

ALBANY, OREGON 1845-1955

HISTORIC CONTEXT STATEMENT



prepared for
The City of Albany, Oregon

by

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INTRODUCTION

A historic context statement is a document used in planning for the treatment of a community's historic resources. It identifies the broad patterns of historical development of the community and identifies historic property types, such as buildings, sites, structures, objects or districts, which may represent these patterns of development. In addition, a historic context statement provides direction for evaluating and protecting the remaining significant historic resources. As a planning document, it is intended to be dynamic, evolving as community needs and desires change.

Although there are several National Register-listed historic districts and numerous individually listed properties in Albany, this is the first comprehensive historic context statement prepared for the City. This work has been formatted to meet the current Oregon State Historic Preservation Office standards for historic context documents.

Context-based planning, as developed by the National Park Service for organizing activities for preserving historic resources, is based on the following principles:

- Significant historic properties are unique and irreplaceable.
- Preservation must often go forward without complete information.
- Planning can be applied at any scale.
- History belongs to everyone.

Information in this document will aid in planning efforts and decision-making with regards to historic resources as the City of Albany is faced with future development and expansion.

This project was financed in part with Federal funds from the National Park Service, a division of the U.S. Department of the Interior, and administered by the Oregon State Historic Preservation Office. All work was completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

HISTORIC CONTEXT DEFINITION

An important step in understanding a historic context is determining *what* is to be studied. Three parameters are used to describe the boundaries of a historic context: *theme*, *time* and *place*. Each of these elements is described below.

THEME

The Albany, Oregon Historic Context Statement is a geographically based study organized in chronological periods outlined by the State Historic Preservation Office in the Handbook to Historic Preservation Planning in Oregon. For each period, significant activities, events and people are discussed within the context of the broad theme categories established by the National Park Service: Prehistory, Exploration and Fur Trade, Native American Euro-American Relations, Settlement, Agriculture, Industry and Manufacturing, Transportation and Communication, Commerce, Government, and Culture (a category that includes residential architecture, education, religion, fraternal/social/humanitarian movements, and medicine).

Within these larger themes are several sub-themes related to Oregon history: Prehistory, Exploration, Fur Trade, Missionary Initiative, Immigration, Farming, Stock Raising, Horticulture, Waterways, Land Travel, Commercial and Urban Development, Manufacturing, Industry, Federal and Local Government, 19th and 20th Century Architecture, Education, Fraternal Movements and Religion.

TIME

The temporal boundary, or time frame, for this historic context statement is 1845 to 1955, with a brief general discussion of pre-1848 settlement of the Willamette Valley by Native Americans and Euro-Americans as background. The year 1845 witnessed the arrival of the first Euro-American settlers in the Albany area. The year 1955 corresponds with the 50-year criterion established by the National Park Service for eligibility of resources included on the National Register of Historic Places.

As planning documents, historic context statements are intended to undergo periodic review and revision, adding historic information as appropriate and revising goals and strategies for preservation-related activities as needed. Many of these documents end with a year corresponding to the 50-year criterion established by the National Park Service for the National Register of Historic Places. For the purposes of this document, the year 1955 was selected, not only to provide a small cushion beyond the 50-year mark (one year), but to correspond with the point at which the post-war growth “boom” began to level off.

PLACE

Albany is located near the center of the Willamette Valley along the east bank of the Willamette River, just downstream from the confluence with the Calapooia River. Albany is the county seat of Linn County, which was established in 1847, and was named for U.S. Senator Lewis F. Linn, who was later the author of the Donation Land Act of 1850. Encompassing 2,297 square miles, Linn County occupies the center of the Willamette Valley; the Willamette River forms its western boundary, and the crest of the Cascade Mountains its eastern boundary.

The boundaries of the project area encompass the area within the 2004 city limit boundary for the City of Albany, Oregon. The Willamette River forms much of the northernmost city limit boundary, with the Urban Growth Boundary extending slightly farther north to Highway 20. The Calapooia River roughly delineates the urban growth boundary on the west. Albany today has 42,280 inhabitants, and the city limits include an area of sixteen square miles (Oregon Blue Book). At 180-430 feet above sea level, Albany enjoys a mild climate influenced by mild, moist winds from the Pacific Ocean, which produce warm summers and cool winters; long periods of extremes in temperature are uncommon (Oregon Blue Book). During the summer, rainfall is light until mid-July, when precipitation ceases altogether. The near drought condition at summer's end often necessitates the use of irrigation for some agricultural crops. The average high temperature in summer is 80 degrees, and the average low in the winter is 58 degrees. Winter is a wet season that produces 40 to 50 inches of precipitation between October and March; ice and snow occur, but rarely. Occasionally heavy rainstorms blow in from the west or south, which result in flooding of the drainage systems. Severe floods were recorded for the Albany area during the winters of both the 19th and 20th century, until the construction of the Corps of Engineers Willamette Valley Project dams in the 1940s-1950s.

HISTORIC OVERVIEW OF THE CITY OF ALBANY

Several histories have been compiled documenting these early periods. The following version, which was prepared for the City of Springfield's Historic Context Statement, provides a brief overview of events that occurred throughout the entire Willamette Valley.

EXPLORATION AND FUR TRADE: 1811-1846

Euro-American exploration of the Willamette Valley began in 1812, led by Donald McKenzie, a partner in the Pacific Fur Company located at Fort Astoria at the mouth of the Columbia River. The company and the fort were sold in 1813 to the North West Fur Company, a British enterprise. In the quest for beaver, other expeditions to the Willamette Valley soon followed McKenzie's initial visit. By 1814 both the North West Fur Company and Hudson's Bay Company regularly trapped the lower Columbia and Willamette Rivers. In 1821, the two fur companies merged under the Hudson's Bay name and four years later built the first permanent Euro-American settlement at the head of the Willamette Valley, calling it Fort Vancouver. The employees of the Hudson's Bay Company continued their fur trade activities in the region through 1830. They established a well-known north-south trade route called the Hudson's Bay pack trail, and a number of retired employees became the first settler-farmers in the Willamette Valley. Portions of the Hudson's Bay pack trail became the West Side Territorial Road, which was a major route through the valley during the pioneer period. The fur trade played an important role in stimulating public interest in settlement of the Oregon Country (Bowen 1978:7-8).

EURO-AMERICAN SETTLEMENT: 1830-1865

Initial settlement of the Willamette Valley began in the 1830s, when retired Hudson's Bay fur trappers established homes in the area known today as French Prairie. Together with their Native American wives, the French Canadians established productive farms, a thriving agricultural community, and the first Catholic church (1836) on the Oregon frontier (Bowen 1978:9-10). In the late 1830s, a settlement of American free-trappers from the Rocky Mountain area was established on the Tualatin Plains north of the French-Canadians. They had immigrated with their Indian families to the Oregon Country after the collapse of the fur trade. Their agrarian settlement was called the "Rocky Mountain Retreat" (Bowen 1978:12).

The year 1834 marked the first of several attempts at settlement by missionary groups. The Methodists, headed by Jason Lee, founded a mission near present-day Salem for the purposes of civilizing and Christianizing the Native Americans. The mission was not a success, for the Indians resisted and the organization increasingly became secular. Lee's mission was disbanded in 1844. Two other missions were founded in the Willamette Valley in 1840 and 1841 by the Congregationalists and the Presbyterians, but these, too, failed. While the mission settlements were not successful as religious enterprises, the missionaries played an important role in encouraging settlement of the Oregon Territory by Americans (Bowen 1978:9-10).

By 1840, word of the agricultural and economic potential of the Willamette Valley had spread throughout the country by word-of-mouth, public lectures, and newspaper and journal articles. The best sources of information came from individuals, who having observed the amenities of the valley, returned to their homes in the East to persuade their families and friends to emigrate. Motivated by the promise of free land and economic gain or, for some, the desire to escape the disease-ridden lowlands and river valleys of Appalachia and the Mid-West, countless settlers began the trek across the Plains in search of a better life (Bowen 1978:17-42). Further impetus to emigration was the establishment of a formal legal code regarding land acquisition, which began with the Provisional Government's Organic Code of 1843 and culminated in the passage of the first federal law governing land in Oregon, called the Donation Land Claim Act of 1850. Provisions of the act granted to the pre-1850 settler 640 acres (320 acres if unmarried) of free land, provided he lived on the claim for four successive years and cultivated and otherwise improved the land. The tract had to be surveyed and registered with the General Land Office in order to receive a patent. Those settlers arriving between 1850 and 1855 were subject to the same requirements; however, their claims totaled only 320 acres (160 if unmarried). Land was granted to both white settlers and "half-breed Indians" who were of legal age, and wives were given the right to hold half the claim. An amendment to the original act provided for widows and orphans.

Although Euro-American immigration into the valley began in the mid-1830s, the initial overland trips were sporadic and brought relatively few settlers to the new frontier. In 1842, a wagon train under the leadership of Elijah White arrived in Oregon. Well-organized and outfitted, the White train became the prototype for all the later caravans that made the overland trip. The "Great Migration" of 1843 brought 800 new settlers to the Willamette Valley, and each year after that the wagon trains delivered increasingly larger numbers of settlers. This swelled the frontier population and filled the valley proper with land claims far beyond the initial settlements (Bowen 1978:11-16).

Most settlers traveled by one of several routes on their journey across the wilderness to the Oregon Country. The primary route was the Oregon Trail, a 2000-mile wagon road that stretched from Independence, Missouri across the Plains to The Dalles on the mid-Columbia River. The Barlow Road, blazed in 1845, was the first wagon road to cross the Cascade Mountains. A southern route into the Willamette Valley was established in 1846. It branched off the Oregon Trail at Fort Hall, traversed the Humboldt River and Klamath Basin, and entered the valley by way of the Umpqua River Canyon. It was called the South Road or Applegate Trail (Corning 1956:21).

SETTLEMENT, STATEHOOD AND STEAM POWER: 1845-1869

As word of the riches of the Oregon country reached the eastern states, pioneers began to make the journey west. Many had already moved from states farther east to the Midwestern region, and the desire to continue west drove some of them eventually to Oregon. In 1840 the first family made the trip to Oregon expressly to establish a home. Dr. Marcus Whitman led the "Great Migration" in 1843, which consisted of nearly 900 people and 100 wagons. One year later over 1500 people emigrated to the Oregon Territory, with even greater numbers migrating in following years.

The earliest to arrive in the Willamette Valley came in the early 1840s seeking free land and a new start. Most of the earliest settlers came from Tennessee, Kentucky, Virginia and the Midwest.

The vast majority of Oregon Trail emigrants, according to 1850 census data, were born in the states of Maine, Massachusetts, New York, Pennsylvania, Virginia, North Carolina, Kentucky, Tennessee and Ohio. These people migrated west first to Missouri, Illinois or Iowa, and then from those states to Oregon. Missouri supplied more emigrants than any other state – 40 per cent of these emigrants were closely related to Kentucky-born people. Farmers, smiths, shopkeepers, doctors, teachers, leatherworkers, peddlers and salesmen left behind drought, worn-out land, malarial epidemics and economic privation. With families and supplies loaded into canvas-covered farm wagons, they headed for the Willamette Valley, a land they referred to as 'Eden.' (Loy 2001:15)

Establishing a new home in the open wilderness involved many diverse and difficult tasks. None of the comforts of home, except what had been brought across the Oregon Trail, were readily available. Having built adequate shelter, settlers proceeded to establish a sufficient food supply. Because most immigrants traveled the Oregon Trail over the summer, their arrival and settlement occurred in the autumn, making gardening for food nearly impossible. Travelers were able to stock up on supplies in Oregon City prior to settling their claims, and many depended on these supplies to get them through the first winter. Gathering sufficient fuel for cooking and heating and keeping the house safe from animals were also important tasks. The first winter was usually the most difficult, and early settlers depended heavily on each other for support.

The land on which the city of Albany now stands was originally claimed by Abner Hackleman, who came to Oregon from Iowa on the Oregon Trail in 1845. After hiring Hiram Smead to hold another claim for him (to the west of the first claim), Hackleman returned to Iowa that winter to retrieve his family, but fell ill and died before he could return to Oregon. The following year, his son Abram Hackleman journeyed west with L.C. Burkhart and secured part of his father's original claim. The remaining portion continued to be held by Smead. (Williams 1878: 26) Hackleman quickly built one of the first cabins in the area, located in a grove of oak trees that is still named "Hackleman's Grove." (HHD 1982: 8:1)

In 1848, Walter and Thomas Monteith arrived from New York and purchased the Smead claim – reportedly for \$400 and a mule – had the land surveyed, and about 60 acres near the river was

platted in town lots. (Williams 1878: 26) The original city plat was laid out on a grid pattern, with numbered streets running east-west and named streets oriented north-south, and the town was named Albany for their native town in New York. (MHD 1980: 7:1; HHD 1982: 8:1)

Though the California Gold Rush of 1849 lured many early settlers away from Oregon, many returned in the early 1850s to farm their land or help in the development of their communities.

In early 1849 Abram Hackleman went to California to ‘strike it rich’ in the gold mines. He returned in the fall of 1849 with substantial fruits of his short time of labor making it possible to start a bountiful new life in Oregon. It was estimated by Joseph Lane that one million dollars had been brought into Oregon territory by returning miners (HHD 1982: 8:1).

Because shelter was the first necessity to attend to, the first claim houses were usually rough, one- or two-room log cabins that were erected quickly with the help of neighboring claimants. Once the family was more settled, a hewn log house usually followed, and a "real" lumber house (constructed of sawn lumber, not logs) was built several years later, after the required barns and outbuildings had been constructed.

The Monteiths built a log cabin at what is now the corner of Second and Washington Streets. (Williams 1878: 26) The following year at this same location they built the first frame house in Albany, which still stands, and which was the focal point of much early Albany history. “Indian treaties were signed there; a detachment of the Army was headquartered at the house, and at one time the living room was a general store.” (MHD 1980: 8:1)

Initially, immigrants were more concerned with food production for survival than for market. The rich alluvial soils in the valley were ideal for farming and as pioneers arrived and settled, working farms sprang up almost immediately. Land clearing, plowing, sowing, and harvesting were all tediously performed by hand, possibly with the help of oxen or horses that were brought with them across the Oregon Trail (ODA 2004). Wheat, oats, and vegetables were commonly cultivated crops and stock-raising was also popular. While some crops, such as grains, became marketable to other nearby communities by the 1860s, the transportation system was not yet reliable or expansive enough to accommodate a large commercial market. Most of the agricultural activity was for the purpose of survival of the community, and farmers would sell or trade excess to neighbors and nearby family members.

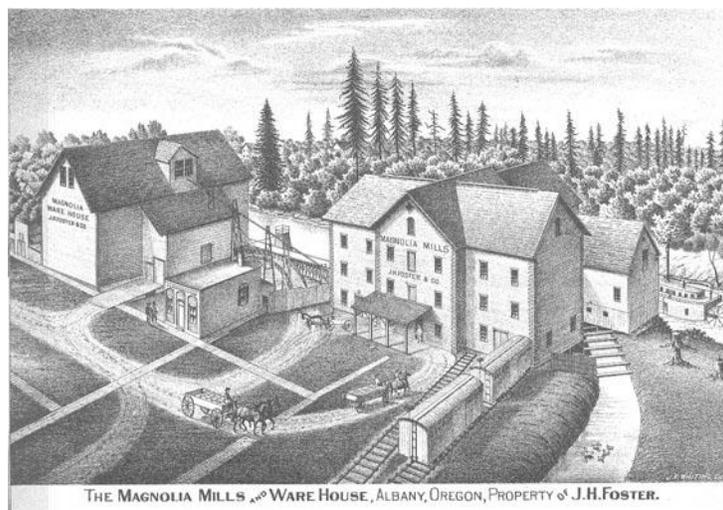
Eventually the mechanization of farming operations would take the place of the horse. Steam power, gasoline engine tractors, and electricity took over many of the labor intensive jobs of mowing, harvesting, threshing, and cleaning the grain. In Albany, this process began in the late 1860s when Nathaniel P. Slate of Tangent teamed up with Daniel Best, an Albany machine shop pattern maker, to design and manufacture a combine harvester, steam-powered tractors, and a hay-baler (ODA 2004).

Once communities were more established, agriculture diversified and moved toward commercialization. In addition to grain and vegetables, this grew to include dairying and poultry, as well as fruit crops. Some of the fruit tree stock likely came from Seth and Henderson

Luelling's nursery, the first in Oregon, which they established in the late 1840s in Milwaukie, Oregon. By 1851 they raised a sufficient number of trees (thousands in fact), to start selling them, and were able to establish branch nurseries in Salem and Albany (Lucas nd).

Early commercial, industrial and residential development all occurred within the two initial land claims of the Monteiths and the Hacklemans. 1st Street between Ferry and Calapooia Streets formed the early commercial core. A cluster of small wood framed buildings, of which none remain from this early period of development, comprised the early downtown. The first store in Albany was established in 1849 in a small house built by Davis and John Layton. Soon thereafter C.L. Burkhart bought the earlier shop out, and started a new store located on the Hackleman claim, which was soon followed by the Monteith Brothers' store in 1851 (City Directory 1878:23). Brick construction began replacing wood frame buildings during the mid- to late 1860s, in part due to their superior fire resistance. One of the oldest remaining early brick buildings is the 1866 remnant of the Monteith Fireproof Block at 436 First Avenue (Albany Visitor's Association nd:15).

Early industry was closely tied to commercial enterprise and to transportation. Survival, and a viable economy, depended on the establishment of mills and factories to provide needed food and equipment for frontier life. Most of the earliest industrial sites were concentrated along the river, near the commercial core. The Magnolia Flour Mill was established in 1851 at 1st and Calapooia Streets by several prominent early residents. In addition to flouring mills, Albany soon had lumber and planing mills, a foundry, furniture factories, and sash and door factories (City Directory 1878; Albany Visitor's Association nd:14). The old Avery Mill is the oldest remaining industrial building on the riverfront in Albany. Built in 1866 as a warehouse, it was later enlarged to house Albany's third flour mill (Albany Visitor's Association nd:15). Although actual construction would not take place until the 1870s, plans for a transportation canal system between Lebanon and Albany were conceived in the 1860s.



