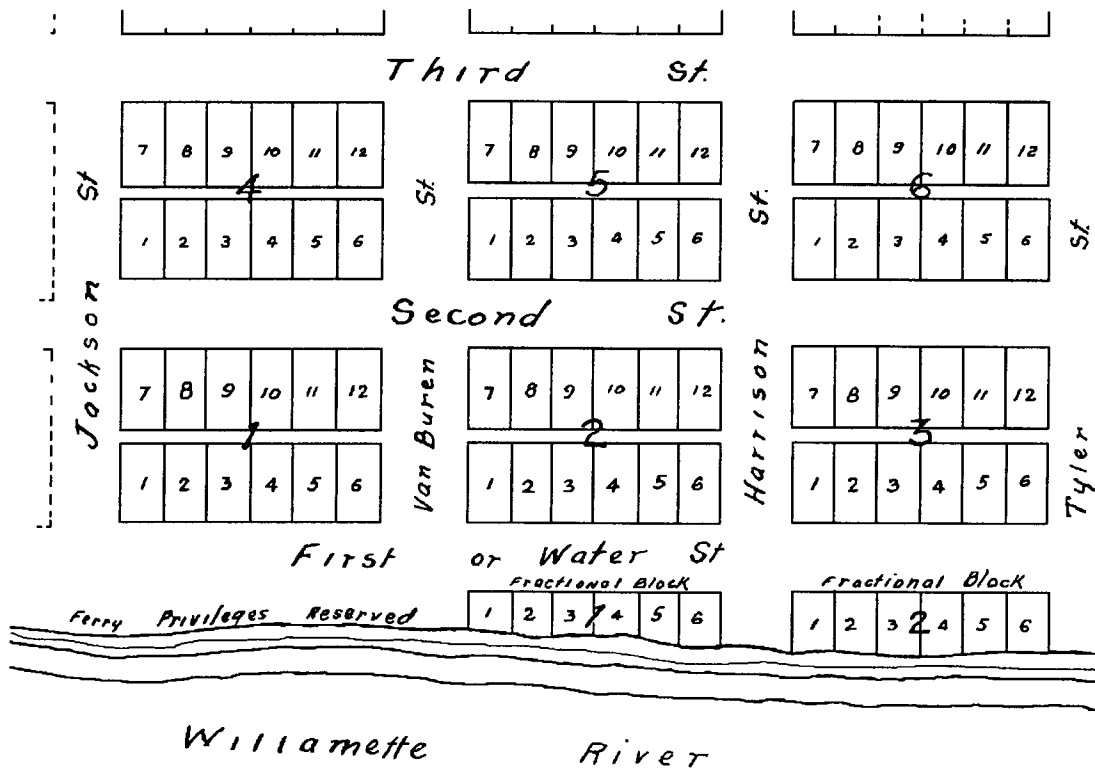


Figure 4. Benton County, Oregon, Plat Map of Dixon's Addition to the Town of Marysville. The research area is labeled "Ferry Privileges Reserved".

Since the late 1840s there have been many changes along the riverfront between VanBuren and Jefferson Avenues. To trace these changes historical records, oral histories, deed records, tax assessment records, maps, and aerial and oblique photos were used.

This chapter has been divided into four sections which represent the four blocks within the research area. These sections have been divided into subsections which represent different years in the history of the riverfront. Within the subsections are descriptions of how the block looked during those years, their ownership, changes to the structures, and other pertinent information related to the written history of the block.

VanBuren to Jackson

The fractional block along the riverfront between VanBuren and Jackson Avenues is located in Township 11, Range 5, Section 35DC. The legal description of this block is the fractional block located east of block one Dixon's Addition. This block was not included in the original plat of Dixon's Addition.

1848-1849

One of the first businesses along the riverfront was Dixon's ferry across the Willamette at the end of VanBuren Avenue which began operation in 1848. In the fall of 1849 Hartless and St. Clair established a general merchandise store southwest of the ferry landing at the end of VanBuren Avenue (Fagan 1885:423-424; Martin 1938). At the same time a warehouse was erected in front of the store on the bank of the Willamette. This warehouse was later washed away in the flood of 1861, which also

washed away the town of Orleans located directly across from Corvallis on the east side of the Willamette River (Fagan 1885:423-424; Corning 1973:149). This may be the warehouse on the riverbank in George Hayward's 1858 drawing of Corvallis (Figure 5). On September 28, 1858 William F. Dixon sold the north half of the block to Wyman St. Clair and Isaac Moore (Appendix 1).

1860-1883

The south half of the fractional block east of block one Dixon's Addition was sold by William F. Dixon to Isaac Moore and Wyman St. Clair in 1860 (Appendix 1). The 1860 tax assessment records show Isaac Moore paying taxes on three lots and one half of the ferry (Appendix 2). In 1873 Moore et al. sold the south half of the block to Corvallis Warehouse Company (Appendix 1). In 1874 the Farmer's Warehouse was located north of Jackson Avenue (Gallagher 1993:39). In 1875 St. Clair was paying taxes on fractional river lots (Appendix 2). In 1878 James A. Cauthorn paid the taxes on the Farmer's Warehouse fractional lots east of Dixon's 1st Addition (Appendix 2).

In 1880 Corvallis Warehouse Company was sold to James A. Cauthorn (Appendix 1). The 1880 and 1881 tax assessment records show M. J. Briggs paying taxes on fractional river lots with ferry. In 1883 M. J. Briggs and Isaac Moore paid taxes on the river lots with ferry and Cauthorn paid taxes on the south half of the block (Appendix 2). The 1883 assessment records valued Cauthorn's lots at \$600, with improvements of \$320, merchandise valued at \$12,000, and accounts totaling \$1100 (Appendix 2).

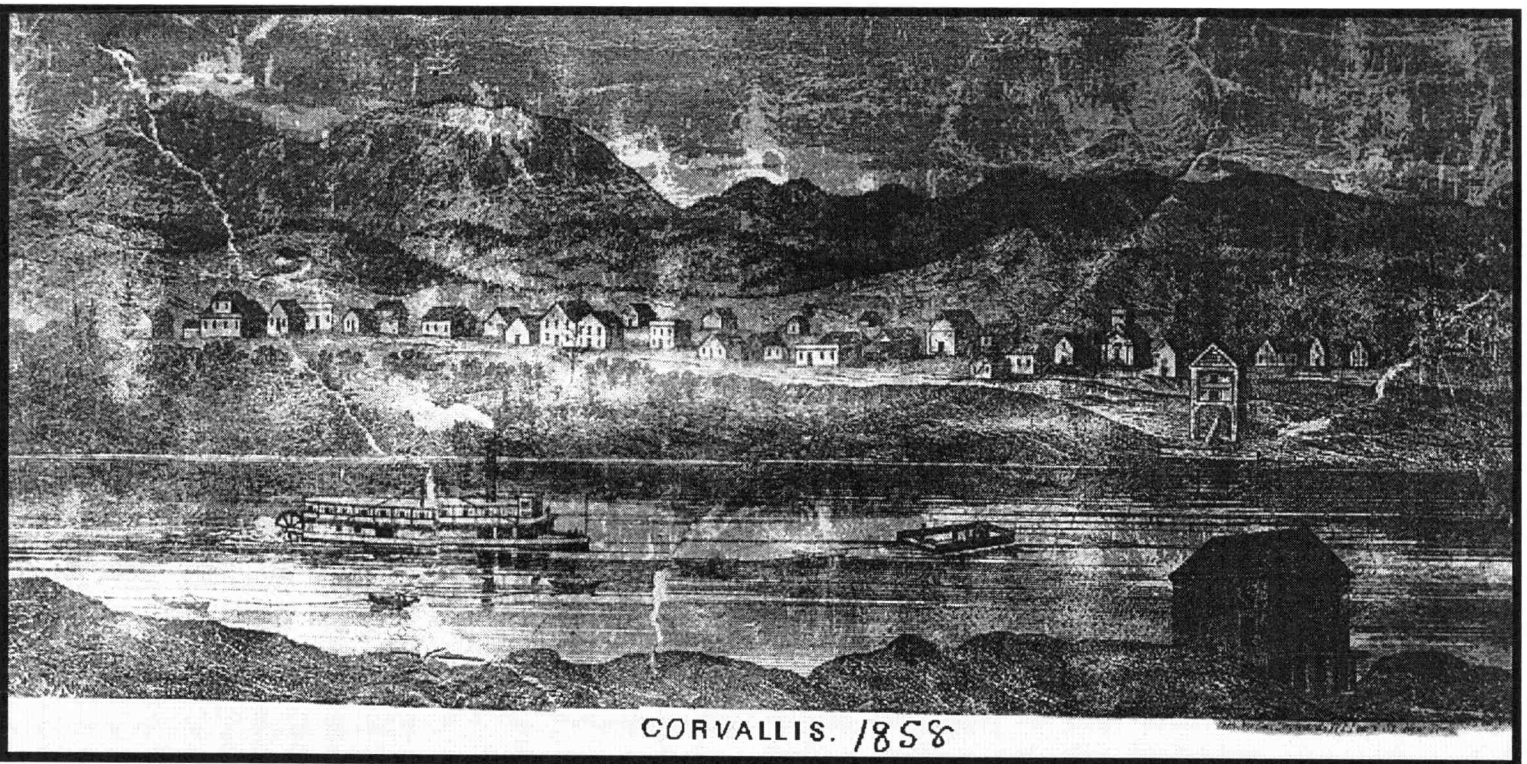


Figure 5. Corvallis, Oregon 1858 (drawing). Negative 4300, courtesy Oregon Historical Society.

1884-1885

The 1884 Sanborn Map does not show the north half of the block between Jackson and VanBuren Avenues. In 1884 and 1885 Isaac Moore paid taxes on fractional river lots with ferry. In 1884 and 1885 Cauthorn and Arnold paid taxes on the south half of the fractional river lots (Appendix 2). On the 1884 Sanborn Map the words “No Exposure” are written at the center of the block (Figure 6). The south half of the block contained the Farmer’s Grain Warehouse. The Farmer’s Grain Warehouse consisted of six connected structures (Figure 6). All structures were wooden and all but the shed had a shingle roof. At the south end of the block in Jackson Avenue was a one-story warehouse. Next to that building was a two-story warehouse which contained cleaning machinery. North of this building was an “L” shaped one-story structure containing a portable engine which drove machinery in the structure to the north. The northernmost structure was a two-story structure labeled “Cleaning Mach’y Driven by (portable) steam power” (Figure 6). East of that structure was a one-story room . The easternmost structure was a shed with a roof that was level with the floor of the grain warehouse. This structure was along the edge of the Willamette River and may have been a loading dock.

1886-1887

In 1886 R. W. Moore sold the north half of the fractional block east of block one Dixon’s 1st Addition to W. B. Chase who sold it to Fred Blumhart in 1888 (Appendix 1). Blumhart operated the ferry across the Willamette River from 1888 until 1902 when it was sold to Benton County. The county

operated the ferry until 1913 when the VanBuren Bridge was completed (Gallagher 1993:127). In 1886 Cauthorn sold half interest in the south half of the block to Zephin Job (Appendix 1). The 1886 and 1887 assessment records list B. L. Arnold as deed holder to Cauthorn for the south half of the fractional river lots in Dixon's 1st Addition (Appendix 2).

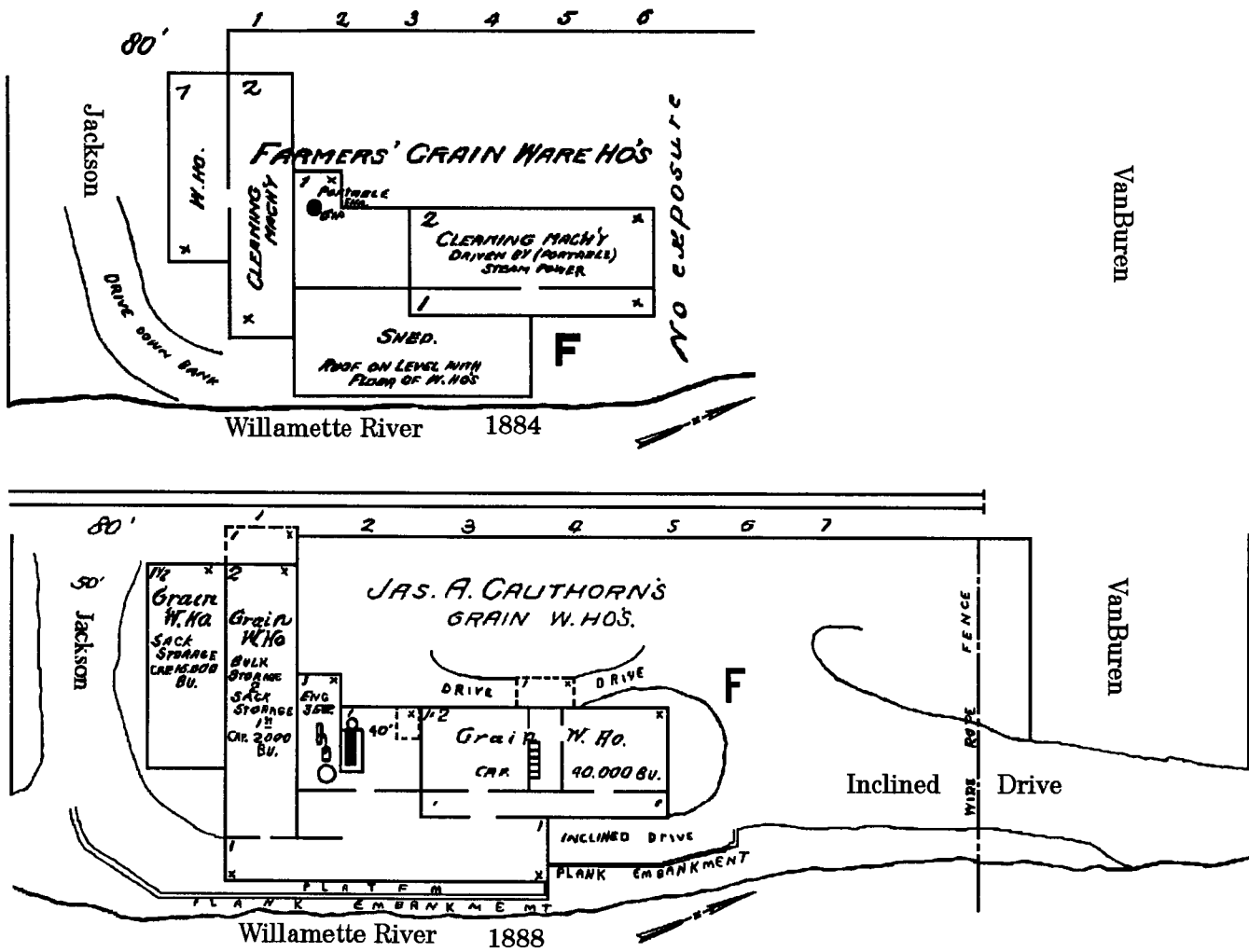
1888

On the 1888 Sanborn Map the Farmer's Warehouse was now the Jas. A. Cauthorn Grain Warehouse (Figure 6). At the north end of the block there was an inclined drive. An iron rope fence (possibly related to the ferry), running east to west, crossed the inclined drive and extended into the river. The same six structures from 1884 still existed in 1888 with a few additions. The additions included two one-story open porches, two plank embankments along the river, and an inclined drive leading to the dock along the east side. Other changes include the addition of rooms in some structures and the addition of a one-story room where the shed was in 1884 (Figure 6).

A drawing of the riverfront labeled "Blumhart's Ferry" shows the Corvallis riverfront in 1888 (Figure 7). The ferry across the Willamette River can be seen in the foreground with its cable line between the riverbanks (Figure 7). On the right side of the drawing is the Jas. A. Cauthorn Grain Warehouse. The drawing shows an ox cart being driven down the inclined drive to the dock by the steamboat (Figure 7).

By using the Sanborn Map (Figure 6) and the drawing of "Blumhart's Ferry" (Figure 7) we can get a better understanding of where the structures were placed and how they looked in 1888.

Figure 6. Sanborn Maps, VanBuren to Jackson 1884 and 1888¹.



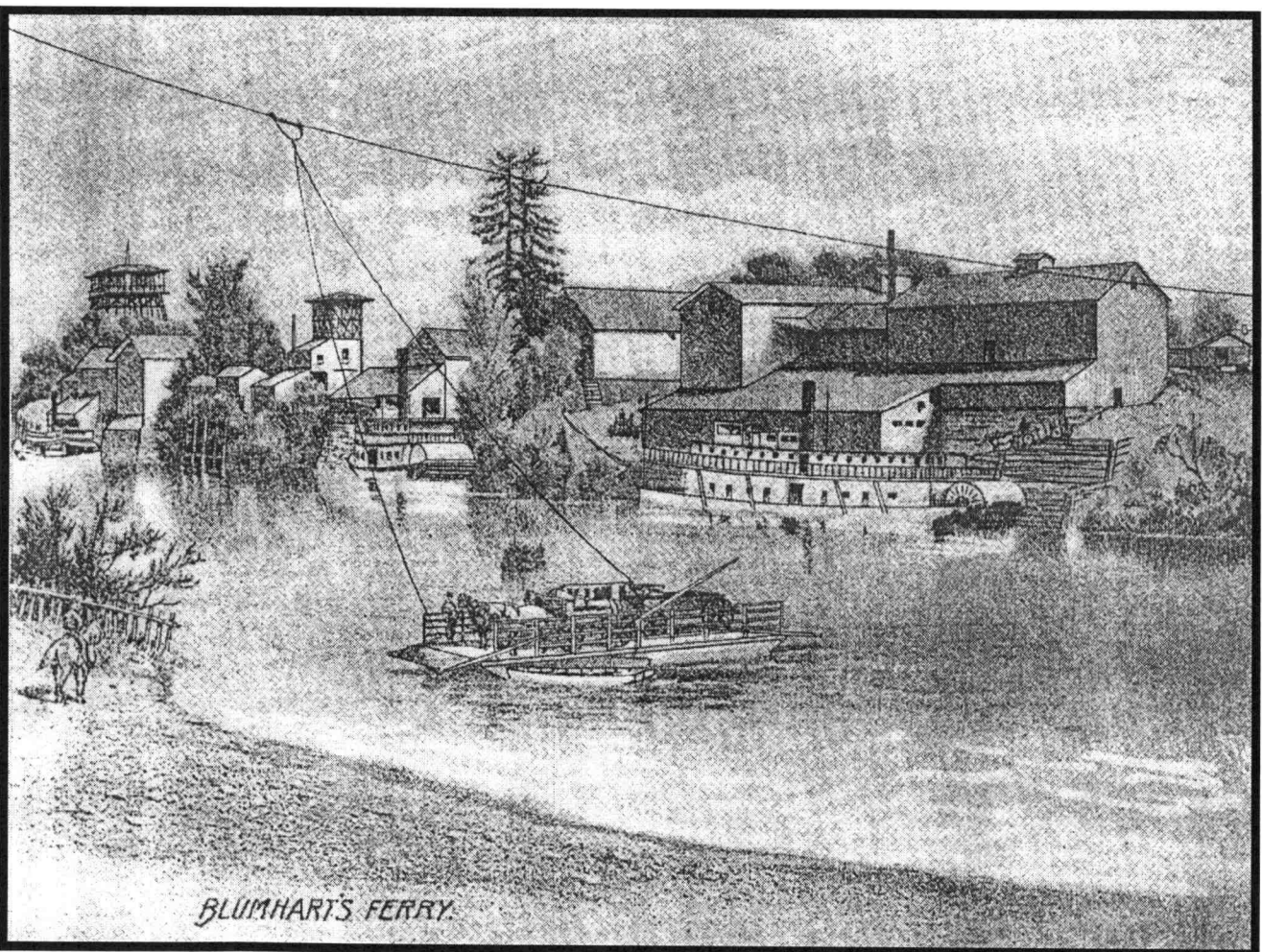


Figure 7. Blumhart's Ferry (drawing) 1888. From Corvallis Gazette-Times July 1937.

1889-1890

The 1889 and 1890 assessment records show Blumhart paying taxes on the north half of the fractional block in Dixon's Addition (Appendix 2). In 1889 the taxes for the south half of the fractional block in Dixon's Addition were paid by Zephin Job who had purchased the property from Cauthorn (Appendix 2). The 1890 Sanborn Map showed no changes to the structures of the Jas. A. Cauthorn Grain Warehouse (Figure 8).

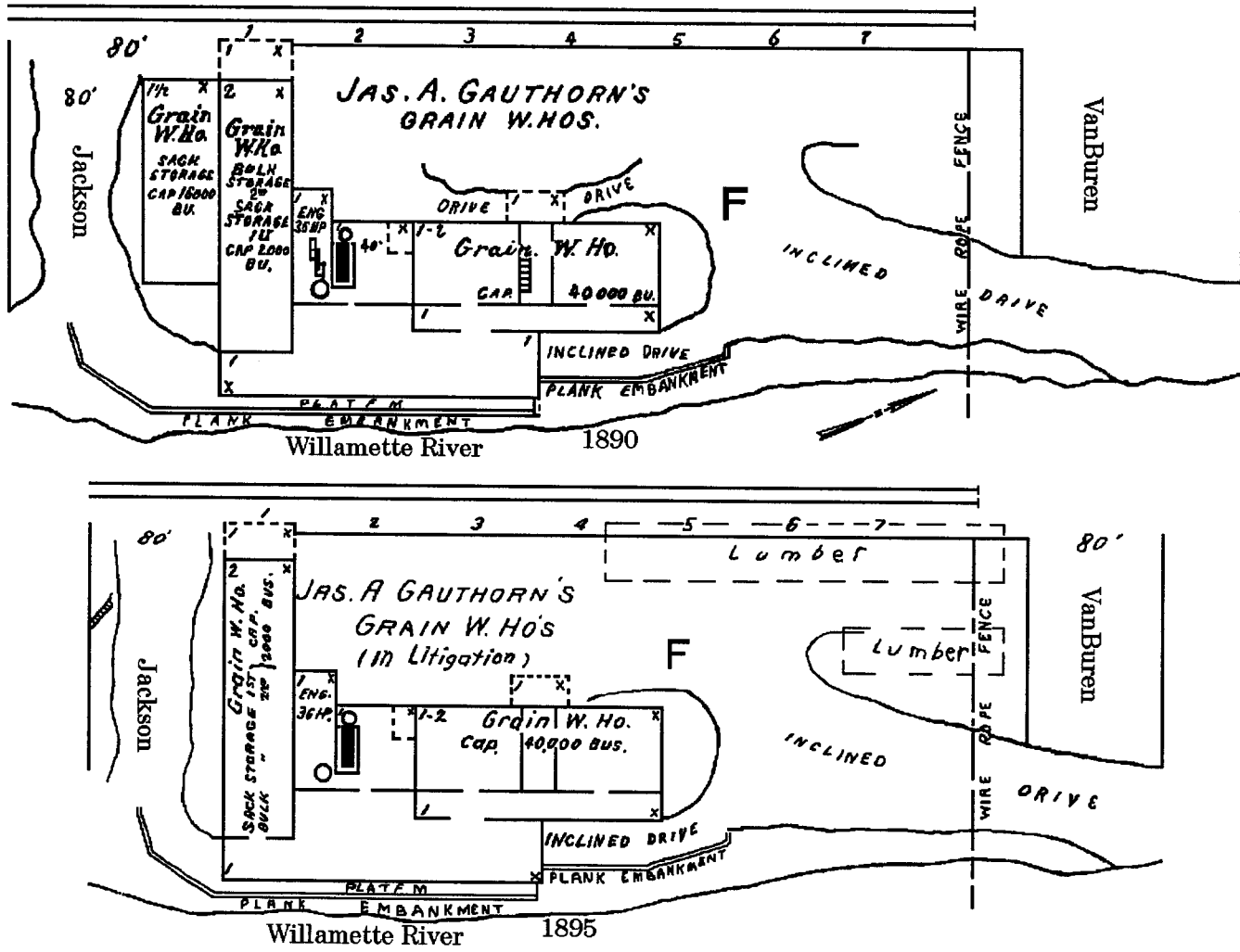
A photo taken between 1890 and 1894 shows the Jas A. Cauthorn Grain Warehouse along the Willamette River (Figure 9). The warehouse, located on the right side of the photo, had changed little since the 1888 drawing of the structure (Figure 7). The photo shows the wood planking and inclined drive along the riverbank (Figure 9).

1891-1907

Assessment records for 1895-1897 show Blumhart paying taxes on the north half of fractional river lots east of block one Dixon's Addition (Appendix 2). Ownership of the Jas. Cauthorn Grain Warehouse at the south end of the fractional block east of Dixon's 1st Addition changed several times between 1891 and 1898 when it was acquired by Henry Dutard (Appendix 1). In 1907 Henry Dutard sold the property to August W. and George Fischer (Appendix 1).

The 1895 Sanborn Map shows two lumber storage areas at the north end of the block (Figure 8). At the south end of the block the one and one half story warehouse located in Jackson Avenue had been removed (Figure 8).

Figure 8. Sanborn Maps, VanBuren to Jackson 1890 and 1895¹.



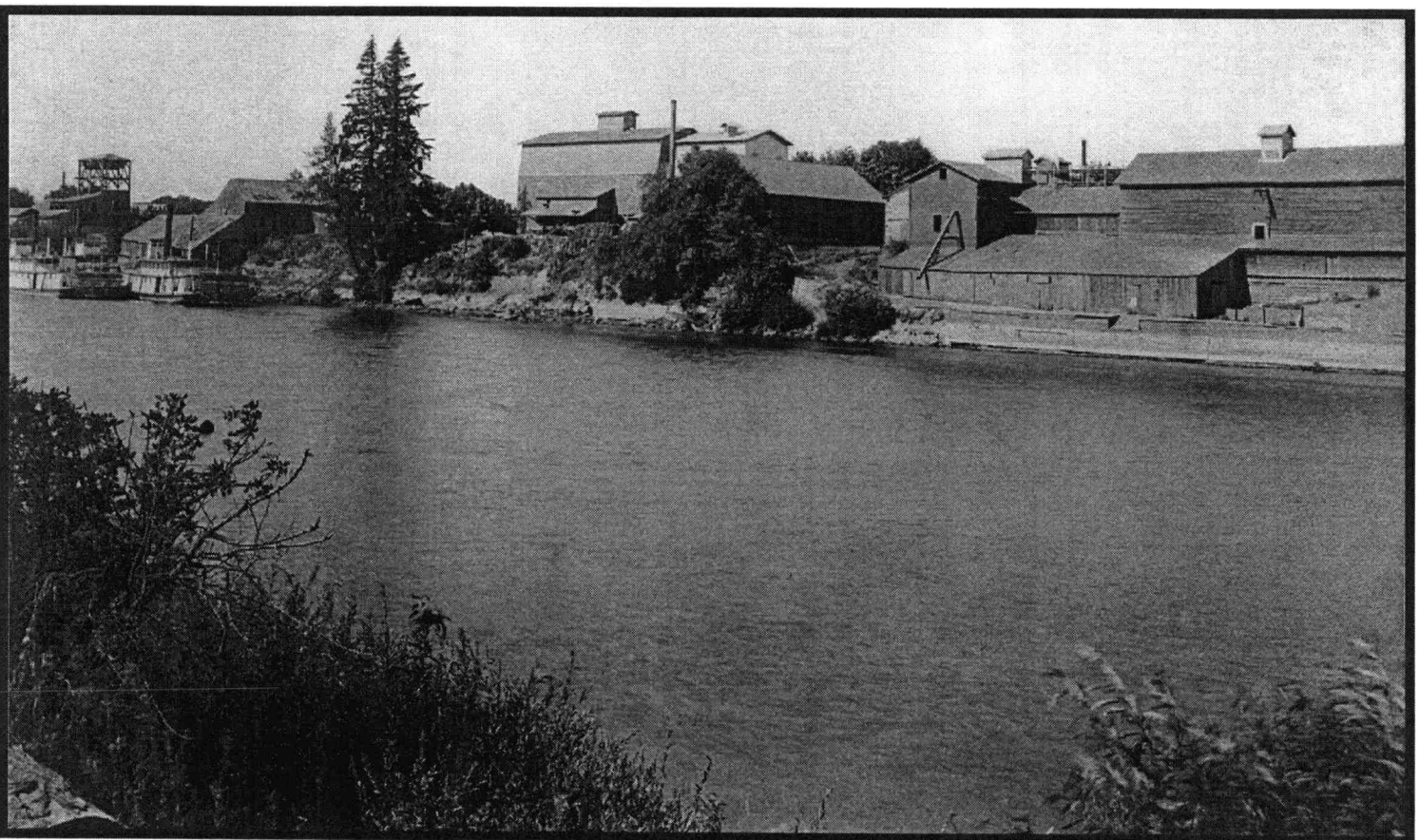


Figure 9. Corvallis Riverfront circa 1890 to 1894. Photo P220:1, courtesy Oregon State University Archives.

Reynolds (1977) stated that there was a boat dock built on the west bank of the Willamette near the east end of Jackson Avenue (Reynolds 1977:4). The Benton Grist Mills were built just south of the dock and boats were loaded with grain there (Reynolds 1977:4). This corresponds to the Sanborn Map for 1895 (Figure 8) which shows the dock running along the east side of Cauthorn's Grain Warehouse and extending south into Jackson Avenue. Benton County Flouring Mills was south of the dock.

The 1897 map of Job's Addition to Corvallis had a steam ferry located at the end of Jackson Avenue (Munford 1980). This differs with all other accounts which have the ferry located at the end of VanBuren Avenue. While it is possible that there was a second ferry operating at the end of Jackson Avenue, no other maps or written records indicate a ferry was ever located there.

1907-1911

In 1907 August W. Fischer purchased the south half of the block east of Dixon's 1st Addition from Eliza Dutard (Appendix 1). In 1908 Fred and August Fisher began paying taxes on the south half of the fractional river block east of block one Dixon's Addition (Appendix 2). In 1909 the property was valued at \$500 and there were \$1500 in improvements. In 1910 improvements were valued at \$500 and in 1911 and 1912 improvements were valued at \$300 (Appendix 2).

1912

The 1912 Sanborn Map shows that the wire rope fence had been removed and a private residence had been added along VanBuren Avenue

(Figure 10). The residence was a two-story house with a one-story addition on the back. There was a one-story open porch on the front and an enclosed porch at the back. The inclined drive to the ferry was still in the same location however it had been narrowed. The Cauthorn Warehouse had been replaced by Fischer's Hay Warehouse. Fischer's Hay Warehouse was a two-story structure with two rooms and a composite roof. The hay warehouse had a one-story open porch, with a shingle roof, along First Street (Figures 10 and 11). Attached to the structure, on the south side in Jackson Avenue, were a small office and a staircase leading from the line of the riverbank towards the wharf along the river. At the east end of the warehouse, along the river, was the wharf. Access to the wharf was either by an inclined drive along Jackson Avenue or the staircase next to the warehouse (Figure 10).

A photo taken between 1912 and 1917 shows the steamer *Grahamona* at the dock behind Fischer's Hay Warehouse (Figure 11). The Fischer's Hay Warehouse was labeled "Benton Mills Flour, Feed, and Hay". The photo was taken prior to 1917 when the Baptist church was placed north (right) of Fischer's Hay Warehouse.

1917

In 1917 Fred Fischer purchased property at the corner of 5th Street and Jefferson Avenue where the local Baptist church was located. The Baptist church was built on that site in 1895. In 1917 Fischer moved the Baptist church to the north end of Fischer's Hay Warehouse, along the riverfront, between VanBuren and Jackson Avenues (Munford 1991a) (Figures 10 and 12). Fischer used the Baptist church as a hay warehouse until 1956.

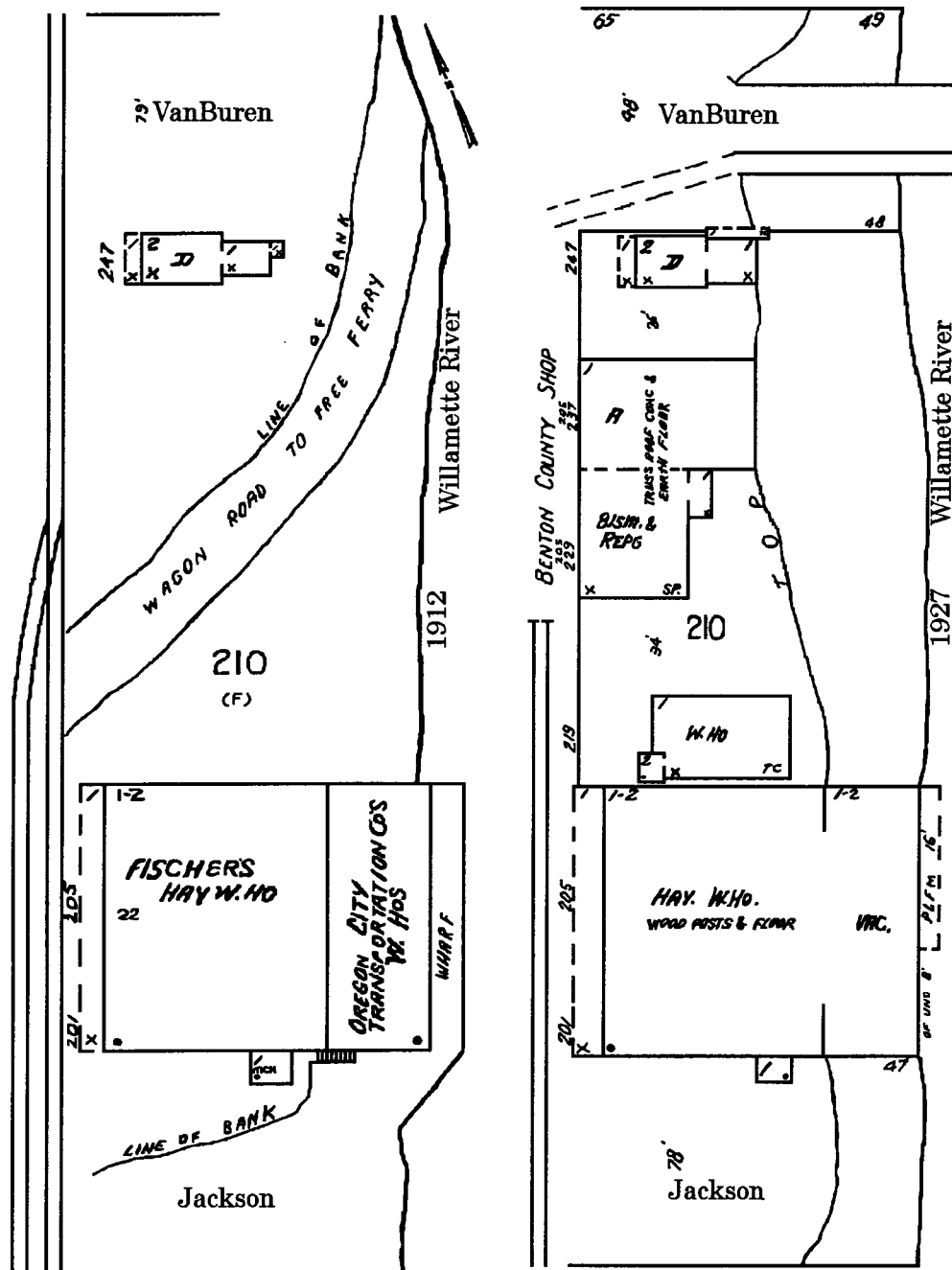


Figure 10. Sanborn Maps, VanBuren to Jackson 1912 and 1927¹.

