

CITY OF STAYTON

INVENTORY OF HISTORIC SITES
CONTEXT STATEMENT

February, 1993

TABLE OF CONTENTS

HISTORIC OVERVIEW

Introduction	1
Temporal Boundaries: 1792 To 1943	1
Spatial Boundaries	1
Topography	1
Vegetation	2

IDENTIFICATION

Methodology	7
Literature Search and Statement of Historic Context Statements	7
Survey and Inventory	8
Final Document	8
Previous Surveys	9

HISTORIC PERIODS

1792 - 1811: Exploration	11
1812 - 1846: Fur Trade and Missions to the Indians	17
1847 - 1865: Settlement, Statehood, and Steam Power	19
1866 - 1883: Railroads and Industrial Growth	25
1884 - 1913: The Progressive Era	31
1914 - 1940: The Motor Age	35

BIBLIOGRAPHY	i
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APPENDIX A.: Prominent Individuals	v
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HISTORIC OVERVIEW

INTRODUCTION

The City of Stayton Historic Overview is a study of events and themes in the history of Stayton. It is formatted according to the chronological periods outlined in the "Handbook to Historic Preservation Planning in Oregon," prepared by the State Historic Preservation Office (SHPO). The Overview is an evolving document and should be updated on a regular basis.

TEMPORAL BOUNDARIES: 1792 TO 1943

This Overview covers the period from 1792 to 1943.

The initial Euro-American exploration of the Columbia River Valley occurred in 1792. In May, 1792, American Captain Robert Gray, aboard the *Columbia Rediviva*, discovered the Columbia River. The Gray exploration was followed in October 1792 by the British exploration, led by Lt. William R. Broughton, commander of the *H.M.S. Chatham*. Broughton explored upriver to the west end of the Columbia Gorge.

The year 1940 marks the end of the "Motor Age" period. The year 1943 meets the 50-year criteria set forth by the National Park Service for inclusion in the National Register of Historic Places.

SPATIAL BOUNDARIES

The study area corresponds with the current urban growth boundary of the City of Stayton. Stayton was incorporated in 1891 and grew sporadically until 1930. Since 1930, Stayton has shown a steady, healthy growth pattern.

Only a portion of the study area was intensively surveyed and inventoried in the course of this project.

TOPOGRAPHY

Stayton is located in southern Marion County in the eastern central portion of the Willamette Valley in northwestern Oregon. Salem, the state's capitol, is 17 miles to the west on Hwy 22; the Cascade Mountain Range and the Santiam Pass lie to the east on Hwy 22. The city is relatively flat except for the western edge of Fern Ridge, located in the northeast section of Stayton. The North Santiam River serves as the southern boundary of Stayton; the city is generally bound on the north by Hwy 22. The elevation of Stayton is approximately 450 feet above sea level.

The geology and physical topography of the Stayton area has impacted its development as a forestry and agricultural community.

The North Santiam River has a number of meanders, oxbow lakes, and flat open flood plains (Orr:181). Oligocene marine sedimentary rocks are present along the eastern margin of the Willamette Valley (Baldwin:52). Columbia River basalt, called the Stayton Lavas in this area, crops out in the Fern Ridge area north of Stayton. Flows in this area are about 400 feet thick and tend to be andesitic [fine grained, volcanic rock] in composition (Baldwin:58).

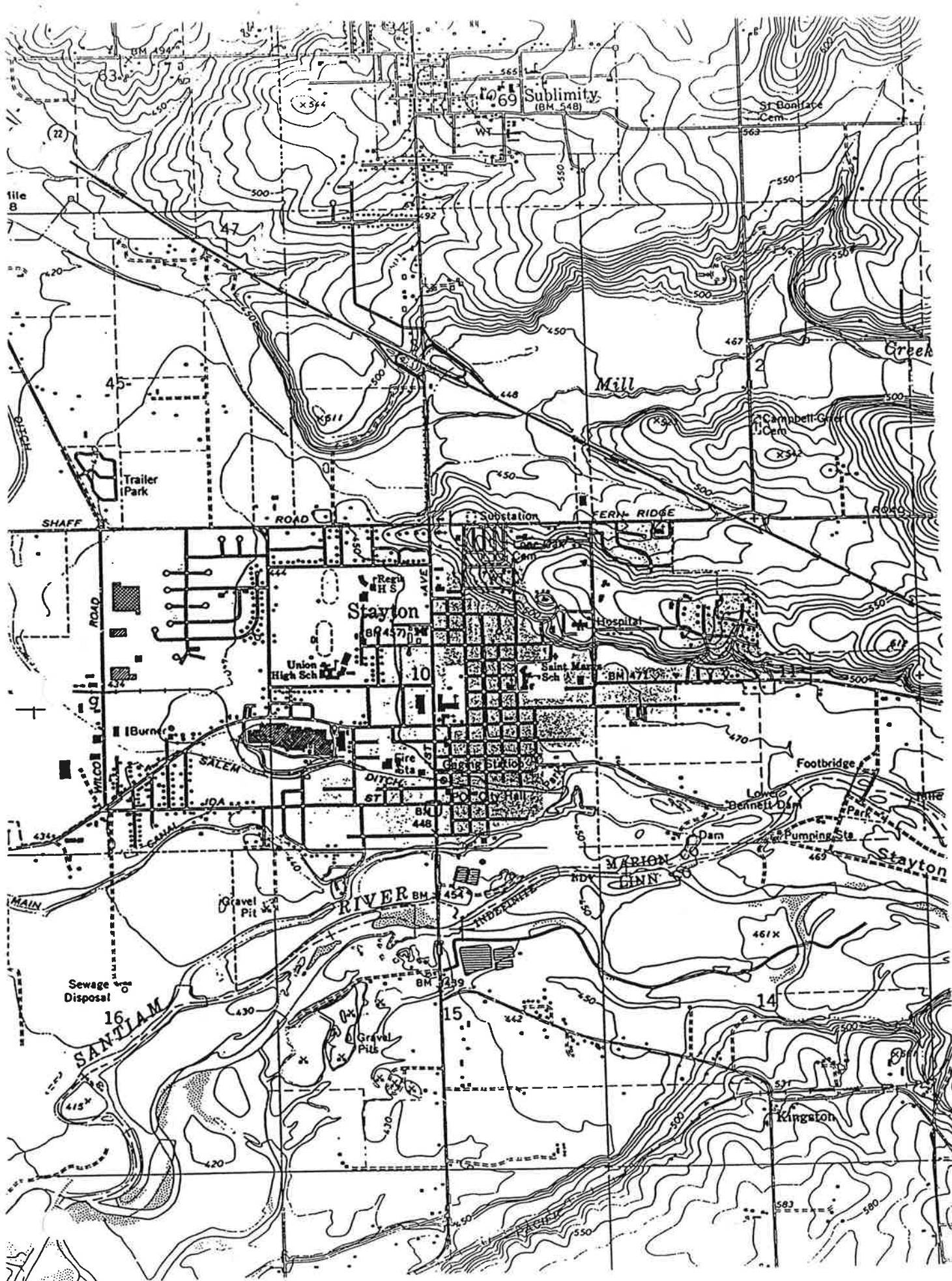


FIGURE 1
 STAYTON AND VICINITY, 1986
 (USGS Topographic Quadrangle: Stayton, Oregon)