Magnolia Mills lithograph

Surrounding the commercial core was scattered residential development.

In 1850 Hackleman laid off seventy acres of land in the eastern part of what is now Albany, and which is now known as 'Hackleman's First Addition,' following this later with three more additions (HHD 1982: 8:1).

This began the process of community growth and planning. Eventually the Monteiths and others would plat "additions" to the initial city core, creating the grid-based urban landscape patterns that persist today. Initially residences were scattered, the distribution depending on the size and configuration of the Donation Land Claims and the placement of houses within the claims. The patterns of distribution of buildings within a town site were more compact, with (usually) linear development patterns, whereas rural development was much more open with houses sometimes miles apart. Within this study area both of these patterns were evident during the settlement period.

Postal records indicate that by 1850 the town had developed sufficiently to establish the first post office, with Mr. John Burkhart appointed first postmaster (McArthur 1992:9). Other sources claim Mr. James P. Miller as postmaster of the first post office of 1852 (Williams 1878: 26 1/4). There was a sense of competition verging on rivalry between the early settling families of Albany. Although the Monteiths had named the young settlement Albany, by 1853 the Hackleman faction possessed sufficient influence to have the Territorial Legislature change the name to "Takenah," a word used by the Indians to describe the large pool made by the Calapooia River as it enters the Willamette River. (HHD 1982: 8:2) The name was changed back to Albany in 1855.

A major reason for the feeling of rivalry between the Hackleman District and the Monteith District was the political division. The Hacklemans were Democrats and the Monteiths were Republicans. Albany was known as the birthplace of the Republican Party in Oregon (1857). It was the location of the first platform which included an anti-slavery question and called for Oregon to be admitted to the Union as a free state. (HHD 1982: 8:2)

"Due to the political animosity, it was not until 1864 that Albany became incorporated. And Albany only became incorporated after the decision that each party would have a certain number of their people holding city offices. Before 1864 no compromises had been attempted between the two sides." (HHD 1982: 8:2) The first city officials of Albany were J.C. Powell (Mayor), D. Mansfield (Recorder), Simon Schlusel (Treasurer), John Cleaver (Marshall), and the City Council, which included Demas Beach, John Barrows, W.F. Alexander, J.B. Comley, G.H. Baber and S.S. Markham (City Directory 1878).

Transportation in the early period consisted of a primitive wagon road system connecting farms and settlements. Unlike most roads that were built in the Willamette Valley to facilitate people moving in and around the valley, the Willamette Valley and Cascade Mountain Wagon Road (later the Santiam Wagon Road) was conceived to move people and goods out of the valley to eastern Oregon. With federal government help, the road was completed in 1868 from the Willamette River in Albany across the Cascades.

Wagon trains up to one-half mile long were not unusual, as the storekeepers of Albany, Lebanon, Brownsville, and other towns, moved their goods across the state to eastern Oregon. The stockmen moved thousands of heads of cattle, horses, sheep and swine across this road, while wool from eastern Oregon moved in the opposite direction to the woolen mills west of the mountains (Phillips 2001).

This road operated as a toll road until 1921, and was the primary route from the central valley across the mountains until major road improvements were made in the late 1930s.

Stage lines were established through the valley in the 1850s, along established wagon roads. By 1857, one-day service was running between Salem and Portland via Oregon City. A weekly stage schedule was in force from Oregon City to Jacksonville by 1859, and one year later it had tied in with the stage to Sacramento. Service through Albany was presumably in place by the early 1860s.

Prior to the construction of bridges, a ferry run by the Monteiths was located at 1st and Ferry Streets; it was later moved to Ellsworth Street. The operation of the ferry provided good income for ferrymen, who would later oppose the construction of a bridge across the river (*Greater Oregon*, 15 June 1934:5). With its central position on the east bank of the Willamette River, it was only a matter of time before shipping came to Albany. The first steamboat, the “Multnomah,” arrived in 1852 from points north, initiating the river travel and transport system that continued to operate into the early twentieth century.

The first court convened at the Reverend Miller’s house in 1852, and by 1853 a frame courthouse had been constructed. This building burned in 1861 and was replaced with a brick edifice completed in 1865. By 1869 the first Albany volunteer fire department was organized.

In 1851 Dr. Hill opened the first school in Albany (Dr. Hill was also the first practicing physician in Albany) (Williams 1878: 26 1/4). Classes were held in a log schoolhouse until an official school building (and first permanent public building in Albany) was built in 1855 on 4th Street between Ellsworth and Ferry Streets (Williams 1878: 26 1/4; *Greater Oregon*, 8 June 1934:8). This first school “district,” formally established in 1854, was called the Takenah School District, and it still bears this name today.

In 1866-1867 the Albany Collegiate Institute (later Albany College) was founded and constructed on seven acres of land donated by Thomas Monteith on 9th between Broadalbin and Ferry Streets. The college offered college work in languages, sciences, mathematics, philosophy, history and literature (Ferguson 1997: 43; Potts II: 41).

Worship services were held in new communities almost as soon as settlers arrived. The construction of church buildings, however, did not begin until several years later, after other basic requirements had been fulfilled. Initially, when settlers were few in number, all worshipped together regardless of affiliation. As more emigrants arrived, denominational groups emerged (or re-emerged) and churches were organized. The first church building in Albany – a Methodist Church - is reported to have been built in 1857 in “upper Albany.” (*Greater Oregon* 8

June 1934: 8) Little time passed before additional church buildings appeared in the community, including the United Brethren Church in 1861, and the Congregational Church in 1864 (Olsen 1941).

Newspapers started early in Albany. The first in Albany and the first in Linn County was the *Oregon Democrat*, which was among the earliest in Oregon (Jones, 2001). The *Oregon Democrat* went through various iterations until it was replaced completely with the *State Rights Democrat*, which ran from 1865 to 1900, and which at least one source claims is the predecessor to today's *Democrat-Herald* (Jones, 2001). Other newspapers operating during this period were the *Albany Inquirer* (1862-1863), the weekly Albany Journal (1864-1868) and the weekly Albany Register (1868-1880s).

Starting from the initial arrival of Hackleman and Smead in 1845-46, Albany gained 700 to 800 new inhabitants between 1850 and 1865 (*Greater Oregon*, 19 October 1934:1). During the Civil War period growth slowed, only to pick up significantly in the following decade. By the end of the settlement period in 1870, the settlers of Albany had transformed the frontier landscape by establishing productive farms, constructing a network of roads, and founding a well-planned townsite that supported fledgling commercial and industrial enterprises.

RAILROADS AND INDUSTRIAL GROWTH: 1870-1883

In December of 1870, the Oregon and California Railroad (O&C) arrived in Albany, laying the groundwork for Albany's rise in industrial and economic status in the mid-Willamette Valley. The location of the railroad line through the valley was highly political, and it was with the help of \$50,000 and the encouraging voices of leading citizens that railroad official Ben Holliday was convinced to lay the track through Albany. The community welcomed the railroad, as it provided one of the main sources of employment during this period in addition to opening the market for lumber and agricultural goods. Both the passenger and freight depots were located at the southern end of Lyon Street; the original depot building was a combination depot, hotel and restaurant surrounded by a garden-like setting. In 1880, the O&C established a line from Albany to Lebanon (Laubaugh), and in 1887 a railroad bridge was constructed across the Willamette River.

The ferry continued operation during this period, as there was yet no wagon bridge across the Willamette from downtown Albany. A covered bridge across the Calapooia, at the end of Vine Street, did appear on Sanborn maps starting in 1908, though it may have been built some time earlier (Potts I:59; Sanborn 1908).

The road system continued to develop as new and growing communities sought to connect with each other. The major north-south route continued to be State Route 99E, and the wagon road to Lebanon, now roughly equivalent to U.S. Highway 20 provided a route of transport for agricultural goods from Linn County farmlands to the growing industrial center of Albany.

“In the 1870s industry started to flourish in Albany. By 1878 there were three flour mills, a bag factory, a saw mill, the Albany Foundry, a pump factory, a wagon and carriage factory, the West

Coast Flax Mills, and a marble factory.” (MHD 1980: 8:2) The West Coast Flax Mill was touted as one of the most important factories on the west coast, and provided jobs for nearly 30 people (City Directory 1878: 42). It produced twine for fish netting, shoe threads, and bagging twine and thus encouraged local farms to produce more flax. Once the railroad provided ready transport for goods into Albany in the 1870s, products from the nearby farms and forests poured into town, and processing plants were built to receive them. The position of town with regard to raw material, labor, fuel, markets, transportation facilities and social conditions made it an ideal location for manufactories and business ventures (MHD 1980: 8:4-5). Principally engaged in production of timber, iron, wool and flax, Albany soon became the trading center for farmers of Linn, Benton and Polk Counties (MHD 1980: 8:3). Most of this industry assembled along the river, nearest the primary power and transportation source, as well as the downtown, and by the early 1880s rail spurs ran along Water Street to facilitate transportation of goods directly from the various factories (Sanborn 1884).

Work on the Santiam Canal began in 1873, and was completed at a cost of \$62,000. “The main canal taps the Santiam River below Lebanon, and from there it runs directly to Albany for a distance of approximately twelve miles. A secondary branch runs down Thurston Street, and supplied the Hackleman District with needed power.” (HHD 1982: 8:3) Conceived originally as a navigational channel between Albany and Lebanon, the canal water flowed too swiftly for horses to tow barges upstream, though logs and barges loaded with grain were sent successfully downstream to Albany for many years (Chapman 1999:6).

Albany’s future as a major mill town with flour, saw, and planing mills lining the waterfront hinged on power from the canal. Plans were carried out in 1874 to provide hydropower to the waterfront using a system of lateral canals and feeder flumes off the main canal, which entered town alongside Vine Street before dropping to the Calapooia River. A lateral canal was built along Eighth Street and from here another lateral was built north along Thurston Street, terminating in the Willamette River. Other lateral diversion flumes were installed on Ferry, Broadalbin, and Lyon Streets... The system of flumes flowed either above or below ground to industries on the waterfront, then dropped as tailraces to the Willamette River (Chapman 1999:7-8).



Water power along the Calapooia River

These canals and flumes appear on Sanborn maps as late as 1949, and some of the channels of the canal system can still be seen today.

As in many young west-coast cities and towns, Chinese labor was heavily depended upon for infrastructure development, but little appreciated. In Albany, Chinese immigrants were largely employed in the construction of both the railroad and the Albany Canal. In 1871, immediately following the completion of the railroad through the town, approximately 500 Chinese were living in Albany, primarily in the “Chinatown” area at Second and Lyon Streets. Chinese-run businesses, including the first laundry in the city, were located in “Chinatown,” but by 1880, the Chinese population had declined to 118 (HHD 1982: 8:3). Despite their significant contributions to the development of numerous towns throughout the state, the Chinese (among others) were constitutionally forbidden to purchase or own land in Oregon. Though some stayed in Albany, when opportunities dwindled the Chinese population in Albany also diminished, and many migrated to Portland or San Francisco.

The population of Albany in 1870 still consisted mostly of farmers, though the city maintained steady growth through the 1870s and early 1880s. In the late 1860s and early 1870s, as markets and transportation systems expanded, Linn County agriculture started showing greater diversity. In addition to wheat, oats, and barley, other products such as corn, flax seed, hops, potatoes, and apples were raised, in addition to dairy products, wool, horses, cattle, sheep and swine. Small fruits such as berries and cherries, and other orchard fruits also flourished.

Business directories and Sanborn maps from this period indicate that the village was quite well-developed in terms of the number and breadth of commercial and industrial enterprises. Both were increasing in number, and were localized around the river at Water Street and 1st and 2nd Streets. Water Street remained the focal area for larger manufactories, while smaller ones were interspersed in the more commercial areas of 1st and 2nd Streets (Sanborn, 1884, 1888).

The arrival of the railroad prompted some industrial and transportation-related development near the rail line to the east and south of town. Expanding beyond flour and sawmills, industry in the 1870s-1880s included sash and door factories, grain cleaning facilities and warehouses.

Commercial development densified in the core area along 1st and 2nd Streets east to approximately Ellsworth Street. Commercial buildings of this early period were built of either wood framing or brick of one to three stories in height; there is only one wood frame commercial building remaining in Albany, at 333 First Avenue, built in 1875 (Albany Visitor’s Association nd:15). Breweries, hardware stores, harness shops, liveries, hotels, saloons and feed stores provided goods. Professional listings also appeared, with architects Joseph Taylor and Ed Aeyzz listed in the 1878 city directory, along with several attorneys and physicians (City Directory 1878: 20).

According to the U.S. Census, by 1880 the population in Albany had grown to over 1,800. “Urban” residential development was concentrated around the downtown central hub, and as the population increased more houses were built in the areas west and south of the downtown core. An 1878 city map shows four additions beyond the original town plat: Eastern Addition, Hackleman’s Addition, Hackleman’s Second Addition, and Montheith’s Southern Addition.

Moving away from the downtown, many platted parcels were as yet undeveloped, and outside the city limits were larger holdings and farms. The delineated bounds of the city at that time were Elm Street to the west and Main Street to the east, and on the south along 9th Street, the railroad, and 12th Street. The town was surrounded by larger parcels owned by Monteiths, R.L. Stevens, or Hackleman.



Early street scene in downtown Albany

Cultural development was evident in the continuing organization and construction of schools, churches, and fraternal organizations and halls. In addition to the Albany College, public (Seventh Street School, Central School and Dixie School) and private schools operated in Albany at this time. As appears to be the case in nearly every period of Albany's development, school population was ever-growing, and sometime in the 1870s the city divided into wards in order to equitably divide the school population among the available schools.

“In the early 1870s most of the major church groups now represented in Albany were organized and had commenced work on their buildings.” (MHD 1980: 8:2) The 1878 city directory lists at least seven churches in the city at that time, including a Baptist Church, Calvary Church, Evangelical Church, a Methodist Episcopal Church, St. Peter's Episcopal Church, St. Paul's Methodist Episcopal, and a United Presbyterian Church (City Directory 1878: 47-48).

Eleven fraternal organizations appeared in the 1878 city directory, a number that had doubled by 1892. The Ladies' Aid Society was founded in 1875, and "...provided assistance to the destitute and orphaned in the community. Among other projects, it built and operated an orphan's home on the southern outskirts of the town." (Ferguson 1997: 43) In addition, the Women's Christian Temperance Union (WCTU) formed in 1881. Other early organizations present in Albany included the International Order of Odd Fellows (I.O.O.F), the Masons (A.F & A.M), the Sigma Phi Society and the Grange. The Albany Cemetery was located east of town, and would later be joined by the Masonic Cemetery.

The Grange's main objective at that time was to relieve Pacific Coast farmers from paying excessive prices for farm machinery and supplies, and to invite cooperative buying and selling. Improved river transportation, free of monopolistic rate controls, was a further vital objective (Corning 1956:102). Grange membership in Albany is noted as early as 1875, but local Grange organization likely happened even earlier (Phillips 2001:<http://linnhistory.peak.org>).

Newspapers continued to come and go in the community. The *Albany Register*, established in 1868, was in print through the 1880s. Started as a weekly, the paper was a daily in 1875. The *Albany Herald* had several iterations between its inception in 1879 and 1925, operating at various times as a weekly, a daily and/or an evening paper (Jones 2001).

With the end of this period the Progressive Era was in its infancy. The village of Albany was established and growing through the hard work and vision of its founding residents. Its central location, the arrival of the railroad, and the richness of the surrounding farmland would all contribute to the future successes of the community.

THE PROGRESSIVE ERA: 1884-1913

By the 1880s, Albany was served by both the Oregon Pacific and the Southern Pacific railroads. In 1887 the Corvallis & Eastern completed a railroad bridge across the Willamette, connecting Albany with points west, including Corvallis and ultimately the Oregon coast at Yaquina Bay (Carter & Dennis, 1995: 25). By 1895, the Southern Pacific controlled the north-south main line from Portland through Albany, Eugene and Ashland and to California, plus a branch line from Albany to Lebanon (Laubaugh nd). The earliest Southern Pacific station was replaced with the current building in 1908. Located in nearly the same location as the first depot, the new building was "...originally bordered by an open park landscape of lawn and border roses and shrubs." (Dortignacq 2001: 2) The same year, to the north of the depot building, a Railroad Express Agency building was also constructed, and both remain standing.

In 1907 the Oregon Electric Railway was established in the northern Willamette Valley, and reached Albany in 1912. Ultimately this interurban line grew to provide service five times a day from Eugene to Portland. A most up-to-date line, the OERR main line included stops in Eugene, Junction City, Harrisburg and Albany with branches to Hillsboro and Forest Grove, Woodburn, and Corvallis. The Oregon Electric crossed the Calapooia River on a wooden trestle off the west end of 1st Street; the old wood structure has since been replaced with a steel one (Potts III: 15). The Albany Oregon Electric station remains today, located at 133 SE Fifth Avenue, though the electric line ceased operation in 1926.

In 1893, the first non-railroad bridge across the Willamette River to Benton County was built, replacing the ferry and further facilitating travel and transport into and out of Albany. At the time of its construction, this was said to be the longest single-span steel bridge in the state (*Greater Oregon* 27 August 1947:20). The bridge crossed the river at the north end of Calapooia Street, and though it was replaced in 1925 the footings of this bridge are still visible.

Streetcars made their appearance in Albany with an 1888 franchise granted to the Albany Street Railway Company (*Greater Oregon*, 27 August 1948:20). First pulled by a small steam locomotive, which apparently frightened horses and was later replaced by horses, the early lines ran downtown from the train depot to local hotels (Potts I: 19; Hering nd). In 1908-09 the streetcar line was electrified and updated with larger cars (Potts II: 21).



Albany streetcar, c.1903

There were two significant new developments in transportation during the first decade of the twentieth century, and Albany holds a distinctive place in both. In 1910, Albany was the scene of the initial flight of the first aircraft ever built in Oregon. John Burkhart built and flew Oregon's first "aeroplane," after being inspired by the Wright Brothers' experiments at Kitty Hawk. This connection with air travel would persist in later years when the Albany airport was created in 1929.