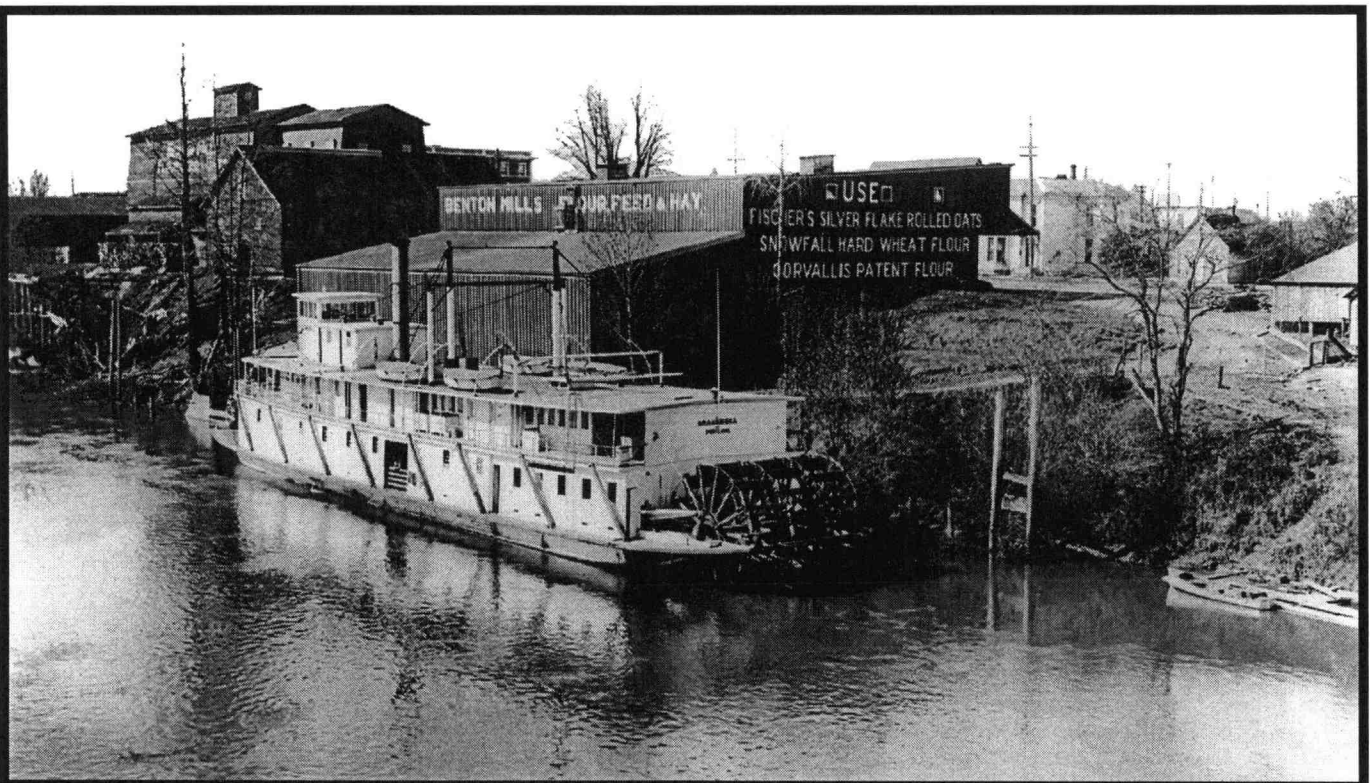


Figure 11. Fischer's Hay Warehouse and Steamer Grahamona circa 1912 to 1917. Photo #596, courtesy Oregon State University Archives.

A photo taken between 1917 and 1956 shows the Baptist church north (left) of Fischer's Hay Warehouse (Figure 12). The photo was taken from First Street looking southeast towards the Willamette River.

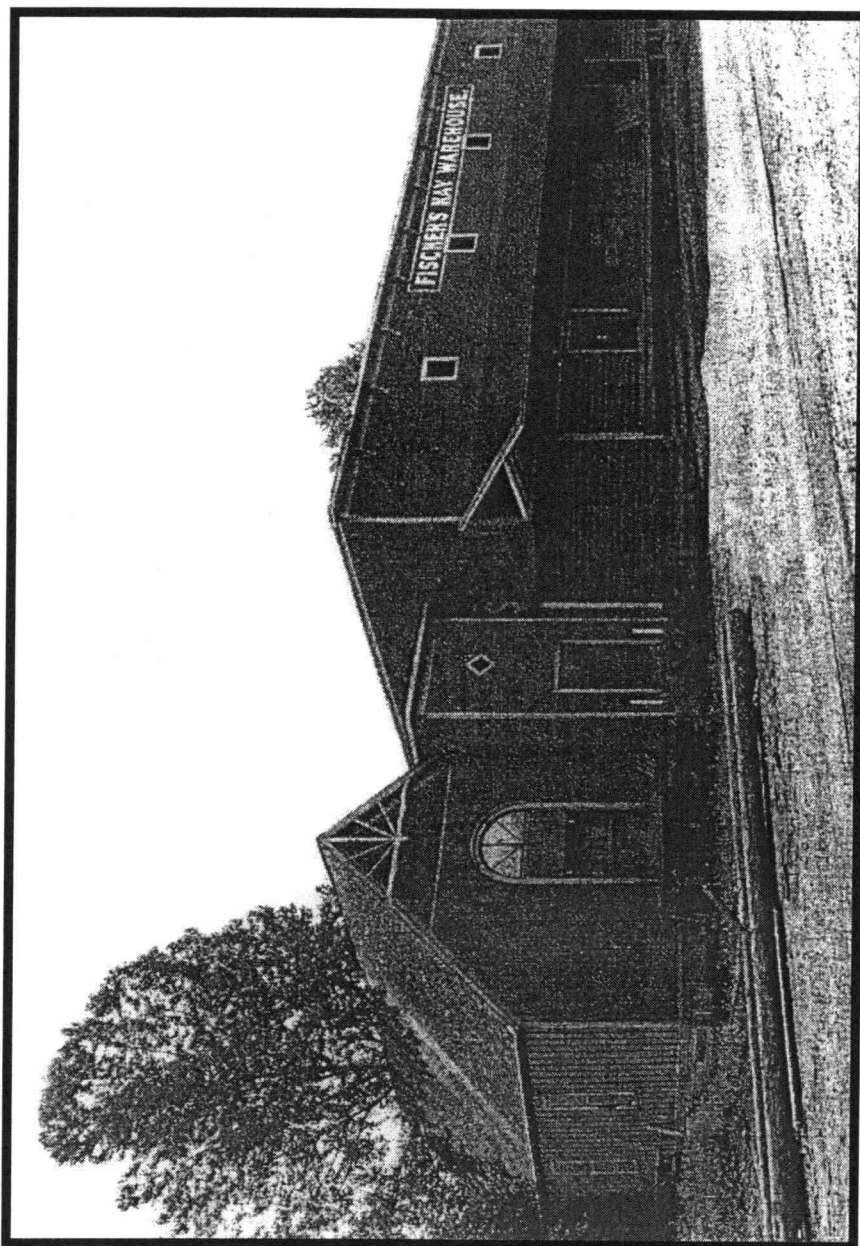


Figure 12. Fischer's Hay Warehouse and Baptist church circa 1917 to 1956. Gazette-Times, 25 March 1991.

1927

The 1927 Sanborn Map shows two businesses and a private residence between VanBuren and Jackson Avenues. The VanBuren bridge is present on the 1927 Sanborn Map. The private residence along VanBuren and the Hay Warehouse along Jackson (Figure 10) were still present. There had been two changes to the one-story room on the east end of the private residence. The changes were a one-story open porch added on the north side and the removal of the enclosed porch on the east end along the river. The removal of the enclosed porch may coincide with a change in the location of the river bank. The 1927 Sanborn Map shows the top of the bank further west than the line of the bank on the 1912 Sanborn Map (Figure 10). It is not possible to tell from the Sanborn Maps whether the change in the bank was due to erosion or related to the construction of the VanBuren Bridge.

North of the private residence was a three room structure, with a shingle roof, which was labeled "Benton County Shop" (Figure 10). The building had a truss roof and concrete and earthen floors. The north room was an auto shop and the south room was a blacksmith and repair shop. There was a stovepipe located in the southeast corner of the blacksmith and repair shop. Attached to this room, on the east, was a small one-story room with a shingle roof (Figure 10).

It was not possible to date the Benton County Shop using deed or tax assessment records and there was no mention of the structure in the historical record. Deed records were not useful because the county had acquired the lots when they purchased the ferry in 1902. Since the county was tax exempt, the assessment records do not indicate any improvements to the lots. The structures may be partially visible at the right side of a photo of Fischer's Hay Warehouse (Figure 11).

On the 1927 Sanborn Map the name Fischer's had been removed from the hay warehouse. The hay warehouse was constructed with wood posts and floor (Figure 10). The wharf along the river had been removed and there was an open porch along the river at the north end of the warehouse. The room nearest the river was labeled "vacant". North of the hay warehouse was the old Baptist church which was used by the Fischer's to store hay.

1933-1947

In 1933 the depression forced the Fischer's to file for bankruptcy. The Fischer's lost most of their holdings in the depression, but retained ownership of the feed and grain warehouse between VanBuren and Jackson Avenues (Charlton-Ruff 1975b:2). On January 5, 1947 H. G. Slocum purchased the north half of the block from Benton County (Appendix 1).

After 1946 the tax assessors office switched from assessment books to assessment cards. The tax assessment cards for the fractional block east of block one Dixon's 1st Addition were discarded after the city acquired the lots in 1956. Because the cards were discarded it was not possible to use the assessment records to determine when structures were constructed, improvements were made, or when structures were removed after 1946.

1950

The 1927 (revised to 1950) Sanborn Map shows several changes to the structures along the riverfront (Figure 13). The shingle roof on the private residence had been replaced with a composite roof.

The building which was labeled "Benton County Shop" was labeled "Genl Stge and Auto Stge" (Figure 13). A one-story room, with a composite

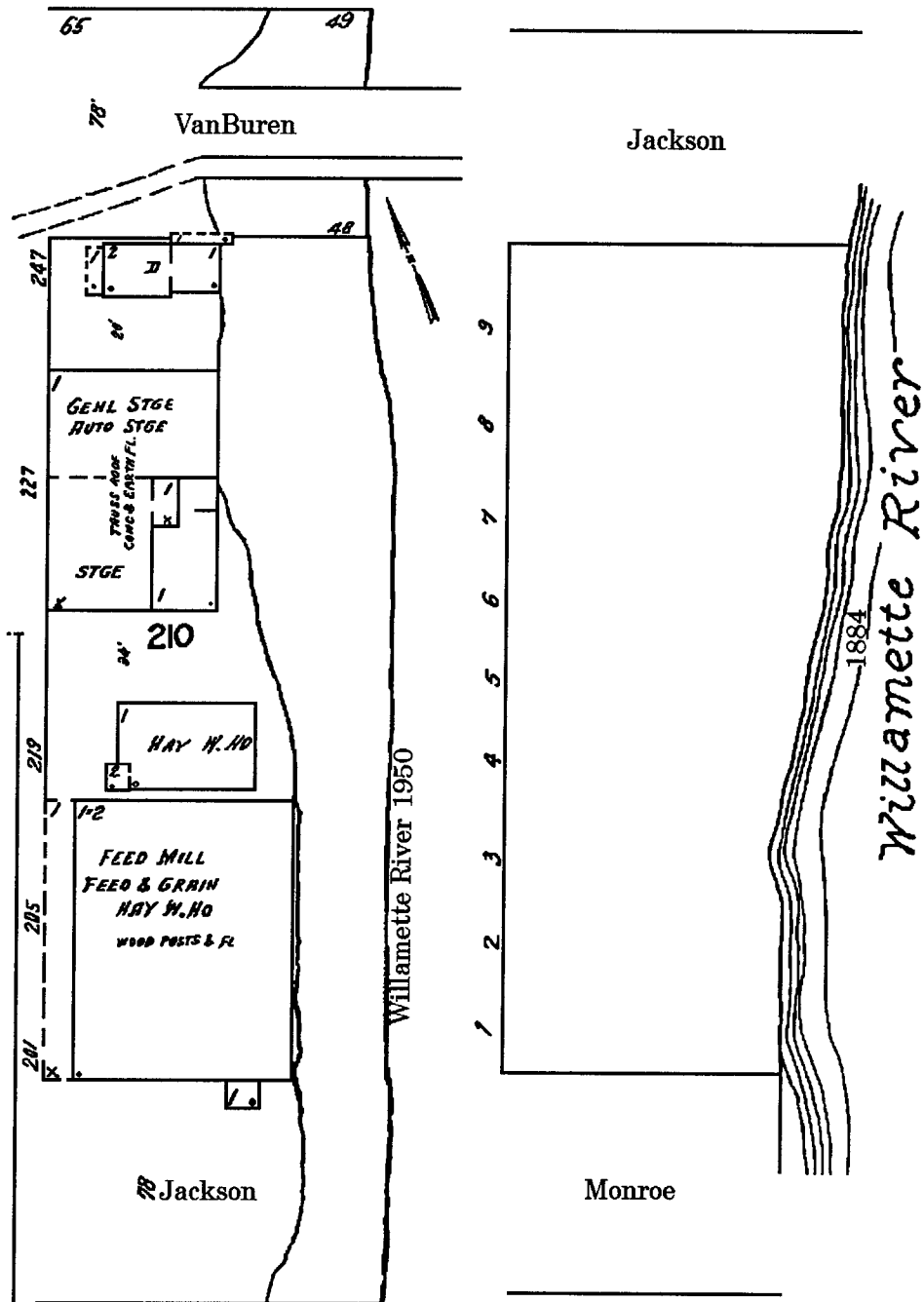


Figure 13. Sanborn Maps, VanBuren to Jackson 1927 (revised to 1950) and Jackson to Monroe 1884¹.

roof, had been added to the southeast side of the structure, along the river. In 1950 the blacksmith and repair shop was labeled “Stge”.

The 1927 (revised to 1950) Sanborn Map had the hay warehouse along Jackson Avenue labeled “Feed Mill, Feed and Grain, Hay Warehouse” (Figure 13). The vacant warehouse extending over the Willamette River and the platform attached to the east end had been removed. The shingle roof of the Baptist church had been replaced by a noncombustible roof and the structure was labeled “Hay Warehouse” (Figure 13).

1956-1959

The Fischer's owned the property at the south end of the fractional block east of Dixon's 1st Addition until October 11, 1956 when the City of Corvallis acquired the property for the Highway 99 by-pass along First Street (Appendix 1). The City of Corvallis also purchased the north half of the block from H. G. Slocum on June 22, 1956 (Appendix 1). In 1957 the Baptist church was removed from the riverfront and placed at the Corvallis Fair Grounds (Gazette-Times 1957).

Several aerial photos show the sequence of the removal of structures from along the Corvallis Riverfront. An aerial photo of the riverfront taken on July 17, 1956 showed no structures removed between VanBuren and Jackson Avenues (University of Oregon Map Library 1956). An aerial photo taken later in 1956 showed the general storage/auto storage and the private dwelling removed north of the Baptist church along the riverfront (City of Corvallis 1956). By September 1, 1959 all structures had been removed from the riverfront between VanBuren and Jackson Avenues (City of Corvallis 1959).

The block between VanBuren and Jackson Avenues was very important to the early history of Corvallis. The north end of this block was the location of the Willamette River Ferry which allowed goods to be brought to Corvallis for shipping to distant markets. This ferry was in service from 1848 until 1912 when it was replaced by the VanBuren bridge.

Around 1912 a private dwelling was added just south of VanBuren Avenue. In the mid-1910s the Benton County Shop was constructed south of the dwelling. This structure contained an auto shop on the north end and a blacksmith shop at the south end. The dwelling and warehouses were removed in 1956.

The Corvallis Warehouse Company erected several warehouses at the south end of the block in 1873. The warehouses were used for the storage and shipping of wheat and had a wharf where steamboats docked to take on wheat which was shipped to California and overseas markets. Between 1895 and 1912 the grain warehouses were removed. By 1912 a new set of hay warehouses had been constructed in the same location extending farther west towards First Street. In 1917 the Baptist church was moved by the Fischer's to the riverfront and used as a hay warehouse until 1956.

Jackson to Monroe

The fractional block along the riverfront between Jackson and Monroe Avenues is located in Township 11, Range 5, Section 35DC. The legal description of this block is fractional block one Avery's Addition (Original town of Marysville).

1861-1883

In 1861 J. C. Avery sold lots one, two, and three of fractional block one. These fractional lots were re-sold several times and at the end of 1861 were owned by G. B. Smith (Appendix 1). On May 3, 1873 the Corvallis Warehouse Company was incorporated. The stock holders were H. C. Lewis, G. G. Newton, E. Hartless, C. E. Moore, W. H. Elliott, and N. P. Newton. The purpose of this incorporation was to purchase, hire, or build a wharf and warehouse for the purpose of storing and shipping grain and other merchandise (Fagan 1885:432). In 1875 Corvallis Warehouse Company was paying taxes on lots one and two of fractional block one which were valued at \$4000, with \$3000 debt (Appendix 2). In 1873 Greenberry Smith was also paying taxes on lots one and two as well as lot three of fractional block one (Appendix 2). Smith paid taxes on lots one, two, and three of fractional block one in 1876, 1879-1882, and from 1884-1886.

Lots four, five and six of fractional block one were owned by J. C. Avery until 1884 (Appendix 1). J. C. Avery paid taxes on lots four, five, and six of fractional block one from 1874 until 1881 (Appendix 2).

1884-1886

On July 24, 1884 Martha Avery et al. sold lots four, five, and six of fractional block one to W. A. Wells and E. W. Spencer (Appendix 1). The 1884 Sanborn Map shows no structures located on the block between Jackson and Monroe Avenues (Figure 13). The 1885 and 1886 tax assessment records show Wells and Spencer owning lots four, five, and six of fractional block one (Appendix 2). The lots were valued at \$700 with merchandise of \$2000 and debts of \$2400.

1888

The 1888 Sanborn Map shows the Oregon Pacific rail line along First Street to Jackson Avenue (on the north) (Figure 14). At the north end of the block was the W. A. Wells Grain Warehouse. The warehouse was a two-story structure, with a shingle roof, and a one-story open porch. Connected to this structure was a 20 foot engine shaft which extended to an engine room to the south.

Fifty feet to the south of the W. A. Wells Engine Room was a one-story office with a shingle roof. Forty-five feet southeast of the office were two sheds with shingle roofs that housed engines and had metal stovepipes. At the south end of the block in Monroe Avenue was a one-story shingle roof structure which housed a hand engine (Figure 14).

The W. A. Wells Grain Warehouse can be seen in the 1888 drawing labeled "Blumhart's Ferry" (Figure 7). In the 1888 drawing the grain warehouse, which runs lengthwise from First Street to the river, can be seen south (right) of the Jas. Cauthorn Grain Warehouse. The W. A. Wells Warehouse was located south of Jackson Avenue as can be seen on the 1888 Sanborn Map (Figure 14).

The 1888 tax assessment records have W. A. Wells owning three fractional river lots (Appendix 2). The lots were valued at \$1800, with improvements of \$303, machinery valued at \$310, and merchandise valued at \$90.

1889

In 1889 there was a real estate boom and a new flouring mill was erected on the riverfront between Monroe and Jackson Avenues (Martin

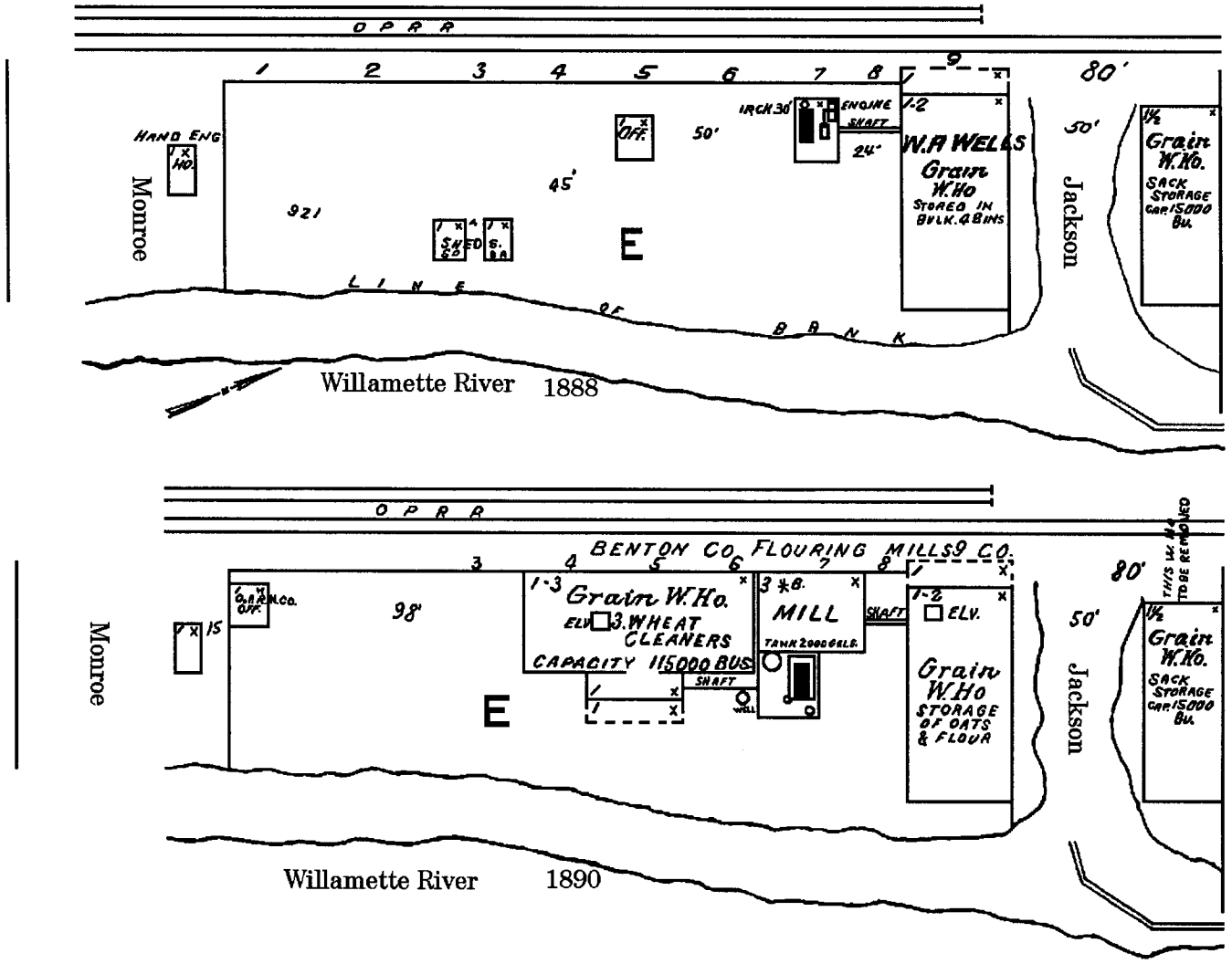
1938b:283). This mill was the Benton County Flouring Mill which occupied lots four, five, and six of fractional block one. These lots had been purchased by Smith, Rickard, Wilson, and Avery from W. A. Wells in 1889 (Appendix 1).

1890

In 1890 Greenberry Smith sold lots one, two, and three of fractional block one to John Rickard et. al (Appendix 1). In March of 1890, the Benton County Flouring Mills were built on the riverbank between Monroe and Jackson Avenues (Martin 1938a:VII-4; Gallagher 1993:73). The owners of Benton County Flouring Mills were John Rickard, R. E. Gibson, John Smith, Allen Wilson, and Punderson Avery (Gallagher 1993:73). The construction contractor was Joseph Wagner and Co. of San Francisco (Gallagher 1993:73). The 1890 assessment records show Benton County Flouring Mills paying taxes on lots one through six of fractional block one (Appendix 2). In 1890 the lots were valued at \$15,000 with \$1400 in debt (Appendix 2).

The 1890 Sanborn Map shows Benton County Flouring Mills replacing and expanding the W. A. Wells Grain Warehouse (Figure 14). At the north end of what had been the W. A. Wells Warehouse an elevator had been added. The engine room was moved to a new room east of the former room and there was a 2000 gallon tank located above the new engine room. In place of the old engine room was a shingle roofed three-story structure with a basement, labeled "Mill". The office 50 feet to the south had been removed. A three-story, shingle roof, warehouse with an elevator was located south of the mill. At the back of the warehouse there was a one-story shingle roofed room with a one-story shingle roof porch facing the river (Figure 14). There was a shaft between the one-story room and the engine room to the north.

Figure 14. Sanborn Maps, Jackson to Monroe 1888 and 1890¹.



A photo taken between 1890 and 1894 shows Benton County Flouring Mills at the center of the photo (Figure 9). Benton County Flouring Mills consisted of the former W. A. Wells Grain Warehouse and a newer three-story mill and grain warehouse located to the south (left).

At the south end of the block on Monroe Avenue there was a one-story shingle roof office for the O. P. R. N. Co. (Figure 14). The structure in Monroe Avenue was still present, however, the hand engine had been removed.

1891

In 1891 John and Emma Smith sold R. E. Gibson partial interest in lots one through six of fractional block one (Appendix 1). Assessment records show Benton County Flouring Mills paying the taxes on lots one through six of fractional block one from 1891-1904. In 1891 the lots were valued at \$13,500, with machinery of \$1150, transportation of \$400, and accounts of \$2000 (Appendix 2). In 1892 the property value was the same, machinery was valued at \$5500 and transportation and accounts were not listed. In 1893 the value of the lots decreased greatly from \$13,500 to \$600, improvements were valued at \$10,000, machinery at \$2040, transportation at \$200, and accounts were valued at \$5000 (Appendix 2). In 1874 the lot values remained the same, improvements decreased to \$9000, machinery was valued at \$2000, transportation was \$200, and accounts were \$4000 (Appendix 2).

It is unclear why there was a \$12,900 devaluation of lots one through six of fractional block one in 1893. The value of other fractional lots along the riverfront also decreased in 1893 but the change was not as dramatic as for this block. The historical record does not mention any events which would

have led to this drastic change in the value of lots one through six of fractional block one.

1895

The 1895 Sanborn Map shows no external changes to Benton County Flouring Mills. The only major structural changes were an L-shaped open porch between the warehouse along Jackson and the mill to the south (Figure 15). In the northern grain warehouse, a steam heated office had been added. The 1895 Sanborn Map also shows a water pipe leading from the mill's 2000 gallon water tank to a double hydrant on Jackson Avenue (Figure 15). The mill had a fire suppression system which could draw water from the Willamette River and throw it over the building. There was also a 7000 gallon water tank on the top of the building and hoses on every floor (Phinney 1940b). The 1895 assessment records have lots one through six of fractional block one valued at \$400, with improvements of \$7000, merchandise of \$2000, and accounts of \$2000 (Appendix 2). The 1895 Sanborn Map shows the O. P. N. R. Co. office at the south end of the block labeled O. R. & N. Co. office.

1896-1911

Between 1896 and 1899 the value of fractional lots one through six of fractional block one remained the same (Appendix 2). On February 3, 1897 Gibson, Avery, Wilson, and Rickard sold lots one through six of fractional block one to Benton County Flouring Mills (Appendix 1). From 1900 to 1904 the value of lots one through six of fractional block one was \$400 and

improvements were valued at \$6000 (Appendix 2). On September 30, 1904 Fischer Flouring Mills purchased Benton County Flouring Mills (Appendix 1).

A photo taken in 1900 shows the grain warehouse, mill, and warehouse of Benton County Flouring Mills (Figure 16). The photo was taken from First Street looking southeast. The former W. A. Wells Grain Warehouse is the structure in the foreground.

The 1905 assessment records show Fred and August Fischer paying taxes on lots one through six of fractional block one (Appendix 2). The lots were valued at \$600 with improvements of \$3500 (Appendix 2). From 1906 to 1908 the lot values remained the same but the value of improvements decreased to \$2500. From 1909 to 1912 the lots were valued at \$1000 and the value of improvements increased from \$500 in 1909 to \$2500 in 1912 (Appendix 2).

1912

The 1912 Sanborn Map shows Benton County Flouring Mills now named Corvallis Flouring Mills with A. W. Fischer as the manager (Figure 15). Changes included a one-story storage room with a shingle roof at the back of the south warehouse, and the removal of the engines, shafts, and water tower (Figure 15). The engine room was used for storage and there was an electric motor located in the feed mill. Along Jackson Avenue a small one-story, shingle roof, open porch had been added projecting into the street.

A photo taken between 1912 and 1917 shows Corvallis Flouring Mills south (left) of Fischer Mills ("Benton Mills") (Figure 11). The large wooden posts, used to tie up steamboats, can be seen sticking out of the Willamette River along the riverbank (Figure 11).

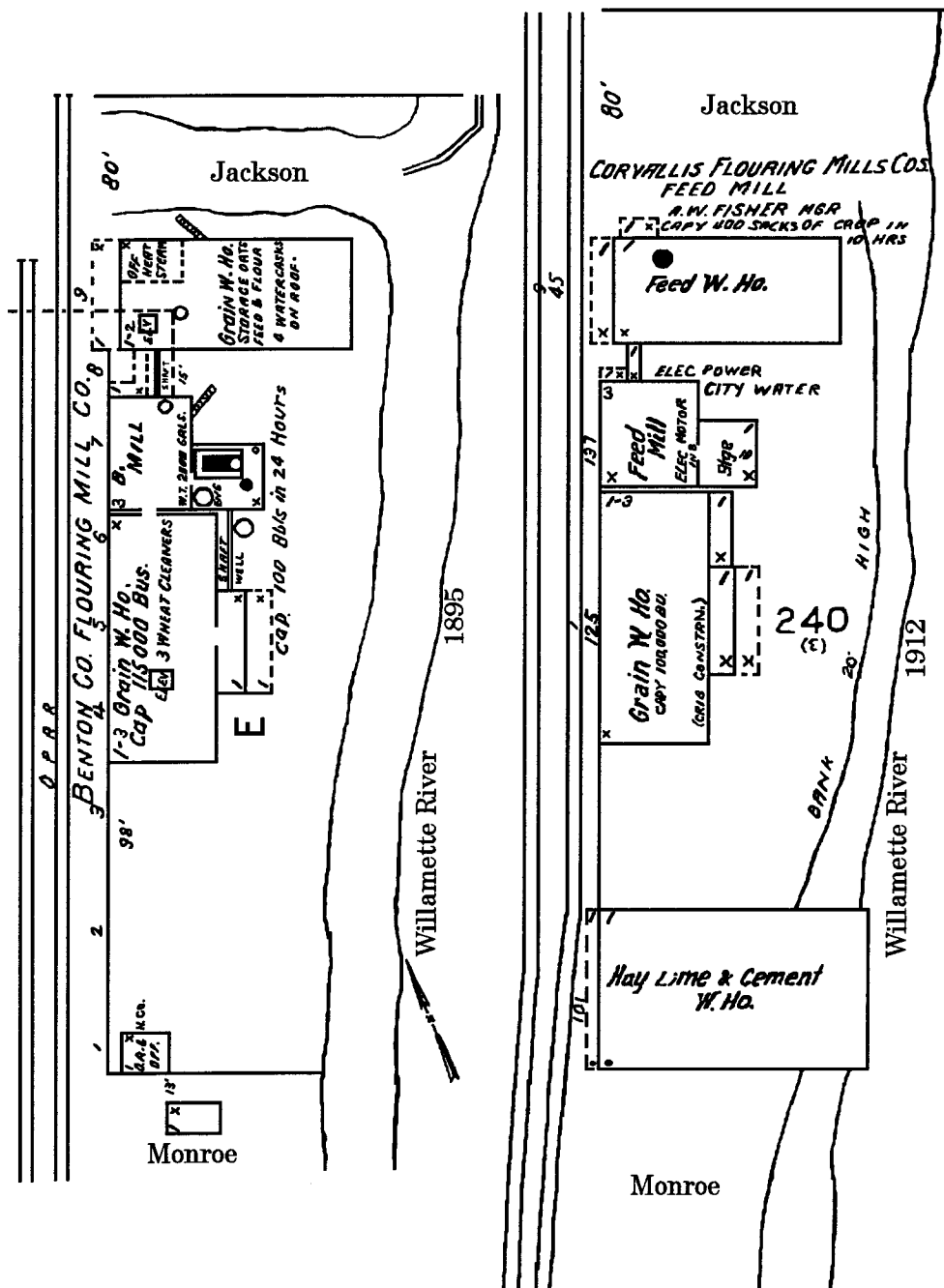


Figure 15. Sanborn Maps, Jackson to Monroe 1895 and 1912¹.

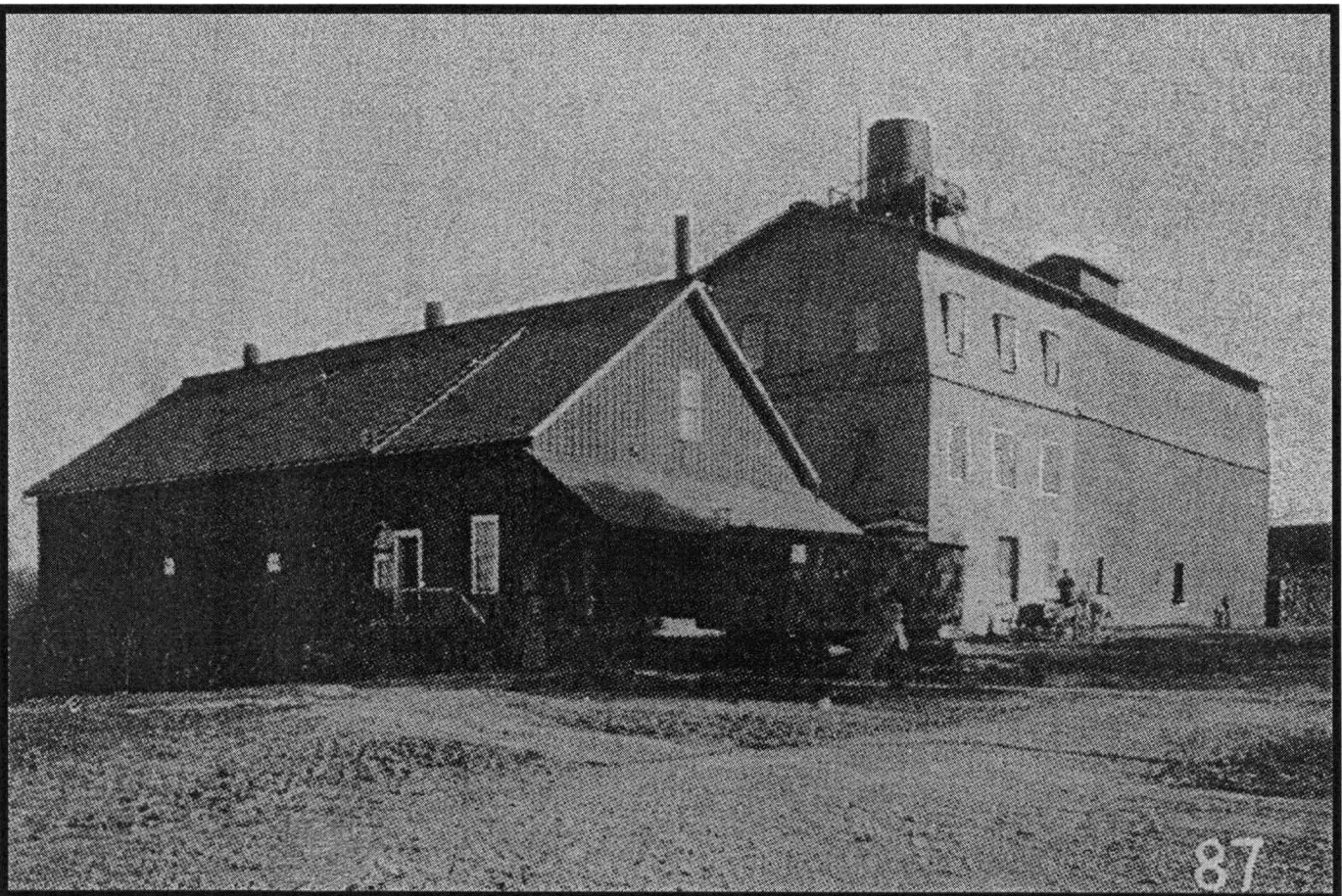


Figure 16. Benton County Mills 1900. Photo in MC Benton County, "Benton County, Oregon Illustrated" p. 8, courtesy Oregon State University Archives.