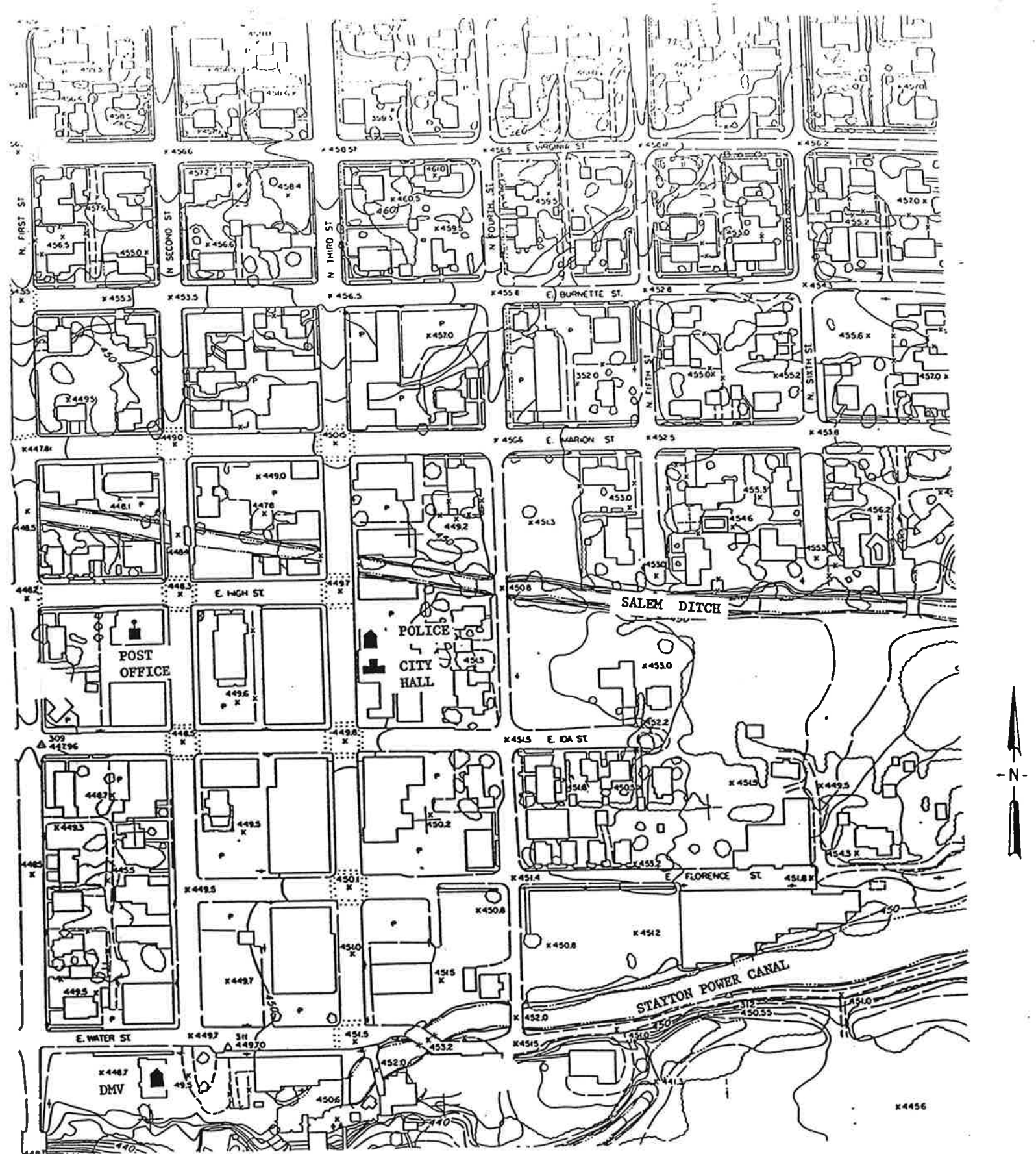


FIGURE 3
Downtown Stayton, 1990

IDENTIFICATION

This section relates to the identification of cultural resources by theme and resource type. The methodology statement outlines the steps taken to carry out the survey and inventory phase of this project.

METHODOLOGY

The City of Stayton Historic Resource Inventory and Historic Context Statement were prepared by Tod L. Ginsbach, City of Stayton Planning Intern. Mr. Ginsbach has nearly completed work on his bachelor of science degree in geography from Western Oregon State College. Other internships Mr. Ginsbach has completed were with the City of Salem Public Works Department, Polk County Planning Department, and Linn County Board of Commissioners. David W. Kinney, Stayton City Administrator, served as project coordinator. The project began in November 1991 and was completed in February, 1993.

On July 20, 1992, the Stayton City Council adopted Ordinance No. 707, amending Stayton Municipal Code Section 17.12.480, "Historic Preservation Procedure." An Intergovernmental Cooperative Agreement was entered into by the Department of Land Conservation and Development (DLCD), the City of Stayton, and the State Historic Preservation Office (SHPO) of the Oregon Parks and Recreation Department for Stayton to complete its historic resource inventory and Goal 5 compliance for the Stayton Comprehensive Plan. The city was awarded grant money in the amount of \$3,000, with DLCD and SHPO each providing \$1,500. This agreement was reviewed and approved by the Stayton City Council in December, 1992.

The city retained the services of Koler/Morrison Historic Preservation and Planning Consultants, Oregon City, Oregon, to assist with review of the context statement and Goal 5. requirements.

Phase I of the project consisted of a literature search, investigation of existing materials, and preparation of an overview of City of Stayton history.

Phase II consisted of: 1) Field survey and inventory of properties (including updating of the existing inventory); 2) Evaluation of resources; and 3) Preparation of the inventory forms and the final document. Community involvement in Phase II occurred in public meetings before the Stayton Planning Commission and the Stayton City Council at which inventoried properties and supplemental information were reviewed. In addition to public testimony, members of the Santiam Historical Society and long-time Stayton residents provided documents and photographs and other relevant information through oral history interviews.

Phase III involved a deeper, more intensive inventory of the individual properties identified during Phase II. Again, long-time residents and property owners provided supplementary information.

LITERATURE SEARCH AND STATEMENT OF HISTORIC CONTEXT STATEMENTS

The project began by review of all existing materials pertaining to the historical development of the community. Knowledgeable individuals were identified and contacted for oral history interviews. A draft historic context statement was prepared and forwarded to SHPO for review in May, 1992. The draft statement was also sent to Koler/Morrison, consultants, in December, 1992 for review and editing.

PREVIOUS SURVEYS

This project represents the first in-depth survey and inventory of cultural resources in the study area. Previous survey work in the study area included the "Statewide Inventory of Historic Sites and Buildings" conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office. In 1979, the city created a list of 12 sites as the city's historic sites inventory in the Stayton Comprehensive Plan, but no historic preservation requirements were established.

From 1985 to 1989 the City of Stayton conducted a periodic review of the Stayton Comprehensive Plan. In order to comply with the Land Conservation and Development Commission's (LCDC) Goal 5 requirements, the periodic review process included the consideration of zoning code amendments to create historic preservation procedures to identify and designate historic resources. During a 1989 public hearing concerning historic resources, Ernst Lau, long-time local resident, submitted a list of buildings, structures, sites, and objects to the city for consideration. In December, 1989, the Stayton City Council adopted an amended version of the 1979 inventory and the historic preservation procedures and submitted them as a component of the Stayton Comprehensive Plan to DLCD for acknowledgement.

As part of the Periodic Review Acknowledgement Order, LCDC found the city had not adequately completed the historic resources inventory or prepared an historic context statement. On April 25, 1991 LCDC ordered the City of Stayton to complete an historic resource inventory in compliance with Goal 5. requirements.

HISTORIC PERIODS

1792 - 1811: EXPLORATION

Native Americans, the primary inhabitants of the Stayton area prior to the 1850s, were mostly of the Kalapuya tribe. Those who lived to the south were known as the Santiams; those to the north were of the Molalla tribe. The famous Klamath Trail, or "Indian Highway," crossed the Santiam River below Stayton.

The Indians made their settlements at sites where they had access to fresh water, good drainage, and a view of the nearby countryside.

The Native Americans were decimated by disease introduced by the early explorers. The first epidemic, smallpox, swept westward out of Missouri and through the Pacific Northwest in 1782-1783; it probably destroyed half of the Indian population where it struck (Mackey:20).

Although the initial Euro-American contact and discovery of Oregon did not touch upon the central Willamette Valley and the Stayton area, the major achievements which occurred during this period led to subsequent exploration and settlement of the valley.