Perhaps the most profound and far-reaching new development in transportation during this period was the advent of the automobile. In 1902, Mr. W. E. Richards of Albany built a steam engine car – reportedly the first automobile built in Oregon - which ran 12 miles per hour.

The city of Albany has the distinction of having the first automobile ever constructed in Oregon. W.S. Richards, a mechanic of this city, successfully constructed an automobile early last summer, and has used it very frequently for the past four months. Part of the machinery was purchased, but all the work was done here in Albany. It runs easily with an average of 12 miles an hour. (*Greater Oregon*, 31 October 1902:1)

Within a few short years the automobile would become immensely popular, not only revolutionizing personal travel and transport, but transforming commercial and residential building forms, public works projects, and community planning efforts.



Early autos in downtown Albany

Agriculture and its related industries remained a key element of the Albany economy. Area crops were diverse, including wheat, oats, flax, hay, forage crops, and potatoes. Fruit growing, particularly berries, cherries and other orchard fruits, as well as vegetables such as beans, corn and tomatoes would soon be a significant part of the agricultural industry. Dairy cows had replaced beef cattle as the most important stock animal, and poultry and sheep were also common. In the 1880s, hops became commercially important with the opening of breweries in Portland and Vancouver. The development and marketing of steam- and gas-powered tractors in the 1880s allowed farmers to cultivate larger tracts with significantly less effort, and output grew accordingly.

The Albany Nurseries were established by New York native Albert Brownell in the 1880s. Fruit trees, shade and ornamental trees, evergreens and a variety of hardy flowering shrubs and plants were marketed and shipped both locally and to places as far away as British Columbia and the Mississippi Valley (Ferguson 1997: 44).

While agriculture continued to dominate the regional economy, the major source of employment for many living in the town of Albany proper was the growing industrial sector, including an increasing number of factories and mills, and the railroad. “In 1888 a new factory was established on the water, R. Veal and Son Chair Factory, which soon ranked as a top employer in the area. They manufactured from native lumber various kinds of chairs, shipping to all coast ports.” (HHD 1982: 8:3) The factory stood at 533 SE Main Street until at least the early 1980s, and remnants of the complex remain today (HHD 1982: 8:4). Water Street, with its proximity to water power (a series of flumes, canals and mill ponds are evident on Sanborn maps) and transportation, as well as the commercial core, continued to support most industrial and factory sites in the city. The railroad installed siding track along Water Street to facilitate shipping from the various sites to the main O&C and Southern Pacific lines. The 1895 Sanborn maps show a marked increase in the number of industrial sites along the river, including the Albany Ice Company, Magnolia Flour Mill, the Albany City Flouring Mill, the Albany Custom Mill, the Oregon Pacific Railroad Company warehouse and landing, the Pacific Mattress Manufacturing Company, an old planing mill and furniture factory, the Sugar Pine Door and Lumber Company, Veal and Sons Chair Factory, the Albany Woolen Mills and numerous smaller sites and warehouses.

The Alaska gold rush, which began in 1897, the 1906 San Francisco earthquake and ultimately the advent of the First World War all created an increased demand for timber, and as a result, there was an abrupt growth in the size and number of Oregon sawmills at the turn of the twentieth century. A number of secondary industries related to timber were active during this period. Listed in city directories from 1892 into the 20th century and noted on Sanborn maps are sash and door factories, planing mills, box and bag factories, shingle mills and lumber yards.

Commercial growth was significant in the 1890s-1910s, and aside from the general stores and services that provided the necessities, the 1913 city directory listed a broad variety of enterprises indicative of the city’s maturity as a business center. Albany boasted six hotels, six boarding houses, ten saloons, four banks, a toy store, an ice cream manufacturer, and a variety of other businesses. The number of professionals such as architects, lawyers, nurses and physicians was growing. Although there was no licensing system for architects in Oregon prior to 1919, architectural services were advertised in local directories and newspapers. Charles Burggraf was one of Albany’s premier architects, responsible for the design of numerous downtown buildings that remain today.

The 1884 Sanborn maps show the majority of Albany’s businesses on 1st Street, but as the town grew, more business development expanded to 2nd Street, as well as farther east to Baker Street (Sanborn 1895). By the late 1910s the auto was already making its influence known on the Albany landscape. Buildings changed to accommodate cars. Commercial garages began as joint ventures with livery stables, and eventually graduated to their own structures as liveries became less common. Auto dealerships and garages appeared on Sanborn maps and in city directories in

1908-1909. Street improvements began in the late 1900s-early 1910s; the 1909 city directory noted that numerous streets had been covered with bitulithic pavement. Ads appeared for the Warren Construction Company, the company responsible for much of this early street paving (City Directory, 1909). Streets now divided the town by direction, with 1st Street dividing the town north and south, and Lyon Street dividing it east and west (Sanborn 1908). Newspapers began noting various automobile adventures made by local residents, many of them humorous stories about the unreliability of the early machines.

Communications were also advancing, and by the turn of the century Albany had a Western Union telegraph office and Wells Fargo Express Company. The first telephone exchange in the city was installed in 1894, with continuing installation of telephone cable expanding service throughout the city (*Greater Oregon*, 26 March 1943:3; Potts I: 6). Telephone companies included the Sunset Telephone Company (early 1900s), the Pacific Telephone and Telegraph Company, and the Home Telephone Company (early 1910s) (Potts IV: 30). In addition, five newspapers were in print at various times: the *Albany Daily Democrat*, the *Morning Daily Herald*, the *States Rights Democrat*, the *Sunday Telescope* and the *Weekly Herald Disseminator* (City Directory, 1892).

The city's population listed in the 1890 census was 3,079 and only 20 years later Albany's population had grown to 4,275. Boundaries continued to expand with at least 32 new plats and additions added between 1889 and 1913 (see appendices). This population increase, as well as the industrial and commercial expansion, pushed residential growth to the south and east. Larger holdings were subdivided, and larger parcels infilled, increasing density in the center of town, while residential areas on the periphery retained larger lot sizes. With the advent of the automobile, many older barns and stables were converted to garages, and by the late 1910s and early 1920s new houses were being built with garages, usually located behind the house. "Mail Order Houses" was listed as a new category in the 1909-1910 city directories. Jones' Cash Store apparently offered customers the service of ordering houses by mail (City Directory 1909-10).

In addition to its physical growth, Albany progressed culturally as well. Local entertainment could be found at the city's first opera house, built circa 1885 on 2nd Avenue, but which burned down in 1897; the second opera house followed in 1905 on First Street (Potts I: 37). Vaudeville acts began growing in popularity, and numerous theatres began popping up, including the Nickelodeon, the Rialto theater, the 1908 Empire Theatre, the 1908 Wonderland (later Dreamland) Theatre and the 1910 T.G. Bligh (later Globe) Theatre, all on First Avenue.

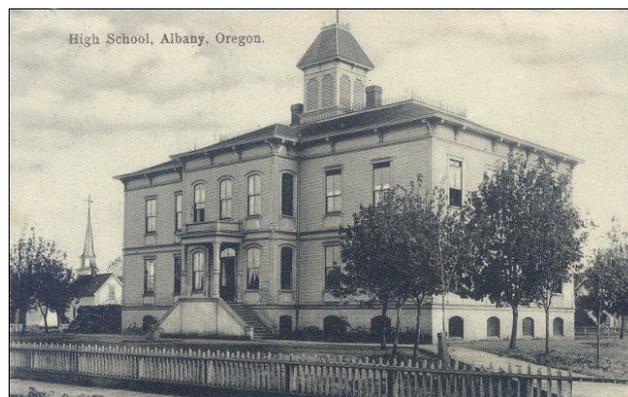
Chautauqua was another form of entertainment popular during this period and the years that followed. The Chautauqua movement was born out of concern for the direction of the nation's youth following the horrors of the Civil War, and events provided a place for people to gather for education and entertainment. Initially established in 1874 at Lake Chautauqua, New York, the movement reached the West in the 1890s; the Willamette Valley Chautauqua Association organized in 1894. In Albany the Chautauqua was a much-anticipated annual event that took place at Bryant Park starting in 1910. Events included cultural meetings, operettas, plays, lectures, readings, athletic tournaments, and history lessons, with booths set up by a variety of organizations (Ingalls, 1999). Early gatherings were held in large tents, and by 1912 a more permanent Chautauqua pavilion had been built (Ingalls, 1999).

As with the majority of Willamette Valley towns in the early 1900s, Albany was a “dry” community for many years. Having adopted its own prohibition around 1906, all saloons and breweries shut down nearly fourteen years before national Prohibition was enacted. Bootleg liquor continued to be sold from a variety of local sources, and it was not uncommon for offending residents to be arrested for commerce in this illegal substance, often sold from the back door of their businesses. (Petty, 1999)

The popularity and organization of fraternal organizations grew with the community. The 1892 city directory lists 20 fraternal/social organizations; the 1909 city directory includes the Knights of Pythias, Pythian Sisters, International Order of the Odd Fellows (I.O.O.F) Albany Lodge No. 4, the Rebekah Lodge, Ancient Order of United Workmen, Degree of Honor, Knights of the Maccabees, Woodmen of the World and Women of Woodcraft, Modern Woodmen of America, Royal Neighbors of America, Grand Army of the Republic, Ladies of the Republic, Foresters of America, Fraternal Union of America and The Twenty Five Hundred. By 1913 nearly all fraternal organizations were represented in Albany.

Churches were in abundance in Albany by the close of the Progressive era, with more than a dozen buildings representing numerous affiliations and congregations, including Evangelical, Methodist Episcopal, United Presbyterian, Baptist, Christian, Episcopal, and Universalist, to name a few (City Directories 1892, 1909).

All phases of education were well-represented with a Catholic academy, a high school that was founded in 1895, four grade schools and a public library (Polk 1913:18). Clover Elementary was built in 1914 and Central School was built in 1915, attesting to the increasing student population. Higher education also enjoyed progress, as Albany College began expanding, enlarging one of its original buildings in 1895. In 1902 the college purchased and moved a building belonging to the Albany Ladies’ Aid Society for use as a women’s dormitory; once moved and remodeled, it was named Tremont Hall. In 1913 the college purchased 46 acres of former Albany Nurseries land southwest of town for future expansion.



Albany high school

Civic and infrastructure improvements in Albany were becoming much more evident. A children’s hospital was located in a large Victorian house on the corner of 5th Street SE and Montgomery Street in 1890, and later was known as the Willamette Hospital, operating into the

1950s. The Bridgewater Hospital appears on Sanborn maps in 1925 on 4th Street between Ellsworth and Broadalbin and remains as a nursing home on 1949 Sanborn maps.

Around 1909 the Oregon National Guard Armory was built at 4th and Lyon, and public buildings such as a U.S. Post Office building, a new Carnegie Library, and a new City Hall building would all appear by the mid-1910s (Polk 1913:18).

By this time a city sewer system was in place and growing, and a water filtration plant had been recently completed. All the principal streets had been paved (presumably those in the downtown area), and many of the old wooden boardwalks had been replaced with concrete sidewalks. Electric power to the city and its industries was provided as early as the 1880s. The Albany Electric Light Plant is indicated along the Calapooia River at 2nd Street on the 1888 Sanborn maps; with consolidation of services in the early 1890s, the company became known as the Albany Electric Light, Power and Telephone Company. In 1903, a new brick powerhouse was built at 3rd and Vine Streets, and the old plant was converted to storage use. The Willamette Valley Company purchased the electric company in 1906, and operated it until 1910 when it became the Oregon Power Company. A larger new facility located to the south of the old powerhouse was completed in 1912.

The Progressive Era was clearly a period of prosperity and vigorous growth for Albany. The hardships of the early settlement years had begun to lessen, and billiard halls, jewelry stores, photo galleries and saloons became common on downtown streets. Modern developments that would forever change daily life, such as the telephone and the automobile, were embraced. The city now dominated the central Willamette Valley as a shipping point for timber and agricultural products, and the number of businesses and industrial interests in the commercial district had significantly increased. The physical and cultural profile of the community was taking hold, and many of those elements are yet recognizable today.

MOTOR AGE, THE GREAT DEPRESSION, AND WORLD WAR II: 1914-1945

The Motor Age opens in 1914 just prior to the beginning of World War I and ends with the entrance of the United States into World War II. During the years between these two pivotal and traumatic events in world history America experienced the Roaring Twenties and the Great Depression.

The automobile quickly became the dominant form of transportation, prompting the improvement of local roads and the development of highway systems. The Oregon State Highway Commission was created in 1913, and was charged with planning and constructing a highway system for the state. “The ‘good roads’ campaign took on real life in 1919 when Oregon enacted a gasoline tax. The first state in the country to pay for roads through a gas tax, Oregon embraced the automobile age and began construction of the Pacific Highway.” (Beckham, *Oregon Blue Book*) The Pacific Highway (Highway 99E) followed is known as Pacific Boulevard through Albany. The Pacific Boulevard Overpass, completed in 1939, required the removal of several older buildings, and all but divorced the Southern Pacific Depot from the community, though passenger rail service continued.

By the 1920s and 1930s the private automobile had become a formidable challenger to the success and viability of public transportation systems, and many of the early rail lines (trolley or interurban) disappeared. The last passenger run of the Oregon Electric Line was in 1933. Auto-bus lines were operating between Salem and Albany from a “terminal” in front of Hotel Albany on Lyon (Potts IV: 17). Southern Pacific began investing in bus lines during this time, despite their direct competition with SP’s own deluxe trains. “Eventually this traffic was taken over by Greyhound Lines in which SP had a strong financial, but not an operating, interest for many years.” (Culp 1987:83) By 1930, a drive-through Greyhound bus terminal was located downtown on 2nd Street.

In 1925, the one-lane wagon bridge across the Willamette River was replaced with the current steel-truss bridge designed by renowned state bridge engineer Conde B. McCullough. The bridge alignment was moved from Calapooia Street to its current position at the north end of Ellsworth.

Following the construction and successful flight of the first airplane in Oregon in 1910, the Albany airport had its official origins in 1920 on a flat wheat field east of Albany. It was here that 13-year-old flying enthusiast Charles Langmack of Lebanon contracted with the property owners to use the land for flight operations (Hemmingson, 1998:7:1). The airfield became a municipal airport in 1929, and continues to serve light aircraft today (Hemmingson, 1998:8:2).

Agriculture and timber persisted as the economic base for the community and Linn County. Although timber production dipped in the years following World War I, it surged again as part of the World War II effort. 1930s development of canneries and freezing plants in the Willamette Valley, including Albany, created an even larger market for berries and vegetables, particularly beans and corn (Landis nd). The Linn-Benton Cooperative Growers Association filed articles of incorporation in 1915, and the Willamette Mint Growers Association was formed in 1917 with its home office in Albany (*Greater Oregon*, 13 July 1915: 3 and 13 February 1917:1). Grass

seed, a dominant crop today, had a modest start in the 1920s, and would later expand to replace about 80% of wheat crops and 50% of peppermint (Landis nd).

Many of the industrial buildings that lined Water Street during the 1880s-1910s had disappeared by 1925. Several warehouses remained along Calapooia, but with shipping traffic diminishing, many industrial concerns had relocated to areas away from the downtown, along Highway 99 or near the railroad. A 1929 report on industry payrolls indicated that approximately fifteen industrial plants employed about 700 people in Albany (Greater Oregon, 19 April 1929: 6). The largest of these was the Southern Pacific Railroad, followed by smaller local businesses such as the Albany Door Factory, Veal Chair Factory, Albany Iron Works and others.

Electricity, lights and telephone service in the city continued to be provided by power generated from the Albany Canal. The Mountain States Power Company purchased interest in the Albany Canal in 1918, and they retained ownership until 1954 when it was sold to the Pacific Power and Light Company (Chapman 1999:11).

With the exception of some slowing during World War I, the commercial center continued its expansion south- and eastward to encompass roughly the area from the Willamette River to 3rd Street, and from the Calapooia River to Montgomery Street by 1925 (Sanborn 1925). The density of the downtown was evident, with many buildings showing shared “party” walls and little vacant land downtown. Commercial buildings increased in size, and nearly all new buildings were of masonry construction, brick and concrete block being most common. By the 1930s, the Art Deco and Moderne styles had come into vogue, interjecting some more streamlined architecture into the predominantly Victorian-era streetscape.



Downtown Albany

City directories from the 1920s indicate the growing popularity of the car through an increase in the number of auto-related businesses such as filling stations, auto battery shops, garages, auto repair, and auto dealers including Miller Motor Sales, Ralston Motor Company, Murphy Motor Company, and the Albany Garage (City Directory 1923). The Barrett Brothers owned an implement store in Albany, and by 1901 they were considered early dealers of “E.M.F.” cars – “Every Morning Fix ’em” cars - including White Steamer cars and early Cadillacs (*Greater Oregon*, 27 August 1948: 25 & 29). By 1919 there were eleven garages in the City, many located on 2nd Street near Ellsworth, an area that became known as “Auto Row” (*Greater Oregon*, 14 August 1919:4). In 1929 the Texaco Oil Company built a new distributing plant in

east Albany at Salem Road & Geary, with a modern service station just adjacent (*Greater Oregon*, 22 February 1929: 1). Despite these listings, historic photographs suggest that horse-and-carriage transportation did not completely disappear from the urban landscape until the 1920s.

The diversity of business and building types increased as garages, motion picture theatres, and department stores stood among the older lodge halls, confectioneries, and groceries. Numerous new businesses opened, ranging from small lunch counters to larger scale department stores such as Montgomery Wards, which opened in 1929 at 1st and Lyon Streets (*Greater Oregon*, 22 March 1929:6). Older buildings were remodeled to accommodate new uses, a change that was particularly noticeable in the transformation of liveries into auto-related businesses. Even signage began to change: the Albany Sign Company installed a new “Neon Luminous Gas Electric” sign at their shop in 1929 (*Greater Oregon*, 15 March 1929:1). Urban improvements such as street lamps and street and sidewalk improvement in both commercial and residential areas had begun in the early 1900s and continued to progress.