At the south end of the block the O. R. & N. office and the one-story structure located in Monroe Avenue were removed. A Structure labeled “Hay, Lime, and Cement Warehouse” had been added along the north side of Monroe Avenue (Figure 15). The warehouse was a one-story structure with a composite roof and an open porch on First Street. The east end of the warehouse extended over the Willamette River.

1927

The 1927 Sanborn Map shows the Corvallis Flouring Mill’s name changed to “Fischer Brother’s Milling Company” (Figure 17). Structural changes included the enclosure of the various structures into a single rectangular structure with a composite roof. The open porch in Jackson Avenue had been lengthened and a one-story shingle roof porch was added to the south end of the warehouse. A one-story shingle roof open walkway had been added along the river connecting the warehouse to the Grain Warehouse to the south. The grain warehouse was formerly the Hay, Lime, and Cement Warehouse (Figure 17). These changes may have occurred in 1921 when there was a \$7450 increase in improvements on lots one through six of fractional block one (Appendix 2).

1933-1945

The Fischer’s owned the Fischer Brothers Milling Company until 1933 when they filed for bankruptcy (Appendix 1). At the time of the bankruptcy the property was acquired by E. E. Wilson who sold it to J. G. and Laura Smith in 1935 (Appendix 1). On June 23, 1945 the Smith’s sold lots one through six of fractional block one to the City of Corvallis (Appendix 1).

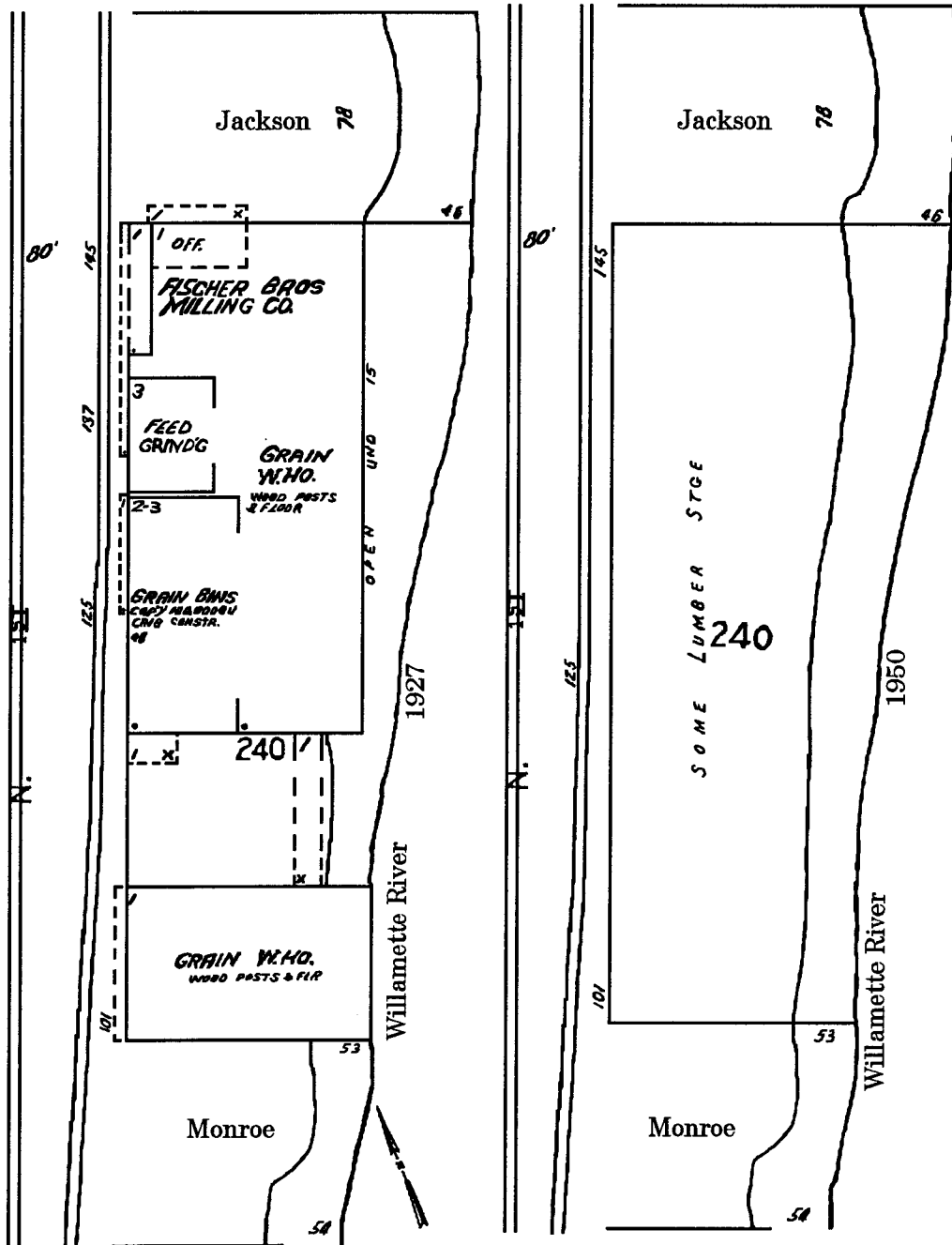


Figure 17. Sanborn Maps, Jackson to Monroe 1927 and 1927 (revised to 1950)¹.

An aerial photo from 1936 showed all structures still present between Jackson and Monroe Avenues (University of Oregon Map Library 1936). The warehouses of Fisher Brother's Milling Company had been removed from the north half of the block by the time the 1944 aerial photo was taken (University of Oregon Map Library 1944).

After 1946 the tax assessors office switched from assessment books to assessment cards. The tax assessment cards for fractional block one were discarded after the city acquired the lots in 1945.

1950

The 1927 (revised to 1950) Sanborn Map shows all structures removed from the riverfront between Jackson and Monroe Avenues (Figure 17). The words "Some Lumber Storage" are written across the block (Figure 17).

The block between Jackson and Monroe Avenues was very important to the early history of Corvallis. In 1884 Wells and Spencer built a grain warehouse at the north end of the block along Jackson Avenue. In 1889 Benton County Flouring Mills purchased this warehouse and added a mill and a warehouse with wheat cleaners at the south end. In 1904 the Fischer Brother's purchased the mill and warehouses. Between 1912 and 1927 the warehouses were enclosed on the east side forming a rectangular structure. This structure had been removed by 1944.

In 1873 the Corvallis Warehouse Company purchased the south half of the block for the purpose of building a wharf and a warehouse. If the structures were constructed they had been removed by 1884. Between 1884 and 1888 a one-story structure was constructed in Monroe Avenue. This structure may have been used as an office for one of the steamboat lines.

The structure was removed between 1895 and 1912. In 1895 the O. R. & N. Co. had an office on the southwest corner of the block along Monroe Avenue and First Street. Between 1895 and 1912 a hay, lime, and cement warehouse was built on this location. The warehouse was being used as a grain warehouse in 1927 and was removed between 1944 and 1950.

By 1950 all structures had been removed and the block was being used for lumber storage and parking.

Monroe to Madison

The fractional block along the riverfront between Monroe and Madison Avenues is located in Township 11, Range 5, Section 35DC. The legal description of this block is fractional block two Avery's Addition (Original town of Marysville).

1863-1864

On December 24, 1864 J. C. Avery sold lots five and six of fractional block two to William B. Hamilton. In 1864 William and James Hamilton built two warehouses on the banks of the Willamette (Fagan 1885:444; Gallagher 1993:38). According to Fagan (1885), the warehouse was "sixty feet in length, and thirty in width with an eighteen foot wall, a cellar, or sacking room, and a capacity of thirty thousand bushels in bulk" (Fagan 1885:444). The second warehouse was "sixty feet long, twenty-four feet broad, sixteen feet high, and a capacity of fifteen thousand sacks" (Fagan 1885:444).

1874-1875

In 1874 there was a warehouse, owned by Hamilton Brother's, located along the riverfront (Gallagher 1993:39). On August 29, 1874 Alden Fruit Preserving Company was incorporated. On March 23, 1875 Alden Fruit Preserving Company purchased lots three and four of fractional block two from J. C. Avery (Phinney 1940a). Two structures were constructed to house Alden Fruit Preserving Company on lots three and four of fractional block two. According to Fagan (1885) in 1875, "the building for Corvallis Alden Fruit Drying Apparatus was completed, and the machinery having arrived work was commenced..." (Fagan 1885:442).

Pitman's [Pittman's] Sash and Door Factory (Planing Mill) was built in 1875 on the bank of the Willamette River at the corner north of Jefferson on First Street. The factory (planing mill) manufactured doors, sash, blinds, brackets, etc. (Fagan 1885:442; Gallagher 1993:37).

1876-1879

In 1876 W. M. Pittman purchased lots one and two of fractional block two from J. C. Avery (Appendix 1). In 1876, 1878, and 1879 Pittman paid taxes for lots on fractional block two (Appendix 2).

According to Reynolds (1977) the "Groves" water plant was erected on the northwest corner of Adams Avenue and First Street in 1876 with the water being taken from the Willamette River near Sheasgreen's Planing Mill (later Pitman's) (Reynolds 1977:4). The Sanborn Maps do not support this and indicate that the Waterworks was located on the riverfront at the end of Madison between 1884 and 1888. Between 1888 and 1890 the water works was moved to the southeast corner of First Street and Adams Avenue. The

water for this plant was drawn from the Willamette River at the end of Adams Avenue.

Prior to the erection of the water plant, water was stored in a tank at Pitman's Planing Mill (Oregon Historical Records Survey Service Division Works Progress Administration 1942:A-23). Spencer (1965) confirms this, stating that there was a 55 foot 15,000 gallon reservoir located at Buxton Planing Mill which was formerly owned by the Pitman's (Spencer 1965:8).

On July 31, 1876 William and James Hamilton sold lots five and six of fractional block two to M. H. Bell and Sol King (Appendix 1). These lots contained the Hamilton Brother's Warehouse. In 1878 M. H. Bell and Sol king sold lots five and six of fractional block two to Thomas J. Blair (Appendix 1).

According to Fagan (1885), there were three warehouses built along the Willamette River and operated by T. J. Blair (Fagan 1885:444). Deed records (Appendix 1) show T. J. Blair owning lots five and six of fractional block two from 1878 to 1887. Blair also had interest in lots one, two, and three of fractional block three which were sold in 1886 (Appendix 1).

1881

The 1881 Corvallis Business Directory has the T. J. Blair Warehouse at First and Monroe and the James Coffin Warehouse at First and Jackson. Sanborn Maps from 1884 show Farmer's Grain Warehouse north of Jackson Avenue (Figure 6) and Blair's Grain Warehouse south of Monroe Avenue (Figure 18). The 1881 business directory had a landing for the Independent Line of Steamboats at the foot of Monroe and an office at First Street and Monroe Avenue (Martin 1938a:II-22). The 1884 Sanborn Map (Figure 13) does not show a landing or office at First Street and Monroe Avenue. It is not

clear why the 1884 and 1888 Sanborn Maps do not show the landing at the end of Monroe Avenue. It may be that the landing was unimproved and there were no structures to be included on the map. An office for the O. R. & N. Co. appears on the 1890 Sanborn Map (Figure 14). The 1881 business directory does not mention the Alden Fruit Preserving Company which was located on lots three and four of fractional block two (Martin 1938a:II-23). On June 10, 1881 Alden Fruit Preserving Company was sold, by sheriff, to Allen, Goldson, Chenoweth, Brock, and Briggs (Appendix 1).

1884-1885

The 1884 Sanborn Map shows three businesses between Monroe and Madison Avenues (Figure 18). Blair's Grain Warehouse was located at the north end of fractional block two on lots five and six. Blair's Grain Warehouse consisted of five connected structures with shingle roofs. Three of the structures, labeled "Blair's Grain Warehouses", contained cleaning machinery which were driven by steam power from the planing mill at the south end of the block (Figure 18). The northern structure was two and one half stories, the middle structure was one-story, and the south structure was one and one half stories. North of the warehouses, in Monroe Avenue, was a one-story shingle roof structure which contained an engine which was not in use. This structure may have been the office of the Independent Line of Steamboats in the 1881 business directory. The fifth structure was a warehouse at the back of the building along the Willamette River (Figure 18).

At the center of the block was the Alden Fruit Dryer Mfy., which was located on lots three and four of fractional block two, and contained a two and one half story, shingle roof, structure on the north and a one-story, shingle

roof, structure on the south. The 1884 Sanborn Map has the buildings labeled “vacant” (Figure 18).

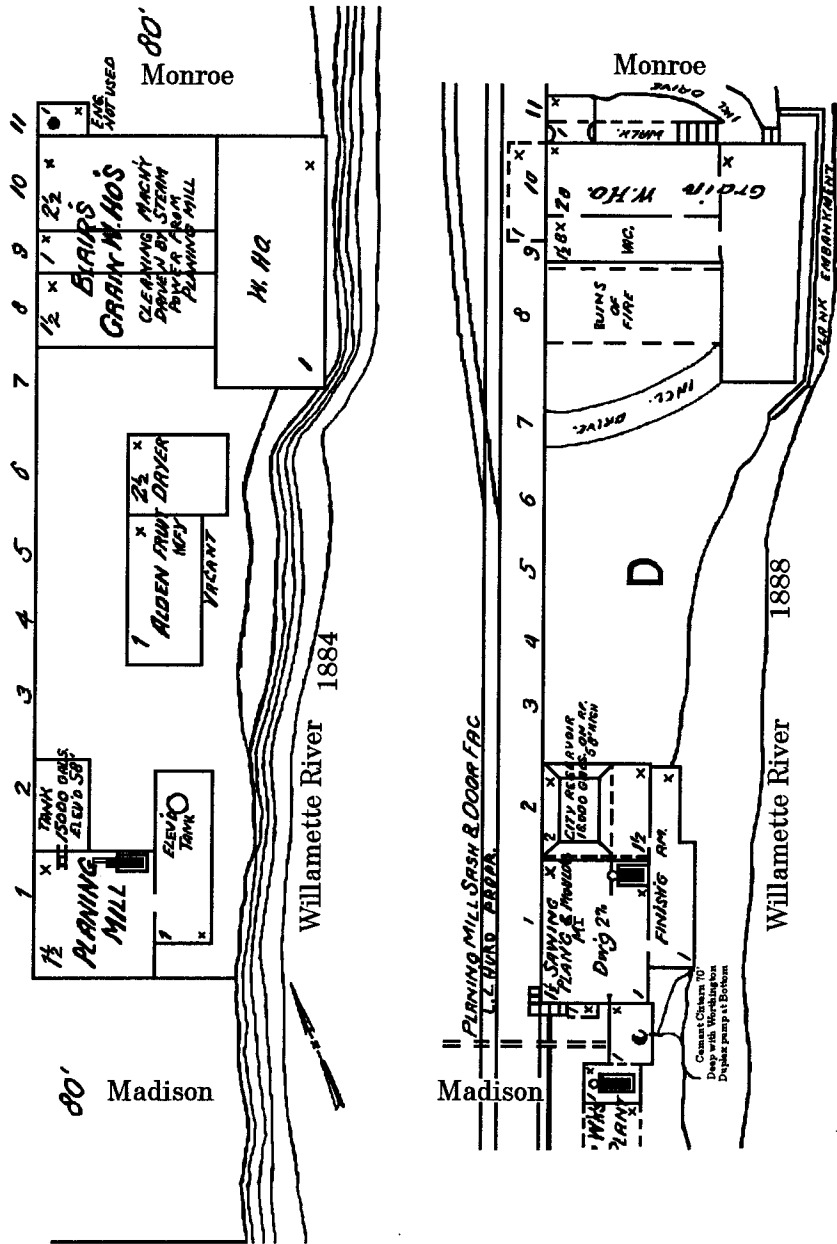


Figure 18. Sanborn Maps, Monroe to Madison 1884 and 1888¹.

At the south end of the block on lots one and two of fractional block two were three structures labeled "Planing Mill". The structure on the south was one and one half stories with a shingle roof, and contained a steam engine. To the east was a one-story, shingle roof, structure which contained an elevated tank at the north end. North of the one and one half story structure was a 15,000 gallon water tank which was elevated 58 feet (Figure 18). In 1885 the Corvallis Water Company was organized to take over the private water system associated with Pitman's Planing Mill (Gallagher 1993:67).

1887

In 1887 Pittman sold lots one and two of fractional block two to H. C. Lewis (Appendix 1). In 1887 T. J. Blair sold lots five and six of fractional block two, by sheriff, to Zephin Job (Appendix 1).

1888

The 1888 Sanborn Map shows a block which had changed greatly from 1884 (Figure 18). Blair's Grain Warehouse had burned down, the Alden Fruit Drying Plant had been removed, and the planing mill was in a new building. Archival records do not indicate why the structure were removed or replaced on this block.

At the north end of the block was a grain warehouse consisting of five structures, with shingle roofing (Figure 18). On Monroe Avenue there was a one-story structure which was connected to a walkway and stairs leading to a plank embankment along the river (Figure 18). North of this structure, and running down Monroe Avenue, was an inclined drive which led into a one-

story grain warehouse running lengthwise along the Willamette River. At the south end of the building was another inclined drive which led to the southwest corner of this same warehouse. Along First Street were two warehouses. The warehouse to the north had two stories and a basement. The warehouse to the south was labeled “vacant” and was one and one half stories with a basement. At the front of the structure was an open porch which extended into First Street. South of the warehouses was an area labeled “Ruins of Fire” (Figure 18). There is no indication if the fire was responsible for the loss of all structures on the block.

The 1888 drawing of the Corvallis riverfront labeled “Blumhart’s Ferry” shows a warehouse located south of Monroe Avenue (Figure 7). In this drawing the warehouse is located just left of the center of the drawing and has a steamboat docked at the plank embankment (Figure 7).

At the south end of the block was a planing mill, sash and door factory, L. L. Hurd proprietor. The building consisted of six, shingle roof, structures (Figure 18). In the northwest corner was a 16,000 gallon city water reservoir which was suspended 50 feet into the air and sat above a two-story structure. This water reservoir was 1000 gallons larger than the one present in 1884 and was only suspended only 50 feet in the air (Figure 18). To the east of the two-story structure with the water tower was a one and one half story structure. East of this structure along the Willamette River was a one-story finishing room. South of the reservoir was the largest structure which was one and one half stories and was labeled “sawing, planing and molding 1st, dwelling 2%”. To the east of this structure was a one-story engine room with the engine in the northeast corner. Along the southwest corner of the largest structure was what appeared to be a one-story landing

attached to a fire escape which started on Madison and wrapped around the corner onto First Street.

South of the planing mill on Madison Avenue was the Corvallis Water Works Plant which consisted of three, shingle roof, structures (Figures 18 and 25). The north structure contained a cement cistern which was 7x10x12 feet and was 20 feet deep. South of this structure was an engine room which was connected to the water works plant on the south. A waterpipe was connected to the cistern running west along Madison Avenue to city fire hydrants.

The structures of the Corvallis Waterworks may be visible in the 1888 drawing of the Corvallis riverfront (Figure 7). The possible structures are located at the left side of the drawing left of the planing mill and right of the Jas. Cauthorn Oat Warehouse. During 1888 the Water Works were relocated to the southeast corner of First Street and Adams Avenue.

1889

In 1889 Zephin Job sold lots five and six of fractional block two to T. Eggerton Hogg (Appendix 1). Tax assessment records from 1895 to 1901 show T. Eggerton Hogg paying taxes on lots five and six of fractional block two (Appendix 2).

1890

In 1890 H. C. Lewis sold lots one and two of fractional block two to L. L. Hurd who sold them to John Rickard in 1893 (Appendix 1). This does not agree with the Sanborn Maps which have L. L. Hurd as the proprietor in 1888 (Figure 18).

The 1890 Sanborn Map shows no changes to the grain warehouse at the north end of the block (Figure 19). The planing mill at the south end of the block had only minor changes. At the north end of the finish room a Worthington duplex pump had been added. In the engine room a pump had been installed with a one inch hose. The only other change was that the reservoir was labeled “not in use” and the water works had been removed from Madison Avenue and relocated to the southeast corner of Adams and First Street (Figure 19).

A photo taken between 1890 and 1894 shows the *Wm. M. Hoag* steamboat docked in front of the O. R. & N. Warehouse (Figure 20). In the same photo the *Three Sisters* steamboat is docked in front of a vacant lot north of the planing mill. At the left side of the photo is the water tower which was on the north end of the planing mill.

On the 1890 Sanborn Map the only remains of the Corvallis Water Works was a water pipe in Madison Avenue south of the planing mill (Figure 19).

1894-1895

In 1894, F. P. Sheasgreen and Neil Newhouse Purchased Pitman’s Planing Mill and added a box factory (Gallagher 1993:73). The name was changed to Newhouse and Sheasgreen Planing Mill and Sash and Door Factory (Gallagher 1993:73). The boxes were used for packaging dried fruit (Gallagher 1993:73).

The 1895 Sanborn Map shows the grain warehouse at the north end of the block labeled “O. R. & N. Co.’s Grain Warehouse”. There were no changes to the structure, but the inclined drive at the south end had been

removed. South of the grain warehouse, on First Street, and north of where the inclined drive had been was a one-story shingle roof shed (Figure 19).

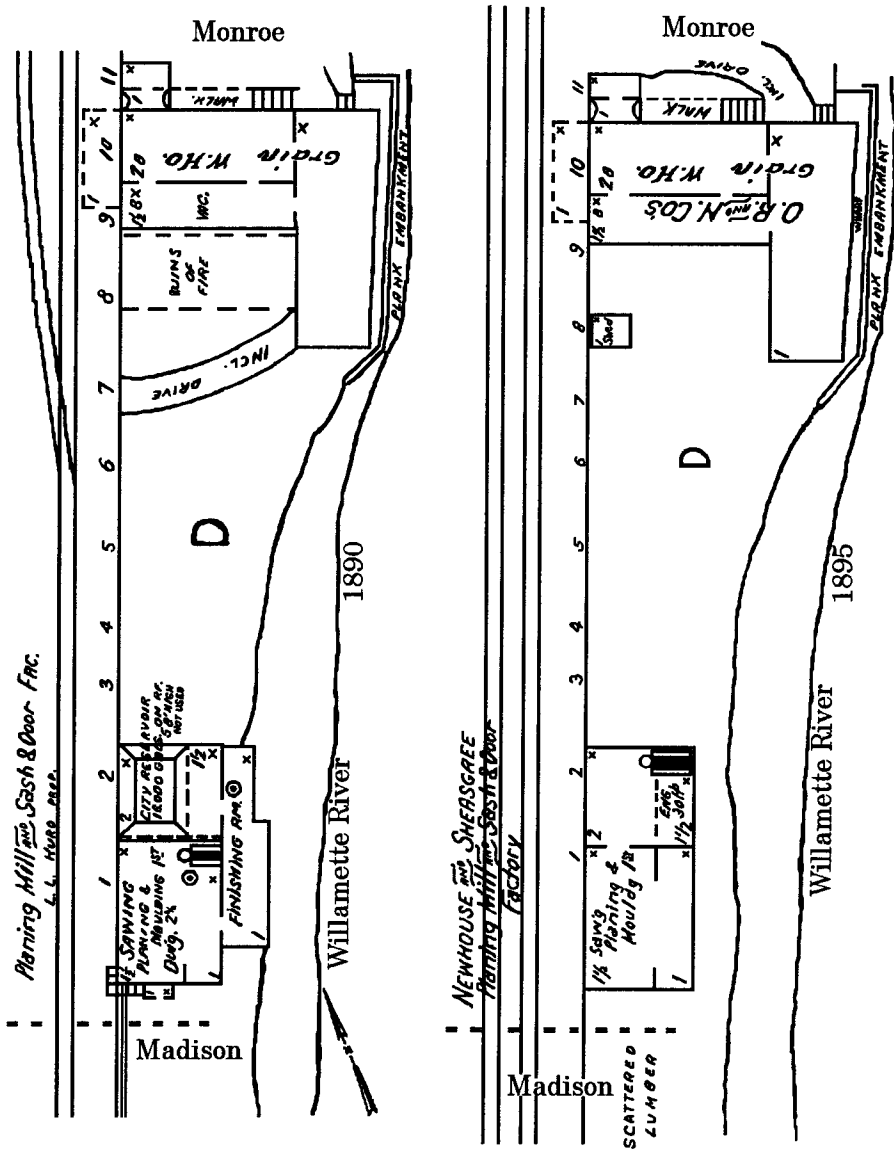


Figure 19. Sanborn Maps, Monroe to Madison 1890 and 1895¹.

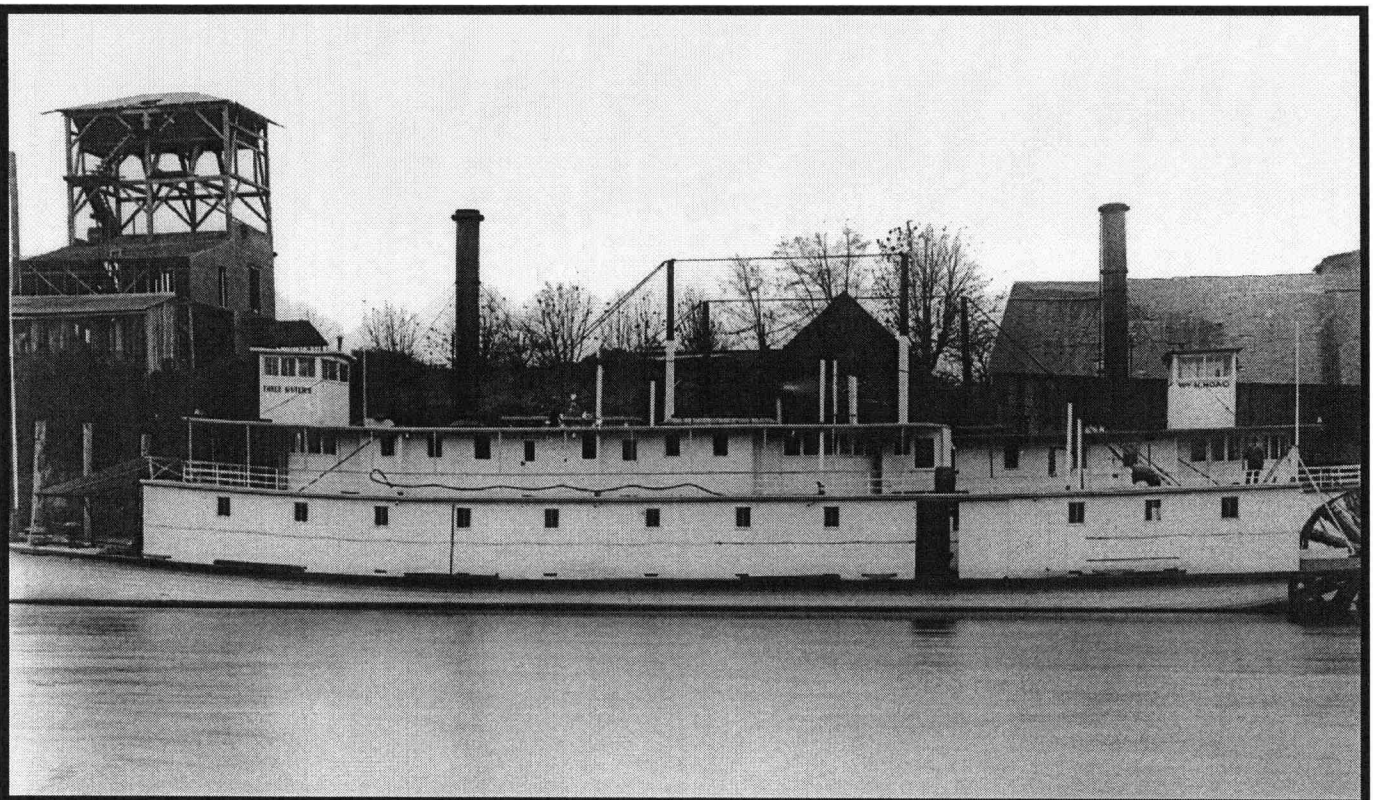


Figure 20. Corvallis Riverfront circa 1890-1894. Photo P220:2, courtesy Oregon State University Archives.

At the south end of the block the planing mill was labeled “Newhouse and Sheasgreen Planing Mill and Sash and Door Factory”. The building consisted of only four of the original structures and a composite roof had been added (Figure 19). From 1895 to 1900 Newhouse and Sheasgreen paid taxes on lots one and two of fractional block two (Appendix 2). By 1895 the finishing room to the east, the fire escape along Madison, both water pumps, and the water reservoir had been removed. The engine had been moved to the one and one half story room in the northeast corner of the structure.

The historical record does not indicate why the planing mill underwent so many structural changes between 1890 and 1895. The removal of the pumps and reservoir was probably related to the construction of a new Corvallis Water Works Plant on the southeast corner of First Street and Adams Avenue between 1888 and 1890.

1896-1897

On March 7, 1896 John and Ella Rickard sold lots one and two of fractional block two to Frank Sheasgreen and Neil Newhouse (Appendix 1).

An 1897 map of Job’s Addition to Corvallis had the dock of O. P. R. Co. between Monroe and Madison. The warehouse which was labeled “O. R. & N. Co.’s Grain Warehouse”, on the 1895 Sanborn Map, was labeled “O. P. R. Warehouse” on the 1897 map of Job’s Addition to Corvallis (Munford 1980).

1901-1909

Edward Buxton purchased the planing mill from F. P. Sheasgreen on April 10, 1901 (Gazette-Times 1951; Gallagher 1993:128). According to deed

records Edward Buxton purchased one half interest in Lots one and two of fractional block two (Appendix 1). The 1901 assessment records show Buxton paying taxes on lot two of fractional block two (Appendix 2). In 1902 Sheasgreen paid taxes on lots one and two of fractional block two (Appendix 2). From 1903 to 1905 Buxton and Sheasgreen paid taxes on Lots one and two of fractional block two (Appendix 2). The 1903 assessment records value lots one and two of fractional block two at \$250, with improvements of \$1800, and machinery valued at \$800. On October 16, 1905 Buxton purchased the other one half interest from Sheasgreen (Appendix 1).

According to George Buxton “I think it was 1903 or 04 that my grandfather bought the old cabinet shop...it was a cabinet and box factory” (Charlton-Ruff 1975a). According to George Buxton, “the old shop had ceilings 7 foot high with chapping that was hung from the ceilings and posts” (Charlton-Ruff 1975a).

Central Planing Mill appears in a photo taken between in 1895 and 1909 (Figure 21). The main buildings in the photo were built between 1884 and 1888 and burned down in 1911. Between 1890 and 1895 the stairs going to the door on the second story were removed (Figure 19). The first year for box making was 1894 when the planing mill was owned by F. P. Sheasgreen and Neil Newhouse (Gallagher 1993:73). The one-story room to the right of the main structure does not appear on any of the Sanborn Maps. That structure was most likely built between 1895 and 1909. In 1909 the Buxton’s discontinued making boxes and focused on builder’s hardware and custom mill work (Gazette-Times 1951; Gallagher 1993:128).

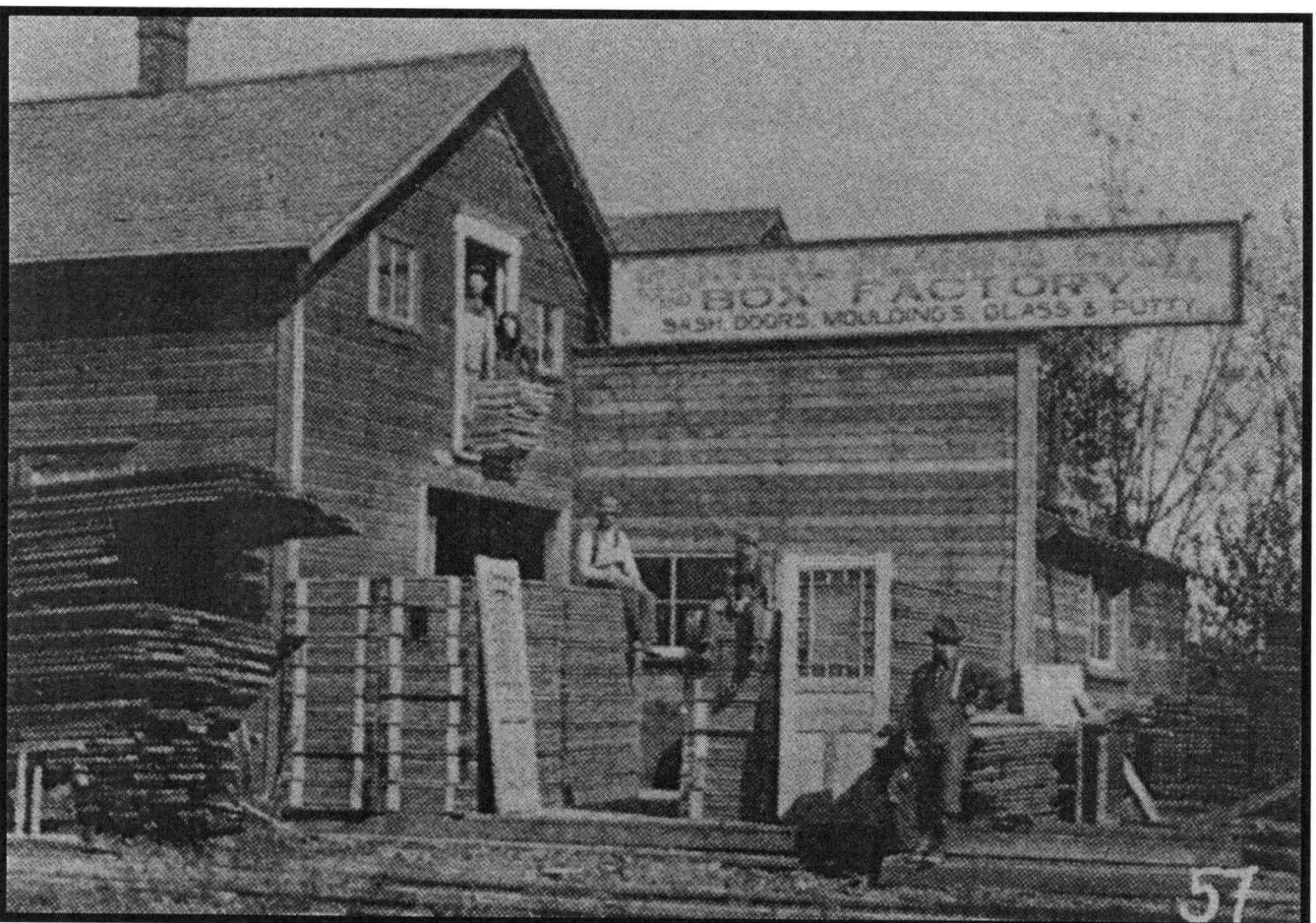


Figure 21. Central Planing Mill and Box Factory circa 1895-1909. Photo in MC Benton County, "Benton County, Oregon Illustrated" p. 6, courtesy Oregon State University Archives.