On May 11, 1792, Captain Robert Gray became the first Euro-American to cross the Columbia River bar. Naming the river after his ship, the *Columbia Rediviva*, Gray helped to establish the United States' presence in the Pacific Northwest.

Spanish Captain Bruno Heceta sailed to the mouth of the Columbia in 1775, but did not cross the bar. Based on later explorers' reports of European traits, such as blue eyes, in the native population of coastal Oregon and the lower Columbia, some historians speculate that a few Spanish sailors were left behind by Heceta. However, no documentation substantiates these reports and Gray is generally given credit as the first Euro-American to land in the region.

British Captain James Cook, in his voyage of 1776 to 1780, explored the Pacific Northwest coast. Although he missed the Columbia River entirely, his voyages led to future exploration of the northwest coast, particularly by Euro-American fur traders.

Gray discovered the Columbia on his second voyage to the northwest coast. Between 1787 and 1790, Gray sailed the coast to obtain furs for trade with China. His 1792 voyage resulted in the exploration of approximately 25 miles of the Columbia River above its mouth.

In October, 1792, Lt. William R. Broughton led a British exploration under Captain George Vancouver's command. Broughton explored and mapped the lower 100 miles of the river as far as present-day Vancouver, Washington. He named Mt. Hood and claimed the land for Great Britain. Broughton noted deserted Indian villages along the banks of the river, the first indication that many Indians had recently died of disease (Dicken:49).

These early sea explorations aroused a keen interest in the Oregon Country that soon led to land exploration. As early as 1782, Thomas Jefferson had suggested to George Rogers Clark the possibility

layers of leaves and the ovens were sealed with a mat and earth. The camas was allowed to bake in this manner for two or three days. When removed, the cooked bulbs were ready for immediate consumption or to be sun-dried and packed into large loaves to be stored until later in the year.

The tarweed seed required its own special labor. To clear enough area for these plants to grow and for the Indians to have sufficient space to dry the pods, the Kalapuya periodically set fire to the fields of the valley.

Other important vegetables included wappato roots, tarweed seed, acorns (containing bitter tannic acid which had to be carefully prepared by leaching before they could be eaten), and hazelnuts. Each plant part was utilized: roots, stalks, flowers, fibers, and seeds—each had its own use.

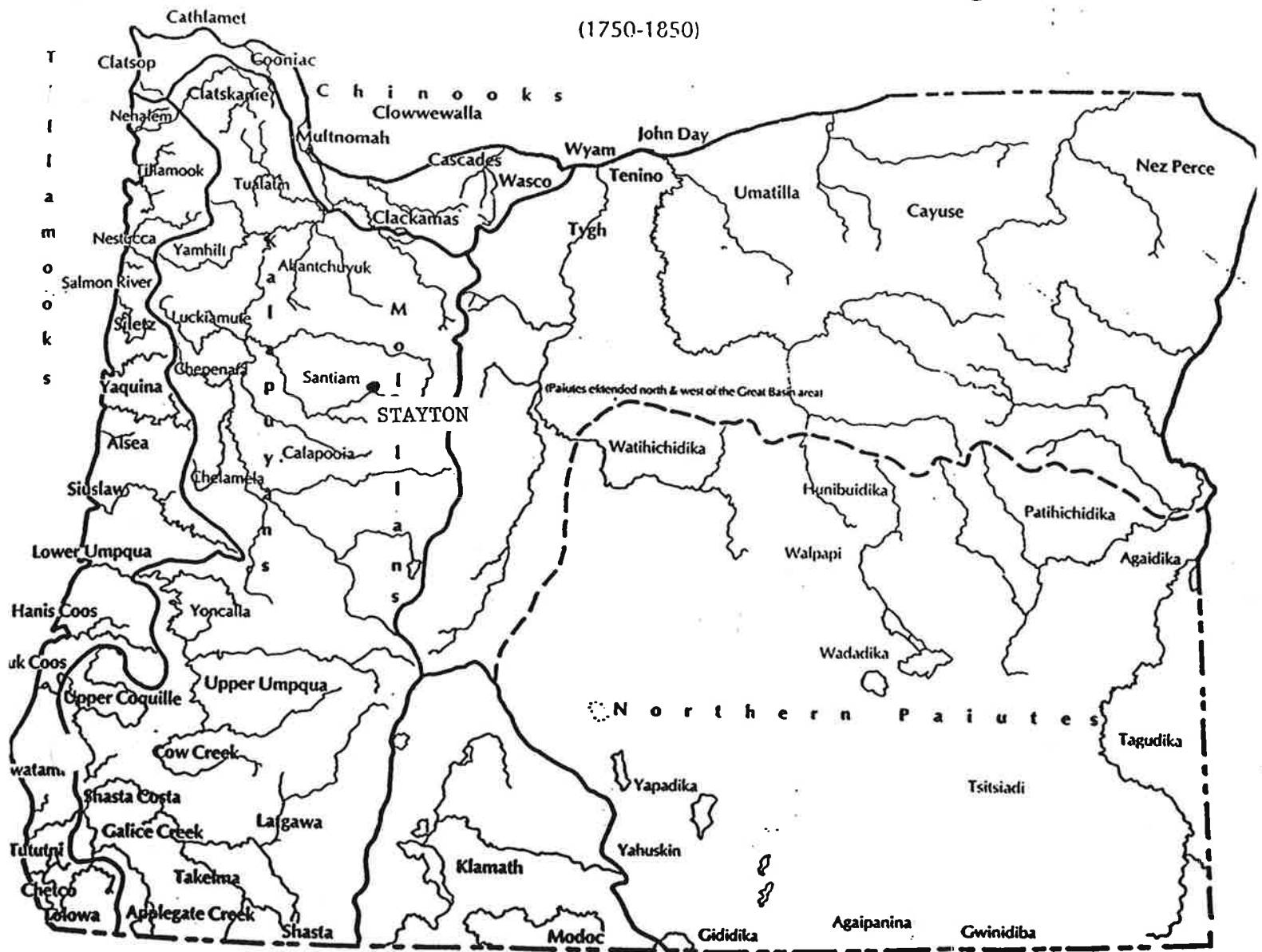
The Indians used plants not only food, but also for dye, tea, medicine, even insect repellents.

Deer and elk were important food sources as well. Other animals which were part of the Indian diet were ducks, geese, pigeons, and the black bear. They also gathered fresh-water mussels, crawfish, and fished for trout, steelhead, and salmon. Lamprey eels were also taken from streams.

The white man's visits to current Marion County and the Stayton area, and the initial settlement of Marion County would not occur until early missions and fur trading were established in the 1820s and 1830s.

Tribes & Bands of Traditional Oregon

(1750-1850)



(Zucker, et al., 1983)

FIGURE 5
Tribes & Bands of Traditional Oregon

1812 - 1846: FUR TRADE AND MISSIONS TO THE INDIANS

Reports from early maritime voyages to the northwest coast and the Lewis and Clark expedition indicated that the country by the Columbia River was rich with beaver and other fur-bearing mammals. As a result of those early reports, between 1812 and 1846 Euro-Americans exploited the fur resources of the Columbia River region.

In 1811, Astor's Pacific Fur Company had constructed Fort Astor at the mouth of the Columbia River. The Northwest Company, a British enterprise, entered the competition that same year. The Astorians knew the Willamette Valley and were willing to go long distances for fur and game. There is evidence that some of them, including Thomas McKay, Michel LaFramboise, and Gabriel Franchere, explored the Santiam and Calapooia rivers (C. Carey: 218).

Astor's Pacific Fur Company and the Northwest Company sought to dominate trade until 1813, when the Astorians learned the War of 1812 had broken out in the east. Unable to match British maritime and military supremacy on the Pacific coast, the Pacific Fur Company sold Ft. Astoria to the Northwest Company in October, 1813. Ft. Astor was renamed Ft. George and became the chief base in the region. In 1818, negotiations between the United States and Great Britain led to a joint occupation agreement. In 1828, both parties agreed to renew the joint-occupancy agreement.