A few residential buildings remained in the downtown area, but most of those that had originally been at the fringe of the commercial area had been moved or razed to make way for business development. Despite steady building for several years, a 1913 description of the city states that it is “... difficult for renters to find a desirable residence in the city, and the business places are also full.” (Polk 1913:18) This shortage of housing would not be relieved until many years later, following World War II. The growing number of cars increased the need for more and better roads, which in turn allowed people to comfortably live farther from the already developed neighborhoods close to the center of town. These changes in the street system and the growth of new residential areas changed the landscape of the community by promoting growth on previously exclusive agricultural lands. At least three additions were platted between 1917 and 1939, with newer development and annexations occurring west and east of downtown, as well as south of the railroad. Growth was felt within the core as well, as larger lots in the central area of town were further divided for infill development.

Stylistically, house designs began moving away from the ornate character of the 1880s and 1890s toward the more organic or classical influences in the Craftsman and bungalow types of the 1910s and 1920s. The 1930s and 1940s saw a general reduction in the size of both houses and lots, as well as further simplification of styles. Garages that were once built as separate structures began to be integrated into the house, being attached to a rear corner or built into a high basement.

By 1936 the public school system consisted of a high school, two junior high schools, three grade schools (Central School, Madison School, and Maple School), and a kindergarten, as well as St. Mary’s Academy (City Directories 1931, 1936). In 1913 Albany College had announced its intentions to build on a new campus in southwest Albany, but construction plans were stalled due to a lack of donations and the onset of World War I (Ferguson 1997:44). Originally planned around a University of Virginia-like formal plan with colonial-style buildings, this early design by F. Manson White was never realized (Ferguson 1997:44). It wasn’t until 1925 that ground was finally broken on the new campus. The first building constructed was the Administration Building, followed by the 1926 re-location of Tremont Hall (the name was then changed to

Woodward Hall), the 1928 gymnasium, and a 1928 boiler house. (Ferguson 1997:44). In 1937 it was decided to relocate the college to Portland, and the doors were closed in 1938 (Ferguson 1997:45).

Churches were well represented in Albany, with nearly all denominations represented by the mid-1920s, and over 15 church buildings.

The Albany General Hospital was established in a new 1924 building on Elm Street. The hospital doubled in size in 1949 and is still in the same location today.

The *Albany Herald* merged with the *Albany Democrat*, and the *Democrat-Herald* was born in 1925, continuing to the present day. The *Greater Oregon Halsey* newspaper moved to Albany in 1929 and became the *Greater Oregon Albany*.

Entertainment and leisure activities included swimming, visiting city parks (Bryant, Takenah or Elinor as listed in the 1936 city directory), golfing at one of Albany's two golf courses, or going to one of the city's theatres (City Directory 1936). Movie theatres were popular, and in 1929 the Globe Theatre was extensively remodeled in 1929 to accommodate "talking movies," aiming to become "...one of the best and most modern show houses in the entire Willamette Valley..." (*Greater Oregon*, 5 April 1929:1). The Linn County Fairgrounds was bordered by Howard Drive, Queen Avenue and Ferry Street to the south of town and provided a location for 4H, FFA and other agricultural exhibition activities.



Enjoying a day at the park

The Depression Years

The Depression years hit hard as

...thousands of Americans were introduced to a new and humiliating way of life on the relief rolls. Unemployment respected no economic or social class. Millions [nationwide] who had never been unemployed were now jobless and unable to find work of any sort. Old traditions of self-reliance and rugged individualism had to be abandoned: it was no longer true that opportunities were

limitless if only one had the ambition and energy to take advantage of them
(Throop 1979: 3).

The New Deal programs implemented by the Roosevelt administration starting in 1933 helped to alleviate some of the helplessness and frustration felt by so many. The Civilian Conservation Corps (CCC) was the cooperative effort of three agencies: the Department of Labor selected men for enrollment; the War Department enrolled men, conditioned them, and fed, clothed, housed and transported them to camps; and the Departments of Agriculture and Interior selected work projects, supervised the work, and administered the camps. A CCC camp constructed in 1934 on Canyon Creek above Cascadia provided work for fifteen Albany residents who aided in its construction (*Greater Oregon*, 25 May 1934:1).

The establishment of the Works Progress Administration (WPA) (later the Work Projects Administration) in 1935 also provided work for Albany men, primarily on road projects in Linn County, including the completion of the Santiam Highway to eastern Oregon, and the improvement of Highway 99 (*Greater Oregon*, 5 January 1937:1). The Oregon Highway Commission announced that the highway would be re-routed through Albany, making 8th Street the new northern entrance to the city (*Greater Oregon*, 22 June 1937:1). The Linn County Courthouse was also built under the WPA in 1937 (Potts II: 4).

Housing continued to be difficult to find in Albany during the 1930s. In 1934 when Fred Meyer decided to locate a store in Albany, management sought housing but found it was "... almost impossible to find a house or apartment for rent in Albany." (*Greater Oregon*, 28 December 1934:1) At the same time, numerous newspaper ads for home improvement appeared in local papers, and the Federal Housing Administration (FHA) was offering "modernization loans" to encourage homeowners to update and improve their property (*Greater Oregon*, 5 October 1934:2). With the surge of interest in remodeling and growth came the loss of some of Albany's oldest buildings. New brick buildings replaced older wood-frame stores in the downtown area; with the re-routing of Highway 99 numerous older houses along the new alignment were acquired by the Highway Commission and either moved or razed. In June of 1938 it was noted that there were 14 new houses under construction, with 13 more proposed. Other new construction in the area included work on a new city swimming pool, plans for a new shingle mill, a large new theatre, and a Highway Department maintenance garage (*Greater Oregon*, 17 June 1938:1, "New Buildings Replace Old Landmarks" and "Albany Enjoys Its Greatest Building Boom"). At least 1900 dwellings are estimated in the city in 1939.

A 1936 city directory map illustrates the additions to the city to date: the Hazelwood Addition, Albany Heights, Linmont Addition, City View Addition, Mountain View Addition, Wrights Addition, Schultz Addition, South Albany Additions, Houcks Addition, Central Addition, Elkins Addition, Rambler Park Addition, Winona Park Addition, Hackleman's Sunrise Addition, The Epauline Addition, Goltra Park Addition, Prices Addition, Hackleman's Heirs Addition, Hackleman's 3rd Addition, Hackleman's 4th Addition, Jones' Addition, Park Addition, Bryant's Addition, St. James Park Addition, Woodle's Riverside Addition, and the Burkhart Park Addition. While this is not an exhaustive list, it illustrates the growth the community had undergone in the years since its inception.

Despite the hard economic times in Linn County and elsewhere in the Willamette Valley, agriculture continued to boom. Centrally located in one of the most agriculturally productive valleys on the west coast, Albany served as shipping point for many of the outlying communities' products. Agriculture at that time was quite broad-based, including cultivation of grains, fruits, and vegetables, as well as livestock such as sheep and dairy cattle. With the help of federal relief money, a Linn County-operated portable cannery was used to can fruits and vegetables for the unemployed. More grass seed was shipped from Albany than from any other city in the United States, and other crop exports included clover, vetch, peas and field seed. Timber production statewide was at an all-time high, with all mills working at capacity, and building permit numbers continued to rise. Production was high, and local papers offered free advertising for farmers looking for farm labor, and for the unemployed looking for work.

Industry also continued to flourish, as Albany boasted not only sash, door and furniture factories (business at the Veal Chair Factory was reportedly booming), but sawmills, canneries, seed cleaning and shipping, poultry shipping and milk condensing plants (*Albany Democrat Herald*, synthesis of 1940). The Mountain States Power Company announced plans to build its headquarters in Albany, intending to spend thousands of dollars in construction (*Greater Oregon*, 15 February 1938:1).

Methods of communication included the telephone (according to city directories there were over 1800 of them by 1939), local radio station KWIL, and the primary local daily newspaper, the *Albany Democrat-Herald* (City Directory 1939).

Transportation became ever more dependent on the private automobile, and by 1933 both the local streetcar service and the Oregon Electric Service interurban had ceased. There was a city bus line providing public transportation along some of Albany's 40 miles of streets (19 miles of which were paved by 1939). Competing long distance bus service was offered by Oregon Motor Stage and by Pacific Greyhound lines, whose station was located at 216 W. 2nd Street. The Southern Pacific and Oregon Electric railroads continued freight service to and from Albany. Pacific Highway/Highway 99 improvements were completed by the early 1940s.

Schools seemed to suffer little as a result of the Depression, as annual school reports indicated that the existing schools were in good financial shape, and that in fact school populations were on the rise throughout the 1930s. Plans for a new school (Maple School) were underway in 1935; the old school was razed in January of 1936 and the new building opened that September (*Greater Oregon*, 27 September 1935:1; *Greater Oregon*, 24 January 1936:1; 25 September 1936:1). A new \$200,000 Albany high school was also being proposed by 1936 (*Greater Oregon*, 29 September 1936:1). Albany College attendance increased in the mid-1930s, and in 1934 several new instructors were added to the faculty (*Greater Oregon*, 5 October 1934:1; *Greater Oregon*, 22 June 1934:5). However, in March of 1938 it was announced that due to financial concerns the College would be relocating to Portland, and the 48-acre campus would be sold (*Greater Oregon*, 22 March 1938:1).

Social activities and entertainment were evident in the abundance of organizations listed in city directories: 57 in the 1936 edition. Also listed were Bryant Park, Takenah Park and Elinor Park.

Recreational facilities included theatres, a golf course, a natatorium, and close proximity to natural areas for outdoor recreation (City Directory, 1939).

By 1940 Albany had a distinctively industrial atmosphere. According to the U.S. Census the population had reached 5,854, though by some estimates it was up to 7,500 (City Directory 1939). As the new decade approached it was clear that the community was successfully working its way out of economic depression. Governor Charles H. Martin stated in a 1937 address: “Oregon has come through the Depression years with flying colors. As you know, the deficit of \$1,304,290.31 which faced the state at the beginning of my administration [1935] has been converted into a surplus of \$200,000. This is the first time since 1925 that the state deficit has been eliminated.” (*Greater Oregon*, Albany 12 January 1937: 1)

The tumultuous years between 1914 and 1940 were both difficult and productive. After the long years of the depression, the economy was strong, and the community and the country began to brace for war. Men who had been working in New Deal programs such as the Civilian Conservation Corps or the WPA now prepared to go overseas.

The World War II Years

The United States entered World War II on December 7, 1941. In the months leading up to formal entrance into the war, the U.S. War Department had begun a survey of potential training camp sites on the West Coast (AINW 2002: Appendix C, 33). After several months of searching, a site between Corvallis and Albany (in Benton and Polk Counties) was selected for the 44,027-acre cantonment, known as Camp Adair. The construction of the camp provided work for many men, some of whom were housed in a huge trailer camp in Albany designed to accommodate 1000 trailers (*Greater Oregon*, Albany, 24 March 1942:1). (The location of this housing complex was not clear from current research.)

Once the U.S. was actively engaged in the conflict, all citizens were asked to register for civilian defense work. Taxes were increased to cover the cost of defense-related items, war bonds were sold, and all members of the community contributed to the war effort in some way. Albany responded to federal government quotas for war funding by exceeding nearly every quota, with the exception of the last few requests. By 1944, it was becoming clear that the physical, financial and labor resources of the community were stretched to their limit: constant advertising encouraging the purchase of war bonds dominated some local newspapers, pleas for farm labor during harvest season continued, and housing for returning troops was simply unavailable.

Agriculture remained a primary element of the Albany economy. As part of the war effort, farm production goals were increased yearly between 1941 and 1945. The 1942 goals “... looked big, but were surpassed with an all-time record production achieved by farmers despite handicaps. Shortages of labor, machinery, transportation, and processing facilities...” were serious threats to production (*Greater Oregon*, 26 November 1942:3). Labor shortages were due to the exodus of many of Albany’s men to serve in the war effort overseas. Newspaper ads indicating the need for farm labor were common, and many people from diverse backgrounds worked to fill these gaps.

In Oregon, the Emergency Farm Labor Service was established by the Oregon State College Extension Service. Between 1943 and 1947, Oregon's Emergency Farm Labor Service assisted with over 900,000 placements on the state's farms, trained thousands of workers of all ages, and managed nine farm labor camps. Farm laborers included urban youth and women, soldiers, white collar professionals, displaced Japanese- Americans, returning war veterans, workers from other states, migrant workers from Mexico and Jamaica, and even German prisoners-of-war (OSA/OSU, Introduction).

Fruit and cannery crops continued to be primary crops, with overall acreage expanding through 1947, the peak year. Cherries, apples, pears, peaches, and plums/prunes were common orchard crops, and beans, potatoes, carrots and corn were common vegetable crops. Canneries expanded, and plans for new facilities were approved as part of the continuing effort to support troops overseas and feed people both at home and abroad. Victory gardens reduced personal food expenses and allowed more food to be shipped overseas.

Flax became particularly important during the war, as it was used for the production of parachute harnesses, fire hoses, bomb slings, shoe laces, and other items key to the military. Many of the flax-growing areas of Europe were under Nazi occupation, making American production even more crucial. When the war ended, European production rose again, and without wartime subsidies the Willamette Valley market dwindled (Landis nd).

Three billion board feet of lumber was cut in Linn County in 1942, and northwest plywood was used nationwide. Wood from the northwest was used in the construction of propellers, fuselage frames, engine mountings and bomb doors, keeping local timbermen and mills busy.

Across the U.S. industries began converting into manufactories of war weapons. The order from the War Department for thousands of planes spurred the need for aluminum. Many of the needed materials - aluminum and others - were acquired through salvage drives, as well as by severe rationing. Rationing was imperative during the war, and residents were diligent about preserving fuel as well as collecting scrap rubber, tin, waste paper, metals, burlap sacks and any other materials that could be used to support the war effort.

Albany continued to serve as a transportation and shipping hub for the middle of the Willamette Valley, and the increased agricultural, timber, and industrial productivity required the expansion of the Southern Pacific rail line by ten new tracks, using all of the available land at the Albany rail yard (*Greater Oregon*, 24 June 1941:1). In addition to shipping goods for use by war manufactories, the railroad delivered goods to cantonments such as Camp Adair, and as with many industries in Oregon and across the nation, Southern Pacific began calling on women to do this work normally carried out by men.

This significant growth in production and output did not, however, always translate into physical growth. A national "Stop Order" for building construction was issued in 1942, limiting residential construction to homes under \$500, farm buildings to less than \$1000 and commercial, industrial and recreational structures to less than \$5000. Some of the larger existing houses were

divided into multiple units, but few new residences were privately built. A 1943 newspaper article requesting bedding for returning soldiers suggested that all local hotels, rooming houses and rooms in private homes were taken, indication of the lack of available housing (*Greater Oregon*, 26 March 1943:1).

This lack of new construction exacerbated the already tight housing situation, leading the National Housing Authority to give permission for the construction of quite a number of new homes in Albany. In 1944, approval was given for 35 new homes and the remodel of 30: “The project will fill in many small areas still left vacant after construction of more than 100 new houses in and near Linnmont Addition during the last two years.” (*Greater Oregon*, 14 January 1944:1). Approval for the construction of another 50 houses was given in 1945, again stating that the lack of housing was impeding the community’s war effort (*Greater Oregon*, 6 April 1945:1). In most cases, these new houses were offered for rent to service men or women or other defense workers before they were made available to civilians.

A large one-block housing development in Monteith’s Southern Addition was built in the mid-1940s, and remains today as an excellent example of World War II-era residential development. A large trailer camp was developed to accommodate workers at Camp Adair. Designed to accommodate 1000 trailers, 352 were moved in 1942, with others expected as need increased (*Greater Oregon*, 24 March 1942:1).

During the years 1941-1945, city records show only four additions to the city being platted, compared to thirteen platted between 1946-1950 (City of Albany files).

In July of 1943 a new United Service Organization (USO) facility opened in the Sternberg Building at 1st and Lyon Streets. During November of that year, it was reported that 46,000 men visited the USO, which provided entertainment and relaxation for men from Camp Adair as well as those returning from the front (*Greater Oregon*, 25 June 1943:1 and 14 January 1944:1). An Army-Navy Store appeared on the Albany downtown streetscape, and the U.S. government purchased at least one local business – a machine shop – for the war effort.

Conversion of the Old Albany College property to the largest electro-metallurgical lab in the world - the Big Mines Bureau Laboratory - was begun in May 1943. After several years of use by the National Youth Administration for training for unemployed youth, the Bureau of Mines gained ownership of the property. Construction on the conversion of the campus to its new function began in 1944 with only five buildings; numerous renovations and additions made through 1955 resulted in a complex of over thirty structures (all from Ferguson 1997:47).

As the war effort expanded from the European theatre to the Pacific, the state of alert was elevated. Fear of a Japanese attack on the west coast resulted in skywatches at the Albany airport, and continued blackout drills.

By mid-1944, plans were being made for post-war projects that would employ and house returning troops and provide public works facilities such as improved roads, dams to control flooding and provide power, and other new construction projects including schools and recreation facilities.

THE POST-WAR ERA: 1945-1955

In stark contrast with the Depression years of the 1930s, the high wages of wartime work in shipyards, factories, and presumably lumber mills allowed people to save part of their earnings, spending the rest on the goods and services that were available (Schwantes 1989: 335). Although there was no expectation that the economic upturn of the War years would continue beyond the conflict,

... the Northwest's postwar economic adjustments ... proceeded far more smoothly than experts dared to predict... Wartime savings, termination pay, and unemployment compensation discouraged a desperate scramble for jobs [and] savings accumulated during the war enabled a record number of people to purchase cars, homes, and a comfortable middle-class life in the suburbs, thus buoying up the nation's construction and forest products industries. An inadequate number of houses built during the war coupled with the move to suburbia and an increase in the number of new families kept the Northwest's forest products industry producing at record levels for more than two decades after the war... Logging and sawmilling regained their prewar status as Oregon's leading industry as early as 1946 (Schwantes 1989: 339).