George Buxton also recalled a steam boiler located in the planing mill, “Previous to the time my dad went into the mill it was steam operated and they had the first electric plant in the city of Corvallis operated off the steam boiler” (Charlton-Ruff 1975a). According to Buxton, “The same steam boiler was in the plant at the time I sold it to the city” (Charlton-Ruff 1975a). This may be inaccurate since the planing mill burned down in 1911.

On January 6, 1904 S. L. Kline sold interest in lots three and four of fractional block two to Frank P. Sheasgreen and Edward Buxton (Appendix 1). By 1906 Edward Buxton was the sole owner of lots three and four of fractional block two. In 1907 lots five and six of fractional block two were sold by sheriff to J. W. Ingle (Appendix 1).

From 1908 to 1944 Central Planing Mill paid taxes on lots one through four of fractional block two (Appendix 2). In the 1909 publication of the Oregon Prospector there was an ad for The Central Planing Mills Buxton & Son, Proprietors located at First and Madison (Baker 1909).

1911

The Buxton Planing Mill burned August 7, 1911 (Gazette-Times 1951). According to George Buxton, “The fire chief...asked dad what he wanted to do--they were watching the flames leaping up into the air” (Charlton-Ruff 1975a). “”Let her burn” my father said, “we’re not going to save anything and it will be easier to build if we let it burn to the ground.” “So the fireman sat back and let it burn” (Charlton-Ruff 1975a). The new shop had a 16 foot ceiling so that they could swing a board up and not hit the ceiling. The new shop also had a 40 foot clear span, one bay, and a 90 foot clear span in the other (Charlton-Ruff 1975a).

In 1911 J. W. Ingle sold lot five of fractional block two to W. F. Hamlin (Appendix 1). From 1911 to 1919 Hamlin paid taxes on lot five of fractional block two. Assessment records from 1911 to 1919 show Corvallis Commercial Club paying taxes on lot six of fractional block two (Appendix 2).

1912

The 1912 Sanborn Map shows that the O. R. & N. Co.'s Grain Warehouse and the shed to the south had been removed (Figure 22). South of the grain warehouse and in the location of the shed was J. Hamlin's General Warehouse. The building was a two-story structure with a basement which was wood frame clad with metal, with a metal clad roof. At the front of the structure, along First Street, was a one-story open porch which was wood with a metal clad roof.

South of J. Hamlin's Warehouse along First Street was an open sided structure labeled "Lumber". To the east of this structure, along the Willamette River was a one-story, composite roof, lumber shed. South of the lumber shed was an engine. To the west of the engine and east of the lumber storage was a one-story, composite roof dry kiln (Figure 22).

South of the dry kiln was a one-story, shingle roof, lumber shed which was open on the east and west sides. The lumber shed was attached to the north end of Central Planing Mill. Central Planing Mill consisted of one large structure divided into two rooms. The structure was two stories, wood frame clad with metal, had a composite roof and was labeled "Planing Mill". South of the planing mill in Madison Avenue was small a one-story, composite roof structure labeled "office". On the 1912 Sanborn Map the words "Line of Bank 20' High" were written along the riverfront (Figure 22).

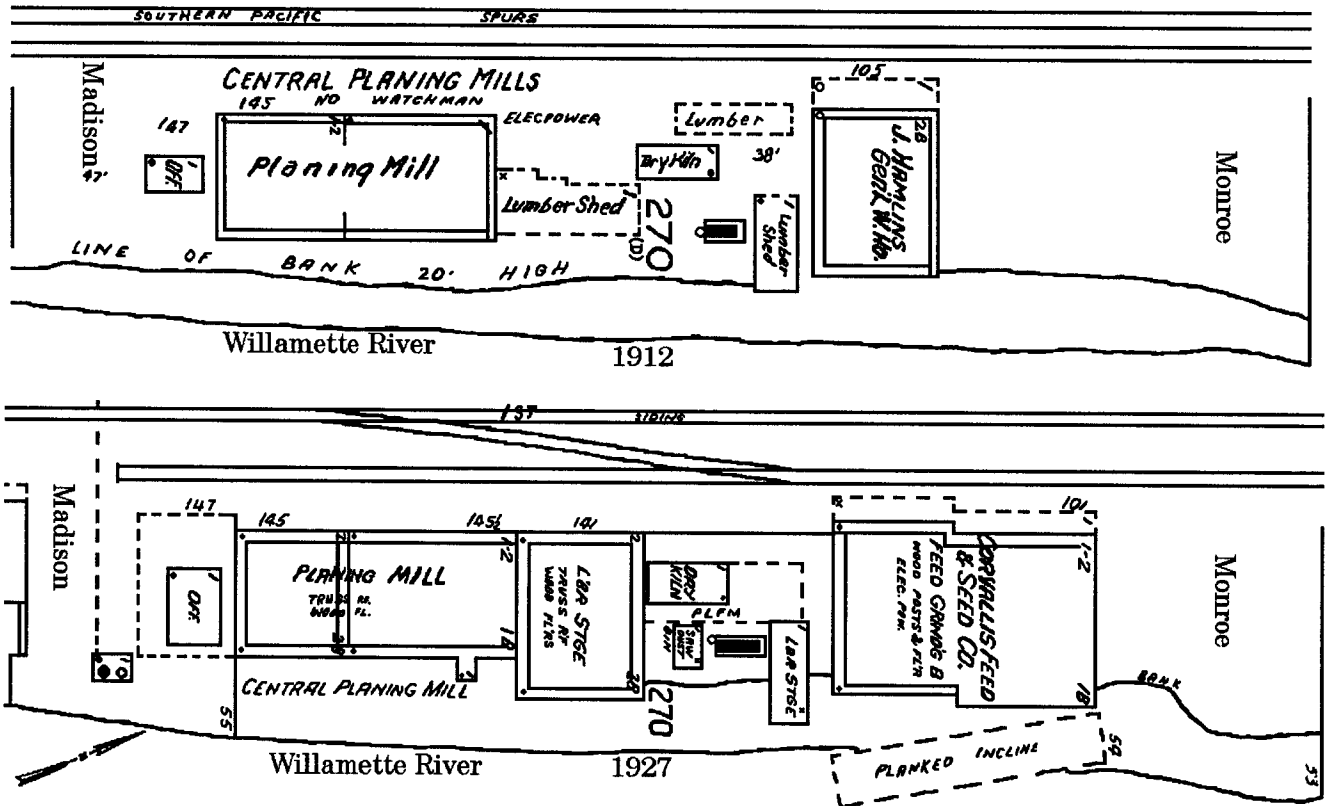


Figure 22. Sanborn Maps, Monroe to Madison 1912 and 1927.

1913-1930

In 1913 J. W. Ingle sold lot six of fractional block two to the Corvallis Commercial Club. In 1920 W. F. Hamlin purchased lot six of fractional block two from the Corvallis Commercial Club (Appendix 1). Assessment records for 1920 to 1930 have Hamlin paying taxes on lots five and six of fractional block two (Appendix 2). Improvements to lots five and six of fractional block two were valued at \$2100 in 1921 and \$3200 in 1926 (Appendix 2). The improvements may have been the expansion of the J. Hamlin Warehouse which was expanded into the Corvallis Feed and Seed Company on the 1927 Sanborn Map (Figure 22). The assessment records for 1920 to 1931 have Corvallis Central Planing Mill owning lots one and two of fractional block two and 33 feet south of lot one (in Madison Avenue). The assessment records for lots one and two of fractional block two had improvements of \$1250 in 1921, \$2400 in 1929, and \$2500 in 1930 (Appendix 2).

1927

The 1927 Sanborn Map had the J. Hamlin Warehouse expanding and becoming the Corvallis Feed and Seed Company (Figure 22). A new structure had been added north of the old warehouse and a composite roof had been added to the entire building. The new structure was connected to the old warehouse and had a one-story, shingle roof porch connected to the porch to the south. The east side of the structure was wood frame with iron clad. The north and east sides were wood without the iron clad. The old structure to the south was wood frame with iron clad on the east, west, and south sides. Along the river there was a planked incline which started at the

edge of Monroe, on the north, and extended south, into the Willamette River, the length of the building (Figure 22).

The lumber shed, engine, and dry kiln were still present and a platform had been constructed around the dry kiln. The lumber area along First Street had been removed and a saw dust bin had been added east of the dry kiln (Figure 22). The lumber shed connected to the planing mill had been removed and replaced by a wood frame iron clad, composite roof, two-story structure, labeled "lumber storage". The planing mill had not changed other than the addition of a small one-story, composite roof, room on the east side of the north room (Figure 22).

In Madison Avenue the one-story, composite roof, office had been expanded in size. Southeast of the office a water pump had been added and was connected to the water line running west along Madison Avenue.

A photo of Central Planing Mill taken sometime after 1912 and before 1955 shows four structures associated with the business (Figure 23). The four structures appear on the 1927 and 1927 (revised to 1950) Sanborn Maps (Figures 22 and 24). The one-story structure at the right of the photo was the office for Central Planing Mills.

1931-1949

On March 4, 1931 W. F. Hamlin sold lots five and six of fractional block two to R. M. and Lucile Whitmore (Appendix 1). Tax assessment records for 1931 show lots five and six of fractional block two valued at \$800, with improvements of \$2100, and machinery valued at \$2900 (Appendix 2). On March 5, 1945 R. M. and Lucile Whitmore sold lots five and six of fractional block two to Clyde C. Slocum (Appendix 1). On May 23, 1949 Clyde C. Slocum sold lots five and six of fractional block two to T. J. Starker

(Appendix 1).

On the 1932 assessment record Corvallis Central Planing Mill was no longer paying taxes on the structure 33 feet south of lot one of fractional block two (Appendix 2). The 1945 assessment record had George F. Buxton paying the taxes on lots one and two of fractional block two (Appendix 2). After 1946 the tax assessors office switched from assessment books to cards. The tax assessment cards for fractional block two were discarded after the city acquired the lots.

1950

The 1927 (revised to 1950) Sanborn Map showed the former Corvallis Feed and Seed Company labeled “Grocery and Beer Storage” (Figure 24). The roof of the porch at the front of the structure, in First Street, had been changed from shingle roofing to iron clad roofing (Figure 24). The planked incline east of the Grocery and Beer Storage Warehouse had been removed.

The lumber storage area, dry kiln, and platform, south of the Grocery and Beer Storage Warehouse were still present. To the east of the dry kiln the engine and saw dust bin had been replaced by a one-story, three room structure, with an iron clad roof. The planing mill, office, and water pump to the south had not changed (Figure 24).

On June 22, 1951 T. J. Starker sold lots five and six of fractional block two to the City of Corvallis (Appendix 1). On July 29, 1955 George F. Buxton sold Lots one through four of fractional block two to the City of Corvallis (Appendix 1).

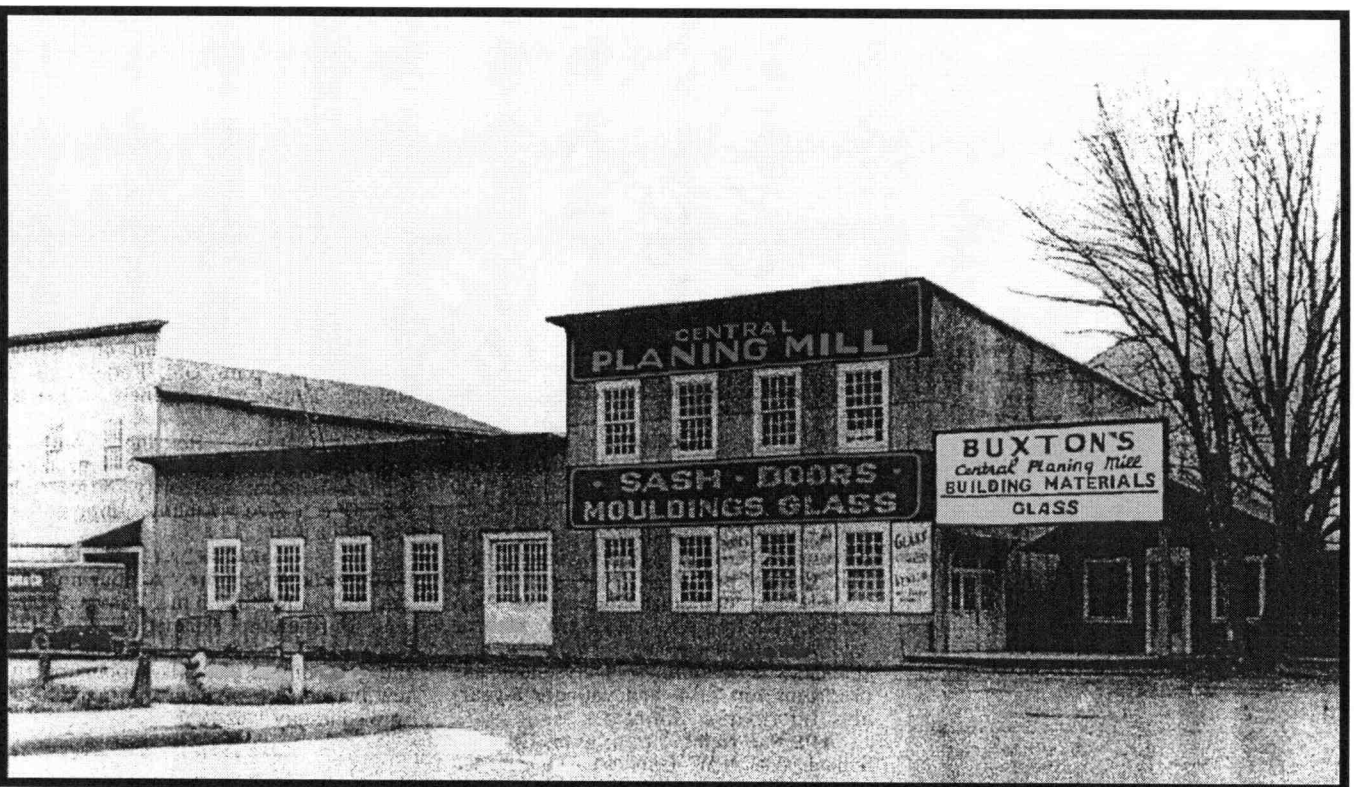


Figure 23. Central Planing Mill circa 1920 to 1955. Gazette-Times, 15 April 1991.

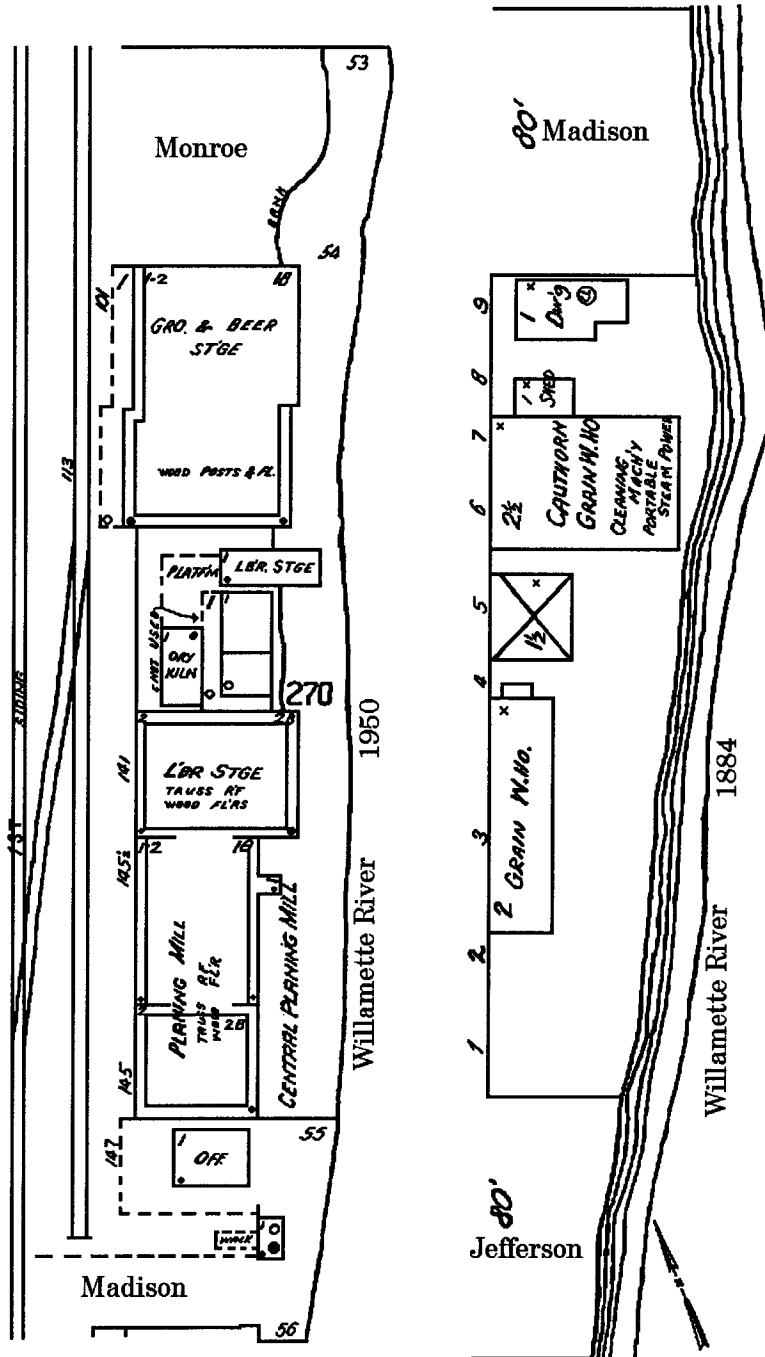


Figure 24. Sanborn Maps, Monroe to Madison 1927 (revised to 1950) and Madison to Jefferson 1884¹.

1951-1959

Several aerial photos show the sequence of the removal of structures from the Corvallis Riverfront. An aerial photo of the riverfront taken on July 17, 1956 shows no structures removed between Monroe and Madison Avenues (University of Oregon Map Library 1956). An aerial photo taken later in 1956 shows the Grocery and Beer Storage Warehouse removed from the riverfront (City of Corvallis 1956). By September 1, 1959 all structures had been removed from the riverfront between Monroe and Madison Avenues (City of Corvallis 1959).

The block between Monroe and Madison Avenues was very important to the early history of Corvallis. In 1864 the Hamlin Brothers constructed grain warehouses at the north end of the block. In 1876 T. J. Blair purchased the warehouses and used them for the storage and shipping of grain. These warehouses burned down between 1884 and 1888. New warehouses had been constructed by 1888 and a plank embankment had been added along the river. These structures were present until between 1895 and 1911. In 1911 J. Hamlin purchased lot five and constructed a general warehouse. In 1919 J. Hamlin purchased lot six and enlarged the warehouse into the Corvallis Feed and Seed Company. In 1950 the warehouse was being used for beer and grocery storage and by 1956 it had been removed.

Alden Fruit Preserving Company was constructed on lots three and four in 1875. The structures were labeled as vacant in 1884 and had been removed by 1888. The lots remained vacant until they were purchased by Edward Buxton in 1904. Between 1904 and the late 1950s the lots contained lumber sheds, a dry kiln, an engine, and a saw dust bin associated with the planing mill.

Pitman's Sash and Door Company (planing mill) was constructed on lots one and two in 1875. Pitman operated the city water reservoir which was located at the north end of the planing mill. Between 1884 and 1888 the planing mill was remodeled into a larger structure but continued to have the water reservoir at the north end. Between 1890 and 1895 the water reservoir was removed. In 1911 the planing mill burned to the ground. A new planing mill was constructed in 1912. This planing mill was present until the late 1950s.

In 1876 a waterpipe was installed in Madison Avenue to carry water to hydrants along Second Street. In 1885 the Corvallis Water Works Plant was constructed along the river at the end of Madison. The water works were removed from the end of Madison and relocated to the southeast corner of First Street and Adams Avenue in 1889 or 1890. Between 1895 and 1912 an office for the planing mill was constructed in Madison Avenue west of where the water works had stood. This office was present until the late 1950s when all structures had been removed from the block.

Madison to Jefferson

The fractional block along the riverfront between Madison and Jefferson Avenues is located in Township 12, Range 5, Section 2AB. The legal description of this block is fractional block three Avery's Addition (Original town of Marysville).

1858-1878

On April 1, 1858 J. C. Avery sold lot six of fractional block three to H. B. Harris (Appendix 1). On December 30, 1863 J. C. Avery sold lot four of

fractional block three to S. H. Bernard who sold it to M. Tiedman in 1864 (Appendix 1). On November 28, 1868 J. C. Avery sold lot five of fractional block three to H. C. Lewis (Appendix 1). Lot five of fractional block three changed hands several times in 1874 and 1875. At the end of 1875 lot five of fractional block three was owned by James A. Cauthorn (Appendix 1). On September 27, 1875 H. B. Harris sold lot six of fractional block three to James A. Cauthorn (Appendix 1). Assessment records had Cauthorn paying taxes on lots five and six of fractional block three from 1876 to 1905 (Appendix 2). The 1890 assessment records show lots five and six of fractional block three with improvements of \$380 (Appendix 2). There were no improvements shown on the 1890 Sanborn Map (Figure 25).

1884-1886

On the 1884 Sanborn Map there were four structures located on the block between Madison and Jefferson Avenues. At the north end of the block was a one-story, shingle roof, private dwelling. South of the dwelling was Cauthorn's Grain Warehouse which consisted of a two and one half story warehouse, with cleaning machinery and portable steam power on the south. To the north of Cauthorn's Grain Warehouse was a one-story, shingle roof, shed (Figure 24).

South of the Cauthorn Grain Warehouse was a one and one half story, shingle roof, barn or stable. At the south end of the block along First Street, on lots two and three, was a two-story, shingle roof, grain warehouse (Figure 24). In 1885 and 1886 Avery, Hatch, and Blair sold their interests in lots one, two, and three of fractional block three to M. S. Woodcock (Appendix 1).

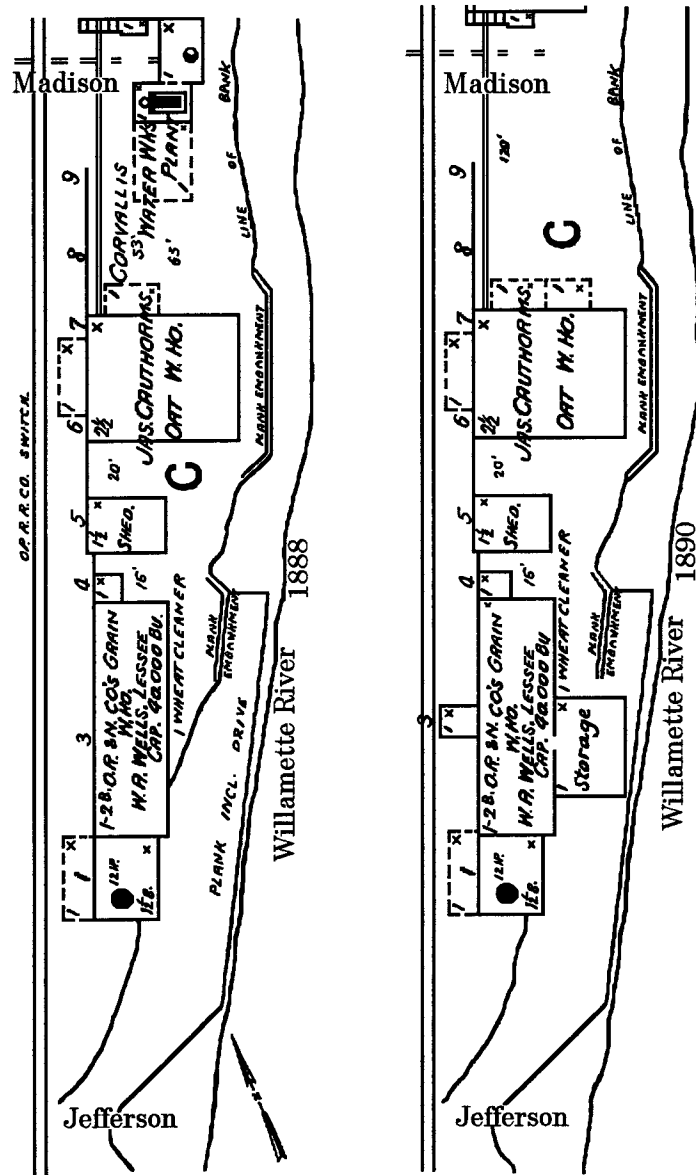


Figure 25. Sanborn Maps, Madison to Jefferson 1888 and 1890¹.

1888

On the 1888 Sanborn Map the private dwelling at the north end of the block had been removed. The southern end of the Corvallis Water Works Plant occupied lot six of fractional block three (Figure 25). On the 1888 Sanborn Map the Cauthorn Grain Warehouse was labeled "Cauthorn Oat Warehouse". The shed on the north was still present but had open sides and was no longer labeled as a shed. A one-story, shingle roof, open porch had been added to the front of the warehouse. The two and one half story main structure had been shortened on the east side and a plank embankment had been added along the Willamette River (Figure 25). The barn or livery stable, on lot four of fractional block three had been replaced by a smaller one and one half story, shingle roof, shed (Figure 25).

On the 1888 drawing of the Corvallis riverfront labeled "Blumhart's Ferry" the Jas. A. Cauthorn Oat Warehouse can be seen at the left of the drawing (Figure 7). The Cauthorn Oat Warehouse ran lengthwise between First Street and the river and was north (right) of the O. R. & N. Co.'s Grain Warehouse on the 1888 drawing (Figure 7).

In 1888 M. S. Woodcock sold lots one, two, and three of fractional block three to Oregon River and Navigation Company (Appendix 1). The assessment records for lots one, two, and three of fractional block three have the O. R. & N. Co. paying taxes from 1889 to 1891 and from 1904 to 1911 (Appendix 2). From 1894 to 1902 the assessment records have O. R. & N. Co. paying taxes on lots two, three, and four of fractional block three (Appendix 2).

In 1888 the Oregon River and Navigation Company was building a wharf at the end of Jefferson Avenue (Martin 1938a:21). The 1888 Sanborn Map (Figure 25) supports the ownership of the warehouse which was labeled

“O. R. & N. Co.’s Grain Warehouse W. A. Wells lessee”, however, the wharf was actually behind the O. R. & N. Warehouse and not at the end of Jefferson. The 1888 Sanborn Map shows three structures, an open porch, a plank embankment, and a plank inclined drive located along the river at Jefferson Avenue (Figure 25). A basement had been added to the main, two-story warehouse and a one and one half story, shingle roof, structure containing an engine had been added to the south end of the building. An open porch was located at the front of this structure projecting into First Street (Figure 25).

An 1888 drawing of the Corvallis riverfront labeled “Blumhart’s Ferry” shows the O. R. & N. Co.’s Grain Warehouse at the left of the drawing (Figure 7). The storage room on the east side of the structure can be seen extending down the riverbank to where a steamboat was docked.

1890

The 1890 Sanborn Map shows the north end of the block vacant with the water works having been removed. It is likely that the reservoir was removed because Corvallis Water Works had constructed a large water plant at the corner of First and Adams Avenue between 1888 and 1890. The only change to the Cauthorn Oat Warehouse was the addition of a second open sided shed of the same dimensions as the original shed (Figure 25).

The 1890 Sanborn Map showed two changes to the O. R. & N. Co.’s Grain Warehouse. The largest change was the addition of a large room labeled “storage“ on the east side of the warehouse. The storage room was one-story with a shingle roof and extended east onto the planked inclined

drive. The second change was the addition of a small one-story, shingle roof, structure at the center of the grain warehouse extending into First Street (Figure 25).

1895-1909

In 1895 lots five and six of fractional block three changed hands several times and went through sheriff's auction (Appendix 1). On July 29, 1895 fractional lots five and six were once again owned by James A. Cauthorn (Appendix 1). The 1895 Sanborn Map shows lot six of fractional block three and an area in Madison Avenue labeled, "scattered lumber" (Figure 26). The 1895 Sanborn Map has the Jas. Cauthorn Warehouse labeled "vacant". It is unclear why the Jas. Cauthorn Warehouse underwent a sheriff's auction in 1895. However, this may explain why the warehouse was labeled vacant when the Sanborn Map was being drawn.

The shed located on lot four of fractional block three was still present on the 1895 Sanborn Map (Figure 26). At the south end of the block the O. R. & N. Co.'s Warehouse was no longer labeled with W. A. Wells as the lessee. Changes to the structures included the removal of the one-story room projecting into First Street and the engine from the southern warehouse. A small one-story office had been added south of the warehouses in Jefferson Avenue (Figure 26).

A photo of the Corvallis waterfront taken between 1899 and 1901 shows the O. R. & N. Co.'s Grain Warehouse, lengthwise along the riverfront, and its storage area extending down the riverbank (Figure 27). To the left (north) of the O. R. & N. Co.'s Grain Warehouse was a shed which was on the 1888, 1890, 1895, and 1912 Sanborn Maps (Figures 25 and 26). To the left (north) of the shed was the former Jas. A. Cauthorn Oat Warehouse (Figure

26). The open porch which extended into First Street can be seen in the 1899 to 1901 photo (Figure 27).

An 1897 map of Job's Addition to Corvallis had a steamboat landing at the O. R. & N. dock north of Jefferson Avenue (Munford 1980).

In 1897 the Corvallis Creamery was established (Gallagher 1993:75). On November 9, 1905 Corvallis Creamery purchased lots five and six of fractional block three from Ruth D. Thornton who had purchased the lots earlier that year (Appendix 1). Tax assessment records have Corvallis Creamery owning lots five and six of fractional block three from 1906 to 1921 (Appendix 2). Corvallis Creamery had machinery valued at \$500 in 1906, \$2000 in 1908, and \$3200 in 1910 (Appendix 2). Assessment records for lot four of fractional lot three had Philip and Catherine Phile paying taxes from 1906 to 1921 with Coopey paying the taxes in 1915 (Appendix 2).

A photo of the Corvallis Creamery taken around 1905 shows the front of the creamery along First Street (Figure 28). The water tower above the ice factory was removed prior to the 1912 Sanborn Map (Figure 26). The horse drawn delivery truck, in the photo, was parked in front of the creamery and storage area at the right side of the photo (Figure 28). The configuration of the structures in the photo remained the same until at least 1950 (Figure 29).

1910-1912

On December 23, 1910, the Oregon Railway and Navigation Company sold lots one, two, and three of fractional block three to the Oregon and Washington Railroad and Navigation Company (Appendix 1).

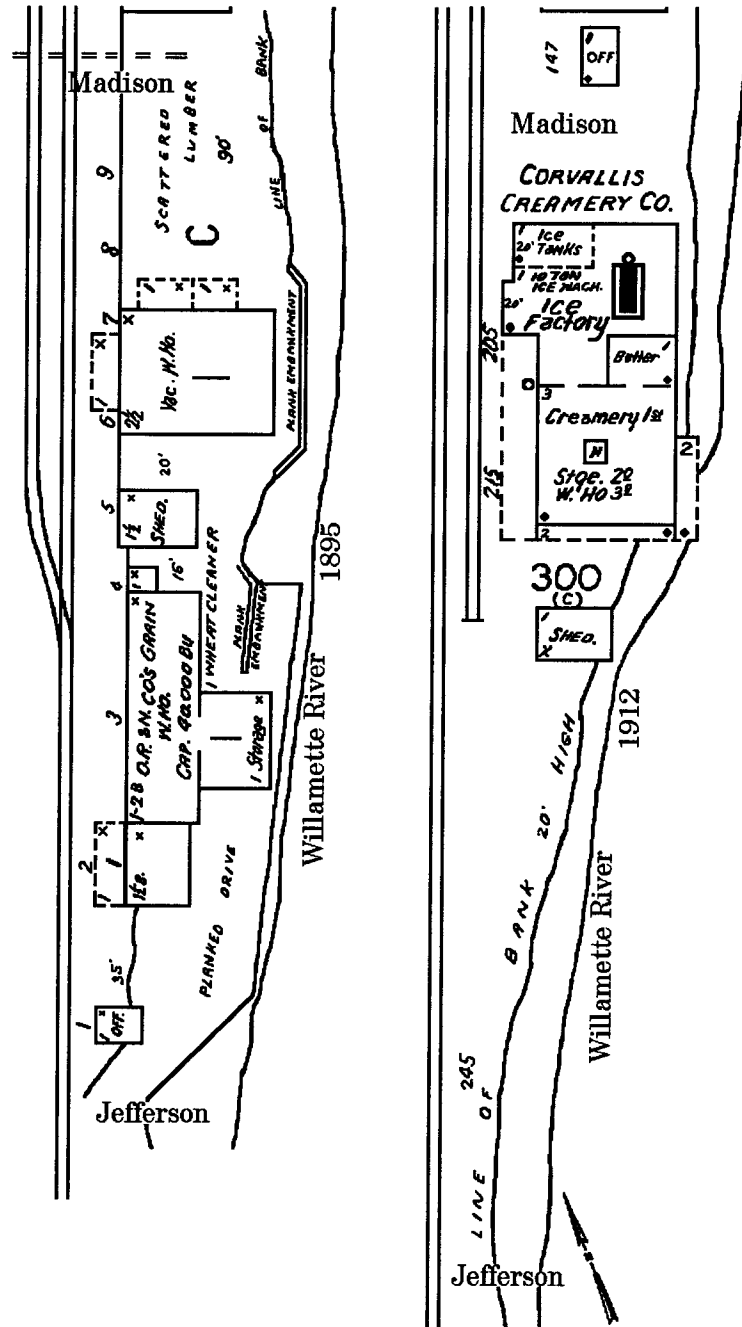


Figure 26. Sanborn Maps, Madison to Jefferson 1895 and 1912¹.

The 1912 Sanborn Map shows all structures removed from lots one, two, and three of fractional block three (Figure 26). From 1912 to 1942 the Oregon and Washington Navigation Company paid taxes on lots one, two, and three of fractional block three (Appendix 2). In 1916 the O. & W. N. Co. became the Oregon Washington Railroad and Navigation Company (Appendix 2). The Corvallis Creamery Company was located at the north end of the block on lots four, five, and six (Figure 26).