By 1820, the Northwest Company was involved in violent and destructive competition for Canadian furs with its new rival, the Hudson's Bay Company, also a British enterprise. In 1821, the British Parliament ended the struggle by merging the two companies. Under the terms of the merger, the Hudson's Bay Company absorbed the Northwest Company and took possession of its posts.

In 1824, Dr. John McLoughlin, chief factor of the Columbia District, was ordered to construct a new departmental headquarters on more agriculturally suitable land further upstream from Ft. George. Ft. George was closed, and the command of the Columbia District moved to Ft. Vancouver, which was still under construction.

Between 1821 and 1846, the Hudson's Bay Company dominated the region's government and economy. During the 1820s, the company's brigades, under leaders like Peter Skene Ogden, traveled Oregon's interior and the Snake River country. The company also added significant material aid to the settlement of the Willamette Valley, because after 1830 furs were becoming scarce and, in order to satisfy the demand for profits, the company began actively promoting agriculture and industry.

The white man's first known use of the pass at the head of the Santiam River was by Hudson's Bay trapping parties. Finan McDonald was in charge of the party, including Thomas McKay, which crossed the North Santiam in August 1825, marking the route for future use. This fact strongly suggests there was knowledge favorable to the use of that particular pass before the route was marked. Between July 8th and July 12th, 1826, Peter Skene Ogden crossed with horses and mules, but had difficulty following the markings, partly because the snow averaged six feet in depth for more than 50 miles (C. Clark: 11).

A second wave of disease devastating to the Native Americans was the epidemic of "intermittent fever" or "ague," which raged from 1830 to 1833, and intermittently for several summers afterward. The disease was brought by a sailing ship visiting on the Columbia River near The Dalles. It killed on an average 75 percent of the indigenous population. Thus it was that disease helped make possible the settlement, almost without resistance, of the Willamette Valley by the white man; and that settlement completed the collapse of the Indian culture (Mackey: 21).

1847 - 1865: SETTLEMENT, STATEHOOD, AND STEAM POWER

Approximately 5,000 people crossed overland to the Pacific in 1847. Perhaps two-thirds of these went to Oregon, most of them to the valleys south of the Columbia River (Bowers:13).

In many respects, 1847 may be regarded as the decade's last "normal" year of migration. Destruction of the Whitman Mission near Walla Walla and resulting Indian hostilities east of the Cascades, combined with the discovery of gold in California, dramatically altered the direction and scale of the westward movement (Bowers:13-14).

The provisional government met the immediate needs of the Oregon people for a system of laws and a political organization, but the people were impatient for a regular territorial government. Congress adjourned in early 1847 without passing the act creating the territory, although such a bill passed the house of representatives, expressly reaffirming the validity of the Organic Act. The bill passed the senate on August 13, 1848. The tragedy at the Whitman Mission in late 1847 and the presence of Joseph Meek in Washington D.C. contributed to its passage.

The Organic Act was based upon the federal Northwest Ordinance of 1787 which stated:

The utmost good faith shall always be observed toward the Indians; their lands and properties shall never be taken from them without their consent; and in their property, rights and liberty, they shall never be invaded or disturbed, unless in just and lawful wars authorized by Congress; but laws founded in justice and humanity shall from time to time be made for preventing wrongs being done to them, and for preserving peace and friendship with them.

Both the Northwest Ordinance and the Organic Act creating the territory clearly obligated federal authorities to purchase native lands before allowing any more settlement.

On August 14, 1848, the U.S. Congress passed an "Act to Establish the Territorial Government of Oregon," organizing the Oregon Territory into a temporary government. By reason of this act, Oregon became a ward of the United States, subject to its laws. This action brought the army, postal service, Bureau of Indian Affairs, harbor improvements, road construction, and other stimulants to the economy and provisions for the security of the region's inhabitants. The president appointed the governor, secretary, attorney, marshal, and three justices of the supreme court.

The people no longer elected their principle officers. Copies of all territorial laws, proceedings, and official acts were forwarded to Washington and the U.S. Treasury regulated all disbursements. First territorial governor was General Joseph Lane, who took office by proclamation on March 3, 1849.

On September 3, 1849, the territorial legislature changed and the name of Champooick County (which had come to be spelled "Champoeg") to Marion. The county then comprised a much larger area than remained in later years when portions had been separated to other counties and states. When first created, Marion County comprised that part of Oregon bounded on the north by present-day Clackamas County; on the east by the Rocky Mountains; on the west by the Willamette River; and on the south by the boundary line between the United States and Mexican territory.

The Oregon Donation Land Act of 1850 provided donations of public lands to settlers in Oregon Territory to citizens of the United States (male settlers or occupants of land above the age of 18), or to one who declared his intention of becoming a citizen before December 1, 1850. One who had resided upon and cultivated the land for four consecutive years was granted, if single, 320 acres; if already married or married within one year, 640 acres, one half to be held by the wife.

All white, male citizens, or those who declared intentions of becoming citizens, above the age of 21, emigrating to and settling in the Oregon Territory within three years after December 1, 1850, were granted 160 acres if single; if married within one year after becoming 21 years old, 320 acres, one half to the wife. This limit was extended to 1855, when all free granting was ended (Loy).

The law not only encouraged settlement, but it occasioned many weddings. Brief courtships and early marriages became the rule, many of the brides being in their early teens.

Free land in Oregon was based on the cost to settlers of traveling across the continent, and on the desirability of settling this far away region separated from the American heartland by hundreds of miles of slow overland travel or by thousands of miles of sailing.

The offer of free land is widely credited with the settlement boom of the 1850s. Territorial population went from under 13,000 in 1850 to over 35,000 in 1853 and to more than 52,000 in 1860. After 1855, Oregon settlers were permitted to buy their land at \$1.25 per acre after a single year of occupancy.

Settlers' claims were contested by the Indians. Faced with settlers and gold seekers seizing their lands, they fought for their interests in the Cayuse War of 1847-1848, the Rogue River Indian Wars of 1851-1856, and the Yakima War of 1855-1856.

To carry out removal plans, Congress created the office of Superintendent of Indian Affairs for Oregon Territory, and provided for a treaty commission in 1850. Anson Dart was named superintendent. By the end of 1851, about half of the Willamette Valley, all of the lower Columbia, and the southwest coast of Oregon had been ceded by the Indians to the United States. Anson Dart had obtained 13 treaties covering some six million acres. He proudly told the officials in Washington D.C. that the cost to the government was about three cents an acre (Beckham: 125-126).

In 1848, Hadley Hobson took up a land claim—Donation Land Claim No. 2158—embracing much of the northern part of the present town of Stayton. There were a few other people living along the river at that time, but they were trappers and did not own land. Other early settlers include Peter Bilyeu, who arrived in Oregon in October 1850. His property, Donation Land Claim No. 2692, was located just north of the Santiam River, later adjoining the town of Stayton. Other early land claimants in the Stayton area included Stephen Porter (Donation Land Claim No. 1802), David Kirkpatrick (Donation Land Claim No. 1803, granted in 1852), and James T. Lynch/Linch (Donation Land Claim No. 1804 granted in 1853).

The first territorial seat of government was in Oregon City, but in 1851 it was moved to Salem. In 1855 it removed briefly to Corvallis, but later that year returned to a permanent home at Salem. Three times the question of statehood was submitted to the people—in 1854, 1855, and 1856—with negative result. In 1857, however, the proposal was overwhelmingly adopted. Following considerable debate in Congress, statehood was granted February 14, 1859.

The population of Polk and Marion counties was 10,713 in 1860. The State of Oregon had 52,465 residents that same year.

While initial settlement of the Stayton area occurred at this time, there was also much activity occurring to the north in Portland and it would have an impact on the Stayton area in the next decades. Battle was joined for a railway connection between Portland and Sacramento. The first railroad survey efforts were Simon Elliot's and his competitor's Colonel George A. Barry. Surveys were made by Elliot's party in 1863 and by Barry's party in 1864. Each route was backed by a group of businessmen who competed for a land grant authorized by Congress in 1866.