This was a period of tremendous growth for Albany. The population between 1940 and 1960 jumped from 5,654 to 12,926 (Loy 2001: 216). Expansion slowed in the commercial district, which had originally been centered along 1st and 2nd and had moved outward to 3rd and 4th Streets, slowed. This occurred in large part because of the new highway ramp constructed by the Oregon Highway Division that created a Highway 99 bypass, diverting traffic away from the downtown core, where it used to run along 1st Street. Numerous new businesses ranging from industrial sites to gas stations to groceries were opening along the improved Highway 99 route east of downtown. The boom in development soon earned a section of the highway the label "Miracle Mile." (City Directory 1950: 6)

Much of Albany's growth between 1940 and 1955 was driven by industrial expansion relating to agriculture and timber production. The historic industrial area along Water Street all but disappeared; most new industrial development was occurring on the outskirts of town, along the railroad or Highway 99. The food processing industry, particularly frozen food plants and poultry processing, became prominent in the agriculture/industry-driven economy. A 1950 newspaper announced the construction of Albany's 12th sawmill by the Edward Brothers – a testament to the level of timber production at that time.

Residential development picked up almost immediately following the U.S. victory over Japan (VJ Day). Both temporary and permanent housing units were built, initially almost exclusively for military workers. One development of 260 houses included 50 public trailer houses, 140 temporary family units and 70 private family units (*Greater Oregon*, 17 August 1945:1). Building restrictions were lifted in October, and numerous applications for residences, remodels and commercial construction were immediately submitted to the city.

At least thirteen new residential additions and subdivisions were platted between 1945 and 1955

and hundreds of new homes were constructed as the town stretched outward into a city (see Appendices). In 1948, building permits reached the \$1 million mark; by July of 1949, permits for that year had already reached over \$1 million.

After the war, houses were constructed primarily by developers who would build a number of similar houses in an area (often a newly created addition or subdivision) and sell them to families, usually veterans. In some cases, developments included as few as five or seven houses, but others included between 20 and 40 houses, and still others over 100 houses. Construction on this scale was made possible in part by new technologies, mass production of various building parts, improved design features, and an abundance of workers returning from the war looking for employment.

Pre-fabricated or partially pre-fabricated houses made an appearance during and after the war. Northwest Fabricators and Sound-Built Homes were local companies that provided pre-cut partially prefabricated houses that were quick and easy to construct (City Directory 1946: 13; *Greater Oregon*, 19 September 1947:1). A number of developers and builders contributed to Albany's changing residential landscape between 1940 and 1955. Among those mentioned in the *Greater Oregon* newspaper were C.F. Gillette, R.F. Daly & R.L. Young of Los Angeles, Ben Sudtell and Jack Draper, among others (*Greater Oregon*, 1946-1955).

Most houses were built as modest two- or three-bedroom homes; styles were relatively simple, generally either a suburban ranch style or a Minimal Traditional. New materials that appeared in residential construction during this time period included concrete tile, pumice block (touted as a "lightweight alternative to concrete block"), Chapco Board (a pressed wood fiber board developed in Corvallis), Aluma-Lock shingles, Jewel-Tone household tile, and Silva Wool insulation (developed by Weyerhaeuser in Springfield) (Dennis 1999: 50-51).

The diversion of Highway 99 from First Street, and then the wartime building restrictions, had created a slump in downtown development. With restrictions lifted there was a new push for updating and remodeling. "Albany is growing – growing so fast some business establishments haven't kept up with it. We're proud of our town and want other people to admire it too, but they won't if local businessmen don't get busy and remodel their storefronts." (*Greater Oregon*, 19 July 1946:6) Early discussion about zoning also began to appear in newspapers, expressing the need for zoning, but not at the expense of growth.

By 1950, the community had regained its balance following the tumult of the Depression and the War. Newspapers reflected a calmer life for most people, much of it revolving around crop production. Newspaper reports commonly discussed local 4-H, Future Farmers of America, Grange and other agricultural activities. The farm markets in the county included dairy products, livestock, eggs and poultry (particularly turkeys), truck crops, tree fruits, and forage crop seeds. The value of dairy products was also on the rise.

The timber industry grew substantially during this period, at first in response to war-related needs, then in response to the building boom following the war. Statewide, production increased from just over three million board-feet in 1940 to about a billion and a half in 1955 (Dennis 1999: 33-34). Lumber mills and other timber-related industries enjoyed great prosperity in the

late 1940s and 1950s.

The fact that Albany continued in its role as transportation and shipping hub for the central part of the valley further encouraged this growth. Major truck and bus lines had hubs in Albany. “Barge and log raft transportation on the Willamette River extends to Albany, so that the city has water as well as rail transportation for heavy freight.” (City Directory 1946:12) Efforts to improve streets and roadways through widening and paving was constant throughout this time period.

Improvements to Highway 99 were completed in the mid-1940s. A new Greyhound station was built in 1950 at 4th & Lyon Streets, and passenger rail also provided transportation. By 1955, discussions were underway for ways to bring the new freeway – Interstate 5 – closer to Albany than the proposed two-mile distance (*Greater Oregon*, 10 December 1955: 1).



Improvements to Highway 99E

The population boom brought with it a need for additional schools. In 1949, school enrollment hit an all-time high, and three new schools were planned to be built: Waverly in east Albany, Liberty in west Albany, and Sunrise in south Albany. The locations of these schools reflect the outward physical growth of the community. By 1952 the school census was 16,438.

For entertainment and leisure, residents could take advantage of a variety of options, including the golf course, a bowling alley, city pool or tennis courts, softball and baseball games or theatres (City Directory 1946:16). In 1948, a new Memorial Stadium was built on 49 acres between the Bureau of Mines complex and KWIL radio station (*Greater Oregon*, 13 August 1948:1). In 1952, a new drive-in theatre was planned in east Albany near the airport; other “drive-in” businesses such as groceries and ice cream shops also became popular. The annual Timber Carnival, which had been started before the war but suspended, picked up again starting in 1946, and was a popular event until it ceased in the 1990s.

A long way from a cabin in the wilderness, in only a little over 100 years Albany had developed into a booming town with all the modern conveniences. Agriculture, industry, transportation and commerce had driven the community to grow into the city of today. While many of the manifestations of early life in Albany have given way to modern development, many yet remain, to be preserved for the education and enjoyment of future generations.

HISTORIC RESOURCE IDENTIFICATION

PREVIOUS SURVEYS

To date, resources within the Albany area have been included in several previous surveys. These include the 1976 Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham, as well as surveys in 1979, 1984, 1990, 2003 and 2004. As a result of these surveys, more than 800 resources were surveyed and recorded. In addition, the inventories for the resources located within three of Albany's National Register historic districts were updated in 1996 and 1997.

Albany has four National Register districts. These are the Monteith Historic District (listed on the National Register in 1980), the Hackleman Historic District (listed in 1982), the Downtown Commercial Historic District (listed in 1982), and the Albany Municipal Airport (listed in 1998). The Monteith Historic District includes 330 contributing resources (out of 418 total resources). The Hackleman Historic District includes 185 contributing resources (out of 238 total resources). The Downtown Commercial Historic District includes 79 contributing resources (out of 104 total resources). The Albany Municipal Airport Historic District includes four contributing resources (out of a total of twelve).

In addition, twelve individual resources have been designated to the National Register of Historic Places. These include:

- Albany Custom Mill (listed in 1980)
- Baber, Granville H., House (listed in 1975)
- Chamberlain, George Earle, House (listed in 1980)
- Dawson, Alfred, House (listed in 1980)
- First Evangelical Church of Albany (listed in 1984)
- Flinn Block (listed in 1979)
- Hochstedler, George, House (listed in 1980)
- Methodist Episcopal Church South (listed in 1979)
- Monteith, Thomas and Walter, House (listed in 1975)
- Parker, Moses, House (listed in 1980)
- Ralston, John, House (listed in 1981)
- United Presbyterian Church & Rectory (Whitespires)(listed in 1979)

HISTORIC RESOURCE TYPES: DESCRIPTIONS AND DISTRIBUTION PATTERNS

A "resource type" indicates a generic class of related historic properties. Based in part on resources identified in previous surveys and in part on a predictive model of resources likely to be found within the Albany area, resource types in Albany can be grouped on the basis of association with the thematic categories identified and discussed in the Historic Overview. These broad themes are Settlement, Agriculture, Industry & Manufacturing, Transportation &

Communication, Commerce, Government, and Culture (a category that includes residential architecture, education, religion, funerary, fraternal/social/humanitarian movements, and medicine).

The location and distribution pattern of possible historic resources can be predicted based on these themes. The quantity and type of existing historic resources within each thematic grouping can be identified through historic site surveys. Although some examples of these resource types have been identified through previous surveys, further study is needed to record and evaluate the quantity and quality of remaining historic resources in Albany.

Specific resources associated with each broad theme and their distribution patterns are described on the following pages. To provide a context for evaluation of relative integrity and significance of individual resources, the discussion focuses on the historic function of the resources as well as the physical and/or architectural elements believed to be representative of the type. Those resource types that are more likely to still exist have been described in greater detail than those resource types that are less likely to be found extant.

SETTLEMENT

DISTRIBUTION PATTERN

Because resources associated with Settlement in the Albany area overlap with resources found in the categories of Agriculture, Industry and Manufacturing, and Culture, the distribution of these resources is likely to be in relation to the location of resources identified in these categories. It should be noted that Albany already has surveyed a number of resources that might be considered associated with Settlement. While there is the possibility that others exist, it is likely that most resources from Settlement have been identified and located.

DESCRIPTION

Resources associated with settlement in the Albany area may overlap with those found in the categories of Agriculture, Industry and Manufacturing, and Culture. They may include agricultural outbuildings, farmhouses, patterns of agricultural fields and/or orchards, farm sites, early mill sites, millraces, other mill-related resources, early residences, trails and early roads, and cemeteries and grave markers. Descriptions for these related resources can be found in the sections on Agriculture, Industry and Manufacturing, and Culture.

AGRICULTURE

DISTRIBUTION PATTERNS

Agricultural resources are expected generally to be located in the perimeter areas of the city, in neighborhoods that were at one time outside the city limits. Because the alluvial floodplains around Albany provided rich, fertile soil, many early farmers turned to raising crops such as

wheat, oats, flax, and forage crops, as well as some livestock. Grass seed eventually replaced many of these crops and is the largest single type of crop in Linn County today. Resources associated with general farming might be found throughout the study area. In addition to resources associated with general agriculture, there is also a possibility that specific resources associated with early dairy operations, the turkey industry, and fruit and vegetable farming may be found throughout the area. In addition, there were fruit tree nurseries located in the Albany area. There may be remnants of these and other orchards, as well as resources associated specifically with the early nursery industry. Numerous resources associated with agriculture have been identified through previous Albany area surveys. Examples include the Swift & Co. Turkey Hatchery; a milkhouse, hog barn, and equipment shed at the Propst farm; and several barns in the near vicinity.

DESCRIPTION

Farmsteads are described in three ways: by function, date and number of buildings; and for the purposes of analysis are divided into the following categories as defined in Oregon's Agricultural Development: A Historic Context, prepared by the Oregon State Historic Preservation Office:

1. Basic Farm: house and one outbuilding, usually a barn;
2. Multi-Unit Farm: basic farm with the addition of other outbuilding(s);
3. Isolated Agricultural Buildings: only one remnant farm building from the original ensemble, such as a single barn or residence.

The Agricultural Context Statement further categorizes farm ensembles into historic periods (as outlined in the Historic Overview section of this document): 1812-1846, 1847-1865, 1866-1883, 1884-1913, 1914-1940, and 1941-1967. The temporal division of a farm operation does not take into consideration the fact that most agricultural building groups evolve over a long period of time, as does the type of farming activity. This evolutionary-general farm type usually spans more than one historical period, generally produces a variety of changing crops, and includes buildings constructed in different years or adapted for varying uses over time. This type of farm may date from the pioneer period of settlement in 1848 to the present.

There may be, however, specialty farms identified by function, which date to a specific agricultural period. In the study area, specialty farms appeared during the Progressive Era and became more common after about 1915. These included dairies; poultry farms; and fruit, berry, and vegetable farms and orchards.

Following are the anticipated characteristics of the individual farm types, with a focus on the outbuildings common to each. It is likely that some types of outbuildings will be found on all types of farm operations. Although an integral part of farmsteads, farmhouses are discussed elsewhere in this section (see Culture: Domestic Buildings).

Evolutionary – General

Evolutionary farm operation spanned more than one historical period and produced different crops in response to market demands. A complex associated with an evolutionary farm operation will exhibit a wide variety of functional outbuildings that were either built for a specific purpose or adapted over time for different uses. Many of the outbuildings associated with the evolutionary farm will occur regularly with other farm types. Farmsteads may be divided into two distinct groups: house-related outbuildings clustered in close proximity to the rear or side of the main farmhouse, and farm-related outbuildings usually clustered near the barn, which historically was the center of operations.

House-related outbuildings may include:

Garages are either free-standing or attached to the house; will probably be small, rectangular wood-framed buildings with roof forms and architectural styles that may sometimes mirror those of the house; occasionally will be constructed of masonry; end-opening doors with space for one or two automobiles; may have windows, lean-tos, or shop areas. Large farmsteads may have more than one garage.

Cool houses are generally smaller than garages; rectangular, one-story buildings; also called fruit cellars, fruit rooms, or cool rooms; most often constructed of hollow clay tile, but may be wood-framed; roofs may be gable or hipped and sometimes may have cupolas or vents for air circulation; usually a single door; may have one or more windows. Cool houses are above-ground root cellars, used before the advent of refrigeration.

Woodsheds may be small to medium-sized buildings that are either free-standing or attached to the rear of the dwelling. Like examples throughout Western Oregon, they may be one-story, rectangular, wood-framed buildings, often constructed to complement the house in appearance. Roofs may be gabled and there may be at least one entry door.

Pumphouses may be small, one-story, rectangular buildings that mark the site of a well. They were a regular feature of farmsteads and can usually be identified by an electric pole and line connected to one elevation. Pumphouses may be either wood-framed or of masonry construction. They may have gabled roofs, no windows, and one entry door. Pumphouses may sometimes double as coolrooms.

Chicken houses may be small, rectangular, wood-framed buildings with gable roofs. They are intended to house a small flock of chickens raised for family use. Chicken coops may have a pen attached, and a side elevation containing small low doors for the fowl to pass in and out of the building. Windows and entry doors may also be present.

Smokehouses may also exist in the study area. Tall and wood-framed, the buildings may have gable roofs and no openings except for an entrance. Occasionally they may have a cupola or vent on the roof ridge.

Privies may be small one-story buildings with a form similar to the smokehouse. They may be wood-framed and shed or gable-roofed, while one elevation may be completely taken up by the entry door.

Water towers, once common in Western Oregon around 1900, may be multi-story buildings that will be either free-standing or connected directly to the farmhouse, soaring in height over the dwelling. They originally contained a windmill and water storage tank at the top. The hipped-roof, wood-framed buildings may be nearly square in plan, and each ascending level may be smaller than the one below. Water towers can be plain in appearance or enhanced by wall dormers, balconies, and decorative siding.

Second dwelling(s) may be included in the farmstead complex. They were usually built to accommodate a family member or hired hand(s). These houses may assume the style of architecture popular during the time of construction and normally would have outbuildings of their own. The appearance and mode of building may vary, but if they exist, they probably were constructed much later than the main farmhouse.

Migrant housing, a 20th century phenomenon, were dwellings built to house seasonal farm workers. Their minimal design may reflect the temporary nature of migrant labor. The rectangular wood-framed buildings may occur in groups. They may have gable roofs, one or two entry doors, and small windows along one or more elevations. Chimneys will give evidence of some type of heating facility.

Farm-related outbuildings generally may be arranged in one of two ways in relation to the main barn: (a) around a common work area or courtyard that is or was anchored by the barn, or (b) in a linear pattern along a major service road that leads to or from the barn. Fencing systems connecting the building group and encompassing the fields and pastures may still be extant. Farm-related outbuildings may include:

Barns may be the most prominent of the farm outbuildings. They may be large, two-story, rectangular, wood-framed buildings. According to Dole (Dole 1974a:86-95), the earliest barns (c.1840-1870) in western Oregon have hewn framing systems, low-pitched roofs, and simple utilitarian appearances. They rest on fieldstone foundations and may have lean-tos. The windowless barns are both end-opening and side-opening. Although relatively tall buildings, early barns did not have a floored second story. Functionally their use was multi-purpose, providing space for stock, feed storage and threshing. Additional information about barns in Linn County can be found in the Linn County Historic Barns Context Statement and National Register Multiple Property Submission (Gallagher). Although the focus of this project was rural Linn County, there is information in the documents that may be applicable to barns found within the Albany study areas.

By the 1870s, in response to a series of technological innovations, barns throughout western Oregon gained a higher profile, rising in height and steepening in roof pitch. The structural framing was of sawn timbers; although some hewn-framing prevailed to about 1900. By 1890, barns featured a full second story, hayfork life assemblage, and exterior hay hood, all to accommodate the mechanical loading and storing of loose hay. Sliding doors replaced the earlier hinged variety, and concrete floors and foundations were introduced (Dole 1974b:210-214). While retaining features of the earlier vernacular

building, the Western barn had come into being. Though still multi-purpose, barns were now being built for specialized uses such as a dairy, hay, or stock. Large-scale farm operations often had more than one barn.

The majority of barns in western Oregon dating from around 1900 into the early 20th century may have wood siding – either horizontal boards or vertical board and batten. Some may be shingled. The early barns may have gabled roofs; gambrel roofs became common about 1910. Beginning in the 1920s and 1930s, round barn roofs became popular. Most of the buildings may have one or more lean-tos, either attached to the lower elevations or built within the main structural system. The long side of the barn was the favored position for a lean-to. Small windows may be common, especially in dairy barns. An equal number of barns may have end-opening sliding doors as opposed to side-opening. Some barns may have hay hoods, and some may feature a vented cupola or sheet metal ventilator atop the roof ridge. An unusual barn type that can occur is called a bank barn. These barns differ from the other types in that they are built into a hillside or sloping embankment, thereby giving the structure a full three stories.