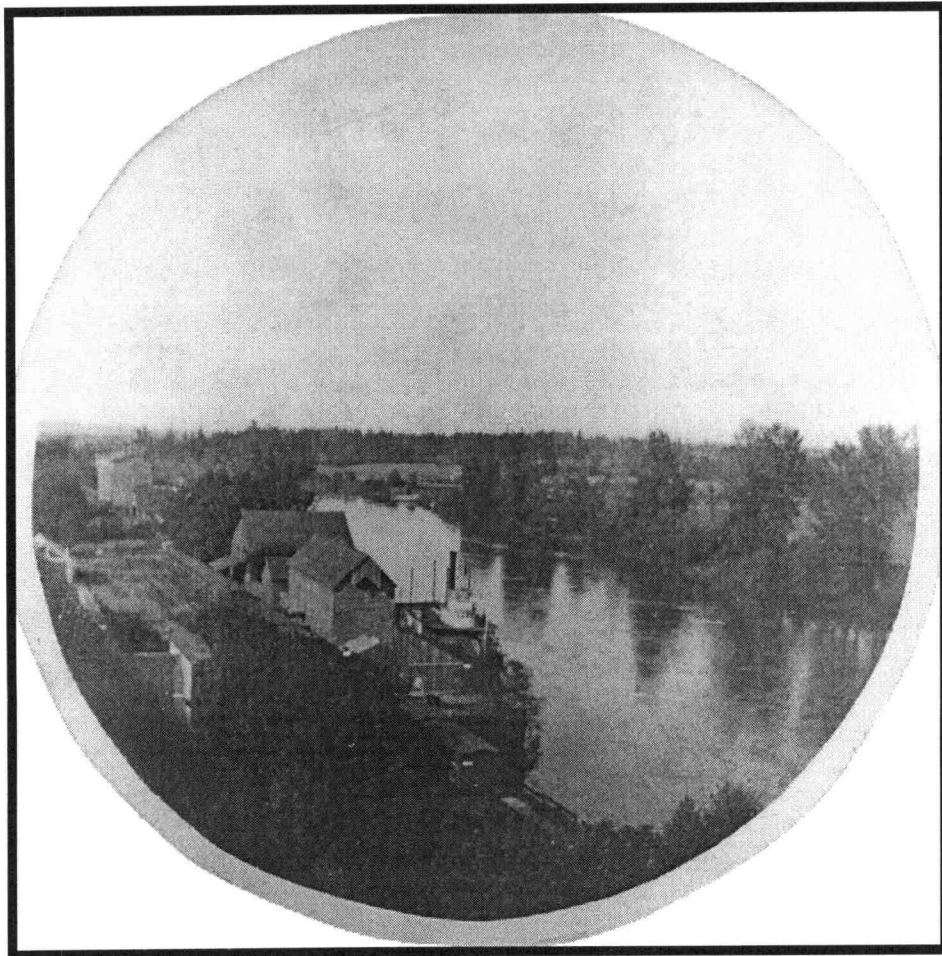


Figure 27. Corvallis Riverfront circa 1899 to 1901. Photo in Miss Ivy G. Burton Collection photograph album courtesy Oregon State University Archives.

The Corvallis Creamery building had a composite roof and was made up of two main structures with three open porches. The structure at the north end of the block was one-story and was divided into three work areas (Figure 26). The main area was labeled “Ice Factory” with ice tanks in the northwest corner and a steam engine in the northeast corner. South of the ice factory was a three-story creamery, with an elevator at the center of the structure. The size and placement of this structure roughly approximates that of the oat warehouse which previously occupied that location. On the east, west, and south sides of the structure were two-story open porches. The porch on the east extended over the Willamette River. South of the main structures was a one-story shingle roof shed, on lot four of fractional block three (Figure 26).

1914-1923

In 1914 Kate and Conrad Meyer sold lot four of fractional block three to Mary Mueller who sold it to J. R. Coopey (Appendix 1). On November 26, 1923 J. R. Coopey sold lot four of fractional block three to Corvallis Creamery Company (Appendix 1). Assessment records for lots four, five, and six of fractional block three had Corvallis Creamery paying taxes from 1922 to 1931 (Appendix 2). In 1922 Corvallis Creamery had improvements of \$2300 and machinery valued at \$2400 (Appendix 2). In 1928 Corvallis Creamery had machinery valued at \$2990 (Appendix 2).

1927

The 1927 Sanborn Map showed no new businesses being added to the block (Figure 29). Structural changes included the addition of a platform in

front of the “Freeze Tank” room in the northwest corner along First Street (Figure 29). The layout of the creamery had changed with the ice room labeled “freeze room” (Figure 29). The ice factory area had been divided into ice storage and an area for ice cream making. The creamery was labeled “butter room” and a two-story, shingle roof, lab had been added at the south end of the structure. The lab had a two-story, shingle roof porch, and there were stairs leading to the second floor. The shed to the south of the creamery had been removed (Figure 29).

1931-1942

On June 25, 1931 Corvallis Creamery Co. sold lots four, five, and six of fractional block three to Medo-Land Properties Co. (Appendix 1).

Assessment records had Medo-Land Creamery paying taxes on lots four, five, and six of fractional block three from 1932 to 1956 (Appendix 2).

In 1942 lots one, two, and three of fractional block three were acquired by Benton County (Appendix 1). After Benton County acquired lots one, two, and three of fractional block three, in 1942, the property became tax exempt (Appendix 2).

1950

The 1927 (revised to 1950) Sanborn Map shows the creamery labeled “Medo-Land Creamery Co.” (Figure 29). The Sanborn Map seems to indicate that the creamery portion of the business had been moved to the Medo-Land Creamery buildings on the west side of First street. The Medo-Land Creamery structures occupying lots four, five, and six of fractional block three were used mainly for storage and the engine had been removed from

the building. External changes included the replacement of the stairwell on the south end with a one-story open porch and the replacement of the two-story open porch, on the former lab, with a platform.

1955-1964

On August 18, 1955 the City of Corvallis acquired lots one, two, and three of fractional block three from Benton County (Appendix 1). On February 1, 1957 Medo-Land Properties Co. sold lots four, five, and six of fractional block three to the City of Corvallis (Appendix 1).

An aerial photo dated September 1, 1959 showed all structures removed from the riverfront except Medo-Land Creamery (City of Corvallis 1959). According to *Corvallis* magazine, Corvallis Creamery was torn down in March 1964 (Wilson 1964:9).

The block between Madison and Jefferson Avenues was very important to the early history of Corvallis. In 1884 there was a private dwelling at the north end of the block. This structure was removed in 1885 to make way for Corvallis Water Works. The water works was moved to First and Adams in 1889 or 1890. In 1895 lot six was being used for lumber storage. In 1884 Jas. Cauthorn had a grain/oat warehouse on lot five. By 1888 a plank embankment had been added east of the warehouse along the river. The warehouse and plank embankment were present until around 1905. In 1905 Corvallis Creamery purchased lots five and six. The creamery occupied these lots until march 1964 when the structures were removed.



Figure 28. Corvallis Creamery circa 1905 to 1912. Photo #596, courtesy Oregon State University Archives.

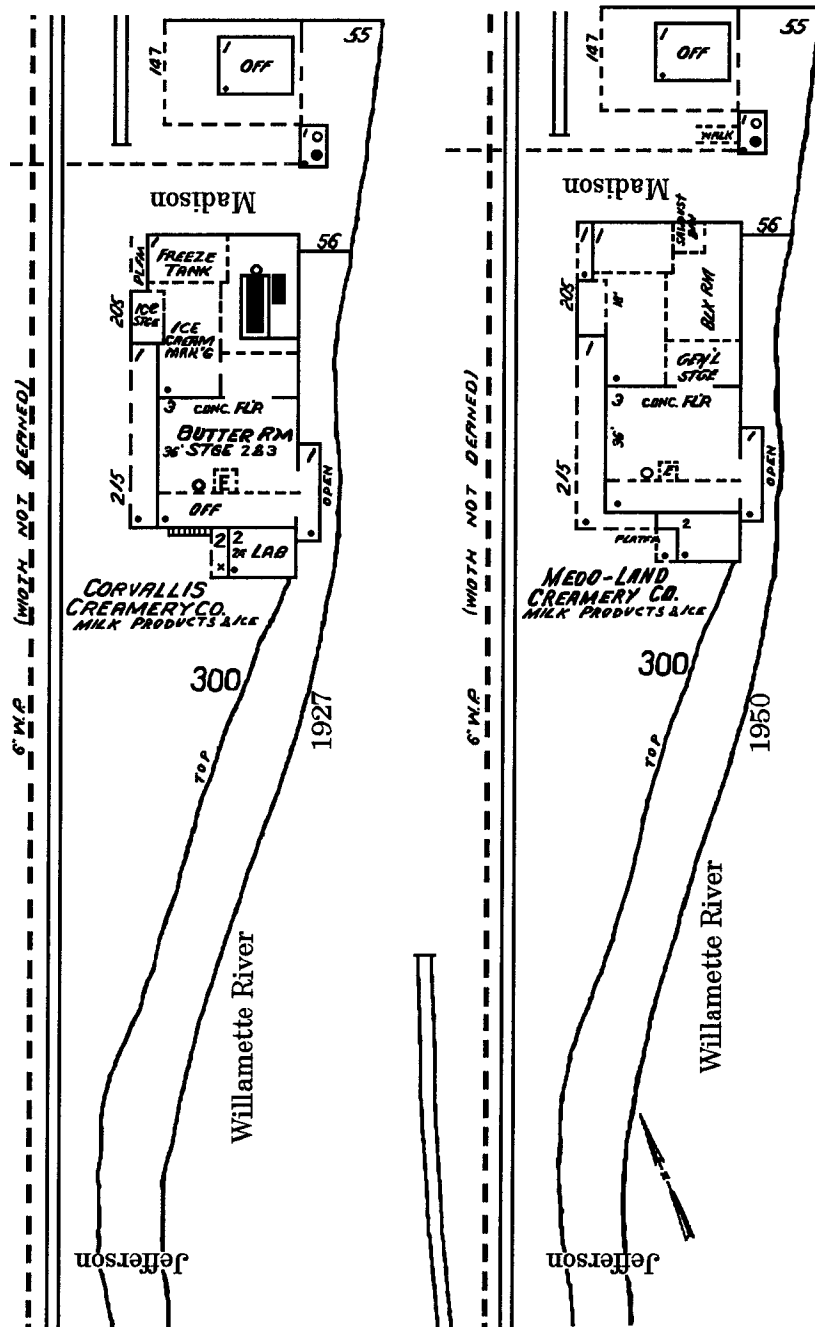


Figure 29. Sanborn Maps, Madison to Jefferson 1927 and 1927 (revised to 1950)¹.

In 1884 there was a barn or stable on lot four. By 1888 it was replaced by a smaller shed. Between 1895 and 1912 the shed was removed from along First Street. In 1912 there was a shed on the lot, however, it was at the back of the lot along the river. The lot became vacant between 1912 and 1927.

In 1884 there was a grain warehouse on lots two and three along First Street. By 1888 a new room had been added to the south end of the warehouse on lot one. A plank embankment was added along the north end of the warehouse between 1884 and 1888. Between 1888 and 1890 a large storage room was added to the east side of the grain warehouse south of the plank embankment. In 1895 there was an office in Jefferson Avenue. Between 1895 and 1912 the office, grain warehouses, and planked embankment were removed from the riverfront. The south end of the block remained vacant after the removal of these structures.

Riverfront Park

In 1951 the City of Corvallis published a report, "Streets, Part of a City Plan for Corvallis, Oregon", which contained the plans to remove the businesses and railroad spur from First Street. The report proposed widening First Street along the riverfront to support a six-lane road (City Planning Commission, Corvallis, OR 1951:9). The report called for the removal of the railroad spur line from First Street and recommended that, "All continuous action through the years ahead should be pursued to secure for the city all land between First Street and the Willamette River from VanBuren Avenue south to Washington Avenue" (City Planning Commission, Corvallis, OR 1951:16).

The City's plan for the highway by-pass also included a proposal that the area between First Street and the Willamette River, the full length of the Central business area, be cleared and developed as a park (City Planning Commission, Corvallis, OR 1951:26).

As the buildings along the waterfront deteriorated, the city bought the properties planning to relocate Highway 99 along First Street (Munford 1980:10). In 1960 the city proposed that the eventual by-pass along First Street be developed as an attractive parkway type highway (Bureau of Municipal Research and Service 1960:24-25). In 1969 community members voiced opposition to the use of First Street as a Highway by-pass (Moye 1993:1). Between the 1950s, when the City purchased and removed the riverfront businesses, and 1969 no riverfront development took place and the area fell into ruins. The riverfront remained neglected until 1969.

In 1969 community members decided to clean up the neglected riverfront and make it into a park for the community to enjoy (Moye 1993; City of Corvallis Parks and Recreation Department 1994:1). The real changes occurred Earth Day 1970 when community members, landscape architects, environmentalists, and garden club members, cleared garbage from the riverfront and planted trees, shrubs, and flower gardens (City of Corvallis Parks and Recreation Department 1994:1). They also constructed a promenade out of concrete slabs which remained after the removal of the structures in the late 1950s (City of Corvallis Parks and Recreation Department 1994:1).

After the initial clean-up of the riverfront, the park was maintained by volunteer groups such as the Corvallis Garden Club, Men's Garden Club, Campfire Girls, Cub Scouts, and ROTC (Gazette-Times 1983). In 1976 the bike path along the riverfront was completed (Oregon Department of

Transportation 1983:III-27). The name Corvallis Riverfront Park was first used by the Corvallis Garden Club in 1977 (Moye 1993).

In 1975 the Willamette River Greenway plan was developed by the state of Oregon to be implemented by city and county governments (City of Corvallis Parks and Recreation Department 1994). Within Corvallis the Greenway plan was implemented through Corvallis' Comprehensive Plan and the Land Development Code (City of Corvallis Parks and Recreation Department 1994). Under Policy 5.1.1 of the Corvallis Comprehensive Plan the city must protect the archaeology of the area within the Greenway (City of Corvallis Parks and Recreation Department 1994).

Over the years there have been several development plans for the riverfront (1978, 1981, 1988, 1991, 1996), many of which were never implemented. One major development, which did happen, was the addition of the fountain, plaza, and overlook at the end of Madison Avenue.

By 1980 the riverfront had fallen into disrepair. During 1980 the community approved a bond issue to purchase 172 acres of land on the east bank of the Willamette River for the highway by-pass (Corvallis Riverfront Enhancement Task Force 1994; Moye 1993:2).

On June 2, 1981 the City Council voted to actively pursue the development of a park on the west bank of the Willamette River (Gazette-Times 1983; Oregon Department of Transportation 1983:III-27). The 1981 Riverfront Park Master Plan called for the development of a plaza at the end of Madison Avenue east of First Street (City of Corvallis Parks and Recreation Department 1981:II-13). The developments were to include a wooden overlook and railing along the riverfront, benches, paving, flagpoles, and information kiosks (City of Corvallis Parks and Recreation Department 1981:II-13).

On October 7, 1983 the park developments at the end of Madison Avenue were finished (Gazette-Times 1983; Moye 1993). In 1985 the Heggen Fountain, in the Madison plaza, was completed (Figure 30) (Moye 1993).



Figure 30. Sunken Plaza and Heggen Fountain at the end of Madison Avenue.

In June of 1990 construction began on the highway by-pass on the east bank of the Willamette River. The construction was finished and the by-pass was dedicated in 1992 (Corvallis Riverfront Enhancement Task Force 1994).

There are several areas within the park which have some form of historical interpretation. One of these locations is just south of the VanBuren Bridge where there is a rock with a metal plaque. The plaque was

dedicated in June 1957 and notes that this was the site of the earliest boat landing, lower town of Marysville 1851. The plaque was dedicated by the Winema Chapter of the Daughters of the American Revolution (Figure 31).

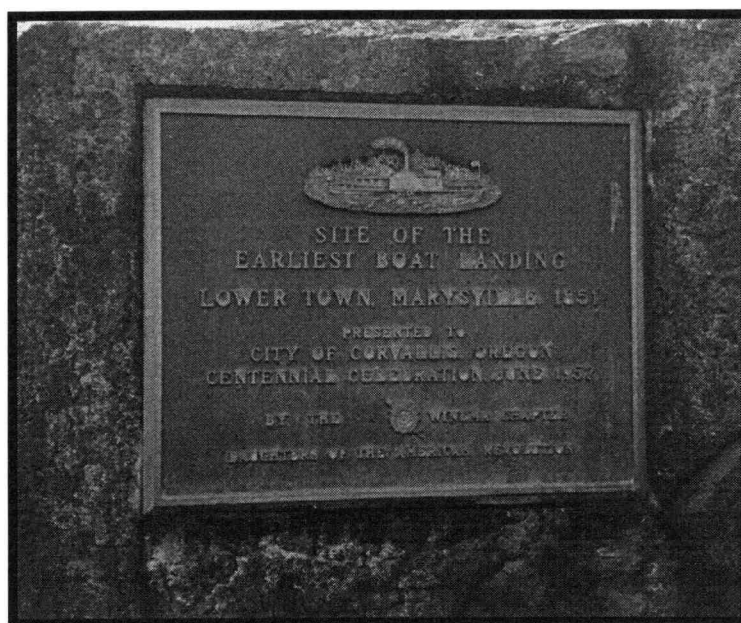


Figure 31. Interpretive Plaque: Site of the earliest boat landing in Corvallis

Two interpretive signs are located in a semi-circular seating area south of Madison Avenue (Figure 32). One of the interpretive signs is titled “The Willamette River: Steamboats and Ferries”. Neither of the photos are from Corvallis. The photo of the riverboat was taken at Eugene, Oregon. The other sign is titled “The Willamette River: Beginnings of the Park” discusses the development of the park by 35 community organizations.

There is also an interpretive sign at the end of Jefferson Avenue titled “The Willamette River: The Great Flood” (Figure 33). This interpretive sign discusses the many floods of the Willamette river and the flood of 1861 which washed away the town of Orleans on the east side of the Willamette River.



Figure 32. Plaza with interpretive signs south of Madison Avenue.



Figure 33. Looking north at the interpretive sign at the end of Jefferson Avenue.

Chapter 5: Archaeological Studies

This chapter was developed to address past and present archaeological work which has been conducted in the research area. Areas that have been disturbed by construction and bank erosion are addressed as well as problems encountered in conducting the 1997 archaeological survey.

Archaeological Research

Previous archaeological reports on the study area include an underwater survey of the riverfront conducted in 1989, a cultural resource inventory compiled in 1985, the Master Plan for Corvallis Riverfront Park dated November 1981, and a report compiled by the Riverfront Enhancement Task Force in 1994. These sources have addressed the historical significance of the riverfront and the potential for archaeology within the research area.

In 1989 George W. Flynn conducted an underwater survey along the west bank of the Willamette River in Corvallis. Flynn tried to locate remnants of the ferry which had been located at the end of VanBuren Avenue prior to the erection of the VanBuren bridge in 1913. No remnants of the ferry were found along the west bank at the foot of VanBuren Avenue. However, Flynn noted that there were remains of an old dock on the east side of the river which may correspond to the original ferry (Flynn 1989).

On the west side of the river Flynn found pilings near the foot of Jackson Avenue. Cauthorn's Grain Warehouse was located at the end of Jackson Avenue and the pilings sticking above the water may be related to the docks that used to be there. In 1989 Flynn found the remains of a small

steamboat, which was greatly deteriorated, within these pilings (Flynn 1989). Recreation divers partially looted the vessel in 1975 removing the propeller and drive shaft. The divers told Flynn that the boat had been sitting upside down within the pilings and estimated the length of the vessel to be 26 feet (Flynn 1989).

In the river at the end of Madison Avenue Flynn found a large quantity of bricks and portions of brick walls. Flynn suggested that these remains might be related to the sash and door factory which was destroyed by a fire in 1911 (Flynn 1989). This seems unlikely since the Sanborn Maps do not indicate that any brick structures existed along the riverfront. It is more likely that the bricks were placed there as a means of protecting the riverbank from erosion. This corresponds with a revetment which was placed along the riverbank by local residents and business owners between Adams and Jackson Avenues during the 1930s (City of Corvallis Parks and Recreation Department 1981:IV-7). The revetment consisted of broken concrete and rubble (City of Corvallis Parks and Recreation Department 1981:IV-7). This is consistent with what Flynn found at the end of Madison Avenue.

Along Jefferson Avenue Flynn found the remains of docks which were more extensive than anywhere else along the riverfront (Flynn 1989). Within the pilings Flynn found an abundance of bottles discarded from the Medo-Land creamery. The bottles on the surface dated to the 1940s and included small cream bottles and larger milk bottles (Flynn 1989). Flynn stated that the pile of bottles appeared to be quite large. It is uncertain whether the bottles were dumped in this area for a long period of time or if it was a one-time event.

In 1985 Judith Sanders Chapman completed a cultural resource inventory which addressed the potential for archaeology along the riverfront (Chapman 1985). In the report, Chapman proposed an archaeological district for those areas which encompassed the original town of Marysville and four early additions (Chapman 1985). Chapman stated that there is potential for archaeology along the riverfront because the bank was on a plateau and elevated above flooding. Another factor was fill dirt which covers most of the riverfront protecting the cultural resources (Chapman 1985). The use of fill dirt could not be confirmed, but can be determined through archaeological testing.

The Master Plan for Corvallis Riverfront Park, dated November of 1981 stated that "There are several sites along the riverfront which warrant historic interpretation". These sites were, "An old logging operation, boat docks, and a ferry crossing". The report goes on to state, "The possibility exists for extending a historic theme throughout the Riverfront Park..." (City of Corvallis Parks and Recreation Department 1981:II-10).

The Riverfront Enhancement Task Force report, dated June 6, 1994, concluded that there is a potentially rich archaeological record buried at the former site of the buildings along First Street (City of Corvallis Parks and Recreation Department 1994:19). The report also stated that, "significant archaeological items may be lost if care is not taken during the redevelopment of this area" (City of Corvallis Parks and Recreation Department 1994:57).

Archaeological Survey 1997

An archaeological surface survey was conducted in October 1997 by the author to locate and map any visible archaeological remains within the research area. The survey included the area which is now Riverfront Park and city parking and the riverbank along the west side of the Willamette River between VanBuren and Jefferson Avenues.

Riverfront Park/Parking Areas

A pedestrian survey of the research area was conducted to locate any visible remains of past structures within the research area. The visible archaeological remains were mapped and recorded by the author (Figures 34 and 35). Due to landscaping and the development of the park and parking areas, there are few visible archaeological remains.

The visible remains included thirteen concrete slabs of various sizes (CS 1-5), a possible milling wheel (A 3), and a circular concrete object (A 2) which is currently used as a garbage can holder (Figure 34). All of the remains are located west of the bike trail between Jackson and Madison Avenues. The slabs may be the ones used to form a promenade during the original riverfront development in 1970 (City of Corvallis Parks and Recreation Department 1994:1). The concrete slabs are surrounded by shrubs and in four locations there are park benches embedded in the slabs.

Between Jackson and Monroe Avenues there are several concrete slabs. The first group of four slabs (CS 1) is 1.1 meters south of Jackson Avenue and there is a park bench located in the center slab (Figure 34). Forty-five meters south at the center of the block there is an area with five concrete slabs (CS 2) with a bench in the northern most slab (Figure 34).

The slabs between Jackson and Monroe Avenues may be related to the Fischer Brother's Milling Company warehouses which were removed between 1936 and 1944.

At the end of Monroe Avenue there are three concrete slabs (CS 3), a possible milling wheel (A 3), and a circular concrete object (A 2) (Figure 35). The concrete in this plaza appears to have been pored in place and may not be from the original structures. The milling wheel (A 3) and circular concrete object (A 2) at the end of Monroe may be related to Corvallis Feed and Seed Company which was labeled as doing "feed grinding" on the 1927 Sanborn Map (Figures 22 and 35). Between 1927 and 1950 the Corvallis Feed and Seed warehouses were being used for grocery and beer storage.

Eight and one half meters south of Monroe Avenue there is a single concrete slab (CS 4) with a park bench. This slab may also be related to Corvallis Feed and Seed Company (Figure 35).

Riverbank Survey

The second portion of the riverfront survey consisted of a survey of the riverbank along the west side of the Willamette River. The riverbank provided the best area for survey because it was not improved when the park was developed. It was also a good area since it has undergone erosion, due to flooding and undercutting of the Willamette River, exposing artifacts.

The riverbank survey was conducted in two stages. The first stage was conducted from a boat on the Willamette River and involved locating and photographing visible artifacts and features along the riverbank within the research area. The areas which appeared to have artifacts exposed or erosional damage were focused on for the second (pedestrian) stage of the

survey. Because both stages involved surveying the riverbank they are treated as a single survey and addressed on a block by block basis.

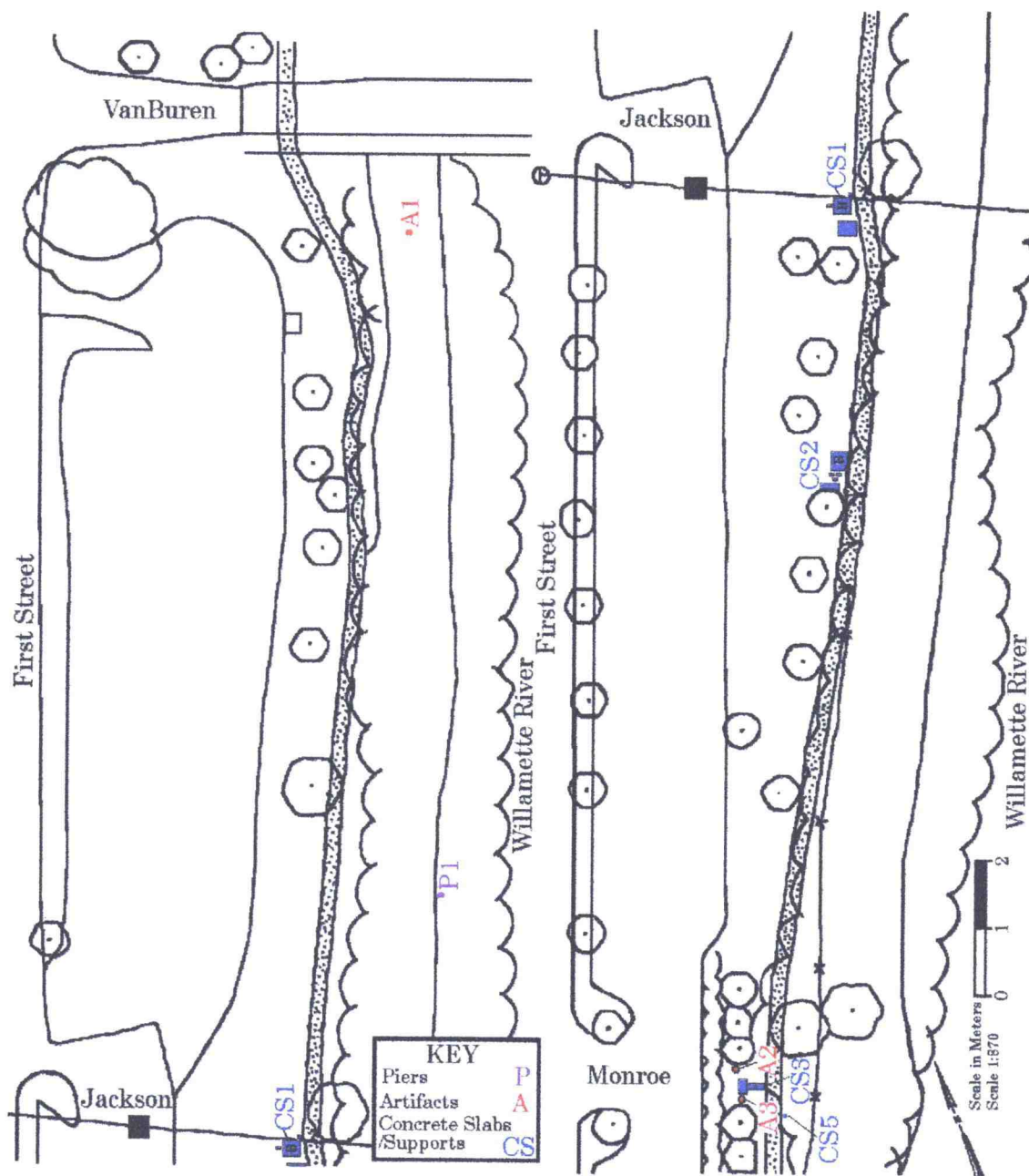


Figure 34. Survey Map of the research area, VanBuren to Jackson and Jackson to Monroe Avenues.

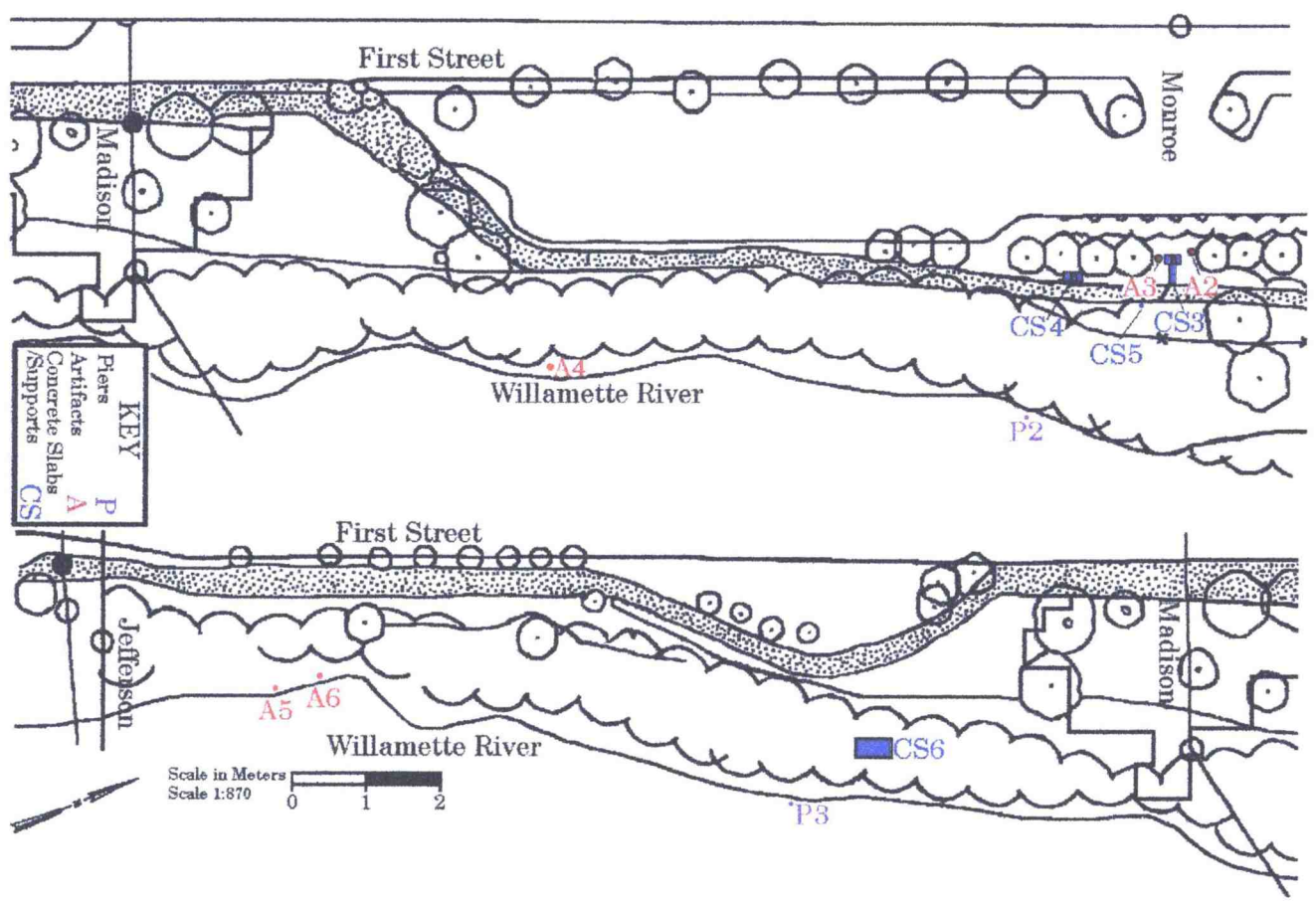


Figure 35. Survey Map of the research area, Monroe to Madison and Madison to Jefferson Avenues.

VanBuren to Jackson Avenue

A survey of the riverbank located artifacts just south of the VanBuren bridge. These artifacts include a car body (A1) protruding out of the riverbank nine meters south of the bridge and many scattered concrete fragments (Figure 34). North of Jackson Avenue there are pilings (P1) sticking out of the Willamette River (Figures 34 and 36). These pilings may be related to the wharf of Fischer's Hay Warehouse present on the 1912 Sanborn Map (Figure 9). At the end of Jackson Avenue, near the top of the riverbank, there is a city sewer drain.



Figure 36. Wooden pilings in the Willamette River north of Jackson Avenue.

Jackson to Monroe Avenue

It was not possible to conduct a pedestrian survey of the riverbank between Jackson and Monroe Avenues. In this section of the research area the riverbank was too steep (approximately 35 degree slope) and the

blackberries were too dense to conduct a survey. Along the river there were scattered cinder blocks and bricks which were used to reinforce the riverbank in the 1930s. At the end of Monroe there were more concrete chunks and debris related to the riverbank reinforcement (Figure 37).



Figure 37. Concrete and debris at the end of Monroe Avenue.

Monroe to Madison Avenue

The remains of pilings (P 2) can be seen sticking out of the Willamette River just south of Monroe Avenue (Figures 35 and 38). These pilings may be related to the planked incline that was located behind Corvallis Feed and Seed Company on the 1927 Sanborn Map (Figure 21). The planked incline extended southwest along the riverbank into the Willamette River.

Beginning at the end of Monroe Avenue and extending south to Madison Avenue there were scattered concrete chunks, cinder blocks, and bricks visible on the riverbank. Approximately 50 meters south of Monroe

Avenue on the riverbank was a large, thick porcelain fragment (A 4), probably from a toilet.

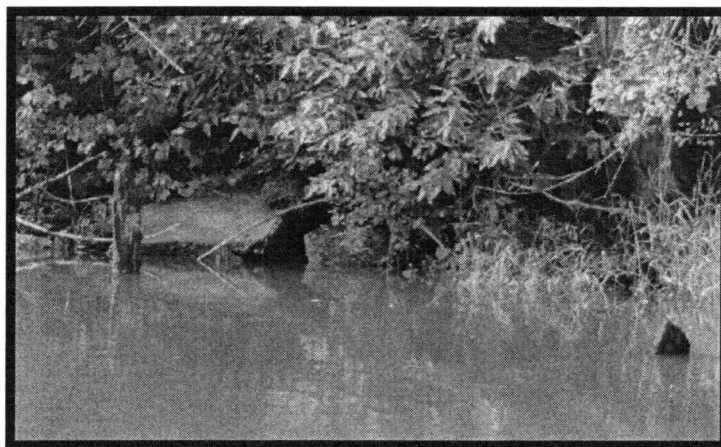


Figure 38. Wooden pilings in the Willamette River south of Monroe Avenue.