Created in 1866 when Congress authorized a grant of land from the public domain to subsidize construction of the railroad, the grant consisted of 20 square mile sections for every mile of railroad built. The land was to be selected from the odd-numbered sections within 20 miles on either side of the right-of-way, and, if necessary, from two additional 10-mile strips, so that the width of the O&C checkerboard approached 60 miles. This amounted to a total of over three million acres in western Oregon. With the authorization of the grant, the Oregon Central Railroad was incorporated in 1866 for the purpose of connecting Portland and the Sacramento area by 1875. Joseph Gaston, chief organizer for the company, favored the Barry survey, which followed the valley on the west side of the river.

Several of Gaston's early partners and others incorporated a second company with the same name for the purpose of routing on the east side of the valley. The lines were thereafter called the "west side" and the "east side" companies.

A considerable rivalry developed between the two companies due to the fact that only one could receive the federal land grant. The company that completed the first twenty miles of track was to receive the grant.

1866 - 1883: Railroads and Industrial Growth

Railroad competition continued between the "west side" and "east side" companies. The City of Portland supported the west side by donating land and money. Salem, Albany, and Oregon City were major east side supporters. Although the west side line was more popular, the east side line gained more financial backing (Holtgrieve: 88).

Specific route surveying was begun on October 4, 1867 for the west side line and in March, 1868 for the east side route. The two companies began construction within one day of each other in April 1868. After several financial reverses and unending litigation, both companies were taken over by Ben Holladay. Under his supervision, the first twenty miles of track from East Portland to the vicinity of Oregon City were in use by the first of January, 1869. Holladay's holdings were reorganized into the Oregon and California Railroad Company in 1870. The east side construction was held up for awhile, but was seriously resumed in late 1870. By September a second 20 miles were operating to Gervais and to Salem by October. The track reached Jefferson by November and Albany by December, 1870.

The final link under Holladay's ownership was completed to Roseburg in July, 1872. Here construction stopped for eight years while further financial juggling took place. Repeated financial setbacks forced Holladay out of the Oregon transportation scene in 1876.

Holladay was replaced by Henry Villard and Richard Koehler, representing German bondholders, who extended the west side line to Corvallis in 1880 and the east side line to Ashland in 1881. They then connected Portland to a transcontinental route in 1883.

Control of the Oregon and California was assumed by the Southern Pacific Company in 1887, whereupon it was integrated with the rest of a growing rail net in the West and Southwest (Holtgrieve: 91). Major stations along the Oregon and California main line in the central Willamette Valley were Salem, Turner, Marion, Jefferson, and Albany.

Stayton was situated four miles east of the Woodburn-Springfield branch of the Southern Pacific Railway, and one and a half miles north of Bates Station on the Oregon Pacific Railroad. While Stayton was in close proximity to railway access on the south and west, it was not deemed feasible to construct a line into Stayton itself, and because Stayton had no railroad, there was difficulty exporting manufactured goods in any quantity, and little could be imported. Service to the general area was first established by the Oregonian Railway Company in 1880, when a narrow-gauge line from Ray's Landing on the Willamette River through St. Paul, West Woodburn, Silverton, West Stayton, Scio, Brownsville, and Coburg was built.

This system was designed to be part of a transcontinental system originally envisioned by Wallis Nash. As late as 1906, Nash organized the Mid-Oregon and Eastern Railway to run between Idanha to Ontario, Oregon.

In 1866, Drury Smith Stayton and his wife, the former Rachel King, bought 41 acres from James Lynch/Linch, part of which became the townsite of Stayton. He began building a carding mill and then a sawmill. The carding mill was Stayton's first industry within the original townsite. The machinery came from Springfield; the power for both mills was supplied from a natural waterway formed by a wash of the North Santiam River.

Moses and Drury E. Stayton, sons of Drury Smith Stayton, worked with shovels for three years, moving tons of earth and gravel from the waterway. The power canal was completed in 1866 and water rights were obtained for the purpose of power generation and manufacturing.

In 1870, the mill cut 500,000 board feet of lumber and dressed 20,000 board feet. The carding machine produced 10,000 rolls of wool.

Ferries were essential to transportation in early Oregon. The first ferry of which there is record was built in 1843-1844 for use across the Willamette River. The first record of a ferry across the Santiam River was in 1846. Milton Hale sensed that the country south of the Santiam River would soon be beckoning new settlers and a ferry would be a sound investment. This ferry became the gateway to the south, and soon two settlements had sprung up, one on each side of the river, Syracuse on the south, and Santiam City on the north (Oregon Historical Quarterly:160, June 1943). These two settlements were located two miles from Jefferson. Santiam City was considerably used, owing to its being the shorter route between Salem and Albany.

Syracuse was flooded twice and ceased to exist in 1850 with the sale of Milton Hale's holdings. In 1882, a flood washed out the ferry landings at Santiam City for the fourth time and it, too, ceased in 1890. There was also a ferry in operation at Jefferson in 1848, operated by Jacob Couser.

By 1868, a man named Greer had built a ferry across the Santiam River just south of Stayton. The north bank of the river where the ferry unloaded its passengers soon became a convenient resting stop for his passengers, and Mr. Greer's house became a hotel.

An additional business had been added to the town by 1869. Charles (C.M.) and John (J.W.) Thomas had established a cabinet factory. The Thomas brothers came to Oregon from Virginia in 1865. Charles purchased a farm near Stayton and John opened a furniture shop in Sublimity, where he specialized in cupboards with pierced tin panels. Charles peddled them about the county during the winter. In 1869, the brothers constructed a factory in Stayton which built pie safes, clothes presses, flour chests that could hold up to 400 pounds of flour, rawhide-seat chairs, dining tables with solid drop-leaves that reached the floor, and custom made coffins.

To cut thin rawhide strips for chair seats, a cowhide was stretched taut and a hole was cut in the center. A man stood in the center hole and turned round and round, hour after hour, cutting strips one-half inch wide.

The Thomas records show that in 1870, the Thomas brothers produced 40 bedsteads, 20 dozen chairs, and 40 dry sinks. The Thomases eventually sold their factory to Veal & Company, which moved it later to Albany.

In 1871, Hadley Hobson established a store near the ferry landing. He soon had a thriving business and a short time later a miller, Uriah Whitney, arrived from Maine. Hobson encouraged Whitney to establish a grist mill to take care of the farmers' grain.

At this time, Stayton consisted of five or six families. There was a sawmill, wool carding plant, and a furniture factory. Within a short time, Drury Stayton had laid out a townsite of six blocks (Schmid:72). The dedication of the Town of Stayton took place on June 15, 1872 according to records on file in the Marion County Courthouse. The first plat for Stayton, signed on September 27, 1872, consisted of six blocks.

The directory states that "Of all the numerous fine locations for manufacturing purposes in which Marion County abounds, few offer such abundant facilities as Stayton."

The 1880 census offers several insights into the composition of the local population, which numbered 226. Stayton residents hailed from 18 states and four foreign countries in 1880. Immigrants were largely from the lower Great Lakes-Ohio River Valley area, though the largest percentage came from Missouri.

STAYTON TOWNSITE POPULATION ORIGIN, 1880
(percentages rounded)

Birthplace	Number	%
U.S. Born	214	95%
Oregon	116	52%
Missouri	30	13%
Indiana	17	7%
Iowa	11	5%
Illinois	7	3%
Ohio	7	3%
New York	6	3%
Virginia	4	2%
Maine	3	2%
9 others	12	5%

Birthplace	Number	%
Foreign Born	12	5%
Canada	7	3%
Scotland	2	1%
China	2	1%
Denmark	1	1%

The population origin for Stayton Precinct varies considerably compared to that of Stayton townsite. Precinct population shows representation from 21 states and eight foreign countries. Wisconsin had the largest number of representatives, while Missouri fell to second. The percentage of foreign-born residents doubled their representation.