Granaries may be rectangular, one-story, wood-framed buildings that vary in size. Some may have barn-like proportions, while others may be much smaller. Roof forms will most likely be gable. Because ventilation was important for keeping the grain dry, the buildings may be constructed high off the ground. Some may feature vented cupolas or metal ventilators atop the roof ridge. Granaries may be windowless except for a small sash high in the gable end for light. A lean-to, once used as a wagon drive for unloading grain, may be present on a side elevation. the long side may also be the favored location for doors.

Machine sheds may be the most common of the major farm outbuildings. They may be long, rectangular, wood-framed buildings, with gabled roofs and one open elevation divided into two to four parking bays for farm equipment. There will probably be no doors or windows. Some, however, may contain a shop area that requires the enclosure of one or more bays as well as an opening for entry and light.

Shop buildings may also be free-standing outbuildings. They may be medium-sized, rectangular, wood-framed buildings with gable roofs. Buildings used for the repair of farm equipment were common on western Oregon farms historically. Many of them contained a smithy.

Fuel sheds are 20th century outbuildings and may be small and almost square in plan, with gable roofs. Wood-framed or of masonry, they may be entered by a single door and have no windows.

Hog sheds/barns may be medium to large-sized, rectangular, gable-roofed, wood-framed outbuildings. Small versions of the type may be windowless and may have single entrance doors. The larger hog barns may have windows and one or more entries. Both may have small square doorways positioned low for the swine to pass in and out of the building. Attached pens may be associated with these buildings.

Multi-purpose buildings may have served several functions that changed over time. Some may be equipment storage sheds or stock shelters. The buildings may be rectangular and single-story with shed or gable roofs. The size of the outbuildings may vary from quite small to barn-like proportions. Most may be wood-framed, but masonry buildings can occur. A few may be windowed, and all may have either a doorway or an entrance similar to that of a garage.

Dairy

Linn County has a history of dairy farms, some of which may have been located in the Albany area. While there may be examples of early dairy farms, dairying throughout the Willamette Valley gained popularity during the late 19th and early 20th centuries, reaching a peak in the late 1920s. Following are the outbuildings that are typically associated with a dairy and which may still be extant in the study area:

Dairy barns may be distinguished by banks of low windows that line at least two elevations. The rectangular barns may be either wood-framed with board and batten vertical wood siding or a combination of wood framing over a hollow clay tile base. Gable and gambrel roof forms may prevail, while cupolas or sheet metal ventilators may crown the central roof ridge. The large buildings may feature hay hoods and may be two-story, with the upper level devoted to hay storage. Both endwall and sidewall sliding doors may be present.

Milkhouses, sometimes called dairies, may either be built into or positioned near the dairy barns. Used for separating the cream and cooling the milk, the medium-sized buildings may be constructed with a hollow clay tile base topped by wood framing. Some may be all wood. Like the dairy barns, they may use windows and a ventilator or cupola atop gabled roofs.

Silage pits may be large open pits heaped with silage used for dairy cattle feed. Most pits will have concrete retaining walls on three sides. Silage pits, an older form of ensilage storage, are also called horizontal silos.

Tower silos may be tall, free-standing, cylindrical structures, often occurring in groups of two or three. They may be banded by metal belts that secure the concrete or wooden staves of the sidewalls. Domed roofs may be covered with shingles or sheet metal. Circular silos constructed with wooden staves are an older form dating to c. 1894. Concrete-staved silos were perfected in 1906 in Michigan. As their use spread across the country, other building materials were introduced into their construction, especially during the 1920s (Noble 1984:73-79).

Stock sheds may be medium to large, rambling, wood-framed buildings with vertical siding and gable roofs. Some may be open on two or more elevations, and contain pens

and feeding facilities. These buildings may be specifically designated as barns for bulls, heifers, dry cows or calves.

Poultry Farm

Large-scale poultry farming in the Albany area began during the Motor Age in the 1920s and reached its greatest extent in the mid-1930s. While poultry farming often included chickens that were raised for their eggs, turkeys raised for their meat were a part of Albany's history. The poultry farm has three outbuildings generally associated with its operation. It is likely that some of these survive in the study area:

Poultry houses may be much larger and more efficient than common chicken or turkey coops. They may be elongated, rectangular, single-story buildings with low-pitched gable roofs. Constructed either of wood or hollow clay tile, the buildings may have rooftop ventilators and banks of low windows that line the long elevations. Although a general farm may have a single, large poultry house among its outbuildings, the poultry breeder may have two or more of the type in the farm complex.

Incubators, brooder houses, and hatcheries may be small, single-story rectangular outbuildings. They may be constructed of either hollow tile or wood and may have gable roofs. These structures were used to hatch fertilized eggs and shelter newborn chicks and poults.

Berry, Fruit and Vegetable Farms

Berry and vegetable farming in the study area began as early as the Railroad Era and continues to the present. Among the first fruits to be cultivated in the Willamette Valley were raspberries, currants, gooseberries and strawberries. Vegetables such as corn, beans, and tomatoes were grown in the Albany area as cannery crops.

Fruit orchards began production around the turn of the century during the Progressive Era, and the industry continues to the present day. Prunes, apples, and cherries were among the first orchard products to be raised on a large-scale, commercial basis. The following are outbuildings associated with berry, fruit, and vegetable farms. Although there may be occasional examples of small versions of these buildings associated with specific farms or orchards, it is also possible that resources associated with commercial operations related to these agricultural crops may be extant.

Fruit dryers may be elongated rectangular, wood-frame, two-story buildings that were called "tunnel dryers." They may have gable roofs, no windows, and except for the drying tunnels, may be open on all sides. Cleaning of the fruit was accomplished out in the open but near the dryers. Several long, narrow, hollow-tile drying tunnels, running side-by-side, may be positioned above iron wood-burning furnaces. Stacked trays of fruit, loaded on small rail cars, were placed within the kiln to be dried by heated

circulating air. Some dryers may be vented at the roof ridge, but usually fruit dryers were completely enclosed.

By the 1930s the dryers were enlarged to include the cleaning equipment and wooden storage bins under the main roof to the side of the drying tunnels. The rectangular, wood-frame, gable roof building forms may prevail; however, the tunnels may be at ground level with the furnaces directly underneath. Oil and natural gas replaced wood as fuel and a fan system facilitated the horizontal movement of heated air.



Widmer prune dryer

Warehouses vary in size and materials, depending in part on the types of produce stored there, but generally they are simple, unadorned utilitarian buildings. Typically, there are two main sets of doors – one facing the railroad (or other method of transport) and one on the other side of the building through which the farmer could unload goods from wagons or trucks.

INDUSTRY & MANUFACTURING

DISTRIBUTION PATTERN

The earliest industrial resources are expected to be located along the river. Resources built after the arrival of the railroad are expected to be clustered in the area of the railroad tracks and freight yards. Additional areas for industrial and manufacturing resources would include areas specifically developed as industrial districts, most likely away from the city center and nearer to the railroad. A number of early industrial and manufacturing resources have been surveyed in Albany. Examples of such resources include the Lebanon-Albany Canal, Albany Custom Mills, Albany Iron Foundry, the Watson Brothers Iron Works, and the Farmers' Warehouse.

DESCRIPTION

Resources associated with industry and manufacturing may include resources such as mills and factories (such as grist mills, woolen mills, sawmills, sash and door factories), mill-related

resources (such as millraces, tailraces, log ponds), machine shops and foundries, energy-related resources (such as dams and hydropower systems), and agricultural industry facilities (such as canneries, creameries, and grain cleaning and storage).

Resources associated with early mills, factories and agricultural industry may vary greatly but are generally utilitarian in appearance and design, depending on the use. The earliest examples of buildings and structures related to this area are likely to be wood- or timber-framed; examples after about 1915 are more likely to be, at least in part, concrete or clay tile construction.

Resources associated with the timber industry include:

Sawmill buildings may be wood-framed, elongated rectangles, several stories in height and open on one or more sides. At one end may be an area called “green chain.” Windows were not common. Most buildings were sided with wood, although the use of tin (either as original siding or replacement siding) began in the 1940s. Roof forms may vary, including gable, round, and gable-off-gambrel (Bagley pers. com. 1990).

Planing mills may be wood-framed, elongated rectangular buildings, several stories in height and open on one or more sides. They typically may have “sawtooth” roofs; although other roof forms may occur. Positioned on top of the roof may be suction fans in large sheet metal casings; running between the fans may be long, cylindrical “blowpipes” that conveyed sawdust from the planer shed to a wigwam burner (Bagley pers. com.1990).

Wigwam burners were large, conical, metal structures designed to burn wood wastes such as sawdust. Small end pieces of lumber, called planer ends, were stored in elevated, wooden bins for later use by other manufactories (Bagley pers. com.1990).

Machine sheds may be simple, rectangular, wood-frame buildings that housed the machinery that ran the mill (Bagley pers. com.1990).

Smithies may be additional utilitarian wood-frame buildings (Bagley pers. com.1990).

Lumber sheds may be large, open, rectangular buildings that were used to store finished lumber. They may be wood-framed and gable roofed (Bagley pers. com.1990).

Dry kilns were brick structures that were used to dry out green lumber before it was sent to the planing mill for finishing (Bagley pers. com.1990).

Power plants were housed in wood-frame or brick buildings; the earliest were steam-powered and were later replaced with electricity. The buildings may be one-story, rectangular structures with gable roofs and a number of windows.

Log ponds were small bodies of impounded water used to store logs before they were processed by the mills (Bagley pers. com.1990).

TRANSPORTATION & COMMUNICATION

DISTRIBUTION PATTERN

Albany was a rail hub for the surrounding area and has a number of identified resources associated with early rail history in the community, including warehouses and a water tower associated with the Oregon & California Railroad, the Southern Pacific Depot, and the Oregon Electric Railway Station. Additional rail-related resources would be located along the rail routes and may include resource types identified above.

Remnants of early roads between Albany and nearby communities may exist. In some cases, new routes replaced old routes, while in other cases the original routes may still be in use. Examples of early roads and routes, of which there may be early resources extant, include the Santiam Highway, Highway 99E, and the Albany-Salem Road.

Only one bridge has been inventoried through Albany's historic surveys. This is the Willamette River Bridge, where the Albany-Corvallis Highway (Hwy. 20) crosses the river at Albany's historic downtown. Although there have been no other bridges surveyed, there are likely additional early bridges (auto or rail) in the area. In some cases, the early bridge may be gone, but footings may still exist, clearly indicating the location of the bridge.

The Albany Municipal Airport, which includes four contributing resources, was listed as a National Register historic district in 1998.

DESCRIPTION

Resource types associated with transportation and communication may include trails, ferry crossings, wagon roads, stage routes, highways, railroads, depots, bridges, airports, radio stations and transmission towers.

Trails, ferry crossings, wagon roads, and stage routes are likely to be remnant paths if they are still visible. A number of them were further developed as transportation routes and were first widened, then graded, and eventually paved, altering the historic path except possibly for its route. Any extant unaltered historic trails, wagon roads or stage routes are likely to appear as simply trails or wagon ruts through forested land. Early ferry crossings were generally replaced with bridges over time, often destroying evidence of the ferry crossing site.

Highways are also likely to have been altered over time, with widening and new paving as conditions warranted. Early highways were generally graded dirt roads. These were eventually macadamized and later paved with concrete or asphalt.

Railroad related resources may include steel rails and wooden ties on raised rail beds, railroad bridges and trestles, crossings and switches, storage sheds, water towers, and rail yards. Bridges may be steel truss or steel deck girder; trestles may be wooden or log.

Storage sheds may be small wood-framed buildings with a shed or gable roof and will likely have one door and no windows. Water towers may be wooden or metal.

Depots may be small to medium-sized, wood-frame or masonry buildings, consisting of one to two stories or a combination thereof. The space usually includes a passenger waiting area and ticketing booth in one portion and a freight storage area in another portion. Loading docks are located along the side of the building adjacent to the rails. Freight doors may be large sliding doors on casters. Depots may be of various architectural stylistic distinctions.



Oregon Electric Depot

Bridges may be of a variety of types, including truss systems and deck girder systems. Materials may be steel or concrete or a combination of both. Occasionally, a steel truss bridge will have a wooden deck.

Airport resources may include buildings, runways, and equipment associated with early airfields. Buildings typically would include those used as passenger terminals/offices and those used to shelter airplanes. Those used to shelter planes may be wood-framed, metal or masonry and are likely to be utilitarian in design. Those used as passenger terminals and offices might also be wood-framed or masonry and may be of various architectural stylistic distinctions. Runways may be either grass or paved.

Radio stations and transmission towers may be small buildings, often constructed of masonry. Roofs may be hipped, gable or flat. Windows may be minimal in number. The towers, constructed of steel, are near or adjacent to the building and highly visible above the building. The earliest radio stations were often located on the upper floors of downtown commercial buildings; later stations were individual buildings often located away from the center of town.

COMMERCE

DISTRIBUTION PATTERN

Commercial resources were historically located in the downtown area near the Willamette River. This area of the city is well documented as a National Register historic district.

As the city expanded outward from its historic center, commercial resources were built in areas away from the historic core. Some of these resources might be found in or near residential neighborhoods. Many, however, will be found along the main transportation routes, such as State Route 99E and the Santiam Highway. Auto-related commercial resources, such as gas stations, auto dealerships, and garages, some of which have been documented through previous survey work, might be located along these transportation routes or near the central business district.



Albany downtown 2004

DESCRIPTION

Resource types associated with commercial development may include stores (such as general, grocery, clothing, and hardware), warehouses, automobile dealers and garages, gas stations, bakeries, banks, hotels, cafes and restaurants, saloons and taverns, laundries, offices (such as law, newspaper and accounting), opera houses and movie theaters.

The earliest of the commercial buildings, dated from about the 1850s to 1900, would be wood-frame with board and batten or horizontal board siding. They may be one or two stories in height, modest in size, with gabled roofs and possibly false-front facades. Buildings constructed after 1900 were usually masonry, including brick, stuccoed wood and brick, hollow clay tile, and concrete (either block or poured). Occasionally they were adorned with decorative materials such as specialty glass, stone, terra cotta, and enameled tiles. These buildings generally were larger in size, often two stories, and rectangular in shape. The facades were generally straight forward, and most featured large windows on all levels. Stores may have recessed entries flanked by large display windows. Warehouses and garages may have large open spaces

accessed by large bays with roll-top or sliding doors. Gas stations may have awnings or canopies extending from the building over the gas pumps. Often these buildings were of mixed use; for example, a street level store might have professional offices on the upper floor, or auto dealers and gas stations might have service/repair garages as part of the structure.

A variety of architectural styles were used for commercial buildings. Among the most common, however, was the vernacular style, plain in appearance and without distinctive stylistic elements. In Albany, some buildings included restrained versions of the following architectural styles.

Commercial Italianate, a style overlapping the late 19th century Italianate style and the early 20th century vernacular commercial style; elements include elongated two-over-two or four-over-four double-hung sash windows in the upper story sometimes with segmental arches or straight heads capped with decorative “keystone”-type elements. The emphasis is on verticality, and decorative elements may include metal cornices, decorative friezes, or brackets below the cornice or overhanging eave.

The Chicago School building style, popular in Oregon between 1890 and 1915, was a simple, more linear, rational design with reduction and eventual abandonment of ornamentation. The philosophy sought to combine spaces, such as shopping and office space, in a concentrated business area. Characteristics of the style may include steel-frame construction, flat roofs with wide projecting eaves, rectangular shapes with vertical emphasis, large areas of glass including three-part windows, and horizontal or vertical decorative facade elements such as spandrels (Clark 1983:105)

Art Deco was in fashion in Oregon between 1915 and 1940. The geometric style looked to the future for its inspiration rather than the past. It was influenced by cubism and celebrated the machine age. Characteristic elements may include rounded corners, windows, and decorative features; asymmetrical compositions; polychrome surfaces covering steel or concrete frames; and geometric ornaments in low relief (Clark 1983:195).

GOVERNMENT

DISTRIBUTION PATTERN

Albany’s earliest governmental buildings are no longer standing. There are examples, however, of government-related resources constructed after 1900. The Oregon Power Company building, an early Commercial style building, in downtown Albany was constructed c.1908. The Gothic-inspired Armory was constructed in 1910. The Carnegie Library, built in 1914, is an example of American Renaissance. The Linn County Courthouse, constructed in 1941, exemplifies that period with a style sometimes referred to as “Half-Modern” where classical influences and Moderne join. Most government-related resources are likely to be located near the city’s central business district, although some resources, such as public utilities, may have peripheral locations. Parks were often developed in residential neighborhoods.



Linn County Courthouse

DESCRIPTION

The resources associated with government may include city halls, city jails, post offices, city parks, fire stations, libraries, public utilities and public works, and homes of important politicians.

Not unlike early commercial buildings, early governmental buildings were often small wood-frame buildings, sometimes with false front facades. As more permanent buildings were constructed, this building type often was influenced by popular styles of the period. Those built in the early 20th century were often influenced by the Beaux Arts classicism of the American Renaissance, revival of earlier periods such as Gothic, and the contemporary Commercial styles. Those built in the 1930s and early 1940s, especially projects associated with the federal New Deal programs, often used Art Deco or Art Moderne styles. More modernistic influences are seen in governmental buildings constructed after World War II.

CULTURE

DISTRIBUTION PATTERNS

Early schools in the Albany area were typical of the early schools built throughout the Willamette Valley. As the community grew, new schools were built to accommodate the growing population and new construction followed then-current trends. By 1936, Albany had a high school, two junior high schools and three elementary schools: Central, Madison, and Maple Schools. Also in the 1930s, St. Mary's Academy was located in Albany. Albany College provided higher education opportunities and the park-like campus came to reflect a typical small college with traditional classroom buildings.

Churches in small towns generally were constructed near the city center, although it was not uncommon to find churches built elsewhere in the community and in outlying rural areas. In Albany, early churches were constructed near the city center and later, as the town spread out, churches were constructed in newer neighborhoods. A number of churches in Albany have been

documented through survey work and National Register listings. Examples include the Congregational Church (at Fourth and Ferry), churches on Pine St. and Twelfth St., and the National Register listed United Presbyterian Church & Rectory (Whitespires) and the Methodist Episcopal Church South (both listed in 1979).