At the end of Monroe Avenue near the top of the riverbank was a concrete slab (CS 5) stamped “MELLON & GENDRON CONTRACTORS 1909” (Figure 34). It is not known what structure this concrete came from. The slab may be related to the Hay, Lime, and Cement Warehouse which was erected on the riverbank north of Monroe Avenue between 1895 and 1912 (Figure 14). However, the historical record does not indicate any change in ownership or improvements on the block which would indicate when the warehouse was erected. A city sewer drain is located at the end of Madison Avenue, near the top of the riverbank.

Madison to Jefferson Avenue

South of Madison Avenue there is a large concrete support (CS 6) which may be related to Medo-Land Creamery (Figures 35 and 39). The support may have been in the southeast corner of the structure which appeared to extend over the riverbank on the 1912, 1927, and 1927 (revised to 1950) Sanborn Maps (Figures 26 and 29). Just south of the concrete support there was a large rubble pile with large concrete chunks and debris (Figure 40). In this same area there were pilings (P 3) sticking out of the Willamette River (Figure 35). These pilings may also be related to the southeast corner of Medo-Land Creamery which extended over the river (Figures 26 and 29).

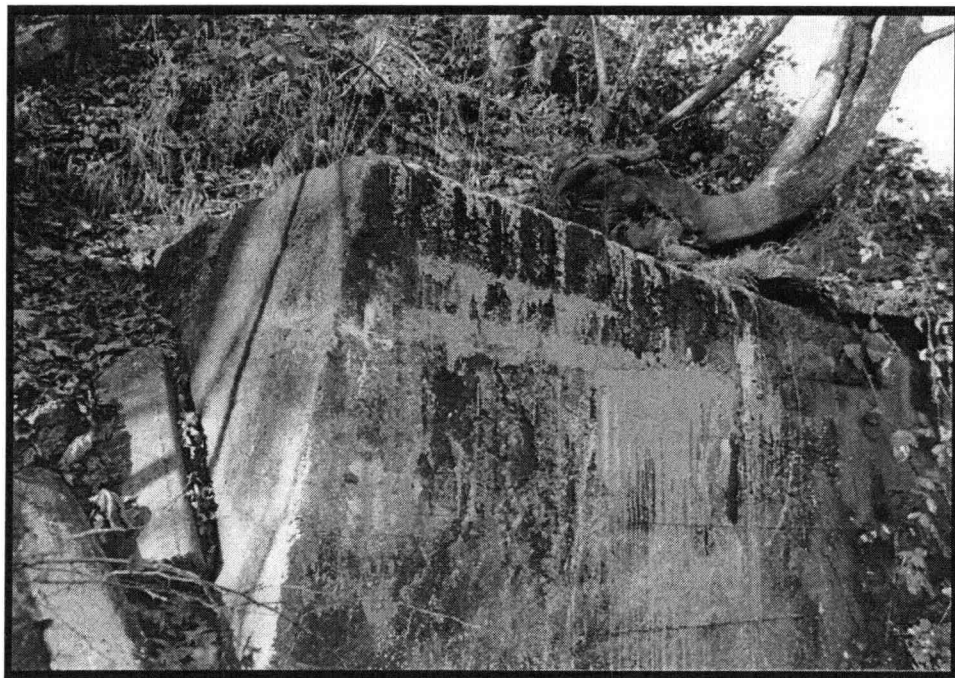


Figure 39. Concrete support on riverbank south of Madison Avenue.

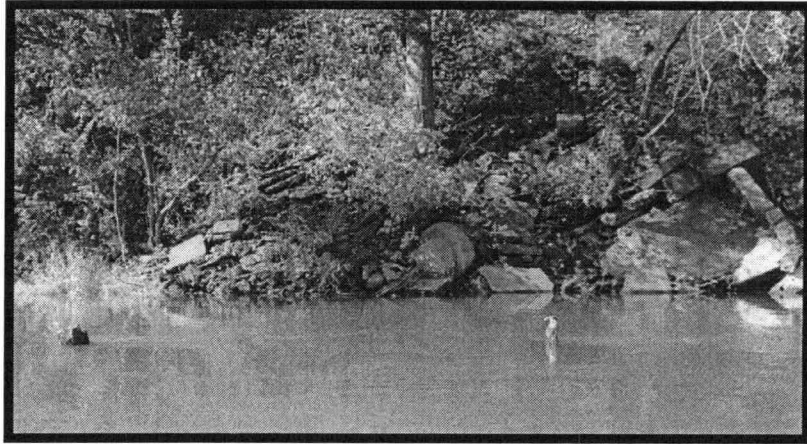


Figure 40. Rubble and piers south of Madison Avenue.

Approximately twenty meters north of Jefferson Avenue considerable erosion was occurring. At this point artifacts (A 5) were eroding from the riverbank (Figure 35). These artifacts were scattered on the ground and included fragments of a plate and a handle which was, possibly from a soup tureen (Figures 35 and 41). The plate was made of high-fired ceramic white ironstone and had no markings or decoration. White ironstone, imported from England was quite popular in America from 1840 to 1870 (Weatherbee 1985:6). White ironstone by American potters was popular from 1860 until 1900 (Weatherbee 1985:156).

Twenty-five meters north of Jefferson Avenue was another area with artifacts (A 6) eroding from the riverbank (Figure 35). In this area there were ceramic fragments of a cup and a plate which were both decorated with decals (Figure 42). The plate fragment was made of high-fired ceramic whiteware with scalloped edges and an indented base. Along the scalloped edge was gold gilt and the surface of the plate had a floral print decal. The decal was of rose colored flowers with blue-green, pointed, leaves. The

fragment of the cup was also made of high-fired ceramic whiteware and had a floral decal print on the outside. The flowers were rose colored with blue-green leaves and were larger than those on the plate. The use of decals was introduced about 1860 (Sutton and Arkush 1996:201). Lehner (1980) stated that the use of decals on dinnerware was popular around 1900 (Lehner 1980:13).



Figure 41. Ceramics eroding from riverbank north of Jefferson Avenue.

In the same erosional cut there were a large amount of artifacts eroding from the riverbank (Figure 43). These artifacts included a large sheet of flat glass which was frosted and had ridges on one side, portions of a car body, metal pipes, logging cable, a medicine bottle, ceramics, fragments of a milk bottle, and bricks and rubble.

The medicine bottle protruding from the riverbank had a patent finish with a 7/16" bore. The body of the bottle was straight with chamfered edges and was embossed with measuring increments along the flat surface of one side. The shoulder of the bottle was embossed with a stylized "3III". The width of the bottle was two inches and the approximate height (the base was missing) was five and three quarters to six inches. Patent lip bottles were usually used for extracts and medicine and date to the late nineteenth and early twentieth centuries (Jones and Sullivan 1989:81).



Figure 42. Ceramic fragments with decals and scalloped edges.

At this point on the riverbank, just south of the site of Medo-Land Creamery there was a fragment of a round milk bottle. The milk bottle was the only artifact which could be associated with the riverfront businesses. The bottle was of a type known as "common sense milk jars" which used a

paper cap closure (Rock 1990:25). Production of these bottles began between 1890 and 1900 and were in use into the 1940s (Rock 1990:25). The milk bottle discovered on the riverbank was not embossed and may have had applied color labeling which was introduced in the mid-1930s (Rock 1990:25). The bottle also predates a switch to square squat bottles which were introduced in 1940 (Rock 1990:25). A date of between 1900 and 1940 is consistent with the period Medo-Land Creamery was in operation.



Figure 43. Artifacts eroding from riverbank north of Jefferson Avenue. Medicine bottle and plate of glass visible.

At the end of Jefferson Avenue there were many cinder blocks, bricks, and rubble (Figure 44). These remains are related to the 1930s revetment along the riverbank. Near the top of the riverbank was a city sewer drain which emptied into the Willamette River.

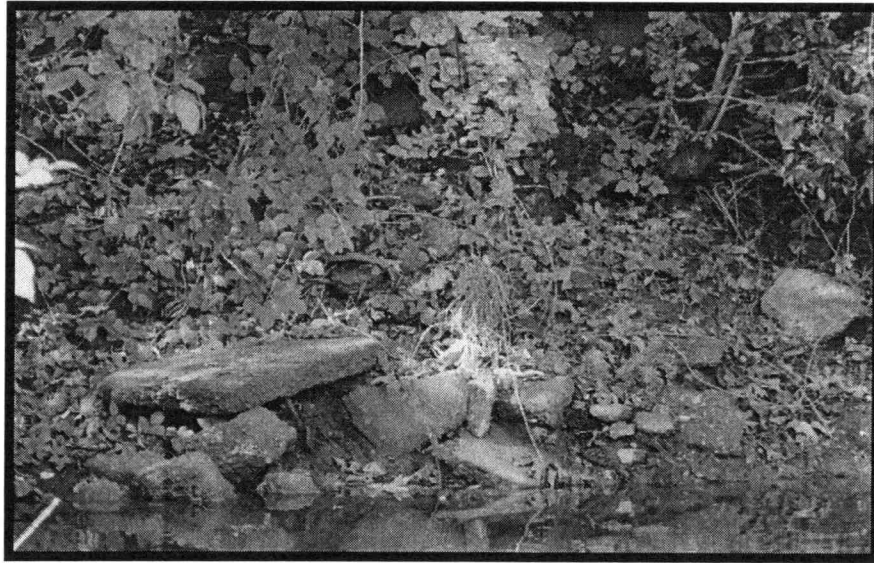


Figure 44. Cinder blocks, cement, and rubble at the end of Jefferson Avenue.

Survey Problems

There were several problems encountered in surveying the riverbank. The first problem encountered was submerged pilings and debris along the riverbank. These conditions made it impossible to get the boat close enough to see small artifacts on the surface of the riverbank. Other major problems included low visibility due to dense vegetation in some areas and a steep slope in all areas of the riverbank. These factors combined with slippery soils and vegetation made surveying the riverbank difficult and sometimes dangerous.

Site Disturbances

There are many areas of the riverfront which have been impacted by ground disturbing activity. In Riverfront Park these disturbances are related

to the construction of the city sewers and improvements within the park. Along the riverbank the disturbances are related to the construction of the revetment in the 1930s and current bank erosion (Figures 45 and 46).

A major source of ground disturbance in Riverfront Park was the result of sewer lines located at the ends of Jackson, Madison, and Jefferson Avenues (Figures 45 and 46). The sewer line along Jackson Avenue was placed on the south side of the Avenue and extends, east to west, through the park emptying into the Willamette River (Figure 45). The sewer lines at Madison and Jefferson Avenues are located at the center of the Avenue and extend, east to west, through the park emptying into the Willamette River (Figure 46). At Jefferson Avenue there is a second sewer line extending from a junction in First Street along the south side of Jefferson emptying into the Willamette River.

The most recent disturbance within the park was the excavation which was conducted to create the plaza at the end of Madison Avenue. The excavation, conducted in 1983, involved creating a sunken plaza at the end of Madison Avenue east of First Street (Figure 30). In 1985 there were further excavations to install the Heggen Fountain within the plaza. Based on the extent of the excavations it is unlikely that there are any archaeological resources which were not disturbed or destroyed. Neither of these excavations were supervised by archaeologists and it is unknown if artifacts were encountered.

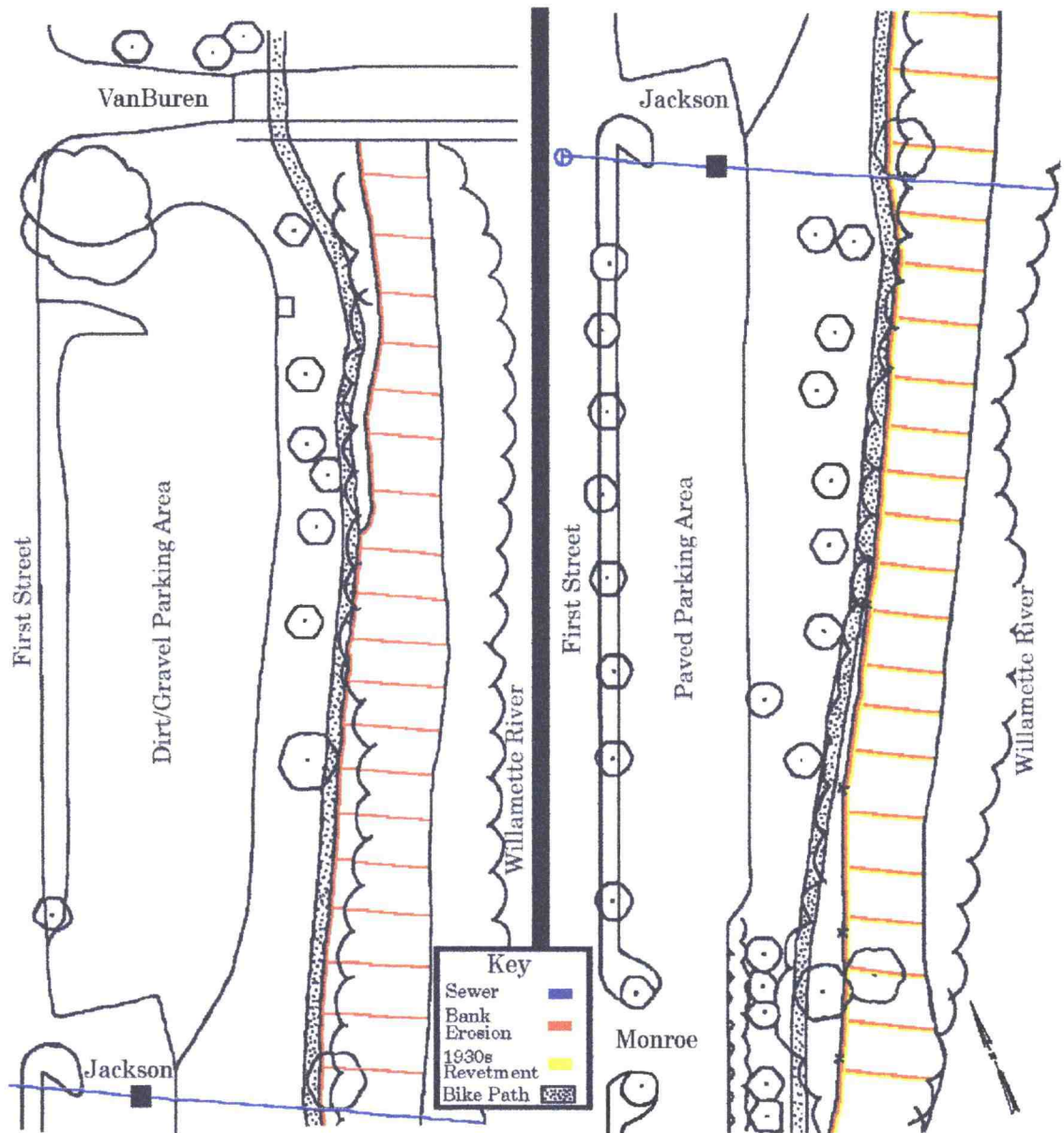


Figure 45. Map of areas of ground disturbance, VanBuren to Jackson and Jackson to Monroe Avenues.

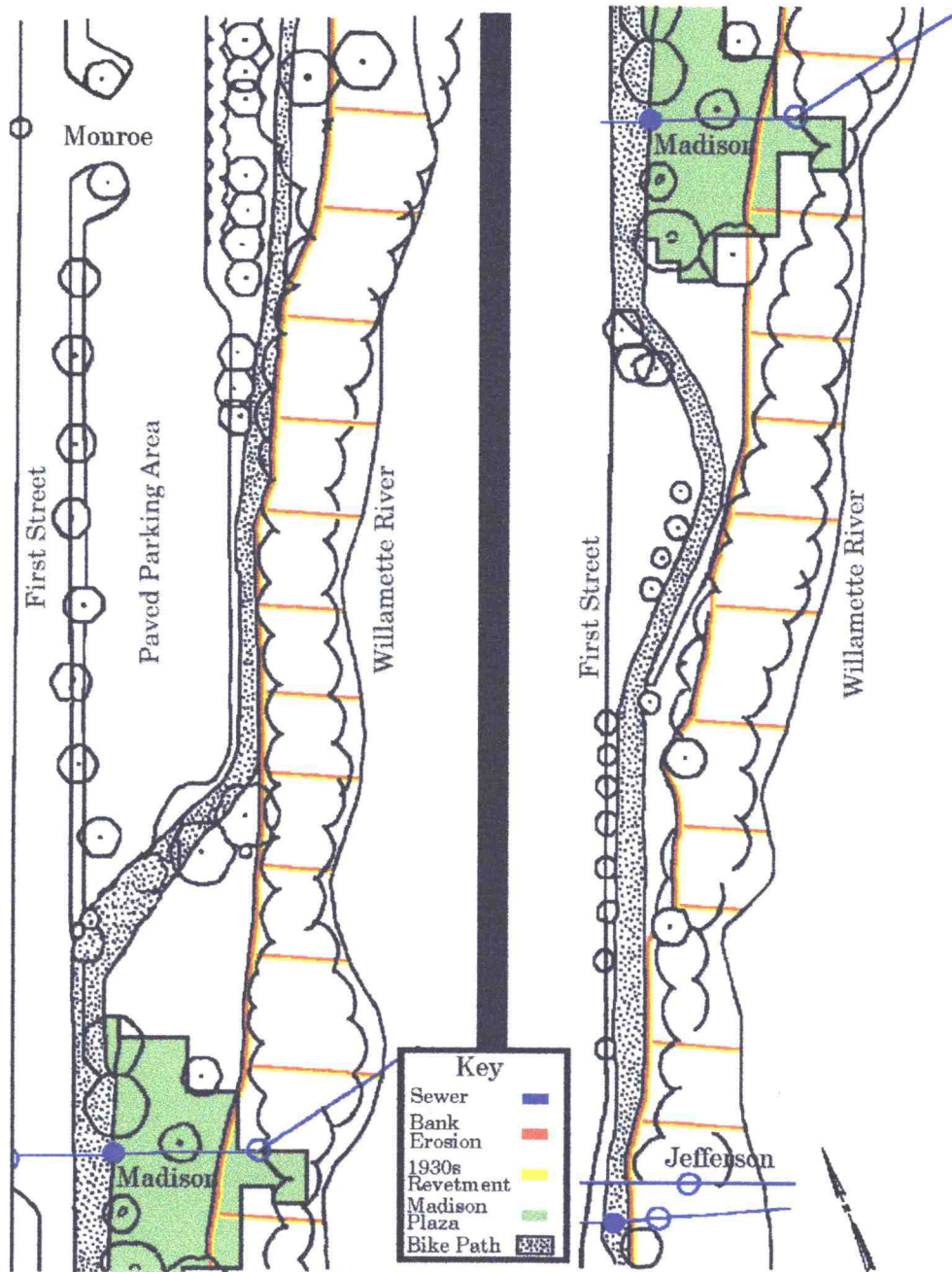


Figure 46. Map of areas of ground disturbance, Monroe to Madison and Madison to Jefferson Avenues.

The area along the riverbank has also undergone considerable disturbance. During the 1930s a revetment of bricks, cinder blocks, and concrete was constructed along the riverbank between Adams and Jackson Avenues (Figures 45 and 46). This revetment was placed along the riverbank by local residents and business owners to reduce the erosion from the Willamette River and reinforce the riverbank (City of Corvallis Parks and Recreation Department 1981:IV-7). The remains of this work are still visible along the riverbank between Jackson and Jefferson Avenues particularly in areas where erosion is currently occurring.

The other major disturbance along the riverbank is related to the natural processes of erosion (Figures 45 and 46). This is visible just north of Jefferson Avenue where artifacts can be seen eroding out of the riverbank. The processes of erosion can also be seen in the extremely steep riverbanks within the research area (City of Corvallis Parks and Recreation Department 1981:IV-7).

Chapter 6: Proposed Construction

There are currently two major construction projects planned within Riverfront Park. Both projects involve excavations which will impact the archaeology of the research area. The first project will be conducted by Corvallis Public Works and involves construction of a new sewer line. The second project will be conducted by the Corvallis Parks and Recreation Department and involves the redevelopment of Riverfront Commemorative Park after the sewer line is completed.

Corvallis Sewer Development

Corvallis Public Works has proposed the construction of a new sewer line within Riverfront Park. This project is known as the Combined Sewer Overflow (CSO) Remediation Project. The project is being undertaken to replace the five sewer by-passes (outlets) between Western Avenue and Michael's Landing. The sewer outlets have to be eliminated according to Federal directives (Corvallis Riverfront Enhancement Task Force 1994).

The construction of the sewer line will begin south of Western Avenue and extend through the research area to the northern end of Riverfront Park. At the end of Riverfront Park the sewer will be extended under Second Street to the water treatment plant.

The proposed sewer line will run south to north and will be placed approximately twenty feet east of First Street in Riverfront Park. The sewer line will be constructed of forty two inch pipe which will be buried 14 to 20 feet in the ground (Bruce Moser 1997, pers. comm.). The area impacted by the construction may be as little as 20 feet wide or as great as 60

feet wide. Maps of the proposed sewer line show a 60 foot corridor along the length of the riverfront (Figures 47 and 48).

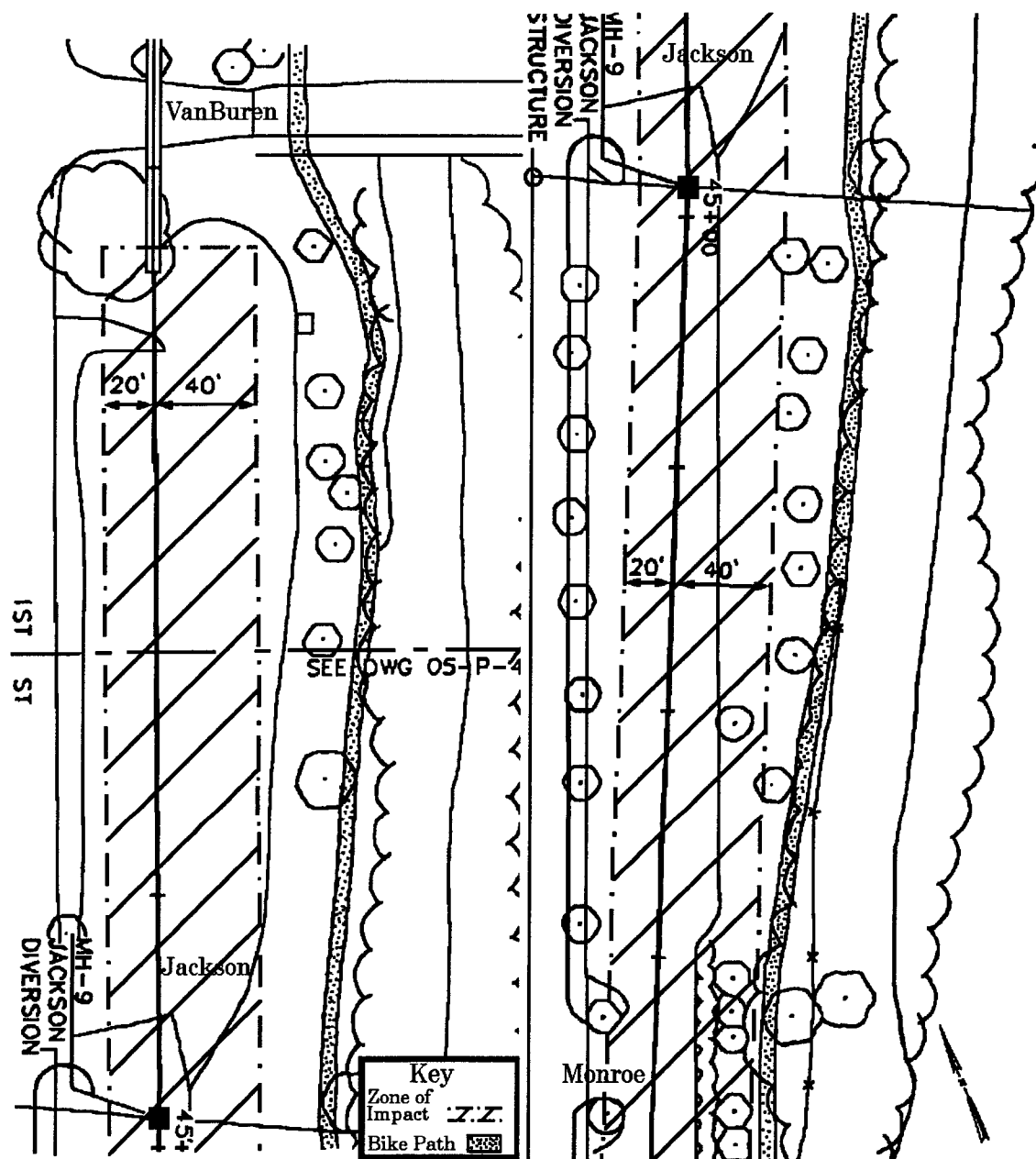


Figure 47. Corvallis Public Works proposed sewer line (1997), VanBuren to Jackson and Jackson to Monroe. Map courtesy Corvallis Public Works.

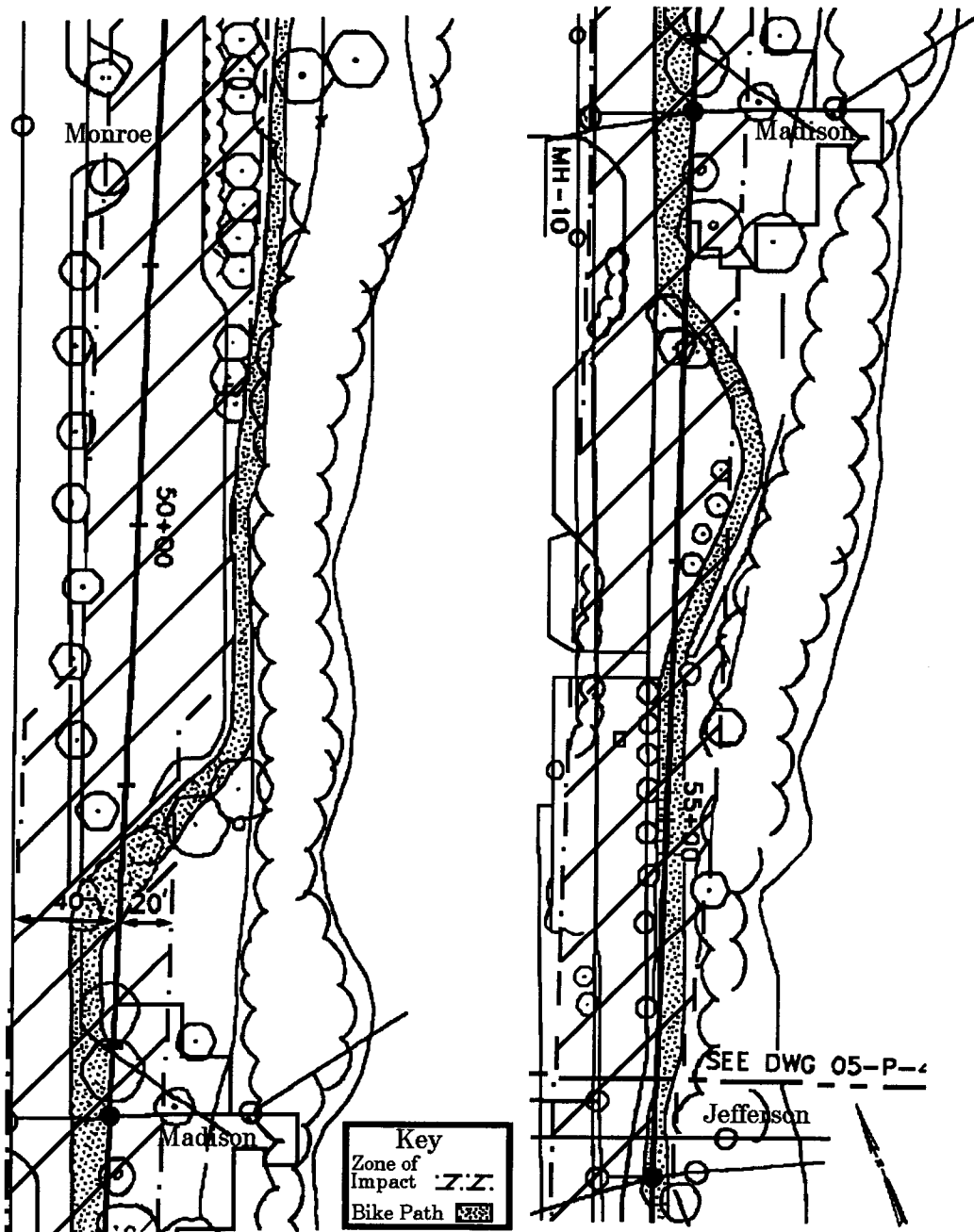


Figure 48. Corvallis Public Works proposed sewer line (1997), Monroe to Madison and Madison to Jefferson. Map courtesy Corvallis Public Works.

The amount of estimated disturbance of archaeological materials within the research area is based on the impact zone on the maps of the proposed sewer line (Figures 47 and 48). The impact of the sewer line on archaeological materials will be smallest (approximately 60%) between VanBuren and Jackson Avenues (Figure 47). This is based on the fact that the riverfront is at its widest at this point. Between Jackson and Monroe Avenues the impact will be from 70 to 100 percent (Figure 47). At the north end of the block between Monroe and Madison Avenues the impact of construction will be 100 percent. Two-thirds of the way, south, between Monroe and Madison Avenues the corridor shifts toward First Street to avoid impacting the Madison Avenue overlook (Figure 48). Just south of Madison Avenue the impact from construction will be approximately 80 percent. Further south of Madison and extending to Jefferson Avenue the impact will be 100 percent (Figure 48).

Riverfront Park Development

The second phase of construction will include improvements to Riverfront Park. In November 1997 the Final 10-Percent Schematic Design for Riverfront Commemorative Park was presented to the Corvallis Riverfront Commission (Figures 49 and 50). This final plan will continue to undergo design refinements to make it compatible with other construction projects.

Based on the proposed plans for Riverfront Park it seems likely that a plaza will be developed at the end of Jackson Avenue (Figure 49). This plaza would extend from First Street to the riverbank. It appears that plaza construction would call for excavations to install the proposed fountain, the

plaza itself, and the support for the overlook. Construction of the support for the overlook will impact the archaeological resources of the riverbank.

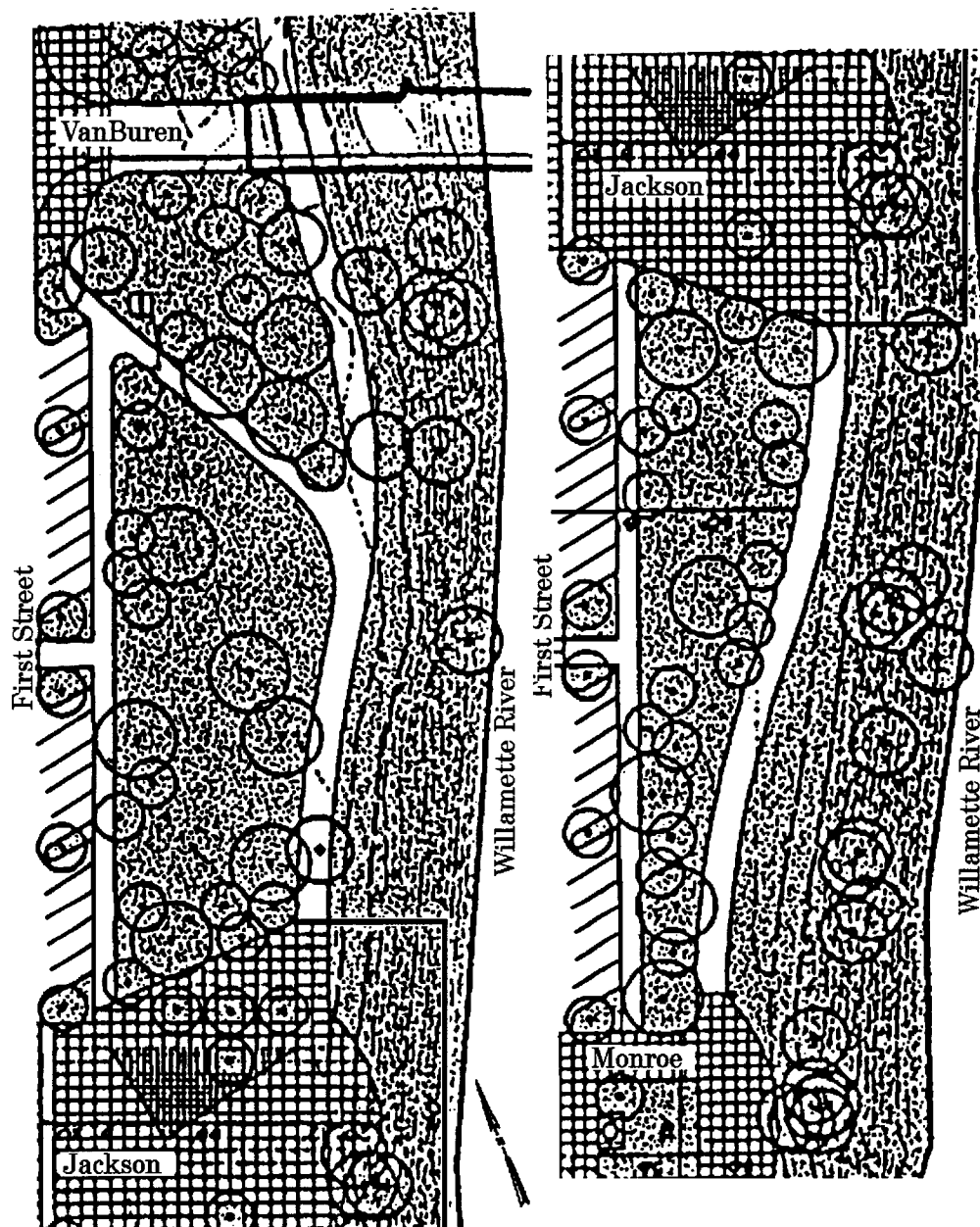


Figure 49. Riverfront Park proposed developments, VanBuren to Jackson and Jackson to Monroe. Map courtesy Corvallis Parks and Recreation Department.