STAYTON PRECINCT POPULATIONS, 1880
(percentages rounded)

Birthplace	Number	%
U.S. Born	215	89%
Oregon	102	42%
Wisconsin	24	10%
Missouri	19	8%
Virginia	10	4%
Ohio	10	4%
Illinois	8	3%
Maine	6	2%
Kentucky	6	2%
New York	5	2%
California	4	2%
Pennsylvania	4	2%
10 others	17	7%

Birthplace	Number	%
Foreign Born	27	11%
Austria	6	2%
Canada	5	2%
Prussia	5	2%
Bohemia	5	2%
Saxony	3	1%
Hesse	1	1%
Ireland	1	1%
Baden	1	1%

1884 - 1913: THE PROGRESSIVE ERA

The population of Stayton had increased from 226 in 1880 to 381 people in 1890, an increase of 68.6 percent. In 1888, the first bridge was built across the North Santiam River at Stayton. It was washed out by flooding in 1906.

The first newspaper was the *Stayton Sun*, edited by T. H. McGill in 1889. In 1890, the *Sun* was succeeded by the *Stayton Times*, published by Walter Lyon. In 1894, Horace Mann purchased the *Times* and changed the name to the *Stayton Mail*. Today the newspaper still retains this name.

John Spaniol bought the Old Red Mill in 1890 from Joel Stanford, who had operated it as a sawmill. In 1899, George Spaniol bought the mill from his father, who had operated it as a grist mill. George Spaniol built the front part of the mill which consisted of four large storage bins with a capacity of 14,000 bushels of grain.

The mill was famous for its flour and received gold medals at the Chicago World's Fair in 1893 and the Trans-Mississippi Exposition at Omaha in 1898. It operated until shortly after the First World War when the price of wheat dropped and the government canceled all of its flour contracts.

The initial attempt to incorporate Stayton failed in 1884. The Stayton City Charter was adopted on February 18, 1891 with the first council meeting being held on March 7, 1891. Leander "Lee" Brown was elected the town's first mayor.

A. D. Gardner took over controlling interest of the Stayton Power Canal in 1891. In 1905 a new company was formed by A. D. Gardner called the Stayton Water Power Company. The company consisted of Gardner, the Stayton Flour Mills, the Stayton Woolen Mill, S. Philippi, and George L. and Charles Brown of Lee Brown & Sons sawmill.

In 1894, the *Oregonian's Handbook of the Pacific Northwest* reported:

It [Stayton] is situated on the banks of the Santiam River. Many years ago a canal three-fourths of a mile in length, connecting the two branches of the Santiam River at this point, was dug. This canal passed directly through the present town of Stayton. It furnishes power for running the factory wheels of the town to-day, and it has sufficient reserve power for running a large number of additional wheels (*Oregon Historic Quarterly*, 1943: 159).

The *Oregonian's Handbook of the Pacific Northwest* in 1894 stated:

Stayton had two hotels and one livery stable to furnish ample accommodations for the traveling public.

Electricity came to Stayton in 1897 and was used first in carbon-arc street lamps. The original electric properties were constructed and put into service in 1887 by A. L. Shreve and his associates. Shreve's group incorporated the Stayton Electric Light Company on January 20, 1913 to take over the properties.

The first telephone service in the Stayton area began at the turn of the century when "farmer lines" were strung on poles erected by residents in the area in and around Stayton. The first phone of record in Stayton belonged to Dr. J. M. Kitchen, general practitioner. It was installed on August 2, 1901.

It was the last week of May or the first week of June 1907 that the looms started turning out blankets. Advertisements for wool began to appear in the *Stayton Mail*.

On July 20, 1907, reincorporation of the mill occurred. Knitting machines to make stockings were installed. The factory was enjoying full employment on orders for blankets and hosiery, especially bright colored blankets sold to the Portland and San Francisco Chinese trade.

In October 1909, G. R. Emmons, from Waterloo, entered into partnership with A. J. Caldwell of Stayton to make socks. The organization was known as the Santiam Carding and Knitting Mill. This was an agreeable addition to the town, which boasted two flouring mills, an excelsior mill, a rawhide chair factory whose product was in much demand throughout the Pacific Northwest. The woolen mill ran intermittently through 1909 and 1910.

The actual population of Stayton had risen from 324 in 1900 to almost 1,000 in 1909, but had declined by 1910 to 703 people. However, this was a 117 percent increase from 1900.

Principle stockholders met in January 1911 to reorganize the company but without much success. About a year later, J. P. Wilbur, former manager of the Union Woolen Mill Company, met with a large crowd of citizens at city hall and proposed to assume operation of the mill.

In March 1912, the situation appeared brighter when the court affirmed the mill company's proprietorship of the water rights. Plans were divulged for a railroad from Stayton to Salem. If this was completed, it would facilitate the marketing of woolen mill products.

In May, 1912, announcement was made that the mill's creditors had accepted Wilbur's private offer. On October 10, 1913, the name was changed to the Wilbur Woolen Mills Company. The new year brought expansion plans with a new warehouse and wool mattress factory planned to employ 100 girls at sewing machines. No record exists that this program materialized. Two salesmen were kept on the road whose orders kept the mill satisfactorily productive.

By 1913, the town of Stayton was quite a bustling center of activity. According to a Sanborn Fire Insurance Map, Stayton contained the woolen mills, two flouring mills, an excelsior factory, a chair factory, electric light and power plant, saw and planing mill, steam laundry, and a sash and door plant. In addition, there were two general merchandise stores, two drug stores, a cigar and pool business, a saloon, a pool hall, an agricultural implement business, a hardware store, a carpet and wallpaper business, a photographer, moving picture theater, and an undertaker.

These businesses were located north of the Santiam River, with the Stayton Power Canal running nearly straight through the heart of the town.

Stayton is notable for its many cast stone buildings. Referred to by the trade name, "Wonder Blocks," this building material was produced locally by Fredrick Lau. According to his son, Ernst, cast-stone construction was favored because of a lack of adequate transportation systems, such as railroads, and presumably a lack of local clay deposits for manufacturing brick for building construction. There are few old brick buildings in Stayton. While some of the downtown buildings look like brick, the brick was actually mounted on "wonder blocks" more recently. The wonder blocks resemble in shape cinder or concrete block used in buildings today, only they are stronger and resemble natural rock.

1914 - 1940: THE MOTOR AGE

With the creation of the State Highway Commission in 1918, road improvements were to become a reality. In 1917, legislation passed which created the State Highway Fund. License revenues were shared with counties for highway improvements.

Oregon adopted a gasoline tax which would finance road improvements in 1919. This was a first in this country and since has been copied or modified by every state and several foreign countries.

In 1915, increased business was evident at the woolen mills as four salesmen on the road covered the Rocky Mountain states, Texas, and the Pacific Northwest. Alaska, Hawaii, and the East Coast also bought the fine quality goods produced at the factory. Indicative of this interest was a substantial repeat order from Wellesley College, Massachusetts, for blankets. Before year's end, a contract was made to supply all state institutions with Wilbur Woolen Mill blankets.

World War I caused prices of woolen goods to soar and Wilbur used this economic lever in October 1917 to advertise a close out sale at the previous year's prices.

Up to the present, the Stayton mill had been free of fire, but in late February, 1918, a spark from the picker ignited the cotton and, fanned by the draft from the machine, created a \$1,500 to \$2,000 uninsured loss. In June, there was another fire in which Wilbur was severely burned.

In October, 1919, Wilbur sold the woolen mill to a company called the Santiam Woolen Mills of Portland. C. J. (Boss) Webb, a Philadelphia wool dealer, was the principal financial backer. During the winter of 1919-1920, he constructed a new building for the finishing operations, added a women's restroom, and hired a woman to teach weaving techniques to local women who wanted to work in the mill.

Another of his operations was the proposed amalgamation of the Portland Woolen Mills, the Pendleton Woolen Mill, and the Kay Mill at Salem, into an organization to be called the Northwestern Woolen Mills, but nothing came of it.