Albany, like many small towns, was supported by a number of fraternal and social organizations. The Odd Fellows, the Masons, and the Knights of Pythias were established in Albany early. Historic buildings associated with these groups have been documented through previous survey and National Register listings. It may be possible that additional resources associated with these groups are located outside previously surveyed areas.

Albany's first hospital building appears to have been the c.1895 Children's Hospital (also called the Willamette Hospital). The city hospital was constructed in 1924 and has since been expanded and modernized to meet the growing community needs. Early doctor's and dentist's offices generally appear to have been located in downtown buildings, all of which have been documented. In addition to these resources, however, there may be examples of historic doctors' offices or clinics that are outside of the downtown area, perhaps located along transportation routes as the community grew in those directions.

Residential architecture is found throughout the city and the surrounding areas. Styles of the 19th century and early 20th century are more likely to be found in or near the city center, although there are examples of farmhouses from this time period scattered throughout the study area. Houses of later styles are more likely to be found in neighborhoods that developed at later periods. For example, the neighborhoods that developed in the 1940s are likely to have a number of WWII-Era Cottages and Minimal Tract styles; neighborhoods that developed in the 1950s are likely to have a higher number of Suburban Ranch style houses. Previous surveys have identified a variety of residential architecture in Albany, including a variety of styles in the historic districts.

DESCRIPTION

“Culture” includes a wide variety of resources, including those associated with education, religion, fraternal/social/humanitarian movements, recreation, medicine, and residential architecture.

Education

Early public and private schools were modest one-room, rectangular wood-frame buildings, usually with gable roofs and rows of windows along the two long sides. As need dictated, larger schools were constructed. These were often two-story, wood-frame buildings with four to eight classrooms. Eventually wood-frame buildings were replaced with masonry buildings and modern philosophy dictated windows along one wall of a classroom for light and ventilation. By the late 1940s and early 1950s, boxy two-story school buildings were replaced with modern, one-story buildings where classrooms extended along wings projecting from a central core of offices, cafeterias, auditoriums and/or gymnasiums. Stylistically, schools are primarily of the vernacular tradition, although some may display modest stylistic elements in the decoration. An exception

to this trend might be found in buildings associated with higher education, where traditional massing and stylistic features may be found throughout the 19th and 20th centuries.



Central school, 2004

Religion

The architecture of a typical church of the late 19th and early 20th century has been called a “vernacular basilica plan.” A church of this form consists of a small, rectangular shaped building with a gable roof and windows along each side, which may be stained glass. In some cases, a small three- or five-sided apse may project from one end of the structure. Occasionally the buildings will include transepts. Main entrances may be located either at the end opposite the apse (usually the altar end) or along the side of the building. The main entrance may be marked by a bell tower or steeple. Decorative ornamentation was usually Gothic in style and often articulated in the shape of the windows and/or doors, faux buttressing along the sides of the building, and possibly in crenelation at the top of a bell tower. This style continued to be popular, although often in a more “modernistic” version that may minimize the ornamentation, through the 1940s and 1950s. Occasionally other stylistic approaches are found on a basilica plan church.

A less common architectural style is called the “Akron plan.” This form is essentially square, with the entrance and/or bell tower or steeple located at the corner of the building. Again, Gothic elements were the most common stylistic feature.

Fraternal/Social/Humanitarian Movements

Buildings used for fraternal, social and humanitarian movements varied in size and style, depending on the buildings’ uses and the styles popular at the time of their construction. They may be simple, one-story wood-frame buildings with large open spaces used for meetings, or they may be larger, two-story buildings, often constructed of masonry, housing several functions, including meeting halls. Some buildings, especially those built in rural areas, may be vernacular or display simplified stylistic elements such as those associated with bungalows. Others may be

large and imposing, displaying stylistic elements such as the American Renaissance style or a modern commercial or Chicago School style, depending on when they were constructed.

Medicine

The earliest medical facilities included small offices of doctors and dentists, often housed in their own homes or in offices on the upper floors of commercial buildings in the city's business district. The earliest hospitals were usually in the homes of either doctors or nurses. Eventually hospital and clinic buildings were constructed to serve the needs of the community. Sizes, materials and styles of these buildings varied, depending upon the period of construction and the popular architectural styles of the time.

Residential Architecture

Residential architecture includes houses and outbuildings associated with the houses. The first dwellings built by settlers were log cabins or hewn-log houses. They were often crude, hastily constructed dwellings with earthen floors, no windows, and stick and clay chimneys. For many settlers they were a temporary shelter until a more substantial home could be built. Hewn-log houses were an improvement over the cabin and usually were of the squared log variety. They often had several amenities, including puncheon floors, brick chimneys and glass-paned windows. It was not unusual for these dwellings to be two stories and have a kitchen wing. Some were clad in milled wood siding and took on the appearance of a sawn lumber house. As soon as sawmills were established, sawn lumber became the construction method of choice.

Prior to the 1880s, most residential architecture in the area followed vernacular housing forms and building traditions brought by settlers from their previous homes. In the late 19th century, however, the introduction of pattern books and plan books led to some standardization of houses. Utilizing designs and plans published in these books resulted in numerous houses throughout the country of similar type and style. After the turn of the century, standardized houses were also available in the form of pre-cut, ready-to-build houses available from mail-order companies (such as the well-known Sears houses). Styles available through pattern book and mail-order companies varied and reflected the styles popular at the time. After World War II house styles, like commercial buildings, were simplified and modernized. A number of styles found in Oregon are described briefly on the following pages.

The most common, perhaps, was the *vernacular*, which was widely built and spanned the broadest period of time. Houses of this style would date from the 1850s to the 1950s. Distinguished by simplicity and lack of distinctive stylistic features, vernacular buildings do not fit any stylistic category. However, there were vernacular house forms which borrowed qualities or decorative features from other popular styles, such as Gothic Revival or Queen Anne, resulting in what may be termed a Vernacular Gothic or Vernacular Queen Anne house. Vernacular houses may be one, one-and-a-half, or two-story houses and are usually of wood-frame construction. They may be composed of one or more square or rectangular volumes, sometimes arranged in a "T" or "L" plan. Roofs

may be gabled or hipped and windows have double-hung sashes. Ornamentation, if it exists at all, may be found on the front porch, gable ends or window caps. It is not uncommon for these dwellings to evolve over time, with various additions built onto the side or rear elevations.

The *Classical Revival* style was popular in Oregon between 1840 and 1865. It is characterized by low-pitched gable roofs with eave returns or pedimented gables, complete entablatures, bilateral symmetry, weatherboard siding, six-over-six double-hung window sashes, and colonnaded porches. The style copied both Greek and Roman modes of expression.

The *Gothic Revival* style was introduced to Oregon in the 1850s through the publications of Andrew Jackson Downing and remained popular for dwellings until about 1900. Three variations of the form prevailed in Oregon: Early Gothic, Carpenter Gothic and Vernacular (or Rural) Gothic (Clark 1983:46). Characteristic elements of the style include steeply pitched gable roofs, prominent central gable and wall dormers, and wood-framed rectangular volumes that sometimes form asymmetrical compositions. Pointed arch windows and doors may be present. Detailing may be simple and straightforward or decorative with jigsawn bargeboards, brackets and trim. The Carpenter Gothic version is further characterized by the use of board and batten siding, rather than horizontal wood siding (Clark 1983:46).



Example of Gothic Revival architecture

Another house form that may be present in the study area is the *Italianate*, which was found in Oregon from 1855 to 1890. This romantic style copied the appearance of Italian Renaissance palaces and villas and was popularized by pattern books. Characteristic elements may be low-pitched hipped, gabled, or flat roofs; overhanging bracketed eaves; asymmetrical massing; wood, brick or stone construction; tall arched windows; and ornamentation simulating quoins, keystones, or columns (Clark 1983:59).



Example of Italianate architecture

From the late 1880s through the early 1900s, the *Queen Anne* style was popular for residential building in Oregon. The elaborate wood detailing characteristic of the Queen Anne was made accessible through the expansion of the railroad system, which carried woodworking machinery and supplies of pre-cut ornamentation to communities across the nation (McAlester and McAlester 1984:310). The style is characterized by asymmetrical massing; a variety of surface textures and patterns; porches and verandas enriched with spindlework, bracketing and jigsawn elements; a variety of windows; and occasional turrets or towers. The wood-frame houses were generally two or more stories. The smaller, one-and-a-half story version is often referred to as a Queen Anne Cottage. A more restrained version of the style developed between 1900 and 1910 and was distinguished by a noticeable lack of excessive ornamentation and variation of massing and materials. Occasionally, this restrained version appeared in conjunction with elements from the Colonial Revival style, creating an eclectic approach crossing two distinct styles and time periods.



Example of Queen Anne architecture

The *Colonial Revival* style was popular for residential architecture in Oregon between 1890 and 1915. A variant of the form was called Dutch Colonial Revival, which features gambrel roof forms. The style sought to establish an indigenous American building form based upon Colonial antecedents, with strict interpretation of the ideals of Greek, Roman

and Renaissance architecture (Clark 1983:114). Characteristic elements include wood-framed rectangular volumes with low-pitched gable, hipped, or gambrel roofs. Bilateral symmetry and a classical entablature may accent the elevations. Ornamentation may follow classical forms, including lunettes, dentil moldings, and ordered columns on the porches. Doors may be framed with transoms and sidelights. Windows are likely double-hung sashes (Clark 1983:114).

One of the most popular styles in Oregon during the early 20th century was the *Bungalow*. A true bungalow is characterized by its one or one-and-a-half stories, a low-pitched roof with wide overhanging eaves, and a wide front porch. The use of rustic materials, such as brick, shingles and stone may also be present. Porch columns may be square or tapered, frequently resting on piers, and the porch may be partially enclosed with a knee wall. A number of stylistic variations appear on bungalows, including Colonial bungalows, Oriental bungalows, and perhaps most commonly, *Craftsman* bungalows (bungalows are often referred to simply as Craftsman style houses). Craftsman bungalows are sometimes referred to as the *Western Stick Style*.



Example of a Craftsman style bungalow



Example of American Foursquare architecture

Another popular house style of the early 20th century was the *American Foursquare*. It is characterized by its two-story, square or rectangular shape and hipped roof, which usually has at least one hipped dormer. There is almost always a front porch, although details

may vary. The American Foursquare, like the Bungalow, may include various architectural detailing, including Colonial, Prairie Style, and Craftsman.

In the 1920s, several styles based on earlier styles became popular. Often referred to as the 20th Century Period Revivals, they include revivals of the Colonial (including Cape Cod Colonial, Dutch Colonial and Spanish Colonial) and Tudor (including English Cottage and Jacobethan) styles. Most houses built of these styles were smaller and less architecturally sophisticated than their ancestors. They were in large part popularized through catalogues. Although the majority of houses constructed in these styles were built in the 1920s, the styles were used through the 1930s and 1940s.



Example of Tudor Revival architecture

A simplified version of these Period Revivals is known as the Minimal Traditional style house. Popular in Oregon from about 1935 until 1950, they are reminiscent of Period Revivals, but lack decorative detailing. Relatively small, one or one-and-a-half stories, they have gable roofs with low to medium pitches and are often called “eaveless” as their closed eaves and rakes are nearly flush with the wall surfaces. They may be either rectangular in shape or “L” shaped with a slightly projecting front-facing gable that is lower than the ridgeline of the main portion of the house. Wall surfaces may be wood, brick, stucco or stone, or a combination. A large exterior end chimney may be common.



Example of Minimal Traditional architecture

Another small house, popular between about 1938 and 1948, is called the WWII-Era Cottage. They have compact floor plans and are generally one-story cottages with low-

to medium-pitched hipped roofs. There may be a noticeable absence of stylistic ornamentation. Windows are fairly wide and are often grouped in pairs or placed near the corners of the house. Wall surfaces are generally horizontal wood siding or wide wood shingles, although they may be clad with brick or stucco or a combination of materials.

Two ranch style houses appear in the mid-20th century. The *Early Ranch* style, built between 1932 and about 1955, was a one-story, “ground-hugging” house, with a low-pitched roof and deep eaves. They were often a “U” or “L” shape and generally one room deep with relatively open floor plans and large expanses of windows (often floor to ceiling). A garage or carport may be integrated into the house massing. The *Suburban Ranch* style evolved from the Early Ranch style and was easily adaptable as the fast “tract” housing form used by developers in the 1950s and 1960s. It is more compact than the early ranch style, typically two rooms deep and rectangular in shape with an attached garage or carport. There may be one or two large “picture” windows rather than large expanses. Courtyards and patios at the rear of the house were popular with both the Early Ranch and the Suburban Ranch styles, and both were constructed with wood, brick, stucco, or stone, or a combination of materials.



Example of Ranch style architecture

CRITERIA FOR EVALUATING HISTORIC PROPERTIES

Evaluation is the process by which the significance of identified resources is determined. Because age alone is insufficient grounds for historic designation, evaluation of historic resources is based on architectural, historical and/or cultural significance. Resources identified through previous surveys have been evaluated for significance; those determined to have some level of architectural, historical or cultural significance have been listed in the statewide inventory of historic properties. As further study is completed, newly surveyed resources should also be evaluated for significance.

Albany has provisions for evaluating resources within the existing Development Code. Article 7 (Historic Overlay District) of this code allows for the designation, re-rating or removal of historic landmarks and districts. The criteria for evaluation follow closely the criteria used for

the National Register of Historic Places, an accepted model endorsed by the State Historic Preservation Office (SHPO). The National Register criteria address the significance and integrity of historic resources, including districts, buildings, sites, structures, and objects (significance and integrity are discussed below).

Generally speaking, a resource must be at least 50 years of age to be considered historic. The National Register makes exceptions for “younger” resources, but the exceptions are stringent and based on truly exceptional quality or importance of the resource. Those resources previously identified through survey projects in Albany are at least 50 years of age. If future surveys identify resources less than 50 years of age, the National Register criteria for exception may provide direction for the City’s consideration.

SIGNIFICANCE

The National Register criteria recognize that historic resources may have associative value, design or construction value, or information value. When evaluated within its historic context, a resource must be shown to be significant in at least one of the following areas to be considered potentially eligible for listing on the National Register:

Events/Patterns of History: The resource is associated with an event (or events) and/or with a pattern of events or historic trend that has made a significant contribution to the history of Albany, the region, the state, or the nation; or

Person(s): The person(s) associated with the resource is (are) individually significant and made demonstrated contributions to the history of Albany, the region, the state, or the nation; and the resource is associated with the person(s)’s productive life, reflecting the time period in which he or she achieved significance; or

Design/Construction: The resource embodies distinctive characteristics of a type, period, or method of construction; and/or the resource represents the work of a master; and/or the resource possesses high artistic value; or the resource represents a significant and distinguishable entity whose components may lack individual distinction; or

Information Potential: The resource has yielded information important to history or prehistory; or the resource may be likely to yield information important to history or prehistory.

INTEGRITY AND CONDITION

Integrity is the authenticity of a resource’s historic identity, or its intactness of historic form and original construction materials. Integrity is central to the resource’s ability to convey its significance. Alterations, either historic or contemporary, should be examined for compatibility with the resource’s design and construction. There must be identifiable evidence in all or some of the following aspects of integrity for a historic resource to be considered eligible for the

National Register. Which aspects must have integrity should be determined on a case-by-case basis, as some aspects are more important in conveying significance than others, given specific contexts and resource types.

Condition of a historic resource should not be confused with integrity. Condition is generally defined as “state of repair.” A resource can be in poor condition, but retain a high degree of historic integrity. The reverse also may be true when a resource is in very good condition, but may have lost a great deal of its historic integrity. Ideally, a historic resource will have a high degree of integrity and be in good condition, but it is not necessary for a resource to be in good condition in order to be considered eligible for the National Register. The use of condition as a criterion for evaluation, however, may be useful when deciding which resources to preserve and protect. Those that are determined to be significant and have a high degree of integrity, but are in very poor condition, may be a low priority for preservation simply for practical reasons.

The seven aspects of integrity are:

Location: Is the resource in its original location or has it been moved?

Design: Is the original design intact?

Setting: Has the character of the setting stayed the same or has it changed over time?

Materials: What portion of the original materials are retained?

Workmanship: Does the resource show craftsmanship of the period?

Feeling: Does the resource evoke an aesthetic or historic sense of the past?

Association: Is this the site of a historic event or activity or is the site associated with an important person historically?

RANKING

After significance and integrity are assessed, historic resources should be ranked in relation to their significance, integrity and condition. Resources can be rated or ranked individually or, if in a district, ranked for contributing status to the district. Albany’s Development Code, Article 7 provides the framework for rating or ranking resources and defines “Contributing” and “Non-Contributing” resources in districts.

Several factors may enter into ranking individual properties. Significance and integrity must be considered first. If a resource has a high level of significance, but has been altered to the point of lost integrity, its ranking may be lower than a resource that possesses strong historical associations or high architectural merit and a high degree of integrity.

The State Historic Preservation Office (SHPO) currently uses the following ranking system for historic districts. (This system of ranking was adopted in 1999. Properties listed in Albany's historic districts originally used an earlier ranking system where resources were listed as Primary/Contributing, Secondary/Contributing, Tertiary/Contributing, Historic/Non-Contributing (in current condition), Compatible/Non-Historic/Non-Contributing, or Non-Compatible/ Non-Contributing.) They have since been re-evaluated and re-classified using the newer system, which includes the following:

Historic/Contributing: properties constructed during the historic period that retain and exhibit sufficient integrity to convey a sense of history.

Historic/Non-Contributing (in current condition): properties constructed during the historic period that retain, but do not exhibit sufficient historic integrity to convey a sense of history.

Non-Contributing: properties from outside the period of significance, and properties constructed during the historic period that do not retain sufficient historic integrity.

Survey and inventory is an on-going process that requires revision on a regular basis. Historic resources may shift from one ranking category to another as time passes. A Historic/Contributing resource may be altered to the point of compromising its integrity, resulting in a re-ranking of that resource to a non-contributing status. Or a Historic/Non-Contributing resource may be restored so that its integrity and condition warrant re-ranking as a contributing resource. It is also important to note that as additional resources reach 50 years of age, they too may contribute to the community's history. These resources should be surveyed, ranked and added to the local and state inventories of historic resources as appropriate.