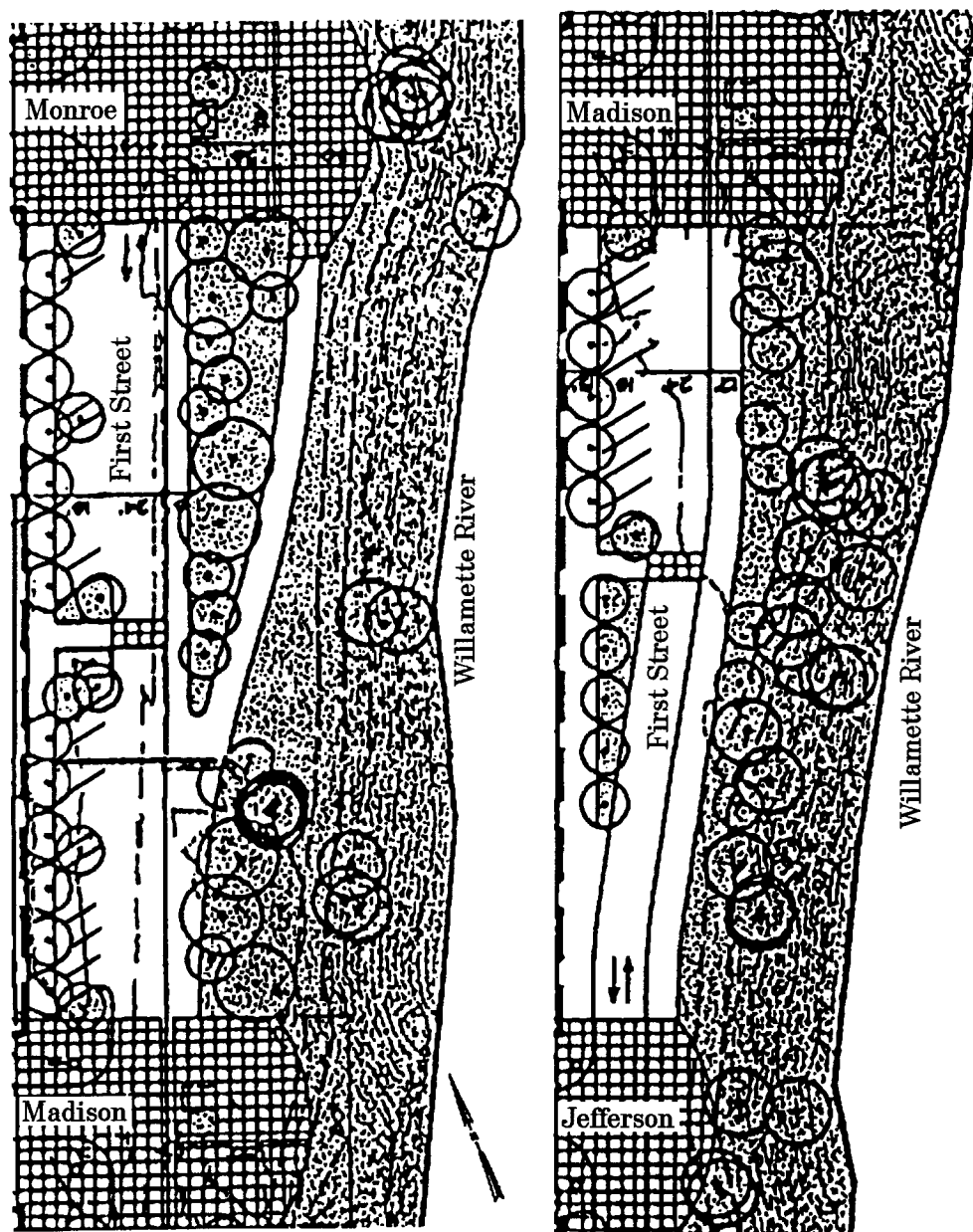


Figure 50. Riverfront Park proposed developments, Monroe to Madison and Madison to Jefferson. Map courtesy Corvallis Parks and Recreation Department.

Chapter 7: Conclusions and Recommendations

Conclusions

This thesis has shown that the research area between VanBuren and Jefferson Avenues has a long and interesting history. This history should be preserved from destruction. To do this the archaeological resources of this area must be protected or removed in a systematic way by archaeologists.

Using the Historical Record to Justify Archaeological Testing

In researching this thesis I found that historical records can provide enough information to support conducting archaeological testing. In this case historical records provided documentation showing the history of ownership and use of the warehouses and businesses along the riverfront. The Sanborn Maps and aerial and oblique photos provided added information as to what the riverfront looked like during its period of use and decline. The historical record also supports the belief that there has been limited ground disturbing activity in the research area since the structures were removed in the late 1950s. The possible remains of these structures still visible within the park were mapped and recorded during the archaeological survey of the research area. Together these sources indicate that archaeological testing is justified within the research area.

In doing the historical research for this thesis, I encountered several problems related to archival research. One of the major problems with archival records was the way that the collections were organized by the repositories. Some of the problems included uninventoried collections,

information that was cataloged but not cross-referenced, repositories which purged their records, restricted hours of repositories, and repositories not equipped for copying certain kinds of records.

There were also problems with the historical records themselves. In many cases historical records have inaccurate information. This is usually discovered after many sources have been consulted. These inconsistencies are often encountered in dates, locations of structures, and in the recollection of stories and events.

In this thesis I have tried to counter some of the inconsistencies in the historical record. In an attempt to correct the problem with dates, I used sources which included the month, date, and year when possible. In the case of conflicting facts or differing stories, each story was addressed and the one that was recounted most often or seemed most logical to the researcher was noted.

There were also problems encountered when using county deed and assessment records. Problems with deed records included changes in ownership which occurred through third parties (sheriff sale, estate division), multi-party ownership of properties, and liens placed on the property by mortgage holders. The problems with assessment records included a lack of identifying the fractional river lots separately from other properties in early records and missing records from the assessment office after 1946. A particular problem with the Benton County Assessment office is their policy of destroying assessment records over seven years old to save space. While the purging of records is not logical to a researcher, it does fit the need of the agency at the present and will probably never change.

Potential of the Riverfront to Yield Significant Archaeological Information

The use of historical records provided the researcher with an understanding of the role that the riverfront played in the formation of Marysville (Corvallis). Based on historical records it is clear that there is more that we do not know about this area than we know. Archaeological excavations can expand our knowledge about the activities which occurred within the research area.

Between VanBuren and Jackson Avenues archaeologists can expect to find remains at the north end of the block associated with the operation of the ferry across the Willamette River dating between the 1840s and 1910s. Archaeologists may also encounter remains related to the private dwelling along VanBuren dating from the 1910s to the 1950s, remains associated with the repair and storage of automobiles dating between the 1910s and 1950s, and artifacts related to blacksmithing from the 1910s to the 1930s. At the south end of the block archaeologists may encounter remains related to grain cleaning and warehousing dating between the 1870s and 1900s and hay warehousing from the 1900s to the 1950s.

Between Jackson and Monroe Avenues archaeologists can expect to find remains at the north end of the block associated with grain milling, cleaning, and warehousing dating from the 1880s until the 1940s. At the south end of the block archaeologists may encounter remains related to the storage of hay, lime, and cement between the 1900s and 1910s and grain storage from the 1910s to the 1940s.

Between Monroe and Madison Avenues archaeologists can expect to find remains at the north end of the block associated with grain cleaning and warehousing dating to between the 1860s and 1900s, the remains of a fire between 1884 and 1888, general warehousing dating to the 1910s, feed

grinding and feed and seed storage dating between the 1910s and 1940s, and grocery and beer storage dating to the 1940s and 1950s. At the center of the block archaeologists may encounter remains associated with fruit drying and packaging dating to the 1870s and 1880s and artifacts related to the drying and storage of wood between the 1900s and 1950s. At the south end of the block archaeologists may encounter remains associated with wood planing and sash and door construction dating between the 1870s and the 1950s, the remains of the 1911 fire, and the remains of the city water reservoir dating between the 1870s and 1890s. In Monroe Avenue along First Street archaeologists may find the remains of an office dating from the 1910s to the 1950s and remains associated with the Corvallis Water Works dating from 1885 to 1890 along the river.

Between Madison and Jefferson Avenues archaeologists can expect to find remains at the north end of the block associated with a private dwelling dating to the 1880s, grain and oat warehousing dating between the 1880s and 1900s, and milk and cream processing dating between the 1900s and 1960s. At the center of the block archaeologists may find remains associated with a barn or stable dating to the 1880s and sheds dating from the 1880s to the 1910s. At the south end of the block archaeologists may encounter remains associated with grain warehousing and shipping dating between the 1880s and the 1910s.

Impact of Proposed Construction

Based on the proposed developments within Riverfront Park it is evident that there will be a significant impact on the archaeological resources within the research area. The magnitude of the Combined Sewer

Overflow (CSO) development will mean the loss of the majority of the archaeological resources discussed above. Developments by the Corvallis Parks and Recreation Department will also impact these archaeological resources.

Potential for Interpretation

The history of the riverfront extends from the formation of Marysville (Corvallis) to the developments of the park at present. This area offers great potential for interpretation. The data compiled in this thesis provide a historical record which can be used with archaeological excavations to improve the interpretive efforts along the riverfront.

Archaeology can fill in missing information about the daily activities of the riverfront that are not in the written record. Archaeology can also be used as a common theme throughout the park. The artifacts recovered through archaeological excavations can be used in displays and exhibits to provide tangibility to the history of the riverfront. These displays and exhibits can help get the community of Corvallis interested in its past. Interpretation could bring more people to the park for recreation and education. With more people using the park vandalism would be decreased and local businesses would have a greater incentive to locate along the riverfront.

Recommendations

This thesis has provided me the opportunity to explore the potential of the historical record in justifying archaeological testing. It has also provided me the chance to create an urban archaeological report which can be used

by different departments within the City of Corvallis. It is hoped that the City of Corvallis will take this report under consideration before they begin their proposed construction projects within Riverfront Park. If the City of Corvallis chooses not to accept these recommendations it may mean the total loss of a significant resource to the community of Corvallis.

Since the proposed plans for the sewer and park projects indicate that the majority of the archaeological resources within the research area will be impacted or destroyed the goal of archaeologists should be to gain as much data from this area as possible.

At a minimum the City of Corvallis should conduct archaeological testing along the riverfront. This testing should be conducted to determine if there are intact archaeological remains within Riverfront Park. Testing should be directed to those areas which have the greatest potential to possess artifactual remains and appear to be the least disturbed.

Between VanBuren and Jackson Avenues I would recommend testing on lots two and six of this block. Lot six was above the ferry landing from the 1840s to 1912 and was the site of a private dwelling from the 1910s until the 1950s. Information from this area could help expand the little that is known about the occupation and use of this structure. Lot two was an open area used as a drive for the Farmer's and Jas. Cauthorn Warehouse until Fischer's Hay Warehouse was constructed between 1895 and 1912. I have suggested testing this area because the construction of Fischer's Hay Warehouse covered this area and may have protected the resources.

Between Jackson and Monroe Avenues I would recommend testing lot five of fractional block one. In this location there was a basement which first appeared on the 1890 Sanborn Map. This basement was located below the mill portion of Benton County Flouring Mills Co. Remains of the mill and

warehouses may have been pushed into this basement as fill when the structure was removed in 1944. At the other end of the block I would test lot one. This area was open for many years and was the location of a hay, lime, and cement warehouse between the 1890s and 1946. After 1946 all structures were removed from this block and it was used for parking and for lumber storage.

The block between Monroe and Madison Avenues offers the greatest potential to test areas which contained basements. Lots one, two, and three are associated with Central Planing Mill and all contained basements which were added between 1912 and 1927. In 1890 the grain warehouse on lot six had a basement which was filled in when the structure was removed between 1895 and 1911. The 1912 Sanborn Map showed a basement at the J. Hamlin General Warehouse on lot five. Around 1920 J. Hamlin acquired lot six and added a warehouse which was connected to the warehouse on lot five. The basement for this warehouse was in the same location as the one that was filled in around 1911 or 1912. The areas which had basements may contain the remains of the planing mill and warehouses which could have been pushed into the basements as fill when the structures were removed in the 1950s.

Between Madison and Jefferson Avenues testing should be conducted on lots two, three, and five. On the 1888 Sanborn Map the O. R. & N. Company Warehouses on lots two and three of fractional block three had basements. The remains of the warehouse may have been pushed into the basement as fill when the warehouses were removed between 1895 and 1912. Lot five should also be tested since it was the location of the Jas. Cauthorn Oat Warehouse and was later the site of the Corvallis Creamery building.

If the City of Corvallis conducts archaeological testing they will be better able to assess the impacts that the proposed construction will have on the archaeological resources. Based on the extent of the construction it does not seem unreasonable to ask the city to undertake full data recovery of this resource. Since the cost of archaeological testing is minimal compared to the cost of the proposed construction projects it is hoped that the City of Corvallis will appropriate funds for the excavation and analysis of artifacts from within the research area.

By conducting archaeological excavations within Riverfront Commemorative Park the City can: preserve the history of Corvallis for the community; fulfill its legal obligations under Oregon Senate Bill 61, the National Register of Historic Places, and policy 5.1.1 of the Corvallis Comprehensive Plan to the cultural and archaeological resources of the riverfront; and have important material which can be used as an interpretive tool to bring people to the park and help create an overall theme for the park.

The intent of this thesis has been to inform the City of Corvallis, Corvallis Public Works, and Corvallis Parks and Recreation Department about the archaeological potential of the research area and its value to the City and its residents. I have also tried to outline the legal obligations that the City has under Local, State, and Federal laws and regulations to protect the archaeological resources of the Corvallis riverfront. This thesis is not intended to stop the excavations for the CSO project or Riverfront Commemorative Park improvements within the research area. It is my sincere hope that the data contained in this thesis will help convince the City of Corvallis to protect and interpret this important and irreplaceable resource.

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Notes

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Appendices

Appendix 1 Deed Records

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Sept 21, 1858	Dixon, William F.	St. Clair, Wyman & Moore, Isaac	Deed	E	139			N 1/2 of tract lying E Blk 1 Dixon's Add.
Sept 3, 1860	Dixon, Wm F. & Wf	St. Clair, Wyman & Moore, Isaac		E	612			All E of lot 1 Dixon's Add
Mar 27, 1862	Moore, Isaac	Moore, R. W.		F	211			All E of lot 1 Dixon's Add
July 23, 1886	Moore, Mary A.	Moore, R. W.		T	539			N 1/2 of tract E of Blk 1 Dixon's Add
Nov 6, 1886	Moore, R. W.	Chase, W. B.	L.C.D.	V	10			1/2 of N 1/2 of tract lying E Blk 1 Dixon's Add.
July 6, 1888	Chase, W. B. & Georgia P.	Bloomhart, Fred	L.C.D.	X	187			N 1/2 of tract E of Blk 1 Dixon's Add
Oct 1, 1891	Briggs, N. P. & M. J. et. al.	Beach, M. A.			29 497			Und 1/2 of N 1/2 of tract E of Blk 1 Dixon's Add
Oct 1, 1891	Beach, Anna M. & M. A.	Blumhart, Fred			29 502			Und 1/2 of N 1/2 of tract E of Blk 1 Dixon's Add
Apr 1, 1902	Blumhart, Fred G.	Benton County			40 493			N 1/2 of tract E of Blk 1 Dixon's Add
Jan 5, 1947	Benton County	Slocum, H. G.			120 717			N 1/2 of tract E of Blk 1 Dixon's Add #65565
June 22, 1956	Slocum, H. G.	City of Corvallis			155 383			N 1/2 of tract E of Blk 1 Dixon's Add #10596
Sept 3, 1860	Dixon, Wm F. & Wf	St. Clair, Wyman & Moore, Isaac		E	602			S 1/2 of tract lying E Blk 1 Dixon's Add.
Sept 4, 1860	Dixon, William F.	Moore, Isaac & St. Clair, Wyman		E	602			S 1/2 of tract lying E Blk 1 Dixon's Add.
June 18, 1873	Moore, et. al.	Corvallis Warehouse Co.		J	306			Und 1/2 S 1/2 of tract lying E Blk 1 Dixon's
June 27, 1873	Fuller, H. A. & Wf	Corvallis Warehouse Co.		J	349			Und 1/2 S 1/2 of tract lying E Blk 1 Dixon's

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Nov 15, 1879	Briggs, M. J., Gaurdian est. St. Clair	Corvallis Warehouse Co.		N	5			Und 3/5 tract E of blk 1 Dixon's Add
Jan 25, 1880	St. Clair, Wyman; Bryson, J. R. & Wf Mary C.	Corvallis Warehouse Co.	L.C.D.	N	67			Und 2/5 tract E of blk 1 Dixon's Add
Feb 14, 1880	Corvallis Warehouse Co.	Cauthorn, James A.		N	89			S 1/2 of tract lying E Blk 1 Dixon's Add.
June 5, 1886	Cauthorn, Jas. A. & Martha M.	Job, Zephin, B. R, Archie & Addie		27	543			S 1/2 of tract lying E Blk 1 Dixon's Add.
June 5, 1891	Cauthorn, Jas. A. & Martha M.	Bush, Ashel et. al.		27	543			S 1/2 of tract lying E Blk 1 Dixon's Add.
July 17, 1895	Job, Zephin, B. R, Archie & Addie	Bryson, J. R, (assignee)		34	415			S 1/2 of tract lying E Blk 1 Dixon's Add.
Oct 21, 1896	Bush, Ashel et. al.	Brandeberry, J. N.	L.C.D.	35	552			Und 29/60 of Cauthorn Warehouse Property
Mar 6, 1896	Bryson, J. R, (assignee)	Brandeberry, J. N.		35	221			Und 31/60 of Cauthorn Warehouse Property
Dec 9, 1898	Brandeberry, J. N. & M. L.	Dutard, Henry	Deed	37	77			S 1/2 of tract lying E Blk 1 Dixon's Add.
Dec 24, 1898	Brandeberry, J. N. & M. L.	Dutard, Henry	L.C.D.	38	19			S 1/2 of tract lying E Blk 1 Dixon's Add.
Oct 26, 1907	Dutard, Eliza	Fischer, August W.		48	111			S 1/2 of tract lying E Blk 1 Dixon's Add.
Feb 27, 1908	Fischer, August W.	Dutard, Eliza	Waiver /Wrnty	misc 1	256			S 1/2 of tract lying E Blk 1 Dixon's Add.
Jan 13, 1913	Fischer, George & August W.	Fischer, Fred S.		57	196			Und 1/2 S 1/2 of tract lying E Dixon's Add.
Oct 11, 1956	Fischer, Anna et. al.	City of Corvallis	Will to Deed	157	85			Dixon's Add. Instrument#12344
Feb 18, 1861	McEvans, A. J. & Wf	Alexander, S. C.		F	165	1	1	Und 1/2

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
June 26, 1861	Avery, J. C.	Smith, Greenberry		F	59	2	1	
Sept 30, 1861	Avery, J. C. & Wf	Alexander, S. C. & McEvans, A. J.		F	78	1	1	
Oct 3, 1861	Avery, J. C.	Alexander, Samuel C. et. al.		F	78	1	1	
Oct 14, 1861	Avery, J. C.	Smith, Green B.		F	107	3	1	
Oct 14, 1861	Avery, J. C.	Smith, Green B.		F	107	1, 2, 3	1	
Jan 14, 1863	Alexander, S. C. & Wf	Smith, Green B.		B	450	1	1	
Aug 13, 1864	Alexander, Samuel C. (by Sheriff)	Smith, Green B.		F	576	1	1	
Jan 7, 1890	Smith, John et. al.	Smith, Mary E.		Y	339	1, 2, 3	1	
Jan 7, 1890	Smith, Mary E.	Rickard, John et. al.		Y	345	1, 2, 3	1	
July 24, 1884	Avery, Martha et. al.	Wells, W. A. & Spencer, E. W.		R	482	4, 5, 6	1	
Jan 4, 1887	Spencer, E. W. & Wf	Wells, W. A.		S	599	4, 5, 6	1	
Oct 23, 1889	Wells, W. A. & M. J.	Smith, James		Y	110	4, 5, 6	1	
Oct 23, 1889	Wells, W. A. & M. J.	Rickard, John et. al.		Y	110	4, 5, 6	1	
Oct 23, 1889	Wells, W. A. & M. J.	Wilson, Allen et. al.		Y	110	4, 5, 6	1	
Oct 23, 1889	Wells, W. A. & M. J.	Avery, Punderson et. al.		Y	110	4, 5, 6	1	

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Apr 2, 1891	Smith, John & Emma	Gibson, R. E.		27	470	1-6	1	Und 1/2 of lots 1-6
Apr 2, 1891	Smith, John & Emma	Gibson, R. E.		27	470	1-6	1	Und 1/4 of lots 1-6
Feb 3, 1897	Gibson, R. E. & Eliza et. al.	Benton County Flouring Mills Co.		35	624	1-6	1	
Feb 3, 1897	Avery, P. & Elizabeth: Gibson, R. E. & Eliza;	Benton County Flouring Mills Co.		35	624	1-6	1	
Feb 3, 1897	Wilson, Allen	Benton County Flouring Mills Co.		35	624	1-6	1	
Feb 3, 1897	Rickard, John & Allen	Benton County Flouring Mills Co.		35	624	1-6	1	
Sept 30, 1904	Benton County Flouring Mills Co.	Fischer (est.) of H. F.		44	188	1-6	1	
Apr 10, 1924	Fischer Flouring Mills Inc.	Fischer Bros. Milling Co.		73	441	1-6	1	
May 13, 1924	Fischer, Anna, George, August, & Fred	Fischer Bros. Milling Co.		74	171			Tract on 1st St Corvallis
Sept 29, 1933	Ingram, G. W. trustee of bankruptcy Fischer Bros.	Wilson, E. E.		88	203	1-6	1	Instrument #14184
Oct 6, 1933	Fischer Bros. Milling Co.	Bankruptcy		86	405	1-6	1	
Apr 26, 1935	Wilson, E. E.	Smith, Judson G. & Laura B.		89	42	1-6	1	Instrument #17493
June 2, 1945	Smith, Judson G. & Laura B.	Smith, Loren		107	399	1-6	1	Instrument #51526
June 23, 1945	Smith, Loren J. & Audrey W.	City of Corvallis		107	491	1-6	1	Instrument #51764
Mar 4, 1876	Avery, Jas. C.	Pittman, Wm. M.		K	424	1	2	

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Mar 4, 1876	Avery, Jas. C. & Wf	City of Corvallis		K	423	2	2	
Mar 4, 1876	City of Corvallis Bayley, J. R. et al	Pittman, Wm. M.		K	421	2	2	
Oct 17, 1878	Pittman, Wm. M.	Mason, Lorin L. & Joshua		L	528	1, 2	2	Und 1/2 of frac lots
Nov 15, 1880	Mason, Joshua & Wf P. A.	Pittman, W. M.		O	229	1, 2	2	Und 1/2 of frac lots
Nov 15, 1880	Pittman, Wm. M.	Lewis, H. C. foreclosed		F	281	1, 2	2	
Feb 17, 1881	Pittman, Wm. M.	Bryson, J. R.		F	312	1, 2	2	
Aug 13, 1884	Mason, L. C.	Mason, J.		S	241	1, 2	2	Und 1/4 lots 1 & 2
Mar 19, 1887	Pittman, Wm. M. (by Administrator)	Lewis, Haman C.		V	217	1, 2	2	
Mar 29, 1887	Lewis, H. C.	Hurd, L. L. et. al.	Cntrct	V	219	1, 2	2	
Mar 31, 1890	Lewis, H. C.	Hurd, L. L. et. al.	Deed	Y	505	1, 2	2	
Nov 24, 1891	Hurd, L. L.	Briscoe, Wm.	Bond	30	52	1, 2	2	
Mar 15, 1893	Hurd, L. L. & J. E. (by Sheriff)	Rickard, John		32	252	1, 2	2	
Mar 7, 1896	Rickard, John & Ella	Sheasgreen, Frank P. et. al.		33	349	1, 2	2	
Mar 7, 1896	Rickard, John & Ella	Newhouse, Niel M. et. al.		33	349	1, 2	2	
Jan 25, 1899	Newhouse, Niel M. & Laura	Gray, James K.		37	93	1, 2	2	Und 1/2 of lots

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Apr 11, 1901	Sheasgreen, Frank P. & Mary	Buxton, Edward		37	456	1, 2	2	Und 1/2 of lots
Mar 3, 1903	Gray, James K. & Emma	Sheasgreen, Harriet A.		41	337	1, 2	2	Und 1/2 of lots
Mar 3, 1903	Sheasgreen, Harriet A.	Sheasgreen, Frank P.		41	338	1, 2	2	Und 1/2 of lots
Oct 16, 1905	Sheasgreen, Frank P. & Mary	Buxton, Edward		45	89	1, 2	2	Und 1/2 of lots
Mar 23, 1875	Avery, J. C.	Alden Fruit Preserving Co.		K	197	3, 4	2	
June 10, 1881	Alden Fruit Preserving Co. (by Sheriff)	Allen, Emery et. al.		N	461	3, 4	2	
June 10, 1881	Alden Fruit Preserving Co. (by Sheriff)	Goldson, W. H.		N	461	3, 4	2	
June 10, 1881	Alden Fruit Preserving Co. (by Sheriff)	Chenoweth, F. A. et. al.		N	461	3, 4	2	
June 10, 1881	Alden Fruit Preserving Co. (by Sheriff)	Brock, R. W. et. al.		N	461	3, 4	2	
June 10, 1881	Alden Fruit Preserving Co. (by Sheriff)	Briggs, N. P. et. al.		N	461	3, 4	2	
Aug 26 1882	Brock, R. W. & E. A.	Halliday		O	471	3, 4	2	Und 1/5 of lots
Nov 7, 1887	Goldson, W. H. & Melinda	Allen, Emery & Bump W.		U	267	3, 4	2	Und 1/5 of lots
Apr 15, 1889	Chenoweth, F. A. & E. A.	Allen, Emery		W	592	3, 4	2	Und 1/5 of lots
July 23, 1889	Halliday, John E.	Kline, S. L.		W	529	3, 4	2	Und 1/5 of lots
Jan 6, 1904	Kline, S. L. & Emma T.	Sheasgreen, Frank P. et. al.		41	544	3, 4	2	Und 1/5 of lots

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Jan 6, 1904	Kline, S. L. & Emma T.	Buxton, Edward et. al.		41	544	3, 4	2	Und 1/5 of lots
Oct 16, 1905	Sheasgreen, Frank P. & May	Buxton, Edward	L.C.D.	44	600	3, 4	2	
June 22, 1906	Allen, Emery & M. E.	Buxton, Edward		45	238	3, 4	2	Und 3/5 of lots
Feb 27, 1907	Buxton, Edward	Buxton, Harry E.	L.C.D.	46	545	1-4	2	Und 1/3 of lots
Sept 6, 1911	Buxton, Edward & Daisy	Buxton, Harry E.		54	88	1-4	2	Und 1/2 of lots
Sept 6, 1911	Buxton, Harry E. & Lucile J.	Buxton, Edward	L.C.D.	55	79	1-4	2	Und 1/3 of lots
Mar 29, 1919	Buxton, Edward & Daisy	Buxton, Harry E.		65	167	1-4	2	1/2 interest in lots
Mar 29, 1919	Buxton, Edward & Daisy	Buxton, Harry E. & Lucile J.	L.C.D.	66	153		2	33 ft adjoining lot 1
Apr 19, 1919	Buxton, Harry E. & Lucile J.	King, Florence		66	171	1-4	2	also 33 ft adjoining lot 1
Apr 19, 1919	King, Florence	Buxton, Harry E. & Lucile J.		66	171	1-4	2	also 33 ft adjoining lot 1
June 2, 1944	Buxton, Chas. R.	Buxton, George F.	W. D.	105	137	1-4	2	1/2 interest in lots Instrument #47965
July 29, 1955	Buxton, George F.	City of Corvallis	W. D.	151	640	1-4	2	Instrument #5985
Dec 24, 1864	Avery, J. C.	Hamilton, William B.		G	54	5, 6	2	
Nov 7, 1867	Hamilton, Wm. B.	Hamilton, James F.		G	777	5, 6	2	Und 1/2 of lots
Aug 11, 1868	Hamilton, James F.	Hamilton, Wm. B.		H	136	5, 6	2	Und 1/2 of lots

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Nov 2, 1871	Hamilton, Wm. B.	Hamilton, James F.		I	433	5, 6	2	Und 1/2 of lots
July 31, 1876	Hamilton, James, Wm. B, & Lucy A.	Bell, M. H. & King, Sol		L	201	5, 6	2	
July 5, 1878	King, Sol & Wf	Blair, Thomas J.		L	484	5, 6	2	Und 1/2 of lots
July 26, 1878	Bell, M. H. & E. C.	Blair, Thomas J.		L	502	5, 6	2	Und 1/2 of lots
Apr 2, 1887	Blair, T. J. (by Sheriff)	Job, Zephin & B. R.		V	252	5, 6	2	
Sept 7, 1889	Job, Zephin & B. R., Addie, & Archie	Hogg, T. Egerton		Y	23	5, 6	2	
Jan 11, 1894	Hogg, T. Egerton	Hoag, William, M.		32	580	5, 6	2	
June 6, 1899	Hoag, William, M.	Hogg, Naomi C.; Bently, N. S.; Whyte, William P.		38	221	5, 6	2	
June 21, 1900	Hogg, Naomi C.	Smith, Gilbert		38	485	5, 6	2	
Sept 3, 1907	Hogg, T. Egerton (by Admin.)	Ingle, J. W.		47	172	5, 6	2	
Nov 23, 1911	Ingle, J. W. & Elvira	Hamlin, W. F.		55	242	5	2	
June 4, 1913	Ingle, J. W. & Elvira	Corvallis Commercial Club		57	462	6	2	
June 21, 1920	Corvallis Commercial Club	Hamlin, W. F.		67	278	6	2	
Mar 4, 1931	Hamlin, W. F. & Flora	Whitmore, R. M. & Lucile H.	L.C.D.	84	255	5, 6	2	Instrument #9891
Mar 5, 1945	Whitmore, R. M. & Lucile H.	Slocum, Clyde C.	W. D.	106	586	5, 6	2	Instrument #50565

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
May 23, 1949	Slocum, Clyde C. & Neva B.	Starker, T. J. & Margaret O.		126	444	5, 6	2	Instrument #73322
June 22, 1951	Starker, T. J.	City of Corvallis	W.D.	135	486	5, 6	2	Instrument #85083
Dec 23, 1882	Avery, G. W.	Avery, M.		G	557	1, 2, 3	3	
July 24, 1884	Avery, M.	Avery, G. W.		I	181	1, 2, 3	3	
May 9, 1885	Avery, George W., N. B.	Woodcock, M. S.		H	203	1, 2, 3	3	
Sept 25, 1885	Avery, George W., N. B.	Woodcock, M. S.		T	187	1, 2, 3	3	
Nov 11, 1886	Hatch	Woodcock, M. S.		V	87	1, 2, 3	3	
Nov 11, 1886	Bliar, Thomas J.	Woodcock, M. S.		V	88	1, 2, 3	3	
Apr 6, 1888	Woodcock, M. S. & E. J.	Oregon Railway & Navigation Co.		U	524	1, 2, 3	3	
July 18, 1896	Knapp, R. B. master com.	Marcus, A. et al		35	454	1, 2, 3	3	
July 18, 1896	Farmer's loan & trust Co.	Marcus, A. et al		35	464	1, 2, 3	3	
April 1, 1896	Oregon Railway & Navigation Co.	Marcus, A. et al		35	473	1, 2, 3	3	
Aug 17, 1896	Marcus, A. et al	Oregon Railway & Navigation Co.		35	482	1, 2, 3	3	
Aug 26, 1896	Oregon Railway & Navigation Co.	Fairchild, Chas S. & Marcus A; Beaman, C. C.		35	454 473			All Property of O. R. N. & Co.
Aug 26, 1896	Beaman, C. C.	Oregon Railway & Navigation Co.		35	482			All Property of O. R. N. & Co.