In 1919, the Stayton Light and Power Company was incorporated. This company operated the local electric system until it was sold to Mountain States Power Company in 1924. Mountain States Power Company was formed in 1918 to take over properties of Northern Idaho and Montana Power Company and its Oregon subsidiaries, including the Oregon Power Company. The new company consolidated several smaller Willamette Valley power companies into one organization.

The population of Stayton had declined 7.7 percent since 1910 and stood at 649 people in 1920.

According to the Polk Business Directory of 1921, 36 citizens were classified as laborers; 27 associated with the woolen mills; 24 were farmers; 12 educators; 6 loggers; 5 with the phone company; and 4 each at the bank, post office, flour mills, and drug store. There were also 18 additional occupations listed.

In 1929, Stayton Catholics completed a parochial school at a cost of \$8,000. It was several decades earlier that Stayton-area Catholics had decided to organize and build a church for themselves. Prior to that time, they would have had to go several miles to Sublimity for Sunday services. Theo Gehlen donated two and one-half acres for the site which now houses both St. Mary's Parochial School and the Immaculate Conception Parish church, rectory, and convent (Schmid: 124-125).

In 1929, Martha Brown sold her home to Mr. and Mrs. A. M. Kendrick. Mrs. Brown's husband, Charles E., died in 1925. The large Queen Anne home at 425 N. First Avenue soon became the Stayton Hospital. Mrs. Kendrick was a registered nurse and Stayton had no hospital. The Kendricks operated the hospital until 1938, when it was closed. This left the city without a hospital until the present one was finished in March, 1953.

The population of Stayton in 1930 had increased 23 percent from 1920 and stood at 727 residents.

According to the Polk Directory of 1930-1931, the largest percentage of people were employed in education, followed by general laborers, cannery, banking, the phone company, and the flour mills.

The woolen mills had a contract with Montgomery Ward & Co. for blankets in the early 1920s, but when the account was closed, the mill operated intermittently until 1925 when it was sold to a group of Portland people who incorporated the Western Woolen Mills on September 22, 1926.

Robert D. Paris came from a Wisconsin woolen mill in 1928 and ran the mill at Stayton. In that year, the owner of the Brownsville mill died, and when Paris's offer to buy the property from the deceased man's estate was refused, he bought the Stayton factory in 1933. Since then it has been called the Paris Woolen Mill¹.

The machinery was in such poor condition that he replaced it with practically new equipment from the Knight Woolen Mills of Provo, Utah, which operated but a short time before liquidating in 1932. Three sets of cards, looms, and mules were purchased in this transaction.

In October 1935, a rare casualty occurred to the physical plant when a carbonizer blew up with a roar and partially demolished the small building in which it operated.

On May 6, 1935, President Franklin D. Roosevelt created the Works Progress Administration. This federal emergency agency for relief of American unemployment came under the authority of the Emergency Relief Act of 1935. Construction work was given major emphasis and included new and remodeled buildings and highways, with other improvements to public property, federal, state, and local. In 1939, the name of the federal agency was changed to the Work Projects Administration, becoming a part of the Federal Works Agency. The WPA ceased to exist in 1942. Stayton projects included work at Pioneer Park in clearing bursh, leveling, building tables and a bandstand, repairing the bridge, and doing rock work at the swimming hole. In addition, a considerable amount of work occurred in the surrounding area, particularly at Silver Falls State Park.

¹The Paris Woolen Mill was entered into the National Register of Historic Places on December 21, 1981.

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APPENDIX A.

PROMINENT INDIVIDUALS

Alexander, E.D.

Owner and editor of *The Stayton Mail* newspaper, 1901 to 1909. Served as postmaster of Stayton, 1916 to 1923. Purchased and operated *The Stayton Mail* newspaper until 1934.

Beauchamp, Clarence A. (1879 to 23 March 1946)

Prominent businessman and civic leader. Owned drugstore for many years. City councilman, 1938 to 1941.

Beauchamp, Harry A. (December 13, 1881 to July 12, 1962)

Physician and surgeon beginning practice of medicine in Stayton in 1905. Served as mayor from 1912 to 1918.

Bennett, E. F.

Served as mayor in 1899.

Bilyeu, Peter (September 29, 1802 to July 27, 1877)

One of the earliest settlers in the area; arrived in Oregon in October 1850. Donation Land Claim No. 2692 was located just north of the North Fork of the Santiam River, later adjoining town of Stayton.

Brewer, C.H.

Served as city councilman from 1906 to 1911. Physician and proprietor of Brewer Drug Company.

Brown, Charles Enoch (September 15, 1857 to September 15, 1925)

Operated sawmill in Stayton with brother, George L. Brown, and father, Lee Brown. The firm of Lee Brown & Sons owned one of the larger sawmills in Marion County. In 1913, bought the carding mill, which he converted into a batt and bedding factory, which he operated until his death.

Brown, George L. (1870 to 1951)

Along with father, Lee Brown, and brother, Charles E. Brown, the firm of Lee Brown & Sons owned one of the largest sawmills in Marion County. Also supplied Linn and Polk counties with lumber. City councilman from 1895 to 1896 and from 1912 to 1918.

Brown, Leander ("Lee") (April 26, 1833 to December 26, 1908)

Stayton's first mayor, 1891. Councilman in 1900. He advocated good roads and schools and was a leading spirit in every project for the development of the community. In 1884, he purchased a sawmill in Stayton, and in the same year admitted his sons, Charles E. and George L., as partners.

Caspell, G. W.

Served as mayor 1897 to 1898. City councilman in 1894. Owner of Caspell & Smith, Blacksmith.

Gehlen, Charles

In 1897 became a clerk at father's store in Stayton. After his father's death in 1904, Charles and John A. Gehlen managed the establishment for two years for the heirs of the estate. On the expiration of that period, they purchased the business and for five years were associated with its operation. John A. Gehlen then withdrew from the concern and Charles was the owner of the store for ten years. For thirty years he was a leader of mercantile activity in Stayton.

Greene, L.

Served as mayor in 1896. Pastor of the Christian Church.

Hobson, Hadley (6 September 1811 to 4 August 1887)

Possibly first settler in Stayton region. He arrived in 1847 and in 1848 Donation Land Claim No. 2158 was issued. This property was between present day Sublimity and Stayton. Went to California in search of gold and returned to purchase over 1500 acres, or nearly all the land from Sublimity to the center of Stayton, and eastward for over a mile. He introduced cattle and sheep into the area.

Hobson, William Henry

In 1895, he was elected to the state senate where he served on reelection for eight years. During the first session he was a member of the committees on Claims, Commerce, Navigation, and Federal Relations. Prior to this he had operated a grocery business in 1871. From 1871 to 1874 he enjoyed a general trade in partnership with Uriah Whitney. In 1876 these two men built the Gardner grist mill, and in connection therewith operated a general store. In 1888, with Lee Brown and two others, organized the Santiam Lumber Company in Mill City, in essence founding that city. He eventually returned to Stayton and established a dry goods business.

Judson, Rev. Lewis H. (6 August 1809 to 3 March 1880)

Member of the Methodist Mission which laid the foundation for the American settlement in the Oregon Territory. One of the first white people in the Stayton area, found a place where water could be diverted for potential power use.

Hoey/Hoye/Hoeye, David Franklin (October, 1839 to December, 1922)

Early businessman in Stayton, manufacturing furniture. Also a wagon maker.

Kearns, J. T.

Served as mayor from 1906 to 1907. Involved with real estate.

Keech, George

Served as mayor from 1923 to 1930. Also city councilman from 1908 to 1911. Operated the Star Theater.

Keene, Henry

Served on city council in 1894, 1895, 1897 to 1898, and 1899. Long-time farmer in the Stayton area.

Kirkpatrick, David

Early pioneer in Stayton area. Donation Land Claim No. 1803 granted in 1852.

Kitchen, John M. (1842 to 1909)

Came to Oregon in 1865. Graduated from Willamette University medical department in 1874 and immediately located in Stayton. Remained in practice here the rest of his life except for a short period in Albany.

Lynch/Linch, James T.