GOALS, OBJECTIVES AND PRIORITIES

This historic context statement sets the stage for identifying, evaluating, and protecting significant historic resources within the City of Albany and provides a broad plan for historic preservation activities to be undertaken in the future. Decisions about which historic resources to survey, inventory, register and preserve generally are based on their significance. Context-based planning attempts to balance the importance of these historic resources against other factors affecting them by establishing goals, priorities and strategies.

The information found in this section was developed by the Albany Landmarks Advisory Commission. The first step of this planning process was to identify considerations that may affect historic preservation efforts in the community. Three areas of consideration are described below. The second step in the process involved identifying general goals and objectives and strategies for preservation-related activities in the community. The final step in the process involved discussing whether or not to prioritize the activities outlined.

This document is intended to evolve in response to community needs over time. It is possible, therefore, that the goals and objectives set forth at this time will need to be re-evaluated on a regular basis to reflect these changing needs, as well as possible changes in the goals, objectives and priorities of the Landmarks Advisory Commission and the City of Albany.

IDENTIFYING CONSIDERATIONS

Studying a historic context helps to develop a logical and reasonable approach to preserving associated significant resources. At any given point in time, there may be a number of constraints that make preserving historic resources a challenge. Public interest or apathy, the availability of funds and/or staff time, political support or opposition, and threats to resources affect the priorities for reaching preservation goals.

The first step to identifying considerations is to identify *stakeholders*, or those people who are in a position to influence the outcomes or whose interests will be affected, either favorably or unfavorably, by historic preservation activities. This list includes, but is not limited to:

- the Albany Landmarks Advisory Commission (LAC)
- the Albany City Council
- the City of Albany
- property owners
- residents
- contractors and professionals working on historic buildings
- realtors
- Albany Visitors Association (AVA)
- Albany Downtown Association (ADA)
- Friends of Historic Albany
- Central Albany Revitalization Area (CARA)
- the State Historic Preservation Office (SHPO)

- local businesses
- schools
- museums
- the home tour committees
- the neighborhoods
- the historic resources themselves

Identifying *threats* to preservation is the second step in identifying considerations. Threats to preservation may be both direct and indirect. The list generated by the LAC included:

- the lack of awareness and appreciation of the National Register historic districts and other historic resources
- general apathy toward historic preservation
- the lack of awareness of (or disregard for) “rules” (guidelines, ordinances, review processes)
- communication issues (methods of reaching community limited and information available to community insufficient)
- negative impressions about preservation (the program, the review process, the LAC) and its associated costs (including the concern that the name “Advisory” implies that the LAC is advisory only rather than regulatory)
- the lack of grassroots involvement and support
- inactive local preservation society
- apathy toward preservation awards and celebration
- enforcement issues (including (a)balance between maintaining integrity of resources and support for program, (b) not enough “eyes” and (c) lack of support for enforcement, including limited ability to implement fines for violations)
- the lack of (or too limited) funding/economic incentives
- the lack of adequate staff time
- the lack of volunteers
- inappropriate alterations to historic properties
- an outdated local historic ordinance
- the lack of appropriate oversight avenues (i.e., public art/murals in downtown)
- property owner misunderstandings about responsibilities

The final step in identifying considerations is to identify *opportunities* for preservation. Opportunities for preservation are numerous and range from restoration or rehabilitation and reuse of historic buildings to educational and informational activities to survey and inventory of historic resources to nomination to the National Register of Historic Places. The LAC identified the following opportunities for preservation in Albany:

- preservation, restoration and rehabilitation of historic resources
- survey and inventory
- National Register nominations
- funding and incentives

- staffing and volunteers
- enforcement and regulation
- education and informational activities
- public outreach and support

Citizen participation is key to successful city planning, including historic preservation planning. Community members can make valuable contributions by sharing historical materials, photographs, and memories. Seeking public input can help build historic preservation alliances. Preservation efforts in Albany may benefit from a community-based and community-oriented approach, but should not necessarily be limited to the city limits, as the potential for significant resources exists within the Urban Growth Boundary. When appropriate, residents in both the Urban Growth Boundary and nearby outlying areas should be included in historic preservation efforts.

GOALS AND OBJECTIVES

The Albany Landmarks Advisory Commission's (LAC) mission is to preserve the community's significant historic resources. To this end, the following goals and objectives have been developed for working toward this mission.

During the process for discussing goals and priorities for this document, the LAC decided not to prioritize the goals or objectives. It is the group's belief that all are equally important and that no one goal or objective should carry more weight. It should be noted, however, that the LAC strongly believes that increasing awareness and understanding of historic preservation is the key to the success of all the goals and objectives. Whenever possible, the opportunity to educate and inform will be incorporated into activities designed to address the goals and objectives. It is recommended that the LAC review the goals and objectives periodically and set yearly work plans to address the most current needs at the time.

GOAL: IDENTIFY HISTORIC RESOURCES THROUGH SURVEY AND INVENTORY

Objectives: (1) Identify and prioritize geographic areas within the city for future survey
 (2) Identify and prioritize specific resource types to be surveyed
 (3) Update existing survey information as needed

GOAL: PROTECT SIGNIFICANT RESOURCES THROUGH NATIONAL REGISTER LISTINGS

Objectives: (1) Identify potentially eligible districts and/or individual resources
 (2) Pursue funding to nominate districts or multiple property groups
 (3) Encourage property owners to pursue individual nominations

GOAL: IMPROVE FUNDING AND INCENTIVES FOR PRESERVATION EFFORTS

Objectives: (1) Encourage the use of incentive programs for property owners
 (2) Partner with local business and organizations to develop grant and/or loan programs for preservation projects
 (3) Maintain list of skilled crafts persons and consultants who can provide technical support and assistance for property owners
 (4) Identify potential sources and secure funding for ongoing LAC-sponsored projects

GOAL: PROVIDE ADEQUATE STAFFING FOR AND IMPROVE VOLUNTEER CONTRIBUTIONS TO PRESERVATION PROGRAM NEEDS

Objectives: (1) Secure an increase in staff time and support for preservation program

- (2) Develop and fund an internship program to assist with project-specific activities
- (3) Partner with the Corvallis and Lebanon historic review commissions to co-sponsor activities
- (4) Enhance connections with the University of Oregon historic preservation program
- (5) Network with stakeholders to encourage volunteer participation in preservation activities

GOAL: STRENGTHEN AND MAINTAIN THE REGULATORY AND ENFORCEMENT ASPECTS OF THE HISTORIC PRESERVATION PROGRAM

- Objectives:
- (1) Review and update the historic ordinance as needed
 - (2) Improve enforcement approaches and processes
 - (3) Seek code modifications that would enhance preservation efforts
 - (4) Notify property owners of all changes in the ordinance, the codes, and/or enforcement processes

GOAL: IMPROVE AWARENESS AND UNDERSTANDING ABOUT HISTORIC PRESERVATION

- Objectives:
- (1) Develop and disseminate materials that promote historic preservation and provide information about the local preservation program
 - (2) Work with the local newspaper staff to develop feature articles about preservation efforts and activities and/or develop a regular column about items of interest that are preservation-related
 - (3) Improve signage for the historic districts
 - (4) Update and promote use of website
 - (5) Improve communication between LAC and other stakeholders
 - (6) Sponsor workshops and programs
 - (7) Develop and implement Preservation Week activities

GOAL: DEVELOP PUBLIC SUPPORT FOR PRESERVATION

- Objectives:
- (1) Provide outreach to persons, organizations, and/or businesses that might have an interest in how Albany's historic resources contribute to the overall quality of life in the community
 - (2) Increase visibility of the LAC and preservation-related activities with the City Council and Planning Commission
 - (3) Provide recognition for successful preservation efforts
 - (4) Develop and implement partnerships to develop and implement activities that enhance existing preservation efforts and emphasize the positive aspects of the living or working in a historic district

STRATEGIES

A strategic approach can be useful to historic preservation efforts. Identifying strategies that can help accomplish objectives will greatly facilitate the achievement of each goal. To assist those working on preservation efforts, the Oregon State Historic Preservation Office has identified several strategies that may be helpful. They include:

Networking: Connect with/exchange ideas with other stakeholders

Partnerships: Develop working relationships with other stakeholders

Piggybacking: Work with others to disseminate information about preservation

Volunteers/Interns: Solicit assistance for specific preservation projects

Grants: Use grant funding when possible; be creative about matching funds

Repackaging: Use existing documents and resources to create new tools for education and outreach

Coalitions: Build coalitions to maximize efforts

Mentoring: Connect new owners of historic properties with others who have restored or rehabbed their properties

Modeling: Demonstrate preservation through active effort to restore/rehab publicly owned resources; nominate significant resources to local landmarks list and/or National Register

Although the City of Albany is encouraged to evaluate which of these strategies might work best for a chosen situation, the use of partnerships, volunteers/interns, mentoring and modeling may work well toward achieving some of the goals and objectives outlined in this section.

INTEGRATION

Because many agencies and organizations prepare plans that may have an impact on historic resources, it is important to understand what these groups envision for a property. Coordinating efforts may help the City of Albany to alleviate redundancy and avoid duplication of planning measures already in effect. To maximize the value invested in documenting a historic context, it is important to understand how this document and future preservation planning efforts can connect with other plans and other contexts. This section of this document looks at other plans and contexts that may have a bearing on local preservation planning and efforts. In addition, recommendations for future related studies help lay the groundwork for future work.

CONNECTIONS WITH OTHER PLANS

The City of Albany developed a comprehensive plan in accordance with statewide land-use planning Goal 5. This plan is subject to periodic review. Recent revisions to the Administrative Rule governing Goal 5 (OAR 660-023) encourage communities to plan for historic and cultural resources using the context-based model developed by the National Park Service. This historic context document was developed with integration into the City's comprehensive plan in mind and follows the NPS's context-based model.

In addition to a local comprehensive plan, Albany may have specific refinement plans that may interface with historic resources. These plans should be evaluated and where they overlap with historic resources flagged for LAC review and comment (when appropriate).

Specific resources, such as historic bridges, may be included in various plans, such as transportation plans developed by the Oregon Department of Transportation (ODOT) or improvement plans developed by the Southern Pacific Railroad. When maintenance or improvement projects may affect local historic resources, efforts should be made to coordinate between the City of Albany, the State Historic Preservation Office, and other involved agencies.

Because state law (ORS 358.652) mandates that state agencies and political subdivisions (such as school districts, park districts, fire districts, and service districts) develop programs to preserve significant historic properties which they own or for which they are responsible, there may be overlap between the City's preservation efforts and those of these agencies. Efforts should be made to identify overlap with historic resources so that efforts to preserve resources are maximized, rather than redundant.

CONNECTIONS WITH OTHER CONTEXTS

There may be other historic context statements that overlap geographically and thematically with the City of Albany Historic Context Statement. For example, a statewide agricultural context (Speulda, 1989) addresses survey and protection issues associated with agricultural resources. While this context does not spell out specific preservation activities for Albany, parts of the document may pertain to resources in Albany. In addition, contexts prepared as part of National Register nominations (for both districts and individual listings) may also contain contextual

information that might related to Albany resources outside the nominated area. A full list of contexts and National Register listings in Oregon is available through the State Historic Preservation Office in Salem.

FUTURE RELATED STUDIES

The process of preserving historic resources is a dynamic one. The goals, objectives, and strategies set forth in this document will change with time. Consequently, updating this context on a regular basis should be built into the City's overall preservation effort.

Although this document has identified key events and historic resources that contributed to the historical development of Albany, the document, by limits of its own definition, is meant to be a general overview. Certain historic themes and resource types deserve more intensive study.

Although by no means definitive, of interest might be thematic studies and/or surveys of early 20th century apartment buildings in Albany, industrial development along the railroad, and/or the development of specific late 1940s and 1950s neighborhoods. Specific areas that may warrant further research are:

- the Hazelwood Addition (specifically between Hop Street and Broadway; 12th and Queen)
- Liberty Street at 27th, south to Lakewood Drive
- between Takenah and Liberty (north of Lakewood Drive)
- Walnut Street between 10th and 11th Streets
- the area south of Queen, north of 23rd, east of Marion, and west of Jefferson
- the Epauline Addition
- the triangle formed by SPRR, Santian Road, and Waverly Drive
- the rectangle formed by 99E, Main Street, Salem Avenue, and Geary Street
- Hackleman's Fourth Addition

An approach to this research might be to pursue National Register Multiple Property Listings, either by developing one or more specific to Albany (i.e., early 20th century apartment buildings in Albany) or by using an existing MPS under which Albany resources might be eligible (i.e., the nationwide MPS for historic residential suburbs which addresses the post-WWII development of the 1940s and 1950s).

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APPENDIX A

Date	Name of Addition
1863	Hackleman's 2 nd Addition
1871	Eastern Addition Hackleman's
1887	Hackleman's 3 rd Addition (12/10/87, Main, Pine, Willamette to Second)
1889	Hackleman's 4 th Addition (4/6/89, Harrison, Geary, Front, Second)
1889	Allen & Hawkin's Addition (Salem Road/Mason Street/Railroad)
1889	Blackman's Addition (Highland Street/Brink Street)
1889	Bryant's Addition (Denver Street/Salem Avenue)
1889	Fair Dale Addition (Geary, 15 th , Queen) 11S03W-08CA
1889	Goltra Park Addition
1889	Pipes South Albany Addition (Maple Street)
1889	Survey of Jason Wheeler's home farm
1889	Viereck's South Albany Addition (Marion Street)
1889	Woodle's Riverside Addition (Linn Avenue)
1890	Cusick's Addition (Atlantic Street)
1890	Plan of Rural Dale (36 th Avenue)
1890	Wheeler's Addition (Grand Prairie Road)
1890	Wright's Addition
1891	Bryant's Second Addition (Cleveland Street)
1891	East Albany Cemetery
1902	City View Addition (Liberty Street/11th Street)
1902	Hackleman Heir's Addition (8/19/02, Main, Sherman, Oak, Pine, Denver)
1903	Plat of City Cemetery
1909	Hazelwood Addition (4/8/1909, 12 th -17 th , Gale, Lincoln to Bonnie)
1910	Albany Heights (Park Terrace Ave, Broadway)
1910	Central Addition (Vine, S. of 12 th , Pacific to 15 th /Queen)
1910	Price's Additions (10 th Street)
1910	Price's Second Addition (Warner Avenue)
1911	Cushman Cemetery
1911	North Albany Fruit & Garden
1911	Rambler Park (Jackson Street)
1911	Glendorr (Clarence Street - vacated)

1911	Hackleman's Woodland Addition (Main, Geary, Seventh, Eighth)
1912	Clines Addition
1912	Pertle Home Tracts #1 and #2
1912	Rose Addition (12 th Avenue)
1913	Parkview Addition to City Cemetery
1913	Pertle home tracts #3
1915	Hackelman Park Addition (2/5/15)
1917	Bryant's tracts
1929	Glendorr (Airport Road, East Albany - vacated)
1937	Linnmont Addition (Takena, Umatilla, Klamath to 15 th)
1939	Bacon Addition (15th Street, Howard, Marion)
1939	Rosemont Addition (6/22/96, s. of 12 th to Queen, Vine to Elm)
1940	Hackleman's Grove Addition (3/6/40, s. of 10 th , Hill to Main streets)
1941	Oak Grove Acres (Sherman Street)
1941	Hollywood Acres (10/9/41, Queen/Hill)
1941/1944	R.L. Burkhart Addition (Salem Road, E. of Main, 11S03W05CD)
1942	Eastern Addition (15 th Avenue)
1945	Burkhart Addition (Pacific Highway) 11S03W05DC, 08AB & BA
1946	Rosemont Addition (Elm, Walnut, 14 th -15 th)
1946	Calapooya Acres (36 th -37 th , Pacific Blvd) 11S04W13DC
1946?	The Epauline Addition
1946	Sudtell Acres (E. Albany, Bernard, Dian)
1947	Birky & Beam Addition (17 th & Main)
1947	Cascade View (27 th – 29 th , Marion, Thurston Sts)
1947	Draper's Subdivision (9/23/47, E. Albany, Charlotte, Marilyn, Santa Maria – also 1 st and 2 nd additions in 1949 and 1952)
1947	Raymore Acres
1947	Emery Tracts (5/27/47, Earl Street, E. Albany)
1947	East Albany Walnut Tracts (Hwy 20, Spicer, Circle
1948	The Epauline Block 2 (Thurston Street) 11S03W07DB
1949	Fairlane's Subdivision (3/12/52, Houston, Earl, Fairlane)
1948-74	Fir Oaks Addition Revised (12/3/48) and 5 additions, 5 (Park Terrace, Lawnridge St's)
1950	Draper's Subdivision (Marilyn Street/Santa Maria Avenue)
1950	East Albany Walnut Tract (5/12/50, Santiam, Spicer)

- 1950 Gerig Subdivision (1/3/1950, S. of Santiam, Dale & Clarence to 14th) - VACATED
- 1951-54 Lehigh Acres Subdivision (10/4/51, Center, Chestnut); Subdiv #2 (11/3/52); Subdiv #3 (4/27/54)
- 1955 Hillway (5/31/55, 13th-Queen, Lafayette-Madison)
- 1956 Liberty Addition (8/6/56, Liberty, 24th, 25th, Umatilla)
- 1957 Freeway Addition (1/7/1957, S & N Shore Dr, Bain, Oakwood)
- 1958 Hawthorne Park Addition (5/23/58, 26th, Crescent Dr, Liberty)
- 1962 Hawthorne Park Second Addition (11/19/62 Umatilla, 29th) (3rd Addition – 1969)
- 1963 Eastgate Park Subdivision (11/6/63, s. of Lehigh Acres, Center, 16th, 17th)

APPENDIX B

The Historic Overlay Ordinance is Article 7 of the Albany Development Code.

The Albany Development Code is located on the City of Albany's website, at this link:

<http://www.cityofalbany.net/comdev/devcode/index.php>.

Information about Albany's Historic Preservation Program can be found at this website:

<http://www.cityofalbany.net/comdev/historic/>.