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Dec 23, 1910	Oregon Railway & Navigation Co.	Oregon & Washington Railroad & Navigation		53	315	1, 2, 3	3	
June 9, 1911	Oregon & Washington Railroad & Navigation Co.	Farmer's loan & trust Co.		27	92	1, 2, 3	3	
June 30, 1914	Oregon & Washington Railroad & Navigation Co.	Farmer's loan & trust Co.		30	300	1, 2, 3	3	
Aug 25, 1914	Oregon & Washington Railroad & Navigation Co.	Farmer's loan & trust Co.		30	337	1, 2, 3	3	
July 10, 1941	Buxton, Co.	Whitmore, R. M. et al (O.W.R. & N. Co.)				1, 2, 3	3	tax# 12041 #320 Pg 8 comp
Aug 12, 1942	Dupree, Wm. Supp.	Benton County		100	620	1, 2, 3	3	
Aug 18, 1955	Benton County	City of Corvallis	deed	152	131	1, 2, 3	3	Instrument #6214
Dec 30, 1863	Avery, J. C.	Bernard, S. H.		F	419	4	3	
Jan 14, 1864	Bernard, S. H. & Wf	Tiedman, M.		F	486	4	3	
Feb 21, 1914	Meyer, Kate & Conrad	Meuler, Mary		59	225	4	3	
Mar 18, 1914	Meuler, Mary	Coopey, J. R.		59	268	4	3	
Jan 14, 1922	Kaupish, H. W.	Coopey, J. R.	Agreement	Misc. 3	446	4	3	
Nov 26, 1923	Coopey, J. R. & Margaretha	Corvallis Creamery Co.		73	92	4	3	
Nov 28, 1868	Avery, J. C. & Wf	Lewis, Haman C.		H	220	5	3	
May 13, 1874	Lewis, H. C. & Wf	Hyland, Benjamin		J	607	5	3	

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
Aug 6, 1874	Hyland, Benjamin	Dinges, W.		D	238	5	3	
Jan 14, 1875	Cauthorn, James A.	Hyland, Benjamin		D	456	5	3	
June 17, 1875	Hyland, Benjamin & Louisa	Cauthorn, James A.		L	45	5	3	
Apr 1, 1858	Avery, Jas. C.	Harris, Henry B.		E	526	6	3	frac lot lying E of lot 6 Blk 4 Corvallis
Jan 30, 1864	Harris, Henry B.	Moore, R. W.		B	490	6	3	
Jan 30, 1864	Harris, Henry B.	Lauc, N. H.		B	487	6	3	Und 1/3
Sept 27, 1875	Harris, H. B. & Wf Mary E.	Cauthorn, James A.		L	97	6	3	
Jan 24, 1878	Cauthorn, James A. & Wf	Harris, J.		F	38	5, 6	3	
Jan 12, 1891	Cauthorn, James A. & Wf	Cooper, James		K	561	5, 6	3	
July 22, 1895	Cauthorn, James A. & Wf	Jolly, W. A. & Cooper, T.		O	370	5, 6	3	
July 27, 1895	Cauthorn, James A. & Wf	Dolph, J. N. foreclosed		O	368	5, 6	3	
July 29, 1895	Cauthorn, James A. & Martha (by Sheriff)	Cooper, F. M. James (Est. of)		34	426	5, 6	3	
July 29, 1895	Cooper, F. M. & Jas. (by Exec.); Williams, Jolly	Cauthorn, James A.		33	259	5, 6	3	
June 6, 1905	Cauthorn, Jas. A. (est. of by Sheriff)	Thornton, Ruth D.		39	34	5, 6	3	
Nov 9, 1905	Thornton, Ruth D. & Lewis W.	Corvallis Creamery Co.		45	106	5, 6	3	

Appendix 1 (Continued)

Date	Grantor	Grantee	Type	Book	Page	Lot(s)	Blk	Description
June 25, 1931	Corvallis Creamery Co.	Medo-Land Properties Co.		84	575	4, 5, 6	3	Instrument #13935
Jan 14, 1935	Keady, M. F. & Wf	Medo-Land Creamery		88	467	4, 5, 6	3	
Feb 1, 1957	Medo-Land Properties Co.	City of Corvallis	W. D.	158	300	4, 5, 6	3	Instrument #10560

Appendix 2: Assessment Records

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1857				No mention of fractional lots										
1858				No mention of fractional lots										
1859				No mention of fractional lots										
1860			Moore, Isaac	3 lots of 1/2 of Ferry at Corvallis									800	
1861				No mention of fractional lots										
1862				No mention of fractional lots										
1863				No mention of fractional lots										
1864				No mention of fractional lots										
1865				No mention of fractional lots										
1866				Assessment book missing										
1867				Assessment book missing										

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1868				Assessment book missing										
1869				Assessment book missing										
1870				Assessment book missing										
1871				Assessment book missing										
1872				Assessment book missing										
1873				Assessment book missing										
1874			Avery, J. C.	Original Town Marysville (OT)	4-6	1	150						150	
1875			St. Clair, M. J.	Corvallis Fractional River Lots			250						250	
			Corvallis Warehouse Co.	Original Town Marysville (OT)	1&2	1	4000					Debt 3000	1000	
			Smith, Green B.	Frac. River Lots 3			200						200	
			Avery, J. C.	Original Town Marysville (OT)	4-6	1	225						225	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1876			Smith, Green B.	Original Town Marysville (OT)	1-3	1	600						600	
			Pittman & Co.	Pittman & Co. Smithshop 2 fractional lots Corvallis										
			Phile, Phillip	Fractional river lots \$100 each										
			Cauthorn, James A.	Original Town Marysville (OT)	5&6	3	1200		210				2110	
1877				Assessment book missing										
1878			Cauthorn, James A.	Frac lots Farmer's Warehouse Dixon's Add Blk 1										
			Avery, J. C. (est.)	Original Town Marysville (OT)	4-6	1	450						450	
			Pittman	Frac lots & planer									3000	
			King & Bell	Original Town Marysville (OT)	5&6	2								
			Phile, Phillip	Fractional river lots			2200		250			3000		
			Cauthorn, James A.	Original Town Marysville (OT)	5&6	3								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1879			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
			Avery, J. C.	Original Town Marysville (OT)	4-6	1	450						450	
			Pittman, William M. & Geo.	Original Town Marysville (OT)	2	2								
			Blair	Original Town Marysville (OT)	5&6	2								
			Phile, Phillip	Frac river lots	4	3	2200		300			3000		
			Cauthorn, James A.	Original Town Marysville (OT)	5&6	3								
1880			Briggs, M. J.	Frac river lots with ferry										
			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
			Avery, J. C.	Original Town Marysville (OT)	4-6	1								
			Blair	Original Town Marysville (OT)	5-6	2								
			Cauthorn, James A.	Original Town Marysville (OT)	5-6	3								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1881			Briggs, M. J.	Frac river lots with ferry										
			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
			Avery, J. C.	Original Town Marysville (OT)	4-6	1								
			Blair, T. J.	Original Town Marysville (OT)	5&6	2								
1882			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
1883			Briggs, M. J. & Moore, Isaac	Frac river lots with ferry			300							
			Cauthorn, James A.	S 1/2 of blk E of blk 1 Dixon's Add			6000	320	12000			1100		
			Phile, Phillip	River lots										
1884			Moore, Isaac	Frac river lots with ferry										
			Cauthorn, J. A.; Arnold, B. L. (holds mortgage)	S 1/2 of blk E of blk 1 Dixon's Add										
			Smith, Green B.	Original Town Marysville (OT)	1-3	1								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Phile, Catherine	River lots										
1885			Moore, Isaac	Frac river lots between VanBuren & Jackson St.										
			Cauthorn, J. A.; Arnold, B. L. (holds mortgage)	S 1/2 of blk E of blk 1 Dixon's Add										
			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
			Wells & Spencer	Original Town Marysville (OT)	4-6	1	700		2000			debt 2400		
			Briggs	Holds mortgage on 1/4 interest in lots 3 & 4	3&4	2								
1886			Arnold, B. L.	S 1/2 of blk E of blk 1 Dixon's Add										
			Smith, Green B.	Original Town Marysville (OT)	1-3	1								
			Wells & Spencer	Original Town Marysville (OT)	4-6	1								
			Woodcock	Original Town Marysville (OT)	1-3	3								
1887			Arnold, B. L.	S 1/2 of blk E of blk 1 Dixon's Add										

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Hamilton, Job & Co.	River lots 5 & 6										
1888			Wells, W. A.	3 Frac river lots			1800	303	310	90			2503	\$45.60
			Smith Geo. W.	Original Town Marysville (OT)	1	2	300	500					800	\$16.56
			Lewis, H. C.	Frac river lots			2000	187			175	1000		
			Phile, Catherine	Original Town Marysville (OT)	4	3								
			Job & Beulah, R. S.	Frac river lots 5 & 6										
1889			Blumhart	N 1/2 of blk E of Dixon's Add Purchased Feb 20, 1880 Arnold, B. L. Bk F pg 218										
			Job	S 1/2 blk E of Dixon's Add purchased from J. A. Cauthorn										
			O. R. & N. Co.	Avery Warehouse	1-3	3	2500						2500	
1890			Blumhart	N 1/2 of blk E of Dixon's Add Frac lots 1,2			1250						1250	
			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	15000						13600	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Hogg, T. Egerton	Original Town Marysville (OT)	5&6	2								
			O. R. & N. Co.	Avery Warehouse	1-3	3	2500						2500	
			Cauthorn, J. A.	Original Town Marysville (OT)	5&6	3	600	380				2300	11280	
1891			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	13500		1150		400	2000	17050	
			Hogg, T. Egerton	Original Town Marysville (OT)	5&6	2								
			O. R. & N. Co.	Avery Warehouse	1-3	3	2500						2500	
1892			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	13500		5500				19000	
1893			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	600	10000	2040		200	5000		
			Cooper, T. & Jolly, W. A.	Original Town Marysville (OT)	1	3	300						300	\$7.80
			O. R. & N. Co.	Avery Warehouse	2-4	3	2000						2000	\$52.00
1894			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	600	9000	2000		200	4000		

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			O. R. & N. Co.	Avery Warehouse	2-4	3	2000						2000	
1895			Blumhart	N 1/2 of blk E of Dixon's Add			100						100	
			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	7000	2025		100	3000	12525	
			Newhouse & Sheasgreen	Original Town Marysville (OT)	1-2	2	100		1000				1100	\$30.03
			Allen	Original Town Marysville (OT)		3								
			Allen	Original Town Marysville (OT)		5	50		315					
			Hoag	Original Town Marysville (OT)	5&6	2	100	100					200	
			O. R. & N. Co.	Avery Warehouse	2-4	3	2000						2000	\$54.60
1896			Blumhart	N 1/2 of blk E of Dixon's Add			100						100	
			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	7000		2000		2000	11400	
			Newhouse & Sheasgreen	Original Town Marysville (OT)	1&2	2	110		1100				1210	\$36.42

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Hoag	Original Town Marysville (OT)	5&6	2	100	100					200	
1897			Blumhart	N 1/2 of blk E of Dixon's Add Frac river lots adjacent Dixon's Add			100						100	
			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	7000		2000		2000	11400	
			Newhouse & Sheasgreen	Original Town Marysville (OT)	1&2	2	100			1000			1100	37.51
			Hoag, Wm.	Original Town Marysville (OT)	5&6	2	100	100					200	
1898			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	7000		2000		2000	11400	
			Hoag, Wm.	Original Town Marysville (OT)	5&6	2	100	100					200	
1899			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	7000		2000		2000	11400	
			Sheasgreen & Buxton	Original Town Marysville (OT)	1&2	2	100			1000			1100	
			Hoag, Wm.	Original Town Marysville (OT)	5&6	2	100	100					200	
1900			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	6000					6400	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Sheasgreen & Buxton	Original Town Marysville (OT)	1&2	2	100			1000			1100	
			Hoag, Wm.	Original Town Marysville (OT)	5&6	2	100	100					200	
			O. R. R. & N. Co.	Original Town Marysville (OT)	2-4	3	300	800					1100	
1901			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	6000		1000		1000		
			Buxton, Grey	Original Town Marysville (OT)	2	2	200	200					400	\$13.80
			Hoag, Wm.	Original Town Marysville (OT)	5&6	2	100	100					200	
			O. R. R. & N. Co.	Original Town Marysville (OT)	2-4	3	300	800					1100	\$37.95
			Cauthorn, James A.	Original Town Marysville (OT)	5&6	3	100	250					350	\$12.07
1902			Benton County Flour Milling Co.	Original Town Marysville (OT)	1-6	1	400	6000		1000		1000	8400	
			Sheasgreen	Original Town Marysville (OT)	1&2	2	100	200	650	350			1300	\$55.90
			Hogg, Naomi C.	Original Town Marysville (OT)	3-6	2	335						335	\$14.39

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			O. R. R. & N. Co.	Original Town Marysville (OT)	2-4	3	400	700					1100	\$47.30
1903			Benton County Flouring Mills	Original Town Marysville (OT)	1-6	1	400	6000					6400	
			Buxton & Sheasgreen	Original Town Marysville (OT)	1	2	250	1800	800			400	3250	\$89.05
			Smith, Gilbert	Original Town Marysville (OT)	5&6	2	400	100					500	
			Cauthorn, J. A.	Original Town Marysville (OT)	5&6	3	100	250					350	
1904			Benton County Flouring Mills	Original Town Marysville (OT)	1-6	1	400	6000					6400	
			Buxton & Sheasgreen	Original Town Marysville (OT)	1&2	2	250	1800	1000				3050	
			Smith, Gilbert	Original Town Marysville (OT)	5&6	2	400	100					500	
			O.R.& N. Co.	Original Town Marysville (OT)	1-3	3	400	500					900	
			Cauthorn, J. A.	Original Town Marysville (OT)	5&6	3	100	250					350	
1905			Durant, H.	S 1/2 bounded on N by VanBuren, W by 1st on W by Jackson on S by the Willamette Rvr on E			500						500	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Fisher, H. F. (heirs)	Original Town Marysville (OT)	1-6	1	600	3500					4100	
			Sheasgreen & Buxton	Original Town Marysville (OT)	1-2	2	250	1500	800				2550	
			O.R.& N. Co.	Original Town Marysville (OT)	1-3	3	400	500					900	\$9.00
			Cauthorn, J. A.	Original Town Marysville (OT)	5&6	3	200	250					450	\$4.50
1906			Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	600	2500					3100	
			O. R. & N. Co.	Original Town Marysville (OT)	1-3	3	900						900	\$22.68
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3	30						30	
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	250	800	1500				2250	\$64.26
1907			Tax Assessment Book #2	Original Town Marysville (OT)										
1908			Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			200						200	\$5.90
			Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	600	2500					3100	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2	250	800	1000				2050	\$60.48
			Ingle	Original Town Marysville (OT)	5&6	2	50	100			200		350	
			O. R. & N. Co.	Original Town Marysville (OT)	1-3	3	300	600					900	\$26.55
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3	30						30	
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	500	800	2000	500	300		3950	\$113.03
1909			Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	1500					2000	
			Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	1000	500					1500	\$33.30
			Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2	600	400	1000				2000	\$44.40
			Ingle	Original Town Marysville (OT)	5&6	2	300						300	
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3	100						100	
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	300	800	2000		100	500	3700	\$82.14

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1910			Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	500					1000	
			Fisher (est.) W.	Original Town Marysville (OT)	1	1	1000	2000					3000	\$87.60
			Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2	600	400	1000				2000	\$58.40
			O.R. & N. R. R. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$14.60
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3	150						150	
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	500	800	3200				4500	\$131.40
1911			Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	300					800	
			Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	1000	2500					3500	
			Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2	600	400	1000				2000	\$67.40
			Hamlin W. F.	Original Town Marysville (OT)	5	2	150						150	
			Corvallis Commercial Club	Original Town Marysville (OT)	6	2								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			O.R. & N. R. R. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$16.85
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3	150						150	
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	500	800						
1912			Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	300					800	
			Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	1000	2500					3500	
			Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2								
			Hamlin W. F.	Original Town Marysville (OT)	5	2								
			Corvallis Commercial Club	Original Town Marysville (OT)	6	2								
			O.W.N. Co.	Oregon Washington Navigation Co.	1-3	3								
			Phiel (est.) Catherine	Bk 59 Pg 268	4	3								
			Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1913			Note: Assessment Bk 1 missing											
1914	172	1305	Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	800					1300	\$43.81
		1306	Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	1200	1000					2200	\$74.14
		1307	Corvallis Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	600	300			2200	\$74.14
		1308	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	400					600	\$20.22
		1309	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$6.74
		1310	O.W.N. Co.	Oregon Washington Navigation Co.	1-3	3	500						500	\$16.85
		1311	Phiel (est.) Catherine	Bk 59 Pg 268	4	3	150						150	\$5.69
		1479	Corvallis Creamery Co.	Original Town Marysville (OT) 205 to 215 S 1st St	5&6	3	500	800	2800	300			4350	\$146.59
1915	165	1471	Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	800					1300	\$49.27
		1472	Fisher (est.) W.	Original Town Marysville (OT)	1-6	1	1200	1000					2200	\$83.38

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1473	Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	600	300			2200	\$83.38
		1474	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	400					600	\$22.74
		1475	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$7.99
		1476	O.W.N. Co.	Oregon Washington Navigation Co.	1-3	3	500						500	\$18.95
		1478	Coopey J.R.	Bk 59 Pg 268	4	3	150							\$5.69
		1479	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	500	800	2200	300	400		4200	\$159.18
1916	14	117	Fisher A.W. & Fred	100 ft lying S of VanBuren St & N of Jackson St & E of 1st St. Warehouse Property			500	800					1300	\$52.00
		118	Fischer H. F.	A. W. Fisher Agt. Corvallis, OR.	1-6	1	1200	1000					2200	\$88.00
		119	Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	600	300			2200	\$88.00
		120	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	400					600	\$24.00
		121	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$8.00

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		122	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$20.00
		123	Coopey	205 to 215 1st St	4	3	100						100	\$4.00
		124	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	500	800	2200	700			4200	\$168.00
1917	42	407	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	900					1400	\$61.60
		408	Fischer (est.) H. F.	Original Town Marysville (OT)	1-6	1	1200	1000	100				2300	\$101.20
		409	Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	600	150			2050	\$90.21
		410	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	500					700	\$30.80
		411	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$8.80
		412	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$22.00
		413	Coopey J. R.	Original Town Marysville (OT)	4	3	100						100	\$4.40
		414	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	500	800	2200	700			4200	\$184.80

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1918	114	964	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	900					1400	\$64.54
		965	Fischer (est.) H. F.	Original Town Marysville (OT)	1-6	1	1200	1000	100				2300	\$106.03
		966	Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	600				1900	\$87.59
		967	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	500					700	\$32.27
		968	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$9.22
		969	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$23.05
		970	Coopey J. R.	Original Town Marysville (OT)	4	3	50				100		150	\$6.91
		971	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	500	800	2200	700			4200	\$192.62
1919	160	1452	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	900					1400	\$74.76
		1453	Fischer (est.) H. F.	Original Town Marysville (OT)	1-6	1	1200	1000					2200	\$117.48
		1454	Central Planing Mill	Original Town Marysville (OT)	1-4	2	800	500	500				1800	\$96.12

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1455	Hamlin W. F.	Original Town Marysville (OT)	5	2	200	500					700	\$37.38
		1456	Corvallis Commercial Club	Original Town Marysville (OT)	6	2	200						200	\$10.68
		1457	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.70
		1458	Coopey J. R.	Original Town Marysville (OT)	4	3	50				50		100	\$5.34
		1459	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	500	800	2200	700			4200	\$224.28
1920	101	931	Fisher A.W. & Fred	C/O A. W. Fischer			500	900					1400	\$83.16
		932	Fischer (est.) H. F.	C/O A. W. Fischer	1-6	1	1200	1000					2200	\$130.68
		933	Central Planing Mill	Lots 1-4 and 33 ft in st S of lot 1 Original Town Marysville (OT)	1-4	2	800	500	500				1800	\$106.92
		934	Hamlin W. F.	Original Town Marysville (OT)	5&6	2	400	500					900	\$53.46
		935	O.W.R. & N. Co.	C/O W. Morrow, General Tax Agent, Portland, OR	1-3	3	500						500	\$29.70
		936	Coopey J. R.	Original Town Marysville (OT)	4	3	50						50	\$2.98

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		937	Corvallis Creamery Co.	205 S 1st St	5&6	3	500	800	2200	700			4200	\$249.48
1921	155	1328	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv			500	700					1200	\$68.65
			Fisher A.W. & Fred	Fischer Flouring Mills	1-3	1	1000	450					1450	\$82.96
		1329	Fischer (est.) H. F.	Fischer Flouring Mills	4-6	1	400	8000		2000			10400	\$594.99
		1330	Central Planing Mill	Bk 66 Pg 171 deeds, lots 1-4 plus 33 ft S of lot in St.	1-4	2	800	1250		1250			3300	\$188.80
		1331	Hamlin W. F.	Original Town Marysville (OT)	5&6	2	900	1500					2400	\$137.31
		1332	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$28.61
		1333	Coopey J. R.	Original Town Marysville (OT)	4	3	75						75	\$4.30
		1334	Corvallis Creamery Co.	Original Town Marysville (OT)	5&6	3	600	1500	2400	800			5300	\$303.22
1922	157	1752	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv										
		1753	Fischer (est.) H. F.	Original Town Marysville (OT)	1-6	1	1400	7950	2000				11350	\$595.20

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1754	Central Planing Mill	Lots 1-4 and 35 ft S of lot 1 blk 2	1	2	600	1250		950	800		3800	\$199.27
		1755	Hamlin W. F.	Original Town Marysville (OT)	5&6	2	800	1500					2300	\$120.61
		1756	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.22
		1757	Corvallis Creamery Co.	Original Town Marysville (OT)	4-6	3	600	2300	2400				5300	\$277.93
1923	165	1505	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv			500	450					950	\$49.43
		1504	Fischer Flouring Mills Inc.	Original Town Marysville (OT)	1-6	1	1400	7200					10100	\$525.40
		1506	Central Planing Mill	Bk 66 Pg 171 deeds, lots 1-4 plus 33 ft S of lot in St.	1-4	2	800	150	1750				3800	\$197.68
		1507	Hamlin W. F.	(Creamery Block)	5&6	2	800	1600					2400	\$124.85
	166	1508	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.01
	166	1509	Corvallis Creamery Co.	Original Town Marysville (OT)	4-6	3	600	2300		2400			5300	\$275.71
1924	175	1563	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv			500	500					1000	\$14.31

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1562	Fischer Flouring Mills Inc.	Original Town Marysville (OT)	1-6	1	1400	7200		1425			10025	\$564.81
		1564	Central Planing Mill	Bk 66 Pg 171 deeds, lots 1-4 plus 33 ft S of lot in St. Harry and Lucille J. Buxton 147 S 1st St	1-4	2	800	150	1800				4500	\$253.54
		1565	Hamlin W. F.	(Creamery Block) Bk 67 Pg 278 deeds	5&6	2	800	2100					2900	\$163.39
		1566	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$28.18
		1567	Corvallis Creamery Co.	Bk 73 Pg 92 deeds	4-6	3	600	2300		2400			5300	\$298.60
1925	173	1584	Fisher A.W. & Fred	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	500					1000	\$57.76
		1583	Fischer Flouring Mills Inc.	Original Town Marysville (OT)	1	1	2200	7200	2000				11400	\$658.46
		1585	Central Planing Mill	Bk 66 Pg 171 deeds, lots 1-4 plus 33 ft S of lot in St. Harry and Lucille J. Buxton 147 S 1st St	1-4	2	1400	1950		1750			5100	\$294.58
		1586	Hamlin W. F.	(Creamery Block) Bk 67 Pg 278 deeds	5&6	2	800	2100					2900	\$167.50
		1587	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$28.89
		1588	Corvallis Creamery Co.	Bk 73 Pg 92 deeds	4-6	3	600	2300	2400				5300	\$306.13

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1926	176	1625	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	500					1000	\$58.62
		1624	Fischer Bros. Milling Co.	Original Town Marysville (OT)	1-6	1	2200	7200	2000				11400	\$668.27
		1626	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1400	1950	1500	1500			6350	\$372.23
		1627	Hamlin W. F.	Original Town Marysville (OT)	5&6	2	800	3200					4000	\$234.48
		1628	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$29.31
		1629	Corvallis Creamery Co.	Bk 73 Pg 92 deeds	4-6	3	600	2300	2400				5300	\$310.69
1927	182	1667	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	500					1000	\$52.18
		1666	Fischer Bros. Milling Co.	Original Town Marysville (OT)	1-6	1	2200	11000		2000			15200	\$793.13
		1668	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1400	1950	1000	1450		1000	6800	\$354.82
		1669	Hamlin W. F.	Original Town Marysville (OT)	5&6	2	800	2100					2900	\$151.32
		1670	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.09

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1671	Corvallis Creamery Co.	Bk 73 Pg 92 deeds	4-6	3	600	2300	2300	1140		1620	7960	\$415.35
1928	185	1686	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv			500	500					1000	\$51.97
		1685	Fischer Bros. Milling Co.	Original Town Marysville (OT)	1-6	1	2200	10000	1000				13200	\$686.00
		1687	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1400	150	1250	1300		1000	7350	\$381.99
		1688	Hamlin W. F.	R. W. Whitmore, 145 N 3rd St	5&6	2	800	2100					2900	\$150.71
		1689	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$25.99
		1690	Corvallis Creamery Co.	Bk 73 Pg 92 deeds	4-6	3	600	2300	2990	1140		2620	9650	\$501.52
1929	187	1697	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Propertv			500	500					1000	\$51.34
		1696	Fischer Bros. Milling Co.	Original Town Marysville (OT)	1-6	1	2200	10000					12200	\$626.35
		1698	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1400	2400					3800	\$195.09
		1699	Hamlin W. F.	R. W. Whitmore, 145 N 3rd St	5&6	2	800	2100					2900	\$148.89

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1700	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$25.76
		1701	Corvallis Creamery Co.	Original Town Marysville (OT)	4-6	3	600	2000					2600	\$133.49
1930	189	1711	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	500					1000	\$52.87
		1710	Fischer Bros. Milling Co.	J. G. Smith	1-6	1	2200	10000					12200	\$645.02
		1712	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1200	2500					3550	\$187.68
		1713	Hamlin W. F.	R. W. Whitmore, 145 N 3rd St	5&6	2	800	2100					2900	\$153.32
		1714	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.44
		1715	Corvallis Creamery Co.	Original Town Marysville (OT)	4-6	3	600	2000					2600	\$137.47
1931	187	1716	Fischer Bros. Milling Co.	S 1/2 of River Blk 100 ft lying S of VanBuren St, N of Jackson St, & E of 1st St. Warehouse Property			500	500					1000	\$44.24
		1715	Fischer Bros. Milling Co.	Judd. Smith	1-6	1	2000	10000					12000	\$530.88
		1717	Central Planing Mill	Original Town Marysville (OT), lots 1-4 plus 33 ft S of lot in St.	1-4	2	1050	2500					3550	\$157.05

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1718	Whitmore R.M. & Lucile H.	First and Monroe	5&6	2	800	2100					2900	\$128.29
			O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$22.31
			Corvallis Creamery Co.	Medo-Land Creamery Co.	4-6	3	600	1900					2500	\$110.61
1932	190	1728	Fischer Bros. Milling Co.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	500					1000	\$47.03
		1727	Fischer Bros. Milling Co.	J. G. Smith	1-6	1	2000	9800					11800	\$554.96
		1729	Central Planing Mill	Original Town Marysville (OT), No mention of structure in St.	1-4	2	1050	2460					3510	\$165.08
		1730	Whitmore R.M. & Lucile H.	First and Monroe	5&6	2	800	2060					2860	\$134.50
		1731	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$23.52
		1732	Medo-Land Creamery	Bk 84 Pg 575 deeds	4-6	3	600	1900					2500	\$130.85
1933	723	6127	Fischer Bros. Milling Co.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	490					990	\$49.92
		6126	Fischer Bros. Milling Co.	Judd Smith	1-6	1	2000	9600					11600	\$584.87

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		6128	Central Planing Mill	Original Town Marysville (OT), No mention of structure in St.	1-4	2	1200	2410					3460	\$174.46
		6129	Whitmore R.M. & Lucile H.	First and Monroe	5&6	2	800	2020					2820	\$142.18
		6130	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$25.21
		6131	Medo-Land Creamery	Bk 84 Pg 575 deeds	4-6	3	600	1820					2420	\$122.01
1934	192	1741	Fischer Bros. Milling Co.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	470					970	\$45.88
		1740	Fischer Bros. Milling Co.	J. G. Smith	1-6	1	2000	5470					7470	\$364.16
		1742	Central Planing Mill	Original Town Marysville (OT), No mention of structure in St.	1-4	2	1050	2330					3380	\$164.78
		1743	Whitmore R.M. & Lucile H.	First and Monroe	5&6	2	800	1550					2350	\$114.56
		1744	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$24.38
		1745	Medo-Land Creamery	Bk 84 Pg 575 deeds	4-6	3	600	1520					2120	\$103.35
1935	191	1748	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	400					900	\$49.98

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1747	Smith Judson G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	5310					7310	\$406.00
		1749	Central Planing Mill	Original Town Marysville (OT), No mention of structure in St.	1-4	2	1050	2260					3110	\$183.84
	192	1750	Whitmore R.M. & Lucile H.	First and Monroe	5&6	2	800	1510					2310	\$128.30
		1751	O.W.R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$27.78
		1752	Medo-Land Creamery	Bk 84 Pg 575 deeds	4-6	3	600	1450					2050	\$113.86
1936	187	1736	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	520					1020	\$53.29
		1735	Smith Judson G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	5460					7460	\$389.71
		1737	Central Planing Mill	Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2450					3740	\$195.38
	188	1738	Whitmore R.M. & Lucile H.	Bk 80 Pg 554; Bk 84 Pg 255 deeds	5&6	2	800	1830					2630	\$137.39
		1739	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.12
		1740	Medo-Land Creamery	Bk 84 Pg 575; Bk 88 Pg 467 deeds	4-6	3	600	1710					2310	\$120.68

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1937	190	1758	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	470					970	\$50.97
		1757	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	4470					6470	\$340.00
		1759	Central Planing Mill	H.E. Buxton, Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2450					3650	\$191.81
		1764	Whitmore R.M. & Lucile H.	Original Town Marysville (OT)	5&6	2	800	1810					2610	\$137.15
		1760	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.27
		1761	Medo-Land Creamery	Bk 84 Pg 575; Bk 88 Pg 467deeds	4-6	3	600	1620					2200	\$116.66
1938	190	1789	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	430					930	\$48.60
		1788	Smith J. G. & Laura	Bk 89 Pg 42 deeds	1-6	1	2000	3350					5550	\$290.04
		1790	Central Planing Mill	H.E. Buxton, Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2360					3560	\$186.05
		1791	Whitmore R.M. & Lucile H.	Original Town Marysville (OT)	5&6	2	800	1760					2560	\$133.79
		1792	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$26.14

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1793	Medo-Land Creamery	Original Town Marysville (OT)	4-6	3	600	1520					2120	\$110.79
1939	193	1807	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	390					890	\$45.60
		1806	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	2250	800				5350	\$274.14
		1808	Central Planing Mill	H.E. Buxton, Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2270					3470	\$177.80
		1809	Whitmore R.M. & Lucile H.	Original Town Marysville (OT)	5&6	2	800	1700					2500	\$128.11
		1810	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$25.63
		1811	Medo-Land Creamery	Original Town Marysville (OT)	4-6	3	600	1430					2030	\$104.02
1940	197	1835	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	390					890	\$41.83
		1834	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	2350	800				5150	\$242.05
		1836	Central Planing Mill	H.E. Buxton, Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2180					3380	\$158.86
		1837	Whitmore R.M. & Lucile H.	Original Town Marysville (OT)	5&6	2	800	1650					2450	\$115.15

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1838	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$23.50
		1839	Medo-Land Creamery	Original Town Marysville (OT)	4-6	3	600	950					1550	\$72.85
1941	196	1862	Smith Judson G. & Laura B.	100 ft Front, S of VanBuren, N of Jackson, & E of Warehouse Property, N of Frac Rvr Blk 1. S 1/2 of Tract E of			500	390					890	\$26.21
		1861	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	2940					4940	\$145.43
		1863	Central Planing Mill	H.E. Buxton, Bk 46 Pg 545; Bk 65 Pg 167; Bk 66 Pg 171 deeds	1-4	2	1200	2090					3290	\$96.86
		1864	Whitmore R.M. & Lucile H.	Original Town Marysville (OT)	5&6	2	800	1600					2400	\$70.65
		1865	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$14.72
		1866	Medo-Land Creamery	Original Town Marysville (OT)	4-6	3	600	900					1500	\$44.16
		1897	Benton County	Send notice to H.G. & L.M. Slocum, N 1/2 of parcel E of Blk 1 Dixon's Add bounded on the N by VanBuren. on the			500	600					1100	\$51.30
1942	198	1896	Smith Judson G. & Laura B.	S 1/2 of tract 150 ft frontage on 1st & Jackson St.			500	390					890	\$41.50
		1895	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	2840					4840	\$225.74

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
		1898	Central Planing Mill	Geo. Buxton	1-4	2	1200	2000					3200	\$149.25
		1899	Whitmore R.M. & Lucile H.	Slocum	5&6	2	800	1540					2340	\$109.14
		1900	O. W. R. & N. Co.	Original Town Marysville (OT)	1-3	3	500						500	\$23.32
		1901	Medo-Land Creamery	Bk 84 Pg 575; Bk 99 Pg 467 deeds	4-6	3	600	950					1550	\$72.29
		1916	Benton County	Contracted to H.G. & L.M. Slocum, 150 ft frontage between 1st St & the Willamette River iust S of VanBuren			500	600					1100	\$44.33
1943		1915	Smith Judson G. & Laura B.	Benton County Mill & Warehouse Co. S 1/2 of tract 150 ft frontage on 1st & Jackson St.			500	390					890	\$35.86
		1914	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000	2840					4840	\$195.05
		1917	Central Planing Mill	Geo. Buxton	1-4	2	1200	2000					3200	\$128.96
		1918	Whitmore R.M. & Lucile H.	Slocum	5&6	2	800	1540					2340	\$94.30
		1919	Benton County	Bk 100 Pg 620 deeds	1-3	3								Exempt
		1920	Medo-Land Creamery	Medo-Land Property Co.	4-6	3	600	950					1550	\$62.47

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1944	200	1929	Smith Judson G. & Laura B.	Benton County Mill & Warehouse Co. S 150 ft of tract N of Frac blk 1 & E of 1st St			500	500					1000	\$43.37
		1928	Smith J. G. & Laura B.	Bk 89 Pg 42 deeds	1-6	1	2000						2000	\$86.74
		1930	Benton County	Contracted to H.G. & L.M. Slocum, Bk 40 Pg 493, N 150 ft of tract N of Frac blk 1 & E of 1st St			500	600					1100	\$47.71
		1931	Central Planing Mill	Geo. Buxton	1-4	2	1200	2000					3200	\$138.78
		1932	Whitmore R.M. & Lucile H.	Send notice to C. C. Slocum	5&6	2	800	1540					2340	\$101.49
		1933	Benton County	Bk 100 Pg 620 deeds	1-3	3								Exempt
		1934	Medo-Land Creamery	Medo-Land Property Co.	4-6	3	600	950					1550	\$67.23
1945	205		Smith Judson G. & Laura B.	A. W. Fischer C/O Benton County Mill & Warehouse Co. S 150 ft of tract N of Frac blk 1 & E of 1st St		S 1/2 of	500	500					1000	\$42.25
		1928	City of Corvallis	Bk 107 Pg 491 deeds	1-6	1								Exempt
			Benton County	Send notice to H.G. & L.M. Slocum, Bk 40 Pg 493, N 150 ft of tract N of Frac blk 1 & E of 1st St			500	600					1100	\$46.47
			Buxton, George F.	Probate Case # 3277 & Bk 105 Pg 137 deeds	1-4	2	1200	2000					3200	\$135.20

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			Slocum, Clyde & Neva B.	Bk 106 Pg 586 deeds	5&6	2	800	1540					2340	\$98.86
			Benton County	Bk 100 Pg 620 deeds	1-3	3	Exempt							Exempt
			Medo-Land Creamery	Medo-Land Property Co.	4-6	3	600	950					1550	\$65.49
				Note: After 1945 Benton County switched from ledgers to a card file for their assessment records.										
				When the County acquired the land (after 1945) all previous tax records were destroyed.										
			City of Corvallis	The N 1/2 of tract E of blk 1 Dixon's Add. Rcd #27300; AJV 61463; Old tax#248; tax #3900: 11-5-35DC										
			City of Corvallis	The S 1/2 of tract E of blk 1 Dixon's Add. Rcd #27299; AJV 14776; Old tax#248; tax #3900: 11-5-35DC										
			City of Corvallis	AJV 18568; old #27300-2; tax #4000; 11-5-35DC	1-6	1								
			City of Corvallis	AJV 14776; 27301; old tax#250; 11-5-35DC 3900	1-6	2								
			City of Corvallis	AJV 14776; 27302; old tax#251; 11-5-35DC 3900; Bk 135 Pg 486	5-6	2								
			City of Corvallis	AJV 61463; 27300; old tax# 250;12-5-2AB; Bk 152 Pg 131; ORD 78-02	1-3	3								

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
			City of Corvallis	AJV 61463; 12-5-2AB 200; ORD 78-02	4-6	3								
1947			Medo-Land Creamery Co.	Old tax # 252; 12-5-2AB 200; Bk 84 Pg 575; Bk 88 Pg 467; Old #27303	4-6	3	600	950					1550	
1948			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1949			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1950			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1951			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1952			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1953			Medo-Land Creamery Co.		4-6	3	600	950					1550	
1954			Medo-Land Creamery Co.		4-6	3	690	1090					1780	
1955			Medo-Land Creamery Co.		4-6	3	690	1090					1780	
1956			Medo-Land Creamery Co.		4-6	3	3280	1250					4530	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1957			City of Corvallis	Bk 158 Pg 300	4-6	3	3280	1250					4530	
1958			City of Corvallis		4-6	3	1750	720					2470	
1959			City of Corvallis		4-6	3	1830	750					2580	
1960			City of Corvallis		4-6	3	1830	750					2580	
1961			City of Corvallis		4-6	3	3340	750					4090	
1962			City of Corvallis		4-6	3	3340	750					4090	
1963			City of Corvallis		4-6	3	3340	750					4090	
1964			City of Corvallis	Improvements: Value as equalized by Cou	4-6	3	3340	290					3630	
1965			City of Corvallis	Code # 509.00	4-6	3	3340						3340	
1966			City of Corvallis		4-6	3	3340						3340	
1967			City of Corvallis		4-6	3	3340						3340	

Appendix 2 (Continued)

Year	Pg #	Rcd#	Name	Notes	Lot	Blk	Land\$	Imp\$	Mch\$	Mds\$	Trans \$	Acct\$	Tot Val\$	Tot Tax\$
1968			City of Corvallis	January 1968	4-6	3	13360 14030						13360 14030	

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[1905] Stereo view of high waters of the Willamette River by Corvallis town is on the left bank. #016413. Oregon Historical Society, Portland, OR.

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[1912] Photograph of steamer Pomona at Benton County Mills dock, pre-1912. MSS J. Kenneth Munford Collection (96:052).

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[1957] Photograph of the Crew team, VanBuren Bridge and riverfront structures in background. #50 Athletics-Crew. Oregon State University Archives, Corvallis, OR.

Appendix 3 (Continued)

Oregon State University Archives

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[1947] Corvallis from the Air, Corvallis Chamber of Commerce. MC Corvallis, OR. Oregon State University Archives, Corvallis, OR.

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1952 Aerial Photograph of Corvallis Riverfront 8-6-52. P 176:258.
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