Early pioneer in Stayton area. Donation Land Claim No. 1804 granted in 1853.

Stayton, Drury E.

Son of city founder. Along with brother, Moses A., worked with shovels for three years moving tons of earth and gravel to insure power supply for father's mill. Involved with balsam, fir, and chittam bark.

Stayton, Drury Smith (1818 to 3 November 1875)

In 1866 he and his wife bought from James Lynch/Linch consisting of forty-one acres, which became the townsite of Stayton. He began building a carding mill and then a sawmill. He was also a farmer, a Baptist minister, a justice of the peace, and, in 1854, became postmaster of Sublimity. He was also a trustee of the Sublimity College in 1858.

Stayton, Moses Alexander (22 March 1846 to 21 January 1919)

Son of the city founder. Along with brother, Drury E., worked with shovels for three years, moving tons of earth and gravel for a waterway for power supply to father's mill.

Taylor, B. P.

Served as councilman in 1895 and from 1897 to 1898. A farmer.

Thoma, John H.

Worked for seventeen years in sawmills in Stayton. He saved his money and in 1925 purchased a tract of land and established a lumber yard. Served on city council from 1919 to 1938.

Thomas, John W. (30 December 1838 to 19 November 1919)

In 1879, C. M. and J. W. Thomas established a cabinet factory, using native maple, alder, and fir. In one year they manufactured forty bedsteads, twenty dozen chairs, and forty safes. These cabinets were designed for storing food and keeping it cool. On the door and at the sides, there were panels of tin with punched ornamental designs for the purpose of admitting air.

Thomas, Charles M. W. (3 April 1833 to 4 May 1910)

See above for John W. Thomas.

Trask, Gus B.

Served on the city council from 1895 to 1900. Proprietor with Giles Thomas in livery business.

Weddle, W. A.

Mayor of Stayton from 1938 to 1940. Long-time owner of Weddle Funeral Home.

Whitney, Uriah (23 March 1834 to 2 October 1928)

Partner with W. H. Hobson in mercantile business. Helped erect property at Gardner Flouring Mills. Started another general merchandise store with W. W. Elder. Much time devoted to farming. Mayor from 1892 to 1893. Councilman in 1899.

Willson, W. H. (1801 to 17 April 1856)

One of the first white visitors to Stayton area. Member of the Methodist Mission which laid the foundation from the American settlement in the Oregon Territory. At the site of Stayton, found a place where water could be diverted.



CITY OF STAYTON

362 N. Third Avenue • Stayton, Oregon 97383

RECEIVED
JUN 28 1993
STATE PARKS
RECREATION

MAYOR
Willmer Van Vleet

COUNCIL
L. Lee Hazelwood
Craig Clarambeau
Henry Porter
Vickianne Holley
Jay McRae

CITY HALL
362 N. Third Avenue
Stayton OR 97383
(503) 769 3425
(503) 769 1456 (fax)

POLICE DEPARTMENT
362 N. Third Avenue
Stayton OR 97383
(503) 769 3421
(503) 769 4797 (fax)

PUBLIC WORKS DEPT.
362 N. Third Avenue
Stayton OR 97383
(503) 769 3425
(503) 769 1456 (fax)

PUBLIC LIBRARY
515 N. First Avenue
Stayton OR 97383
(503) 769 3313

COMMUNITY CENTER
400 W. Virginia Street
Stayton OR 97383
(503) 769 2998

SWIMMING POOL
(503) 769 7284

June 25, 1993

James Hamrick, Deputy SHPO
STATE HISTORIC PRESERVATION OFFICE
OREGON PARKS DIVISION
525 Trade St. SE
Salem, Oregon 97310

RE: STAYTON HISTORIC SITES INVENTORY

Dear James:

Enclosed is a copy of a March 18th letter to Bob Rindy, DLCD, and the final expenditure report for the City of Stayton's historic preservation project.

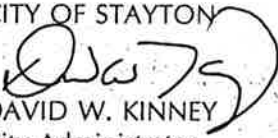
We have received DLCD's \$1,500.00 payment on the grant but have not received any payments from SHPO. Please remit a check to:

City of Stayton
362 N. Third Avenue
Stayton, Oregon 97383

Thank you for calling this to my attention.

Sincerely,

CITY OF STAYTON


DAVID W. KINNEY
City Administrator

encl.

DWK:dk\letters\shpo.2

6/28/93
Arrive this needs to be paid before Thursday. Thanks. 9030-054-740
Chavez
James



City Of Stayton

362 North Third Avenue • Stayton, Oregon 97383

MAYOR

Willmer Van Vleet

COUNCIL

*L. Lee Hazelwood
Craig Clarambeau
Henry Porter
Vickianne Holley
Jay McRae*

CITY HALL

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(503) 769-1456 (fax)*

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Stayton, OR 97383
(503) 769-3313*

COMMUNITY CENTER

*400 W. Virginia St.
Stayton, OR 97383
(503) 769-2998*

SWIMMING POOL

(503) 769-7284

March 18, 1993

Bob Rindy

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
1175 Court Street, N.E.
Salem, Oregon 97310

RE: STAYTON HISTORIC RESOURCES INVENTORY
Final Expenditure Report

Dear Bob:

The City has enacted the required historic resources inventory amendments and submitted the following documents to DLCD and SHPO:

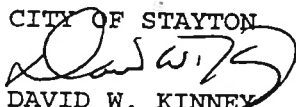
1. Inventory of fourteen (14) historic sites.
2. A context statement for historic sites.
3. ESEE analyses for historic sites.
4. An adopted ordinance adding significant Goal 5 historic sites to the Stayton Comprehensive Plan inventory.

Attached is a final expenditure report itemizing city expenses on this project from November 1, 1992 to March 1, 1993.

The city requests reimbursement in the amount of \$3,000.00 in accordance with our grant agreement with DLCD and SHPO.

Sincerely,

CITY OF STAYTON


DAVID W. KINNEY
City Administrator

encl.

dwk:letters\dlcd.10

ORIGINAL

ACTION
CODE

C

99-03-0

1,500.00

002340

AGENCY VOUCHER NO.

DATE 05-11-93

VENDOR NUMBER

006759

PAYEE AND ADDRESS

CITY OF STAYTON
362 NORTH THIRD AVENUE
STAYTON OR 97340

AUDITED BY

DEPT OF LAND CONS. & DEV.
1175 COURT ST NE
SALEM OR 97310

TOTAL

\$1,500.00

REMARKS OF: INVOICE

REFERENCE 051193

1,500.00

NET PAID

\$1,500.00

MESSAGE: STAYTON/SHPO CONTRACT PMT, ONE/FINAL, 11/1/92-3/1/93

ACCOUNT CODING: AGY 66000 BCH W20 INV

TC 40 FD 930430 REF 051193

DESCRIPTION PCD PROJECT FUND BI COST CENTER ACCOUNT

AMOUNT

CITY OF STAYTON

813 3 67 03 00 00 980125

1,500.00

CITY OF STAYTON

General Fund
362 North Third Avenue • Phone: 769-3425
Stayton, Oregon 97383

003885

DATE

May 14 1993

RECEIVED FROM

LCDC

THE SUM OF

DOLLARS \$

1500⁰⁰

FOR

SHPO Grant

AMOUNT OF ACCOUNT \$

AMOUNT PAID \$

BALANCE DUE \$

☐ CASH ☒ CHECK ☐ M.O. ☐ CREDIT CARD

BY

E

Thank You!

NOTICE TO VENDOR

REMITTANCE ADVICE

Enclosed is warrant in full payment of claim listed above. Please refer to Voucher Number indicated if you have any question regarding this payment.

By

FOR STATE AGENCY USE ONLY

This certifies that the materials, services, cash advanced, or expenses covered by this claim have been furnished rendered or expended on behalf of the State of Oregon. The provision for payment is made by law and appropriate the obligation or expenditure is authorized by law and the claim otherwise satisfies the requirements as provided ORS 293.295. This claim has been approved for payment in the above amount.

By